

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 27th January 2015

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Ms M Demetri 02083796843

**Ward:**

Palmers Green

Ref: 14/04237/FUL

Category: Full Application

**LOCATION: Units A To B, Regents Avenue, London, N13 5UR**

**PROPOSAL:** Change of Use from B8 use to bus parking (sui generis) in connection with the directly adjacent ARRIVA Bus depot, including demolition of existing buildings.

**Applicant Name & Address:**

Arriva North London Ltd  
1 Admiral Way  
Doxford International Business Park  
Sunderland  
Tyne & Wear  
SR3 3XP  
United Kingdom

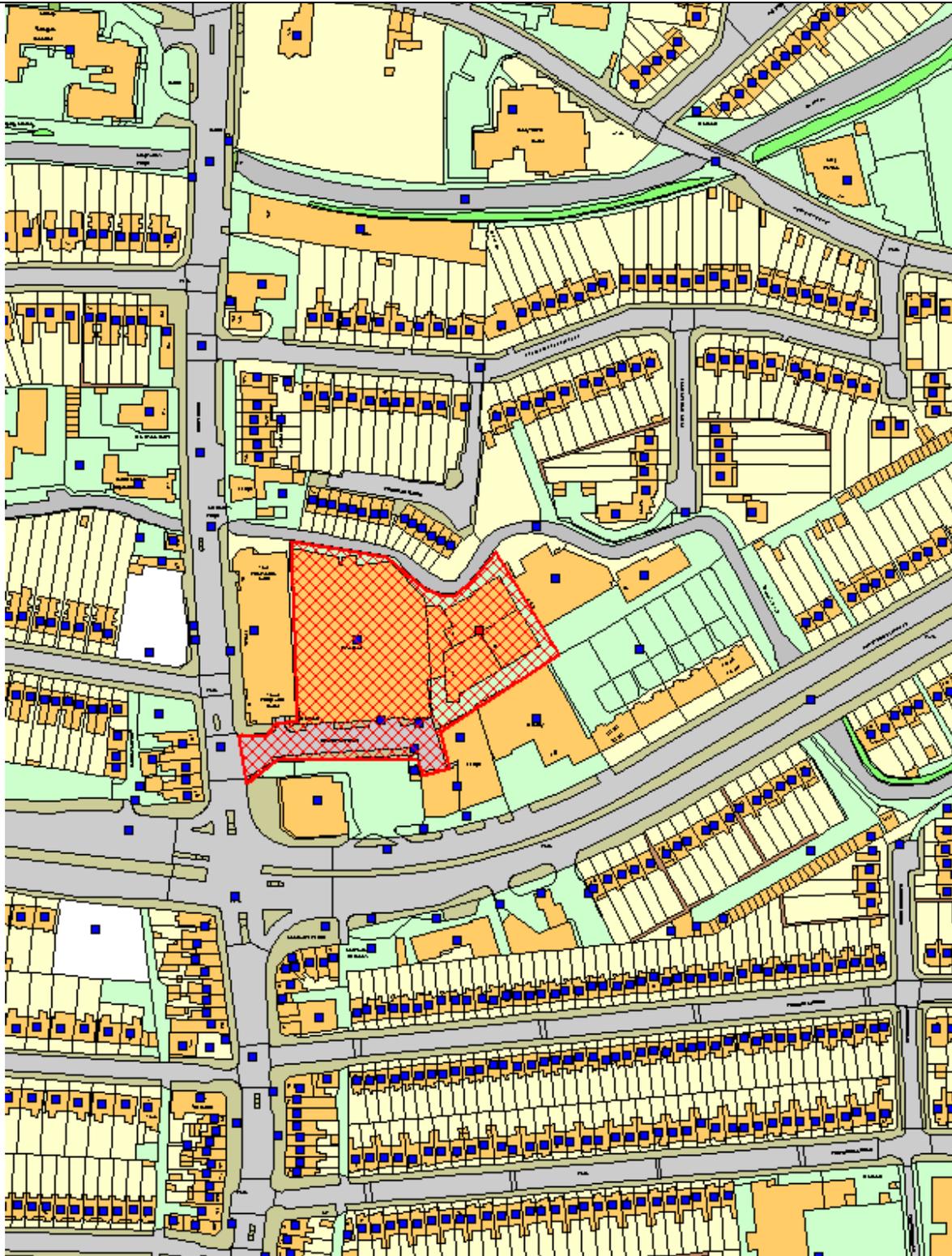
**Agent Name & Address:**

Dr Bob Newell  
56 Saunderton Vale  
High Wycombe  
Bucks  
HP14 4LJ  
United Kingdom

**RECOMMENDATION:**

The planning application be **GRANTED** permission subject to conditions.

Ref: 14/04237/FUL LOCATION: Units A To B, Regents Avenue, London, N13 5UR



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Scale 1:1250

North



## **1.0 Site and Surroundings**

- 1.1 The subject site is located on the northern side of Regents Avenue, adjacent to the existing Arriva Palmers Green Bus Depot to the west. The site itself is bounded by Pymme's Brook to the north and is surrounded by a number of industrial uses. Regents Avenue is a private road which the leaseholders and free holders of the industrial units have a right of way over.
- 1.2 Units A and B are single storey in nature and have a designated B8 use with ancillary A1 and A2 elements. In total, the floor area of the units are 1,100 sqm. The units currently accommodate car storage and a marble workshop. The operators of the units are on a short term lease and the units will become vacant shortly.
- 1.3 The site is located within the Regents Avenue industrial estate which is designated as a Locally Significant Industrial Site in the Core Strategy. The site also falls within the North Circular Area Action Plan.
- 1.4 The site is not located within a Conservation Area nor does it contain any listed buildings. The site is however within Flood Zone 2.

## **2.0 Proposal**

- 2.1 The proposal is for the demolition of units A and B Regents Avenue to provide an external parking area extension to the existing Palmers Green Bus Depot. Therefore, the use of the land is proposed to change from B8 to sui generis.
- 2.2 In regards to on site development, a 4m high fence is to be erected along the boundary with Pymme's Brook and the existing hard standing is to be altered to incorporate sustainable drainage measures.
- 2.2 The aim of this proposal is to bring the Palmers Green Bus Depot up to the required space standards for public transport operation, to serve ARRIVA's current Transport for London commitments. There is to be no intensification of the Bus Depot.

## **3.0 Relevant Planning Decisions**

- 3.1 None.

## **4.0 Consultations**

### **4.1 Statutory and non-statutory consultees**

#### **4.1.1 Traffic and Transport**

No objection raised. As no intensification of use is proposed, the proposal does not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways having regard to the London Plan Policy 6.3 and Policy 48 of the DMD. This is subject to conditions and an informative, details of which are set out and assessed below.

#### 4.1.2 Environmental Health

No objection raised. The acoustic report adequately deals with the noise predicted to be generated by the bus movements and puts forward suitable mitigation. The acoustic fence must be implemented to provide adequate protection against noise and therefore protect the local amenity for nearby residents.

#### 4.1.3 Transport for London (TfL)

No objection raised. The scheme would support strategic transport measures required and stipulated within the London Plan and the Mayors strategy towards sustainable transport measures and supporting bus garages.

#### 4.1.4 Environment Agency

No objection raised. The proposal would not harm the flood zone or the ground water protection zone.

#### 4.1.5 Thames Water

No objection raised.

### 4.2 **Public response**

4.2.1 Letters were sent to 89 adjoining and nearby residents. As a result 3 responses have been received. Two of the responses are objections and 1 response is in support of the scheme. The following provides a summary of the objections:

- Close to adjoining properties
- Inadequate access
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Loss of parking
- Issues regarding the actual access road and its maintenance
- Issues regarding existing and proposed noise
- Privacy implications

4.2.2 The resident in support of the application advises that the proposal would make things better for residents at Bridgewater House as the buses often block the entrance to their car park in the evening.

### 5.0 **Relevant Policy**

#### 5.1 The London Plan (including REMA)

Policy 5.3	Sustainable design and construction
Policy 5.13	Sustainable drainage
Policy 5.18	Construction, excavation and demolition waste
Policy 6.1	Transport
Policy 6.2	Public Transport Capacity

Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.7	Better streets and surface transport
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.19	Biodiversity and access to nature

## 5.2 Core Strategy

CP15: Locally Significant Industrial Sites  
 CP20: Sustainable energy use and energy infrastructure  
 CP21: Delivering sustainable water supply, drainage and sewerage infrastructure  
 CP24: The road network  
 CP26: Public Transport  
 CP30: Maintaining and enhancing the built environment  
 CP36: Biodiversity

## 5.3 Development Management Document

DMD20: Locally Significant Industrial Sites  
 DMD37: Achieving High Quality and Design-Led Development  
 DMD38: Design Process  
 DMD45: Parking Standards and Layout

## 5.4 Other relevant policy/guidance

NPPF  
 NPPG  
 Supplementary Planning Guidance - Land for Industry and Transport (September 2012)

## 6.0 **Analysis**

### 6.1 Principle

6.1.1 The site is located within the Regents Avenue industrial area and is therefore a Locally Significant Industrial Site (LSIS). Core Policy 15 of the Core Strategy states that the council will safeguard its Locally Significant Industrial Sites for a range of industrial uses where they continue to meet demand and the needs of modern industry and businesses. Policy DMD20 of the DMD states that proposals involving the loss of industrial sites within LSIS will be refused, unless it can be demonstrated that the development site is no longer suitable and viable for its existing or alternative industrial use in the short, medium and long term.

6.1.2 The Enfield Employment Land Review undertaken in 2012 forms part of the evidence base for the DMD and Core Strategy. Paragraph 7.28 states that the site accommodates a large user of the Bus Depot and the presence of this occupier is the main justification for the sites ongoing retention as LSIS. Paragraph 7.9 goes on to state that the 2009 update and the Council's

Employment Land Position Paper (2010) both note that the adjacent employment uses (i.e. not the Palmers Green Bus Depot) are suitable for release, namely Unit A and B Regents Avenue. Thus, given the subject site is soon to be vacant and with regard to the recent employment land evidence base, the proposal to expand the existing depot to accommodate this site is considered acceptable in principle. Overall, no objection is raised to the principle of the development.

## 6.2 Character and appearance

- 6.2.1 A 4m high acoustic wall is to be erected on the north side of the site. This is the boundary between Pymme's Brook and Regents Avenue. The height of the wall would be very similar to what is existing on site and also respect the heights of the other buildings abutting Pymme's Brook. The Agent has agreed to provide either a green wall or native species climbers on the side of the wall facing Pymme's Brook. The Agent is more inclined to have a green wall as this would be easier to maintain and has a stronger resilience. The green wall would also be more aesthetically pleasing along Pymme's Brook. These details would be secured by way of a condition.
- 6.2.2 The proposed site is to be tarmaced and will have strategically placed drainage channels. Further, details of the sustainable drainage system would need to be advanced, however, this can be secured by way of a condition.
- 6.2.3 No gate is presently proposed between the parking area and Regents Avenue. It is suggested that a condition be imposed to ensure that if a gate is ever erected that consent would be required first from the Local Planning Authority to ensure that aesthetically it is acceptable and there would be no impact to the safe and free flow of pedestrian and vehicle movement.

## 6.3 Residential amenity

- 6.3. Consultants were commissioned by the applicant to undertake a noise impact assessment for the proposed bus depot extension. The noise impact assessment has recommended the installation of a 4 metre high acoustic wall to run along part of the site boundary with Pymme's Brook. The proposal would be providing this 4m high acoustic wall in line with the suggestion within the noise impact assessment. At this point, it should be noted that the noise from the existing Bus Depot cannot be dealt with under this planning application.

## 6.4 Traffic and Transport

- 6.4.1 The proposal would not result in any parking spaces being lost at the existing Depot and is important to note that the new parking area is informal space for bus storage. The scheme has not been designed to formalise parking and maximise bus capacity. The number of buses parked within the proposed area would vary and depends on many factors. However, according to TfL advice, given the size of the site a total of 12 buses could be parked in the extended area. ARRIVA currently has 213 buses in total actually operating within the Borough itself, and where/when garaged within the Borough, these are located at its Palmers Green and Ponders End Depots. In addition, many of the Services operated by ARRIVA within the Borough of Enfield are based at Depots elsewhere, mainly Wood Green and Tottenham, both within Haringey.

6.4.2 A Transport Statement has been submitted which states that there will be no increase in bus movements or staff numbers associated with the proposed planning application. The applicant advises that in theory the existing Depot can and does accommodate 69 buses maximum. However, due to operational reasons, such as the numbers of buses in maintenance, awaiting maintenance, and broken down or otherwise unused, for operational buses this figure is currently around 60. They consider that this number is significantly beyond what is 'safe' to park in terms of manoeuvring, proximity to pedestrians, operational efficiency, and 'stack-ups' at peak times. Therefore, the purpose of the additional site is to ease congestion, and also the parking which occurs on occasion on surrounding roads, etc. The new parking facilities for buses and the turning area will ease the existing site conditions by improving parking and reducing the need to park on street in Regents Avenue or Green Lanes. As no intensification of use is being proposed and the bus parking requirements are the sole purpose of the proposal, the proposal would not affect the public highway. The additional parking and turning area is therefore a welcomed addition.

6.4.3 No changes are proposed to the existing vehicle or pedestrian access arrangements via Regents Avenue. However, the applicant identifies in their Transport Statement that this proposal will result in ARRIVA being a significant property owner in Regents Avenue and ideally placed to initiate improvements in that private street to provide defined ways for pedestrians and cyclists. Such improvements would be welcomed and assist in ensuring the safe movement of road users along a congested private street. Traffic and Transportation have suggested that a condition be imposed to ensure that these works are carried out. However, whilst the applicant is willing to explore the possibility of providing such improvements they are not able to commit to them through either a planning condition or legal agreement as they are not the sole land owner and therefore the consent of all other land owners and those with a right of access across Regents Avenue would also be required. Moreover, whilst improvements would be welcomed, the proposal does not involve an intensification of use of the site and therefore the works are not essential to make the development acceptable in planning terms.

6.4.5 Cycle parking and shower facilities are already provided within the Palmers Green Bus Depot for the 10 managers and 10 engineers. Whilst there is to be no net increase in staff working at the depot itself, with further buses potentially being stored on site, there would appear to be increased potential for more bus drivers to be dropping off/collecting buses from the depot, who may require cycle parking provision. The applicant's Transport Statement notes that "the proposed depot will include a provision of cycle parking which will be regularly monitored to ensure that sufficient provision is available to meet demand". A condition is therefore recommended to require details of the proposed cycle parking facilities.

## 6.5 Environmental issues

6.5.1 An Environment Assessment was undertaken which found that although the potential for historical contamination to exist is high at the site, due to the existence of concrete hard standing across the site, the human health risk for users of the sui generis use is considered to be low. Further, the potential risk to control waters receptors are low for the Brook. The Assessment goes

on to state that a Phase 2 investigation is recommended to provide data for contamination assessment and geotechnical design for the proposed development. A condition is recommended to secure this.

- 6.5.2 A demolition statement has been submitted as part of the planning application. A method statement condition is not required to be imposed as the demolition statement provides adequate detail for the Local Planning Authority to assess that there would be no impact on the public highway or local residents based on the submitted content of the document.

## 6.6 CIL

- 6.6.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sum. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015. The development involves no new built floorspace and therefore is not CIL liable.

## 7.0 **Conclusion**

- 7.1 The proposal for the demolition of units A and B Regents Avenue to provide an external parking area to the existing Palmers Green Bus Depot is deemed to be acceptable. The proposal would create a parking area for buses to ensure the effectiveness of the existing operation. This should improve the safe and free flow of pedestrian and vehicle movements on site. The proposal would also aid the Borough in supporting the London Plan's directive of protecting and promoting sustainable transport measures within London.

## 8.0 **Recommendation**

- 8.1 The planning application be GRANTED permission subject to the following conditions:

1. 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.

2. The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

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

3. The use shall not commence until details of surface drainage works, including how greenfield runoff rates will be achieved, have been submitted and approved in writing by the Local Planning Authority. The details shall include a comprehensive SuDS plan, the calculated controlled discharge rate and the

proposed storage volume.. The drainage system shall be installed/operational prior to the first occupation of the extended Bus Depot and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the site in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.

4. The development shall not commence until details pertaining to the installation of the living wall(s) facing Pymme's Brook shall be submitted and approved in writing by the Local Planning Authority. All living wall installations in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The details submitted shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (or any Order revising revoking and re-enacting that Order with or without modification), no new fences, gates, walls or other means of enclosure shall be erected without the prior written approval of the Local Planning Authority.

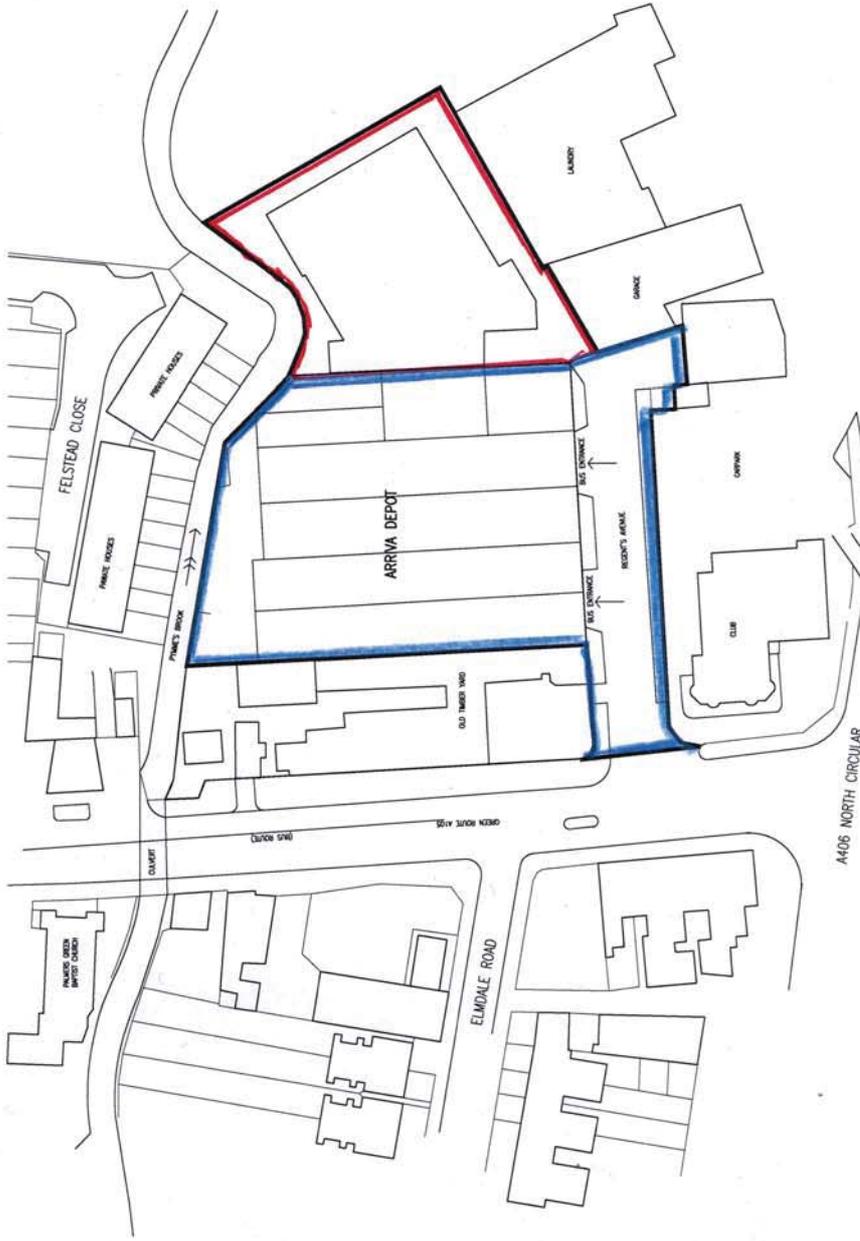
Reason: To safeguard the safe and free flow of pedestrian and vehicle movements along Regents Avenue.

- 6 That prior to occupation of the site for the purposes hereby approved, details of the siting, number and design of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in accordance with the approved details prior to occupation of the site.

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



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LOCATION PLAN

NO.	DETAILS	DRAWN DATE	CHECKED DATE

**H.I.M. ASSOCIATES**  
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JOB TITLE  
**ARRIVA PASSENGER SERVICES  
 PALMERS GREEN**

DRAWING TITLE  
**EXISTING SITE LAYOUT  
 Location Plan**

SCALE  
 1:500

DRAWN BY  
 DM

DATE  
 MAY 14

JOB / DRAWING NUMBER  
**P1963/01**

REVISION