

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 26th October 2010

Report of
Assistant Director, Planning &
Environmental Protection

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Ward: Enfield
Lock

Application Number : TP/10/1254

Category: General
Industry/Storage/Warehousing

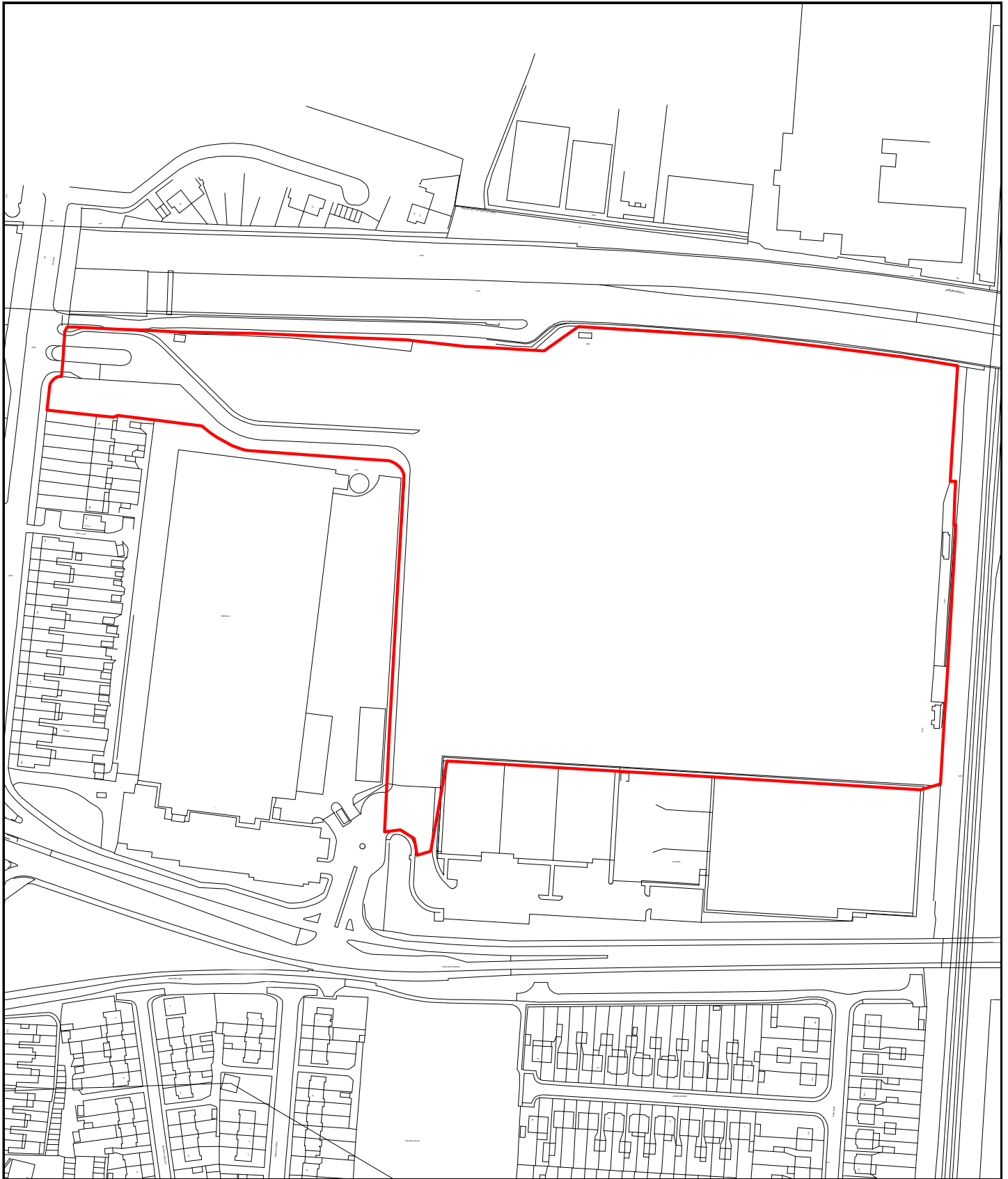
LOCATION: 965, HERTFORD ROAD, WALTHAM CROSS, EN8 7RU

PROPOSAL: Erection of 3 buildings to provide a combined home deliveries (dot com) and express distribution centre (B8) with associated vehicular maintenance building, gate house, vehicle fuelling and washing facilities, van and staff parking, landscaping, service yard, service road, combined heating and power (chp) plant and associated infrastructure (including sprinkler tank, pump house, switch rooms, fuel tanks, compactor and back-up generator), with access to staff parking from Hertford Road and vehicular access to service area from Mollison Avenue.

Applicant Name & Address:
Gazeley Uk Ltd & Tesco Stores Ltd
c/o agent

Agent Name & Address:
Peter Edwards,
Planning Perspectives
24, Bruton Place
London
W1J 6NE

RECOMMENDATION: That subject to any Direction from the Mayor of London and the completion of a S106 Agreement to secure a Local Employment Strategy planning permission be **GRANTED** subject to the following conditions:



Development Control



Scale - 1:2500
Time of plot: 13:36

Date of plot: 08/10/2010

1 Site and Surroundings

- 1.1 The application site forms part of the former ESAB site, north of Mollison Avenue and with a limited frontage to Hertford Road, just south of the M25 Holmsdale Tunnel. The site has an area of 4.19 hectares and has been cleared in preparation for redevelopment. To the east the site bounds additional land for development, within the ownership of Gazeley UK Ltd, the application site owners and thereafter the railway line. To the south of the site is a new development of smaller industrial units and the GE Education Supplies warehouse. To the south of the vehicular access to Hertford Road is a terrace of two storey residential properties. The site has the benefit of vehicle access to the Hertford Road and Mollison Avenue to the south. The site is designated as Strategic Industrial Land.

2 Proposal

- 2.1 This application proposes the redevelopment of the site and the erection of buildings extending to 14,354 sq.m for B8 purposes. The buildings would be occupied by Tesco's to provide a Dot Com home deliveries centre and an express distribution centre.

- 2.2 The applicant advises that:

“The Dot Com element comprises a highly specialised and automated B8 warehouse that processes internet shopping orders.

The heart of the building will accommodate a mechanical handling/sorting system and aisles for the storage of food and non-food goods to accommodate internet orders which will be received online. Orders will then be picked from the aisles by Tesco staff before being directed to smaller vans for delivery to individual households within a 15-30 mile radius (45 minute drive time) of the centre. As this is a distribution warehouse, there will be no public access.

Although classified as a Class B8 use, at the date of opening the Dot Com warehouse will generate approximately 500 jobs. These will provide full time and part time positions across the full skills range. It is expected that once fully operational the Dot Com centre could provide in the order of 750 jobs.”

“The Express distribution centre is a new concept and will comprise 2,843 sqm unit (GEA) that will act as a distribution hub, where goods will arrive in large HGV's and will be unloaded and stored before being distributed by smaller lorries and 7 tonne vans to local Tesco Express stores; again within a 15-30 mile radius (45 minute drive time) of the centre. This operation will relieve the stress on these smaller stores many of which only have very limited service yards or have to rely on on-street servicing.

The Express trunking station will provide 50 jobs”

- 2.3 The buildings are to be located to run from the north boundary of the site with the M25 to within 19m of the southern boundary shared with the new industrial units fronting Mollison Avenue. The buildings would be sited within 3m of the western boundary of the site shared with GE Educational Supplies. Staff car parking would be accessed from the existing access to Hertford

Road and a total of 160 car parking spaces, 16 motorcycle and 32 cycle space proposed. Access for HGV's and vans linked to the distribution use would be from the existing access to Mollison Avenue with 154 van parking spaces serving the Dot Com facility and 11 van/lorry and 30 van parking spaces serving the Express Distribution Centre. The service yards and lorry/van parking areas are located to the rear of the proposed building and extending up to the eastern boundary of the site, shared with the vacant development plot to the east.

- 2.4 The proposals also include a Vehicle Maintenance Unit of 280sq.m, located in the north east corner of the site and a gatehouse of 10.5sq.m to the rear of the building. In addition there is a fuel island and vehicle washing area.
- 2.5 The buildings would stand approximately 16.3m in height to the top of a shallow pitched roof. The building would be finished in composite cladding with the use of silver finished panels to the majority of the eastern, western and southern elevations and the uses of shades of white through to blue on the north, and small sections of the east, west and southern elevations.

3 Relevant Planning Decisions

- 3.1 TP/04/0448 Outline planning permission was granted for the redevelopment of the former ESAB site, which includes the subject site, on 15th April 2005 for B1, B2 and/or B8 purposes. Condition 26 of this permission required that applications for the approval of reserved matters must be made within 3 years of the date of the decision notice and that development must be begun within 2 years from the final approval of the last reserved matter approved. The permission allowed for up to 44,593sq.m of B1, B2 or B8 floorspace and the accompanying S106 Agreement, amongst other things, imposed a number of restrictions about the minimum number of units that could be provided on the site and the maximum quantum of B8 development that could be provided from within the total floorspace allowed. Reserved matters have since been submitted for the site which allow for a single large shed on the northern part of the site and a smaller terrace of units on the southern part of the site. The terrace of units have now been built and therefore the permission remains alive in the sense that the single large shed consented could still be implemented.
- 3.2 The proposals now submitted for the northern part of the site are materially different in terms of size, scale and siting of the buildings from the reserved matters approved. Accordingly, they could not be progressed as a reserved matters submission pursuant to the existing outline planning permission, given the requirements of Condition 26 of this permission and the fact that 3 years have elapsed since the outline consent was granted. This new full planning application was therefore required.
- 3.3 The S106 linked to above outline planning permission also required a contribution of £100,000 towards funding for the introduction of MOVA at the Hertford Road/Bullsmoor Lane/Mollison Avenue junction, a contribution to a study to assist identify possible improvements to the A10/Bullsmoor Lane junction (£10,000) and the submission of a comprehensive travel plan aimed at reducing traffic during the peak periods. The relevant contributions have been made.

4 Consultation

4.1 Statutory and non-statutory consultees

4.1.1 Greater London Authority

The observations of the GLA are awaited and will be reported at the meeting.

4.1.2 Transport for London

In summary, TfL raises no objections to the principle of a foodstore distribution centre on the site. However, they consider some further information is required about the nature of the activity and the likely impact:

- the status of the previous planning permission for the site and the S106 obligations linked to it.
- More information on trip generation associated with the development and the modal split to ensure the assessment provided is robust.

They also advise that the level of staff parking and operational parking is excessive having regard to London Plan standards. Moreover, no details have been provided to demonstrate how any overspill of parking into local roads would be managed.

They consider that a S106 Agreement ought to be required covering:

- a contribution of £15k towards a new bus stop in Mollison Avenue
- assess existing bus stops in the vicinity and updrae as necessary to comply with accessibility guidelines
- car parking management plan to address any overspill parking
- green travel planning measures
- Details of the number and charging infrastructure for electric charging points.

4.1.3 Thames Water

Thames Water raises no objection to the development in terms of impact on sewerage or water infrastructure.

4.1.4 Traffic and Transportation

The main issues with the proposed DOTCOM use are as follows:

- Parking
- Trip Generation
- Use of the accesses
- Mitigation measures

Parking:

The parking provision is based on the floorspace of a B8 use. The standards in the London Plan are based on a maximum of one parking space per 100m². The development would result in a requirement for 141

The number proposed is 160, which is above the maximum threshold. However, due to the way in which the site operates being different to a standard B8 use – the TA describes it in para 4.2 as *differing significantly from a typical B8 development with a significantly lower number of HGV movements and a higher proportion of van movements and staffing levels*, further justification for the provision of 160 is needed.

The TA provides this in the form of the predicted number of staff being employed on the site, and the predicted staffing levels over the next few years. As it is difficult to compare the site with a B8 site in the TRICS database due to the nature of the use, a comparison with a similar DotCom site was requested and is provided in the TA. The comparison has been done with the approved DotCom site in Aylesford, which was surveyed over a period of 24 hours to determine staffing levels on site (these figures were also used for the Greenford site which was approved in 2009). Tesco's also provided a breakdown of the predicted staffing levels for the Enfield site, and indicate the maximum number of staff on site will be 192. This additional info compliments the guidance of providing 1 space per 100m², and adds further confidence to the level of 160 spaces being acceptable albeit above the standards in The London Plan. Although staffing levels will increase to 750, it is still considered that the 160 space is acceptable due to the shift patterns of the staff, although the site would be expected to operate a travel plan which should be monitored to ensure targets are being met in terms of vehicle trip reductions over the next five years. Cycle parking has also been provided but this should be conditioned to ensure it is of an acceptable standard.

The proposed level of van parking spaces is 154, based on the predicted trip generation ie deliveries, and is discussed below.

Trip Generation: Deliveries and HGVs

Trip generation is related to the use of the accesses, as due to the nature of the use trips will be split into two categories, delivery trips and staff trips. The deliveries will be carried out from the Mollison Ave access, whereas the staff access will solely be from Hertford Road. This is slightly different from the previous outline approvals, where the accesses would have been used for both trip types. Again, the trip generation needs to be compared to the outline permission and the reserved matters approval, which had the following trip rate:

The trip rate for TP/04/0448/REN1 was:

AM Peak: Arrivals 213 Departures 61
PM Peak: Arrivals 35 Departures 216

In order to assess the impacts of the trip generation each access was modelled using the predicted figures for each type of trip. Again, due to the nature of the use, the level of trips will vary from a normal B8 use as the Tesco's delivery vans will be delivering and returning all day. In order to gauge a figure for the level of use then comparisons were made with the existing Dotcom sites in Aylesford, Greenford, and Croydon, as well as figures being provided for the existing number of deliveries being served by Tesco's stores in the area (these will be carried out from the Dotcom site).

The existing number of deliveries carried per week is as follows:

Borehamwood: 432
Cheshunt: 724
Ponders End: 281
Waltham Abbey: 242
TOTAL = 1679
Daily = 239

The predicted level from provided by Tesco's is 218 trips a day, which is an acceptable prediction given that the Dotcom site will be operating more efficiently than individual stores and would be expected to be below the total of 239. The delivery data has also been used to predict the expected hours when each delivery will take place so the impact on the peak hours of the network can be examined, and included in the TA. In order to confirm the accuracy of these times further info was requested on the actual delivery times and is contained in the supplementary TA Appendix 4. The peak trips are as follows:

AM Peak: Arrivals 60 Departures 23
PM Peak: Arrivals 51 Departures 18

Trip Generation: HGVs

The HGV trip generation has been predicted using a comparison site with Magnor in Wales for the trunking station, and comparisons with other dotcom sites for the HGV deliveries to the warehouse. The number of HGV movements for the Dotcom sites is accepted as being lower than for a typical B8 use due to the operation of the vans to carry out deliveries, and the figure of 11 HGV movements a day can be considered acceptable. Further comparisons were done with existing Dotcom sites (Aylesbury and Croydon sites have 12 a day).

The predicted trip generation has been used to model the effect it will have on the accesses. Further details on the modelling for the Mollison Ave have been provided in the supplementary TA, and confirm that the generation will be 23% below the extant permission. Due to the fall in the trip generation then the application can be considered acceptable in terms of servicing and delivery movements at the Mollison Ave access, and the 23% reduction means there is still scope to redevelop the remainder of the site to incorporate eg a B8 use, to the extent originally approved in the outline approval.

Staff Trips:

The staffing trip generation will be limited by the car park only being available to staff and not the HGVs or service vehicles. As a result of this decrease in use, then further modelling was not required.

Mitigation measures:

As with the previous outline and reserved matters application, a travel plan is proposed. This needs to be secured through the Section 106 legal agreement, which should also include the measures originally required in the outline approval unless these have otherwise been agreed. The developer has agreed to fund the monitoring costs for the travel which will be agreed either in the Section 106 or through a unilateral undertaking. The Section 278

agreement for the original approval has also been agreed. The applicant has also been made aware that an additional contribution towards cycling infrastructure may be required (although this could be secured through the Travel Plan targets if they are not reached)

Traffic and Transportation therefore conclude that the potential traffic impact associated with the development of the site has been tested using recognized industry methods. The results suggest that the traffic generated by the development can be accommodated on the local highway network and will be below the levels approved under the original outline application for the whole site to an extent that still allow scope for the remainder of the site to be developed without exceeding the approved levels.

4.1.4 Environmental Protection and Regulation

Environmental Protection and Regulation raises no objections to the development subject to conditions requiring the submission of a Construction Management Plan, hours of work for construction activities and deliveries associated therewith, hours of work for maintenance activities audible at the site boundary, no impact piling to take place without prior approval and submission of details of any air-conditioning or non-passive ventilation systems and if any further contamination is found on site as development progresses, that works cease until such time as a revised remediation strategy has been approved to update that approved at the outline stage.

4.1.5 Biodiversity Officer

The Biodiversity Officer is satisfied with the proposals for the relocation of the small population of common lizard and slow worm that have been recorded on the site; both are protected species under the Wildlife and Countryside Act. He recommends a number of conditions to ensure that works proceed in accordance with the Reptile Mitigation Strategy that has been submitted.

The landscaping scheme proposed has been the subject of discussion and amendment to enhance the biodiversity of the site post development.

4.2 **Public Response**

Letters have been sent to the occupiers of 54 adjoining and nearby properties. In addition notices have been displayed on site and in the local press. No responses have been received.

5 **Relevant Policy**

5.1 London Plan

- 3B.4 Industrial locations
- 3C.1 Integrating transport and development
- 3C.21 Improving conditions for walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking strategy
- 3D.14 Biodiversity and nature conservation
- 4A.1 Tackling climate change
- 4A.2 Mitigating climate change
- 4A.3 Sustainable design and construction

- 4A.4 Energy Assessment
- 4A.6 Decentralised Energy: Heating, cooling and power
- 4A.7 Renewable energy
- 4A.9 Adaption to climate change
- 4A.14 Sustainable drainage
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment
- 4B.8 Respect local context and communities

5.2 Unitary Development Plan

- (I)GD1 New developments to have appropriate regard to their surroundings
- (I)GD2 New developments to improve the environment
- (II)GD3 Design
- (II)GD6 Traffic implications
- (II)GD8 Access and servicing
- (I)E1 Foster Enfield as a location for business
- (I)E2 Enhance, bring into use and retain those area of the Borough which generate commercial, industrial and distributive employment
- (II)E2 To concentrate B1, B2 and B8 activities in Primary Industrial Areas
- (II)T13 Access onto public highway
- (II)T16 Pedestrian access
- (II)T19 Provision for cyclists
- (I)EN6 Minimise the environmental impact of developments

5.3 Local Development Framework

- 5.3.1 The Planning Inspector has found that the Core Strategy provides an appropriate basis for the planning of the Borough over the next 15 years, and makes no recommendations for changes to the Core Strategy related to its soundness. The Planning Inspector has endorsed the Council's 'proposed minor changes' and 'further minor changes' as suggested in response to points raised by participants or for purposes of clarity, factual correction, consistency, correcting typographical errors or to improve referencing/signposting within the document. The formal adoption of the Core Strategy is expected to take place at a full Council meeting on 10th November 2010,
- 5.3.2 The following policies from the Core Strategy are considered of relevance to the consideration of this application:

- Core Policy 13 Promoting economic prosperity
- Core Policy 14 Safeguarding Industrial Locations
- Core Policy 16 Taking part in economic success and improving skills
- Core Policy 20 Sustainable energy use and energy infrastructure
- Core Policy 21 Delivering sustainable water supply, drainage and sewerage infrastructure
- Core Policy 30 Maintaining and improving the quality of the built and open environment
- Core Policy 32 Pollution
- Core Policy 36 Biodiversity

Core Policy 40 North East Enfield

5.4 Other relevant considerations

PPS1 Delivering sustainable development
PPS4 Planning for sustainable economic growth
PPS9 Biodiversity and geological conservation
PPG13Transport
PPG24Planning and noise
PPS25 Planning and flood risk

6 **Analysis**

Principle

- 6.1 The site is located within a Strategic Industrial Area wherein B8 uses such as that proposed are encouraged to locate. Moreover, outline planning permission exists for over 33,000sq.m of B8 development on the balance of the former ESAB site, which includes the application site; approximately 10,000sqm of mixed B1,B2 development having been built out in the southern part of the site. There is no objection therefore in principle to this use on the site. The main issues to consider with this application are therefore whether the specific use proposed would have any greater impact on the local road network, the impact of the design and scale of building on the character of the area and the amenities of adjoining occupiers and whether the development is designed to meet current sustainable design and construction requirements.

Access, Traffic and Parking

- 6.2 Notwithstanding the comments made by Transport for London, the Traffic and Transportation Section consider that the traffic generated by the development can be accommodated on the local highway network and will be below the levels approved under the original outline application for the whole site to an extent that still allow scope for the remainder of the site to be developed without exceeding the approved levels.
- 6.3 It is noted that the level of staff parking proposed exceeds London Plan standards. The applicant has provided the rationale behind the level of parking proposed and this is accepted. There will be periods through the 24 hour working day as shifts change that staff arrive on site before other staff have left. Moreover, a significant number of staff will either arrive for or finish shifts at times when public transport is not available. Accordingly the level of parking proposed to support the development is considered acceptable and must be balanced against the need to ensure that the development does not lead to overspill parking in local streets.
- 6.4 The concerns raised by TfL about overspill parking are noted and it is recommended that this be addressed through obligations within the Travel Plan and S106 agreement, in that if through monitoring (funded by the developer) it becomes apparent that development is giving rise to on-street parking problems the developer will be obliged to make a contribution towards sustainable transport measures to reduce parking demand through encouragement of alternative travel modes or fund consultation for, implementation of and management of a Controlled Parking Zone.

- 6.5 TfL have advised that the developer should make a contribution towards enhancing public transport by funding a new bus stop in Mollison Avenue (£15k) and reviewing existing bus stops in the vicinity of the site to ensure they are in accordance with TfL bus stop accessibility guidelines. The provision of a bus stop on the north side of Mollison Avenue in proximity to the site could have a significant impact on the capacity of the Mollison Ave/Hertford Road/Bullsmoor Lane junction, as traffic travelling east is moving from two lanes into one and there is no capacity to provide a bus standing area clear of the highway. Consideration could be given to a bus stop on the south side of Mollison Avenue but this would require consultation with the bus service providers. The applicant has agreed to the required contribution, subject to the necessary consultation with the bus service with the scope to utilise the contribution for other bus related enhancements. With respect to reviewing existing bus stops in the vicinity in terms of accessibility guidelines, the application has agreed to undertake a review and address any issues arising.
- 6.6 The level of operational parking exceeds the London Plan standards referred to by TfL. However, this is a specific type of B8 use and it is unlikely that the operator would make provision for spaces that they did not consider necessary to meet their operational needs.
- 6.7 It is recommended that the S106 Agreement requires the developer to prepare and work to a detailed and agreed green travel plan and that this will require the developer to reduce demand for car travel, with associated improvements to cycle access (the applicant has agreed in principle to a contribution to improving cycle access through the greenways network), increasing cycle parking on site, improving pedestrian access to the site as the intensity of use and demand increases. The applicant has also confirmed that an electric charging point will be provided with the charging infrastructure to expand this put in place at construction stage as demand increases. It is considered that this can be addressed through the Travel Plan.

Impact on the character of the area

- 6.8 The proposed buildings whilst of some scale and bulk, would be sited over 170m back from the Hertford Road frontage and only a limited section would be visible due to its siting in relation to the existing residential properties to the Hertford Road frontage and beyond them, the GLE warehouse. The building itself would therefore have no undue impact on the Hertford Road street scene.
- 6.9 As with the previously approved development for the site, the element of the scheme with the greatest impact on the Hertford Road frontage is the staff car parking area, providing for a total of 160 parking spaces. Whilst this will result in a significant amount of hard surfacing towards the frontage, this is unavoidable if the operational requirements of the development are to be met. To minimise the impact a landscaping buffer is proposed to the Hertford Road frontage, to both the north and southern boundaries and the parking area is to be broken up with tree planting within it. Given this, it is considered that the car parking area would not have any undue impact on the Hertford Road street scene.

- 6.10 The buildings would be largely screened from view from Mollison Avenue by the recently constructed terrace of units closer to the frontage. Oblique views would be available through the site entrance, but the building would be set back a considerable distance from the frontage. It would also be seen in the context of the industrial units in front and to the west and therefore would have no undue impact on the Mollison Avenue street scene.
- 6.11 The development would also present an elevation to the M25 to the north, and views of the rear (east facing) elevation would also be visible until such time as the development of the remaining plot to the east comes forward. The development would be seen in the context of the range of industrial/warehouse buildings that exist either side of the M25 corridor and would not therefore be out of scale or character.

Impact on adjoining residents

- 6.12 The proposed buildings are sited a significant distance away from the either the residential properties fronting Hertford Road or those located to the south, on the south side of Mollison Avenue. Accordingly, the buildings would have no undue impact on the amenities of the occupiers in terms of light or outlook.
- 6.13 The Environmental Health Officer has confirmed that activities associated with the use and operation of the buildings are unlikely to prejudice the amenities of the occupiers of adjoining and nearby properties due to noise.
- 6.14 HGV's and vans associated with the operation of the premises would access the site from Mollison Avenue, well removed from residential properties. The use of this access by this type of vehicle would have no significant impact on the occupiers of dwellings to the south of Mollison Avenue, given the nature of Mollison Avenue and the volume and type of traffic it already carries.
- 6.15 The main impact of the development on adjoining residents is likely to be associated with the use of the staff car park, which is located in close proximity to the flank of No.963 Hertford Road, a two storey end of terrace dwelling. The proposed development would operate on a 24 hour basis with shift changes throughout the period when there is likely to be movement to and from the car parking spaces which run at right angles to this property and its rear garden. The Noise Impact Report submitted as part of the planning application has assessed the impact of the comings and goings associated with the use of the parking area, the shutting of doors, igniting of engines etc. It concludes that the impact is not expected to be greater than 'slight' and 'may be barely perceptible during most of the 24-hour period'. The report concludes that no acoustic mitigation is necessary. However, a 5m landscaping strip is provided to separate the parking spaces from the flank of the dwelling and this would maintain some separation between the activity within the car park and the house at No.963. A condition is recommended requiring that the landscaping scheme proposed is implemented.

Sustainable Design and Construction

- 6.16 The development is designed to achieve a BREEAM 'very good' rating. Conditions are recommended to secure Design Stage and Post Construction Stage Certification. As submitted, the development would achieve 20% renewable energy generation through the use of biofuel. However, this source of energy generation leads to other potential impacts which need to be

considered. In this respect the GLA have asked that the applicant provide additional information to support this choice of renewable energy, including information on the supplier, storage, fuel sustainability and air quality impacts. This information has been requested but had not been provided at the time of writing this report. Accordingly, if following the submission of this information and particularly the air quality impacts, it becomes apparent that this form of renewable is not appropriate, then a condition will be necessary requiring the applicant to demonstrate 20% renewable energy generation from an alternative source.

Biodiversity

- 6.17 A small population of common lizard and slow worms have been recorded on the site and both are protected species under the Wildlife and Countryside Act. A mitigation strategy has been prepared in consultation with the Council's Biodiversity Officer to relocate these animals from the developable part of the site. The strategy proposes the creation of an on-site receptor area into which the animals can be relocated. The receptor site is within the 8m landscaping buffer to the eastern boundary of the site, alongside the existing railway corridor, which will be protected from future development. The Strategy is considered acceptable subject to the conditions recommended by the Biodiversity Officer.

S106 Agreement

- 6.18 The outline planning permission for this site was the subject of a S106 Agreement requiring contributions to off-site highway works. These contributions have been paid. As this proposal has no greater impact on local roads than the existing outline consent no further contributions to off-site highway works are required.
- 6.19 However, in order to secure jobs for local people from the proposed development it is recommended that a S106 Agreement be entered into requiring the applicant to sign up to a local employment strategy. The applicant has confirmed a willingness to enter such an agreement and the detailed terms are currently under discussion. The S106 Agreement will also require adherence to an agreed Green Travel Plan, contribution of £15k towards a new bus stop, subject to consultation with the bus service providers, funding for monitoring of the on street parking situation pre and post occupation and funding for the consultation, preparation and monitoring of a Controlled Parking Zone if required, details of the number and position of electric charging points and the charging structure.

7 Conclusion

- 7.1 In conclusion the proposal allows for the bringing back into beneficial use of this redundant employment site, which has now stood vacant for a number of years, together with the opportunity to provide over 500 jobs on the site. This is to be welcomed and this land use is consistent with both local and regional policy. The design of the buildings and associated works are considered acceptable in the context of the area and the development overall should have no undue impact on the amenities of local residents. There remain a number of outstanding issues regarding the nature of renewable energy generators to be used as part of the development. However, it is considered that with the conditions recommended this is capable of resolution. This

application has been referred to the Mayor for consideration and his final comments are still awaited. Given he has the power of direction, the recommendation for approval is subject to any direction from the Mayor and the completion of the S106 Agreement referred to above.

- 1 The proposed development will ensure a beneficial use for this significant site within the Prime Employment Area. In this respect the proposal complies with Policies (I)E1, (I)E2 and (II)E2 of the Unitary Development Plan.
- 2 Subject to the S106 Agreement proposed and in view of the lawful use of the site, the traffic generated by the development is considered acceptable. In this respect the proposal complies with Policies (II)T13 and (II)GD6 of the Unitary Development Plan.
- 3 Subject to the conditions of planning permission, it is considered that the proposed development has appropriate regard to its surroundings, the amenities of the nearby residents. In this respect the proposal complies with Policies (I)GD1, (I)GD2, (II)GD3 and (II)EN6 of the Unitary Development Plan.

8 Recommendation: That subject to any Direction from the Mayor of London and the completion of a S106 Agreement to secure a Local Employment Strategy planning permission be GRANTED subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: [insert plan numbers]

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

- 2 That the landscaping scheme shown on drawing numbers 343.01 Rev A and 343.02 Rev A shall be implemented no later than the first planting season following occupation of the proposed buildings. Any planting which dies within five years of planting shall be replaced with new planting in accordance with the approved scheme.

Reason: To provide a satisfactory appearance, enhance the sites biodiversity and safeguard the amenities of the occupiers of adjoining property.

- 3 The Reptile Mitigation Strategy (Arnott & Mann Consulting Ecologists dated 12th September 2010) is to be implemented in full and as specified in the report unless otherwise agreed in writing by the Local Planning Authority. On completion of translocation works a closing report, detailing species, numbers, age and sex of animals moved, is to be submitted to and approved in writing the Local Planning Authority.

Reason: To ensure that reptiles are not adversely impacted upon by the proposed development in line with PPS9, local planning authority and wildlife legislation.

- 4 The reptile fencing installed adjacent to the railway track is to be maintained in good condition until the development has been completed on entire site, as outlined in red and blue on drawing number P00 Rev A.

Reason: To ensure that reptiles are not adversely impacted upon by the proposed development in line with PPS9, local planning authority and wildlife legislation.

- 5 The receptor site (land adjacent to the railway track identified within the Reptile Mitigation Strategy) is to be maintained in perpetuity as per the prescriptions given in section 4.3.16 of the Reptile Mitigation Strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that reptiles are not adversely impacted upon by the proposed development in line with PPS9, local planning authority and wildlife legislation.

- 6 That development shall not commence on site until such time as a Construction Management Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall set out:

- i) hours of construction activity on site, including deliveries to the construction site;
- ii) mechanisms to control dust and emissions during construction activities;
- iii) provision of an area on site for the standing, loading, unloading and turning of construction and delivery vehicles; and
- iv) provision on site of wheel washing facilities and all vehicles shall pass through the wheel wash facility before exiting the site

The works shall be undertaken in accordance with the approved Strategy.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties and to ensure material is not deposited on local roads.

- 8 That prior to the commencement of development the applicant and/or developer will appoint an independent BREEAM assessor to undertake a full BREEAM Certified Assessment under BREEAM Industrial 2008 to achieve a minimum 'Very Good' rating. The interim Design Stage Certification will be submitted to the Local Planning Authority prior to practical completion; monthly progress updates from the independent BREEAM assessor will be provided to the Local Planning Authority to demonstrate that this rating is being achieved. The applicant/developer will provide a post-construction stage assessment (i.e. full Certification) within 6 months of occupation. The development shall be maintained as such thereafter and no change shall take place without the prior written consent of the Local Planning Authority

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan.

- 9 That prior to the commencement of development on site an assessment shall be submitted to and approved by the Local Planning Authority demonstrating the impact the use of biofuel as proposed within the application would have local air quality. If the assessment concludes that the use of this renewable energy generator would have an adverse impact on local air quality then development shall not commence on site until such time as details have been submitted to and approved by the Local Planning Authority demonstrating the use of an alternative renewable energy source to achieve no less than 20%

on site CO2 reduction. The final agreed scheme shall be installed and operational prior to the first occupation of the development. If the air quality assessment concludes that the use of biofuel would not have an adverse impact on air quality then the biofuel boiler shall meet the requirements of the Clean Air Act 1993 and the boiler shall only be operated using sustainably sourced fuel types and comply with recognised fuel quality standards in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with policies 4A.1, 4A.2, 4A.3, 4A.7 and 4A.9 of the London Plan

- 10 That the development shall not be occupied until such time as the off-site works to the Hertford Road access to the site, as identified on drawing number SS015332 208B and detailed within the Transport Statement forming part of this application have been implemented, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate pedestrian and vehicle access to the site.

- 11 That the staff parking spaces identified on drawing number P01 Rev A and the documentation forming part of this application shall only be used for parking of motor vehicles of staff employed at the application site and shall not be used for any other purposes, including the parking of delivery vehicles associated with the operations at the site, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the parking facilities remain available for staff and the development does not give rise to on street parking to the detriment of highway safety.

- 12 That the van and lorry parking identified on drawing number P01 Rev A and the documentation forming part of this application shall only be used as such and shall not be used for any other purposes unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the parking areas remain available for operational vehicles in the interests of highway safety and the free flow of traffic on local roads.

- 13 That the cycle parking facilities shown on drawing number P01 Rev A shall be provided and available for use prior to occupation of the development and shall thereafter be maintained.

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

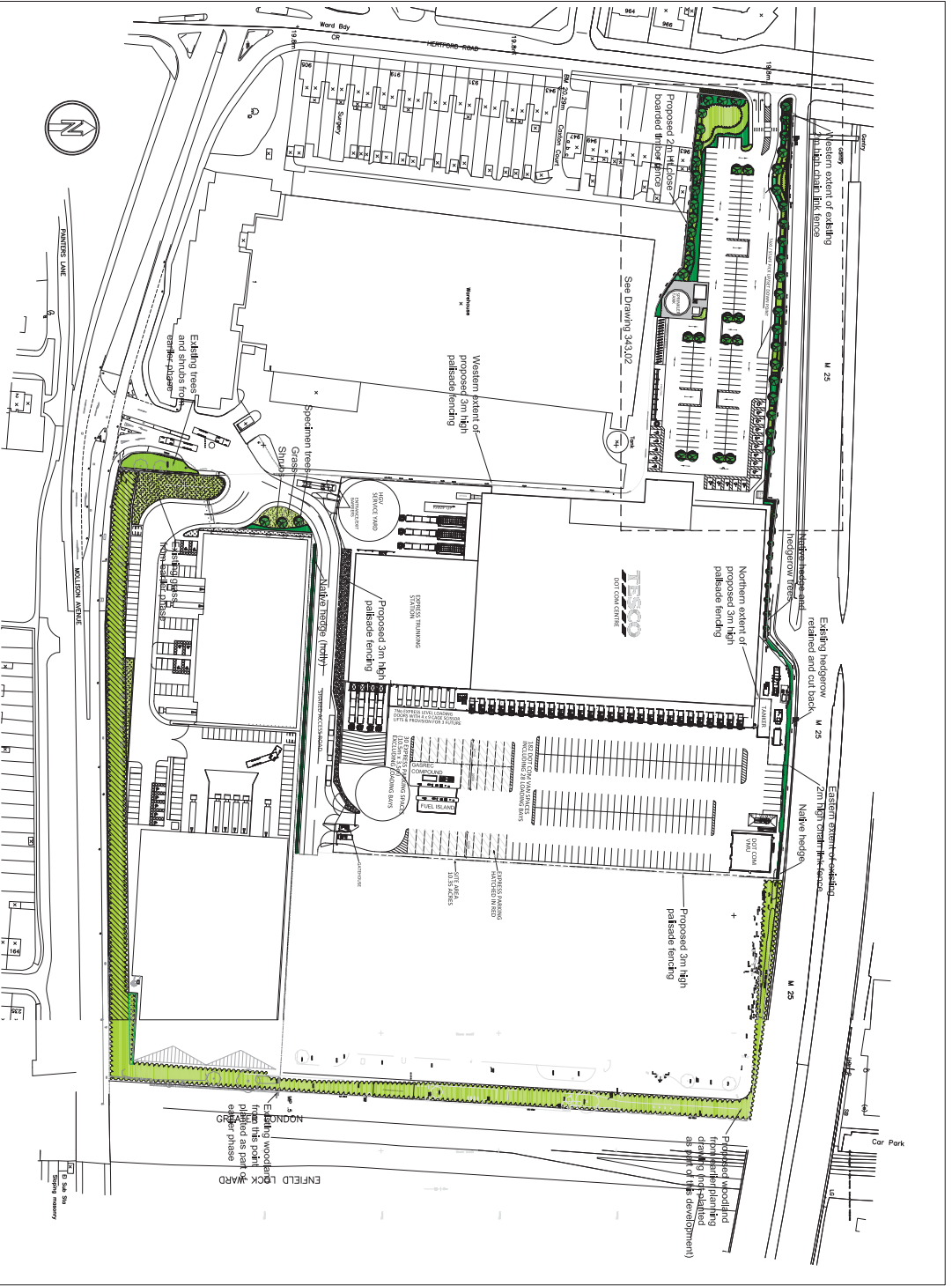
- 14 If during development contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted and obtained approval in writing from the Local Planning Authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure all unsuspected contamination is identified and remediated.

- 15 C30 Restriction on open storage.

16 That the development shall not be occupied until such time as details of the design and siting of refuse storage facilities have been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of amenity.

17 C51a Time Limited Permission



PHILIP CAVES ASSOCIATES
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