

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 4th February 2015

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

Andy Higham 020 8379 3848
Sharon Davidson 020 8379 3841
Mr Cuma Ahmet 020 8379 3926

Ward:

Jubilee

Ref: P14-01733/PLA & P14-01735/ADV

Category: Full Application

LOCATION: 41, Picketts Lock Lane, , London, N9 0AS,

P14-01733/PLA

PROPOSAL: Change of use of former builders merchants to a bus depot for the parking and operation of the 107 buses, refurbishment of main office building, single storey detached building to provide a staff mess room, installation of a bus wash and refuelling facility with associated plant and machinery and a 2m high acoustic fence to part eastern boundary.

P14-01735ADV

PROPOSAL: Installation of a replacement free standing non illuminated sign to front entrance.

Applicant Name & Address:

Tower Transit Operations Ltd
Atlas Road, Park Royal
London
NW10 6LG

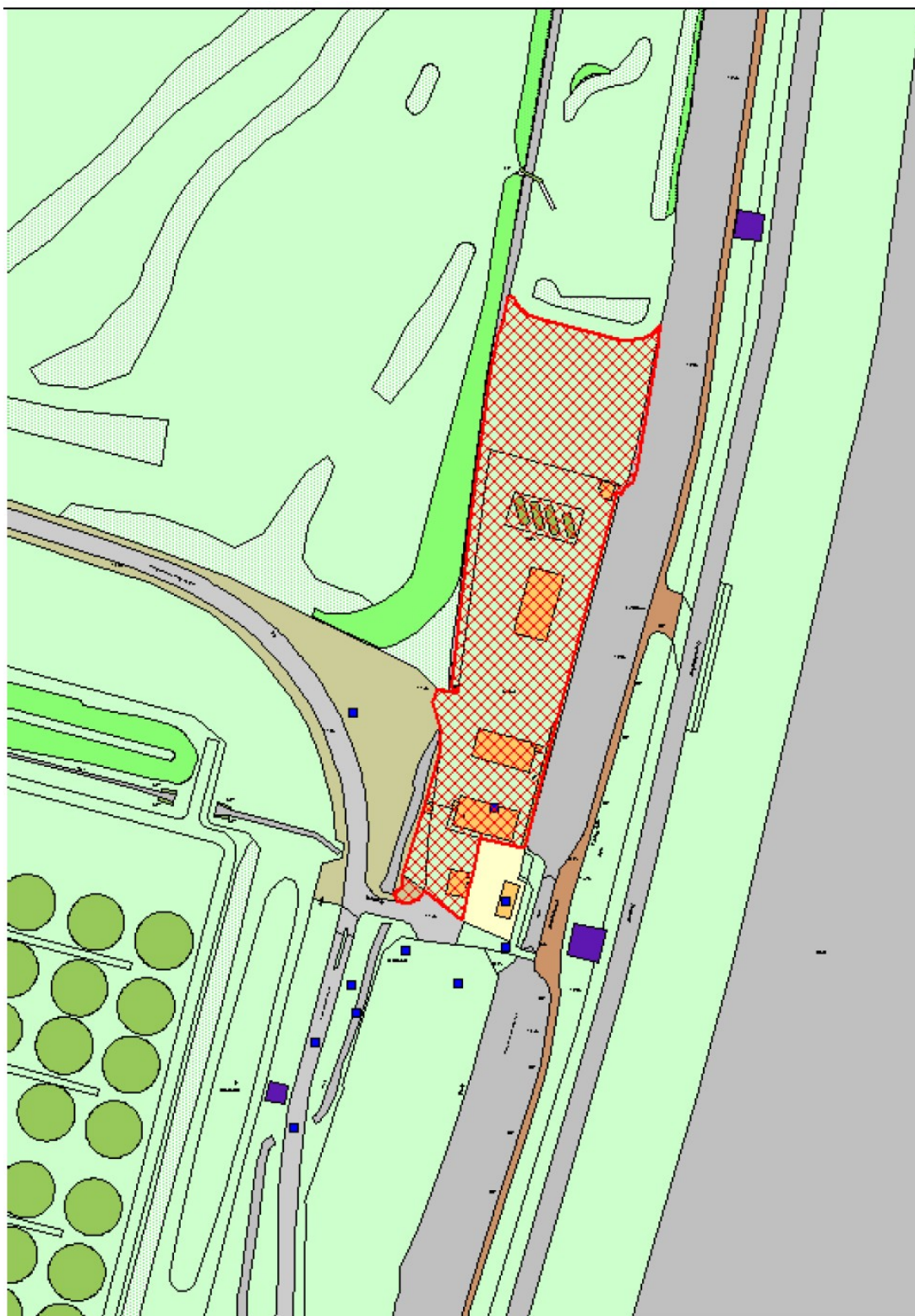
Agent Name & Address:

J C Planning Consultants
502, Birchwood One
Dewhurst Road
Birchwood
Warrington
WA3 7GB

RECOMMENDATION:

That subject to the referral of the application to the Greater London Authority (GLA) and no objections being raised together with the completion of the section 106 agreement regarding the issues set out above, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Ref: P14-01733PLA & P14-01735ADV LOCATION: 41, Picketts Lock Lane, London, N9 OAS,



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Scale 1:1250

North
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1. Site and Surroundings

- 1.1 The site comprises an undesignated employment site located to the north of Picketts Lock Lane in the Jubilee ward of the Borough. The site is linear in shape measuring approximately 1.16 hectares in area and is laid to concrete hardstanding throughout. The site also accommodates four separate buildings; a single storey gate house, a two storey office building and two pre-warehouse buildings. The site has a single point of access/egress located on the southern boundary, which links onto Picketts Lock Lane.
- 1.2 The general surroundings comprise a mix of land uses ranging from industrial and employment to the south and west and open recreational and leisure uses to the north and east. A golf course adjoins the northern boundary of the site, with the eastern perimeter immediately abutted by the River Lee Navigation Canal and William Girling Reservoir beyond. Deephams Sewage Works and a small residential settlement of 58 dwellings are sited to the west, with a further residential dwelling (Lock Keepers Cottage) and vehicle storage business use to the immediate south.
- 1.3 The application site is currently undesignated employment land and is located within the Central Leaside area. The site is also classified being within a Flood Zone 2 and 3. Other site specific designations which are relevant include Metropolitan Green Belt (comprising the River Lee Navigation and Lee Valley Regional Park to the east); Site of Special Scientific interest (SSSI) relating to the Chingford Reservoirs (of which William Girling Reservoir is comprised within) and Site of Metropolitan Importance for Nature conservation (SMINC) which comprises both William Girling Reservoir and River Lee Navigation.

2. Proposal

- 2.1 The application seeks planning permission for a change of use from the former builders merchants use to a bus depot (*sui generis*). Integral to the change of use is the need to accommodate 107 buses in total, including refurbishment of the main office building, a single storey detached building for staff use, associated bus wash and refuelling plant and facilities and a 2 metre high acoustic fencing to part of the eastern boundary.
- 2.2 A further application for advert consent has also been submitted for a non-illuminated sign to the entrance to the site. This is covered separately in this report (LPA ref: P14-01735ADV).

3. Relevant Planning Decisions

- 3.1 A range of planning applications have been submitted, the majority of which are associated with the use of the site for storage and warehouse uses.

4. Consultations

4.1 Statutory and non-statutory consultees

Greater London Authority

- 4.1.1 No objections in principle to the development subject to relevant conditions and/or s.106 obligations to secure the extension of the existing footway to the site, and a travel plan. As the application falls within the Mayors Referral Guidelines under Part 2 Category 2C(1)(f) (Major Infrastructure), any decision made by the Council must be referred back to the Mayor for his consideration before a decision can be issued.

Transport for London

- 4.1.2 No objections in principle. They advise that the location is ideal for a bus depot from a strategic transport perspective. However, they recommend that a travel plan and provision for disabled parking and electric car charging points are secured.

Traffic and Transport

- 4.1.3 No objections subject to conditions to secure details of hard surfacing; enclosures, parking and turning facilities, private parking facilities, landscaping, refuse storage and cycle parking. In addition to the above conditions, it is also requested that a pedestrian footway is provided along the west side of Picketts Lock Lane including an extension to existing 'keep clear' restrictions at the junction of Picketts Lock Lane and Meridian Way.

Environment Agency

- 4.1.4 No objections subject to a planning condition to secure a drainage scheme for the Vehicle Washing Bay before commencement of the development.

Environmental Health

- 4.1.5 No objections subject to inclusion of a planning condition to control bus movements between the hours of 23:00hrs and 07:00hrs in order to mitigate noise disturbance to neighbouring residential occupiers.

Natural England

- 4.1.6 No objections are raised but they recommend that biodiversity enhancements are explored further by the applicants.

Ecology and Biodiversity

- 4.1.7 The Council's ecologist has not objected although requests planning conditions to secure a landscaping scheme and biodiversity enhancements and to ensure all works are carried outside of the bird nesting season.

Lee Valley Regional Park Authority (LVRPA)

- 4.1.8 No objections subject to the applicant providing additional footways in Picketts Lock Lane; segregated and signed lane for cyclists along Picketts

Lock Lane; measures to ensure light spillage is minimised to maintain dark corridor for bats and landscaping along the Navigation boundary to augment the existing planting.

English Heritage (Archaeology)

- 4.1.9 No objections as the proposals will have limited potential for impact on archaeological assets.

4.2 Public response

- 4.2.1 Letters were sent to 55 adjoining and nearby residents. In addition a site notice has been displayed on site. 22 Letters of objection have been received raising the following objections:

- Noise increase from travelling buses;
- Traffic increase made worse by parked articulated lorries in Picketts Lock Lane;
- Increased pollution and congestion as a result of increased traffic movements;
- Impact on health from increased pollution
- Health and safety of pedestrians using Picketts Lock Lane;
- No pavements for pedestrians;
- Overflow car parking will occur;
- Picketts Lock Lane is difficult to walk along;
- Difficult to exit drive onto Picketts Lock Lane;
- Stationary lorries
- Level of traffic will take place at unsociable times of the day resulting in noise disturbance to residents;
- Use of modern fleet to minimise noise impact is not guaranteed;
- Previous use of the site did not generate the level of traffic the proposals will and therefore cannot be a reliable comparison in terms of traffic;
- The surface of Picketts Lock Lane is already in a poor state and will be worse off from increased traffic as a result of the proposals;
- No emergency action plan relating to the fuel storage depot;
- Use is not suitable for a residential area;
- Decrease value of properties;
- Junction onto Meridian Way is already an accident hotspot;
- Proposals have the potential to impact on our daily lives;
- Significant impact on wildlife and visual amenity;
- Plans should be scrutinised by the Highways Agency and Environment Agency;
- Movement of buses will cause vibrations in my home;
- Vehicle movements indicated for the former use untrue;
- We will already be subjected to nuisance from the upgrade of Deephams Sewage Works; and
- Poor facilities exist for cyclists.

- 4.2.2 Councillors for the Jubilee ward have also expressed concerns in respect of the noise impacts on local residents as a result of the bus traffic using Picketts Lock Lane and suggested preference for access to be provided via Lee Park Way instead. They have also indicated that any job advertised

should be restricted to Enfield only and that the applicant adopts all technological advances available to limit noise disturbance.

Petition

4.2.3 In addition a petition has been received comprising 82 signatures. This raises the following objections:

- Noise nuisance at unsociable hours;
- Cause traffic management and road safety issues;
- Create pollution;
- Damage to environment; and
- Detrimental impact on visual amenity of the surrounding area.

5 Relevant Policy

5.1 London Plan

Policy 2.3: Growth areas and coordination corridors
Policy 2.7: Outer London: economy
Policy 2.8: Outer London: transport
Policy 2.16: Strategic outer London development centres
Policy 4.4: Managing industrial land and premises
Policy 5.1: Climate change mitigation
Policy 5.2: Minimising carbon dioxide emissions
Policy 5.11: Green roofs and development site environs
Policy 5.12: Flood risk management
Policy 5.13: Sustainable drainage
Policy 5.19: Hazardous waste
Policy 5.21: Contaminated land
Policy 5.22: Hazardous substances and installations
Policy 6.1: Strategic approach
Policy 6.2: Providing public transport capacity and safeguarding land for transport
Policy 6.4: Enhancing London's transport connectivity
Policy 6.8: Coaches
Policy 6.9: Cycling
Policy 6.10: Walking
Policy 6.11: Smoothing traffic flow and tackling congestion
Policy 6.12: Road network capacity
Policy 6.13: Parking
Policy 7.1: Local character
Policy 7.5: Public realm
Policy 7.8: Heritage assets and archaeology
Policy 7.14: Improving air quality
Policy 7.15: Reducing noise and enhancing soundscapes
Policy 7.16: Green Belt
Policy 7.19: Biodiversity and access to nature
Policy 7.30: London's canals and other rivers and waterspaces
Policy 8.2: Planning obligations

5.2 Core Strategy

CP13: Promoting economic prosperity
CP16: Taking part in economic success and improving skills
CP20: Sustainable energy use and energy infrastructure
CP24: The road network
CP25: Pedestrians and cyclists
CP26: Public transport
CP28: Managing flood risk through development
CP30: Maintaining and improving the quality of the built and open environment
CP31: Built and landscape heritage
CP32: Pollution
CP33: Green belt and countryside
CP35: Lee Valley Regional Park and Waterways
CP36: Biodiversity
CP37: Central Leaside
CP46: Infrastructure contributions

5.3 Development Management Document

DMD23: New employment development
DMD37: Achieving high quality and design-led development
DMD38: Design process
DMD41: Advertisements
DMD44: Preserving and enhancing heritage assets
DMD45: Parking standards and layout
DMD47: New roads, access and servicing
DMD48: Transport assessments
DMD49: Sustainable design and construction statements
DMD50: Environmental assessment methods
DMD51: Energy efficiency standards
DMD55: Use of roof space/vertical surfaces
DMD59: Avoiding and reducing flood risk
DMD60: Assessing flood risk
DMD61: Managing surface water
DMD64: Pollution control and assessment
DMD65: Air quality
DMD66: Land contamination and instability
DMD67: Hazardous installations
DMD68: Noise
DMD69: Light pollution
DMD75: Waterways
DMD76: Wildlife corridors
DMD78: Nature conservation
DMD79: Ecological enhancements
DMD81: Landscaping
DMD83: Development adjacent to the Green Belt

5.4 Other relevant policy/guidance

National Planning Policy Framework
National Planning Practice Guidance
Upper Lee Valley Opportunity Area Planning Framework
Proposed Submission Central Leaside Area Action Plan
S106 SPD

6. Analysis

6.1 The main issues to consider are as follows:

- the principle of change of use;
- noise impact;
- visual appearance and impact on River Lee and Lee Valley Regional Park;
- ecology;
- sustainability;
- traffic impact on local and strategic highways;
- proposed signage; and
- s.106 planning obligations and Community Infrastructure Levy.

6.2 Principle of change of use

6.2.1 The site is an undesignated employment site that has a long been associated with commercial storage and distribution related activities. Up until 2013, the site was occupied by a builder's merchant's operation.

6.2.2 The site is undesignated employment land and lies within the Government's London-Stansted-Cambridge-Peterborough corridor, the Upper Lee Valley Opportunity Area and Central Leaside Area growth area. Strategic and local policy interventions embedded in the London Plan, Upper Lee Valley Area Planning Opportunity Framework, the Proposed Submission Central Leaside Area Action Plan (CLAAP), including the Core Strategy, collectively seek to strengthen the location's industrial and employment role in order to support existing business, attract new and emerging business sectors, support the future communities of Meridian Water through job creation/opportunities and achieve improved accessibility through better public transport provision, including greater access for pedestrians and cyclists.

6.2.3 The proposed change of use would principally involve keeping buses onsite and carrying out maintenance to those buses. Whilst the use would not strictly fall within an employment categorisation, e.g., B1, B2 or B8, the nature of the operations that would be involved are not too dissimilar to those normally akin to uses within employment/industrial locations.

6.2.4 The proposals arise from the applicant's ambitions to expand its operations following recent successful tenders for two new contracts from TFL, beginning in February 2015. Initially, the two routes would comprise limited bus numbers, with a view to expand the operations as new contracts are awarded. The proposed use would create up to 340 new jobs comprising 300 driving staff, 18 cleaning/refuelling staff, 5 administrative/operational staff and 7 support employees.

6.2.5 Overall, it is considered that the proposed use would be compatible having regard to its current land use categorisation and other similar existing uses in the vicinity. In addition, the proposed use would support the long term strategic aims and aspirations for the Upper Lee Valley Area and Central Leaside as well as achieving the Mayor's strategic aims to improve London's bus network. Therefore it is considered that the principle of change of use for

bus storage is considered to comply with Policies of the London Plan, Policies ULVAOPF, Policies CLAAP, Policies Core Strategy and DMD policies.

6.3 Noise and visual character

6.3.1 The concerns of neighbouring residents in respect of the increased potential for noise disturbance that would be generated by buses travelling along Picketts Lock Lane are acknowledged. To address this concern, the applicant has provided a detailed survey based on the maximum capacity of buses proposed (107 buses), throughout a 24 hr period, 7 days a week.

6.3.2 From the information contained in the noise report, it is considered that the potential increase in noise disturbance is likely to be more noticeable during the late evening and early morning hours (or 23:00hrs and 07:00 hrs), due to lower levels of ambient noise, which in turn would result in noticeable harm to residential occupiers. Combining this with the bus movement data provided for the use, it has been noted that the greatest number of bus movements would take place during these sensitive hours. Based on these considerations, and following further negotiations with the applicant's, it was agreed that limits on bus movements (both arriving and departing) during the hours identified above would be critical so that the amenities of nearby residential occupiers can be safeguarded. The controls that would apply from Sunday to Saturday are summarised below and a condition is recommended to secure this. The proposed condition is based on the bus profile dated set out in Table 5-1 (Run Out and Run In Profiles) set out in the Amended Transport Assessment which are:

00:00hrs-00:59hrs: 3 buses

01:00hrs-01:59hrs: 6 buses

04:00hrs-04:59hrs: 3 buses

05:00hrs-05:59hrs: 5 buses

06:00hrs-06:59hrs: 7 buses

6.3.3 The applicant has indicated that no bus movements are planned between the hours of 23:00hrs and 23:59hrs (Sun-Sat); 02:00hrs-02:59hrs (Sun-Sat) and 03:00hrs-03:59hrs (Sun-Sat). It is recommended that this is also secured through a separate planning condition. With such conditions, bus movements during the hours between 07:00hrs and 23:00hrs are unlikely to give rise to noise disturbance that would be detrimental to neighbouring residential amenities.

6.3.4 Also mindful of the applicant's requirement to establish an operational maximum for this site, it is considered necessary, relevant and reasonable to require ongoing noise monitoring to be carried out so that the impacts to residents can be minimised. The nature, frequency and cost of such monitoring can be secured through a S106 Agreement.

6.3.5 Whilst officers have noted that bus movements are likely to increase as the depot reaches full operational maturity/capacity, it is considered that the above recommended measures would provide a robust mechanism to minimise any significant harm to neighbouring residential occupiers. At the same time, these clear and defined limits would provide an established basis upon which the operator can successfully plan forward in meeting its future service obligations.

6.3.6 With regard to matters relating to an individual's observations and/or perception of Picketts Lock Lane and the anticipated impacts that increased traffic movements will have in this respect, it is considered that there will be a noticeable change particularly as the site has been vacant in recent years. However, given that the site has an existing established use for storage/warehouse use, which could be implemented uninhibited at any time, including the comparative controlled nature of the proposed use, it is considered that the extent of the impact would not result in detrimental harm to the existing visual experience/perceptions of Picketts Lock Lane.

6.3.7 Overall, it is considered that subject to the inclusion of the above planning conditions and obligation to carry out noise monitoring, the impact of the proposed use on residents, having regard to noise disturbance, would be acceptable. Equally, the impact on the visual character/perceptions of Picketts Lock Lane as a result of additional traffic movements is also considered acceptable.

6.4 Visual appearance and impact on adjacent River Lee Navigation and Lee Valley Park

6.4.1 The site adjoins the River Lee Navigation and Lee Valley Park to its eastern boundary. An extensive tree screen bounds the eastern boundary from its most northern extent for a distance of approximately 145 metres before reducing towards the Lock Keepers Cottage. The northern and western boundaries are also significantly screened by trees and other vegetation.

6.4.2 Policies 75 and 83 of the DMD specifically focus on maintaining and enhancing the waterfront character and interface of development adjoining the Green Belt, specifically to ensure that intrusiveness and visual dominance of buildings and uses are appropriately mitigated. Despite the applicant's comments concerning additional planting along this boundary, it is considered that there remains significant opportunity to reinforce the boundary particularly where it appears most bare. The proposed stone gabbions provide an opportunity to support future greening of the boundary, although the details provided do not demonstrate this. It is therefore recommended that details of additional soft planting, incorporating the stone gabbions, are secured by planning condition to ensure appropriate enhancement of the boundary can be achieved.

6.4.3 With regard to the proposed single storey staff mess building, fuel tank facility and bus wash housing, it is considered that none of these structures would have an appreciable impact on the character or appearance of the navigation or Green Belt, due to existing screening by existing buildings, combined with their limited scale and siting towards the western boundary.

6.4.4 Overall, subject to securing additional planting along the eastern boundary of the site, it is considered that there would be no further impact on the visual amenity of the waterfront and Green Belt.

6.5 Ecology

6.5.1 The applicant has provided a revised survey of the impacts of the proposals on bird and bat populations, focussing on the William Girling Reservoir and River Lee Navigation. The survey indicates that the noise levels that would be

generated by the proposed use would be of marginal significance to known nesting bird populations. Equally, revised lighting plans have been provided (refer DW Windsor Plan 11404-1-A) which propose two different lighting options. Both schemes indicate that light spillage at the eastern boundary would not exceed the limits considered acceptable for bats and other foraging animals using the area. Therefore, it is considered that the impact of the proposals on identified protected species is acceptable, subject to conditions to secure recommendations of the Council's Ecologist.

6.6 Sustainable design and construction

- 6.6.1 Officers remain in discussion with the applicants regarding the opportunities for enhancing the sustainable design of the proposals. A verbal update will be provided at the meeting.

6.7 Traffic impact and safety on local and strategic highways

Access and traffic generation

- 6.7.1 The proposals would not involve any alterations to the existing shared access onto Picketts Lock Lane.
- 6.7.2 The Traffic and Transport Officer has reviewed the amended traffic assessment provided by the applicant and whilst concerns are raised in relation to the potential for bus conflicts and other road traffic at the junction of Picketts Lock Lane and Meridian Way during the morning travel peak, he is satisfied that subject to additional mitigation measures, to include extending existing 'keep clear' restrictions, these concerns could be addressed. These measures would be secured as planning obligations under a S.106 Agreement.
- 6.7.3 Overall, it is considered that impact on the local and strategic highway, having regard to existing and proposed traffic movements, and road safety would be acceptable.

Car and cycle parking

- 6.7.4 The proposals would provide 96 parking spaces in total of which 5 would be reserved for visitors. Two spaces will be provided for disabled persons, sited close to the refurbished office, and two spaces will incorporate electric vehicle charging points. Parking is phased to correspond with buses leaving. This arrangement is illustrated on plan drawing number 689-035, appended to the appendix of this report. The proposed provision for electric vehicle charging points falls below the recommended London Plan standards (a minimum 19 spaces would be required) although this can be addressed through a planning condition. 20 cycle parking spaces will be located next to the gate house at the front. The design of the cycle stands and shelter have been provided and are compliant with London Plan recommended standards.
- 6.7.5 The request of the LVRPA to secure provision for a segregated cycleway along Picketts Lock Lane, from its junction with Meridian Way to where it meets the start of the national cycle route in the Lee Valley Park is noted. However, it is considered that the delivery of the extended pedestrian footway on Picketts Lock Lane is a higher priority and would also enable shared use with cyclists.

- 6.7.7 Overall, subject to a condition requiring the provision of more car charging points, it is considered that there adequate car and cycle provision has been provided to ensure limited on street parking outside of the site.

Pedestrian footways

- 6.7.8 Access arrangements for pedestrians and other modes of public transport are currently limited. To support and encourage alternative modes, particularly given the significant number of employees expected, it is considered reasonable to require the provision of a continuous pedestrian footway from the site to connect to Meridian Way to the west. Both the GLA and TFL have also recommended that a travel plan be secured by planning condition in order to encourage and support alternative sustainable modes of travel by employees to the site. Should planning permission be given, it is recommended that the provision of the footway is secured as a planning obligation together with the need to submit and adhere to a travel plan.

6.8 Signage

- 6.8.1 The proposed signage would replace a similar sign already in situ. It would be sited at the entrance into the site, measuring 2 metres in width by 1 metre in height and mounted on poles. The sign would also be non-illuminated. The proposed signage is considered to have an acceptable impact on existing visual amenities and highway safety.

6.9 S106 obligations

- 6.9.1 Should planning permission be granted, it is recommended that planning obligations are sought to secure; further noise monitoring, a pedestrian footway from the site to Meridian Way, travel plan and extension of 'Keep Clear' restrictions at the junction of Picketts Lock Lane and Meridian Way.

6.10 Community Infrastructure Levy

- 6.10.1 The application site was last occupied in 2013. Under the CIL Regulations (As amended) the development proposals would only be liable in the circumstances that the buildings onsite have not been occupied in the past 6 months in the last three years at the beginning of the application or if any new buildings being provided would exceed 100 square metres (or more) in floor area. Neither of these circumstances would be applicable in this case and therefore the development is not considered liable.

7. Conclusion

- 7.1 The proposals would bring back into use a vacant and underused employment site which would assist the creation of employment and reinforce Central Leaside as a business destination as well as support the expansion of bus infrastructure to meet the future projected need for London. The proposals have been carefully designed to ensure that appropriate mitigation has been incorporated, having regard to the sensitive nature of the location close to the Lee Valley Park and River Lee Navigation Canal, neighbouring residential amenities and the local and strategic highways. Subject to the inclusion of the recommended conditions and planning obligations, the

application proposals are acceptable and would comply with the above mentioned adopted planning policies and strategic guidance.

- 7.2 The proposed new free standing non-illuminated sign would also have an acceptable impact having regard to visual amenity and highway safety.

8. Recommendation

- 8.1 The Committee shall note that the following recommendations come in two parts dealing with both the applications for the change of use planning permission and advertisement consent. The recommendations are as follows:

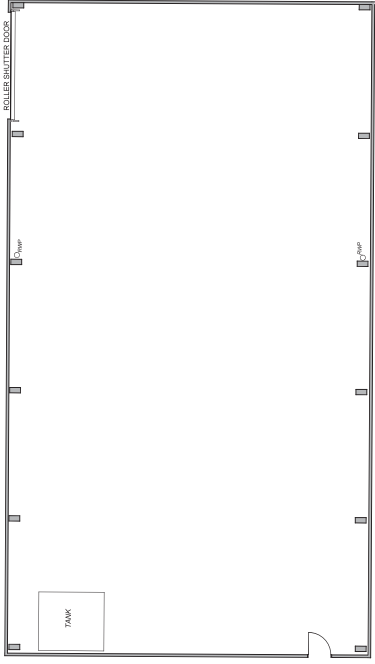
A. That subject to the referral of the application to the Greater London Authority (GLA) and no objections being raised together with the completion of the section 106 agreement regarding the issues set out above, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following summarised conditions:

1. Time Limit
2. Approved plans
3. Details of all enclosures
4. Details of soft landscaping enhancements to eastern boundary
5. Restriction to travelling/operational movements in morning
6. Restriction on hours of movement
7. Details of refuse/recycling storage
8. Details of vehicle washing bay
9. Biodiversity enhancements
10. Electric Vehicle Charging points (19 in total)

B. That advertisement consent is granted subject to the following condition:

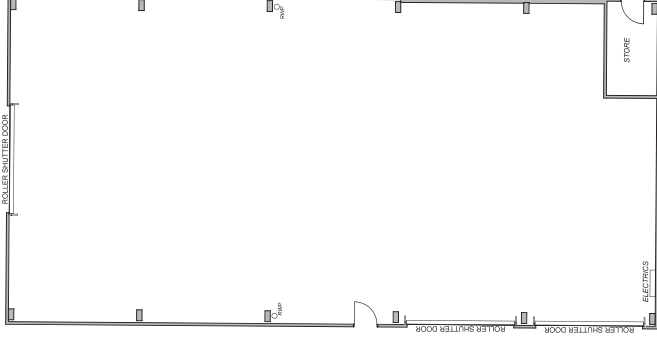
(1) This consent permits the display of the advertisement(s) for a period of five years beginning with the date of this notice, after this period the use of the site for the display of the advertisement shall cease and the advertisement and any supporting structure shall be removed and the land/building on which the advertisement is displayed shall be reinstated. (2) The advertisement(s) displayed shall be maintained in a clean, tidy and safe condition. (3) Notwithstanding this consent no advertisement shall be displayed without the permission of the owner of or the permission of any other person with a controlling interest in the land. (4) Notwithstanding this consent no advertisement shall be displayed so as to obscure or hinder the interpretation of any road traffic sign, railway signal or aid to navigation by road, railway, water or air, or otherwise to render hazardous the use of any highway, railway, waterway or aerodrome.

Reason: In the interests of amenity, highway safety and public safety, and to comply with Regulation 13 of the Town and Country Planning (Control of Advertisement) Regulations 2007.



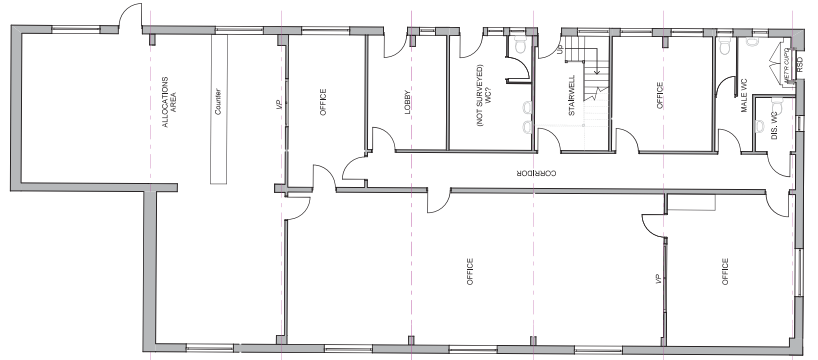
Warehouse B - Ground Floor Plan - Existing & Proposed

Scale 1:100



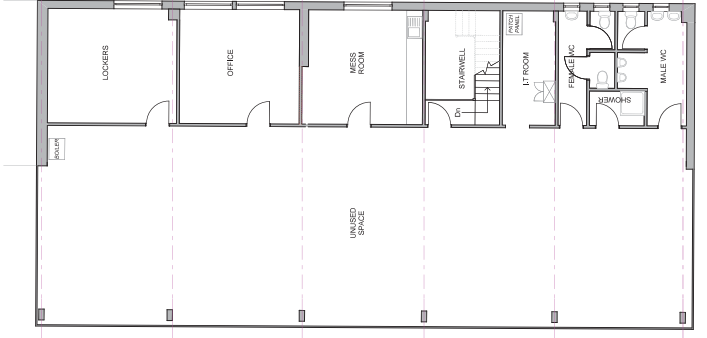
Warehouse A - Ground Floor Plan - Existing & Proposed

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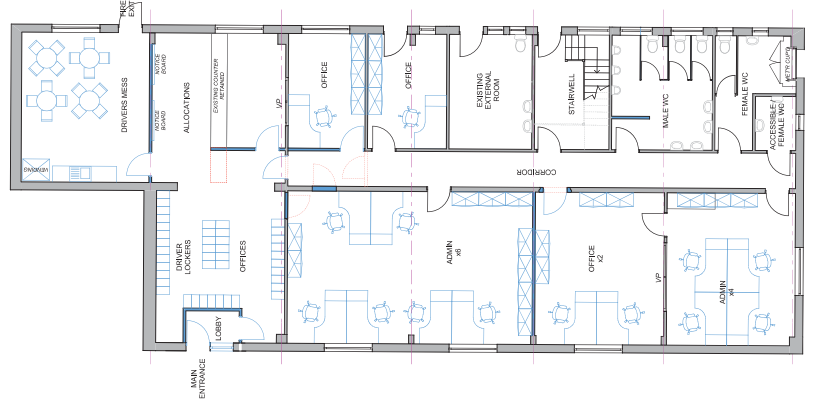
Office Building - Ground Floor Plan - As Existing

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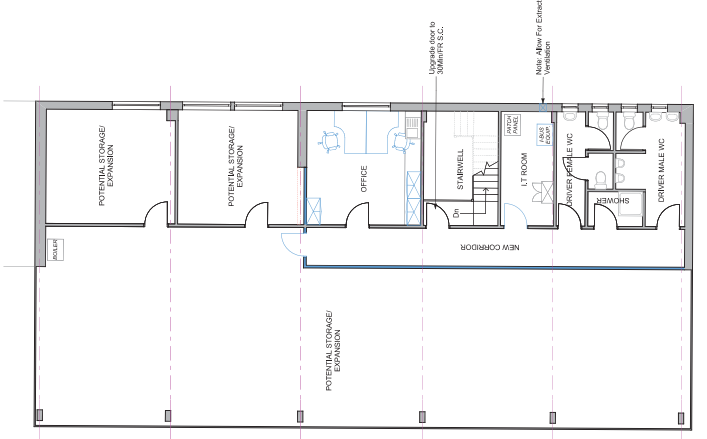
Office Building - First Floor Plan - As Existing

Scale 1:100



Office Building - Ground Floor Plan - As Proposed

Scale 1:100



Office Building - First Floor Plan - As Proposed

Scale 1:100

Revision	Description	Date
Client	Tower Transit Operations Ltd	
Project	New Depot Facility	
41 Picketts Lock Lane, Edmonton, London, N9 0AS Drawing Title Existing & Proposed Plans		
 Gateway Studio, 83 Bradford Road, Little Baddow, E0110 9UL Tel: 01274 424884, Fax: 01274 424885 E-mail: info@janusarchitecture.co.uk PROJECT MANAGEMENT ARCHITECTURAL DESIGN PLANNING SUPERVISION 3D ARCHITECTURAL CAD DRAWING STAFF		
Scales	1:100	Size A1
Date	Apr '14	
Drawing Number	689 - 031	Revision
PLANNING		

OFFICE ACCOMMODATION



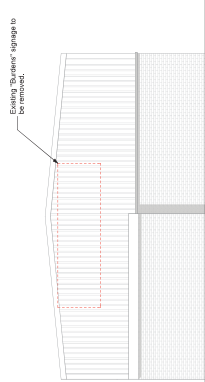
North Elevation - As Existing And Proposed
Scale 1:100



South Elevation - As Existing
Scale 1:100

Existing 'Business' signage to be removed.

Existing wall below window partially removed to allow entrance door. Existing door slab to be removed. Existing security grille to be removed and replaced with a new door.



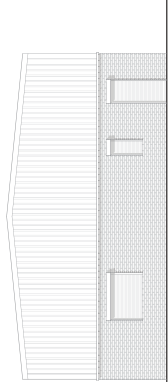
West Elevation - As Proposed
Scale 1:100



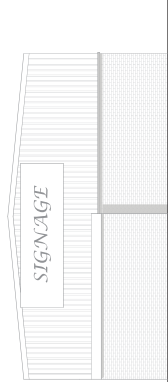
East Elevation - As Existing And Proposed
Scale 1:100



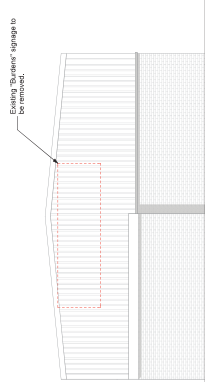
North Elevation - As Existing And Proposed
Scale 1:100



East Elevation - As Existing And Proposed
Scale 1:100



South Elevation - As Existing
Scale 1:100



West Elevation - As Proposed
Scale 1:100



East Elevation - As Existing And Proposed
Scale 1:100



South Elevation - As Existing And Proposed
Scale 1:100

WAREHOUSE A



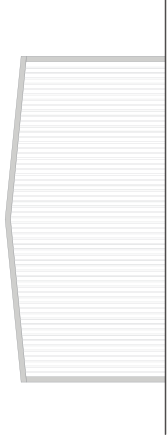
North Elevation - As Existing And Proposed
Scale 1:100



South Elevation - As Existing And Proposed
Scale 1:100



West Elevation - As Existing And Proposed
Scale 1:100



East Elevation - As Existing And Proposed
Scale 1:100

WAREHOUSE B

Revision	Description	Date
Client		



Tower Transit
Operations Ltd

Project

New Depot Facility
41 Plein Road
Edmonton, London, NE OAS

Drawing Title

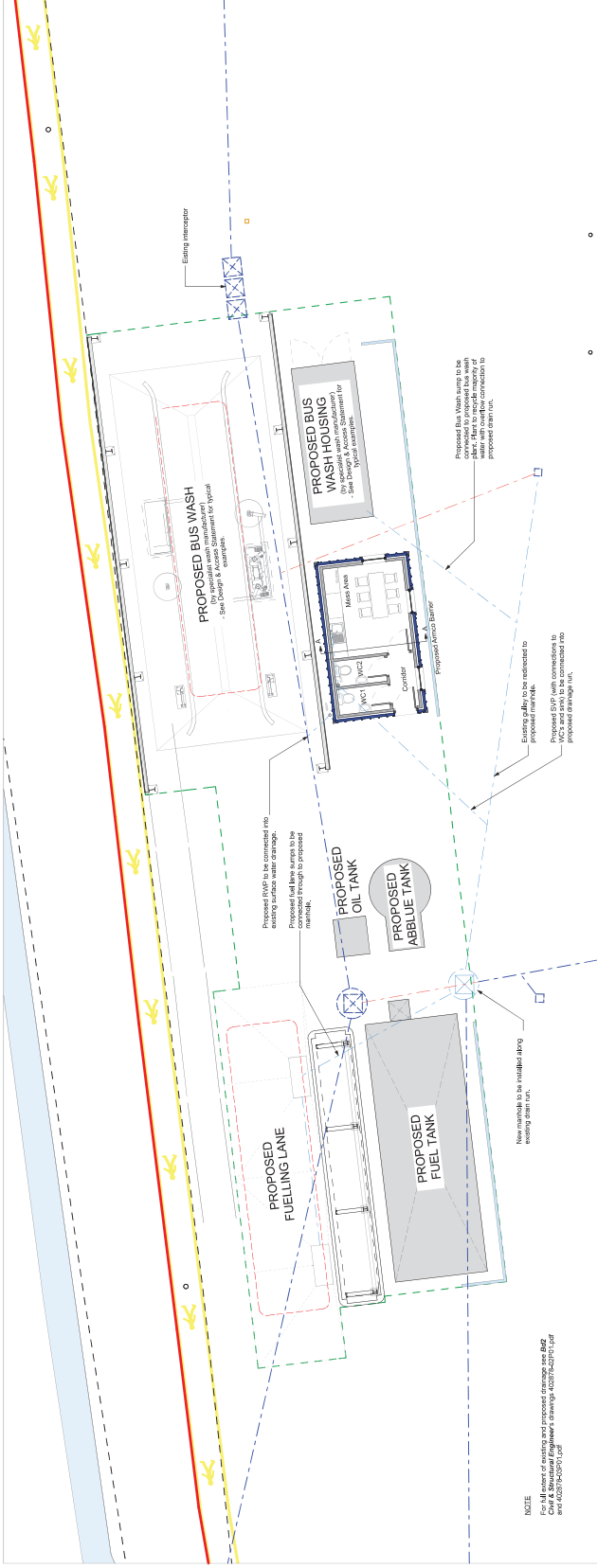
Existing & Proposed
Elevations



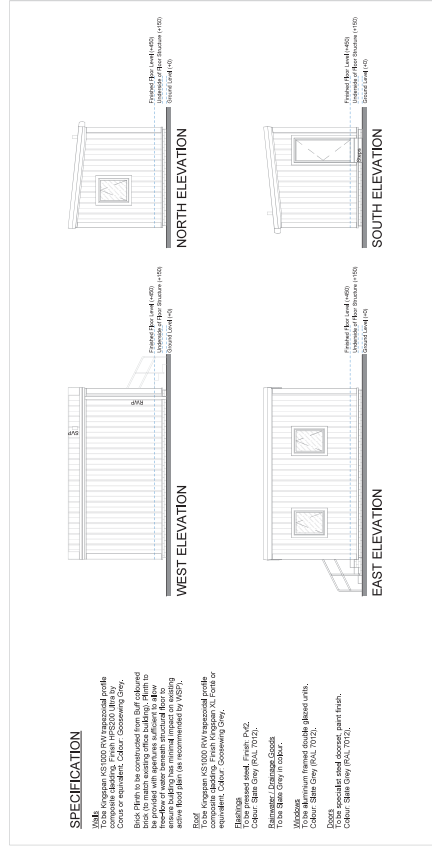
JANUS ARCHITECTURE
Gateway Studio, 63 Bradford Road, Little Baddow, E010 9JL
Tel: 01274 424884 Fax: 01274 424885
E-mail: info@janusarchitecture.co.uk
ARCHITECTURAL DESIGN PROJECT MANAGEMENT
PLANNING SUPERVISION 3D ARCHITECTURAL CAD

Drawing Status	PLANNING
Scales	1:100
Size	A1
Date	Apr '14
Revision	
Drawing Number	689 - 032

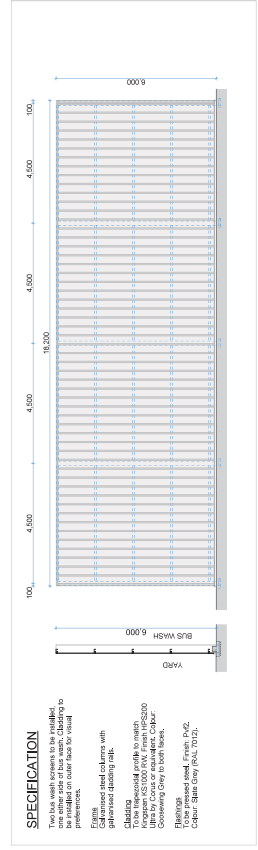
© 2014 Janus Architecture Ltd



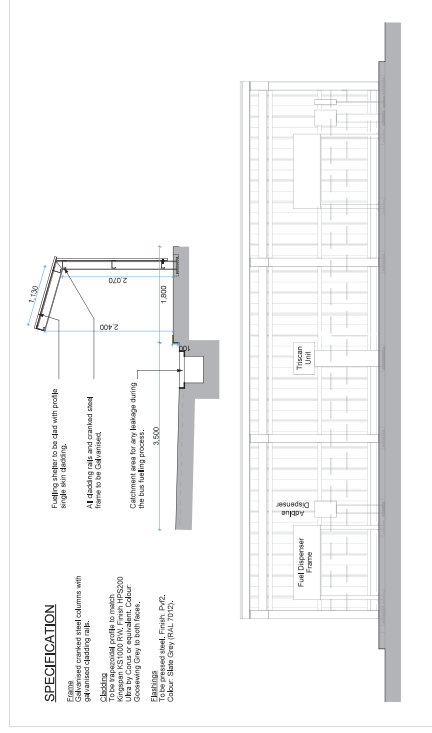
Site Plan - Service Lane Extract
Scale: 1:100



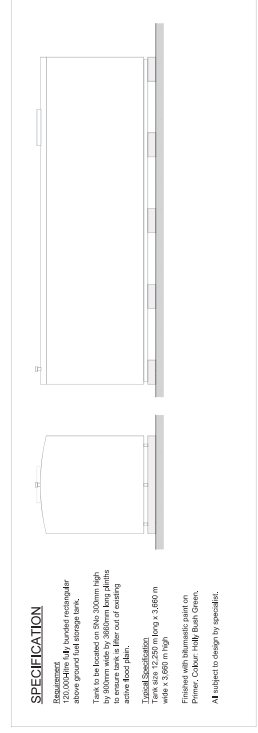
Wash Cleaners Mess Elevations
Scale: 1:100



Proposed Wash Screen
Scale: 1:100



Proposed Fueling Shelter
Scale: 1:50



Proposed Fuel Tank
Scale: 1:100

Revision Description
1.00 Initial Design

Client
Tower Transit Operations Ltd

Project
New Depot Facility
41 Picketts Lock Lane,
Edmonton, London, NE OAS

Drawing Title
Proposed Details

Scale
1:100, 50

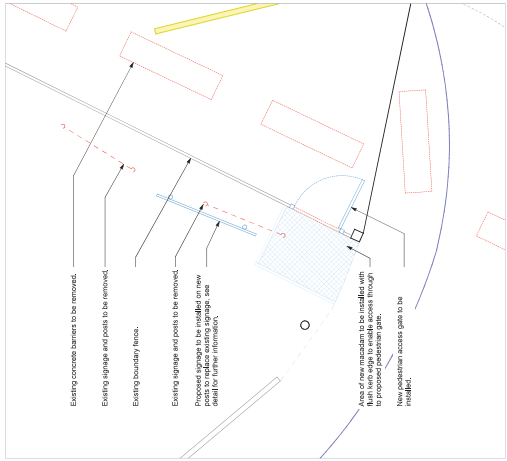
Date
Apr '14

Revision
689 - 033

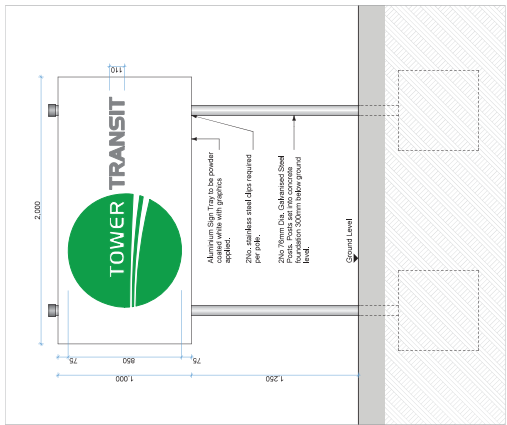
Drawing Status
PLANNING

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Gateway Studio, 83 Bradford Road, Iddle, Bradford, BD10 9UL
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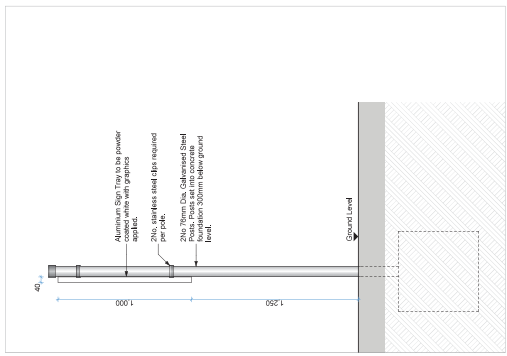
PROJECT MANAGEMENT
ARCHITECTURAL DESIGN
PLANNING SUPERVISION
3D ARCHITECTURAL CAD



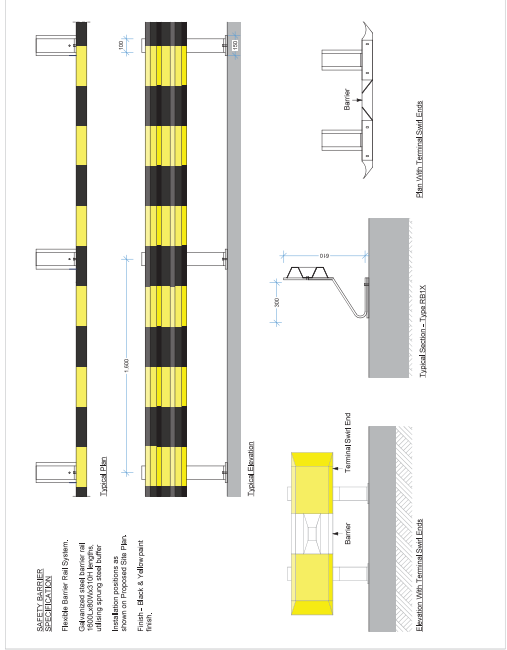
Proposed Signage - Location Plan
Scale 1:50



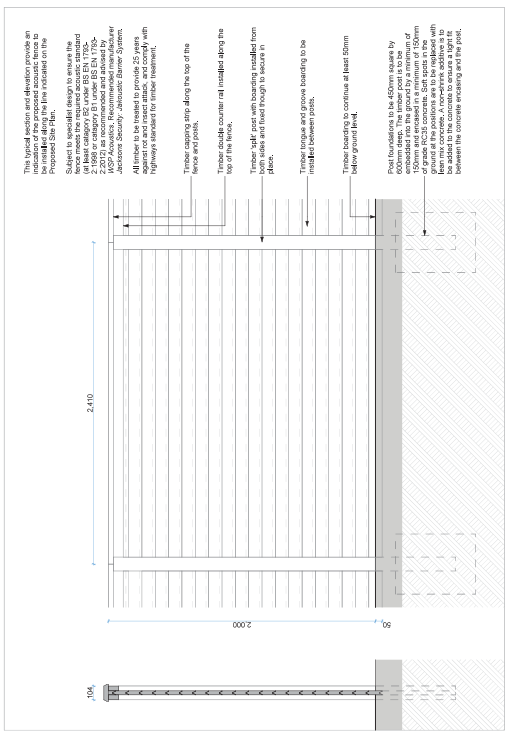
Proposed Signage - Typical Front Elevation
Scale 1:20



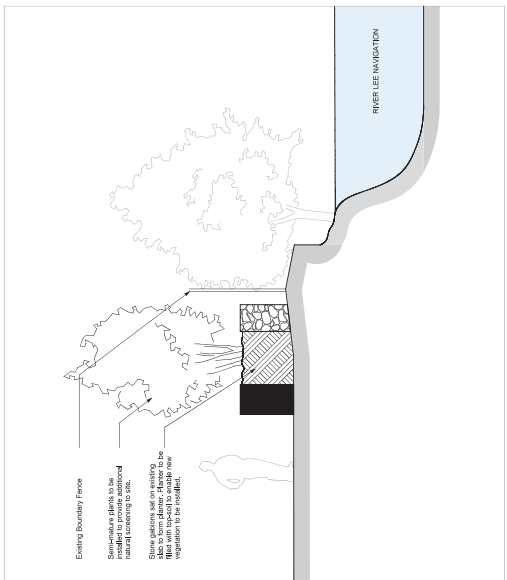
Proposed Signage - Typical Side Elevation
Scale 1:20



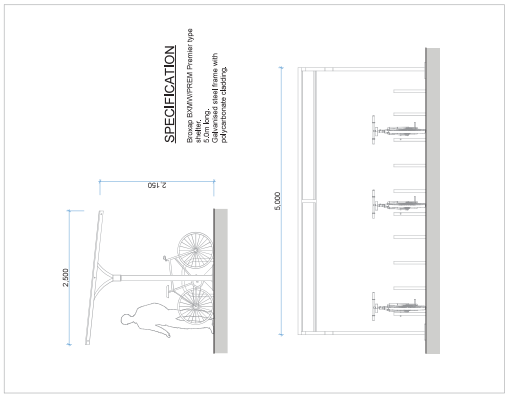
Proposed Vehicle Barrier
Scale 1:20



Proposed Acoustic Fence
Scale 1:20



Typical Boundary Fencing Section
Scale 1:30



Proposed Cycle Shelter
Scale 1:30

Revision Description Date
 Client
 Tower Transit
 Operations Ltd

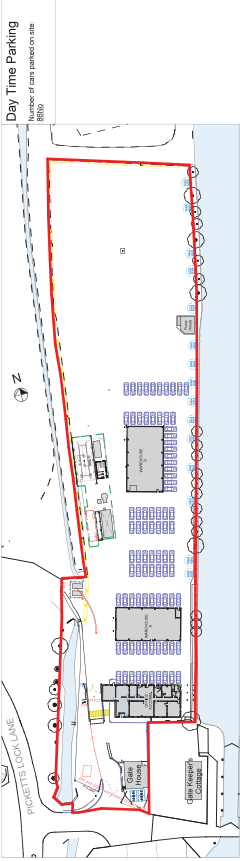
Project:
New Depot Facility
 41 Picketts Lock Lane,
 Edmonton, London, NE 5AS
Drawing Title:
Proposed Acoustic Fence
and Signage Details

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ARCHITECTURE DESIGN
PLANNING SUPERVISION
 30 PRINCE OF WALES, GND

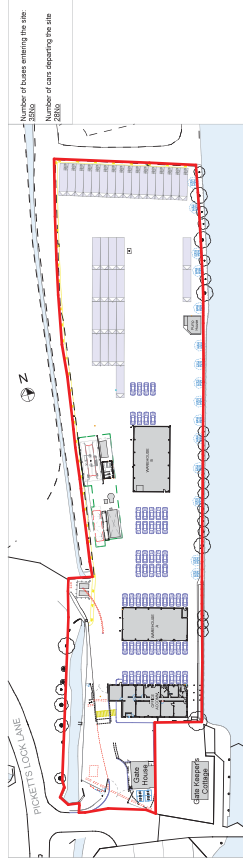
PLANNING
 Drawing Status: 1:20, 50, A1
 Date: Apr '14
 Revision: 689 - 034
 Drawing Number: 689 - 034
 Revision: 689 - 034

NOTE
The diagrams illustrated on this sheet have been derived to confirm the bus and car parking can be achieved on the site as proposed. The diagrams are illustrative only. For the purposes of these diagrams, the maximum car weight is assumed to be 1.6 tonnes. The maximum car weight for slow start (low) gears is considered to be 1.2 tonnes. The diagrams are based on the alternative starting method, i.e. car starting, starting, bus, etc.
Dedicated off-site parking is provided elsewhere on site.

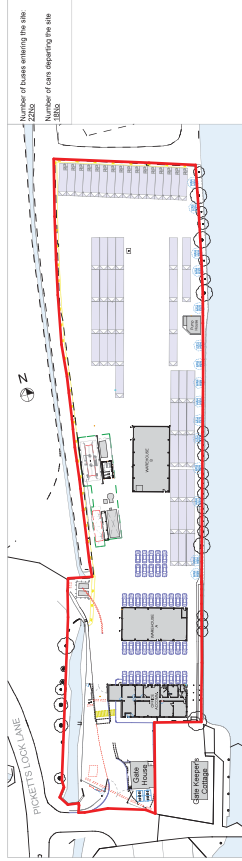
NOTE
Where applicable, values derived from the Movement Estimate are based on the client.
Actual bus and car movements may differ from the estimate.



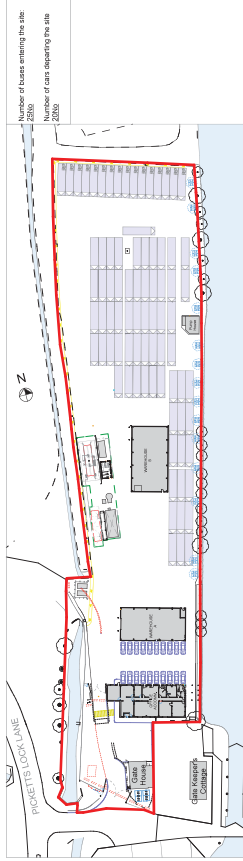
Start of Run-In - Full Car Parking



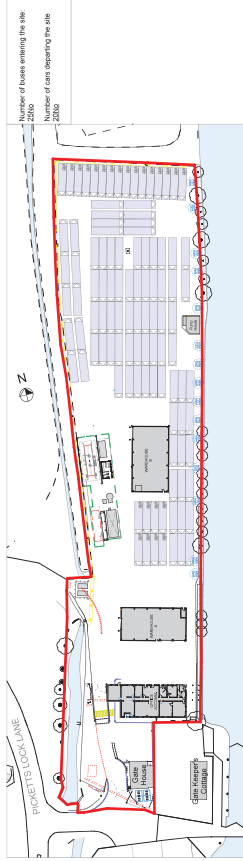
Run-In - Wave 1



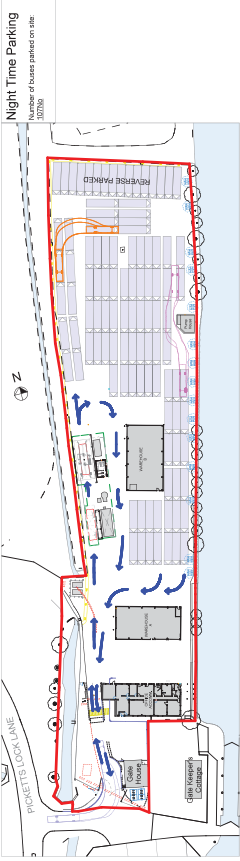
Run-In - Wave 2



Run-In - Wave 3



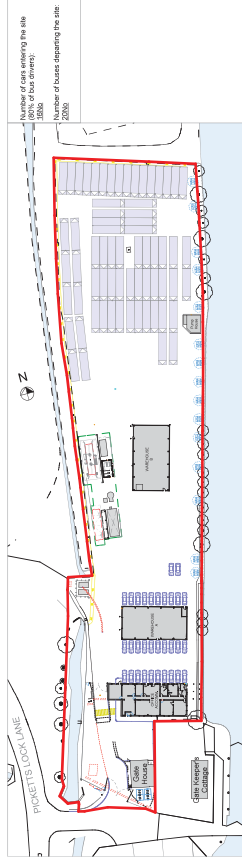
Run-In Wave 4



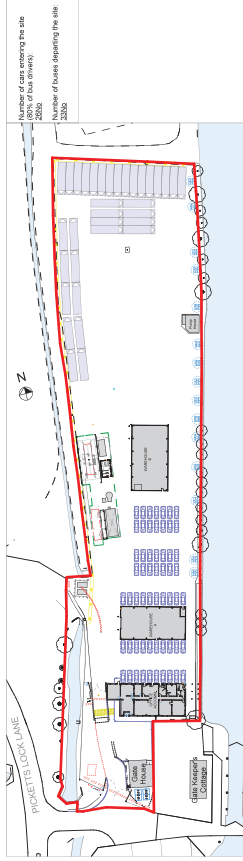
Start of Run-Out - Full Bus Parking



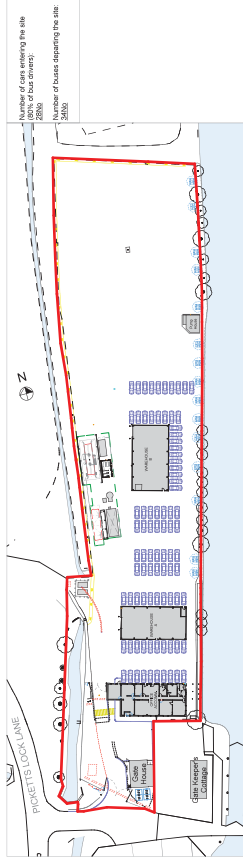
Run-Out - Wave 1



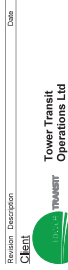
Run-Out - Wave 2



Run-Out - Wave 3



Run-Out Wave 4



Project
New Depot Facility
41 Picketts Lock Lane,
Edmonton, London, NE OAS

Drawing Title
Proposed
Parking Diagrams



Revision	Description	Date
1	Issue for Client	10/01/2023
2	Issue for Client	10/01/2023
3	Issue for Client	10/01/2023
4	Issue for Client	10/01/2023
5	Issue for Client	10/01/2023
6	Issue for Client	10/01/2023
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