

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd February 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mr S. Newton Tel: 020 8379 3851

Ward: Enfield
Highway

Application Number : TP/09/1598

Category: General
Industry/Storage/Warehousing

LOCATION: 20, JUTE LANE, ENFIELD, EN3 7PJ

PROPOSAL: Demolition of existing single storey industrial unit and erection of a B8 storage and distribution unit incorporating partial mezzanine floor together with a 2-storey link to existing office building, and alterations to service vehicle entrance and exit.

Applicant Name & Address:

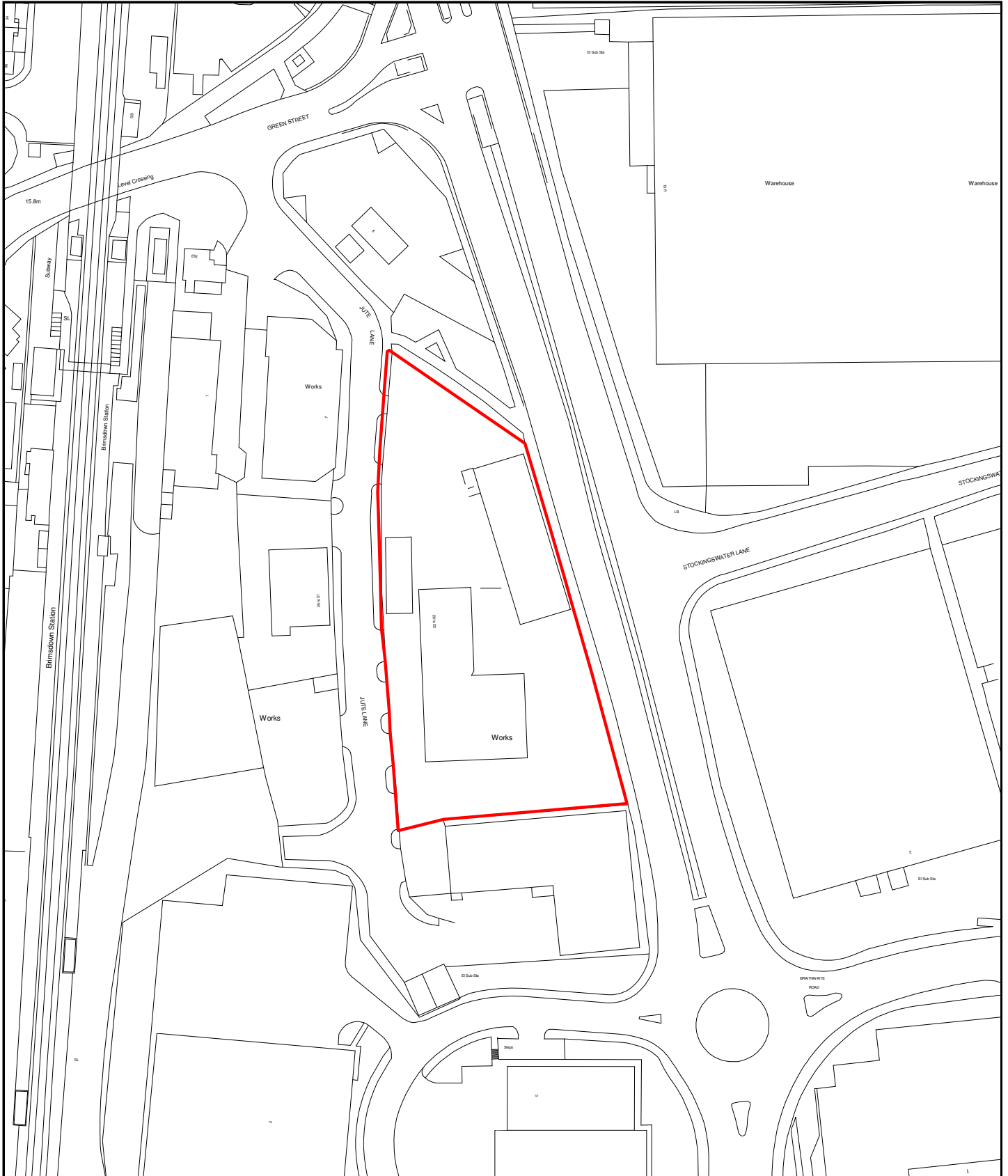
Mr B Brad,
Munco Medical Supplies Ltd
10, Jubilee Avenue,
Highams Park,
London,
E4 9JD

Agent Name & Address:

Mr Jon Lingard,
Linberg Design Associates Ltd
1-5, Top Floor
The Down
Altrincham
Cheshire
WA14 2QD

RECOMMENDATION:

Having regard to all material considerations, the proposal is considered acceptable and planning permission should be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 11:32

Date of plot: 25/01/2010

1. Site and Surroundings

- 1.1 The application site is located on an island of land located between Jute Lane running along its western boundary, and Mollison Avenue on its eastern boundary.
- 1.2 It is occupied by Mann Construction, with a two-storey, flat-roofed office building backing onto the Mollison Avenue frontage. At ground level, along the rear of the office building are approximately 25 air condition units, clearly visible through the site boundary treatment.
- 1.3 Along the Jute Lane frontage is a smaller single storey, flat-roofed office building.
- 1.4 To the north of the site, separated by a public footpath and small park linking Mollison Avenue with Jute Lane, is a car rental yard (Enterprise rent-a-car). South of the site is an existing industrial unit of similar scale.
- 1.5 At present, the parking arrangement is very haphazard over the entire site.
- 1.6 Views into the site from Mollison Avenue are offered through palisade fencing topped with razor wire.
- 1.7 The site is located within a Primary Industrial Area (PIA) and is also safeguarded in the London Plan as a Strategic Industrial Location (SIL). As such, it is surrounded by a range of uses falling within B1-B8 uses.

2. Proposal

- 2.1 Permission is sought for the demolition of an existing single storey industrial unit and the erection of a B8 storage and distribution unit incorporating partial mezzanine floor together with a 2-storey link to existing office building, and alterations to service vehicle entrance and exit.
- 2.2 The proposed unit will be approximately 36.5m deep, 41.7m wide, and to a maximum height of approximately 9.5m. Six natural ventilation chimneys will be provided, adding an additional 1.4m in height above the ridge.
- 2.3 The glazed link between the proposed unit and the existing office block will bridge a maximum 2m gap between the two buildings and will be approximately 7m in height to the top of a flat roof.
- 2.4 A total of 700sqm of gross internal floor space will be demolished, to be replaced by 2,306sqm of gross internal floor space comprising of 784sqm of mezzanine floor storage space, 1,522sqm of ground floor storage space (including ancillary accommodation such as canteen, toilet facilities, lobbies). In addition, 800sqm of existing office accommodation will be retained.
- 2.5 Access for staff parking will be provided by the existing access point at the northern end of the site, off Jute Lane while delivery and service vehicles will enter the site at a centrally located access point, with egress at the southern end of the site.

- 2.6 Deliveries are carried out using small vans to rigid vehicles (7.5 tonne), whilst deliveries to the site takes place throughout the day in typically transit size vans.
- 2.7 Disabled access and facilities are provided throughout, with a ramped access into the existing office building, which also has a lift to provide access to the first floor and proposed mezzanine level of the new building.
- 2.8 The site will be occupied by a pharmaceutical company which distributes around London to care homes and associated industries, and provides product support and delivery to a number of pharmacies.

3. Relevant Planning Decisions

- 3.1 Permission was granted in November 1996 (ref: TP/96/0893) for the redevelopment of the site by the erection of a light industrial unit with ancillary office accommodation.
- 3.2 Outline planning permission was granted in June 1996 (ref: TP/93/0340) for the redevelopment of the site by the erection of a light industrial unit with ancillary office accommodation. The site was formerly used for the storage of pallets and other material.
- 3.3 An application for the change of use from retail of caravan accessories to builders yard with the erection of new 2-storey office building, ancillary workshops for repair and storage of equipment, open storage and provision of health and safety training facilities (ref: TP/02/0551) received planning permission in June 2002. The application site was located on the land between the industrial unit to be demolished as part of the current application and the adjacent building/ site to the south.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 LBE Highways Department

4.1.1.1 The Head of Transportation Planning advises that

4.1.2 Environment Agency

4.1.2.1 The Environment Agency initially objected to the proposal on grounds that inadequate information had been submitted to demonstrate that the risks posed to groundwater could be satisfactorily managed.

4.1.2.2 Following the receipt of additional information from the applicant, the objection is now withdrawn subject to conditions being imposed to deal with the risks associated with contamination, and with surface water drainage. The suggested wordings of such conditions have been provided.

4.1.3 Sustainable Communities

4.1.3.1 The Head of Economic Development supports this application for the following reasons:

- It will capture a major inward investment to the Borough;
- Job creation; and
- Enhancement of the appearance of this prominent site within the Brimsdown spinal corridor.

4.1.4 Thames Water

4.1.4.1 No objections are raised in relation to both sewerage and water infrastructure.

4.1.5 Conservation Advisory Group

4.1.5.1 Not applicable as the site is not within a Conservation Area.

4.1.6 LBE Environmental Health Department

4.1.6.1 It is advised that there are no objections subject to the imposition of a condition seeking a suitable and sufficient asbestos survey being undertaken.

4.1.7 English Heritage (GLAAS)

4.1.7.1 It is advised that the present proposals are considered to not have an effect on any significant archaeological remains, therefore the requirement for pre- or post-archaeological assessment/ evaluation in respect of the current application can be waived.

4.1.8 Lee Valley Regional Park Authority

4.1.8.1 No objections are raised.

4.1.9 To date, comments have not been received from the following:

- Head of Cleansing
- London Fire & Emergency Planning
- Metropolitan Police

Any comments received will be reported at Committee.

4.2 **Public response**

4.2.1 Letters were sent to the occupiers of 13 adjoining and nearby properties in addition to site publicity. No comments have been received.

5. **Relevant Policy**

5.1 **London Plan**

Policy 2A.5	Opportunity areas
Policy 3B.1	Developing London's economy
Policy 3B.4	Strategic industrial locations
Policy 3B.5	Supporting innovation
Policy 3B.11	Improving employment opportunities for Londoners
Policy 3C.1	Integrating transport and development
Policy 3C.3	Sustainable transport in London
Policy 3C.16	Tackling congestion and reducing traffic
Policy 3D.14	Biodiversity and nature conservation

Policy 4A.12	Flooding
Policy 4A.13	Flood risk management
Policy 4A.17	Water quality
Policy 4B.1	Design principles for a compact city

5.2 UDP

(I)E1	To foster Enfield as a location for business
(I)E2	To enhance and bring into use and normally retain those areas of the Borough that generates industrial and distributive employment.
(I)E3	To pay particular regard to the need to retain and provide accommodation for small-scale business developments
(II)E2	To retain and enhance areas designated as Primary Industrial Areas.
(II)E13	Opportunities for attainment measures arising from B1, B2 & B8 proposals
(II)E15	Noise generated by industrial and warehouse premises
(I)GD1	New developments to have appropriate regard to their surroundings.
(I)GD2	New developments to improve the environment.
(II)GD1	New developments to be appropriately located.
(II)GD3	Design
(II)GD6	Traffic generation
(II)GD8	Access and servicing
(II)GD12	Flood risk
(II)GD13	Surface water attenuation
(II)T19	Provision for cyclists

5.3 LDF

5.3.1 The Planning and Compulsory Purchase Act 2004 requires the Council to replace the Unitary Development Plan with a Local Development Framework. At the heart of this portfolio of related documents will be the Core Strategy, which will set out the long-term spatial vision and strategic objectives for the Borough.

5.3.2 The Enfield Plan – Proposed Submission Stage Core Strategy document was published for public consultation on 14th December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will appoint a Planning Inspector to consider whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application.

SO1:	Enabling and focusing change
SO2:	Environmental sustainability
SO6:	Maximising economic potential
SO7:	Employment and skills
SO8:	Transportation and accessibility
SO10:	Built environment
CP1:	Strategic growth areas
CP13:	Promoting economic prosperity
CP14:	Safeguarding strategic industrial locations
CP20:	Sustainable energy use and energy infrastructure

CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
CP24: The road network
CP25: Pedestrians and cyclists
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
CP40: North east Enfield

5.4 Other Relevant Policy

PPS1: Delivering sustainable development
PPS4: Planning for Sustainable Economic Growth
PPS9: Biodiversity and geological conservation
PPG13: Transport
PPG16: Archaeology and Planning
PPS23: Planning and Pollution Control
PPS25: Development and flood risk

6. Analysis

6.1 Principle

6.1.1 The redevelopment of this site to provide a new storage and distribution warehouse (B8) is considered acceptable and is compatible with the designation of the site as a Primary Industrial Area in the Unitary Development Plan and Strategic Industrial Land within the London Plan.

6.1.2 The acceptability of the proposed unit will rest upon, amongst other material considerations, the provision of adequate parking and servicing and overall design.

6.2 Impact on Character of Surrounding Area

6.2.1 Density

6.2.1.1 Not applicable.

6.2.2 Site Coverage / Scale

6.2.2.1 Considered appropriate within the context of the area.

6.2.3 Design

6.2.3.1 The design of the new storage and distribution unit has been amended since the original submission. Previously, the building was designed to maximise the size of the plot by building very near to the boundary with Mollison Avenue, and following the angular line of that frontage, thus creating an irregular shaped unit.

6.2.3.2 Whilst it was recognised that this would have represented a continuation of the building line created by the two-storey office building to which the

proposed building will be linked to, and the industrial unit to the south, it would have also represented a very dominant form of development. This would have been more obvious given that at present that part of the site remains fairly open.

6.2.3.3 Design and policy guidance within the UDP and the London Plan seek to improve such buildings/ sites, and to this end, the applicant has agreed to set the building away from the Mollison Road frontage. In addition, the triangular piece of land that is now left between the building and the road frontage will be landscaped. Landscaping will have the added benefit of softening the appearance of the building. The overall design of the proposed building is therefore considered acceptable.

6.2.4 Height / Massing / Proximity to Boundaries

6.2.4.1 The height of the proposed unit is compatible with those within the vicinity. The issue of the massing and proximity to the Mollison Avenue frontage has been overcome through a slight modification to the originally submitted plans and for reasons discussed above, is now considered more acceptable.

6.3 Impact on Neighbouring Properties

6.3.1 Distancing

6.3.1.1 Not applicable in relation to residential properties, as the nearest is approximately 130m to the west and separated from the application site by other industrial units and a railway line.

6.3.1.2 In relation to other industrial units, it is considered that the proposal is acceptable.

6.3.2 Loss of Light / Outlook

6.3.2.1 No impact on residential properties for reasons discussed above. In addition there is no impact on other industrial/ commercial properties.

6.3.3 Overshadowing

6.3.3.1 Not applicable.

6.4 Highway Safety

6.4.1 Access and Traffic generation

6.4.1.1 Vehicle tracking was requested by Traffic & Transportation to demonstrate that a range of size of delivery vehicles could safely access and exit the site. The information subsequently provided does demonstrate that for a range of vehicles, from a 4.8m short wheel base van to a 16.4m articulated lorry, the proposed access/ servicing arrangements are acceptable.

6.4.1.2 A bin store is proposed on the southern end of the site. A condition would be imposed to ensure compliance with adopted standards and to ensure the design is acceptable.

6.4.1.3 Disabled access and facilities are provided throughout, with a ramped access into the existing office building, which also has a lift to provide access to the first floor of that building and the proposed mezzanine level of the new unit.

6.4.2 *Parking*

6.4.2.1 Parking provision must be made in accordance with the guidance in the London Plan, which suggests that B8 uses should have regard to B1 standards (1 space per 100-600sqm of gross floor area for Outer London). In addition, provision in accordance with the adopted standards for the office use must also be made.

6.4.2.2 Applying the above standards, the provision of 49 parking spaces is considered adequate.

6.4.2.3 With regards to lorry parking, there is no designated space, which would be contrary to guidance. However, plans do indicate that there is sufficient space for a lorry to stand within the servicing area without impeding the flow of traffic around it. This is considered acceptable.

6.4.2.4 In terms of the parking arrangement, the proposed layout is acceptable and is an improvement on the existing situation

6.5 Housing Mix and Affordable Housing

6.5.1 Not applicable.

6.6 Sustainable Design and Construction

6.6.1 *Energy*

6.6.1.1 The London Plan stipulates that an Energy Assessment must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (20%) from energy efficiency and renewable energy measures incorporated into the development (Policy 4A.4).

6.6.1.2 All of the various means of heating have been investigated:

- Ground source heat pumps have been discounted because of the disruption it would cause to the car park during installation.
- Methane fuel generator has been discounted because there is no source in close proximity to the site.
- A biomass boiler has been ruled out because of the additional space that is required for it and the supply of biomass fuel would require the delivery of material from outside of the area thus impacting on the carbon neutrality of the system.
- CCHP & CHP have been ruled out because there is no mechanical cooling proposed thus making CCHPs unfeasible. In addition, for a CHP to operate economically there must be a constant demand for heating and electricity, for which there isn't.
- Solar water heating is a potential option as there is a significant amount of roof space to accommodate the solar panels although the optimum angle for such panels is 40-degrees. This method is being further investigated.

- Photovoltaic cells are a potential option as there is sufficient amount of roof space to potentially accommodate these. This method is being further investigated.
- Wind turbines have been discounted because of the large numbers required to achieve the 20% reduction figure. Moreover, due to the enclosed nature of the site, the turbines would have to be of a significant height and size.
- Grey water recycling is not considered feasible due to the low amount of grey water that will be produced at the site.
- Condenser heat reclaim units are not considered viable as cooling is not anticipated within the building.
- Natural ventilation is considered the most feasible and is included as part of the design-build of the scheme.

6.6.2 *Drainage*

6.6.2.1 The EA are satisfied with the documents submitted and have a suggested condition to ensure the protection of controlled waters.

6.7 S106

6.7.1 Not applicable.

7. **Conclusion**

7.1 The proposed development would be in accordance with the designation of the site as a PIA and SIL.

7.2 The design of the proposed storage and distribution unit is compatible with surrounding developments and provides for an improvement of the Mollison Avenue frontage.

7.3 Access, servicing, and parking arrangements are acceptable.

8. **Recommendation**

8.1 Having regard to all material considerations, the proposal is considered acceptable and planning permission should be granted subject to conditions.

TOWN AND COUNTRY PLANNING ACT 1990

Mr Jon Lingard,
Linberg Design Associates Ltd
1-5, Top Floor
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Altrincham
Cheshire
UK
WA14 2QD

Whereas in accordance with the provisions of the Town and Country Planning Act, 1990 and the Orders made thereunder you have made application on 20th October 2009 and illustrated by plans for the permission of the Local Planning Authority to develop land situated at:-

LOCATION: 20, JUTE LANE, ENFIELD, EN3 7PJ

PROPOSAL: Demolition of existing single storey industrial unit and erection of a B8 storage and distribution unit incorporating partial mezzanine floor together with a 2-storey link to existing office building, and alterations to service vehicle entrance and exit.

Now therefore **THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD**, the Local Planning Authority, **HEREBY GIVE YOU NOTICE** pursuant to the said Act and the Orders made thereunder that permission to develop the said land in accordance with the said application is **HEREBY GRANTED**, subject to the following **CONDITION(S)**:-

1. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

1. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

2. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

3. The development shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

4. The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

5. No plant, machinery, goods, products or waste material shall be deposited or stored on any open part of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and the appearance of the site.

6. The development shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

7. The building(s) hereby approved shall be occupied as one business unit and shall not be subdivided and occupied by separate businesses unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development complies with the adopted parking and servicing standards.

8. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the premises shall only be used as _____ and shall not be used for any other purpose within Use Class _____, or for any other purpose.

Reason: Specific reason required.

9. 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 _____ as defined by the Town and Country Planning (Use Classes) Order 1987.

Reason: Specific reason required.

10. 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.

11. The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

12. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A preliminary risk assessment which has identified:
 - All previous uses
 - Potential contaminants associated with those uses
 - A conceptual model of the site indicating sources, pathways and receptors
 - Potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure protection of controlled waters.

13. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To ensure protection of controlled waters.

14. Prior to the occupation of development details of the redundant points of access and reinstatement of the verge to make good the footway shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained.

Reason: To provide safe and accessible linkages for pedestrians and cyclists and to preserve the interests of highway amenity.

15. Prior to any works commencing on site the applicant must provide the following documentation for approval in writing to the Local Planning Authority:

(i) Suitable and sufficient asbestos survey to be carried out prior to demolition (Refurbishment and demolition survey).

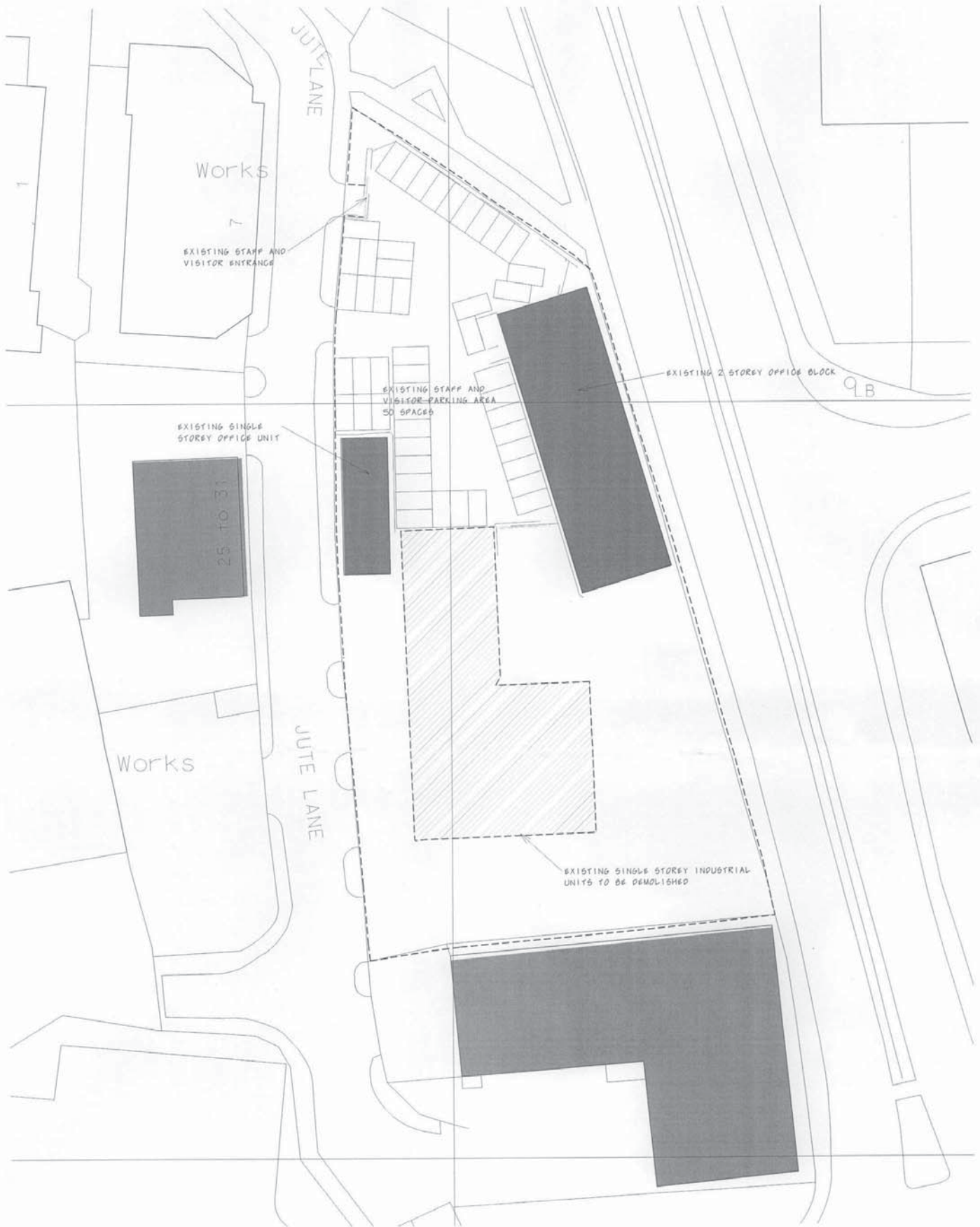
(ii) Risk assessment for removal of all asbestos containing materials (ACMs) including cement roof and any other ACMs potentially identified by the survey. This will determine a suitable method and relevant control measures.

(iii) Written Plan of Work detailing all site specific information including method of removal of ACMs, likely exposure to employees and others, and measures to reduce exposure so far as is reasonably practicable. This also includes any RPE/PPE.

Signed _____

Drawing Nos.: Design and Access Statement, Energy Statement, Contamination Statement, 102, PP01 rev.B, PP03 rev.A, PP04 rev.A, EP01 rev.A, PP02 rev.B, SK04, Site Location Plan, PP05, SSL:13031:200:1:1

Reasons for granting planning permission:



LONDON BOROUGH OF ENFIELD
 17 NOV 2009
 DEVELOPMENT SERVICES



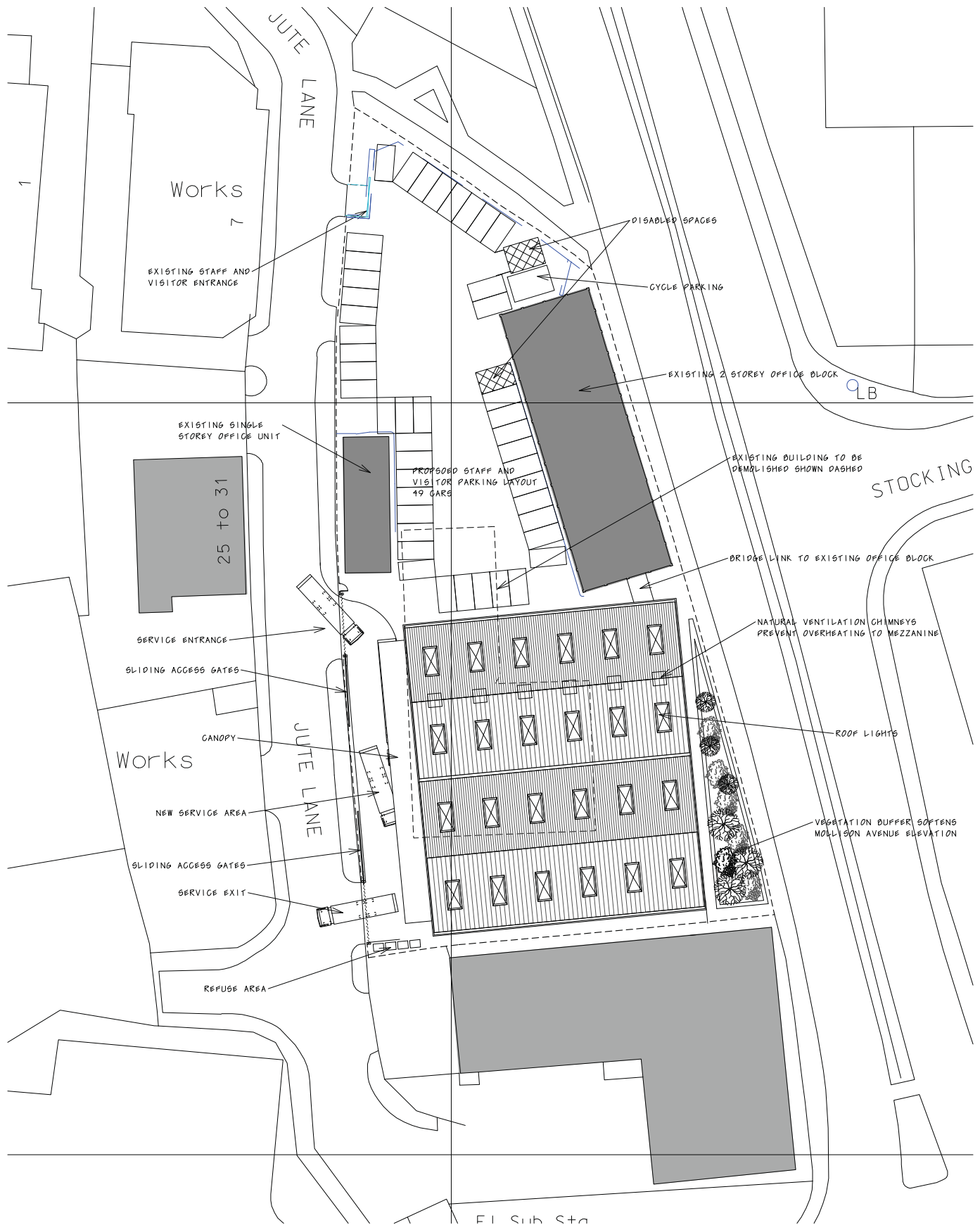
A - 02/11/09 - JML - Existing parking layout indicated on drawing

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 design associates limited
 1 - 5 The Downs, Altrincham Cheshire, URM4 9DD
 (t) 0161 923 0396/0397 (f) 0161 923 0391 (e) mail@linberg.co.uk

Drg Title:
Existing Site Plan Showing Structures to be Demolished

Project Title:
**New Industrial Unit
 20 Jute Lane, Enfield
 Middlesex, EN3 7PS
 Munro Medical Supplies Ltd**

Drg No.:	EP01	Revision:	A
Scale:	1: 500 @ A3	Drawn By / Date:	JL



B - 26/01/10 - JWL - Alterations to Mollison Avenue elev planting added
 R - 02/11/09 - JWL - Proposed Parking layout added

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 design associates limited
 1-5 The Downs, Fitzingham Cussham, W194 8QD
 (t) 0161 923 0396/0397 (f) 0161 923 0391 (e) mail@linberg.co.uk

Proj Title:
Proposed Roof and Site Plan

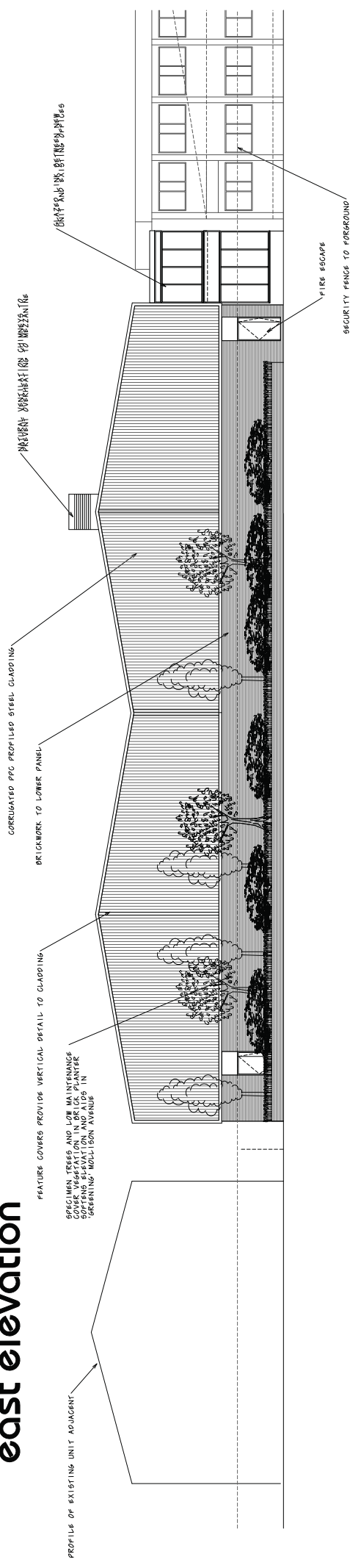
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**New Industrial Unit
 20 Jute Lane, Enfield
 Middlesex, EN3 7PS
 Munro Medical Supplies Ltd**

Proj No.:
PP02
 Scale:
1:500 @ A3

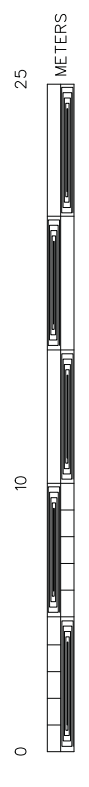
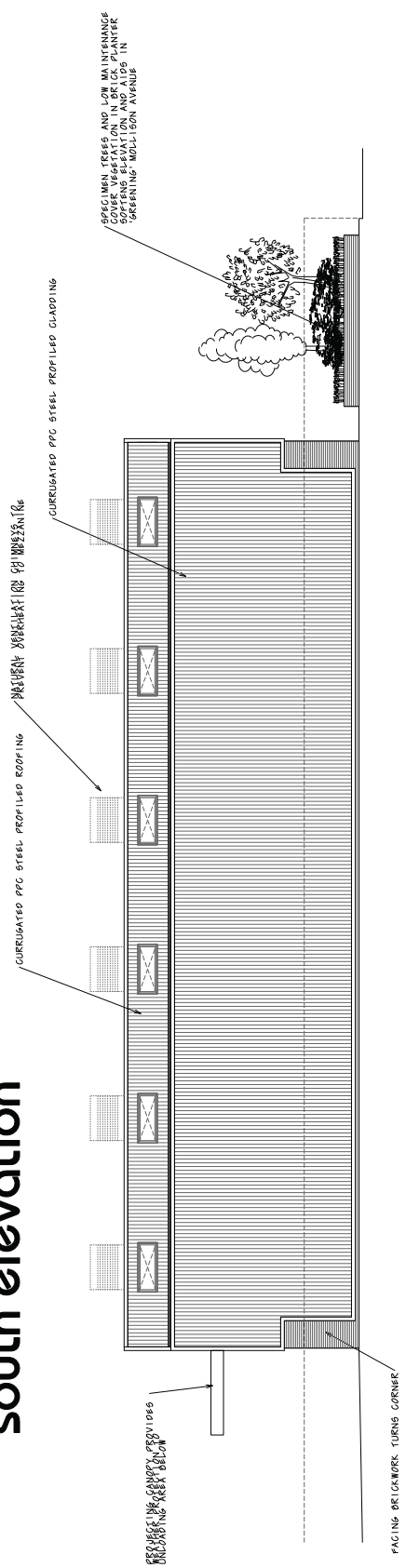
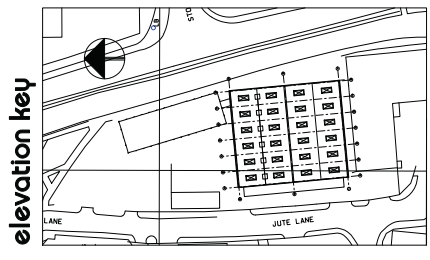
Revision:
B
 Drawn By / Date:
JL



east elevation



south elevation



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Proposed East and South Elevation
 No. 1: B
 No. 2: PP04
 No. 3: B
 No. 4: A

New Industria Unit
 50 Jute Lane, Enfield
 NSW 1585
 Munro Medical Supplies Ltd
 Scale: 1: 100 © RL A

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