

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 20th October 2015

**Report of**  
Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Mr Sean Newton

**Ward:**  
Southbury

**Ref:** 14/04997/FUL

**Category:** Full Application

**LOCATION:** 150 Great Cambridge Road, Enfield, EN1 1PW,

**PROPOSAL:** Use of land as open motor vehicle sales and storage area in connection with adjoining car dealership (RETROSPECTIVE).

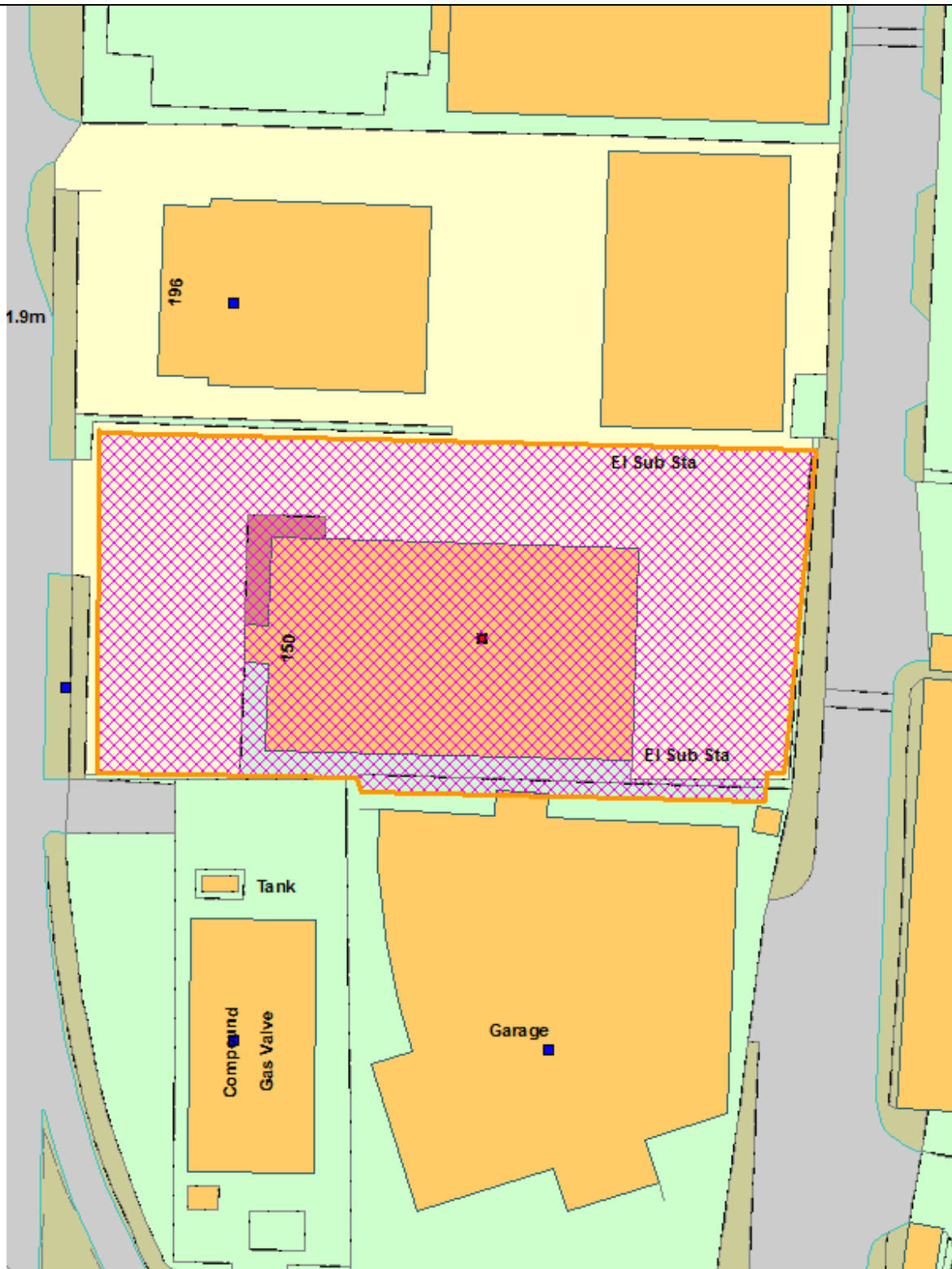
**Applicant Name & Address:**  
Mr Ben Collins (MD)  
Martin Bridge Trading Estate  
Lincoln Road  
Enfield  
Middx  
EN1 15P

**Agent Name & Address:**  
Mr David Cooper  
23 Willow Road  
Enfield  
Middlesex  
EN1 3NG

**RECOMMENDATION:**  
That permission be **GRANTED** subject to conditions.

**Note for Members:**

Ref: 14/04997/FUL LOCATION: 150 Great Cambridge Road, Enfield, EN1 1PW,



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



## **1 Site and Surroundings**

- 1.1 Site of an existing vehicle sales and storage use on the south-bound (east) carriageway of the Great Cambridge Road (A10). Immediately to the south is the Stephen James BMW showroom, of which the application site forms a part.
- 1.2 The recently demolished TNG office building occupied part of the site immediately to the north and the development proposals here form a separate but linked application. To the rear of this, the warehouse building remains in situ but is not owned by the applicant.
- 1.3 Further north, remaining on the south-bound carriageway, developments comprise of large retail warehouse buildings selling large bulky items, such as the Carpetright store. On the opposite side of the A10, on the north-bound carriageway, it is wholly residential developments. To the rear (east) rear of the site, are the industrial / warehouse units that comprise the Martinbridge Trading Estate.

## **2 Proposal**

- 2.1 Use of land as open motor vehicle sales and storage area in connection with adjoining car dealership.
- 2.2 One hundred and fifty one spaces parking spaces will be retained, comprising of 15 parking spaces for customers, 65 spaces for the display of vehicles, and 71 spaces for the storage of the motor vehicles

## **3 Planning History**

- 3.1 In February 2008, Planning Committee resolved to grant planning permission (ref: TP/11/1678) for the demolition of existing building and the use of the site for motor sales and storage in connection with the adjoining Stephen James dealership and installation of a roller shutter to rear of the existing dealership building. A temporary permission was granted on the basis that the change of use of the land was only considered acceptable due to the wider aspirations of the applicant, inclusive of land immediately to the north at No.196 Great Cambridge Road. It was considered that a limited period permission was appropriate to enable the applicant to develop plans for consideration.
- 3.2 A non-material amendment (ref: P12-00881NMA) to TP/11/1678 to allow an amendment to the site layout (principally vehicle display), replace panel fence with mesh fence and omission of the security hut was granted on 1 June 2012.
- 3.3 On 8 June 2012, details submitted pursuant to ref: TP/11/1678 in respect of levels (2), SUDS (7), SUDS2 (8) and external lighting (10) were discharged (ref: P12-00949DEP).

## **4 Consultations**

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

Traffic & Transportation

- 4.1.1 The proposed layout is considered is considered suitable. No objections are raised.

#### Environmental Health

- 4.1.2 It has been advised that there are no objections because the application is unlikely to have a negative impact on the environment, in particular with regards to air quality and contaminated land.

#### Thames Water

- 4.1.3 It has been advised that in relation to water and sewerage infrastructure, there are no objections. Petrol / oil interceptors are recommended.

### **4.2 Public response**

- 4.2.1 Letters were sent to the occupiers of 4 adjoining and nearby properties in addition to statutory publicity. No comments have been received.

## **5 Relevant Policy**

### **5.1 The London Plan**

Policy 4.2	Offices
Policy 4.3	Mixed use development and offices
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 5.12	Flood risk management
Policy 5.13	Sustainable drainage
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 7.2	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 8.2	Planning obligations

### **5.2 Core Strategy**

CP13:	Promoting economic prosperity
CP14:	Safeguarding strategic industrial locations
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

- CP29: Flood management infrastructure
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP36: Biodiversity
- CP40: North East Enfield
- CP41: Ponders End
- CP46: Infrastructure contributions

### 5.3 Development Management Document

- DMD19 Strategic Industrial Locations
- DMD21 Complementary and Supporting Uses within SIL and LSIS
- DMD37 Achieving High Quality and Design-Led Development
- DMD39 The Design of Business Premises
- DMD45 Parking Standards and Layout
- DMD47 Access, New Roads and Servicing

### 5.4 Other Relevant Considerations

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Section 106 Supplementary Planning Document
- Enfield Characterisation Study (2011)
- North East Enfield Area Action Plan (Proposed Submission Stage)

## **6 Analysis**

### 6.1 Principle

- 6.1.1 The principle of the use has previously been accepted, although dependent upon an acceptable scheme coming forward on the adjacent site to the north. An application has been received and is also before Members.

### 6.2 Impact on Character of Area

- 6.2.1 Whilst not an industrial use, the use of the site for the display of motor vehicles and storage is compatible with the adjacent Stephen James dealership.

### 6.3 Impact on Amenity

- 6.3.1 The development, being sited on the A10 opposite to any residential properties, does not raise any issues that would impact upon those residential occupiers.

### 6.4 Highway Safety

- 6.4.1 The continuing use of the site for motor vehicle sales and storage does not raise any further highway safety concerns.

### 6.5 Mayoral Community Infrastructure Levy (CIL)

- 6.5.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase

of gross internal floor area multiplied by the Outer London weight of £20. In addition, the index figure for October is 256.

6.5.2 The development does not create any additional floorspace and is therefore not CIL liable.

## 6.6 Other Matters

6.6.1 Conditions were imposed on the temporary permission to secure details of levels, a drainage scheme, method of enclosure, external lighting and landscaping. Although these have all been satisfactorily discharged, they relate solely to the temporary permission. To ensure continuing compliance, further conditions will be imposed.

## 7 **Conclusion**

7.1.1 Having regard to the existing temporary use, it is considered that the proposal is acceptable for the following reasons:

1. The proposed development, having regard to the redevelopment aspirations for the wider site, will not detrimentally harm the overall provision of Strategic Industrial Land within the Borough having regard to Policies 4.2, 4.3, 4.4 of the London Plan, Core Policies 13, 14, 16 of the Core Strategy, Policies DMD19 and 21 of the Development Management Document and with national guidance contained in the NPPF.
2. The proposed development does not detract from the character and appearance of the street scene and the wider area, neither would it lead to conditions prejudicial to the existing amenities of adjoining occupiers, having regard to Core Policy 30 of the Core Strategy.
3. The proposal provides adequate car parking and servicing and would not give rise to conditions prejudicial to the free flow and safety of traffic and pedestrians on the adjoining highway having regard to Policy 6.3 of the London Plan, Core Policy 24 of the Core Strategy.

## 8 **Recommendation**

8.1.1 That permission be granted subject to the following condition:

1. C60 Approved Plans
2. NSC1 Parking / Turning Facilities  
Parking and turning facilities to be provided within the development hereby approved shall be laid out in accordance with the approved plans, unless otherwise approved in writing by the Local Planning Authority.  
Reason: To ensure that parking and turning facilities are in accordance with adopted standards.
3. NSC2 Landscaping  
Details of landscaping shall be provided to the Local Planning Authority for approval in writing within three months of the date of the Decision Notice. The landscaping shall be implemented in accordance with the approved details in the first planting season.

Reason: in the interest of visual amenity.

4. NSC3      **Restriction of Open Storage**  
No plant, machinery, goods, products or waste material shall be deposited or stored on any open part of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and the appearance of the site.

5. NSC4      **External Lighting**  
External lighting shall be provided in accordance with the submitted details. There shall be no change to the approved lighting scheme without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

6. NSC5      **Drainage**  
The drainage scheme shall be provided and maintained in accordance with the submitted plans and documentation. There shall be no change to the approved drainage scheme without the prior written approval of the Local Planning Authority.

Reason: To ensure that the proposal continues to not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

