

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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Andy Higham Tel: 020 8379 3848
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Ward:
Winchmore Hill

Application Number : TP/10/1547

Category: Change of Use

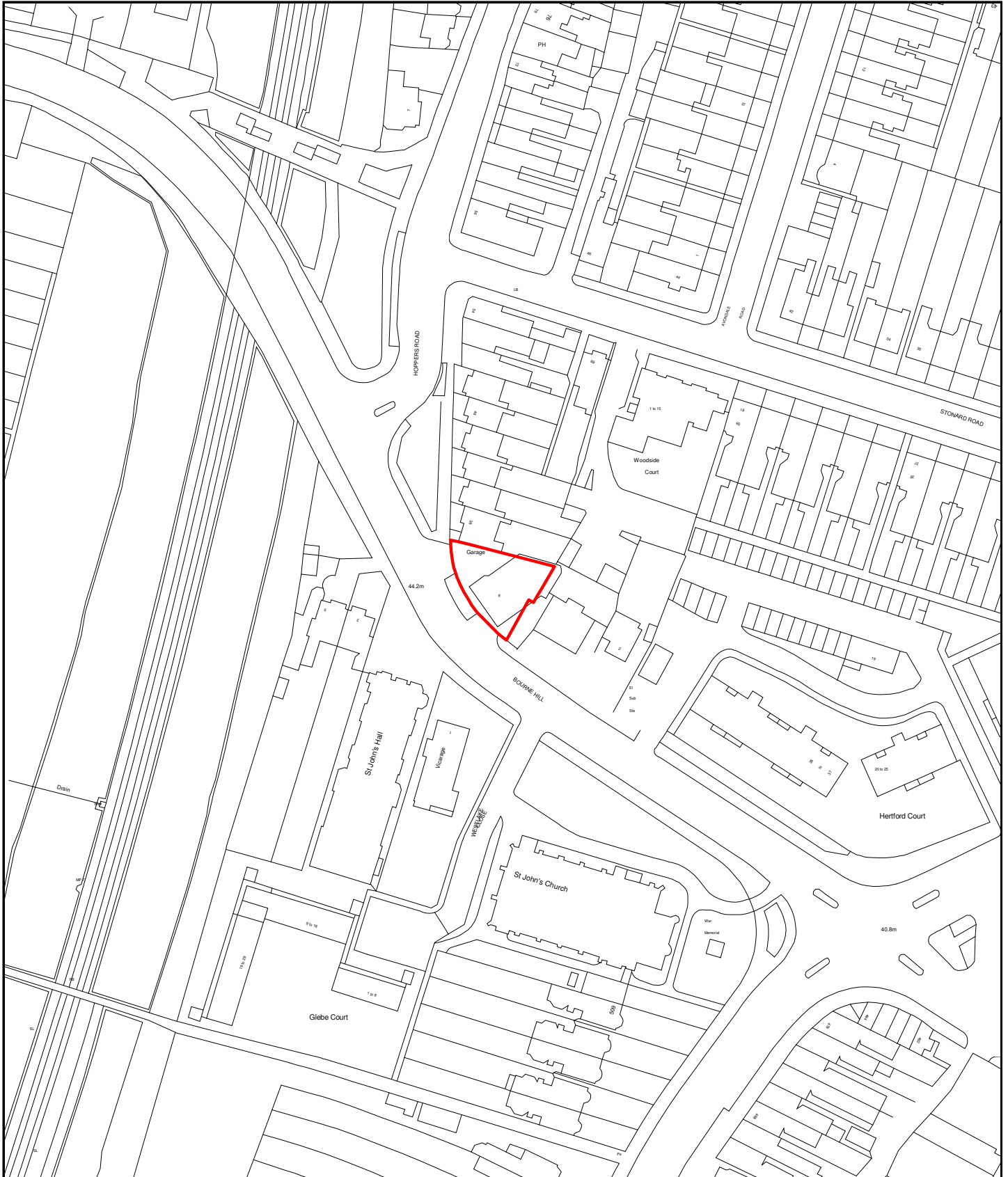
LOCATION: 6, BOURNE HILL, LONDON, N13 4LG

PROPOSAL: Change of use of petrol station and shop to a hand car wash facility (revised scheme).

Applicant Name & Address:
Mrs Androulla Michaelides
6, BOURNE HILL,
LONDON,
N13 4LG

Agent Name & Address:
Mr David Cooper
12, CORRI AVENUE
LONDON
N14 7HL

RECOMMENDATION:
That planning permission be **REFUSED**.



Development Control



Scale - 1:1250
Time of plot: 13:44

Date of plot: 11/01/2011

1. Site and Surroundings

- 1.1 The site is located close to the junction of Hoppers Road and Bourne Hill and just to the west of the junction between Bourne Hill, Green Lanes and Hedge Lane. The application site is a Petrol Filling Station with a hand car wash operation occupying part of the forecourt. The surrounding area is predominantly residential.

2. Proposal

- 2.1 Permission is sought to change the use of the petrol station and shop to a hand car wash facility with shop and customer seating area. This is a revised scheme following on from previous refusals and enforcement action.
- 2.2 This application differs from the previously refused scheme because the site area has been reduced due to land ownership issues and therefore both the car waiting and drying areas are smaller than granted under TP/06/0427

3. Relevant Planning Decisions

TP/06/0427/DP1 – Details of site management plan, external lighting and surface water drainage system, submitted pursuant to conditions 02, 04 and 05 - refused

TP/06/0427 - Change of use of petrol station and shop to a hand car wash facility with shop and customer seating area – approved subject to an S106 agreement

TP/05/1656 – an application for the use of part of petrol filling station for hand car wash together with installation of canopy, brick wall and noise insulating panels to boundary with 38 Hoppers Road (Revised scheme - retrospective) - refused December 2005.

TP/05/0562 – an application for use of part petrol filling station for hand car wash together with installation of canopy adjoining 38 Hoppers Road (retrospective) - withdrawn October 2005.

TP/03/1589 – an application for the retention of the car wash - refused in August 2004.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation object to the proposal as the manoeuvring space has been reduced.
- 4.1.2 Thames Water have no objection to the planning application, however state that a Trade Effluent Consent would be required and have no objections in regards to water infrastructure

4.2 Public

4.2.1 Consultation letters were sent to 37 neighbouring and nearby properties. Notice was also published in the local press and displayed at the site. Two representations were received raising the following issues relevant to planning:

- Land ownership
- Noise and disturbance to adjacent occupiers
- Highway concerns in regards to queuing traffic and vehicles being able to enter and exit the site
- Inappropriate location for a car wash, which impacts on the character of the area
- Traffic implications as cars queue and park haphazardly

4.2.2 Winchmore Hill Residents Association welcome the application, which appears to address the existing problems and formalise them.

5. Relevant Policy

5.1 Local Development Framework

5.1.1 The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

- | | |
|-----------|--|
| Policy 30 | Maintaining and improving the quality of the built environment |
| Policy 32 | Pollution |

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 updates policies and development standards within the Development Management Document. The following are of relevance:

- | | |
|---------|---------------------------|
| (II)GD3 | Character and Appearance |
| (II)GD6 | Traffic generation |
| (II)GD8 | Site Access and Servicing |

5.3 London Plan

- | | |
|-------|-------------------------------------|
| 3C.23 | Parking Strategy |
| 4B.8 | Respect Local Context and Character |

5.4 Other Material Considerations

- | | |
|-------|------------------------------------|
| PPS1 | Delivering Sustainable Communities |
| PPG13 | Transport |
| PPG24 | Planning and Noise |

6. Analysis

6.1 Background

6.1 The current use of the site is as hand-operated car wash, which was granted under planning permission TP/06/0427.

6.2 The granted scheme had four bays for cars waiting to be washed, four bays for cars being washed, and two bays for cars drying. The shop remained within the same place as existing, with a customer seating area to front of the shop.

6.3 The main issues for consideration are whether the proposed alterations to the car wash are acceptable in regards to highways safety, their character and appearance within the street scene and impact on neighbouring amenities, having regard to the previously granted scheme TP/06/0427 and national, regional and local level policies.

6.2 Impact on Neighbouring Properties

6.2.1 The surrounding area is predominantly residential and the site bounds residential dwellings to the north and east.

6.2.2 A number of objections have been received in regards to the inappropriate siting of the car wash and detrimental impact on residents in regards to noise and disturbance. However the principle of the development was established under planning permission TP/06/0427 and therefore given that the use and layout of the site are comparable to the approved scheme, the proposal does not differ substantially and therefore would not be detrimental in regards to its impact on neighbouring occupiers.

6.3 Highway and Pedestrian Safety

6.3.1 Prior to the determination of TP/06/0427, a number of traffic surveys were carried out seeking to establish the impact of the proposal on the free flow and safety of traffic using this section of Bourne Hill.

6.3.2 The surveys demonstrated that in connection with the current use of the site, there was regular queuing to gain access to the site waiting for capacity in the washing bays often involving manoeuvring on to / over the highway. It was noted that an attendant would occasionally be present to move vehicles on. These adverse conditions were exacerbated by the alignment of Bourne Hill along this section of the road, the junction with Hoppers Road and the level of on street parking which often exists.

6.3.3 Additionally, a number of conditions were attached to the planning permission to safeguard the impact on the highway network. This included the implementation of a Management Plan, which could incorporate measures to control visiting cars by the use of barriers, an electronic display board and video surveillance so that the cars entering the site can be viewed from inside the office, this could help mitigate these issues. In addition, a zebra crossing was planned to the north west of the site, close to the junction with Hoppers Road. This would include zigzag white lines painted across the frontage of the entrance to the site restricting cars from waiting in this area. Also, by making good the footway that is between the entrance and exit to the site, this would improve the safety for pedestrians. The cost of these works was £23,000 and the applicant paid the necessary financial contribution in recognition of the need to improve safety through these measures.

6.3.4 However, the current scheme has reduced the manoeuvring space for both car waiting and car drying areas, which would lead to a slower turn over of cars being washed and subsequently, an increase in queuing and

indiscriminate parking of vehicles along Bourne Hill. Furthermore, the lack of enclosure to the front of the site would encourage vehicles to cross the footway to gain access to the site, or park on the footway itself, and although controlled barriers and bollards are proposed, this is not considered sufficient to mitigate the problem entirely.

- 6.3.5 There have been a number of more recent surveys carried out at the site, which show the vehicles queuing up to the access of the car wash restricting the free flow of traffic along the classified, Bourne Hill. It is therefore considered that the revised layout would exacerbate the existing situation to an unacceptable level, resulting in unsafe vehicle manoeuvres, prejudicial to pedestrian and highway safety.

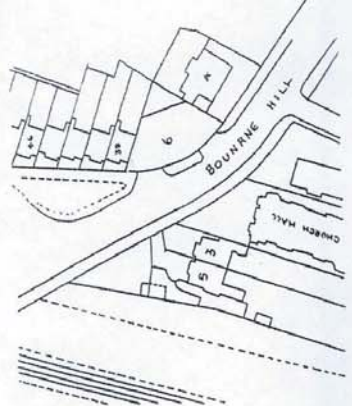
7. Conclusion

- 7.1 It is considered that the proposed reduction in site area serving the car wash including the reduction in the manoeuvring space combined with the intensity of use of the forecourt and lack of off-street car parking would give rise to kerbside parking and queuing in the adjacent streets, prejudicial to the free flow and safety of vehicles, cyclists and pedestrians using the adjoining highway. This is contrary to policies (II) GD6 of the Unitary Development Plan and 3C.23 of the London Plan in addition to the guidance contained within PPG13

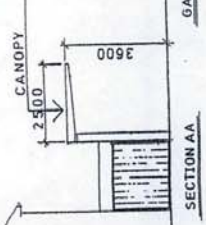
8. Recommendation

- 8.1 That planning permission be refused for the following reason:
- 1 The hand car wash operation, due to the reduction in the manoeuvring space on site combined with the intensity of use of the forecourt and lack of off-street car parking would give rise to kerbside parking and queuing in the adjacent streets, prejudicial to the free flow and safety of vehicles, cyclists and pedestrians using the adjoining highway. This is contrary to policies (II) GD6 of the Unitary Development Plan and 3C.23 of the London Plan in addition to the guidance contained within PPG13

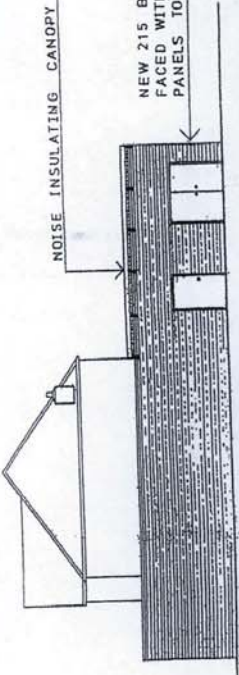
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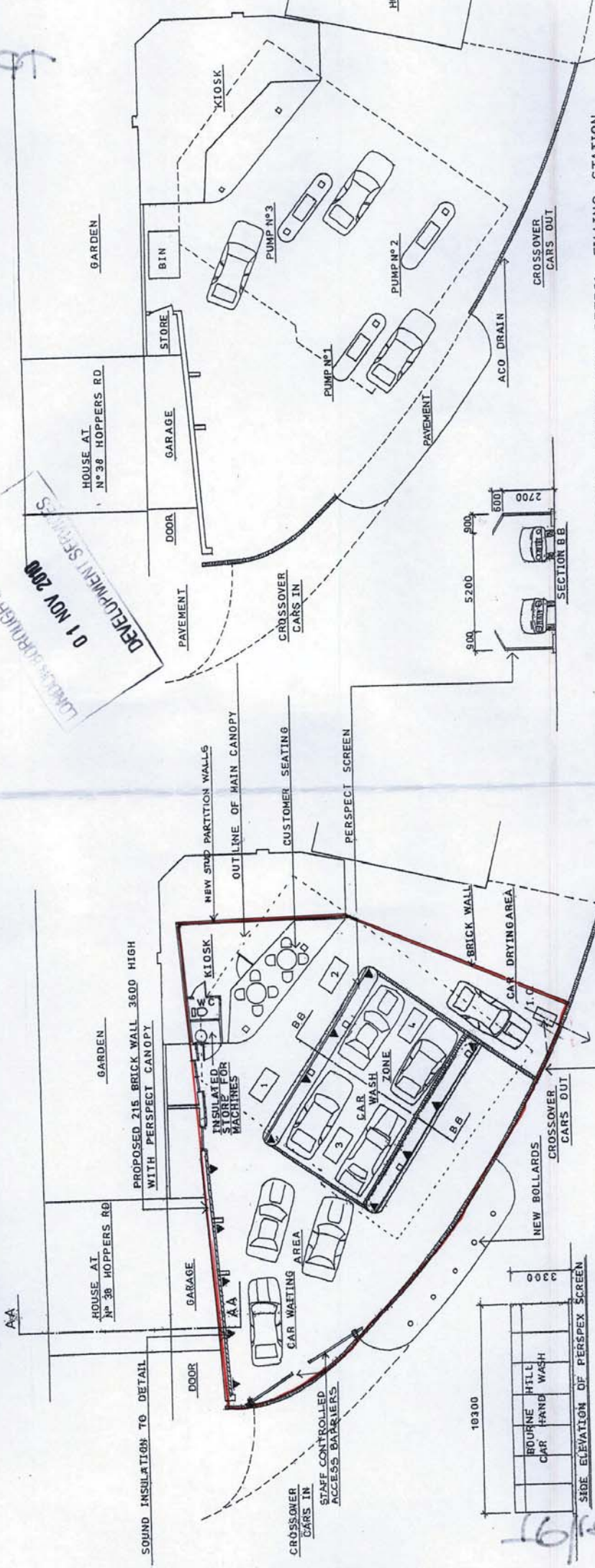
North Scale 1:1250



NEW 215 BRICK WALL 3600 HIGH FACED WITH NOISE INSULATION PANELS TO DETAIL



SIDE ELEVATION OF N° 38 HOPPERS ROAD & CANOPY STRUCTURE



EXISTING LAYOUT FOR PETROL FILLING STATION

MANAGEMENT PLAN
 A MEMBER OF STAFF SHALL BE APPOINTED AND LOGGED EACH IN AN ON SITE DIARY TO STAND BY ON THE ACCESS POINT TO THE SITE AND CONTROL AND DIRECT THE FLOW OF TRAFFIC ONTO AND OFF THE SITE NOT ALLOWING TRAFFIC WAITING AT ANY TIME ON THE CROSSOVER OR FOOTPATH

Existing a Proposed Plans at 6 Bourne Hill Palmer Green N15 4L6
 Charge of use from Petrol fill Station to hand near wash
 Scale 1:200 date 03/03/04/29/10/10
 Drawn By Taso Raf No UBL/01A
 Tel 0209 882 4874
 Revised 13.09.07 showing Lighting, Drainage layout and Traffic management

KEY
 4 EXISTING CONCEALED STRIP LIGHTING BOXES
 FIXED IN EXISTING CANOPY
 ▲ 900mm HIGH BOLLARD LIGHTING

16/10/1547