

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 4<sup>th</sup> February 2015

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Rajvinder Kaur 020 8379 1860

**Ward:**

Enfield Highway

Ref: 14/04795/FUL

Category: Full Application

**LOCATION:** 1246 Mollison Avenue, Enfield, EN3 7NJ

**PROPOSAL:** Erection of a garage workshop involving installation of roller shutter to front elevation.

**Applicant Name & Address:**

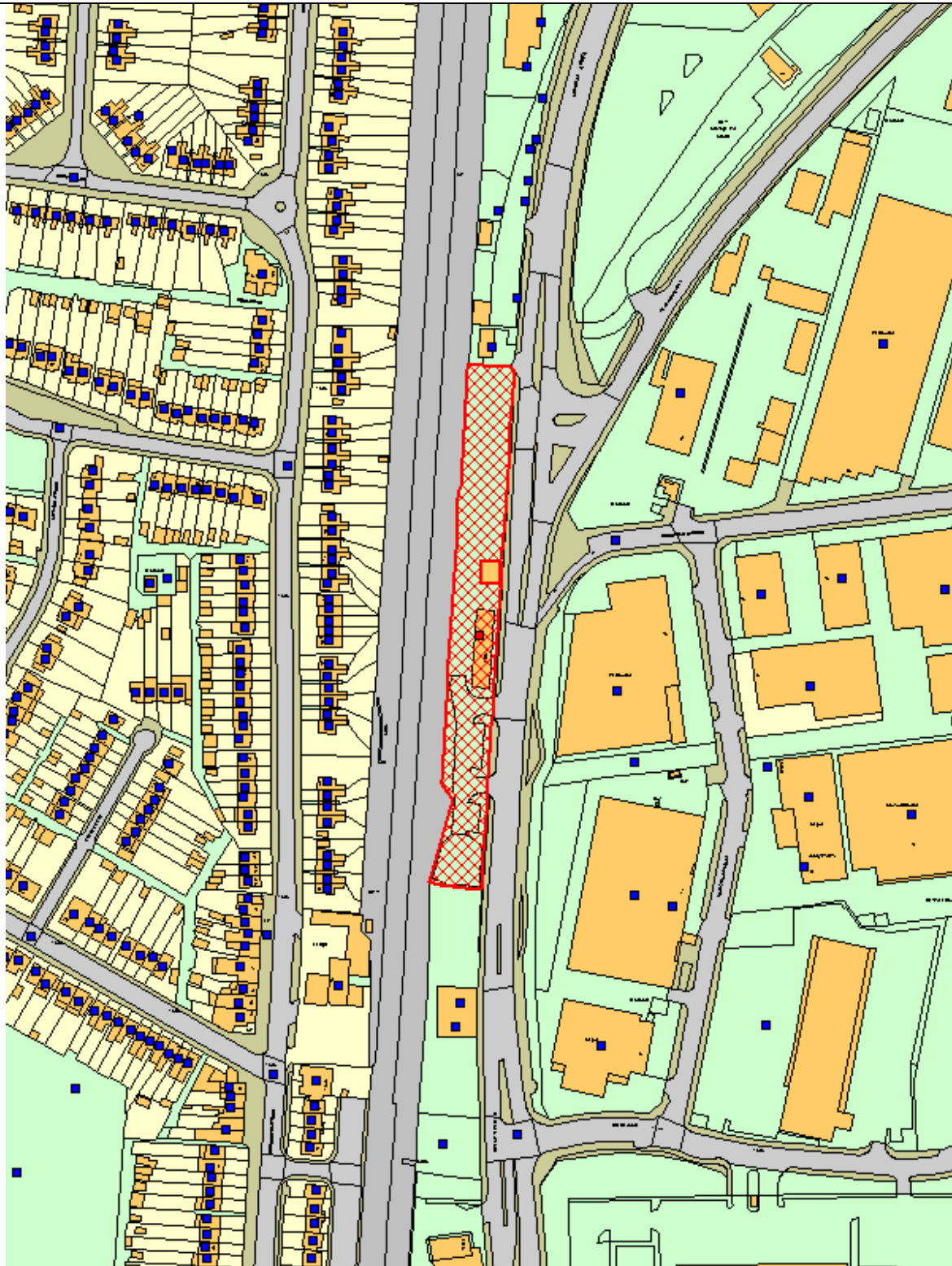
Mr Daniel Miller  
1246 Mollison Avenue  
Brimsdown  
Enfield  
Hertfordshire  
EN3 7NJ

**Agent Name & Address:**

**RECOMMENDATION:**

That planning permission be **GRANTED** subject to conditions.

Ref: 14/04795/FUL LOCATION: 1246 Mollison Avenue, Enfield, EN3 7NJ,



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Scale 1:1250

North



## **1. Site and Surroundings**

- 1.1 The application site area comprises the Pressbay Motors compound, a garage offering MOT and car servicing / repairs together with vehicle salvage yard, situated on the west side of Mollison Avenue. The site houses the main work shop, customer car park and a salvage area. The site lies within the Brimsdown Industrial Estate, Strategic Industrial Location and North East Enfield AAP.
- 1.2 Mollison Avenue is a principle road that runs north to south through the Upper Lea Valley corridor. To the west of the site run the railway tracks that serve the Greater Anglia trains going through Brimsdown from Stratford to Broxbourne and beyond. Further to the west are the rear gardens of residential properties of Brimsdown Avenue.
- 1.3 The area in which the proposal building would be located is at the southern end of the site within the overflow car park. At present it used for standing vehicles that are awaiting work. The salvage yard area consists of a large uncovered area with temporary tents to assist in the servicing of vehicles. There are a large number of vehicle frames and parts stacked one car and two cars high. The salvage operation only operates for a few companies such as the AA and British Gas, dismantling their vehicles. The service is no longer offered to members of the public.
- 1.4 The boundary to the car park facing Mollison Avenue is made up of metal mesh fencing. The boundary to the salvage operations to the north of the site, facing Mollison Avenue, consists of 2.5m high acoustic timber fencing with razor wire on steel posts. The boundary facing the railway tracks is made up of 2.5m high steel security fencing and barbed razor wire.

## **2 Proposal**

- 2.1 Planning permission is sought for the erection of a light steel building for a garage workshop. It is to be used for vehicle maintenance, bodywork and spraying.
- 2.2 The proposed building will be 20m in length, 10m wide, 5m in height to eaves level and 6.62m to the ridge of a pitched roof. The panels are to be coloured goosewing grey.
- 2.3 The building is to be constructed of light weight steel. Fenestration will comprise of 1 industrial (4m wide, 5 metre high) 75 mm galvanised lath roller shutter door on the front (east) elevation and two steel security doors on a flank (south) elevation.

## **3 Relevant Planning Decisions**

- 3.1 P13-3001PLA – Erection of a light steel building for storing garage equipment and vehicle components – Granted with conditions 31<sup>st</sup> January 2014.
- 3.2 LBE/80/0015 – Transport Depot – GRANTED – 3<sup>rd</sup> November 1980.
- 3.3 TP/86/1128 – Vehicle Salvage – APPROVED conditional – 20<sup>th</sup> October 1986

## **4 Consultations**

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

#### **4.1.1 Thames Water**

Thames Water advises that with regard to sewerage and water infrastructure capacity, there are no objections. However they recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. They advise informatives in relation to sewers and water mains.

#### **4.1.2 Environment Agency**

No comments.

#### **4.1.3 Traffic and Transportation**

No objection.

#### **4.1.4 English Heritage**

No objections.

#### **4.1.5 Tree Officer**

The trees on the Network Rail land should not provide any significant constraint to development on the site.

### **4.2 Public**

4.2.1 Letters was sent to 3 adjoining occupiers. In addition a notice has been displayed on site. No responses have been received.

## **5 Relevant Policy**

### **5.1 London Plan**

Policy 2.17	Strategic Industrial Locations
Policy 4.1	Developing London's economy
Policy 4.4	Managing industrial land and premises
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.4	Retrofitting
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.16	Waste self-sufficiency
Policy 5.17	Waste capacity

Policy 5.18	Construction, excavation and demolition waste
Policy 5.19	Hazardous waste
Policy 5.21	Contaminated land
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
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 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 7.20	Geological Conservation
Policy 8.2	Planning obligations

## 5.2 Core Strategy

CP13	Promoting Economic Prosperity
CP14	Safeguarding Strategic Industrial Land
CP15	Locally Significant Industrial Sites
CP16:	Taking part in economic success and improving skills
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25	Pedestrians and cyclists
CP26:	Public transport
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP40:	North east Enfield
CP46:	Infrastructure contributions

## 5.3 Development Management Document (DMD)

DMD19	Strategic Industrial Location
DMD20	Locally Significant Industrial Sites
DMD21	Complementary and Supporting Uses within SIL and LSIS
DMD23	New Employment Development
DMD 37	Achieving High Quality and Design-Led Development
DMD64	Pollution Control and Assessment
DMD66	Land Contamination and Instability
DMD68	Noise
DMD78	Nature Conservation
DMD79	Ecological Enhancements

## 5.4 Other Relevant Considerations

National Planning Policy Framework  
National Planning Practice Guidance

## **6 Analysis**

### **6.1 Principle**

- 6.1.1 The Council is committed to supporting businesses and facilitating sustainable economic growth. It will continue to protect industrial land and employment premises including those safeguarded as Strategic Industrial Locations (SIL) through Policy 14 of the Core Strategy wherein there will be a presumption against non B1, B2 or B8 uses. This is further supported by DMD 19 within the Brimsdown Industrial Estate which is designated as a Preferred Industrial Location.
- 6.1.2 The erection of the proposed light steel building for a garage workshop within the site would not conflict with the use of the site. In principle it is acceptable, however its impact upon the character of the surrounding area and impact upon neighbours needs to be assessed.

### **6.2 Impact on Character and Appearance of Surrounding Area**

- 6.2.1 The structure would be simple in design and construction. It would represent a large structure but within the context of the site it would not be dominant or out of keeping relative to existing buildings in terms of materials used and design.
- 6.2.2 It would be contained within the site and set away from the boundary adjoining Mollison Avenue. It would be located next to the western boundary, adjacent to the railway line. The nearest residential properties are the other side of the railway line and are at their closest located approximately 45m away. The building would be visible from the residential properties. However, it would be viewed against the back drop of the Brimsdown Industrial Estate, including the larger industrial buildings, and therefore would not be dominant or obtrusive.
- 6.2.3 The scale, bulk and appearance of the proposed development is compatible with its surroundings and therefore complies with policy.

### **6.3 Impact on Neighbouring Properties**

- 6.3.1 The proposed structure would be located to the west of the site 1m from the boundary that adjoins the railway tracks, approximately 45m from the rear of the nearest residential property on the opposite side of the railway tracks. There will be no impact to residential amenities, in terms of light, outlook or privacy.

### **6.4 Ecology**

- 6.4.1 The location and nature of the proposed structure would not have an impact upon the Chingford Reservoirs SSSI, located within proximity to the site.

- 6.4.2 DMD79 of the Development Management Document states that development resulting in the creation of 100m<sup>2</sup> of floorspace should provide on-site ecological enhancements. The location and nature of the site means that suitable enhancements cannot be achieved.
- 6.4.3 The site is completely covered by hard surfacing, vehicles and associated parts and has no vegetation within, nor is there space within the site to accommodate new vegetation. The hard surfacing that covers the site allows oil run off to be channelled towards petrol interceptors.
- 6.4.4 Additionally the structure would be located next to the site boundary that adjoins the railway tracks. The noise emitted from here and the use of the site for dismantling and the maintenance of vehicles, would be inappropriate for the location of bat roosts.

## 6.5 Pollution

- 6.5.1 The proposal would be for a garage workshop related to the uses on the site. Due to the existing use, the site has a number of noise and pollution mitigation measures installed and operating such as acoustic timber fencing, petrol interceptors including lead acid waste container and a skip area for iron waste. The ground is angled so as to allow run off of oils and petrol to flow to the petrol interceptors and not towards the boundaries.
- 6.5.2 Policy DMD64 states that developments will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development, this includes operations/occupation and maintenance.
- 6.5.3 As the proposed structure is currently proposed for a garage workshop, due to its scale it has the potential for more flexible uses related to the existing use of the site. In future the structure could potentially be used for the storage of oils or chemicals, in this respect a condition related to secondary containment of oils and chemicals will be attached on any approval.

## 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 floorspace 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 sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015
- 6.6.2 In this instance the development is CIL liable. The amount of CIL payable based on 200 sq.m of new floor space would be £4,251.12.

## 7 **Conclusion**

- 7.1.1 In regards to the relevant policy and guidance the proposed light steel building for a garage workshop is considered acceptable. The proposed light steel building by reason of its siting, scale and design, would not detract from the character and appearance of the site and wider surrounding area, nor would it cause undue harm to the residential amenities of neighbouring

occupants, in accordance with Policies CP30 of the Enfield Plan Core Strategy, 7.1, 7.4 and 7.6 of the London Plan, DMD37 of the Development Management Document and the National Planning Policy Framework.

## **8. Recommendation**

That planning permission be GRANTED subject to the following conditions:

### **1. C60 Approved Plans**

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.

### **2. C51A Time Limited Permission**

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.

### **3. Secondary Containment for facilities that store oils, fuels or chemicals**

Any facilities for the storage of oils, fuels or chemicals shall be provide with secondary containment that is impermeable to both the oil, fuel or chemical and water, for example a bund, details of which shall be submitted to the local planning authority for approval. The minimum volume of the secondary containment should be at least equivalent to the capacity of the tank plus 10%.

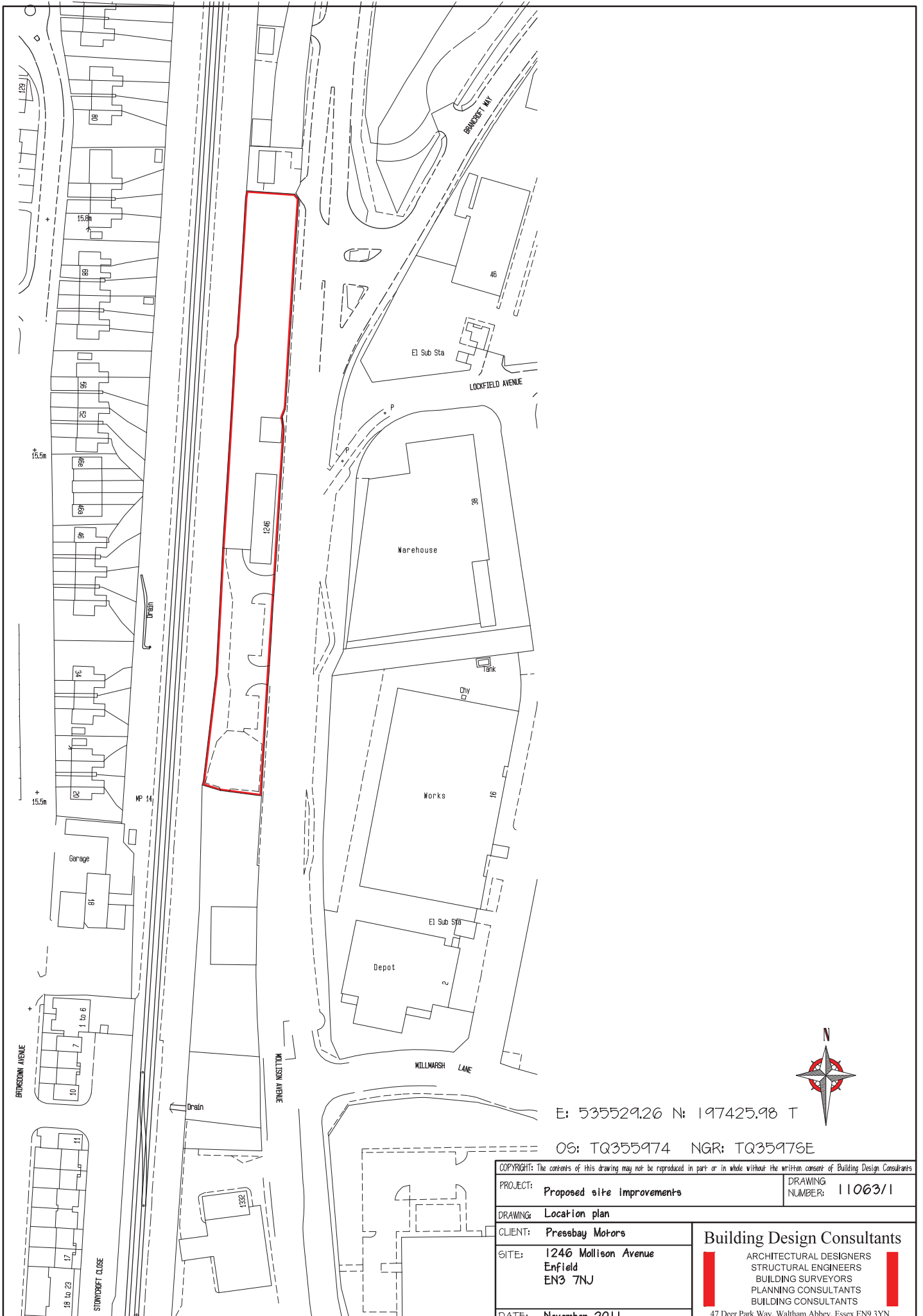
If there is more than one tank in the secondary containment the capacity of the containment should be at least the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest. All fill points, vents, gauges and sight gauge must be located within the secondary containment.

The secondary containment shall have no opening used to drain the system. Associated above ground pipework should have no mechanical joints, except at inspection hatches and either leak detection equipment installed or regular leak checks. All fill points and tank vent pipe outlets should be detailed to discharge downwards into the bund.

### **4 That the building hereby approved shall only be occupied for purposes ancillary to the existing use of the site and shall not be subdivided and occupied by separate businesses unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In the interests of amenity and highway safety.





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OS: TQ355974 NGR: TQ35975E



COPYRIGHT: The contents of this drawing may not be reproduced in part or in whole without the written consent of Building Design Consultants	
PROJECT: <b>Proposed site improvements</b>	DRAWING NUMBER: <b>11063/1</b>
DRAWING: <b>Location plan</b>	
CLIENT: <b>Pressbay Motors</b>	
SITE: <b>1246 Mollison Avenue Enfield EN3 7NJ</b>	
DATE: <b>November 2011</b>	
SCALE: <b>1:1250 @ A3</b>	
<b>Building Design Consultants</b> ARCHITECTURAL DESIGNERS STRUCTURAL ENGINEERS BUILDING SURVEYORS PLANNING CONSULTANTS BUILDING CONSULTANTS 47 Deer Park Way, Waltham Abbey, Essex EN9 3YN <a href="http://www.plansandcales.co.uk">www.plansandcales.co.uk</a> Tel: 01992 768866 Fax: 01992 768877	

Notes:

Revisions:

Rev 2. - 19/01/2015  
Building dimensions amended, Building position moved.  
Elevations added.

Rev 1. - 02/04/2014  
New Building Location moved.

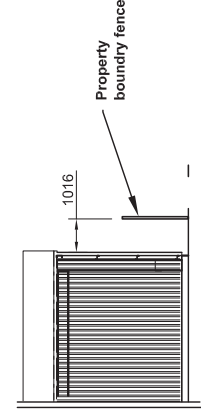
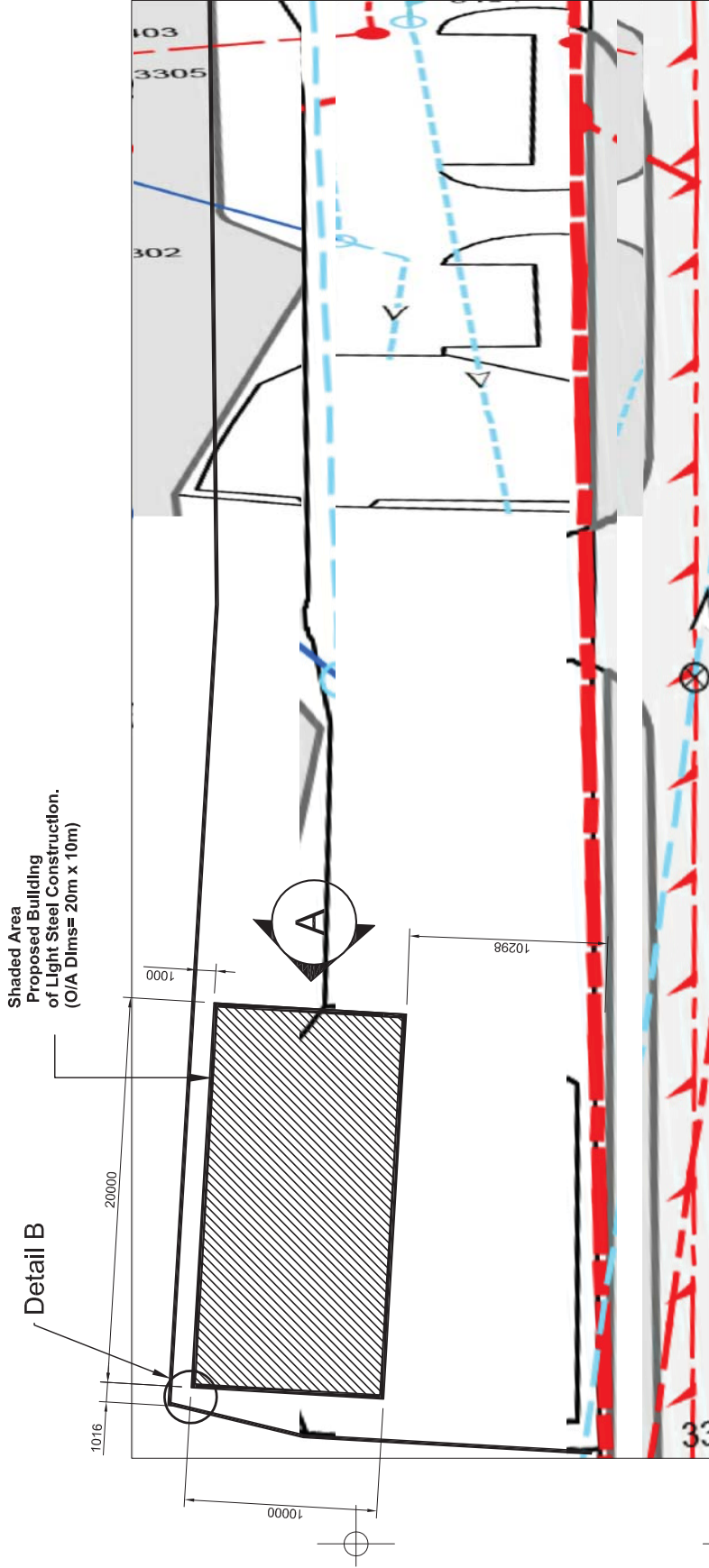
PRESSBAY MOTORS LTD  
1246 Mollison Avenue  
ENFIELD EN3 7NJ  
Tel 0208 443 0234  
Fax 0208 443 0208  
info@pressbaymotors.com

SITE LOCATION PLAN  
1246 Mollison Avenue

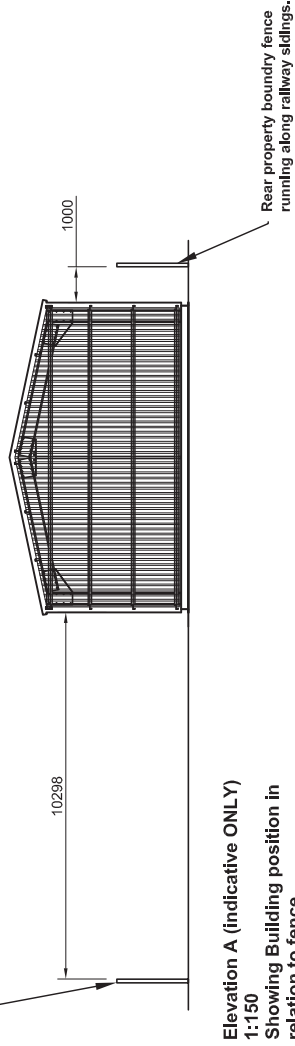
DATE 05.03.2014 SCALE 1:250

TITLE

JOB NUMBER PBM-001 REV 2

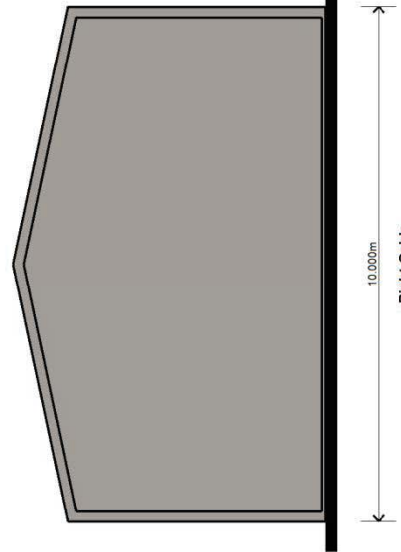
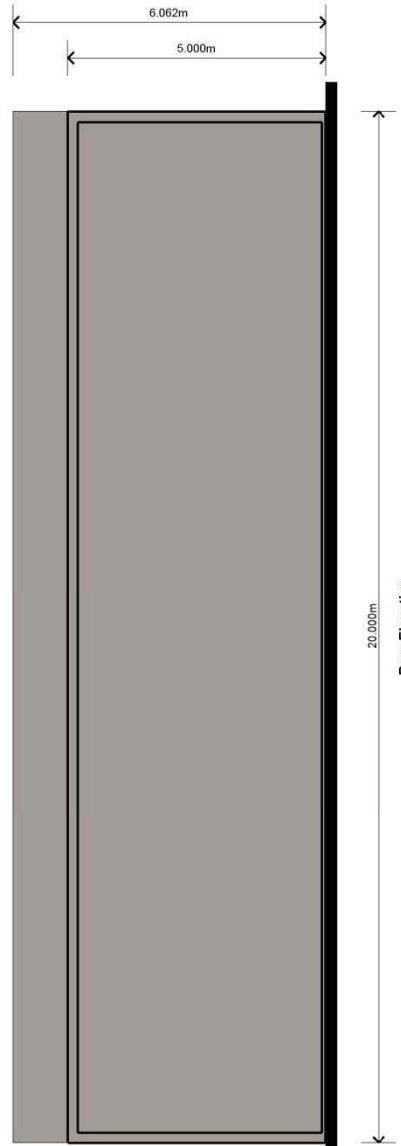
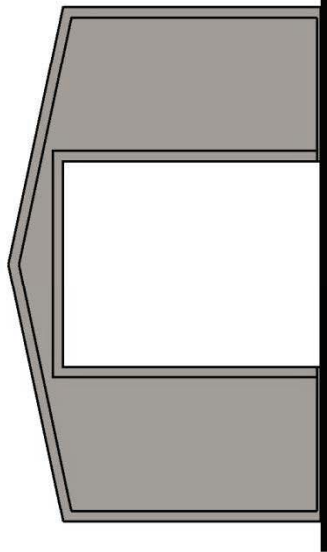
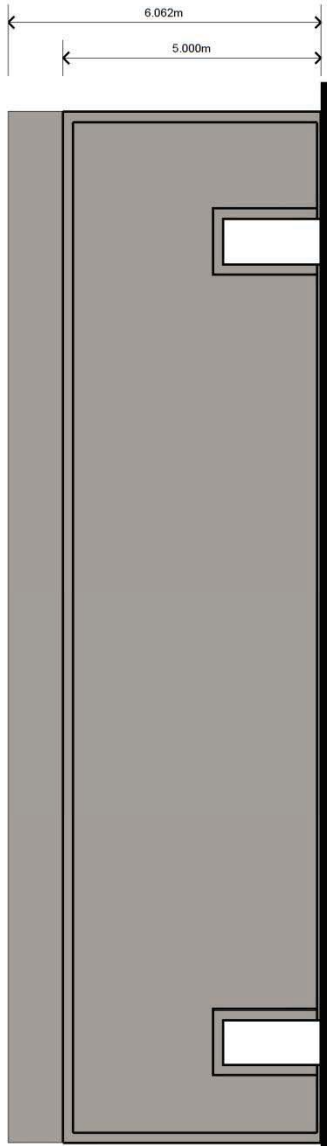


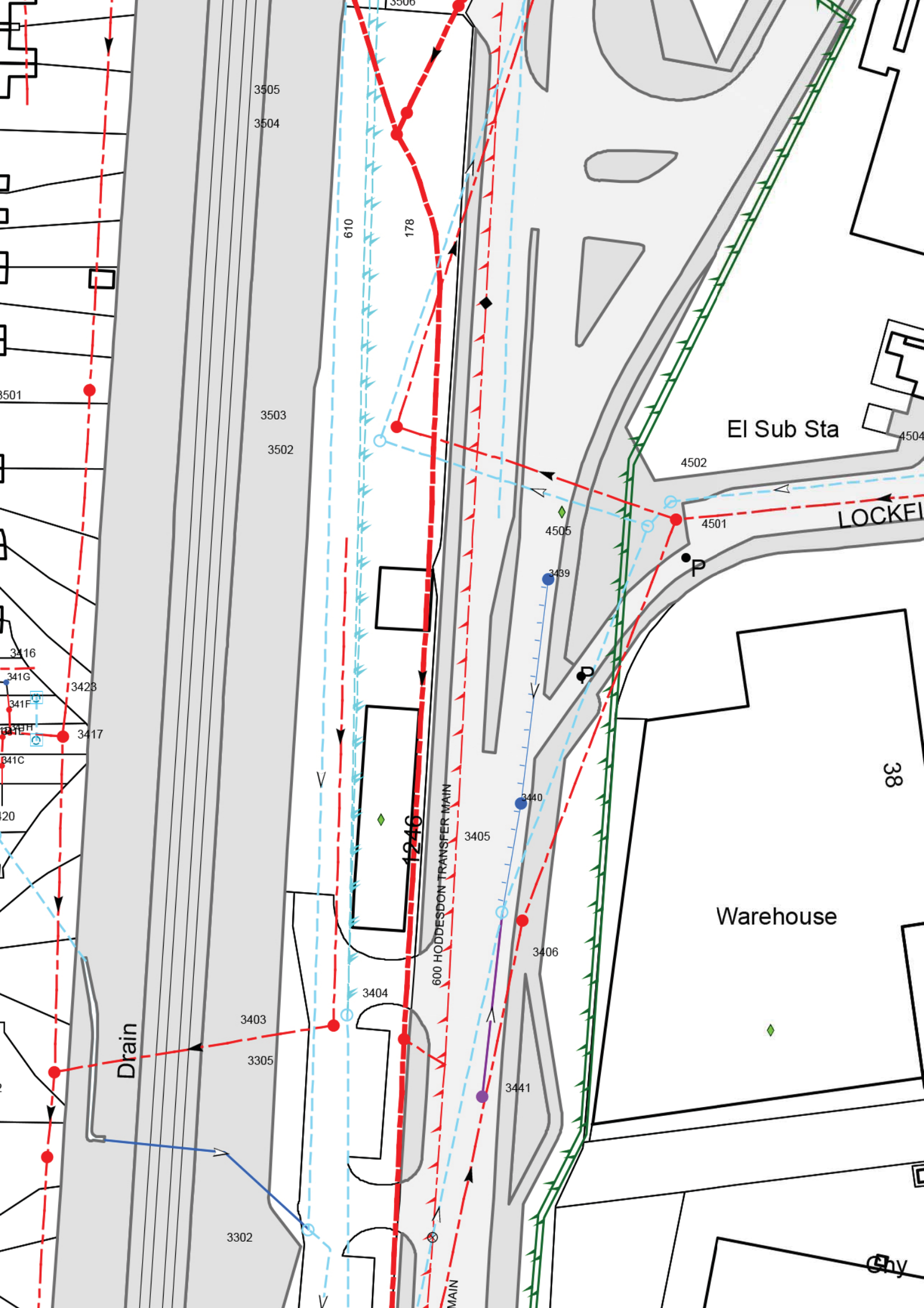
**Elevation A (indicative ONLY)**  
1:150  
Showing Building position in relation to fence



**Elevation B (indicative ONLY)**  
1:150  
Showing Building position in relation to fence

Property boundary front fence running along Mollison Ave





3505  
3504

3503  
3502

3403  
3305

3302

610

178

1240

600 HODDESDON TRANSFER MAIN

MAIN

El Sub Sta

4502

4501

Warehouse

LOCKEY

38

Chy

Drain

V

3404

3405

3406

3441

3440

3439

4505

P

P

3501

3416

341G

341F

341E

341C

120

2

4504

4504