

# Public Document Pack



## **PLANNING COMMITTEE**

Wednesday, 4th February, 2015 at 7.30 pm  
Venue: Conference Room,  
The Civic Centre, Silver Street,  
Enfield, Middlesex, EN1 3XA

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## **MEMBERS**

Councillors : Abdul Abdullahi, Lee Chamberlain, Dogan Delman, Christiana During, Ahmet Hasan, Suna Hurman, Jansev Jemal, Derek Levy (Vice-Chair), Andy Milne, Anne-Marie Pearce, George Savva MBE and Toby Simon (Chair)

**N.B. Any member of the public interested in attending the meeting should ensure that they arrive promptly at 7:15pm**  
**Please note that if the capacity of the room is reached, entry may not be permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00 noon on 3/02/15**

## **AGENDA – PART 1**

- 1. WELCOME AND APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF INTERESTS**

Members of the Planning Committee are invited to identify any disclosable pecuniary, other pecuniary or non pecuniary interests relevant to items on the agenda.

- 3. MINUTES OF THE PLANNING PANEL - CHASE FARM HOSPITAL SITE (Pages 1 - 14)**

To receive the minutes of the Planning Panel meeting held on Wednesday 7 January 2015, for information only.

**4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 165) (Pages 15 - 16)**

To receive the covering report of the Assistant Director, Planning, Highways & Transportation

**5. 14/04795/FUL - 1246 MOLLISON AVENUE, ENFIELD, EN3 7NJ (Pages 17 - 28)**

RECOMMENDATION: Approval subject to conditions  
WARD: Enfield Highway

**6. 14/02646/RE4 - DERBY ROAD, OFF KENNINGHALL ROAD, LONDON, N18 2PA (Pages 29 - 38)**

RECOMMENDATION: Approval subject to accordance with Regulation 3 of the Town & Country Planning General Regulations 1992 and Subject to Conditions.  
WARD: Edmonton Green

**7. 14/04449/FUL - 20-22 GREEN LANES, LONDON, N13 6HT (Pages 39 - 52)**

RECOMMENDATION: Planning Permission be Refused  
WARD: Bowes

**8. 14/04222/HOU - 46 OLD PARK VIEW, ENFIELD, EN2 7EJ (Pages 53 - 62)**

RECOMMENDATION: Approval subject to conditions  
WARD: Highlands

**9. 14/03614/FUL - LAND ADJACENT TO 2 THE MALL, LONDON, N13 4AU. (Pages 63 - 76)**

RECOMMENDATION: Approval subject to conditions  
WARD: Southgate Green

**10. P14-01733/PLA & P14-01735/ADV - 41 PICKETTS LOCK LANE, LONDON, N9 0AS. (Pages 77 - 94)**

RECOMMENDATION: Subject to the referral of the application to the Greater London Authority (GLA) and no objections being raised together with the completion of the section 106 agreement regarding the issues set out above, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions.  
WARD: Jubilee

**11. EXCLUSION OF THE PRESS AND PUBLIC**

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting

for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).  
(There is no part 2 agenda)

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## PLANNING PANEL - 7.1.2015

**MINUTES OF THE MEETING OF THE PLANNING PANEL  
HELD ON WEDNESDAY, 7 JANUARY 2015****COUNCILLORS**

**PRESENT** Toby Simon, Lee Chamberlain, Dogan Delman, Christiana During, Jansev Jemal, Anne-Marie Pearce and George Savva MBE

**ABSENT**

**OFFICERS:** Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), David B Taylor (Head of Traffic and Transportation) and Robert Singleton (Planning Officer) Jane Creer (Secretary)

**Also Attending:** Applicant (Royal Free London NHS Foundation Trust) representatives:  
Andrew Panniker – Director of Capital and Estates  
Steve Davies – TTP Consulting  
Paul Burley – Montagu Evans  
Nic Allen – PM Devereux  
Fiona Jackson – Hospital Director, Chase Farm Hospital  
Prof Steve Powis – Medical Director, Royal Free London  
Maggie Robinson – Head of Property  
Gary Barnes – Asst Director, Projects, LB Enfield

Ward Councillor: Cllr Glynis Vince (Highlands Ward)  
And approximately 100 members of the public / interested parties

**1  
OPENING****NOTED**

1. Councillor Simon as Chair welcomed all attendees and introduced the Panel Members.
2. The purpose of the meeting was to receive a briefing on the proposals, to provide local residents and other interested parties the opportunity to ask questions about the application and for the applicants, officers and Panel Members to listen to the reactions and comments. These views, and all the written representations made, would be taken into account when the application was determined by the Planning Committee.
3. This was not a decision-making meeting. A decision on the application would be made by the full Planning Committee in February.

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**2**

**OFFICERS' SUMMARY OF THE PLANNING ISSUES**

NOTED

Andy Higham, (Enfield Council Head of Development Management) introduced officers present and highlighted the following points:

1. This Planning Panel meeting was an important part of the consultation process. Notes were being taken and would be appended to the report to the Planning Committee.
2. This was an outline planning application, seeking to establish the principles of the uses and development of the site. Matters of detailed design and layout were not for consideration at this stage. The application included details of the location within the site of the proposed new hospital, school and residential development. Indicative plans had been provided to demonstrate how the quantity of development proposed might be accommodated on the site. There would be further consultation in future on the detailed layout and form of development.
3. The Planning Committee could consider material planning issues. The key issues included:
  - The principle of the mix of uses proposed on the site and the identification of future expansion space for hospital facilities.
  - The principle of demolition of buildings on the site.
  - The quantity, scale and height of development proposed.
  - Traffic implications.
  - The principle of the points of vehicle and pedestrian access to the site.
  - The provision of affordable housing and mix of residential development proposed.
  - The phasing of development and timescale of delivery and construction.
  - The provision of temporary facilities for the new school within the Green Belt.
4. The Committee could not consider matters of detailed design, or services which the hospital would provide.
5. The consultation period would be extended by another week. If residents had further comments, these should be sent to the Council by Thursday 15 January to be included in the report to Planning Committee.

**3**

**PRESENTATION BY THE APPLICANT / AGENT**

NOTED

Andrew Panniker (Director of Capital & Estates, The Royal Free London NHS Foundation Trust) introduced representatives of the applicant present and set out the proposals as follows:

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1. The application was submitted in November 2014 for outline planning permission with reserved matters. This meeting was part of the consultation process and they would be learning from comments made.
2. The Royal Free London acquired Barnet and Chase Farm Hospitals in July 2014. They had then started consultation with local stakeholders for delivery of a new Chase Farm Hospital. The clinical vision would be delivered and the timescale was on track.
3. Phasing of development would be key, and all services currently on site at Chase Farm Hospital would be maintained in operation.
4. The agreed Barnet, Enfield and Haringey (BEH) Clinical Strategy was being delivered.
5. There had been lack of investment at Chase Farm Hospital and a number of schemes developed and shelved over the years. Services were provided in random buildings across the site at the moment. It was the intention to deliver a new hospital fit for purpose in modern facilities and give an improved patient experience, in an efficient and economic way.
6. The new hospital build was being enabled by the residential development. Unless there was residential development they would be unable to generate the funds to allow the hospital to be built.
7. The application was for a building of 32,000m<sup>2</sup>. The design needed 25,000m<sup>2</sup>. This gave 7,000m<sup>2</sup> expansion space.
8. It had subsequently been realised that it would be more economical to include facilities originally envisaged to be located in Highlands Wing in the new building. Highlands Wing would stay on the land and would not be sold.
9. There would be a lot of land retention at the hospital site, around 70% spare capacity, which would allow for changes in policies or services that might occur in future years.
10. There had been engagement with local residents and tenants on the site and this would continue.
11. The timescale was set out. Subject to approval by Planning Committee in February, the site would be cleared to allow building of the hospital, and early 2015 would also see sale of parcels of land to allow the school to be built and land where the current housing was. By the end of 2015 / beginning of 2016 it would be possible to start the physical build of the new hospital, subject to a further application to define design, scale and massing. The full business case would be followed through with the Trust Board and Department of Health. The new hospital would open in Spring 2018.

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12. Professor Steve Powis (Medical Director, Royal Free Hospital) added the following points:

- Clinicians wanted to deliver the best clinical care in the world and they wanted to provide the best possible infrastructure and building to enable that.
- Chase Farm Hospital currently was not conducive to delivering that level of care. The widely dispersed site was not a good or efficient way to run a modern hospital. The buildings' inside layout could not deliver 21<sup>st</sup> Century care. The state of repair of the buildings was poor and a new build was required to deliver the best clinical care.
- The proposed hospital would have a huge positive impact on the level of care delivered and on the experience of people attending and working at the hospital.
- The services to be provided were those agreed in the BEH Clinical Strategy. The list of services included:
  - Inpatients
  - Outpatients
  - Elective surgery
  - PITU (planned investigation and treatment unit)
  - GP out of hours
  - OPAU (older persons assessment unit)
  - Theatres and recovery
  - HDU (high dependency unit) endoscopy, outpatients
  - Phlebotomy
  - Physiotherapy and MSK
  - Imaging
  - Day cases

13. Nic Allen (PM Devereux) set out the design proposals:

- Design was indicative at this stage.
- There had been pre-application discussions with planners since May 2014.
- A masterplan was proposed for integrated development with three components – modern healthcare facilities; 3 form entry primary school; and residential development including a significant proportion of family houses.
- The masterplan showed location of the healthcare facilities to the west of the site, the school to the east and housing through the middle.
- Access points from the Ridgeway and Hunters Way would be retained, with the Ridgeway access moved slightly.
- Existing bus routes would be retained and re-routed through the site, and would set down in front of the main hospital entrance.
- The main section of the new hospital would be north of the Highlands building and would allow patients, visitors and staff easy access from the multi-storey car park.
- As many as possible of the good trees on site would be preserved, and there would be a landscape strategy.
- All impacts of the development on the surrounding area had been considered, including views from the Green Belt into the site.

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14. Steve Davies (TTP Consulting – transport consultant) advised:
- A transport assessment report had been produced.
  - A trip generation assessment by all modes of transport was undertaken and the impacts modelled.
  - The existing hospital already generated traffic and post development the traffic would probably be less.
  - Examples of other primary schools and residential use survey database resources were used in the assessments, which were scoped with the Council and Transport for London.
  - The area was busy at peak times, but the proposals would make the situation no worse than it was now.
  - There would be travel plans for the hospital and the school to encourage sustainable methods of transport.
  - Car parking provision at the hospital would be reduced and restricted. There would be improved parking policies and enforcement.
  - There would be a new route into the hospital from the Ridgeway: one entrance that would be easy for people to find.
  - The residential development would have a large proportion of family houses, mainly two or three floors. The apartments would be up to five storeys. There would be a design code to control quality: the aim was an integrated site of the same quality.
15. Gary Barnes (representing LB Enfield's Education Department) provided information regarding the proposed new school:
- The Council had an agreed policy of local places for local pupils.
  - Need for school places had been identified in the Enfield Town area for two forms of entry by 2017 without taking account of this development. The residential development of this site would increase the demand by one further form of entry.
  - The timetable proposed was for temporary school provision from September 2015 and an aim to open the new school in September 2017, but it would be more likely to open in 2018.
  - Temporary buildings on Green Belt land were proposed to be used just while the new school was being built on the main site.
  - Access was proposed from Shooters Road, away from the main entrances to the hospital and housing. Two options would be set out for further consultation – one-way in, and out through two exits in the remainder of the site; or a prohibition order to restrict vehicles accessing Shooters Road.
  - A forceful school travel plan would be imposed, making it more attractive to walk than use vehicle transport.

**4**

**QUESTIONS BY PANEL MEMBERS**

NOTED the following questions and observations from Members of the Panel.

1. Q. Why was the urgent care centre not included in the healthcare services listed?

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- A. It should have been included. The urgent care centre was an absolute commitment.
2. Q. Could the applicant consider possible 24 hour Accident and Emergency (A&E) provision?  
A. The BEH Clinical Strategy was agreed and that was what the applicant was instructed on to implement. They were not in a position to open up that strategy. There was no Chase Farm A&E in that strategy so there was no intention to provide this in the application.
3. Q. Could assurance be given that there would be no disruption during the construction period to services provided by Chase Farm Hospital?  
A. It was a key issue that during the building period all existing services would continue. Investment would be put into existing buildings. A decant and enabling plan would be put in place. The urgent care centre would move into one of the existing buildings on site. All services now provided at Chase Farm Hospital would continue to operate on the site.
4. Q. Highlands Wing was originally part of the proposals: could assurance be given that it would be part of the redevelopment?  
A. Highlands Wing was originally proposed for use for Outpatients, but the cost of refurbishment was too close to the cost of new build to be considered economic. Highlands Wing would be retained as flexible space, to allow expansion, with a planning designation as healthcare use, and some form of restrictive covenant to ensure it was retained for healthcare. It would be used for expansion of Chase Farm Hospital if required.
5. Q. Has there been a transport assessment?  
A. Yes, this has been submitted to the Local Planning Authority and is available on the Council website. If there is further work, it will be updated with the reserved matters application. (The Chair confirmed that all documents can be accessed on LB Enfield website <http://planningandbuildingcontrol.enfield.gov.uk/online-applications/> under the application reference 14/04574/OUT). It could also be accessed via the Royal Free London website. Paper copies were deposited at Enfield Civic Centre, Enfield Town Library, and Chase Farm Hospital. The consultation period would run until Thursday 15 January if people wanted to make comments. If they did not agree with information in the transport assessment they should make representation at this stage. It was a fundamental part of the outline application.
6. Q. A 3 form of entry school would impact on the area. Would there be drop off and pick up points or parents' parking within the school site?  
A. A number of options were being considered, including a pick up and drop off point in the school grounds. Counter to that was a proposal that a prohibition order be obtained to restrict parents from going into the site by ensuring that only listed residents and cars would be able to access Shooters Road at restricted times. It was acknowledged that traffic management was an issue. There would be a need to consult local residents on all these proposals.

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7. Q. In view of traffic congestion at the moment in the Ridgeway and difficulties in exiting Ridge Crest, would it be possible to have a point of access from Hunters Way only?
- A. No, as Hunters Way would not have the necessary capacity. The main hospital access would move to the north to form a crossroads with Ridge Crest and there would be an area for turning cars so that they did not block the free flow of traffic. The traffic situation would be made no worse by the redevelopment.
8. Q. With reference to expansion space, what was the footprint of the Royal Free Hospital, for illustrative purposes?
- A. Royal Free Hospital was a multi-storey building with specialist facilities in an urban environment and very different. There was around 65,000m<sup>2</sup> floor space but it had a smaller footprint and was more concentrated.

**5**

**QUESTIONS BY WARD COUNCILLORS**

NOTED the following question from Councillor Glynis Vince, Highlands Ward Councillor.

1. Q. On behalf of residents of Shooters Road, there were concerns about the proposals. The plans did not show the road properly. It was not a through road. Residents were concerned about parking and access. Mitigation measures around other schools in the past had not worked.
- A. Shooters Road was a dead end at the moment, but proposals were being worked up to open it up into the hospital site, and take vehicles out via the main site.

**6**

**OPEN SESSION - QUESTIONS AND VIEWS FROM THE FLOOR**

NOTED the following questions and observations from attendees, grouped under subject headings:

1. Timescale

Q. The timescale for consultation was a cause for concern. There were 127 documents associated with this application. Could more time and / or more public meetings be arranged?

Further concerns were also raised that the proposals were being pushed through very quickly.

A. A speedy timescale was being pursued as there was a need to recover the loss-making position of Chase Farm Hospital to give it a sustainable future. The longer the hospital was loss making the more difficult this would be.

2. Finance

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Q. Proposals were dependent on financial viability, but the relevant documentation had not been made publicly available. No decision should be made until firm figures had been seen.

A. It was advised that a detailed financial viability assessment had been submitted to the Local Planning Authority, who would review it against planning policies, and would publish a redacted version online with all other documents relating to the application. Some of the information was commercially sensitive as it related to the residential development, and making public the assumptions of what the capital receipt might be would affect the commercial bids. The residential development was the key enabler to allow the development of the new hospital. The commercially sensitive information should be protected to allow the NHS to obtain the best value for the tax payer.

Q. Would all the monies made from the land sale go to Chase Farm Hospital or Royal Free London or elsewhere, or would Royal Free London be subsidising the redevelopment?

A. There was a commitment that all money raised from disposal of land will be re-invested back into the new hospital. None would be going to the Royal Free or Barnet Hospitals. This money would not cover the cost of building the hospital. Funding would be coming from three sources: sales receipt; contribution from Department of Health and Treasury; and from Royal Free London as part of the acquisition process. The total cost of the new hospital at the moment was over £120M.

Q. Attendees had ongoing concerns about approval of planning permission without full knowledge of how it would be costed. If the sale of land did not cover the full cost of the new hospital, the fear was that it would not be finished or fully provided. The Council had no control over clinical decisions.

A. Planning officers confirmed that the cost and how the redevelopment would be funded was not critical to the planning assessment, and an application could not be refused because of uncertainty on funding.

3. Hospital Facilities

Q. The hospital clearly needed major redevelopment, and local people would welcome the improvements, but what were the particular targets?

A. There would be a wide range of benefits. Infection control would improve for example as there were less hospital acquired infections in modern facilities

Q. There had been no mention of psychiatric units: were any plans in place?

A. Mental health was not within the care remit of the Royal Free London, being the responsibility of Enfield, Barnet and Haringey Mental Health Trust, which was a different Trust, but there had been liaison about the proposals.



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Q. Hospital experience was a lot to do with staff. Nurses at Chase Farm Hospital were disaffected. Would the plans help maintain and improve nursing care when things were so chaotic?

A. The environment at the moment did not allow staff to deliver the healthcare they wanted. The current facilities were poor. At night isolated parts of the hospital were quite scary. This development would improve recruitment and retention of nursing staff.

Q. Royal Free London was thanked for the positive news and commitment to delivering redevelopment in a timely fashion. An explanation was requested of the 70% spare capacity, whether future expansion would be restricted to the main building, and what the lifespan of Highlands Wing would be once renovated?

A. The building internally was designed to be adaptable. For example, the number of theatres currently proposed was eight, but the design made provision for an additional two if needed, close to existing theatres and recovery. The design would enable the hospital to expand further if this should be needed in the future. There would be land around and immediately adjacent. Enfield CCG (Clinical Commissioning Group) had advised they required 800m<sup>2</sup> ringfenced to allow them to consider potentially putting a GP service on site. Highlands Wing added 4,600m<sup>2</sup> of space. It was not included as part of the new hospital immediately because it did not readily convert, but should be stripped to the core to start again. A minimum 50 year life was the aim for new buildings.

Q. How flexible could the new hospital really be?

A. This adaptable building would give flexibility for changes in 5, 10, 15 or 20 years' time. The pipework, walls, etc were all designed for flexibility. Extensions would be able to be added on and changes made to the internal layout. This would allow changes to occur to expand the clinical services. There would be large floor plates and a wide frame structure that allowed the interior to be changed. Ceilings would be high. There would be a high proportion of single bedded rooms.

Q. Will the visual appearance of Highlands Wing and the car park be enhanced?

A. Neither would change dramatically in appearance, but would stay principally as they were. The entrance to the hospital would be slightly to one side and the views would be of the new hospital.

Q. Would any facilities to be added to what was provided at Chase Farm Hospital?

A. That was a healthcare related issue. The NHS Trust had a duty separate from planning to provide services at the site.

Q. The proposal was a vast improvement on the last version put before Committee in 2006. The positive aspirational promises had been heard tonight and that all monies from the land sale would be ringfenced to the new hospital, but any money would legally go to Royal Free London NHS Trust and it was then up that Trust how it was spent. The assurances

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given were welcome, but a more robust and legally binding agreement should be shown.

A. It had been made clear in a number of public arenas, in the press and by the Trust Chief Executive and Chairman that all proceeds from land sales would go into the new hospital at Chase Farm. The monies would go to Royal Free London NHS Trust, but Chase Farm Hospital was now part of that Trust. The money would be invested straight back into the new hospital building. All the receipt money would be needed; without it there would not be enough money to cover the build.

Q. The application was incredibly 'woolly'. The proposals stated 'up to 32,000m<sup>2</sup>' of replacement hospital facilities, but attendees would like that clarified in a legally binding manner. The proposal would provide hospital facilities broadly comparable with current ones, but that was not good enough. There was a lot of history to this hospital and past disappointments should not be repeated.

A. 'Up to 32,000m<sup>2</sup>' was the planning way of defining the application. A maximum had to be specified in the application to the Local Planning Authority. No decrease in the amount of services was implied. Royal Free London had an obligation around healthcare services to be provided. The minimum floorspace required to deliver the BEH Clinical Strategy was 25,000m<sup>2</sup>.

Q. The A&E facility at Chase Farm Hospital had gone. The news media showed problems and queues at hospitals across the country. Could this proposal help this situation?

A. The healthcare issues and pressures around accident and emergency provision were multi-factored. However, a more efficient hospital helped to relieve pressure on accident and emergency services by improving the flow through of patients and treatment as outpatients whenever possible.

**4. Access, Parking and Traffic**

Q. There were concerns that having main access for hospital users and residents from the Ridgeway was not ideal. Residents feared traffic gridlock, especially when there were closures of the M25.

A. The access from the Ridgeway would improve. It was accepted the road was busy. The proposal was to create a reservoir in the middle of the road to allow traffic to turn into the hospital without blocking the road. The Hunters Way access was likely to be used by more residents. The implications for junctions had been modelled on computer software. The improvements proposed would create a nil detriment situation. The traffic would not be noticeably worse.

Q. A reduction in parking spaces at Chase Farm Hospital was concerning. It was difficult to use public transport with someone who was ill. Would there be thought given to patients coming by car?

A. The proposals would only reduce parking slightly, to encourage people not to use cars. But there would be patient drop off areas, and wardens would not ticket without due consideration.

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Q. Travel plans to encourage walking to the hospital and to the school, and the statement that traffic flow would be improved on the Ridgeway seemed at odds. Would there be crossing points or measures to slow the traffic?

A. Pedestrians would have to walk across the hospital junction as they did now, but there was likely to be traffic calming such as a raised table. There was an existing footway.

Q. Ridge Crest residents relied on the current road set up to be able to exit onto the Ridgeway. If the entrance was moved and a crossroads formed, they would not be able to get out of Ridge Crest. The traffic assessment seemed to have been done over a very short period, and parking assessment done in one day, and the results were misleading. Trying to pull out of Ridge Crest at 8:00am was very difficult. The reduced number of parking spaces at Chase Farm Hospital would also cause displacement of more cars parking in Ridge Crest and from an earlier hour of the morning.

A. This busy junction was acknowledged. The proposals would generally improve the flow of traffic. It was accepted that vehicles exiting Ridge Crest may have to wait a little longer to get out. They could however leave by Hadley Road. It was noted that the Ridgeway was a strategic road. The initial junction proposal had been for a roundabout, but that did not work as well as a priority junction would.

The Chair advised that the Council's Traffic and Transportation officers would be looking at the calculations and making an independent assessment of the validity of the assumptions.

Q. Residents of Shooters Road and Comreddy Close had concerns about the negative impacts of the proposed access. Traffic would be chaotic on this narrow road. The proposal did not make sense, and it did not appear that the applicant understood what it was like there now?

A. Shooters Road currently had a one hour CPZ in the middle of the day to stop commuter parking from Gordon Hill Station. Any changes to the CPZ would be consulted on with the residents. The residents would not be restricted from their road, and they would be able to apply for permits for visitors. Widening would be required for an access road. An informal crossing point in Shooters Road for school users was envisaged.

Q. Could an indication be given of which roads and blocks would be fixed by the outline application?

A. The outline application covered access points, so these would be fixed. It would be expected when a residential developer came forward they might seek amendment to the indicative road layout.

5. School

Q. Who would operate the school: would it be a faith school, free school, or Local Authority run?

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A. It was proposed that a Local Authority run school would be provided by expansion of one of the borough's high performing schools.

6. Housing

Q. The need for affordable housing was raised. The need to get value out of the receipt was acknowledged, but the tenures were questioned.

A. In this case, all the money from the housing development would be used to fund the new hospital, so there was no profit. However, the Trust recognised that as a public body it had social responsibility, and wanted to provide affordable housing, and was proposing 14% affordable housing provision across the site.

Q. In respect of the housing, it would be the developer who bought the land who would make the firm plans and these were likely to be very different to the indicative plans shown. There were concerns that a real developer would ask for more housing on the site.

A. It was confirmed that plans in the outline application were indicative. The actual development could be different in appearance, but this outline application would fix the upper limit on numbers and height of dwellings. The planning statement showed the mix of dwellings of two to four-bed houses and also flats, with larger blocks towards the centre of the site. This would not become an executive-style type development, but would be typical family dwellings. Market demand had been considered. The outline application was for up to 500 dwellings. If a developer wanted to build more, that would have impacts and they would have to make a further planning application for a change in the number of dwellings, and may need to make a S106 contribution.

Plans showed an indicative layout to show how the amount of development could be fitted in, but the layout was not fixed. The number of dwellings could go down if the developer considered that family homes with bigger gardens would sell better.

Q. A close neighbouring resident wished to object that if the hospital entrance was moved they would lose the clock tower from view, and that there would be a detrimental impact from proposed 16m high four bed houses.

A. Housing proposals were worked up through a series of meetings with Council officers, with a view to protecting existing residents' amenities and appropriate separation distances between dwellings, etc. Residential dwellings were usually around 3m per storey high. Upper limits were specified in the outline application, but this did not mean that all development would be built up to those limits. An uppermost height of 16m applied generally for the principle of development, together with an upper ceiling of 500 residences. A developer could apply for a variation, but there was a need to protect people's amenity and the application set appropriate upper limits in areas of the site. Representatives would be happy to talk to residents individually after the meeting.

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Q. Along with the housing, were any commercial or shop units proposed? There were no local shopping facilities at the moment and traffic would be worse if residents had to drive elsewhere.

A. The main hospital would include an ancillary convenience store, such as Sainsburys Local or M&S Simply Food. The hospital would also be a community facility. As well as the convenience store, it would have a café and a pharmacy accessible to residents as well as to hospital patients and visitors.

**7**

**CLOSE OF MEETING**

NOTED the closing points, including:

1. The Chair thanked everyone for attending and contributing to the meeting. He felt it had been constructive and respectful and would be of great assistance in evaluating the application.
2. Notes taken at this meeting would be appended to the Planning Officers' report to be considered by the Planning Committee when the application was presented for decision. It was intended to present this application to Planning Committee on Tuesday 24 February 2015.
3. There was a deputation procedure whereby involved parties could request to address the Planning Committee meeting (details on the Council website or via the Planning Committee Secretary 020 8379 4093 / 4091 [jane.creer@enfield.gov.uk](mailto:jane.creer@enfield.gov.uk) or [metin.halil@enfield.gov.uk](mailto:metin.halil@enfield.gov.uk) and residents could also ask ward councillors to speak on their behalf.
4. Full details of the application were available to view and download from the Council's website [www.enfield.gov.uk](http://www.enfield.gov.uk) (Application Ref: 14/04574/OUT).
5. The consultation period had been extended as advised and would now end on Thursday 15 January 2015.

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MUNICIPAL YEAR 2014/2015 - REPORT NO **165**

**COMMITTEE:**  
PLANNING COMMITTEE  
4 February 2015.

AGENDA - PART 1	ITEM 4
SUBJECT -  MISCELLANEOUS MATTERS	

**REPORT OF:**  
Assistant Director, Planning,  
Highways and Transportation

**Contact Officer:**  
Planning Decisions Manager  
Sharon Davidson Tel: 020 8379 3841

**4.1 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY  
ADVERTISEMENTS DEC**

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

Background Papers

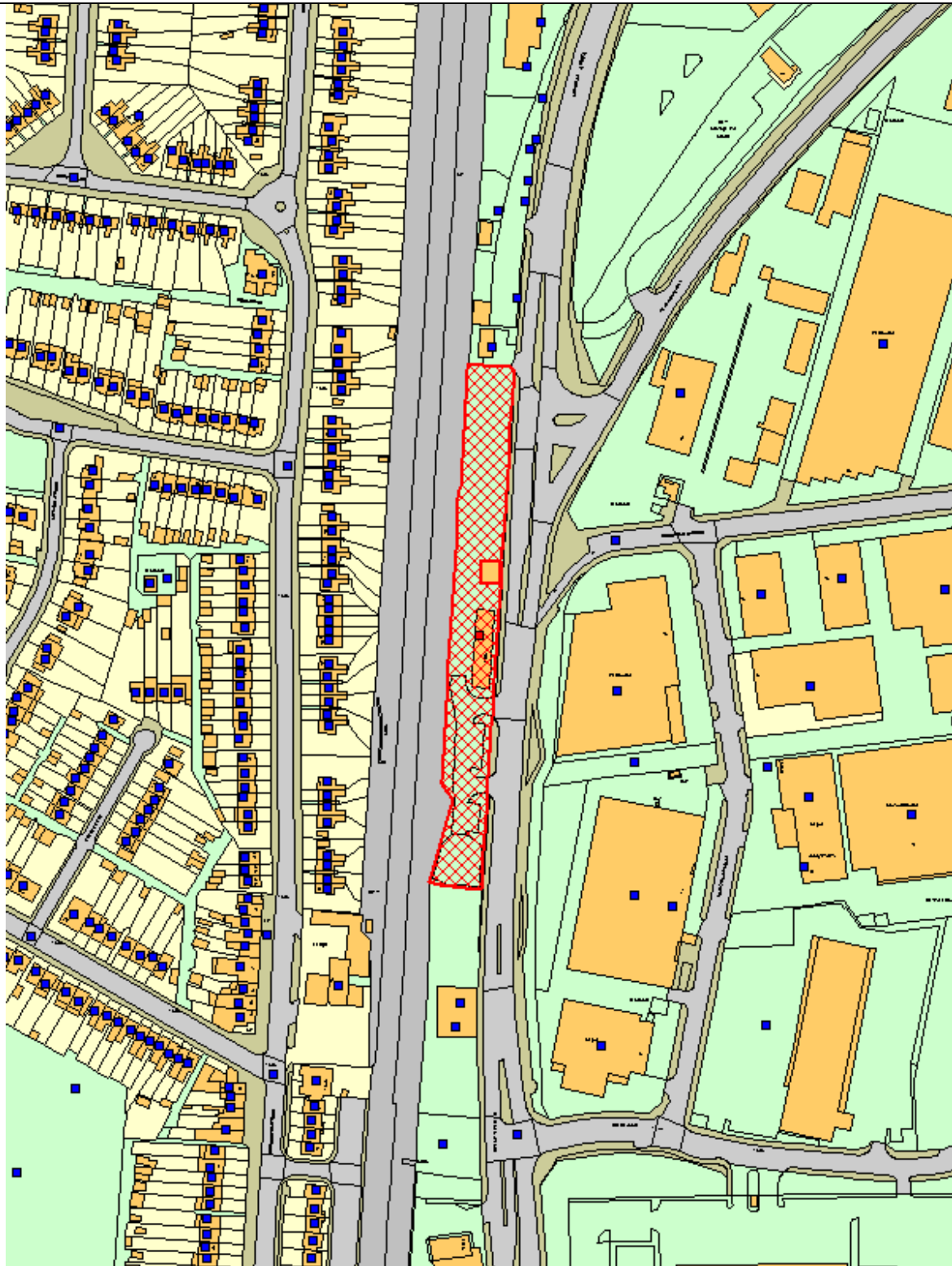
- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the Unitary Development Plan (UDP).
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 4 <sup>th</sup> February 2015
<b>Report of</b> Assistant Director, Planning, Highways & Transportation	<b>Contact Officer:</b> Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Rajvinder Kaur 020 8379 1860	<b>Ward:</b> Enfield Highway
<b>Ref:</b> 14/04795/FUL		<b>Category:</b> Full Application
<b>LOCATION:</b> 1246 Mollison Avenue, Enfield, EN3 7NJ		
<b>PROPOSAL:</b> Erection of a garage workshop involving installation of roller shutter to front elevation.		
<b>Applicant Name &amp; Address:</b> Mr Daniel Miller 1246 Mollison Avenue Brimmsdown Enfield Hertfordshire EN3 7NJ		<b>Agent Name &amp; Address:</b>
<b>RECOMMENDATION:</b> That planning permission be <b>GRANTED</b> subject to conditions.		

Ref: 14/04795/FUL LOCATION: 1246 Mollison Avenue, Enfield, EN3 7NJ,



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Scale 1:1250

North



## **1. Site and Surroundings**

- 1.1 The application site area comprises the Pressbay Motors compound, a garage offering MOT and car servicing / repairs together with vehicle salvage yard, situated on the west side of Mollison Avenue. The site houses the main work shop, customer car park and a salvage area. The site lies within the Brimsdown Industrial Estate, Strategic Industrial Location and North East Enfield AAP.
- 1.2 Mollison Avenue is a principle road that runs north to south through the Upper Lea Valley corridor. To the west of the site run the railway tracks that serve the Greater Anglia trains going through Brimsdown from Stratford to Broxbourne and beyond. Further to the west are the rear gardens of residential properties of Brimsdown Avenue.
- 1.3 The area in which the proposal building would be located is at the southern end of the site within the overflow car park. At present it used for standing vehicles that are awaiting work. The salvage yard area consists of a large uncovered area with temporary tents to assist in the servicing of vehicles. There are a large number of vehicle frames and parts stacked one car and two cars high. The salvage operation only operates for a few companies such as the AA and British Gas, dismantling their vehicles. The service is no longer offered to members of the public.
- 1.4 The boundary to the car park facing Mollison Avenue is made up of metal mesh fencing. The boundary to the salvage operations to the north of the site, facing Mollison Avenue, consists of 2.5m high acoustic timber fencing with razor wire on steel posts. The boundary facing the railway tracks is made up of 2.5m high steel security fencing and barbed razor wire.

## **2 Proposal**

- 2.1 Planning permission is sought for the erection of a light steel building for a garage workshop. It is to be used for vehicle maintenance, bodywork and spraying.
- 2.2 The proposed building will be 20m in length, 10m wide, 5m in height to eaves level and 6.62m to the ridge of a pitched roof. The panels are to be coloured goosewing grey.
- 2.3 The building is to be constructed of light weight steel. Fenestration will comprise of 1 industrial (4m wide, 5 metre high) 75 mm galvanised lath roller shutter door on the front (east) elevation and two steel security doors on a flank (south) elevation.

## **3 Relevant Planning Decisions**

- 3.1 P13-3001PLA – Erection of a light steel building for storing garage equipment and vehicle components – Granted with conditions 31<sup>st</sup> January 2014.
- 3.2 LBE/80/0015 – Transport Depot – GRANTED – 3<sup>rd</sup> November 1980.
- 3.3 TP/86/1128 – Vehicle Salvage – APPROVED conditional – 20<sup>th</sup> October 1986

## **4 Consultations**

### **4.1 Statutory and non-statutory consultees**

#### **4.1.1 Thames Water**

Thames Water advises that with regard to sewerage and water infrastructure capacity, there are no objections. However they recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. They advise informatives in relation to sewers and water mains.

#### **4.1.2 Environment Agency**

No comments.

#### **4.1.3 Traffic and Transportation**

No objection.

#### **4.1.4 English Heritage**

No objections.

#### **4.1.5 Tree Officer**

The trees on the Network Rail land should not provide any significant constraint to development on the site.

### **4.2 Public**

4.2.1 Letters was sent to 3 adjoining occupiers. In addition a notice has been displayed on site. No responses have been received.

## **5 Relevant Policy**

### **5.1 London Plan**

Policy 2.17	Strategic Industrial Locations
Policy 4.1	Developing London's economy
Policy 4.4	Managing industrial land and premises
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.4	Retrofitting
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.16	Waste self-sufficiency
Policy 5.17	Waste capacity

Policy 5.18	Construction, excavation and demolition waste
Policy 5.19	Hazardous waste
Policy 5.21	Contaminated land
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 7.20	Geological Conservation
Policy 8.2	Planning obligations

## 5.2 Core Strategy

CP13	Promoting Economic Prosperity
CP14	Safeguarding Strategic Industrial Land
CP15	Locally Significant Industrial Sites
CP16:	Taking part in economic success and improving skills
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25	Pedestrians and cyclists
CP26:	Public transport
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP40:	North east Enfield
CP46:	Infrastructure contributions

## 5.3 Development Management Document (DMD)

DMD19	Strategic Industrial Location
DMD20	Locally Significant Industrial Sites
DMD21	Complementary and Supporting Uses within SIL and LSIS
DMD23	New Employment Development
DMD 37	Achieving High Quality and Design-Led Development
DMD64	Pollution Control and Assessment
DMD66	Land Contamination and Instability
DMD68	Noise
DMD78	Nature Conservation
DMD79	Ecological Enhancements

## 5.4 Other Relevant Considerations

National Planning Policy Framework  
National Planning Practice Guidance

S106 Supplementary Planning Document  
North East Enfield Area Action Plan Submission Version  
Upper Lea Valley Opportunity Area Framework (July 2013)

## **6 Analysis**

### **6.1 Principle**

- 6.1.1 The Council is committed to supporting businesses and facilitating sustainable economic growth. It will continue to protect industrial land and employment premises including those safeguarded as Strategic Industrial Locations (SIL) through Policy 14 of the Core Strategy wherein there will be a presumption against non B1, B2 or B8 uses. This is further supported by DMD 19 within the Brimsdown Industrial Estate which is designated as a Preferred Industrial Location.
- 6.1.2 The erection of the proposed light steel building for a garage workshop within the site would not conflict with the use of the site. In principle it is acceptable, however its impact upon the character of the surrounding area and impact upon neighbours needs to be assessed.

### **6.2 Impact on Character and Appearance of Surrounding Area**

- 6.2.1 The structure would be simple in design and construction. It would represent a large structure but within the context of the site it would not be dominant or out of keeping relative to existing buildings in terms of materials used and design.
- 6.2.2 It would be contained within the site and set away from the boundary adjoining Mollison Avenue. It would be located next to the western boundary, adjacent to the railway line. The nearest residential properties are the other side of the railway line and are at their closest located approximately 45m away. The building would be visible from the residential properties. However, it would be viewed against the back drop of the Brimsdown Industrial Estate, including the larger industrial buildings, and therefore would not be dominant or obtrusive.
- 6.2.3 The scale, bulk and appearance of the proposed development is compatible with its surroundings and therefore complies with policy.

### **6.3 Impact on Neighbouring Properties**

- 6.3.1 The proposed structure would be located to the west of the site 1m from the boundary that adjoins the railway tracks, approximately 45m from the rear of the nearest residential property on the opposite side of the railway tracks. There will be no impact to residential amenities, in terms of light, outlook or privacy.

### **6.4 Ecology**

- 6.4.1 The location and nature of the proposed structure would not have an impact upon the Chingford Reservoirs SSSI, located within proximity to the site.

6.4.2 DMD79 of the Development Management Document states that development resulting in the creation of 100m<sup>2</sup> of floorspace should provide on-site ecological enhancements. The location and nature of the site means that suitable enhancements cannot be achieved.

6.4.3 The site is completely covered by hard surfacing, vehicles and associated parts and has no vegetation within, nor is there space within the site to accommodate new vegetation. The hard surfacing that covers the site allows oil run off to be channelled towards petrol interceptors.

6.4.4 Additionally the structure would be located next to the site boundary that adjoins the railway tracks. The noise emitted from here and the use of the site for dismantling and the maintenance of vehicles, would be inappropriate for the location of bat roosts.

## 6.5 Pollution

6.5.1 The proposal would be for a garage workshop related to the uses on the site. Due to the existing use, the site has a number of noise and pollution mitigation measures installed and operating such as acoustic timber fencing, petrol interceptors including lead acid waste container and a skip area for iron waste. The ground is angled so as to allow run off of oils and petrol to flow to the petrol interceptors and not towards the boundaries.

6.5.2 Policy DMD64 states that developments will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development, this includes operations/occupation and maintenance.

6.5.3 As the proposed structure is currently proposed for a garage workshop, due to its scale it has the potential for more flexible uses related to the existing use of the site. In future the structure could potentially be used for the storage of oils or chemicals, in this respect a condition related to secondary containment of oils and chemicals will be attached on any approval.

## 6.6 CIL

6.6.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015

6.6.2 In this instance the development is CIL liable. The amount of CIL payable based on 200 sq.m of new floor space would be £4,251.12.

## 7 **Conclusion**

7.1.1 In regards to the relevant policy and guidance the proposed light steel building for a garage workshop is considered acceptable. The proposed light steel building by reason of its siting, scale and design, would not detract from the character and appearance of the site and wider surrounding area, nor would it cause undue harm to the residential amenities of neighbouring

occupants, in accordance with Policies CP30 of the Enfield Plan Core Strategy, 7.1, 7.4 and 7.6 of the London Plan, DMD37 of the Development Management Document and the National Planning Policy Framework.

## 8. Recommendation

That planning permission be GRANTED subject to the following conditions:

### 1. C60 Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

### 2. C51A Time Limited Permission

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

### 3. Secondary Containment for facilities that store oils, fuels or chemicals

Any facilities for the storage of oils, fuels or chemicals shall be provide with secondary containment that is impermeable to both the oil, fuel or chemical and water, for example a bund, details of which shall be submitted to the local planning authority for approval. The minimum volume of the secondary containment should be at least equivalent to the capacity of the tank plus 10%.

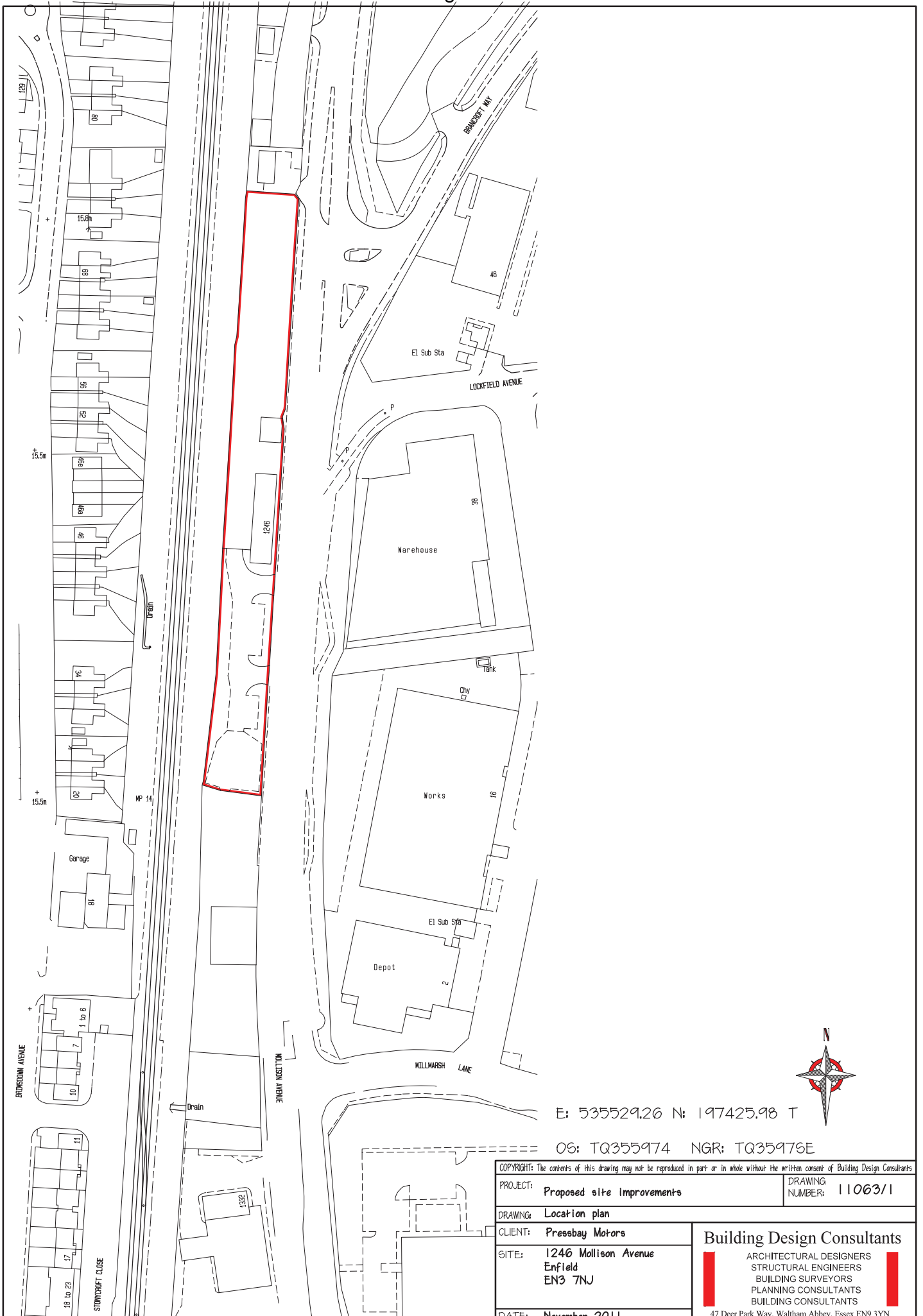
If there is more than one tank in the secondary containment the capacity of the containment should be at least the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest. All fill points, vents, gauges and sight gauge must be located within the secondary containment.

The secondary containment shall have no opening used to drain the system. Associated above ground pipework should have no mechanical joints, except at inspection hatches and either leak detection equipment installed or regular leak checks. All fill points and tank vent pipe outlets should be detailed to discharge downwards into the bund.

### 4 That the building hereby approved shall only be occupied for purposes ancillary to the existing use of the site and shall not be subdivided and occupied by separate businesses unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and highway safety.





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OS: TQ355974 NGR: TQ35975E

COPYRIGHT: The contents of this drawing may not be reproduced in part or in whole without the written consent of Building Design Consultants	
PROJECT: Proposed site improvements	DRAWING NUMBER: 11063/1
DRAWING: Location plan	
CLIENT: Pressbay Motors	
SITE: 1246 Mollison Avenue Enfield EN3 7NJ	
DATE: November 2011	
SCALE: 1:1250 @ A3	
<b>Building Design Consultants</b> ARCHITECTURAL DESIGNERS STRUCTURAL ENGINEERS BUILDING SURVEYORS PLANNING CONSULTANTS BUILDING CONSULTANTS 47 Deer Park Way, Waltham Abbey, Essex EN9 3YN www.plansandcales.co.uk Tel: 01992 768866 Fax: 01992 768877	

Notes:

Revisions:

Rev 2. - 19/01/2015  
Building dimensions amended, Building position moved.  
Elevations added.

Rev 1. - 02/04/2014  
New Building Location moved.

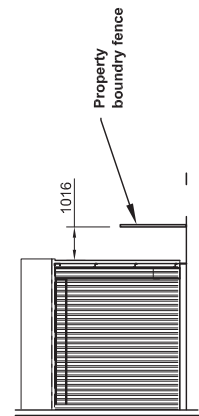
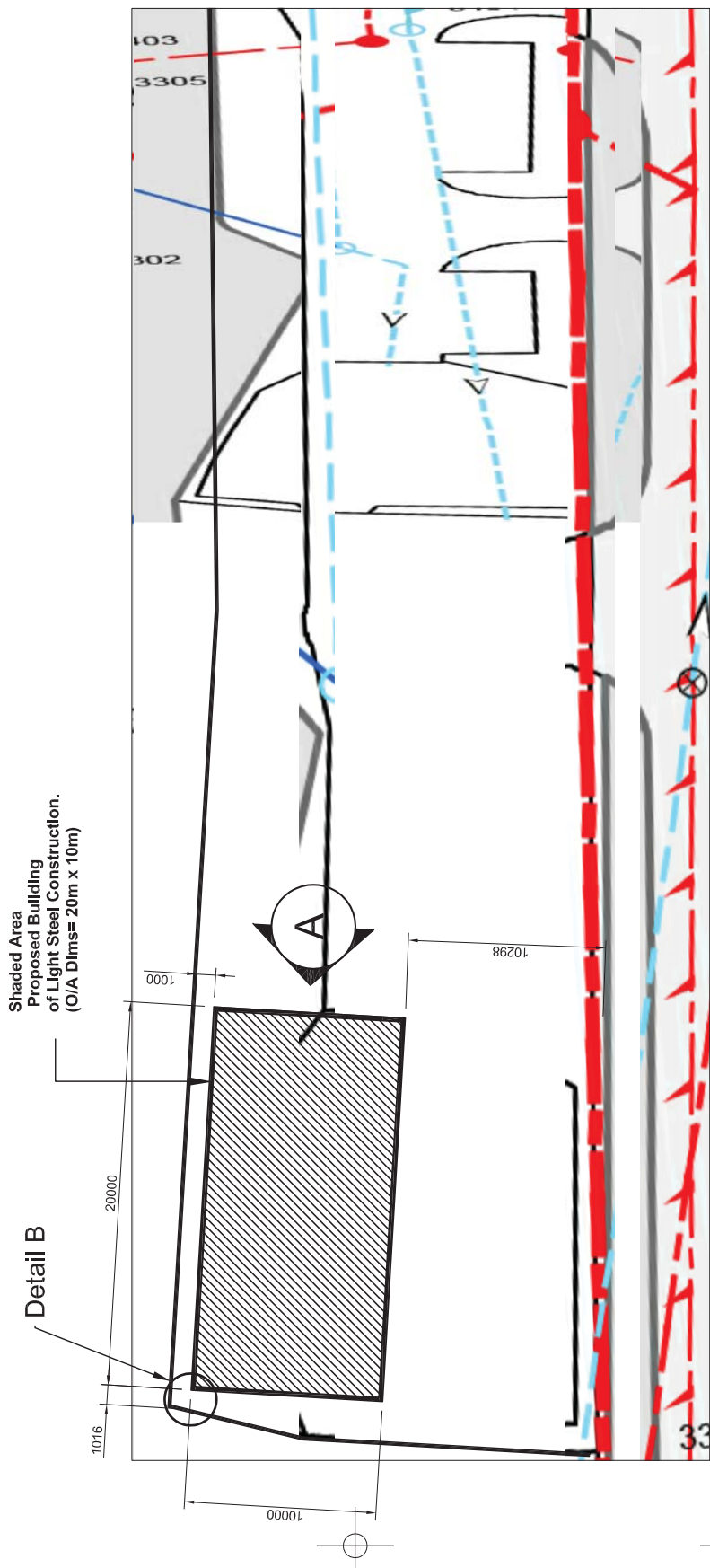
PRESSBAY MOTORS LTD  
1246 Mollison Avenue  
ENFIELD EN3 7NJ  
Tel 0208 443 0234  
Fax 0208 443 0208  
info@pressbaymotors.com

SITE LOCATION PLAN  
1246 Mollison Avenue

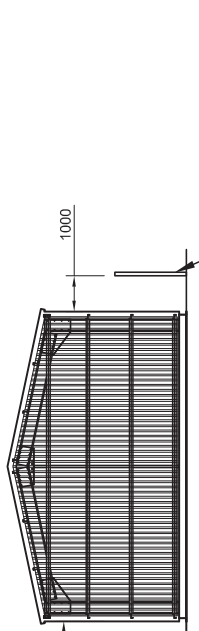
DATE 05.03.2014 SCALE 1:250

TITLE

JOB NUMBER PBM-001  
REV 2



**Elevation A (indicative ONLY)**  
1:150  
Showing Building position in relation to fence

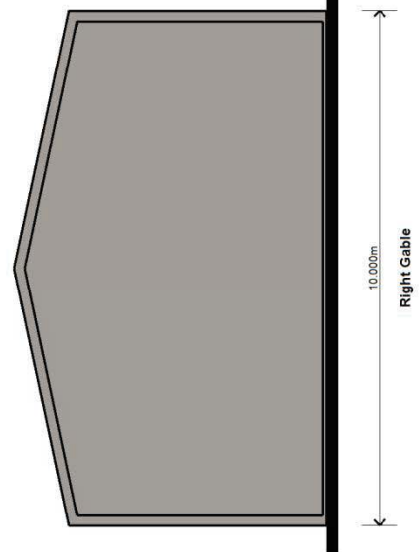
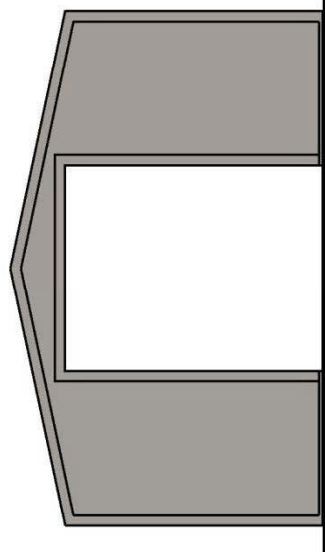
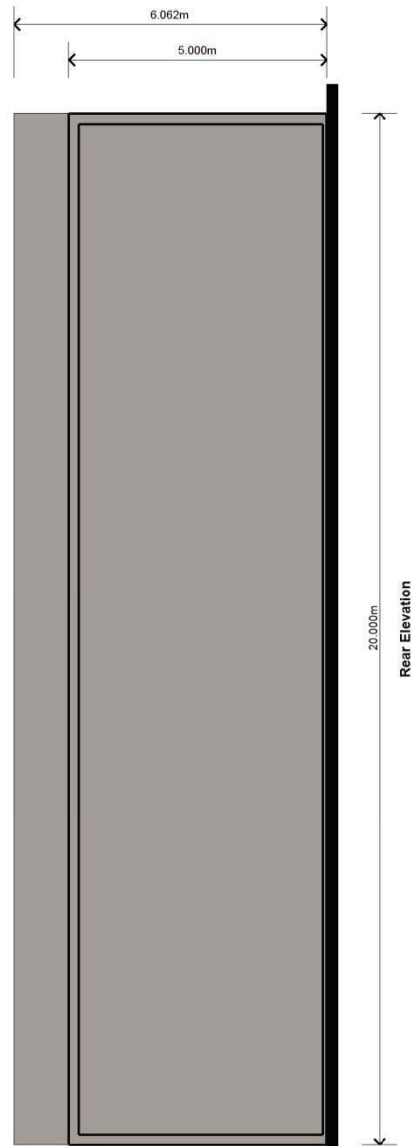
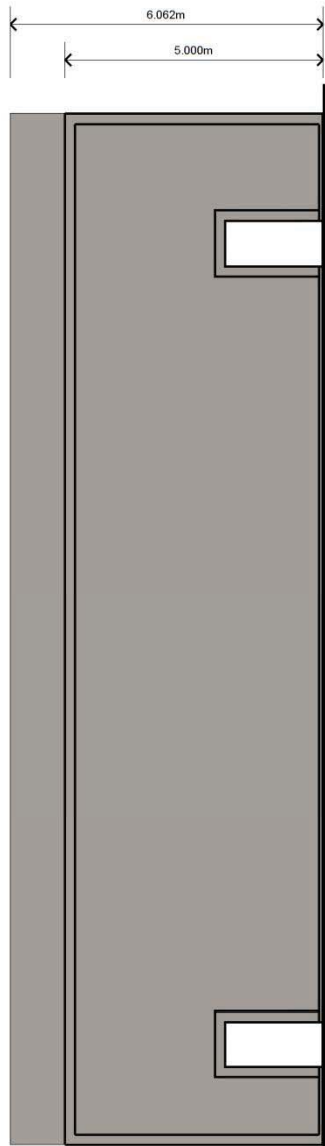


**Elevation B (indicative ONLY)**  
1:150  
Showing Building position in relation to fence

Property boundary front fence running along Mollison Ave

**Elevation A (indicative ONLY)**  
1:150  
Showing Building position in relation to fence

**Elevation B (indicative ONLY)**  
1:150  
Showing Building position in relation to fence





## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 4<sup>th</sup> February 2015

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Ms Eloise Kiernan 020 8379 3830

**Ward:**

Edmonton Green

**Ref:** 14/02646/RE4

**Category:** LBE - Dev by LA

**LOCATION:** Derby Road, Off Kenninghall Road, London, N18 2PA

**PROPOSAL:** Renewal of unimplemented permission granted under ref: LBE/08/0003 for the use of site for contractors storage / vehicle storage yard.

**Applicant Name & Address:**

Corporate Asset Mgt-Estates & Valuation,  
P O Box 50, Civic Centre,  
Silver Street,  
Enfield,  
Middlesex,  
EN1 3XB

**Agent Name & Address:**

Mr R. F. Sample  
Corporate Asset Mgt-Estates & Valuation,  
P O Box 50, Civic Centre,  
Silver Street,  
Enfield,  
Middlesex,  
EN1 3XB

**RECOMMENDATION:**

That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992 subject to conditions.



## **1 Site and Surroundings**

- 1.1 The application site is located to the south of Derby Road adjacent to the junction with Kenninghall Road. It comprises a large area of hard standing with points of access from both Derby Road and Kenninghall Road, although the latter does not appear to be in active use.
- 1.2 The surrounding area is characterised by a predominantly residential development to the west and industrial to the east. The site is identified as Strategic Industrial Land and within Flood Zone 3. It is also located within the area covered by the Central Leaside Area Action Plan.

## **2 Proposal**

- 2.1 The application is being reported to Planning Committee as the Council have an interest in the land.
- 2.2 The application seeks consent for the renewal of planning permission, granted under LBE/08/0003, for the use of the site for contractor's storage and a vehicle storage yard.
- 2.3 The site is approximately 1,150 sq.m in size and would operate for 24 hours a day, 7 days a week. It is proposed that a maximum of three members of staff would be on site at any given point. This includes one permanent and two temporary members of staff.

## **3 Relevant Planning Decisions**

- 3.1 TP/89/1501 -Use of site as winter quarters for four showman's caravans from 1st November 1989 to 31st March 1990 – granted
- 3.2 LBE/08/0003 - Use of site for contractor's storage / vehicle storage yard – granted with conditions

## **4 Consultations**

### **4.1 Statutory and non-statutory consultees**

#### Environmental Health

- 4.1.1 No objections

#### Traffic and Transportation

- 4.1.2 Any response will be reported verbally at Planning Committee

#### Environment Agency

- 4.1.3 Any response will be reported verbally at Planning Committee

### **4.2 Public**

- 4.2.1 Letters were sent to 4 adjoining and nearby residents. In addition a notice has been displayed on site. No responses have been received

## **5 Relevant Policy**

### **5.1 London Plan**

Policy 2.17 Strategic Industrial Land  
Policy 4.4 Managing Industrial Land and Premises  
Policy 5.1 Climate Change Mitigation  
Policy 5.3 Sustainable Design and Construction  
Policy 5.4 Retrofitting  
Policy 6.3 Assessing effects of development on transport capacity  
Policy 7.4 Local Character

### **5.2 Core Strategy**

CP1 Sustainable and Efficient Land Use  
CP13 Promoting Economic Prosperity  
CP14 Safeguarding Strategic Industrial Land  
CP16 Taking part in Economic Success and Improving Skills  
CP20 Sustainable Energy Use and Energy Infrastructure  
CP21 Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure  
CP25 Pedestrians and Cyclists  
CP28 Managing Flood Risk through Development  
CP30 Maintaining and Improving the Quality of the Built and Open Environment  
CP32 Pollution  
CP37 Central Leaside  
CP38 Meridian Water

### **5.3 Development Management Document**

DMD 19 Strategic Industrial Location (SIL)  
DMD37 Achieving High Quality and Design Led Development  
DMD 45 Parking Standards and Layout  
DMD46 Vehicle Crossovers and Dropped Kerbs  
DMD 47 New Roads, Access and Servicing  
DMD 48 Transport Assessments  
DMD 49 Sustainable Design and Construction Statements  
DMD 50 Environmental Assessment Methods  
DMD 51 Energy Efficiency Standards  
DMD 52 Decentralised Energy Networks  
DMD 53 Low and Zero Carbon Technology  
DMD 64 Pollution Control and Assessment  
DMD 66 Land Contamination and Instability  
DMD 68 Noise

### **5.4 Other relevant policy**

Central Leaside Area Action Plan  
Meridian Water Master Plan (July 2013)  
The Mayor's Transport Strategy (2011)  
Manual for Streets 1 and 2  
NPPF (2012)  
NPPG (2014)



## 6. Analysis

### 6.1 Principle

- 6.1.1 There has been a notable shift in planning policy direction since the determination of the previous application in 2008. At a local level, the Core Strategy and Development Management Document (DMD) have been formally adopted, and the Unitary Development Plan (UDP) has been superseded. Additionally, the site lies within the boundary of the Central Leeside Area Action Plan and Meridian Water Master Plan. The Central Leeside Area Action Plan is at a submission level and therefore can be attributed increasing weight. Meridian Water is long established as a significant area of regeneration through Enfield's Core Strategy, The London Plan and the Upper Lee Valley Opportunity Area Planning Framework. It is the Council's largest regeneration priority area, where a comprehensive approach to development will take place. At a regional level, the London Plan has been subject to amendments. Additionally, at a National level the PPG's and PPSs have been consolidated into the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG). These changes in policy will therefore be a key factor in the determination of the current application for renewal of the unimplemented planning permission.
- 6.1.2 The use of the site for storage purposes in connection with a contractor's yard is akin to a B8 storage use and therefore is consistent with the prevailing industrial character of the immediately adjacent land, that seeks to concentrate B1, B2 and B8 uses within Strategic Industrial Areas.
- 6.1.3 The surrounding area is currently the focus of wider regeneration proposals through the Meridian Water Master Plan and the Central Leeside Area Action Plan, which place the site and the immediate locality within a much more comprehensive framework. It is noted that objectives of both seek to retain its industrial and employment character and allow improved accessibility through public transport provision and the greater use of vehicular movements along the existing road networks, including better access for pedestrians and cyclists with better routes and connections to surrounding areas.
- 6.1.4 It is considered that a further temporary use for the purposes proposed would not compromise these objectives. However, given the longer term ambitions for the area it is considered appropriate to grant planning permission only on a temporary basis to ensure the long term regeneration objectives are not prejudiced. A further temporary period of 3 years is therefore appropriate, having regard to Policy 4.4 and 2.17 of the London Plan, CP14 and CP37 of the Core Strategy and DMD19 of the DMD, as well as the objectives outlined within the Central Leeside Area Action Plan.

### 6.2 Impact on Neighbouring Properties

- 6.2.1 The nearest residential properties are located to the north on Rays Road with the rear of these dwellings approximately 70 metres from the application site. Whilst the southern boundary of the rear gardens would be only 45 metres away, the intervening land is occupied by Conduit Lane, which is a busy road providing access to and from the North Circular and used by industrial and heavy goods vehicles. Whilst the proposed use would operate 24 hours per day 7 days per week, it is considered the size of the site would limit the level

of activity it could generate. In addition, it is considered that the proposal would be sufficiently distant from these properties to not result in a detrimental impact on their amenities through an increase in noise and general disturbance. Additionally, it is noted that Environmental Health have no objections in regards to air quality, contaminated land, noise or nuisance.

6.2.2 On the opposite side of Kenninghall Road is Kenninghall Open Space. This is a substantial area of public amenity space available to the local community. However, it is noted that the most actively used areas are further away from the existing industrial uses. As such, having regard to the existing industrial context and the scale of the proposed use, it is considered it would not affect the amenities of the users of Kenninghall Open Space.

6.2.3 The properties immediately surrounding the site are industrial uses and therefore it is not considered the proposal would result in an adverse impact on the occupiers of these buildings.

### 6.3 Traffic and Transportation

6.3.1 The site is accessible from Derby Road on to Montagu Road and Conduit Lane and thereafter, onto the North Circular Road and the North South Route. Given the good access to the existing highways network and the limited size of the site, it is considered that traffic movements would not affect traffic flows on these important routes or conditions of general highway safety.

6.3.2 However, there is concern about the use of the existing access to the site from Kenninghall Road, which is not designed for use by large vehicles. It is noted that this access does not appear to be in active use and as a result , an appropriately worded condition could be attached requiring that the access from Kenninghall Road be permanently closed in favour of the existing access from Derby Road. In addition, a condition is also recommended to require details of the internal parking and turning arrangements to ensure the operation of the site does not affect access or highway safety.

### 6.4 Other Matters

6.4.1 The site is located with Flood Zone 3, within the 1 in 100 flood risk event. As such, a condition is proposed requiring there to be no raising of site levels to ensure the proposal does not adversely effect on or off site flood storage.

### 6.5 CIL

6.5.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015.

6.5.2 The development is not liable for CIL.

## **7. Conclusion**

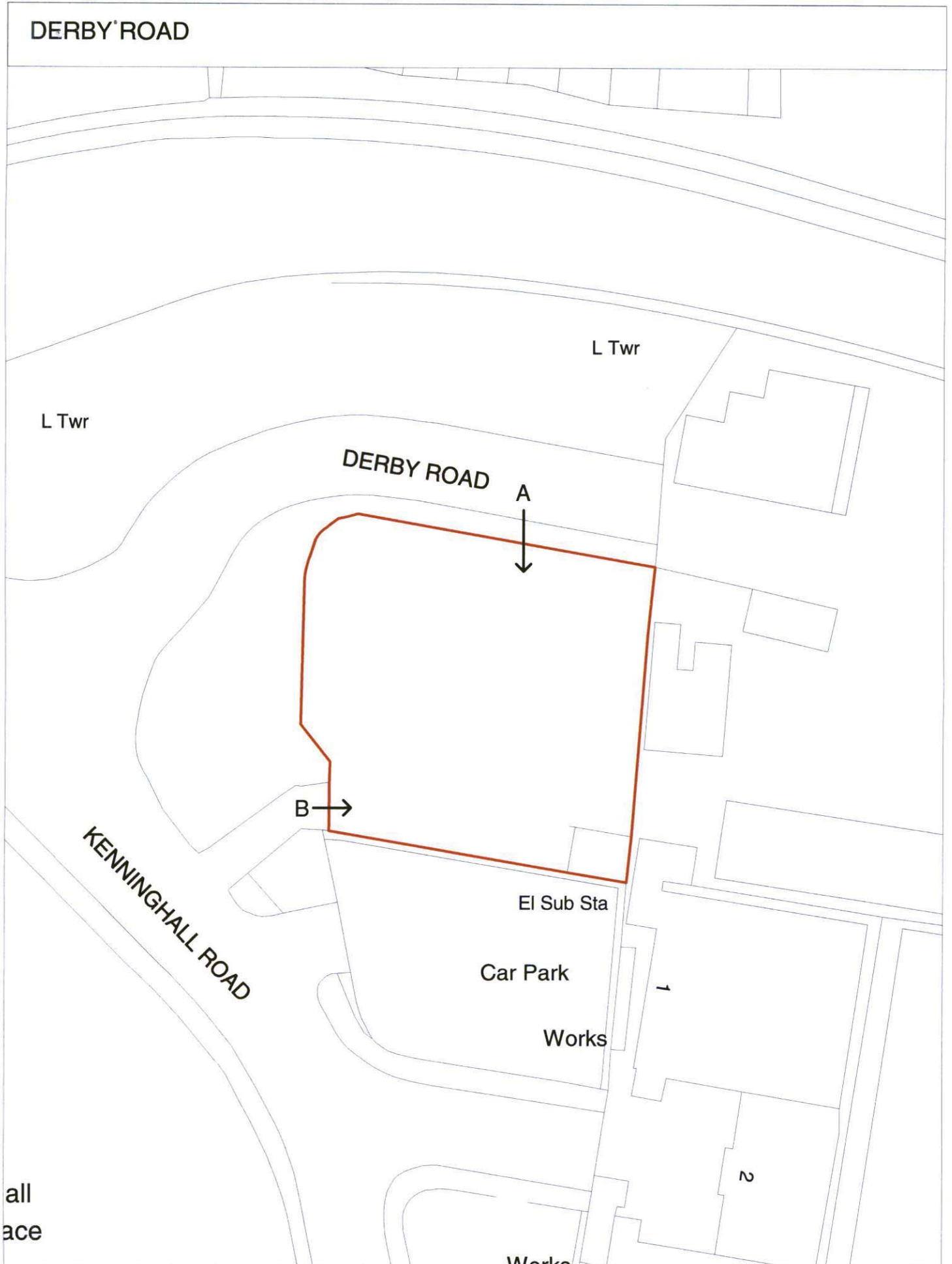
- 7.1 The renewal of the permission for a 3 year period use to allow the use of the site as contractor's storage/vehicle storage yard would not compromise the existing the Strategic Industrial Area or Central Leaside Area Action Plan. Additionally, the change of use would not be detrimental to residential amenities or highway safety.

## 8. Recommendation

- 8.1 That planning permission be deemed to be GRANTED in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992 subject to the following conditions:
1. C60 – Approved plans
  2. There shall be no raising of existing ground levels on the site.  
Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.
  3. That within 3 months of the date of this decision the existing access to Kenninghall Road (marked B on the approved plan) shall be closed and the footway reinstated in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.  
Reason: In the interests of highway safety and the free flow of traffic within the public highway.
  4. C12 – Details of Parking and Turning Facility  
That within 3 months of the date of this decision, development details for parking and turning facilities shall be provided in accordance with the standards adopted by the Local Planning Authority to be approved in writing by the Local Planning Authority. The facilities shall be constructed in accordance with the approved details and shall be maintained for this purpose.  
Reason: To ensure that the development complies with Local Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.
  5. C19 – Details of Refuse Storage  
That within 3 months of this decision, details of refuse storage facilities to be provided within the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details and retained thereafter.  
Reason: In the interests of amenity.
  6. C31 – Open Storage
  7. C49 – Restricted Use  
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the premises shall only be used for purposes within Use Class B8 Storage as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended).  
Reason: In the interests of amenity and to ensure the impact of a change of use can be appropriately assessed.
  8. The use hereby permitted shall be discontinued and the land restored to its former condition on or before 01 February 2018 in accordance with a scheme of work submitted to and approved by the Local Planning Authority.  
Reason: In the interests of safeguarding the objectives of the Strategic Industrial Land, the Central Leaside Area Action Plan and the Meridian Water Masterplan , having regard to policies 4.4 and 2.17 of the London Plan, CP14 and CP37 of the Core Strategy and DMD19 of the DMD, as well as the

objectives outlined within the Central Leaside Area Action Plan and Meridian Water Masterplan.

DERBY ROAD



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Scale:- 1:500  
 Paper Size:- A4  
 Date:- 17th February 2011  
 Map Produced By Asset Information Team/RAS



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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 4<sup>th</sup> February 2015

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Mr Nigel Catherall 020 8379 3833

**Ward:**

Bowes

Ref: 14/04449/FUL

Category: Full Application

**LOCATION:** 20-22 Green Lanes, London, N13 6HT

**PROPOSAL:** Conversion of 1st floor into 3 self-contained flats comprising 2 x 1-bed and 1 x2-bed, together with a first floor rear extension.

**Applicant Name & Address:**

Mr Huseyin Tim  
OZ Tum, 20-22 Green Lanes  
London  
N13 6HT  
United Kingdom

**Agent Name & Address:**

Mr Tanyel Gulbahar  
15 Ryecroft Crescent  
Barnet  
Hertfordshire  
EN5 3BP  
United Kingdom

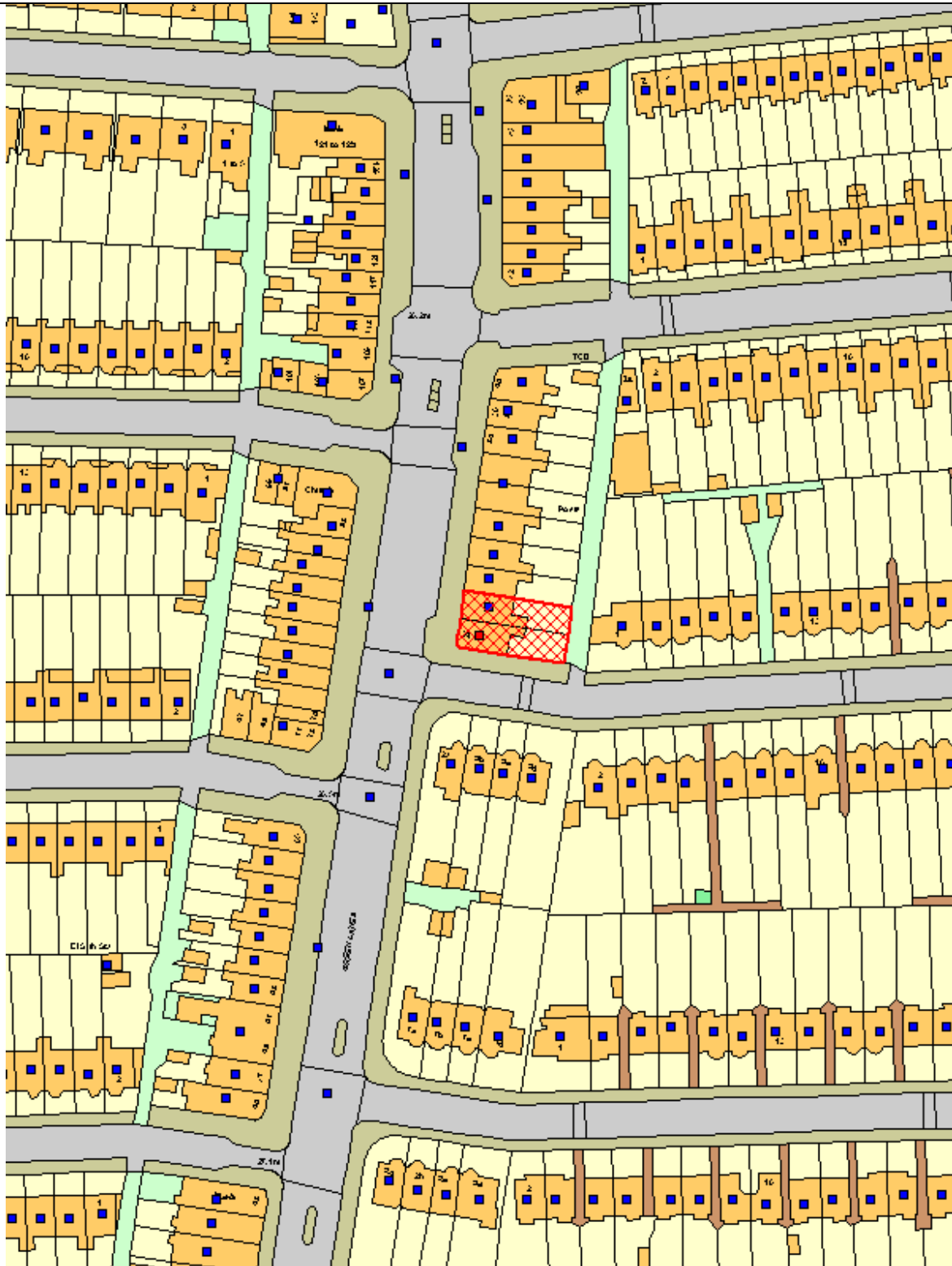
**RECOMMENDATION:**

That planning permission be **REFUSED** for reasons.

**Note for Members:**

This application would normally be dealt with under delegated powers but it is referred to Planning Committee for consideration at the request of Councillor Savva in the light of the planning history of the site.

Ref: 14/04449/FUL LOCATION: 20-22 Green Lanes, London, N13 6HT,



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Scale 1:1250

North





## **1. Site and Surroundings**

- 1.1 The application premises comprise the first floor of a two-storey parade on the eastern side of Green Lanes, on the corner of the junction with Grenoble Gardens. The ground floor of both 20 and 22 Green Lanes comprises a single A1 shop, converted into one retail unit under planning ref TP/08/1401. The properties on the opposite corner of Grenoble Gardens are residential with the dwellinghouse frontages facing Grenoble Gardens and set back from the public highway with the provision of front gardens.
- 1.2 The premises is located within a parade of properties with retail use at ground floor, and residential use at first and second floors. The application site falls within the Green Lanes "Large Local Centre". With the exception of the commercial uses, the surrounding area is predominantly residential in character.

## **2. Proposal**

- 2.1 Permission is sought for a first floor rear extension and conversion of the existing premises to 3 flats (2 x 1 bed and 1 x 2 bed).
- 2.2 This application follows three previous refusals of planning permission for a first floor rear extension and conversion to 3 flats. The current application differs from these as the depth of the rear extension has been reduced and the internal configuration of the flats has been altered.
- 2.3 It should be noted that the submitted plans appear to already show the existence of 3 flats and self-containment of the first floor with access on Grenoble Gardens. A look into the planning history indicates that permission for this has not been given, and the applicant stated in the previously refused application TP/08/0797 that at the time of making the application there were only two flats above 20 & 22 Green Lanes. Following the previous refusals and in response to submitted existing plans, an Enforcement investigation was begun and following a visit to the application site was closed as only two flats were found to be in existence. No subsequent application has been received.

## **3. Relevant Planning Decisions**

- 3.1 P14-01849PLA - Conversion of 1st floor residential unit into 3 self-contained flats, 2 x 1-bed and 1 x 2-bed together with a first floor rear extension. Refused, July 2014 for the following reasons:
  1. The proposed conversion of the two first floor self-contained flats into three self-contained flats, having regard to the floor area of the flats designated on plan no. 20081028-PL06 as Flat-1 and Flat-2, would provide a substandard form of residential accommodation and would not meet the minimum space standards, as well as resulting in a generally poor quality form of residential environment and an over intensive use of this property, detrimental to the amenities of future occupiers as well as the amenities of the surrounding area, contrary to Policy 3.5 of the London Plan, Core Policy 4 of the Core Strategy, Policy DMD 5 of the Development Management Document (Submission Version), Policy (II) H16 of the Unitary Development Plan, and the London Housing SPG.

2. The proposed first floor rear extension, by virtue of its size, design, and siting would result in a cumbersome appearance with elongated flank along Grenoble Gardens, flat roof, and awkward stepped rear building line, which would be out of keeping and character with the surrounding area, and detrimental to the street scene, contrary to Policy (II) GD3 of the Development Management Document, Core Policy 30 of the Core Strategy, Policy DMD 37 of the Development Management Document (Submission Version), and Policy 7.4 of the London Plan.
  3. Insufficient distance would be maintained between the proposed first floor extension and the adjacent street tree, the proposed development will be within the canopy of the tree which will result in inappropriate and unnecessary pruning, to the detriment of the amenity value of the tree, contrary to Policy DMD 80 of the Development Management Document (Submission Version).
  4. Due to the absence of a mechanism to secure the affordable housing and education contributions required, along with an insufficient level of information within the submitted viability assessment, the proposal fails to provide a sufficient level of contribution to affordable housing, contribution to associated education infrastructure, and associated monitoring fees, contrary to Policies 3, 8 and 46 of the Enfield Plan and the associated S106 Supplementary Planning Document.
- 3.2 TP/09/1004 - Conversion of first floor into 3 x 1-bed self contained flats together with a first floor rear extension. Refused, September 2009.
  - 3.3 TP/08/2246 - Self-containment and conversion of first floor into 3 affordable residential flats involving first floor rear extension. Refused, March 2009.
  - 3.4 TP/08/0797 - Conversion of 2 units into 1 retail unit on ground floor and 3 self contained flats on first floor (comprising 2 x 2-bed and 1 x 1-bed) involving a single storey rear extension, excavation of basement, first floor rear extension and new shop front. Refused, July 2008.
  - 3.5 TP/00/1524 - Part single storey, part 2-storey rear extension. Refused, November 2000.
  - 3.6 INV/09/0997 - Alleged flat conversion not as plans.
  - 3.7 TP/08/1401 - Conversion of 2 units into one retail unit together with a single storey rear extension, excavation of basement at rear and new shop front (revised scheme). Granted with conditions, September 2008.
  - 3.8 TP/02/0527 - Single storey rear extension. Granted with conditions, May 2002.

#### **4. Consultations**

##### **4.1 Statutory and non-statutory consultees**

4.1.1 None

##### **4.2 Public**

- 4.2.1 Consultation letters were sent to ten neighbouring properties. No replies were received.

## **5. Relevant Policy**

- 5.1 The Development Management Document was adopted by the Council in November 2014, the Unitary Development Plan now being superseded, as such this analysis is on the basis of the policies listed below, these policies are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

### 5.2 London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing development
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing on schemes
Policy 3.13	Affordable housing thresholds
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste self sufficiency
Policy 6.13	Parking
Policy 7.1	Building London's neighbours and communities
Policy 7.4	Local character
Policy 7.6	Architecture

### 5.3 Core Strategy

CP2	Managing the supply and location of new housing
CP3	Affordable housing
CP4	Housing Quality
CP5	Housing Types
CP6	Meeting Particular Housing Needs
CP8	Education
CP9	Supporting Community Cohesion
CP20	Sustainable Energy use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP30	Maintaining and Improving the Quality of the Built and Open Environment
CP46	Infrastructure Contributions

### 5.4 Development Management Document

DMD2	Affordable Housing on Sites of less than 10 units
DMD3	Providing a Mix of Different Sized Homes
DMD5	Residential Conversions
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD45	Parking Standards and Layout
DMD49	Sustainable Design and Construction Statements

## 5.5 Other Material Considerations

National Planning Policy Framework  
London Housing SPG  
Strategic Housing Market Assessment (SHMA) (2010)

## 6. Analysis

6.1 The main issues for consideration are the quality of accommodation to be provided as a consequence of the conversion to 3 units, the impact of the extension on the residential amenities of the surrounding neighbours, namely No.24 Green Lanes and No.1 and Nos 2a-d Grenoble Gardens, the design and appearance of the extension, and the impact on the adjacent street tree.

### 6.2 Conversion to 3 flats

#### 6.2.1 *Principle*

6.2.2 The principle of the proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets.

6.2.3 Whilst the proposal would result in a loss of 3-bed units, given their limited internal area, poor layout, lack of communal areas, and complete lack of amenity space, it is considered that the accommodation, being sited above commercial premises, is more appropriately utilised as smaller units of accommodation and therefore in this particular circumstance is considered acceptable in principle.

#### 6.2.4 *Floor area*

6.2.5 London Plan policy 3.5 requires that in the case of a 1-bedroom flat the gross internal area (GIA) of the converted accommodation should be 50m<sup>2</sup>, According to the submitted plans flat 1 would occupy a floor area of 40.04m<sup>2</sup>. This represents a significant shortfall of the required standard of 50m<sup>2</sup> resulting in a poor form of residential accommodation to the detriment of future occupiers, contrary to Policy DMD 5 of the Development Management Document and Policy 3.5 of the London Plan, and the London Housing SPG.

6.2.6 According to the submitted plans flat 2 would occupy a floor area of 52.97m<sup>2</sup> - this complies with the minimum standard. However, the London Housing

SPG seeks a minimum provision of 23m<sup>2</sup> for living/dining/kitchen and only 17.45m<sup>2</sup> would be provided in the proposed flat 2. Further to this, whilst the bedroom is of a reasonable size in terms of floor area alone, the London Housing SPG seeks a minimum room width of 2.75m, but only a width of 2.35m is provided. The combination of these factors would result in a poor standard and contrived form of accommodation, contrary to Policy DMD 5 of the Development Management Document and Policy 3.5 of the London Plan, and the London Housing SPG.

- 6.2.7 London Plan policy 3.5 requires that in the case of a 2-bedroom flat the gross internal area (GIA) of the converted accommodation should be 61m<sup>2</sup> for 2 bed, 3 people. According to the submitted plans flat 3 would occupy a floor area of 65.01m<sup>2</sup> which is comfortably above the required standard. Whilst one of the bedrooms is below London Housing SPG standards in terms of floor area, the shortfall is minimal and the room is of a regular shape. The second bedroom has a limited width, but being a secondary bedroom would be considered acceptable in this case. The proposed accommodation in flat 3 is therefore considered acceptable having regard to Policy DMD 5 of the Development Management Document and Policy 3.5 of the London Plan, and the London Housing SPG.

#### 6.2.8 *Car Parking, Servicing and Traffic Generation*

- 6.2.9 Given the existing building contains 2 x 3-bed units, the conversion to 2 x 1-bed and 1 x 2-bed self-contained units will not significantly increase trip generation or parking demand especially given the locations proximity to public transport (PTAL 3). Should planning permission be granted, conditions would be required in relation to details of cycle parking provision and refuse storage.

### 6.3 First floor rear extension

#### 6.3.1 *Impact on surrounding area*

- 6.3.2 The extension is of a similar design to that refused under planning ref P14-01849PLA, except that the current proposal has a depth reduced by 2.36m, resulting in a depth of the flank return of 18.26m. The previous application was refused by virtue of its size, design, and siting that was considered would adversely affect the visual amenities of the street scene. On this section of Green Lanes there are examples of properties extended at ground floor level, there are no extensions at first floor level. The size, scale, and design of the proposed extension would result in a cumbersome and overbearing appearance with elongated flank along Grenoble Gardens and prolonged flat roof, which would be out of keeping and character with the surrounding area, and detrimental to the street scene, of particular concern given the siting of the property on the corner of two roads, along with the lack of separation from the public highway, which allows the rear element to be viewed from a significant section of the immediate surrounding area, contrary to Core Policy 30 of the Core Strategy, Policy DMD 37 of the Development Management Document, and Policy 7.4 of the London Plan.

#### 6.3.3 *Impact on neighbouring properties*

- 6.3.4 The proposed extension is set away from the boundary with the adjoining property No.24 Green Lanes and is designed in such a way that there would

be minimal impact on the outlook to the residents of No.24, having regard to Policy DMD 11 of the Development Management Document.

6.3.5 *Impact on street tree*

6.3.6 The application site is adjacent to a public footpath which contains a mature silver maple tree, the siting of which is immediately adjacent to the proposed first floor extension, with the canopy spreading to the area to be extended. The Council's Tree Officer commented that adequate consideration has not been given for the tree, the proposed development will be within the canopy of the tree which will result in inappropriate and unnecessary pruning. Furthermore there will be considerable shading and nuisance to the property which will result in continued pressure from future residents to prune or remove the tree. Adequate separation of the tree and building has not been considered and this is contrary to DMD policy 80. The proposed first floor rear extension is therefore considered unacceptable in terms of its impact on the adjacent street tree, contrary to Policy DMD 80 of the Development Management Document.

6.4 Sustainability

6.4.1 No energy statement has been submitted and as such does not address the validation requirements set by the LPA. Building Regulations compliance should be the baseline and then seeking an 8% improvement over this threshold. However, this element could be secured by Condition and as such is not considered to be a reason for refusal.

6.5 S106 Contributions

6.5.1 On 28<sup>th</sup> November 2014 the Government introduced immediate changes to the National Planning Practice Guidance to state that contributions for affordable housing and tariff style planning obligations should not be sought for small scale and self-build developments containing 10 units with a gross area of no more than 1000sq.m. In the light of the implications for this for the Councils adopted DMD policy, a report was taken to the Local Plan Cabinet Sub Committee on 15<sup>th</sup> January 2015. At the meeting and in the light of guidance issued, Members agreed the approach set out below for dealing with planning applications and as the basis for future consultation on the revised S106 SPD.

6.5.2 Education contributions will no longer be required for developments of less than 11 units.

6.5.3 Affordable housing contributions may still be sought for developments of 1-9 units in accordance with the following:

Individuals and self-builders will be exempt from requiring to pay affordable housing contributions;

Contributions may continue to be required from other developers subject to viability testing, with a view to ensuring that contributions do not result in a disproportionate burden and an obstacle to the delivery of housing.

*Affordable Housing*

6.5.3 In this instance we are seeking to establish whether the applicant constitutes an individual, a self-builder or other developer to establish if an affordable housing contribution might be required. An update will be provided at the meeting.

## 6.6 CIL

6.6.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015.

6.6.2 The development does not involve the addition of more than 100sq.m of new floor space and therefore would not be CIL liable.

## 7. **Conclusion**

7.1 The proposed first floor rear extension and conversion of the property to 3 flats is not considered to have overcome the previous reasons for refusal and therefore would still result in an adverse impact on the appearance and character of the surrounding area and street scene, detrimental impact on the adjacent street tree, and would still result in the provision of substandard residential accommodation to the detriment of future occupiers.

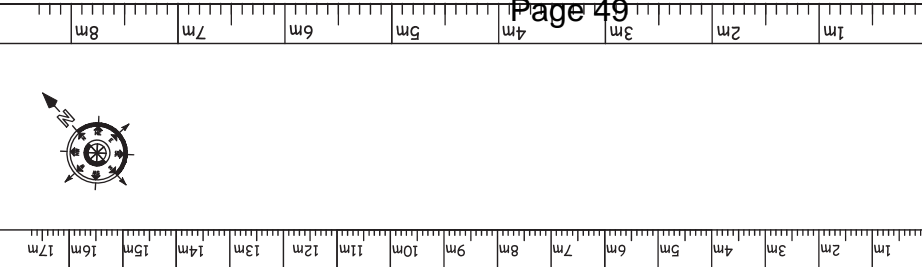
## 8. **Recommendation**

8.1 That planning permission be REFUSED for the following reasons:

1. The proposed conversion of the two first floor self-contained flats into three self-contained flats, having regard to the floor area of the flat designated on plan no. 20081028-PL06 as Flat-1, and the room sizes of the flat designated as Flat-2, would provide a substandard form of residential accommodation and would not meet the minimum space standards, as well as resulting in a generally poor quality form of residential environment and an over intensive use of this property, detrimental to the amenities of future occupiers as well as the amenities of the surrounding area, contrary to Policy 3.5 of the London Plan, Core Policy 4 of the Core Strategy, Policy DMD 5 of the Development Management Document, and the London Housing SPG.
2. The proposed first floor rear extension, by virtue of its size, design, and siting would result in a cumbersome appearance with elongated flank along Grenoble Gardens and prolonged flat roof, which would be out of keeping and character with the surrounding area, and detrimental to the street scene, contrary to Core Policy 30 of the Core Strategy, Policy DMD 37 of the Development Management Document, and Policy 7.4 of the London Plan.
3. Insufficient distance would be maintained between the proposed first floor extension and the adjacent street tree, the proposed development will be

within the canopy of the tree which will result in inappropriate and unnecessary pruning, to the detriment of the amenity value of the tree, contrary to Policy DMD 80 of the Development Management Document.





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 20-22 GREEN LANES,  
 LONDON,  
 N13-6HT

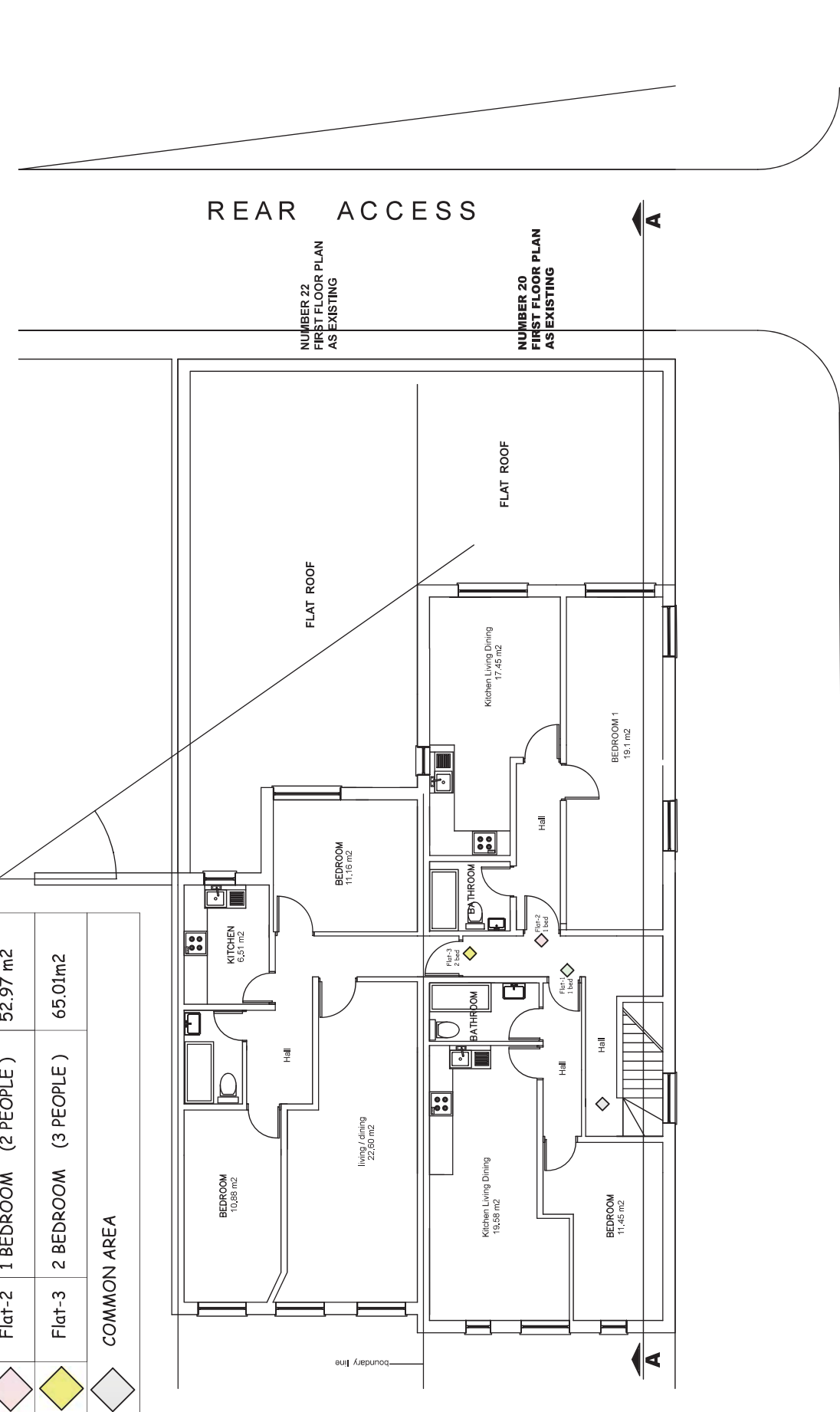
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**Proposed First Floor Plan**

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BUTZGOLD & ASSOCIATES

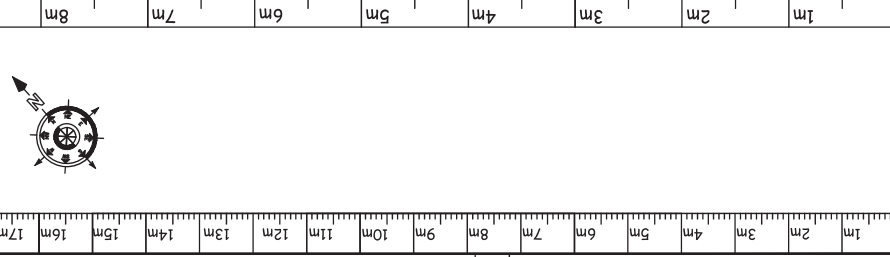
**KEY:**  
 NEW DOUBLE GLAZED WHITE UPVC WINDOWS TO MATCH EXISTING  
 NEW BRICK WORK TO MATCH EXISTING  
 PROPOSED FLAT ROOF



**PROPOSED FIRST FLOOR PLAN**

**BLITZGOLD & ASSOCIATES**  
 15 INVERDRAUGHT CRESCENT,  
 BARNET, HERTFORDSHIRE EN5 3BP.  
 TEL: 0208 364 8500 EMAIL: info@blitzgold.co.uk

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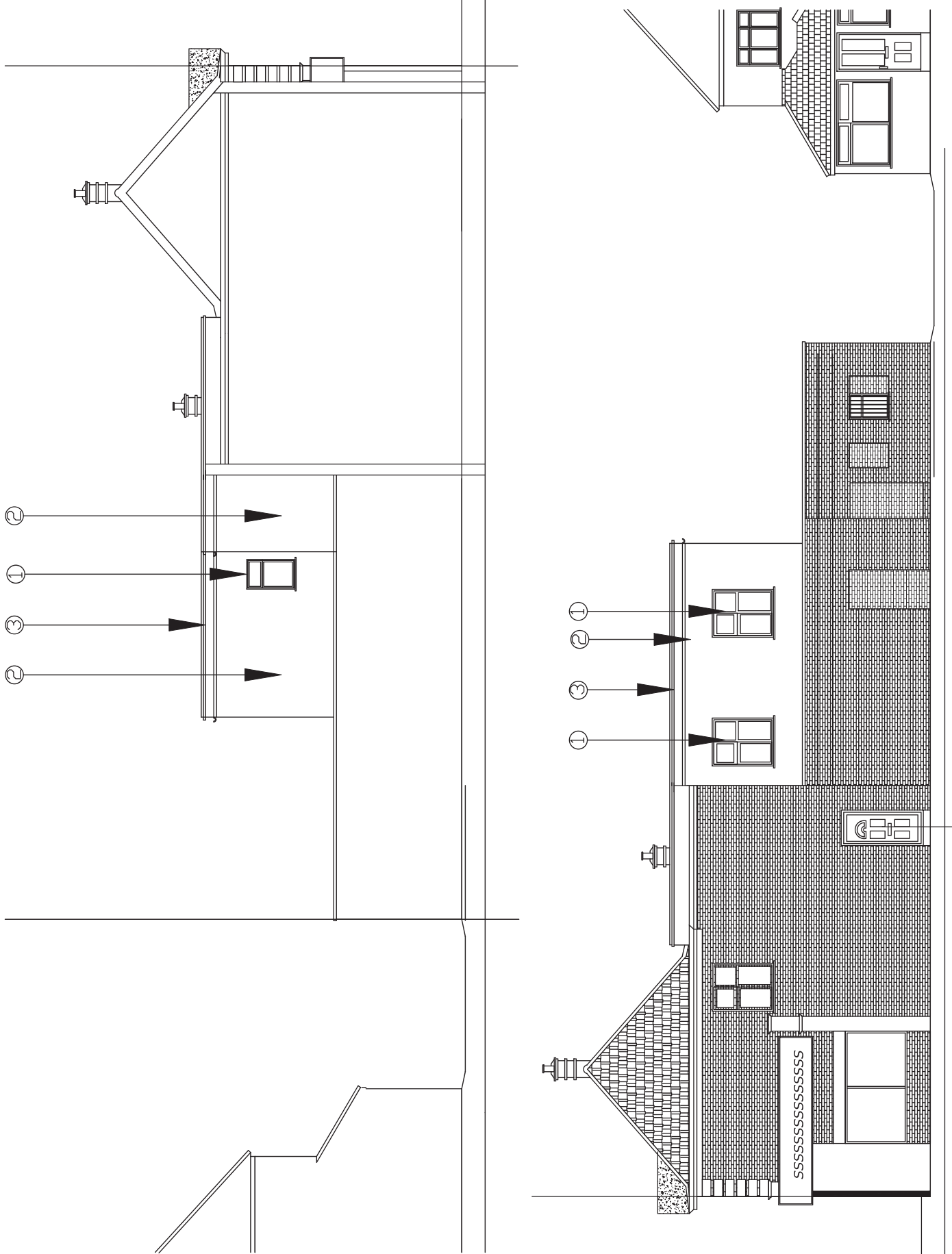
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**PROJECT**  
 20-22 GREEN LANES,  
 LONDON,  
 N13-6HT

**DRAWING TITLE**

**Proposed Side Elevations**

REF. NO.	2008/02/28-PL07	CHECKED BY	TQLEBAHAR
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		BLITZGOLD & ASSOCIATES	



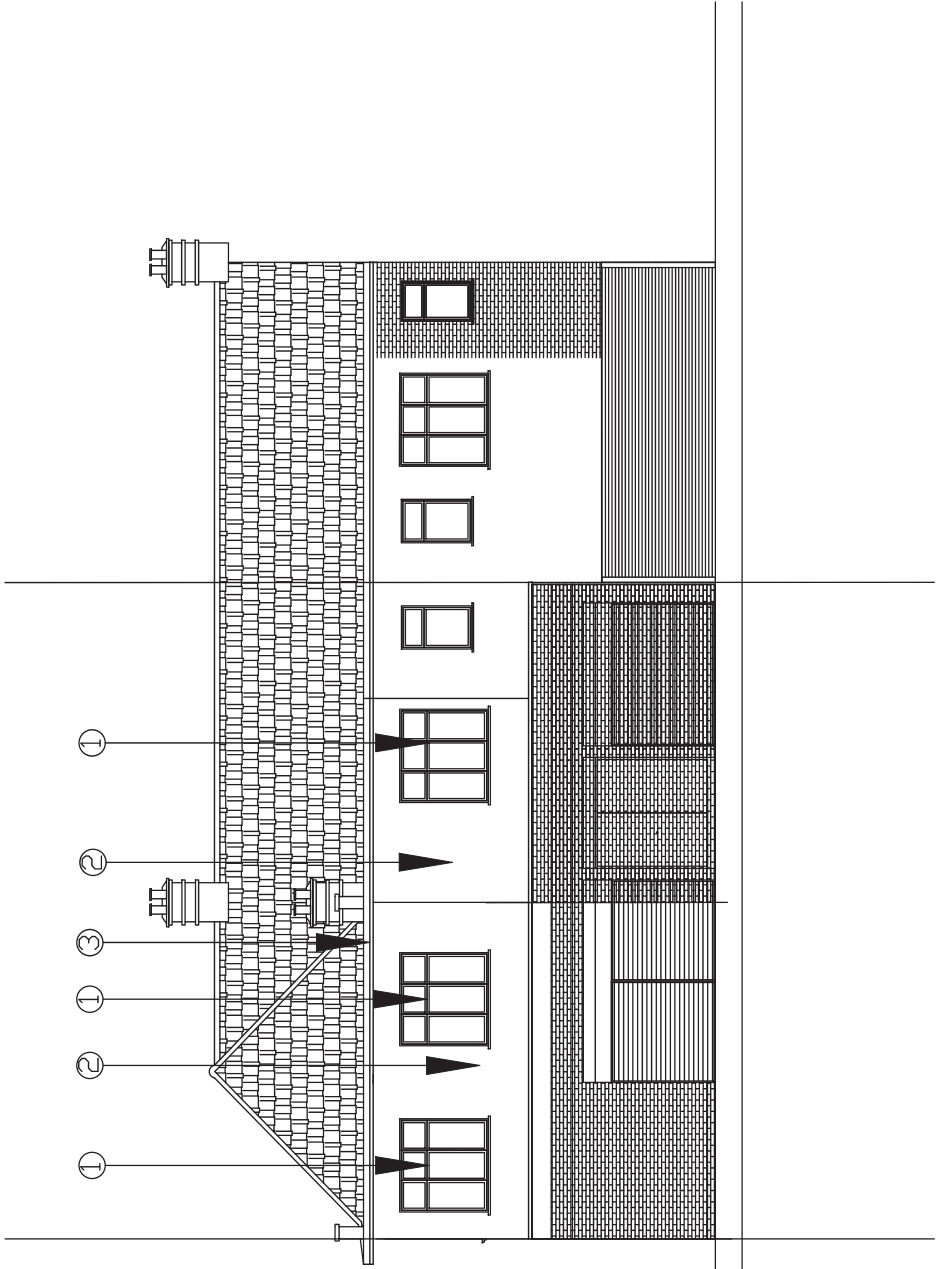
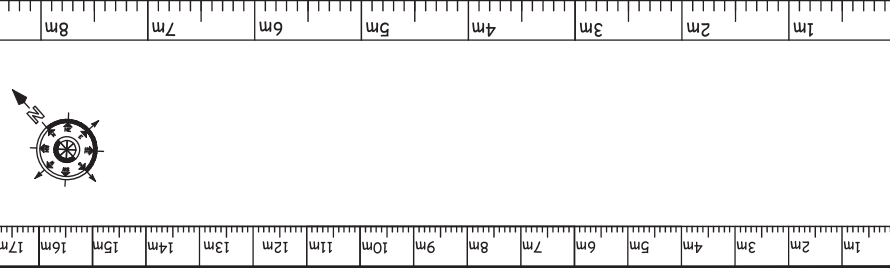
ENTRANCE TO FIRST FLOOR

PROPOSED SIDE ELEVATION

**BLITZGOLD & ASSOCIATES**

15 INVERDRAUGHT CRESCENT,  
BARNET, HERTFORDSHIRE EN9 3BP.  
TEL: 0208 364 8500 EMAIL: info@blitzgold.co.uk

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3. AUTHORIZATION FROM BLITZGOLD & ASSOCIATES.



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**PROJECT:**  
20-22 GREEN LANES,  
LONDON,  
N13-6HT

**DRAWING TITLE:**

**PROPOSED REAR ELEVATION**

**Proposed Rear Elevation**

REF. NO.	2008 1028-PL08	CHECKED BY	
SCALE		DRAWN BY	TQULEBAHAR
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			BLITZGOLD & ASSOCIATES

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 4 <sup>th</sup> February 2015
<b>Report of</b> Assistant Director, Planning, Highways & Transportation	<b>Contact Officer:</b> Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Ms A Treloar 020 8379 1259	<b>Ward:</b> Highlands
<b>Ref:</b> 14/04222/HOU		<b>Category:</b> Householder
<b>LOCATION:</b> 46 Old Park View, Enfield, EN2 7EJ		
<b>PROPOSAL:</b> Conversion of bungalow into a two storey 4 x bed family dwelling involving lowering the external ground level to the back and side of the house.		
<b>Applicant Name &amp; Address:</b> Mr Kyriacos Charalambous 46 Old Park View Enfield Middlesex EN2 7EJ United Kingdom		<b>Agent Name &amp; Address:</b> Mr AMIR FAIZOLLAHI Plan Drawing Service Civic Centre Silver Street Enfield London EN1 3XE
<b>RECOMMENDATION:</b> That planning permission be <b>GRANTED</b> subject to conditions.		

Ref: 14/04222/HOU LOCATION: 46 Old Park View, Enfield, EN2 7EJ,



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Scale 1:1250

North



## **1. Site and Surroundings**

- 1.1 The subject site is located on the eastern side of Old Park View between Slades Hill and Old Park Road. It has a regular shape and is approximately 632m<sup>2</sup> in area. It has a natural slope from northeast (rear) to southwest (front) and contains a bungalow with rear garage and shed.
- 1.2 The site is located within an established residential area. The bungalow forms part of a consistent row between No. 34 and 46. The property immediately adjoining to the south (No. 54 Old Park View) and those on the opposite side of the road are predominately detached two-storey dwellings of different styles.

## **2. Proposal**

- 2.1 The application seeks planning permission for alterations and additions to the existing bungalow to create a two-storey dwelling, including:
  - A first floor extension.
  - A two-storey side extension.
  - Alterations to the fenestration and the external materials.
- 2.2 The plans have been amended during the course of the application to provide a more resolved architectural design and details of the proposed excavation within the existing building to lower the finished floor level.

## **3. Relevant Planning Decisions**

- 3.1 14/03330/HOU: Alterations and additions to the existing bungalow to provide a two-storey dwelling refused 14 October 2014 on the following grounds:
  - The proposed development, by virtue of its excessive eaves and ridge height, would fail to provide an appropriate graduation between the neighbouring dwellings and would therefore disrupt the rhythm of development in the street scene contrary to Policies 7.4 and 7.6 of the London Plan, Policy 30 of the Core Strategy, and Policies 6 and 8 DMD Submission Version.
  - The proposed development, by reason of its overall design, would detract from the character and appearance of the property and the surrounding area contrary to Policies 7.4 and 7.6 of the London Plan, Policy 30 of the Core Strategy, and Policies 6, 8 and 13 DMD Submission Version, and Policies (II) H12 and (II) GD3 of the UDP Saved Policies.
  - The proposed development, by virtue of the excessive level of hardstanding, would detract from the character and appearance of the property and the street scene as a result of the loss of the front garden contrary to Policies 7.4 and 7.6 of the London Plan, Policy 30 of the Core Strategy, and Policy 8 DMD Submission Version.
  - The proposed development, by reason of its excessive bulk and mass, would adversely affect the amenity of No. 44 through loss of light and outlook to the adjoining side dormer contrary to Policy 7.6 of the London Plan, Policy 4 of the Core Strategy, and Policies 6 and 8 DMD Submission Version.

- 3.2 The development proposed as part of this application was larger in scale and involved maintaining the existing ground floor level and therefore the extended dwelling would have stood above the height of the adjoining house at No.54 Old Park View. In addition, the previous application included the proposal to resurface the majority of the front garden. The surfacing of the front garden does not form part of the current application as the works can be carried out without the need for planning permission providing the surfacing material used is permeable or the surface drains to a permeable area.

#### **4. Consultations**

##### **4.1 Statutory and non-statutory consultees**

- 4.1.1 None.

##### **4.2 Public response**

- 4.2.1 Consultation letters were sent 14 adjoining and nearby occupiers. Re-consultation has taken place with all neighbours following the receipt of revised plans.
- 4.2.2 Following the original consultation 3 letters of objection were received. Following re-consultation a further two objections have been received. The objections raised to the revised scheme can be summarised as follows:
- The proposal development would detract from the character and appearance of the street scene.
  - Loss of light.
  - Loss of privacy.
  - Concern regarding the accuracy of the plans and the level of detail provided, and how this may affect the end building, the impact on the street scene and the neighbours' amenity.
  - Concern that the existing bungalow cannot support the proposed alterations and additions, and that it may be entirely demolished and rebuilt.
  - Damage to the adjoining properties and restricted access during construction.
  - Excessive noise, pollution, dust and dirt during construction.
  - The existing bungalow should be retained; the proposed development would set an undesirable prescient for future development within the street.

#### **5. Relevant Policies**

##### **5.1 London Plan**

Policy 7.4 Local character  
Policy 7.6 Architecture

##### **5.2 Core Strategy**

Policy 4 Housing quality  
Policy 30 Maintaining and improving the quality of the built and open environment



5.3 DMD Policies

DMD 6	Residential character
DMD 8	General standards for new residential development
DMD 13	Roof extensions
DMD 14	Side extensions
DMD 37	Achieving high quality and design-led development
DMD 38	Design process

5.4 Other Relevant Policy Considerations

National Planning Policy Framework  
National Planning Policy Guidance

**6. Analysis**

Principle

- 6.1 The adopted policies encourage the maintenance and enhancement of existing housing stock. However, proposals must also be assessed in relation to material considerations such as impact on the character of the surrounding area and impact on the neighbours' amenity.

Impact on the character of the surrounding area

*Height, bulk and mass*

- 6.2 DMD6 and DMD8 require residential development to be of an appropriate scale, bulk and mass having regard to the existing pattern of development and character typologies.
- 6.3 The applicant has provided a street scene drawing to show that the eaves of the extended dwelling would match those at No. 54 adjoining and that the ridge would provide an appropriate graduation in height between the adjoining buildings. The finished floor level of the dwelling is to be lowered, taking advantage of void space that presently exists beneath the existing floor. This enables the additional accommodation to be achieved at first floor level, whilst respecting the eaves and ridge height of the adjoining dwelling.
- 6.4 It is considered that first floor addition with hip roof and the two-storey side extension with mono-pitch roof would provide an appropriate design response with regards to scale, bulk and mass and sit comfortably within the established street scene.

*Terracing effect*

- 6.5 DMD14 requires that side extensions to residential properties maintain a 1m distance from the adjoining property at first floor level so not to create a continuous façade or terracing effect.
- 6.6 The two-storey side extension would comply with this policy and maintain a 1m distance from No. 44.

*Design*

- 6.7 The plans have been amended during the course of the application to provide a more resolved architectural design.
- 6.8 The amended plans show that the profile of the roof and the eaves and ridge heights would be in keeping with the adjoining buildings. The two-storey side extension would be setback from the front wall of the existing building to present a recessed, subservient addition. The external materials including plain roof tiles, brickwork on the ground floor and render on the first floor would reference the adjoining building at No. 54. The style and proportion of the doors and windows would be appropriate to the building.

Impact to neighbours

- 6.9 The proposed alterations and additions would not increase the depth of the existing building. They would increase the height and the width (towards No. 44).

*Overshadowing*

- 6.10 The proposed alterations and additions would not adversely affect the neighbours' amenity through loss of light having regard to the orientation of the plots, the shadow cast by the existing buildings, and the proposed bulk and mass.

*Light and outlook*

- 6.11 No. 54 has a ground floor obscure glazed laundry window and a first floor obscure glazed bathroom window on the flank elevation opposite the site. The first floor extension would not unreasonably affect the light or outlook to/from these obscure glazed non-habitable room windows.
- 6.12 No. 44 has a side dormer setback 2.8m from the common boundary which is the only source of light and outlook to Bedroom 1. The two-storey side extension would maintain a 1m distance from the common boundary and have a mono-pitch roof so as not to unreasonably affect the light or outlook to/from this side dormer.

*Privacy*

- 6.13 The proposed alterations and additions would not include any first floor habitable room windows on the flank elevations. It is noted that the first floor extension would include a bathroom window on the southeast elevation (opposite No. 54). However, this is not a habitable room and a condition is recommended to ensure that it is obscure glazed.

Other Issues raised

*Plans*

- 6.14 The objectors have raised concern regarding the accuracy of the plans and the level of detail provided. There is no reason to doubt the accuracy of the plans submitted.

*Structural integrity of the existing building*

- 6.16 The objectors have raised concern regarding the structural integrity of the existing bungalow and whether the proposed alterations and additions could be constructed without completely demolishing the existing building. However, the submitted plans confirm that the existing four external walls are to be retained, extending them upwards to achieve the necessary height. The applicant advises that the scheme has been designed to ensure compliance with the Building Regulations to ensure the resultant structure is sound.

*Construction management issues*

- 6.17 The objectors have raised concerns regarding damage to the adjoining properties and restricted access during construction, as well as excessive noise, pollution, dust and dirt during construction. The impact of construction activities on neighbouring properties are recognised. However, this is a domestic extension. The impacts of additional noise, dust and dirt are temporary in nature and are not grounds for refusing planning permission. The structural impacts of construction works on neighbouring properties are a matter to be dealt with at Building Regulations stage and/or under Party Wall Legislation.

*Loss of the existing bungalow*

- 6.18 The objectors have also raised concern regarding the loss of the existing bungalow. The existing property is not protected through listed building or conservation area designation. The character of the immediate area is mixed, comprising both bungalows and two storey houses. Indeed the immediately adjoining property at No.54 comprises a two storey house. Accordingly, it is considered that the extension of the property as proposed will not undermine the character of the area.

Community Infrastructure Levy

- 6.19 As of April 2010, legislation in the form of Community Infrastructure Levy (CIL) Regulations 2010 (as amended) came into force which allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012, the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015.
- 6.20 The proposed alterations and additions would increase the floor area of the existing bungalow by approximately 131.5m<sup>2</sup> (existing 89.5m<sup>2</sup>; proposed 221m<sup>2</sup>). The CIL calculation based on the current index figure is therefore (£20 x 131.5m<sup>2</sup> x 237)/223 = £2,795.11.

**7. Conclusion**

- 7.1 In conclusion, the proposed alterations and additions would provide an appropriate design response and make a positive contribution to the street scene in accordance with Policies 7.4 and 7.6 of the London Plan, Policies 4 and 30 of the Core Strategy, and Policies 6, 8, 13 and 14 of the Development

Management Document. They would not adversely affect the neighbours' amenity through loss of light, outlook or privacy in accordance with Policies 8, 13 and 14 of the Development Management Document.

## **8 Recommendation**

8.1 That planning permission be GRANTED subject to the following conditions:

### **1. Approved Plans**

The development hereby permitted shall be carried out in accordance with the approved plans, including any plans that may have been revised, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

### **2. Materials to Match**

The external finishing materials shall match those used in the construction of the existing building and/or areas of hard surfacing.

Reason: To ensure a satisfactory appearance.

### **3 No Additional Fenestration**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those shown on the approved drawings shall be installed without prior approval from the Local Planning Authority.

Reason: To safeguard the privacy of adjoining properties.

### **4 Obscure glazing**

The glazing serving first floor bathroom of the development indicated on drawing No 003 rev D shall be fixed shut to a height of 1.7m above the floor level of the bathroom and in obscured glass with an equivalent obscuration as level 3 on the Pilkington Obscuration Range. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

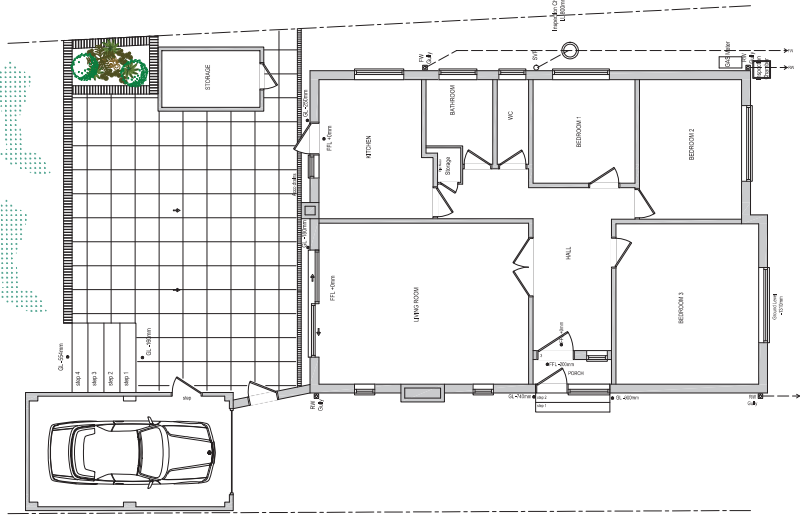
Reason: To safeguard the privacy of the occupiers of adjoining and neighbouring properties.

### **5. Time Limited Permission**

The development to which this permission relates must be begun no later than the expiration of three years beginning with the date of the decision notice.

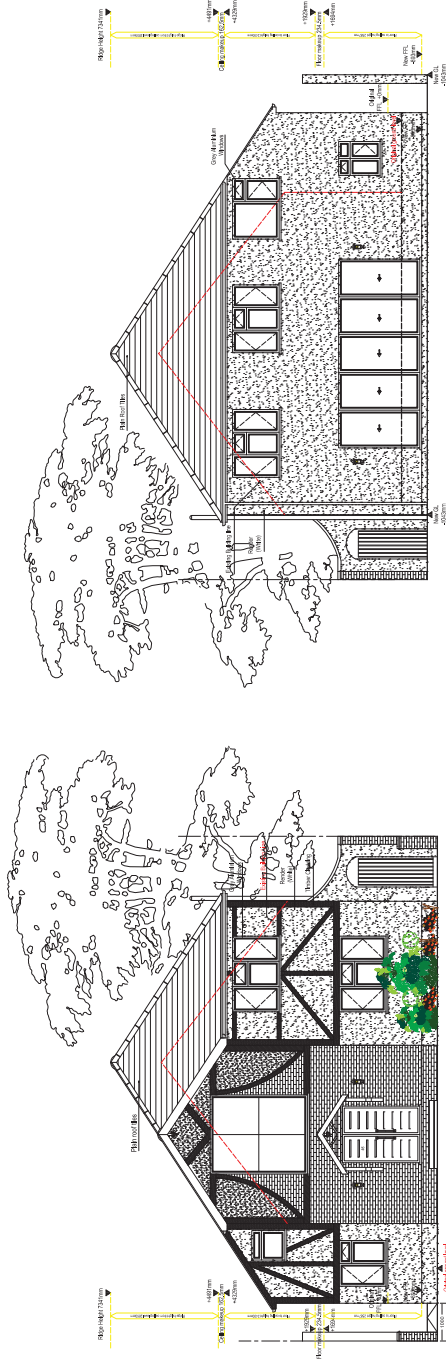
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

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 The proposed works may fall within the Party Wall Act 1996. The building owner must notify and obtain formal agreement from adjoining owners. The party wall procedure must be followed before work commences and the Party Wall Act 1996 Information booklet from [www.dpm.gov.uk/partywall-1996/](http://www.dpm.gov.uk/partywall-1996/) or Tel 0870 122 6326

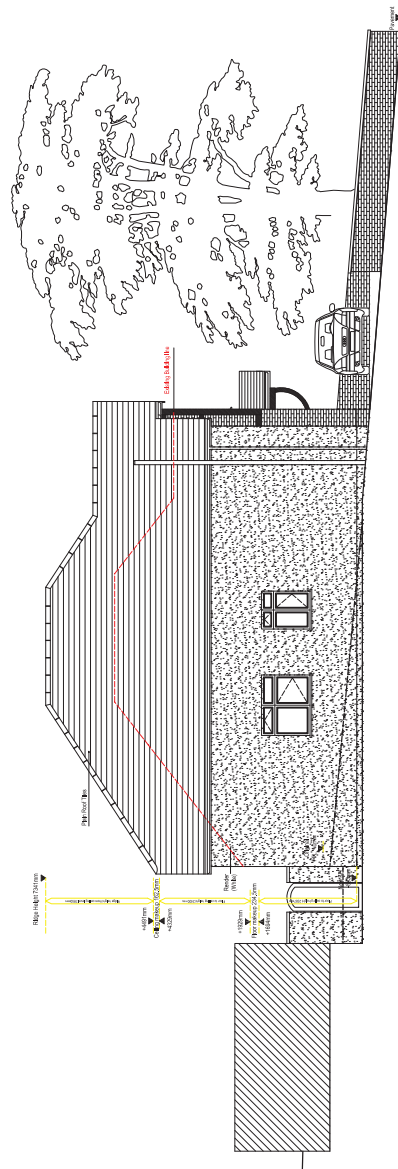


Plan Drawing Service  
 100, 101 & 102, Church Lane, Hildesheim EN1 2QB  
 Tel: 020 8329 2022 Fax: 020 8329 2079  
 email: [enr@enfield.gov.uk](mailto:enr@enfield.gov.uk)  
[building-control@enfield.gov.uk](http://enfield.gov.uk/building-control/enfield.gov.uk)

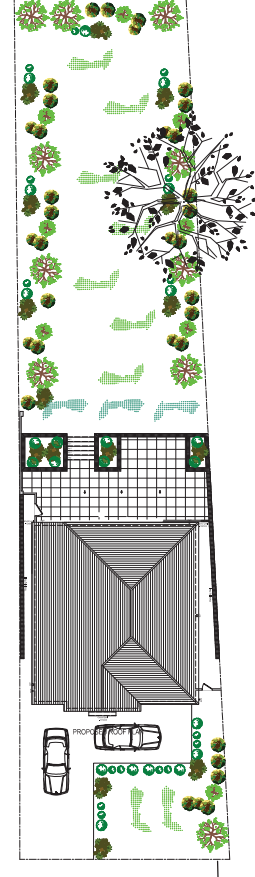
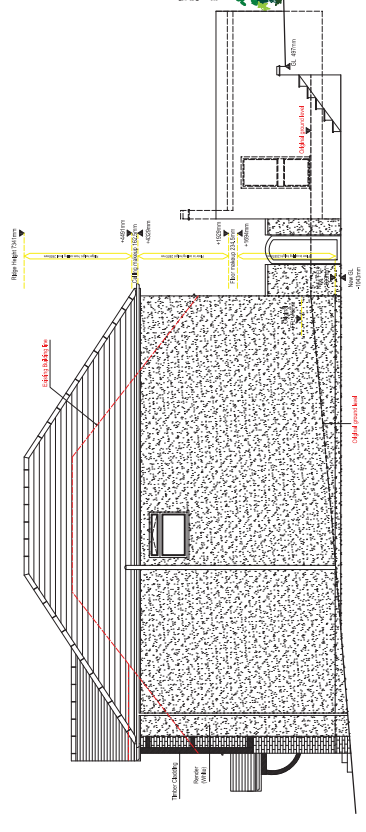
Client	Mr Kyriacos Charalambous
Project	46 Old Park View EN2 7EJ
Drawing Title	PROPOSED
Drawing No.	Dwg 002
Revision	B
Scale	1:50 1:100
Size	A2
Drawn by	Amir Faizollahi
Date	20/10/2014



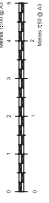
PROPOSED EAST FACING ELEVATION



PROPOSED SOUTH FACING ELEVATION



PROPOSED SOUTH FACING ELEVATION



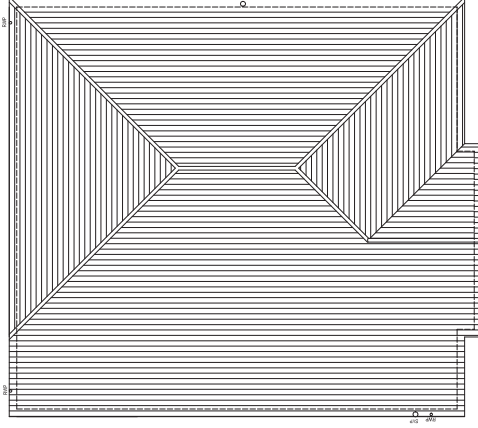
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The proposed works may fall within the Party Wall Act 1996. The building owner must notify as a condition of agreement from adjoining owners. The party wall procedure may be completed before construction starts. Please refer to the Party Wall Act 1996 for more information. For more information visit [www.cdm.gov.uk/partywall](http://www.cdm.gov.uk/partywall) 0896 or Tel 0870 122 6236

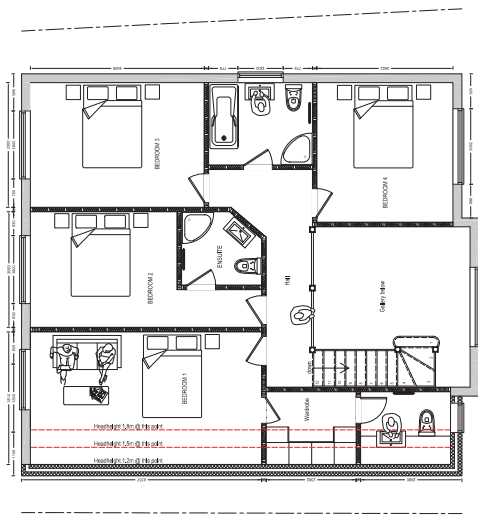


Plot Drawing Number: 15/019/003/003  
 Site: 46 Old Park View EN2 7EJ  
 Tel: 020 8376 3622, Fax: 020 8376 3679  
 email: [enfield@enfield.gov.uk](mailto:enfield@enfield.gov.uk)  
[buildingcontrol.enfield.gov.uk](http://buildingcontrol.enfield.gov.uk)

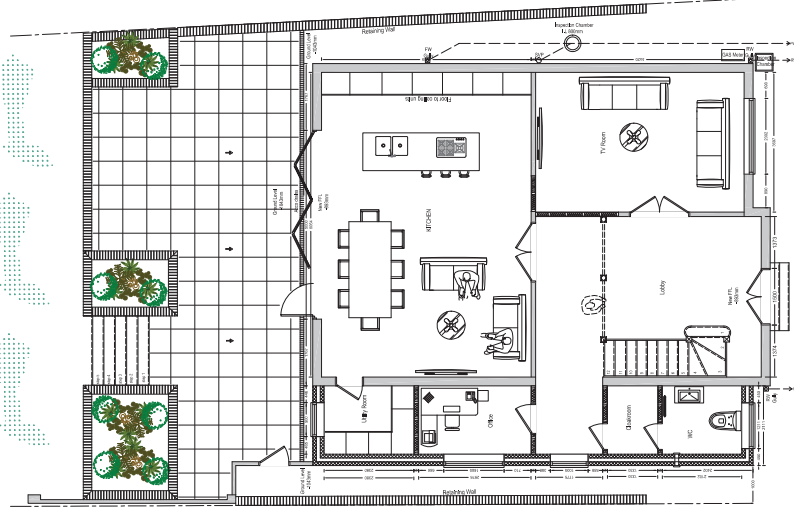
Client	Mr Kyriacos Charalambous		
Project	46 Old Park View EN2 7EJ		
Drawing Title	PROPOSED		
Drawing No.	Dwg 003	Revision	B
Scale	1:50 1:100	Size	A2
Drawn by	Amir Fazlollahi	Date	20/10/2014



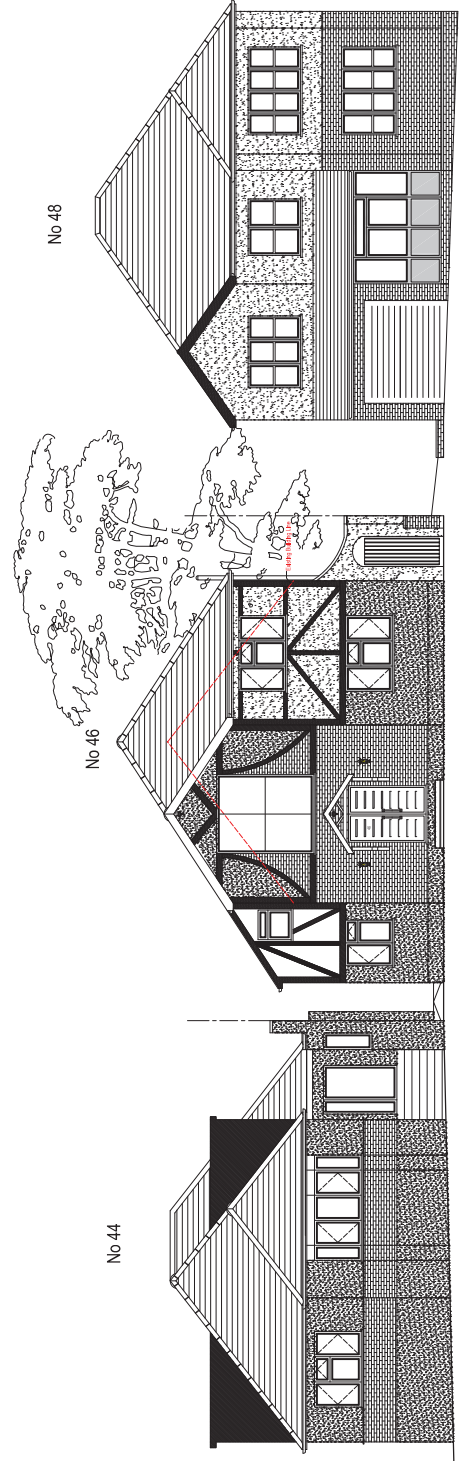
PROPOSED ROOF PLAN



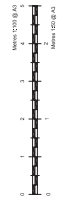
PROPOSED FIRST FLOOR



PROPOSED GROUND FLOOR



PROPOSED WEST FACING ELEVATION



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 4<sup>th</sup> February 2015

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Ms M Demetri 02083796843

**Ward:**

Southgate Green

Ref: 14/03614/FUL

Category: Full Application

**LOCATION:** Land Adjacent To 2 The Mall , London, N13 4AU

**PROPOSAL:** Redevelopment of site by the erection of a two storey 3-bedroom dwelling involving demolition of existing garages.

**Applicant Name & Address:**

Mr Palazzetti  
c/o agent  
United Kingdom

**Agent Name & Address:**

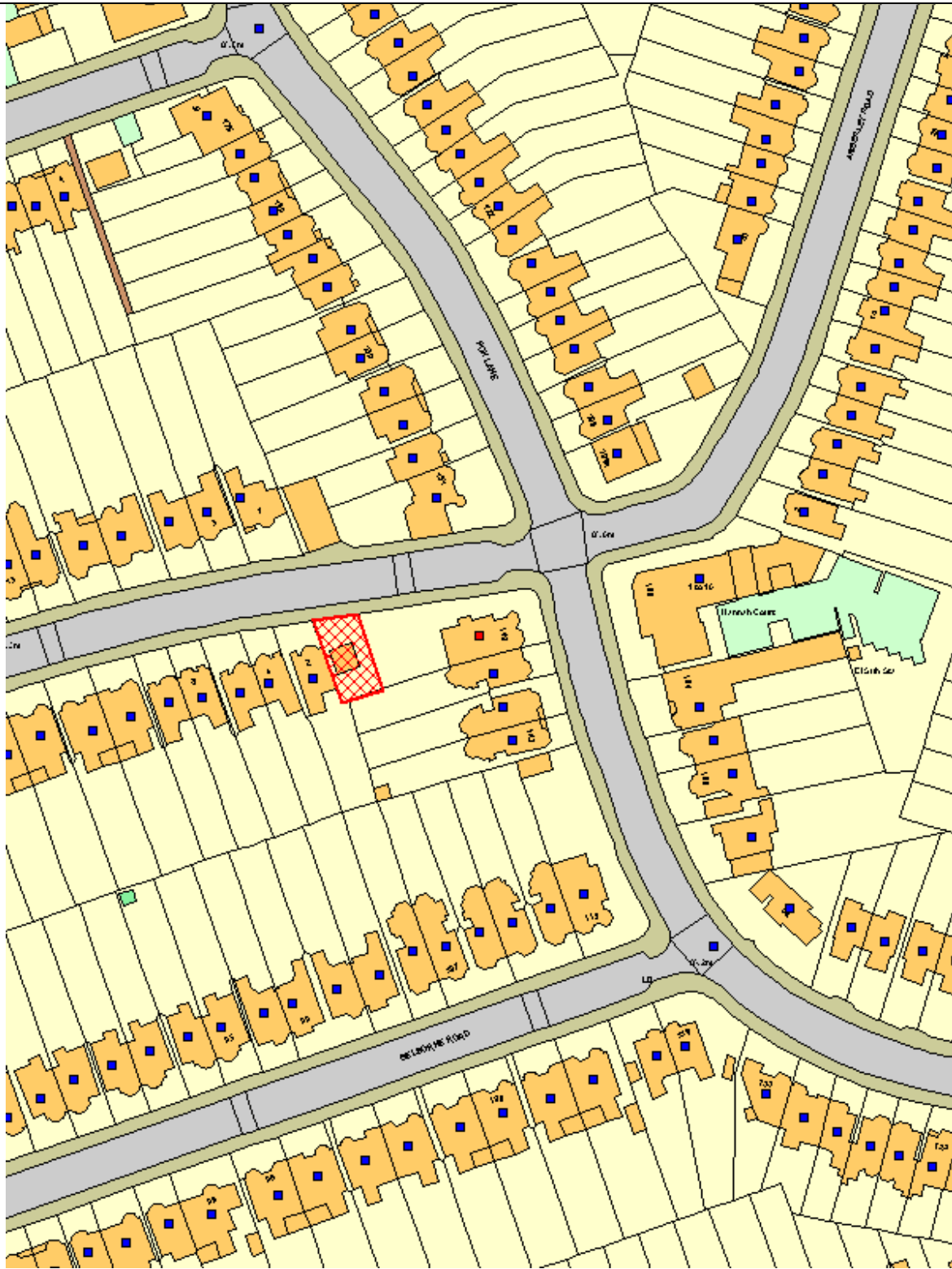
Miss Timea Nacsa  
14 Regents Wharf  
All Saints Street  
London  
N1 9RL

**RECOMMENDATION:** That planning permission be **GRANTED** subject to conditions.

**Note for Members:** This application would normally be dealt with under delegated powers but it is referred to Planning Committee for consideration at the request of Councillor Anderson due to local objection.



Ref: 14/03614/FUL LOCATION: Land Adjacent To 2 The Mall , London, N13 4AU,



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Scale 1:1250

North





## **1 Site and Surroundings**

- 1.1 The site originally formed part of the curtilage of No.149 Fox Lane and was previously occupied by a single storey garage. It is located adjacent to 2 The Mall and is approximately 0.023 ha in size. The site is within a residential area, featuring a number of Edwardian dwellings including 149 Fox Lane, a three storey dwelling built in an Edwardian style to the east and 2 The Mall adjacent to the west. The rear garden of 147 Fox Lane is to the south of the site. The Mall features both single fronted and double fronted Edwardian houses in various architectural designs.
- 1.2 Some trees and the single storey garage have now been removed from the site. Neither required the prior consent of the Local Planning Authority.

## **2.0 Proposal**

- 2.1 The proposal is for the erection of a detached 3 bedroom Edwardian style house with associated amenity at the rear and a single car parking space. All access to the property would be from The Mall.

## **3.0 Relevant Planning Decisions**

- 3.1 The last known relevant planning decision relating to this plot of land was in the 1960s. A wall was approved along the flank boundary.

## **4.0 Consultations**

### **4.1 Statutory and non-statutory consultees**

#### **4.1.1 Tree Officer**

No objection raised in regards to the removal of the trees on the site and there would be no harm to third party trees as a result of the proposal. It is acknowledged that there is a Lime Tree on the public highway. This would not be affected by the proposed development, given the vehicle crossing is to be re-sited away from this tree.

#### **4.1.2 Traffic and Transportation**

No objection raised subject to conditions and informatives. These have been detailed below.

#### **4.1.3 Thames Water**

No objection raised subject to the standard informatives.

## **4.2 Public response**

- 4.2.1 Letters were sent to 11 adjoining and nearby residents. As a result 7 responses have been received and these raise the following objections:

- Close to adjoining properties
- Development too high
- General dislike of proposal
- Loss of light

- Loss of parking
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Cramped form of development
- Traffic
- Construction issues
- Over development
- Implications with the junction with The Mall and Fox Lane
- Loss of trees
- Garage has already been demolished
- Trees have been removed
- The site is too small
- Issues with how the proposal has been addressed
- The depth of the amenity is not acceptable
- Impact to residential amenity
- Impact to visual amenity
- Issues in regards to sight lines

#### 4.2.2 Petition

Two petitions objecting to the application have been received. One petition had 56 signatures. The other petition had 7 signatures.

#### 4.2.3 Fox Lane Association

The Fox Lane Association has raised the same concerns as the surrounding neighbours.

### 5.0 **Relevant Policy**

#### 5.1 The London Plan

- 3.1 Ensuring equal life chances for all
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children's and young peoples play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 3.14 Existing housing
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 Parking

- 7.4 Local character
- 7.6 Architecture
- 7.19 Biodiversity & access to nature

## 5.2 Core Strategy

- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing types
- CP20 Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP24: The road network
- CP30: Maintaining and enhancing the built environment
- CP36: Biodiversity
- CP46: Infrastructure contributions

## 5.3 Development Management Document

- DMD2 Affordable Housing for Developments of less than 10 units
- DMD3 Providing a Mix of Different Sized Homes
- DMD6 Residential Character
- DMD7 Development of Garden Land
- DMD8 General Standards for New Residential Development
- DMD9 Amenity Space
- DMD10 Distancing
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD45 Parking Standards and Layout

## 5.4 Other Relevant Policy

- NPPF
- Section 106 Supplementary Planning Document
- NPPG
- Housing SPG

## **6.0 Analysis**

### 6.1 Principle

- 6.1.1 The site is situated to the rear of 149 Fox Lane and formed part of its garden area, accommodating a garage. Policy DMD7 seeks to protect and enhance the positive contribution gardens make to the character of the Borough. The policy advises that development on garden land will only be permitted if all of the following criteria are met:

- a. The development does not harm the character of the area;
- b. Increased density is appropriate taking into account the site context in terms of its location, accessibility and the provision of local infrastructure;
- c. The original plot is of a sufficient size to allow for additional dwellings which meets the standards in DMD 8 'General Standards for New Residential Development' (and other design policies);
- d. The individual plot sizes, orientation and layout created are appropriate to, and would not adversely impact on the residential amenity within the development, or the existing pattern of development in that locality;
- e. An adequate amount of garden space is retained within both of the individual plots in accordance with the minimum amenity space standards (DMD9'Amenity Space'), and the role of each space is enhanced to contribute towards other plan objectives such as biodiversity, green corridors and networks; flood risk; climate change; local context and character; and play space;
- f. The proposals would provide appropriate access to the public highway.

6..1.2 It is considered for that reasons set out below that the proposal would comply with this policy, insofar that the proposal fits within an existing pattern of development, amenity, distancing and parking requirements are met and the development represents a sustainable use of the land. Further, the proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets. Accordingly, the principle of the erection of a detached dwelling on this site is considered acceptable. However, this position must be qualified in relation to other material considerations including: achieving an appropriate residential mix in keeping with the character of the area; adequate internal floor space and layout; servicing; parking provision and residential amenity.

## 6.2 Impact on Character of Surrounding Area

- 6.2.1 The proposal would be detached with a double frontage which is similar to the proportions of the semi-detached properties along the road, with a width of 9.5m. The dwelling house would have the same eaves height and ridge height as 2 The Mall. In regards to bulk and massing, the proposal would be acceptable as it is similar to those in its surroundings.
- 6.2.2 The design of the proposed family house would be consistent with existing dwelling houses within the area. The proposal would have bay windows, gables and decorative timberwork. Such features are acceptable. Details of finishing materials can be secured by way of a condition.
- 6.2.3 The proposal would result in a new dwelling house adjoining 2 The Mall with a 1.5m separation distance between the dwellings to maintain the detached nature of 2 The Mall. This separation distance is deemed to be acceptable as the majority of separation distances along The Mall are much narrower. The separation distance between the existing dwelling at No. 149 Fox Lane and the flank elevation of the proposed house is 11m, which complies with the requirements of the DMD.

### 6.3 Housing Mix and Floorspace

6.3.1 The most recent Borough housing needs assessment demonstrates that whilst there is a need for all sizes of unit, that need is greatest for larger dwellings, particularly three and four bed houses. Additionally, The National Planning Policy Framework focuses on the delivery of housing including the provision of larger family units. The proposal is for one three bedroom dwelling house for which there is a need within the Borough. Therefore, the proposal adheres to the identified housing needs of the Borough and thus complies with Policy 5 of the Core Strategy, as well as DMD5 of the Development Management Document.

6.3.2 The London Plan now contains minimum standards for the size of new residential accommodation that replaces the Councils Supplementary Planning Guidance. Below is a table showing the comparison of the proposed scheme and the minimum floor area required by the London Plan

House	Type	GIA (based on measurement of plans) (sq m)	GIA – London Plan 2011 (sq m)
1	3b4p	100	87

6.3.3 The proposed dwelling would exceed the minimum floor space standards and therefore is acceptable. The proposal would comply with policy 3.5 of the London Plan (including REMA), CP4 of the Core Strategy, DMD8 of the Development Management Document, The Mayor of London Housing Supplementary Planning Guidance as well as the NPPF.

### 6.4 Amenity Space Provision

6.4.1 Amenity space provision is provided for the dwelling at 95 sq.m and this exceeds DMD requirements. It should also be noted that there is sufficient amenity space remaining for the existing dwelling at 149 Fox Lane having regard to Policy DMD 9 of the Development Management Document. A condition is recommended to require details of landscaping of the garden area to ensure an appropriate setting and enhance the biodiversity of the site.

### 6.3 Impact on Neighbouring Properties

6.3.1 A 45 degree line and a 30 degree line has been drawn from the mid- point of the ground floor and first floor window at 2 The Mall and there is no breach of either line. It will be noted that due to the set- back relative to the rear elevation of 2 The Mall, the proposal would not have a material impact on daylight and sunlight to habitable rooms at this property nor would it result in overshadowing of adjoining gardens.

6.3.2 The first floor layout has been designed so that there are no habitable rooms at this level within the rear elevation; all windows are to bathrooms and a condition can be attached to ensure these are obscure glazed. This would ensure that privacy and overlooking to number 147 Fox Lane is safeguarded. Overall, no objection is raised in regards to impact to residential amenity.

#### 6.4 Highways

- 6.4.1 The Council's DMD Policy 45 and the London Plan Policy 6.13 require a minimum of one car parking space to be provided for a three-bed dwelling. As such the proposed driveway parking space for one vehicle complies with the Policies.
- 6.4.2 No off-street car parking is recorded on the application form in connection with no 149 Fox Lane, although this current application will lead to the loss of at least two off street parking spaces that previously existed in a double garage serving this property. The London Plan standards are expressed as maximums and allow for no car parking provision where appropriate. It is acknowledged that the area experiences a relatively high level of car parking demand as a result of the limited off street provision. The loss of car parking for no 149 Fox Lane and addition of a new property, with off street parking, would not result in an unacceptable increase in demand to the extent that the application should be refused. Therefore the application is not contrary to DMD policy 45 and London Plan policy 6.13.
- 6.4.3 A new crossover would need to be created from the public highway (The Mall). The principle of the access and its location is acceptable and meets the required visibility standards. However, as only indicative plans were submitted, a condition should be attached requiring the detailed design of the crossover to be agreed by the Council and implemented before the development is occupied.
- 6.4.4 Details of any means of enclosure, cycle provision, refuse provision and landscaping can be secured by way of a condition. Such conditions have been imposed to satisfy the requirements of the DMD and the London Plan.

#### 6.5 Section 106

- 6.5.1 On 28<sup>th</sup> November 2014 the Government introduced immediate changes to the National Planning Practice Guidance to state that contributions for affordable housing and tariff style planning obligations should not be sought for small scale and self-build developments containing 10 units with a gross area of no more than 1000sq.m. In the light of the implications for this for the Councils adopted DMD policy, a report was taken to the Local Plan Cabinet Sub Committee on 15<sup>th</sup> January 2015. At the meeting and in the light of guidance issued, Members agreed the approach set out below for dealing with planning applications and as the basis for future consultation on the revised S106 SPD.
- 6.5.2 Education contributions will no longer be required for developments of less than 11 units.
- 6.5.3 Affordable housing contributions may still be sought for developments of 1-9 units in accordance with the following:
- Individuals and self-builders will be exempt from requiring to pay affordable housing contributions;

- Contributions may continue to be required from other developers subject to viability testing, with a view to ensuring that contributions do not result in a disproportionate burden and an obstacle to the delivery of housing.

6.5.3 In this instance the applicant is considered to be an individual and thus the scheme would not be required to provide a contribution towards affordable housing or education.

## 6.6 Sustainable Development

6.6.1 Core Strategy Policy 4 States that new housing developments should seek to exceed the Code for Sustainable Homes Level 4 and should be built to Lifetime Homes Standards. A Code for Sustainable Homes Pre – Assessment has been submitted which indicates Code Level 4 can be achieved and an Energy Statement has been submitted demonstrating that PV cells should be used at the property in order to embrace the requirements of the Core Strategy and Building Regulations. Details can be secured by way of a condition to ensure that the sustainability of the development is achieved.

## 6.7 CIL

6.7.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow ‘charging authorities’ in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015. In this instance the proposed residential development would be subject to a £20 per square metre levy in accordance with the GLA's CIL Charging Schedule.

6.7.2 The applicant has indicated that the new development would create 106.86 square metres in gross internal floor area. On this basis, the calculation and sum arising would be as follows:

$$(\text{£}20/\text{m}^2) \times (106.86\text{m}^2) \times 237/223 = \text{£}2,267.65$$

6.7.3 Should permission be granted, a separate CIL liability notice would need to be issued.

## 7.0 **Conclusion**

7.1 The subdivision of site and erection of a detached single family dwelling house adjacent to 2 The Mall, increases the Borough's housing stock and would not detract from the residential character and amenities of the surrounding area and in particular, the visual amenities or privacy of the occupants of Fox Lane and The Mall. Further, the proposal would not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highway.

## 8.0 **Recommendation**

8.1 That planning permission be GRANTED subject to the following conditions:

1. C60 Approved Plans
2. C51A Time Limited Permission
3. C07 Details of materials
4. C09 Details of Hard Surfacing
5. C11 Details of Enclosure
6. C19 Details of Refuse Storage / Recycling Facilities
7. C24 Obscure glazing
8. C25 No Additional Fenestration
9. C17 Landscaping
10. C59 Cycle parking
11. C4 Details of development – access
12. Evidence confirming the development achieves Code rating of no less than Code Level 4 shall be submitted to and approved in writing by the LPA. The evidence required shall be provided in the following formats.

a) A design stage assessment, conducted by an accredited Code Assessor and supported by relevant BRE interim certificate, shall be submitted at pre construction stage prior to the commencement of development.

b) A post construction assessment, conducted by an accredited Code Assessor and supported by relevant BRE accreditation certificate shall be submitted following the practical completion of the development and prior to first occupation. The development shall be carried out strictly in accordance with the details so approved, and shall be maintained as such thereafter and no changes shall take place without the prior approval of the LPA.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with strategic objectives of the Council and Policies 3.5, 5.2, 5.3 of the London Plan, CP4 of the Core Strategy as well as having regard to the NPPF.

13. Following practical completion of works a final Energy Performance Certificate shall be submitted to and approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

14. The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than a 8% improvement in total CO<sub>2</sub> emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how the reductions



are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

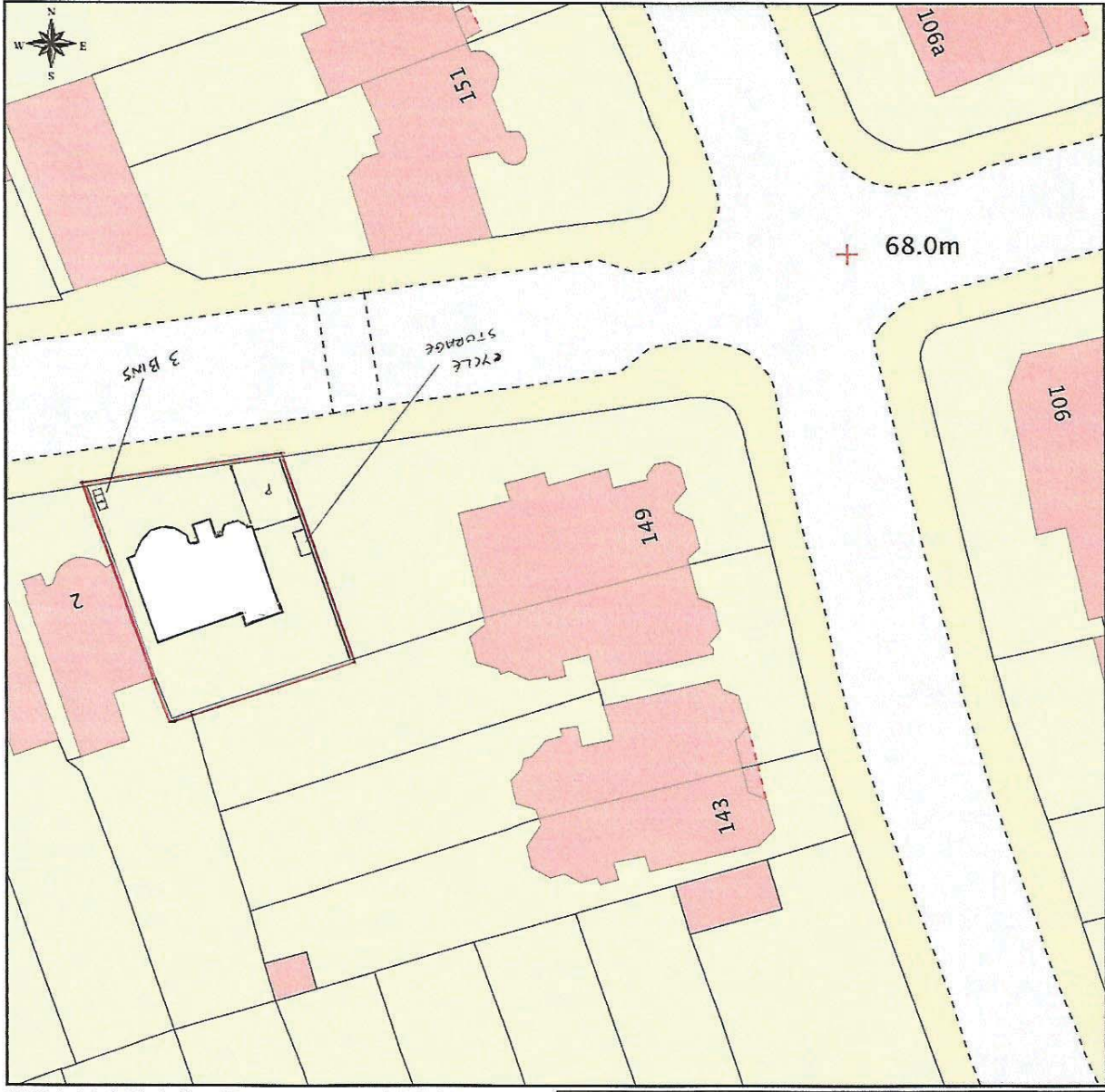
15. The development shall be implemented to accord with Lifetime Homes standards. Prior to occupation of the development evidence confirming compliance shall be submitted to and approved in writing by the Local Planning Authority. The development shall be maintained as such thereafter.

Reason: To ensure that the development allows for the future adaptability of the home to meet with the needs of future residents over their lifetime in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

- 16 The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.



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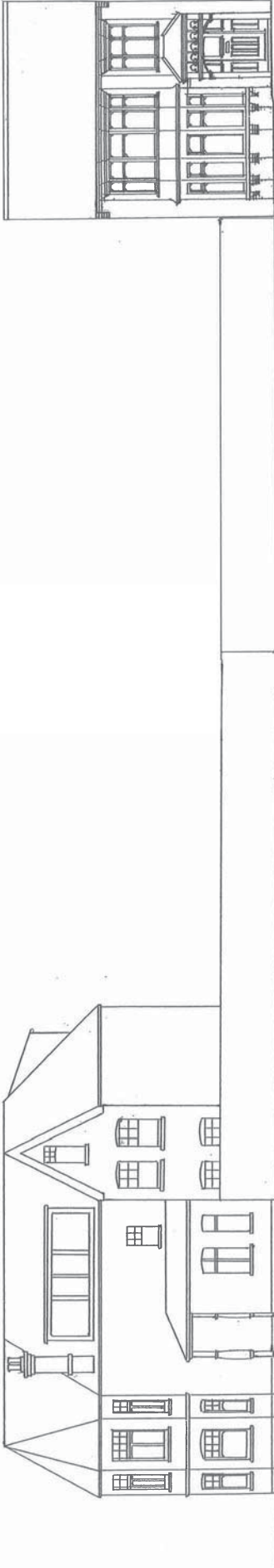
BLOCK PLAN 1:500      Drawing no. 005

Land adjacent to 2 The Mall

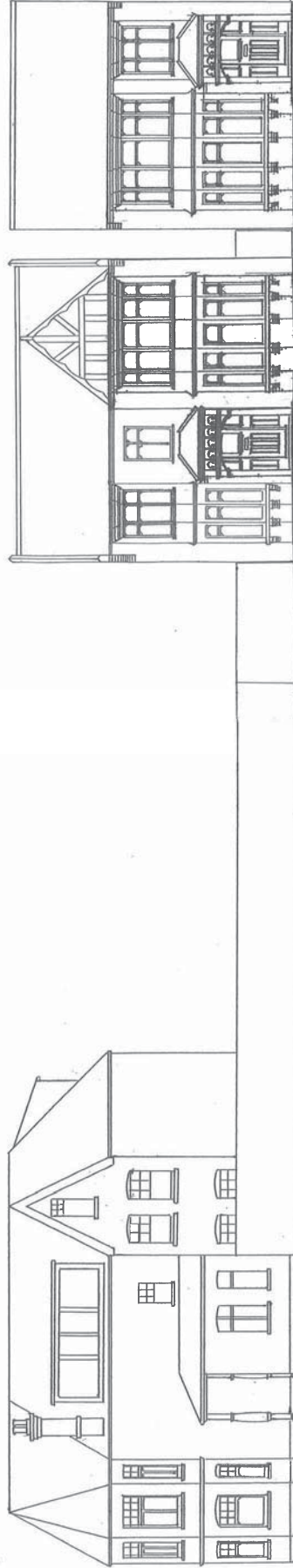
London

N14 6LN

Current Front Elevation



Proposed Front Elevation



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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 4<sup>th</sup> February 2015

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Mr Cuma Ahmet 020 8379 3926

**Ward:**

Jubilee

**Ref:** P14-01733/PLA & P14-01735/ADV

**Category:** Full Application

**LOCATION:** 41, Picketts Lock Lane, , London, N9 0AS,

**P14-01733/PLA**

**PROPOSAL:** Change of use of former builders merchants to a bus depot for the parking and operation of the 107 buses, refurbishment of main office building, single storey detached building to provide a staff mess room, installation of a bus wash and refuelling facility with associated plant and machinery and a 2m high acoustic fence to part eastern boundary.

**P14-01735ADV**

**PROPOSAL:** Installation of a replacement free standing non illuminated sign to front entrance.

**Applicant Name & Address:**

Tower Transit Operations Ltd  
Atlas Road, Park Royal  
London  
NW10 6LG

**Agent Name & Address:**

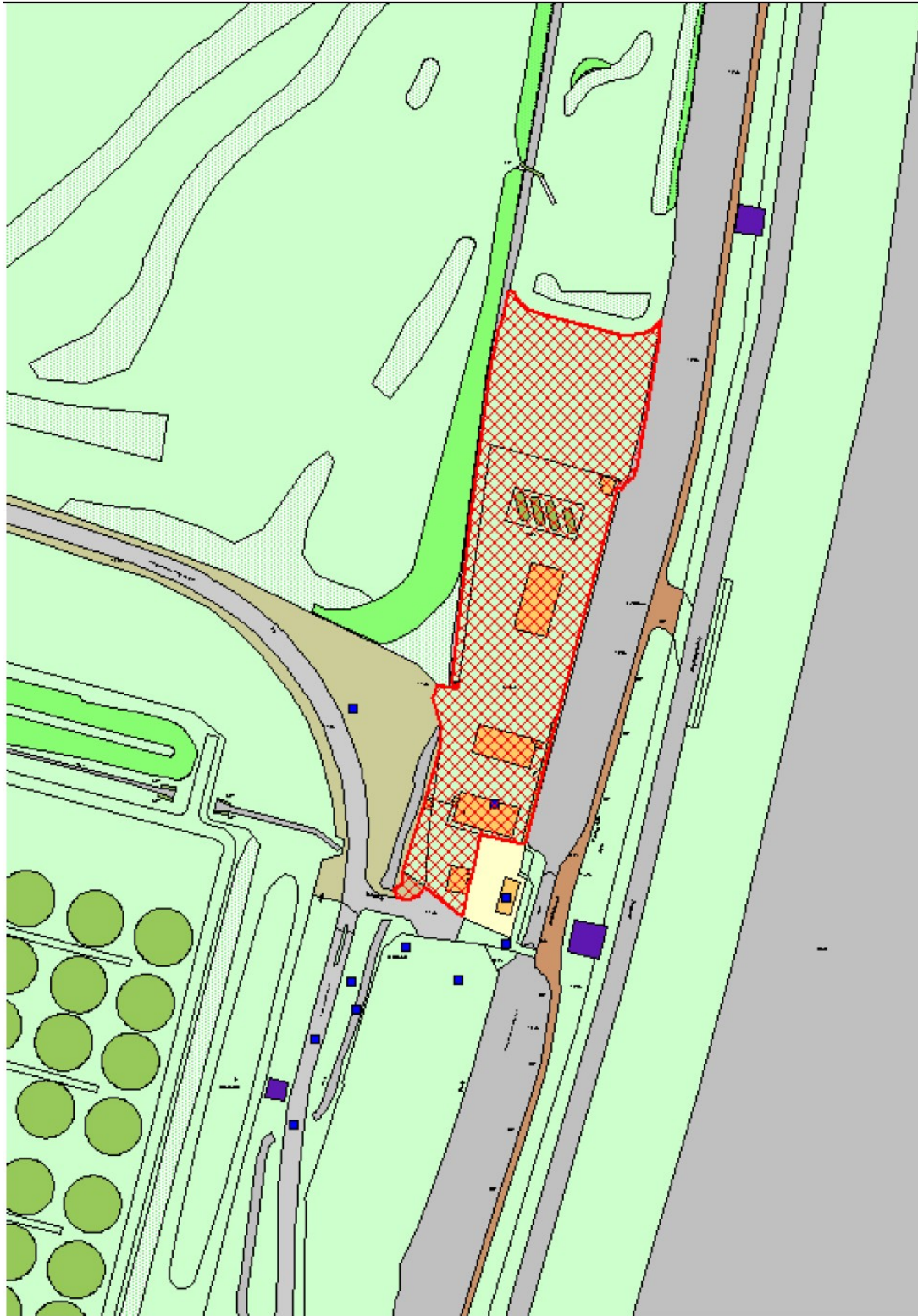
J C Planning Consultants  
502, Birchwood One  
Dewhurst Road  
Birchwood  
Warrington  
WA3 7GB

**RECOMMENDATION:**

That subject to the referral of the application to the Greater London Authority (GLA) and no objections being raised together with the completion of the section 106 agreement regarding the issues set out above, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



Ref: P14-01733PLA & P14-01735ADV LOCATION: 41, Picketts Lock Lane, London, N9 OAS,



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North  
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## **1. Site and Surroundings**

- 1.1 The site comprises an undesignated employment site located to the north of Picketts Lock Lane in the Jubilee ward of the Borough. The site is linear in shape measuring approximately 1.16 hectares in area and is laid to concrete hardstanding throughout. The site also accommodates four separate buildings; a single storey gate house, a two storey office building and two pre-warehouse buildings. The site has a single point of access/egress located on the southern boundary, which links onto Picketts Lock Lane.
- 1.2 The general surroundings comprise a mix of land uses ranging from industrial and employment to the south and west and open recreational and leisure uses to the north and east. A golf course adjoins the northern boundary of the site, with the eastern perimeter immediately abutted by the River Lee Navigation Canal and William Girling Reservoir beyond. Deephams Sewage Works and a small residential settlement of 58 dwellings are sited to the west, with a further residential dwelling (Lock Keepers Cottage) and vehicle storage business use to the immediate south.
- 1.3 The application site is currently undesignated employment land and is located within the Central Leaside area. The site is also classified being within a Flood Zone 2 and 3. Other site specific designations which are relevant include Metropolitan Green Belt (comprising the River Lee Navigation and Lee Valley Regional Park to the east); Site of Special Scientific interest (SSSI) relating to the Chingford Reservoirs (of which William Girling Reservoir is comprised within) and Site of Metropolitan Importance for Nature conservation (SMINC) which comprises both William Girling Reservoir and River Lee Navigation.

## **2. Proposal**

- 2.1 The application seeks planning permission for a change of use from the former builders merchants use to a bus depot (*sui generis*). Integral to the change of use is the need to accommodate 107 buses in total, including refurbishment of the main office building, a single storey detached building for staff use, associated bus wash and refuelling plant and facilities and a 2 metre high acoustic fencing to part of the eastern boundary.
- 2.2 A further application for advert consent has also been submitted for a non-illuminated sign to the entrance to the site. This is covered separately in this report (LPA ref: P14-01735ADV).

## **3. Relevant Planning Decisions**

- 3.1 A range of planning applications have been submitted, the majority of which are associated with the use of the site for storage and warehouse uses.

## **4. Consultations**

### **4.1 Statutory and non-statutory consultees**

#### Greater London Authority

- 4.1.1 No objections in principle to the development subject to relevant conditions and/or s.106 obligations to secure the extension of the existing footway to the site, and a travel plan. As the application falls within the Mayors Referral Guidelines under Part 2 Category 2C(1)(f) (Major Infrastructure), any decision made by the Council must be referred back to the Mayor for his consideration before a decision can be issued.

#### Transport for London

- 4.1.2 No objections in principle. They advise that the location is ideal for a bus depot from a strategic transport perspective. However, they recommend that a travel plan and provision for disabled parking and electric car charging points are secured.

#### Traffic and Transport

- 4.1.3 No objections subject to conditions to secure details of hard surfacing; enclosures, parking and turning facilities, private parking facilities, landscaping, refuse storage and cycle parking. In addition to the above conditions, it is also requested that a pedestrian footway is provided along the west side of Picketts Lock Lane including an extension to existing 'keep clear' restrictions at the junction of Picketts Lock Lane and Meridian Way.

#### Environment Agency

- 4.1.4 No objections subject to a planning condition to secure a drainage scheme for the Vehicle Washing Bay before commencement of the development.

#### Environmental Health

- 4.1.5 No objections subject to inclusion of a planning condition to control bus movements between the hours of 23:00hrs and 07:00hrs in order to mitigate noise disturbance to neighbouring residential occupiers.

#### Natural England

- 4.1.6 No objections are raised but they recommend that biodiversity enhancements are explored further by the applicants.

#### Ecology and Biodiversity

- 4.1.7 The Council's ecologist has not objected although requests planning conditions to secure a landscaping scheme and biodiversity enhancements and to ensure all works are carried outside of the bird nesting season.

#### Lee Valley Regional Park Authority (LVRPA)

- 4.1.8 No objections subject to the applicant providing additional footways in Picketts Lock Lane; segregated and signed lane for cyclists along Picketts



Lock Lane; measures to ensure light spillage is minimised to maintain dark corridor for bats and landscaping along the Navigation boundary to augment the existing planting.

English Heritage (Archaeology)

- 4.1.9 No objections as the proposals will have limited potential for impact on archaeological assets.

**4.2 Public response**

- 4.2.1 Letters were sent to 55 adjoining and nearby residents. In addition a site notice has been displayed on site. 22 Letters of objection have been received raising the following objections:

- Noise increase from travelling buses;
- Traffic increase made worse by parked articulated lorries in Picketts Lock Lane;
- Increased pollution and congestion as a result of increased traffic movements;
- Impact on health from increased pollution
- Health and safety of pedestrians using Picketts Lock Lane;
- No pavements for pedestrians;
- Overflow car parking will occur;
- Picketts Lock Lane is difficult to walk along;
- Difficult to exit drive onto Picketts Lock Lane;
- Stationary lorries
- Level of traffic will take place at unsociable times of the day resulting in noise disturbance to residents;
- Use of modern fleet to minimise noise impact is not guaranteed;
- Previous use of the site did not generate the level of traffic the proposals will and therefore cannot be a reliable comparison in terms of traffic;
- The surface of Picketts Lock Lane is already in a poor state and will be worse off from increased traffic as a result of the proposals;
- No emergency action plan relating to the fuel storage depot;
- Use is not suitable for a residential area;
- Decrease value of properties;
- Junction onto Meridian Way is already an accident hotspot;
- Proposals have the potential to impact on our daily lives;
- Significant impact on wildlife and visual amenity;
- Plans should be scrutinised by the Highways Agency and Environment Agency;
- Movement of buses will cause vibrations in my home;
- Vehicle movements indicated for the former use untrue;
- We will already be subjected to nuisance from the upgrade of Deephams Sewage Works; and
- Poor facilities exist for cyclists.

- 4.2.2 Councillors for the Jubilee ward have also expressed concerns in respect of the noise impacts on local residents as a result of the bus traffic using Picketts Lock Lane and suggested preference for access to be provided via Lee Park Way instead. They have also indicated that any job advertised

should be restricted to Enfield only and that the applicant adopts all technological advances available to limit noise disturbance.

### Petition

4.2.3 In addition a petition has been received comprising 82 signatures. This raises the following objections:

- Noise nuisance at unsociable hours;
- Cause traffic management and road safety issues;
- Create pollution;
- Damage to environment; and
- Detrimental impact on visual amenity of the surrounding area.

## **5 Relevant Policy**

### 5.1 London Plan

Policy 2.3: Growth areas and coordination corridors  
Policy 2.7: Outer London: economy  
Policy 2.8: Outer London: transport  
Policy 2.16: Strategic outer London development centres  
Policy 4.4: Managing industrial land and premises  
Policy 5.1: Climate change mitigation  
Policy 5.2: Minimising carbon dioxide emissions  
Policy 5.11: Green roofs and development site environs  
Policy 5.12: Flood risk management  
Policy 5.13: Sustainable drainage  
Policy 5.19: Hazardous waste  
Policy 5.21: Contaminated land  
Policy 5.22: Hazardous substances and installations  
Policy 6.1: Strategic approach  
Policy 6.2: Providing public transport capacity and safeguarding land for transport  
Policy 6.4: Enhancing London's transport connectivity  
Policy 6.8: Coaches  
Policy 6.9: Cycling  
Policy 6.10: Walking  
Policy 6.11: Smoothing traffic flow and tackling congestion  
Policy 6.12: Road network capacity  
Policy 6.13: Parking  
Policy 7.1: Local character  
Policy 7.5: Public realm  
Policy 7.8: Heritage assets and archaeology  
Policy 7.14: Improving air quality  
Policy 7.15: Reducing noise and enhancing soundscapes  
Policy 7.16: Green Belt  
Policy 7.19: Biodiversity and access to nature  
Policy 7.30: London's canals and other rivers and waterspaces  
Policy 8.2: Planning obligations

### 5.2 Core Strategy

CP13: Promoting economic prosperity  
CP16: Taking part in economic success and improving skills  
CP20: Sustainable energy use and energy infrastructure  
CP24: The road network  
CP25: Pedestrians and cyclists  
CP26: Public transport  
CP28: Managing flood risk through development  
CP30: Maintaining and improving the quality of the built and open environment  
CP31: Built and landscape heritage  
CP32: Pollution  
CP33: Green belt and countryside  
CP35: Lee Valley Regional Park and Waterways  
CP36: Biodiversity  
CP37: Central Leaside  
CP46: Infrastructure contributions

### 5.3 Development Management Document

DMD23: New employment development  
DMD37: Achieving high quality and design-led development  
DMD38: Design process  
DMD41: Advertisements  
DMD44: Preserving and enhancing heritage assets  
DMD45: Parking standards and layout  
DMD47: New roads, access and servicing  
DMD48: Transport assessments  
DMD49: Sustainable design and construction statements  
DMD50: Environmental assessment methods  
DMD51: Energy efficiency standards  
DMD55: Use of roof space/vertical surfaces  
DMD59: Avoiding and reducing flood risk  
DMD60: Assessing flood risk  
DMD61: Managing surface water  
DMD64: Pollution control and assessment  
DMD65: Air quality  
DMD66: Land contamination and instability  
DMD67: Hazardous installations  
DMD68: Noise  
DMD69: Light pollution  
DMD75: Waterways  
DMD76: Wildlife corridors  
DMD78: Nature conservation  
DMD79: Ecological enhancements  
DMD81: Landscaping  
DMD83: Development adjacent to the Green Belt

### 5.4 Other relevant policy/guidance

National Planning Policy Framework  
National Planning Practice Guidance  
Upper Lee Valley Opportunity Area Planning Framework  
Proposed Submission Central Leaside Area Action Plan  
S106 SPD

## 6. Analysis

6.1 The main issues to consider are as follows:

- the principle of change of use;
- noise impact;
- visual appearance and impact on River Lee and Lee Valley Regional Park;
- ecology;
- sustainability;
- traffic impact on local and strategic highways;
- proposed signage; and
- s.106 planning obligations and Community Infrastructure Levy.

### 6.2 Principle of change of use

- 6.2.1 The site is an undesignated employment site that has a long been associated with commercial storage and distribution related activities. Up until 2013, the site was occupied by a builder's merchant's operation.
- 6.2.2 The site is undesignated employment land and lies within the Government's London-Stansted-Cambridge-Peterborough corridor, the Upper Lee Valley Opportunity Area and Central Leaside Area growth area. Strategic and local policy interventions embedded in the London Plan, Upper Lee Valley Area Planning Opportunity Framework, the Proposed Submission Central Leaside Area Action Plan (CLAAP), including the Core Strategy, collectively seek to strengthen the location's industrial and employment role in order to support existing business, attract new and emerging business sectors, support the future communities of Meridian Water through job creation/opportunities and achieve improved accessibility through better public transport provision, including greater access for pedestrians and cyclists.
- 6.2.3 The proposed change of use would principally involve keeping buses onsite and carrying out maintenance to those buses. Whilst the use would not strictly fall within an employment categorisation, e.g., B1, B2 or B8, the nature of the operations that would be involved are not too dissimilar to those normally akin to uses within employment/industrial locations.
- 6.2.4 The proposals arise from the applicant's ambitions to expand its operations following recent successful tenders for two new contracts from TFL, beginning in February 2015. Initially, the two routes would comprise limited bus numbers, with a view to expand the operations as new contracts are awarded. The proposed use would create up to 340 new jobs comprising 300 driving staff, 18 cleaning/refuelling staff, 5 administrative/operational staff and 7 support employees.
- 6.2.5 Overall, it is considered that the proposed use would be compatible having regard to its current land use categorisation and other similar existing uses in the vicinity. In addition, the proposed use would support the long term strategic aims and aspirations for the Upper Lee Valley Area and Central Leaside as well as achieving the Mayor's strategic aims to improve London's bus network. Therefore it is considered that the principle of change of use for

bus storage is considered to comply with Policies of the London Plan, Policies ULVAOPF, Policies CLAAP, Policies Core Strategy and DMD policies.

6.3 Noise and visual character

6.3.1 The concerns of neighbouring residents in respect of the increased potential for noise disturbance that would be generated by buses travelling along Picketts Lock Lane are acknowledged. To address this concern, the applicant has provided a detailed survey based on the maximum capacity of buses proposed (107 buses), throughout a 24 hr period, 7 days a week.

6.3.2 From the information contained in the noise report, it is considered that the potential increase in noise disturbance is likely to be more noticeable during the late evening and early morning hours (or 23:00hrs and 07:00 hrs), due to lower levels of ambient noise, which in turn would result in noticeable harm to residential occupiers. Combining this with the bus movement data provided for the use, it has been noted that the greatest number of bus movements would take place during these sensitive hours. Based on these considerations, and following further negotiations with the applicant's, it was agreed that limits on bus movements (both arriving and departing) during the hours identified above would be critical so that the amenities of nearby residential occupiers can be safeguarded. The controls that would apply from Sunday to Saturday are summarised below and a condition is recommended to secure this. The proposed condition is based on the bus profile dated set out in Table 5-1 (Run Out and Run In Profiles) set out in the Amended Transport Assessment which are:

00:00hrs-00:59hrs: 3 buses  
01:00hrs-01:59hrs: 6 buses  
04:00hrs-04:59hrs: 3 buses  
05:00hrs-05:59hrs: 5 buses  
06:00hrs-06:59hrs: 7 buses

6.3.3 The applicant has indicated that no bus movements are planned between the hours of 23:00hrs and 23:59hrs (Sun-Sat); 02:00hrs-02:59hrs (Sun-Sat) and 03:00hrs-03:59hrs (Sun-Sat). It is recommended that this is also secured through a separate planning condition. With such conditions, bus movements during the hours between 07:00hrs and 23:00hrs are unlikely to give rise to noise disturbance that would be detrimental to neighbouring residential amenities.

6.3.4 Also mindful of the applicant's requirement to establish an operational maximum for this site, it is considered necessary, relevant and reasonable to require ongoing noise monitoring to be carried out so that the impacts to residents can be minimised. The nature, frequency and cost of such monitoring can be secured through a S106 Agreement.

6.3.5 Whilst officers have noted that bus movements are likely to increase as the depot reaches full operational maturity/capacity, it is considered that the above recommended measures would provide a robust mechanism to minimise any significant harm to neighbouring residential occupiers. At the same time, these clear and defined limits would provide an established basis upon which the operator can successfully plan forward in meeting its future service obligations.

6.3.6 With regard to matters relating to an individual's observations and/or perception of Picketts Lock Lane and the anticipated impacts that increased traffic movements will have in this respect, it is considered that there will be a noticeable change particularly as the site has been vacant in recent years. However, given that the site has an existing established use for storage/warehouse use, which could be implemented uninhibited at any time, including the comparative controlled nature of the proposed use, it is considered that the extent of the impact would not result in detrimental harm to the existing visual experience/perceptions of Picketts Lock Lane.

6.3.7 Overall, it is considered that subject to the inclusion of the above planning conditions and obligation to carry out noise monitoring, the impact of the proposed use on residents, having regard to noise disturbance, would be acceptable. Equally, the impact on the visual character/perceptions of Picketts Lock Lane as a result of additional traffic movements is also considered acceptable.

#### 6.4 Visual appearance and impact on adjacent River Lee Navigation and Lee Valley Park

6.4.1 The site adjoins the River Lee Navigation and Lee Valley Park to its eastern boundary. An extensive tree screen bounds the eastern boundary from its most northern extent for a distance of approximately 145 metres before reducing towards the Lock Keepers Cottage. The northern and western boundaries are also significantly screened by trees and other vegetation.

6.4.2 Policies 75 and 83 of the DMD specifically focus on maintaining and enhancing the waterfront character and interface of development adjoining the Green Belt, specifically to ensure that intrusiveness and visual dominance of buildings and uses are appropriately mitigated. Despite the applicant's comments concerning additional planting along this boundary, it is considered that there remains significant opportunity to reinforce the boundary particularly where it appears most bare. The proposed stone gabbions provide an opportunity to support future greening of the boundary, although the details provided do not demonstrate this. It is therefore recommended that details of additional soft planting, incorporating the stone gabbions, are secured by planning condition to ensure appropriate enhancement of the boundary can be achieved.

6.4.3 With regard to the proposed single storey staff mess building, fuel tank facility and bus wash housing, it is considered that none of these structures would have an appreciable impact on the character or appearance of the navigation or Green Belt, due to existing screening by existing buildings, combined with their limited scale and siting towards the western boundary.

6.4.4 Overall, subject to securing additional planting along the eastern boundary of the site, it is considered that there would be no further impact on the visual amenity of the waterfront and Green Belt.

#### 6.5 Ecology

6.5.1 The applicant has provided a revised survey of the impacts of the proposals on bird and bat populations, focussing on the William Girling Reservoir and River Lee Navigation. The survey indicates that the noise levels that would be

generated by the proposed use would be of marginal significance to known nesting bird populations. Equally, revised lighting plans have been provided (refer DW Windsor Plan 11404-1-A) which propose two different lighting options. Both schemes indicate that light spillage at the eastern boundary would not exceed the limits considered acceptable for bats and other foraging animals using the area. Therefore, it is considered that the impact of the proposals on identified protected species is acceptable, subject to conditions to secure recommendations of the Council's Ecologist.

6.6 Sustainable design and construction

6.6.1 Officers remain in discussion with the applicants regarding the opportunities for enhancing the sustainable design of the proposals. A verbal update will be provided at the meeting.

6.7 Traffic impact and safety on local and strategic highways

*Access and traffic generation*

6.7.1 The proposals would not involve any alterations to the existing shared access onto Picketts Lock Lane.

6.7.2 The Traffic and Transport Officer has reviewed the amended traffic assessment provided by the applicant and whilst concerns are raised in relation to the potential for bus conflicts and other road traffic at the junction of Picketts Lock Lane and Meridian Way during the morning travel peak, he is satisfied that subject to additional mitigation measures, to include extending existing 'keep clear' restrictions, these concerns could be addressed. These measures would be secured as planning obligations under a S.106 Agreement.

6.7.3 Overall, it is considered that impact on the local and strategic highway, having regard to existing and proposed traffic movements, and road safety would be acceptable.

*Car and cycle parking*

6.7.4 The proposals would provide 96 parking spaces in total of which 5 would be reserved for visitors. Two spaces will be provided for disabled persons, sited close to the refurbished office, and two spaces will incorporate electric vehicle charging points. Parking is phased to correspond with buses leaving. This arrangement is illustrated on plan drawing number 689-035, appended to the appendix of this report. The proposed provision for electric vehicle charging points falls below the recommended London Plan standards (a minimum 19 spaces would be required) although this can be addressed through a planning condition. 20 cycle parking spaces will be located next to the gate house at the front. The design of the cycle stands and shelter have been provided and are compliant with London Plan recommended standards.

6.7.5 The request of the LVRPA to secure provision for a segregated cycleway along Picketts Lock Lane, from its junction with Meridian Way to where it meets the start of the national cycle route in the Lee Valley Park is noted. However, it is considered that the delivery of the extended pedestrian footway on Picketts Lock Lane is a higher priority and would also enable shared use with cyclists.

- 6.7.7 Overall, subject to a condition requiring the provision of more car charging points, it is considered that there adequate car and cycle provision has been provided to ensure limited on street parking outside of the site.

*Pedestrian footways*

- 6.7.8 Access arrangements for pedestrians and other modes of public transport are currently limited. To support and encourage alternative modes, particularly given the significant number of employees expected, it is considered reasonable to require the provision of a continuous pedestrian footway from the site to connect to Meridian Way to the west. Both the GLA and TFL have also recommended that a travel plan be secured by planning condition in order to encourage and support alternative sustainable modes of travel by employees to the site. Should planning permission be given, it is recommended that the provision of the footway is secured as a planning obligation together with the need to submit and adhere to a travel plan.

6.8 Signage

- 6.8.1 The proposed signage would replace a similar sign already in situ. It would be sited at the entrance into the site, measuring 2 metres in width by 1 metre in height and mounted on poles. The sign would also be non-illuminated. The proposed signage is considered to have an acceptable impact on existing visual amenities and highway safety.

6.9 S106 obligations

- 6.9.1 Should planning permission be granted, it is recommended that planning obligations are sought to secure; further noise monitoring, a pedestrian footway from the site to Meridian Way, travel plan and extension of 'Keep Clear' restrictions at the junction of Picketts Lock Lane and Meridian Way.

6.10 Community Infrastructure Levy

- 6.10.1 The application site was last occupied in 2013. Under the CIL Regulations (As amended) the development proposals would only be liable in the circumstances that the buildings onsite have not been occupied in the past 6 months in the last three years at the beginning of the application or if any new buildings being provided would exceed 100 square metres (or more) in floor area. Neither of these circumstances would be applicable in this case and therefore the development is not considered liable.

**7. Conclusion**

- 7.1 The proposals would bring back into use a vacant and underused employment site which would assist the creation of employment and reinforce Central Leaside as a business destination as well as support the expansion of bus infrastructure to meet the future projected need for London. The proposals have been carefully designed to ensure that appropriate mitigation has been incorporated, having regard to the sensitive nature of the location close to the Lee Valley Park and River Lee Navigation Canal, neighbouring residential amenities and the local and strategic highways. Subject to the inclusion of the recommended conditions and planning obligations, the



application proposals are acceptable and would comply with the above mentioned adopted planning policies and strategic guidance.

- 7.2 The proposed new free standing non-illuminated sign would also have an acceptable impact having regard to visual amenity and highway safety.

## **8. Recommendation**

- 8.1 The Committee shall note that the following recommendations come in two parts dealing with both the applications for the change of use planning permission and advertisement consent. The recommendations are as follows:

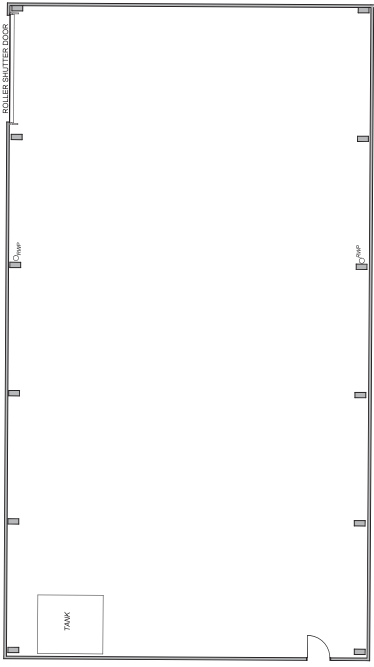
A. That subject to the referral of the application to the Greater London Authority (GLA) and no objections being raised together with the completion of the section 106 agreement regarding the issues set out above, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following summarised conditions:

1. Time Limit
2. Approved plans
3. Details of all enclosures
4. Details of soft landscaping enhancements to eastern boundary
5. Restriction to travelling/operational movements in morning
6. Restriction on hours of movement
7. Details of refuse/recycling storage
8. Details of vehicle washing bay
9. Biodiversity enhancements
10. Electric Vehicle Charging points (19 in total)

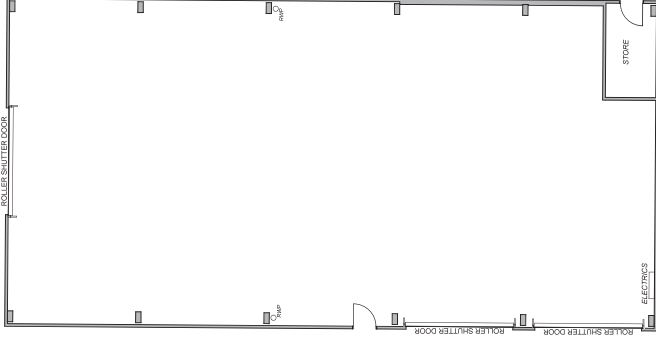
B. That advertisement consent is granted subject to the following condition:

(1) This consent permits the display of the advertisement(s) for a period of five years beginning with the date of this notice, after this period the use of the site for the display of the advertisement shall cease and the advertisement and any supporting structure shall be removed and the land/building on which the advertisement is displayed shall be reinstated. (2) The advertisement(s) displayed shall be maintained in a clean, tidy and safe condition. (3) Notwithstanding this consent no advertisement shall be displayed without the permission of the owner of or the permission of any other person with a controlling interest in the land. (4) Notwithstanding this consent no advertisement shall be displayed so as to obscure or hinder the interpretation of any road traffic sign, railway signal or aid to navigation by road, railway, water or air, or otherwise to render hazardous the use of any highway, railway, waterway or aerodrome.

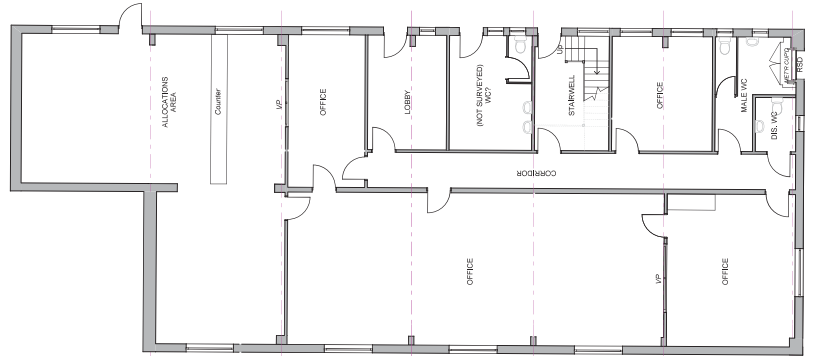
Reason: In the interests of amenity, highway safety and public safety, and to comply with Regulation 13 of the Town and Country Planning (Control of Advertisement) Regulations 2007.



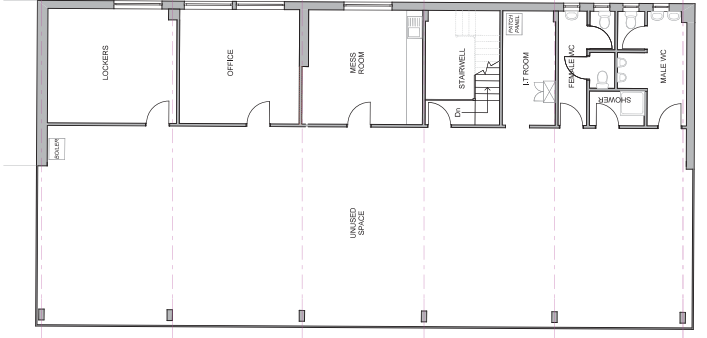
Warehouse B - Ground Floor Plan - Existing & Proposed  
Scale 1:100



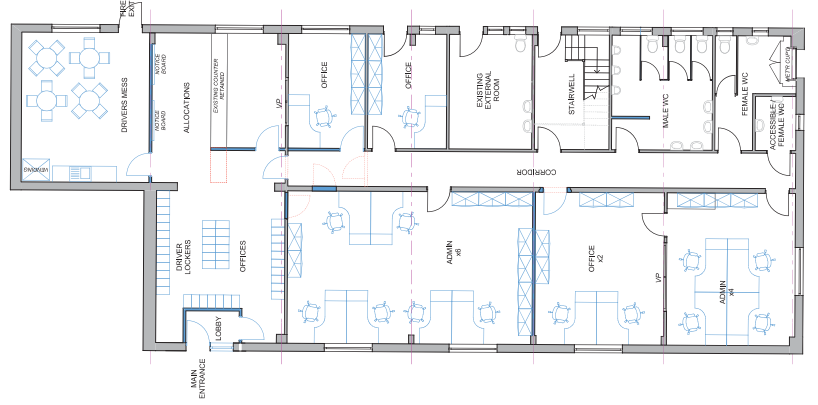
Warehouse A - Ground Floor Plan - Existing & Proposed  
Scale 1:100



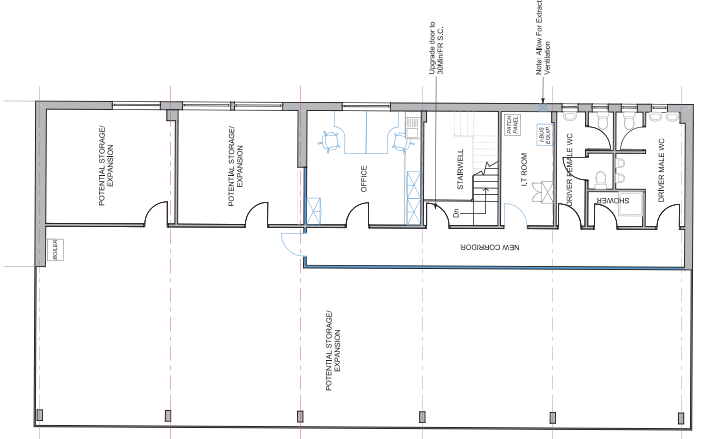
Office Building - Ground Floor Plan - As Existing  
Scale 1:100



Office Building - First Floor Plan - As Existing  
Scale 1:100

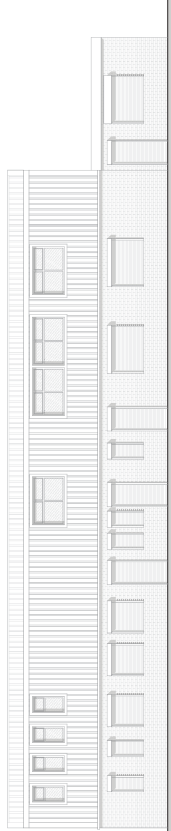


Office Building - Ground Floor Plan - As Proposed  
Scale 1:100



Office Building - First Floor Plan - As Proposed  
Scale 1:100

<p>Client <b>TOWER TRANSIT</b></p> <p>Project <b>New Depot Facility</b> 41 Picketts Lock Lane, Edmonton, London, N9 0AS</p> <p>Drawing Title <b>Existing &amp; Proposed Plans</b></p>	<p>Revision Description Date</p> <p>1:100 A1 Apr '14</p> <p>Drawing Number 689 - 031</p> <p>Scale 1:100</p> <p>Date Apr '14</p> <p>Revision 689 - 031</p>	<p>Tower Transit Operations Ltd</p> <p>JANUS ARCHITECTURE Gateway Studio, 83 Bradford Road, Little Baddow, BD10 9UL Tel: 01724 424884 Fax: 01724 424885 E-mail: info@janusarchitecture.co.uk</p> <p>ARCHITECTURE DESIGN PROJECT MANAGEMENT PLANNING SUPERVISION 3D ARCHITECTURE AND DRAWING SERVICES</p>
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North Elevation - As Existing And Proposed  
Scale 1:100

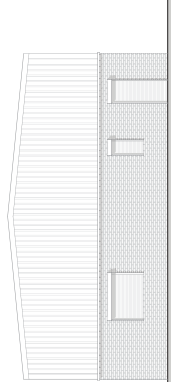


South Elevation - As Existing  
Scale 1:100

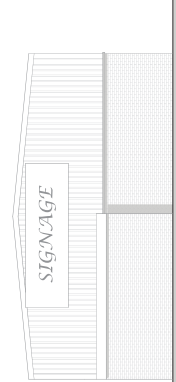
Existing 'Business' signage to be removed.  
Existing wall below windows partially removed to allow for new entrance door. Existing door slab to be removed. Existing security grille to be removed and replaced with a new door.



South Elevation - As Proposed  
Scale 1:100

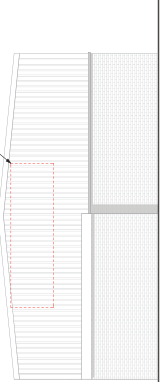


East Elevation - As Existing And Proposed  
Scale 1:100



West Elevation - As Existing  
Scale 1:100

Existing 'Business' signage to be removed.



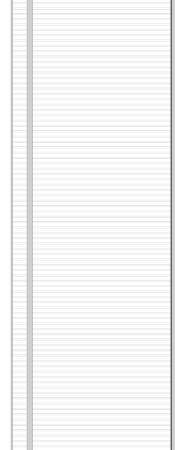
West Elevation - As Proposed  
Scale 1:100



West Elevation - As Existing And Proposed  
Scale 1:100



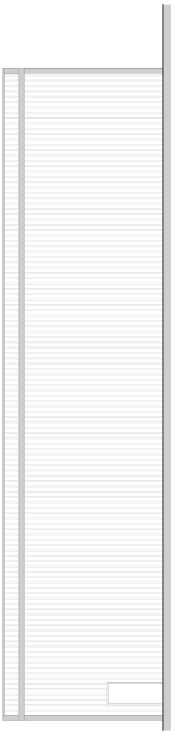
North Elevation - As Existing And Proposed  
Scale 1:100



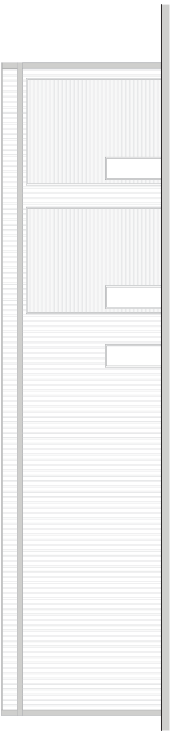
East Elevation - As Existing And Proposed  
Scale 1:100



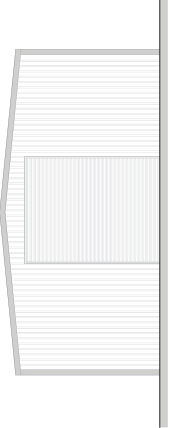
South Elevation - As Existing And Proposed  
Scale 1:100



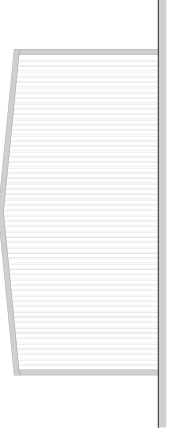
North Elevation - As Existing And Proposed  
Scale 1:100



South Elevation - As Existing And Proposed  
Scale 1:100



West Elevation - As Existing And Proposed  
Scale 1:100



East Elevation - As Existing And Proposed  
Scale 1:100

Revision Description Date

Client Tower Transit Operations Ltd

Project New Depot Facility

Address 41 Pleasants Lock Lane, Edmonston, London, NE OAS

Drawing Title Existing & Proposed Elevations

Gateway Studio, 83 Bradford Road, Little Baddow, E010 9JL  
Tel: 01274 424884, Fax: 01274 424885  
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JANUS ARCHITECTURE

PROJECT MANAGEMENT  
ARCHITECTURAL DESIGN  
PLANNING SUPERVISION  
3D ARCHITECTURAL CAD

Drawing Status PLANNING

Scales	1:100	Size	A1	Date	Apr '14
Drawing Number	689 - 032				
Revision					

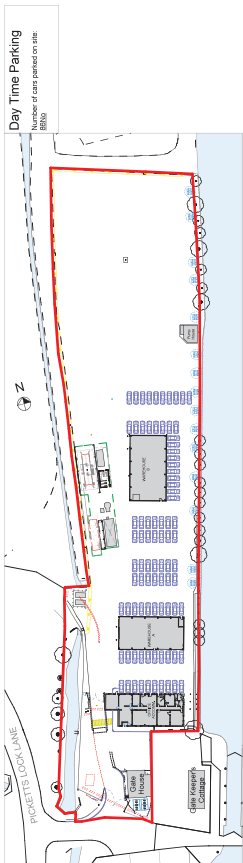
© 2014 Janus Architecture Ltd



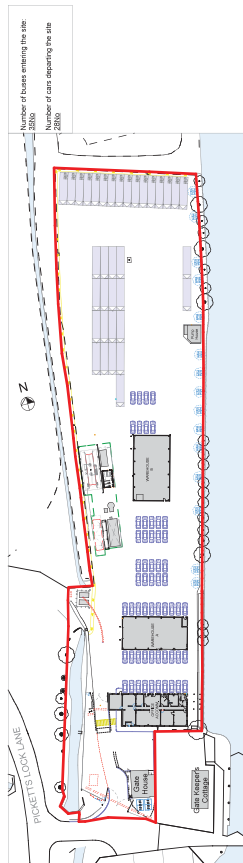


**NOTE**  
 The diagrams illustrated on this sheet have been derived to confirm the bus and car parking can be achieved on the site. The diagrams are not intended to be used as a design tool. For the purposes of these diagrams, the maximum car weight by area of the site is considered to be 1000kg/m<sup>2</sup>. Alternative car weightings, car parking, car weight, bus, etc.  
 Dedicated off-site parking is provided elsewhere on site.

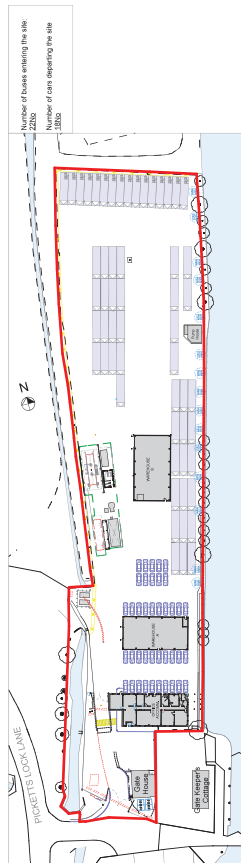
**NOTE**  
 Where applicable, values derived from the Movement Estimates issued by the client.  
 Actual bus and car movements may differ from what is stated.



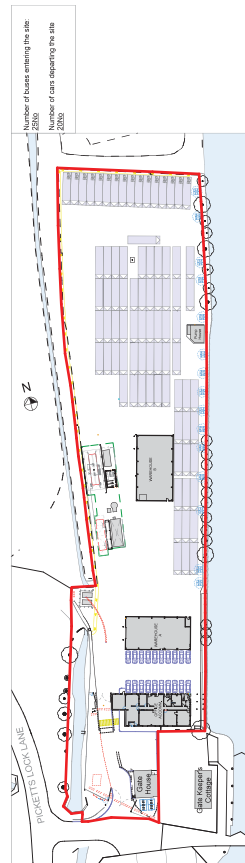
Start of Run-In - Full Car Parking



Run-In - Wave 1



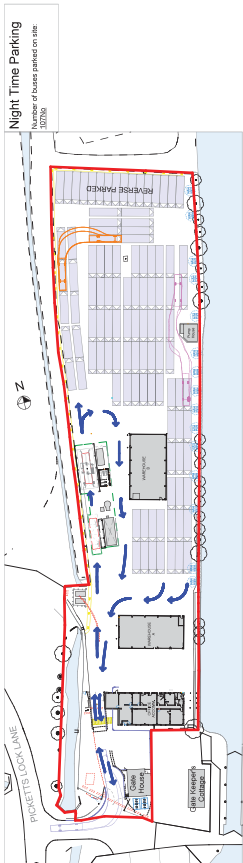
Run-In - Wave 2



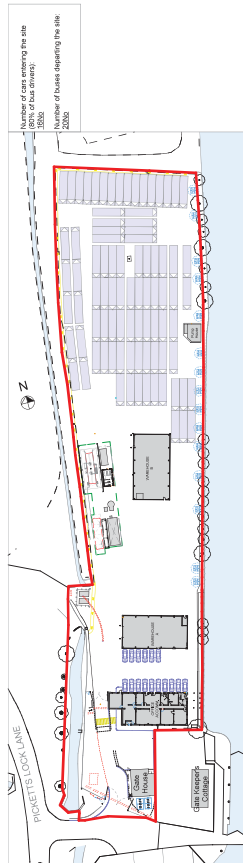
Run-In - Wave 3



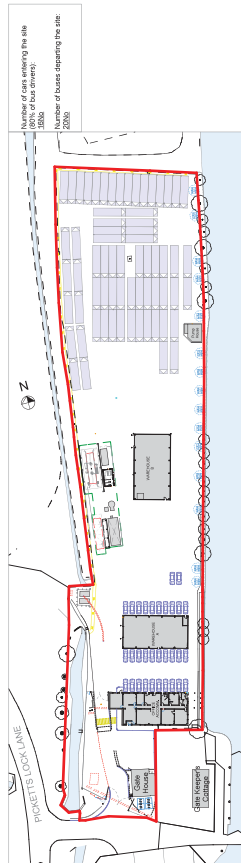
Run-In Wave 4



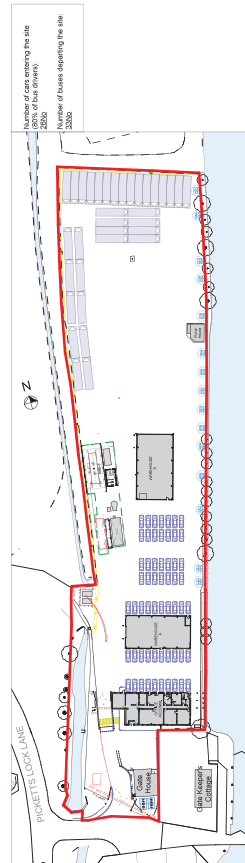
Start of Run-Out - Full Bus Parking



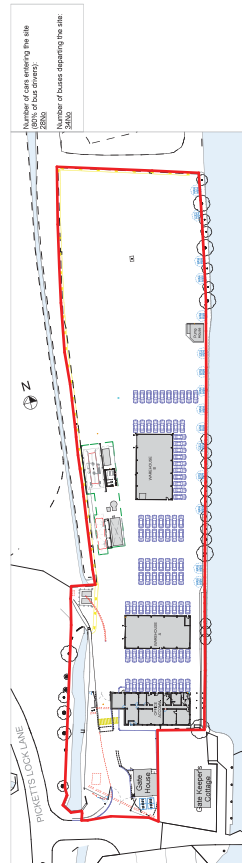
Run-Out - Wave 1



Run-Out - Wave 2



Run-Out - Wave 3



Run-Out Wave 4

Revision Description Date

Client Tower Transit Operations Ltd

Project New Depot Facility  
 41 Picketts Lock Lane,  
 Edmonton, London, NE OAS

Proposed Drawing Title  
 Parking Diagrams

JANUS ARCHITECTURE  
 Gateway Studio, 83 Bradford Road, Boreford, ED10 9UL  
 Tel: 0174 424884 Fax: 0174 424885  
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 PROJECT MANAGEMENT  
 ARCHITECTURAL DESIGN  
 PLANNING SUPERVISION  
 3D ARCHITECTURAL CAD

Drawing Status: PLANNING  
 Scales: 1:1000 Size: A1 Date: Apr '14  
 Drawing Number: 689 - 035 Revision:

093 - Run-In Wave - Copy 2.dwg