

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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Ward: Jubilee

Application Number : TP/07/1234/REN1

Category: Change of Use

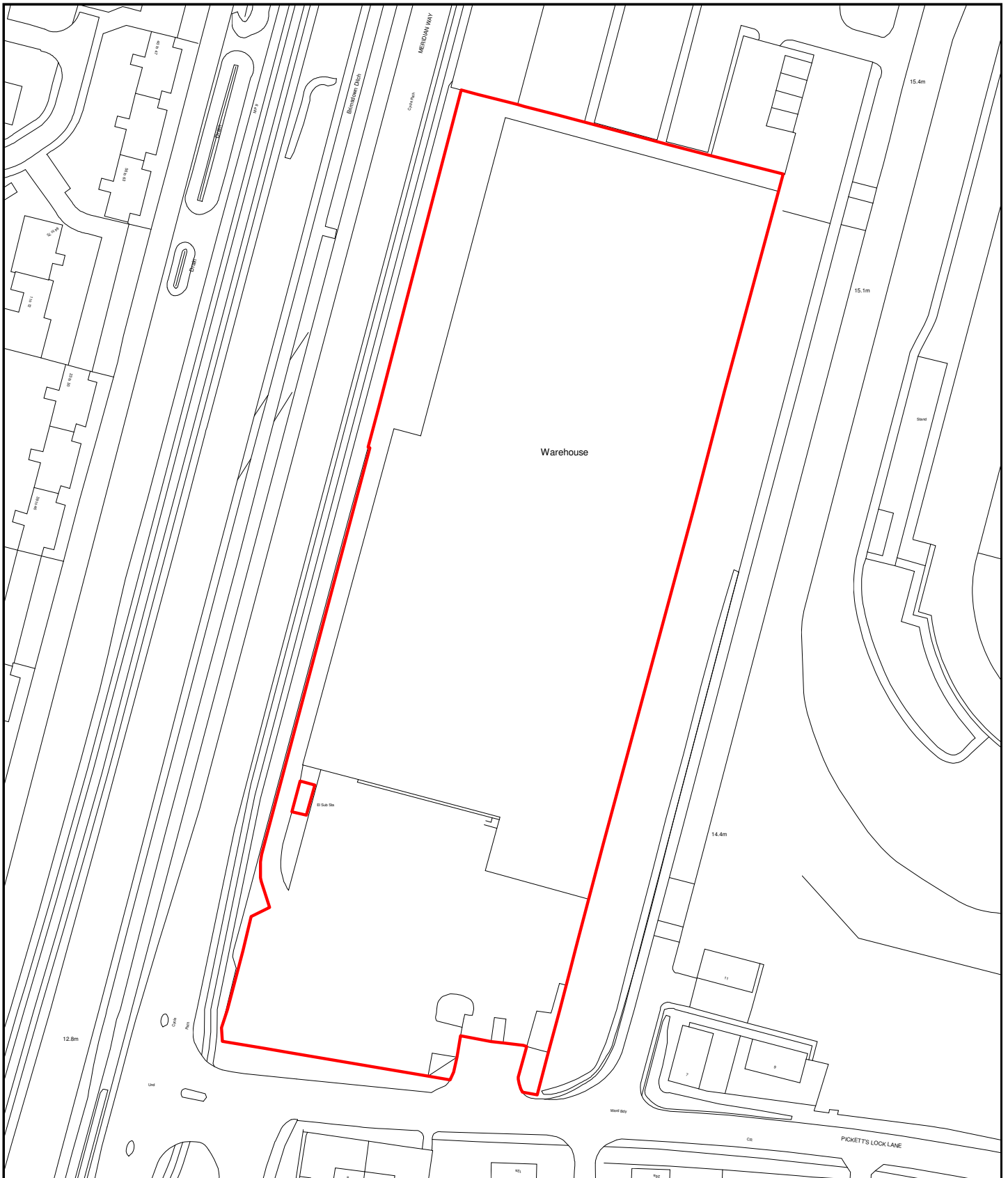
LOCATION: COMMERCIAL PREMISES, 5, PICKETTS LOCK LANE, LONDON, N9 0AS

PROPOSAL: Change of use from storage and distribution (Class B8) to a Waste electrical and electronic equipment (WEEE) De-manufacturing facility (renewal of unimplemented permission under ref: TP/07/1234).

Applicant Name & Address:
Whittington Jersey Property Fund,
C/O Henderson Global Investors
C/O AGENT

Agent Name & Address:
Ms Aoife Conacur, Indigo Planning Ltd
42, Brook Street
London
W1K 5DB

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



Development Control



Scale - 1:1250
Time of plot: 14:12

Date of plot: 11/01/2011

1.0 Site and Surroundings

- 1.1 The application site is vacant but was formerly used by Coca Cola for the storage and distribution of soft drinks. The site extends approximately 1.8ha and is located immediately to the north east of the junction of Pickett's Lock Lane and Meridian way. The existing industrial building on site has a gross floor area of approximately 11,800m². Vehicular and pedestrian access to the site is gained directly from Picketts Lock Lane.
- 1.2 A vehicle parking area and service yard is located on the southern part of the site, between the large Industrial Building and Picketts Lock Lane. A second, smaller service yard is located in the north- western part of the site; vehicular access to this service yard is gained via an access road, which runs, within the site, along the western side of the industrial building.
- 1.3 Immediately to the south of the site, on the southern side of Picketts Lock Lane, there are two storey residential properties. To the north and east is the extensive Lee Valley Leisure complex together with the Regional Athletic Stadium which is also designated Green Belt and an Area of Special character within the Lee Valley Regional Park. The recent adopted Core Strategy also designates the "Complex" as a Major Developed Site within the Green Belt. To the west of Meridian Way is the London- Stanstead railway line, with a series of four storey residential apartment blocks beyond.

2. Proposal

- 2.1 The application is a renewal of an unimplemented permission TP/07/1234 change of use from storage and distribution (Class B8) to Waste Electrical and Electronic Equipment (WEEE) de-manufacturing facility so as to extend the time limit of the permission.
- 2.2 The proposal involves a change of use of the existing premises at 5 Picketts Lock Lane from (Use Class B8) storage and distribution to a Waste Electrical and Electronic Equipment (WEEE) de- manufacturing facility. Waste Electrical and Electronic Equipment consists of items such as fridges, freezers, washing machines, televisions, cookers, cathode tubes etc. Before the de manufacturing process takes place, the incoming waste will be sorted inside the building and those larger items which are capable of repair and reuse will be withdrawn. The repair of these items will be undertaken off site by a Social Enterprise Business.
- 2.3 The proposed de- manufacturing process will take place entirely within the building and will enable 95% of incoming waste to be recycled. It is anticipated that the majority of incoming waste will be scoured from North London, within the M25 corridor. The proposed de – manufacturing facility is not a scrap yard type operation. The use involves the processing of waste electrical and electronic equipment in order to recover recyclables. All storage and processing of waste will be carried out within the building and there will be no tipping or stockpiling of waste on either the yard area which fronts Picketts Lock Lane or on the yard area in front of the Meridian Way loading bay. Approximately 60, 000 tones of waste equipment will be processed per annum. The proposed use would not lead to the storage of any hazardous materials in notifiable quantities on site.

- 2.4 The use would operate 24 hours per day/7 days a week. The proposed use is likely to generate approximately 63 two way movements of incoming delivery vehicles per day and approximately 17 two way movements of outgoing vehicles per day. The majority of deliveries to the site (up to 95%) will take place between 07.00 and 19.00, Mon to Friday. The proposed use will employ approximately 150 semi skilled staff.
- 2.5 No external alterations to the building are proposed. Thirty five car parking spaces along with parking for HGV vehicles would be provided within the existing Yard fronting Picketts Lock Lane. The applicants have also provided a Planning Statement, Noise assessment and Transport statement in support of their proposal.

3.0 Relevant Planning Decisions

- 3.1 TP/07 /1234 an application for the change of use from Storage and Distribution (Class B8) to a Waste Electrical and Equipment (WEEE) de-manufacturing facility was granted planning permission in October 2007.

4.0 Consultations

4.1 Statutory and Non Statutory Consultees

- 4.1.1 The Greater London Authority comment that the proposal does not raise any new strategic planning issues that were not previously raised. The Mayor does not need to be consulted further on the application and the Council can proceed to determine the application without further reference to the GLA.
- 4.1.2 Lee Valley Regional Park Authority raises no material considerations regarding the proposed application.
- 4.1.3 English Heritage (Archaeological) and the Environment Agency raise no objection.
- 4.1.4 Environmental Health does not raise any objection. In particular, they comment that the proposed noise assessment demonstrates that there should be no impact on the nearest residential properties from the operation of the proposed facility.

4.2 Public

- 4.2.1 Consultation letters were sent to 284 neighbours. In addition, notices were displayed at the site and advertised in the local press. No letters of objection were received.

5 Relevant Policies

5.1 Local Development Framework

- 5.1.1 At the meeting of the full Council on the 10th November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering acceptability of development proposals. The following are of relevance:

- CP22 Delivering Sustainable Waste Management
- CP24 The Road Network
- CP25 Pedestrians and Cyclists
- CP30 Maintain and Improving the quality of the built and Open Environment
- CP32 Pollution
- CP33 Green Belt and Country Side
- CP35 Lee valley Regional Park and Waterways
- CP37 Central Lee side

5.2 Unitary Development Plan

- 5.2.1 After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updated policies and development standards within the Development Management Document. The following are of relevance:

- (II)GD6 Traffic Generation
- (II)GD8 Site Access and Servicing
- (II) E15 Environmental safeguards
- (II) G20 Developments in Proximity to Green Belt

5.3 London Plan

- 3C.1 Integrating Transport and development
- 3C.17 Tackling congestion and reducing traffic
- 3B.10 Environmental Industries
- 3B.11 Improving Employment opportunities for Londoners
- 3C.1 Integrating Transport and development
- 3C.17 Tackling congestion and reducing traffic
- 3C.23 Parking Strategy
- 4A.21 Waste Strategic policy and targets
- 4A.22 Spatial policies for waste management
- 4A.23 Criteria for the selection of sites for waste management and disposal
- 4A.26 Numbers and types of recycling and waste treatment facilities
- 4A.27 Broad locations suitable for recycling and waste treatment facilities
- 4B.8 Respect local context and communities
- 5B.1 Strategic priorities for north London

5.4 Other Material Considerations

- PPS1 Delivering Sustainable Development
- PPS 10 Planning for Sustainable waste Management
- PPG 13 Transport
- PPG 24 Noise

Draft North London waste Plan

6. **Analysis**

6.1 Principle

- 1.1 The principle of the change of use of the premises from storage and distribution (Class B8) to a Waste Electrical and Electronic Equipment (WEEE) de manufacturing Facility has previously been established by the granting of TP/07/1234. This permission seeks to renew the unimplemented consent by extending the time limit.
- 1.2 The site is located within the London- Stanstead- Cambridge corridor in the London Plan where both employment and housing are to be encouraged. The site is also located within the Central Leaside area action plan where CP 37 is now relevant. The site is not designated as an employment site in the UDP or LDF Core Strategy. The principle of the use would accord with Planning Policy Statement 10 (Planning for sustainable waste), and the Mayors Policy for Waste in London Plan (Policies 4A.21, 22, 23 26 and 27).
- 1.3 In addition, although the site is not identified in the draft London Waste Plan as an existing or potential future waste site, this does not preclude the acceptance of this proposal albeit, following an assessment against the Council's own policies and the individual merits of the proposal: specifically CP 32 of the adopted Core Strategy and the emerging Central Leaside Area Action Plan. Nevertheless, taking these considerations into account since the original grant of planning permission, it is considered that the proposal would meet the objectives of delivering sustainable waste management (CP22) and the regeneration of Central Leaside.
- 1.4 The main issues of consideration are traffic, access, noise as well as impact on neighbouring residential amenity.

6.2 Traffic Generation/ Access/ Parking and Servicing

- 6.2.1 In support of the proposal, the original transport assessment has been provided and this following consultation with Transportation is considered sound in the absence of any material change in circumstances.
- 6.2.2 The previous usage of the site generated in order of 280 HGV movements each day. This would represent an overall reduction in heavy goods movements compared with the previous use. Fifty percent of these vehicles are expected to come from Civic Amenity Sites in the North London Area within the M25 while the remaining 50% would come from businesses, which would also for the most part be located in North London within the M25. The site would not accept waste electrical/ electronic material directly from the general public. The type of vehicle would vary from vans to large skips. These vehicles movements equate to a throughput of approximately 60,000 tonnes per annum.
- 6.2.3 The plant will operate 24 hours a day 7 days a week with three shifts rotation patterns. Sixty staff would work between 06.00 to 14.00, 60 staff between 14.00 to 22.00 and 30 staff will work overnight from 22.00 to 06.00. A total of 35 parking spaces together with 7 HGV loading bays are to be provided within the service yard area. There is therefore a shortfall in parking given that 60 persons could be on site at any one time and during shift changes. This could result in some overspill parking on to the adjacent highway namely Picketts Lock Lane. Although this highway could accommodate the additional parking without compromising highway safety or the free flow of traffic. Given the proximity to the junction of Meridian Way a Grampian condition is proposed that the use shall not commence until a scheme for highway improvements

along the site access and junction with Meridian Way to restrict parking, has been submitted to and approved in writing by the LPA. In addition a condition regarding a work place travel plan is to be imposed to encourage alternative sustainable transport methods to the site. In the light of these measures, the parking provision is considered sufficient to ensure issues of highway safety. Moreover, although Picketts Lock Lane serves residential properties, the number of residential dwellings fronting the highway is minimal and it is considered any on street parking would not affect residential amenity. In summary subject to appropriate conditions no objections are raised on highway grounds.

6.3 Noise

- 6.3.1 The proposed use would operate 24 hours a day 7 days a week. The applicants in support of their application have produced a noise assessment report. Environmental Health are satisfied with the noise assessment and have raised no objection.
- 6.3.2 All the storage and processing of the waste material will be carried out within the building. It is considered that the noise level generated within the building is unlikely to result in any adverse noise during the day or night. The majority of deliveries to and from the site up to 95% will take place between 07.00 and 19.00, Mon- Fri. However, to retain flexibility of deliveries outside of these hours in order to satisfy the needs of particular customers (e.g. food retailers wishing to remove and replace chillier/ freezer equipment outside normal trading hours, the applicant seeks 24 hour operation
- 6.3.3 Given that the previous use operated by Coca cola operated 24 hours a day/ seven days a week and that the total number of lorry movements and timing of movements would be less than the previous use it is not considered the proposed use would adversely impact on the residential amenities of adjoining properties in Picketts Lock lane in terms of adverse noise.

6.4 Green Belt and Lea Valley Regional Park

- 6.4.1 The site adjoins Green Belt and also falls within the Lea Valley Regional Park where Core Policies 33 and 35 are relevant as well as UDP Policy (II) G20. Furthermore, the Core Strategy designates the Lea Valley Centre as a "Major Developed Site" within the Green Belt.
- 6.4.2 As all the proposed operations are to be carried out internally within the building and there is no external storage outside the building, it is not considered that the proposed use would have any significant detrimental impact on the character and setting of the adjacent Green Belt or the Lea Valley Regional Park.

6.5 Economic/ Regeneration Impact

- 6.5.1 The proposed change of use of the premises to a Waste Electrical and Electronic Equipment De manufacturing Facility would also employ approximately 150 semi skilled full time staff consistent with the objectives of Core Policy13.

7.0 Conclusion

7.1 The principle of the change of use of the premises to an Electrical Equipment (WEEE) de- manufacturing facility has previously been granted and in the absence of any material change in planning policy pertaining to the site or material change in the circumstance of the site, there would be no ground to resist. Accordingly the further extension of the time limit of this permission is considered not to adversely impact on the surrounding roads in terms of traffic generation or highway safety, or adversely impact on the amenities of adjoining residents in terms of adverse noise and disturbance. The proposal is therefore considered acceptable for the following reasons:

1. The proposed change of use of the building to a Waste Electrical and Electronic Equipment (WEEE) de- manufacturing facility would accord with policies to promote the recycling and reuse of waste having regard to Planning Policy Statement 10 (Planning for Sustainable Waste Management), Policies 3B.10, 4A.21, 22, 23 and 26 of the London Plan and Core Policy 22.
2. The proposed change of use of the building to a (WEEE) de manufacturing facility subject to appropriate conditions would not adversely impact on the surrounding highway network having regard to CP24 and CP25 , UDP Policies (II) GD6 and (II) GD8 London Plan Policy 3C.23 and having Regard to PPG13.
3. The proposed change of use of the building to a (WEEE) de manufacturing facility would not adversely impact on the residential amenities of surrounding residents in terms of noise having regard to CP30 and PPG24.
4. The proposed change of use of the building to a (WEEE) de manufacturing Facility would have appropriate regard to its surroundings having regard to London Plan Policy 4B.8 and Core Policy CP30.
5. The proposed change of use of the building to a (WEEE) de manufacturing Facility would not have a detrimental impact on the adjacent Green Belt or the Lea Valley Regional Park having regard to Core Policies CP 33 and CP35 and (II) G20 of the UDP.

8.0 Recommendation

8.1 That planning permission be GRANTED subject to the following conditions

1. C60- Approved Plans
2. C12- Details of parking/ Turning
3. C.13 Details of Loading/ Unloading/ Turning Facilities
4. No use of the premises shall commence until a scheme for highway improvement works along Pickett Lock Lane, that includes road markings and road signage to the highway between the site access and junction with Meridian Way to restrict parking at any time has been submitted to and approved by the LPA. These works shall then be implemented prior to the commencement of use or otherwise agreed in writing by the LPA.

Reason: In the interests of highway safety and free flow of traffic.

5. The use hereby approved shall not commence until such time as the full scope and content of a Travel Plan and Management Plan which shall include a delivery and servicing strategy as well as encouragement of car sharing, walking and cycling in the travel plan has been submitted to and approved in writing by the LPA and Transport for London. The approved travel Plan and management plans shall thereafter be implemented, monitored and reviewed.

Reason: In the interests of sustainability and due to the level of on site parking, to ensure that traffic generated from the site is minimised.

6. Prior to the commencement of the use regarding the provision of secure, covered and lockable cycle parking Facilities (minimum 24 spaces) shall be submitted to and approved in writing by the LPA.

Reason: To ensure the satisfactory provision of facilities and to accord with the principles of sustainable modes of transport.

7. All storage and processing of the waste electrical and electronic equipment shall be carried out within within the existing building and there shall be no tipping, stockpiling or storage of the waste electrical and electronic equipment or any storage containers within any open part of the site.

Reason:

(i) In the interests of visual amenity and to protect the character and appearance of the surrounding area and in particular, the special characteristics of adjoining Green Belt and the Lee Valley Regional Park.

(ii) In the interests of protecting the residential amenities of the surrounding area.

8. The facility hereby approved shall not be open to the general public and no members of the public shall be allowed to deposit Electrical and Electronic Equipment direct at the premises.

Reason: To ensure the operation accords with the operations set out in the Planning Statement and to ensure the use does not give rise to conditions prejudice to highway safety on the adjoining roads or residential amenity of the surrounding area.

9. The development shall not commence until details of and additional or alterations to the existing external lighting have been submitted to and approved in writing by the LPA. The lighting shall be installed in accordance with the approved details and thereafter maintained as such.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers.

10. The change of use 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 LPA.

Reason: To ensure that the development complies with the adopted parking and servicing standards and does not give rise to conditions prejudicial to highway safety on the adjoining roads or residential amenity of the surrounding area.

11. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) or any amending Order, the premises shall only be used as a Waste Electrical and Electronic de manufacturing facility and shall not be used for any other purpose within use Class B2, or for any other purpose.

Reason :To ensure the use of the premises remains appropriate and does not give rise to conditions prejudicial to the appearance of the premises when voved from the adjoining Green Belt, Lee Valley Regional Park or the surrounding area, residential amenity or the free flow and safety of traffic using the adjoining highways.

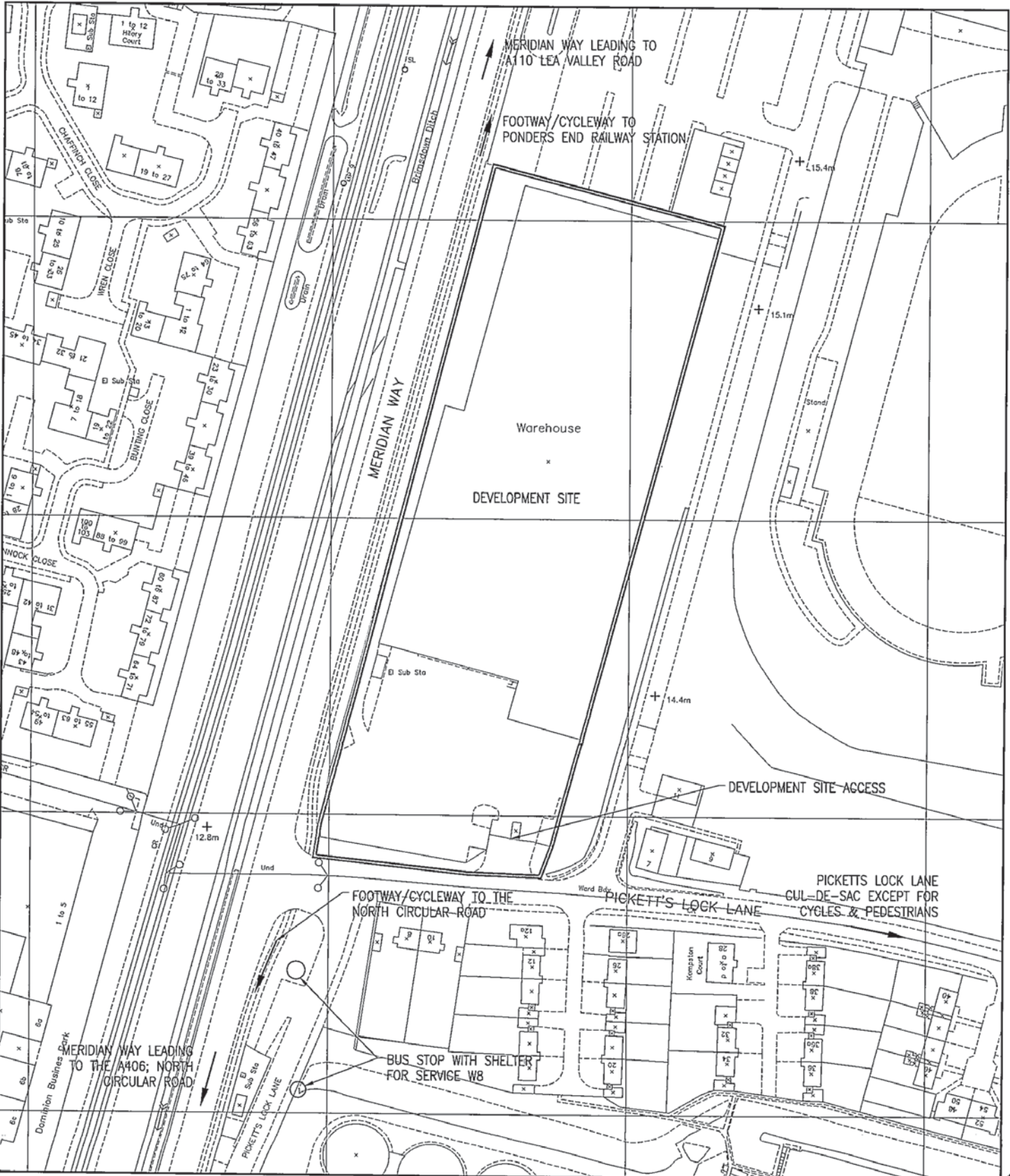
12. Details shall be submitted to and approved in writing by the LPA to ensure that local residents and businesses benefit from job opportunities created by the development, in both construction (internal alterations to the existing building) and operational phases of the development

Reason: To help ensure that local people benefit from the employment of the site in accordance with London Plan Policy 3B.11


13. C51-a Time Limit

Informative: The works on the highway on Picketts Lock Lane can only be undertaken by the Council in its capacity as local highway Authority. The applicant is therefore advised to contact the Councils Highway Services to arrange for an estimate to be prepared and for works to be programmed. In this case the estimate will include a sum to cover new line markings, road signage and project management costs.

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NOTES
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PROPOSED W.E.E.E. DE-MANUFACTURING FACILITY		5, PICKETTS LOCK LANE, MERIDIAN WAY, ENFIELD		FIGURE 2 - DEVELOPMENT PROPOSALS				
DRAWN BY AS	CHECKED BY HJ	APPROVED BY HJ	DATE 14.05.2007	SCALE @ A3 1:1250	ISSUING OFFICE PEOVER	DRAWING NUMBER 2540.FIG2	ISSUE -	REVISION -

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