

## PLANNING COMMITTEE

23 January 2024

### REPORT OF:

Brett Leahy  
Director of Planning and Growth

### Subject:

**Planning Committee – 23 January 2024**

**Update for Members**

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### Update to Planning Committee

Ahead of Tuesday's Planning Committee meeting, please note the following points of clarification to help assist Members in your assessment of the proposal.

#### Agenda Item: 5

#### **22/03672/FUL - Land at Commercial Road And 4 And 8 Bull Lane N18 (Pages 11-37)**

1. This addendum is to, in the interest of completeness, provide further clarity with respect to the transportation assessment by officers pertaining to the application for redevelopment of Land at Commercial Road And 4 And 8 Bull Lane N18, (ref: 22/03672/FUL).
2. The following clarifications are provided to supplement the published committee report:
  - a. A condition is proposed, as stated in the published report, to require that vehicles visiting the Application Site park only within the designated parking bays and loading bays and nowhere else on the site at any given time.

This condition is recommended to help limit the number of vehicle trips associated with the operation of the site. Officers have reviewed the applicant's Transportation Assessment and find that the trip generation figures will not result in an impact to highway safety. A restriction on parking capacities helps to ensure that numbers of vehicles that visit the site at any given time are not in exceedance of what has been assessed and that the site is not used more intensively than proposed. This is especially pertinent as occupants of the site have not yet been identified.

- b. The application does not propose and the recommendation by officers does not propose double yellow lines on Commercial Road. The applicant has demonstrated that the proposal will operate acceptably, and will not present highway safety impacts, under the present highways restrictions. Any proposal for changes to highways restrictions are subject to highways orders, which involve consultation separate of the planning process.

While the proposal does not result in an impact that requires highways mitigation, the application does secure monitoring of highways operations and funding for additional measures to mitigate any future impacts via a S106 agreement.

- c. The published report does not include reference to the North London Waste Plan 2022. The site to the north of the Application Site is Safeguarded Waste Site ENF9 and is occupied by a waste transfer facility.

Paragraph 20 of the 2023 NPPF requires that sufficient space should be made for the provision of adequate waste management.

Policy 1 of the North London Waste Plan 2022 states that proposals that prevent or prejudice the operation of existing waste sites should be resisted under the agent of change principles. Agent of change principles ensure that proposed sensitive uses that may be impacted by existing established uses are required to adopt measures to mitigate those impacts within the proposed development – so as not to hinder or obligate existing operations. Policy 1 specifically anticipates residential uses as such incompatible uses.

The present application is for an industrial facility to replace an existing industrial facility within a Local Strategic Industrial Site. The application does not propose a change of use. The present industrial facility on the Application Site has been operating adjacent to the waste facility. The proposal includes a modest uplift in floorspace of 345 sqm; this additional floorspace is not anticipated to prejudice operation of the waste site. While the North London Waste Plan has not been expressly referred to in the published report, a thorough transportation assessment has been undertaken that demonstrates there is no impact to highway operations resulting from the proposal.

In consideration of the North London Waste Plan 2022, officers are satisfied that the proposed development does not prejudice or prevent the operation of the existing waste facility to the north of the Application Site.