

LONDON BOROUGH OF ENFIELD**PLANNING COMMITTEE****Date:** 21 April 2020**Report of:**

Head of Planning

Contact Officer:Andy Higham
Sharon Davidson
Claire Williams**Ward:**

Upper Edmonton

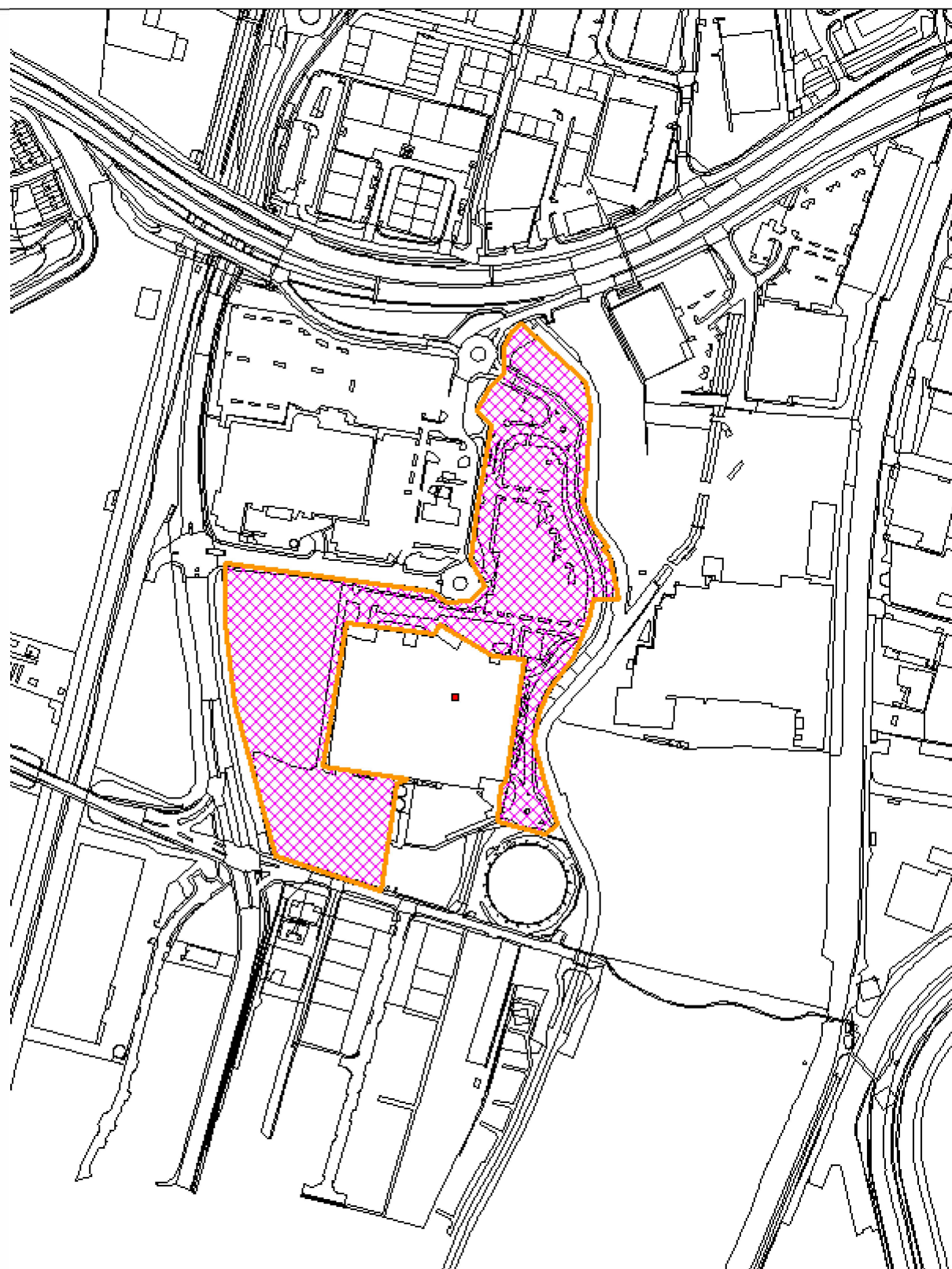
Application Number: 20/00111/RE4**Category:** Major**LOCATION:** IKEA West Car Park 6 Glover Drive London N18 3HF

PROPOSAL: Relocation of 393 parking spaces from the existing northern car park and store front to the existing hard standing areas to the west and south of the store together with hard and soft landscaping and associated works.

Applicant Name & Address:Mr Peter George
London Borough of Enfield
Civic Centre
Silver Street
Enfield
EN1 3XA**Agent Name & Address:**Mr Nick Finney
13 Fitzroy Street
London
W1T 4BQ**RECOMMENDATION:**

That subject to the Environment Agency withdrawing their objection to the scheme, Members give delegated authority to finalise the number and wording of conditions in light of any conditions suggested by the Environment Agency, and the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, be authorised to GRANT planning permission subject to conditions.

Note for Members: The application has been brought to the Planning Committee because the applicant is the Council and the scheme is a major development.



1. Recommendation

- 1.1 That subject to the Environment Agency withdrawing their objection to the scheme, Members give delegated authority to finalise the number and wording of conditions in light of any conditions suggested by the Environment Agency, and the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, be authorised to GRANT planning permission subject to conditions.

1. Time Limited Permission
2. Approved Plans
3. Details of surfacing materials.
4. Details of enclosure.
5. Details of external lighting.
6. Details of soft landscaping.
7. Drainage Strategy
8. Drainage Verification Report
9. Details of trolley enclosures
10. Existing northern car park to be closed before use of the new relocated car park included in this application.
11. Details of electric charging points
12. Contamination - Preliminary Risk Assessment and subsequent site investigation scheme, results and verification plan.
13. Details of the entry and exit restrictions of vehicles to ensure that vehicles that exceed height and width restrictions do not impact on highway safety and the free flow of traffic.
14. No more than 393 parking spaces to be provided.

2. Executive Summary

- 2.1 The report seeks approval, subject to the withdrawal of the Environment Agency's objection, to a scheme involving the relocation of 393 parking spaces from the existing IKEA northern car park and store front to the existing

hard standing areas to the west and south of the store together with hard and soft landscaping and associated works.

2.2 The reasons for recommending approval are:

- i) The proposed relocation of the car park will enable the Meridian Water Strategic Infrastructure Works to proceed and therefore support the major regeneration proposals in the area.
- ii) There will be a net reduction in car parking spaces by a total of 19 car parking spaces
- iii) The proposal will continue to meet the operational needs of IKEA and will not impact on the vitality and viability of the store.

3. Site and Surroundings

- 3.1 The application site is located to the east of Meridian Way, off Glover Drive and comprises hardstanding that accommodates car parking spaces for IKEA.
- 3.2 To the north west is a Tesco Supermarket, car parking and petrol filling station. To the south is Leaside Road and the Mowlem Trading Estate comprising a mix of light industrial uses that falls within the London Borough of Haringey (LBH) and is allocated as Strategic Industrial Land. To the west is the new Meridian Water station and phase 1 of Meridian Water and to the east of the site is phase 2 of Meridian Water.

4. Proposal

- 4.1 The application is for the relocation of 393 parking spaces from the existing IKEA northern car park and store front to the existing hard standing areas to the west and south of the store, together with hard and soft landscaping and associated works.
- 4.2 The application has been submitted in response to concerns raised by IKEA to the strategic infrastructure works (application ref. no. 19/02717/RE4) and Meridian Water phase 2 (19/02718/RE4) considered by Planning Committee on 25th March 2020 regarding the impact that these developments would have on the operation of the store. It is recognised that there would be an impact on the store's operation from the severance from the main store of the existing northern car park by the proposed new central spine road.
- 4.3 The existing northern IKEA car park is proposed to be closed and parking spaces removed from the front of the store. New parking spaces would be sited to the south and west of the existing Ikea store. Details of the existing and proposed parking spaces is set out in the table below. There will be a reduction in spaces from 412 to 393. The remainder of the car parking spaces in the undercroft under the store will remain.

Northern Car Park (to be closed)		New West Car Park		Difference
Parking Bays	354	Parking Bays	389	+35
Front of Store (to be closed)				
Disabled Bays	11	Disabled Bays	0	-11
Van Bays	4	Van Bays	4	0
Front of Store Loading Bays	35			-35
West of Store Bays	8			-8
TOTAL TO CLOSE	412	TOTAL NEW SPACES	393	-19
Existing retained parking	6	Existing retained parking	6	
Existing retained disabled bays	4	Existing retained disabled bays	4	
TOTAL EXISTING SPACES	422	Total West Car Park	403	

Table 1: Number of existing and proposed car parking spaces

- 4.4 New hard standing, lighting columns and landscaping/verge are proposed with the full details to be secured through conditions.

5. Relevant Planning History

- 5.1 19/02717/RE3 - Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works. – Pending consideration. Application taken to March 2020 planning committee – Members agreed with the Officer's recommendation.
- 5.2 19/02718/RE3 - Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved). – Pending consideration. Application taken to March 2020 planning committee – Members agreed with the Officer's recommendation.
- 5.3 TP/99/0866 - Construction of two-storey non-food retail unit with ancillary uses, car parking, access works and landscaping together with employment development (B1, B2 and B8), all linked by a new spine road. – Granted by Secretary of State on 26/11/2003 and implemented.

6 Consultation

6.1 Public :

- 6.1.1 Consultation letters were sent to 41 neighbouring properties, a press notice was published, and site notices posted. No responses were received.

6.2 External Consultees

Greater London Authority

- 6.2.1 No objection as it does not raise strategic planning issues.

Environment Agency

- 6.2.2 Objection because the information submitted does not presently demonstrate that the risk of pollution to controlled waters are acceptable or can be appropriately managed. The EA have stated that further explanation and justification to demonstrate that the risk of contamination posed to controlled waters in this area has been considered, assessed and adequately mitigated would be required.

Officer response: The applicant has submitted further information – a baseline land contamination report that covers the entirety of Meridian Water including the application site, an updated planning statement and a SuDS strategy which is being reviewed by the EA. The EA have advised that if this information is sufficient they would expect to raise no objection but will likely request a series of conditions to ensure that the development takes appropriate measures to protect controlled waters. Members are therefore being asked to give Officers delegated authority to issue the decision only once the EA have withdrawn their objection.

6.3 Internal Consultees

Traffic & Transportation

- 6.3.1 No objection. Further clarification requested and received.

SuDS Officer

- 6.3.2 No objection. SuDS Strategy required.

Environmental Health Officer

- 6.3.3 No objection.

7 Relevant Policies

7.1 London Plan (2016)

- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking

6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture

7.2 Intend to Publish London Plan

The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include optimising density so that development is brought forward to maximise site capacity to compliment the surrounding area and to ensure that high density developments will be directed to the most appropriate sites such as in and around train stations and directing the Mayor to ensure that there is an appropriate dwelling mix across London given the significant reduction in the overall housing requirement in the draft London Plan

In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves

SD1 Opportunity Areas
D4 Delivering good design
D5 Inclusive design
D8 Public Realm
D11 Safety, security and resilience to emergency
G5 Urban Greening
G6 Biodiversity and access to nature
G7 Trees and woodlands
SI1 Improving air quality
SI12 Flood risk management
SI13 Sustainable drainage
T1 Strategic approach to transport
T2 Healthy Streets
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car Parking

7.3 Core Strategy

SO2	Environmental sustainability
SO6	Maximising economic potential
SO7	Employment and skills
SO10	Built environment
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP30	Maintaining and improving the quality of the built and open environment

7.4 Development Management Document

DMD 37	Achieving high quality and design-led development
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments
DMD 64	Pollution control and assessment
DMD 65	Air quality
DMD 66	Land contamination and instability

7.5 Other Material Considerations

National Planning Policy Framework (NPPF) 2019 (revised)
National Planning Practice Guidelines (NPPG)
Edmonton Leaside Area Action Plan (ELAAP) (2020)
Enfield Climate Change Declaration
Biodiversity Action Plan

8 **Assessment**

8.1 The main issues arising from this proposal for Members to consider are:

1. Principle;
2. Design;
3. Highway Impact;
4. Flood Risk and SuDS;
5. Pollution

Principle of Development

8.2 The Meridian Water Strategic Infrastructure Works (SIW) proposes the formation of a new Central Spine Road as an eastward extension to Glover Drive that passes through part of the existing northern IKEA car park. The proposed works under this application will enable any disruption to the IKEA parking and store access to be minimised during the proposed SIW. The proposed relocation of the car park will enable the Meridian Water Strategic Infrastructure Works to proceed and therefore support the major regeneration proposals in the wider Meridian Water area.

8.3 The Greater London Authority were consulted and raised no objection to the scheme as the proposed development does not raise strategic planning

issues. However, it was noted by the GLA that the phasing of the closure of the existing car park and the opening of the replacement has not been detailed in the application and the proposed level of electric vehicle charging points has not been specified. Conditions are suggested to cover these points.

- 8.4 Under planning permission ref. no. TP/99/0866 for the erection of the store a condition (No.16) was attached which is set out below. As the proposal would not result in more than 975 parking spaces across the site, the scheme would not be in conflict with this requirement. However, a condition is recommended to limit the number of car parking spaces within the application boundary to 393 as proposed.

That no more than 975 parking spaces shall be provided within the development for the use of the retail premises

Design and Appearance

- 8.5 In terms of design, Core Strategy Policy 30 and Policy DMD37 of the DMD requires all developments to be high quality and design led, having special regard to their context. These areas are already hard surfaced, but in a poor state of repair. This proposal would improve its overall condition and appearance and a landscaping condition is suggested to help soften the extent of hardstanding across the site and improve the general appearance of the site.

Highways Impact

- 8.6 The proposal is the re-location of car parking spaces and in fact would result in a net reduction of car parking spaces. The actual parking provision is being reduced from 412 to 393 spaces, and this remains above the maximum set out in the Draft London Plan which is 373. The applicant has made the case for this being simple re-provision which the Traffic and Transportation department have stated is reasonable. It is noted that any further reduction in parking spaces would not be supported by IKEA and the change is only required in order for the SIW to be delivered and not to impact on the operations of IKEA.
- 8.7 Conditions relating to access restrictions and electric vehicle charging points will also be required. Overall the scheme would not result in any undue harm to highway safety or the highway network.

Flood Risk & SuDS

- 8.8 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Policy CP28 sets out the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties.

- 8.9 A preliminary drainage strategy which includes an illustrative rain garden/swale proposal which will drain to the existing Thames Water sewer in Leaside Road and onward to the Pymmes Brook has been submitted to the LPA. The strategy is being reviewed by the SuDS Officer. Members will be updated on the position before or in advance of the planning committee meeting, however a detailed drainage strategy will be required which will be secured through a condition.

Pollution

- 8.10 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development. Policy CP32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment.
- 8.11 The supporting planning statement sets out that the sites former use was Gothic Works with the related risk of contamination. As works to the site mainly consist of levelling to adjust the existing hard standing for future car parking use, intrusive works to the site are proposed to be minimal. However, there will be some points of ground disturbance, principally that required to form SuDS rainwater storage. It is proposed that these features are constructed with an impermeable liner base to prevent any inappropriate infiltration that could mobilise contaminants and cause a risk to groundwater. Ground Investigation of the site is proposed, and planning conditions are anticipated which require the submission of a Preliminary Risk Assessment and subsequent site investigation scheme, results and verification plan.
- 8.12 The Environmental Health Officer was consulted on the proposed development and raised no objection as there is unlikely to be a negative environmental impact particularly in relation to air quality, noise or contaminated land.
- 8.13 The Environment Agency have currently raised an objection as they require further information in relation to the risk of contamination posed to controlled waters in the area. The applicant has submitted additional information which is with the Environment Agency for review. The EA have stated that they are likely to request a series of conditions to ensure that the development takes appropriate measures to protect controlled waters. Members are being asked to give Officers delegated authority to issue the decision once the EA have withdrawn their objection and to finalise the number and wording of conditions in light of any conditions suggested by the Environment Agency.

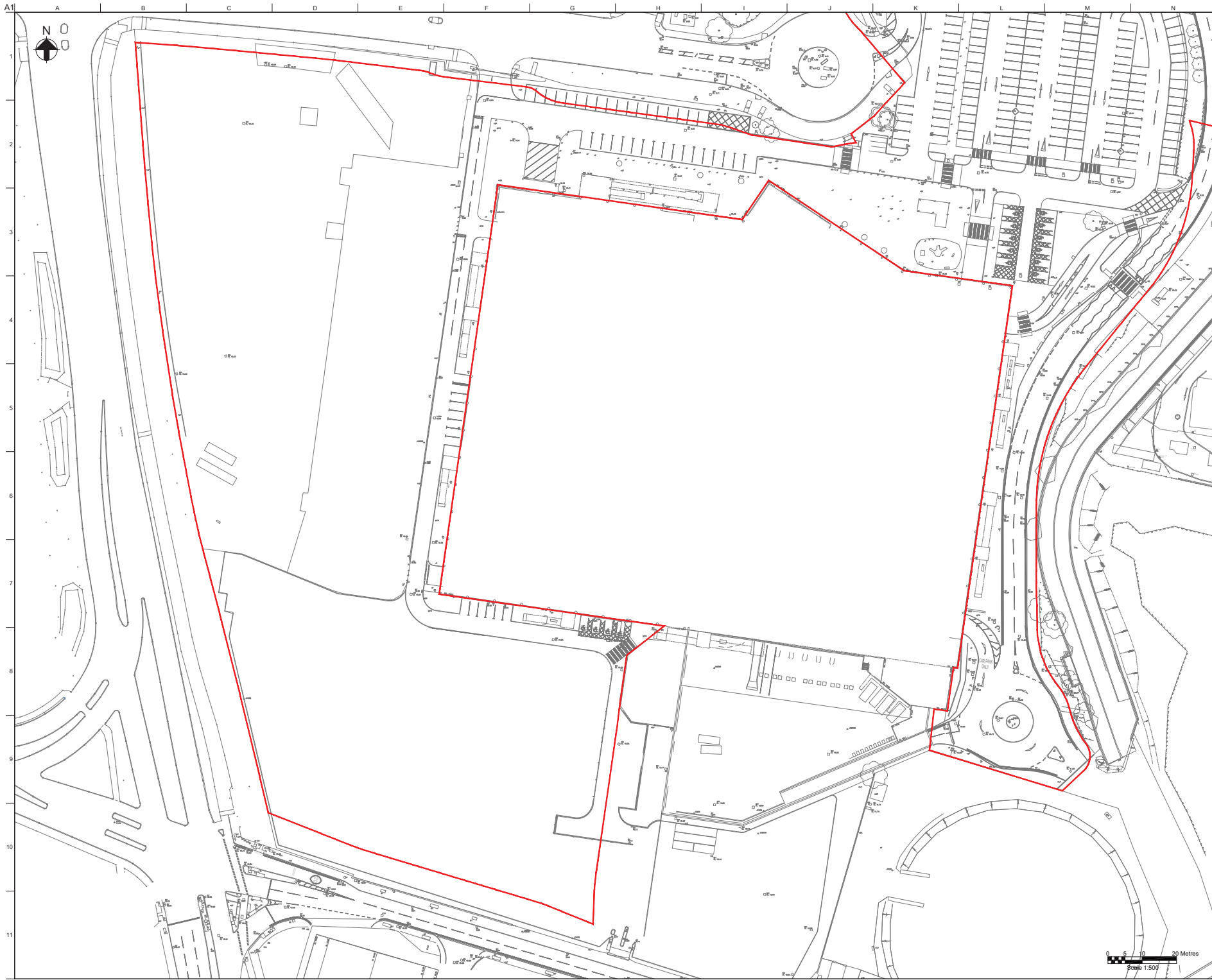
9 CIL

- 9.1 The development would not be CIL liable.

10. Conclusion

- 10.1 The proposed scheme will enable the Meridian Water Strategic Infrastructure Works to proceed and therefore support the major regeneration proposals in the Meridian Water area whilst also ensuring that there would be no impact on the operational needs of the existing IKEA store.

- 10.2 Subject to the Environment Agency withdrawing their objection and the attachment of any relevant Environment Agency conditions and the conditions listed in section 1 of this report, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.



Legend:

Red line boundary

Rev	Date	By	Chkd	Appd
C	10/01/19	RJM	NF	NF
B	20/12/19	RJM	NF	NF
A	19/11/19	RJM	NF	NF

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Client
London Borough of Enfield

Project Title
IKEA Meridian Water
Car Park Relocation

Drawing Title
Existing Arrangement

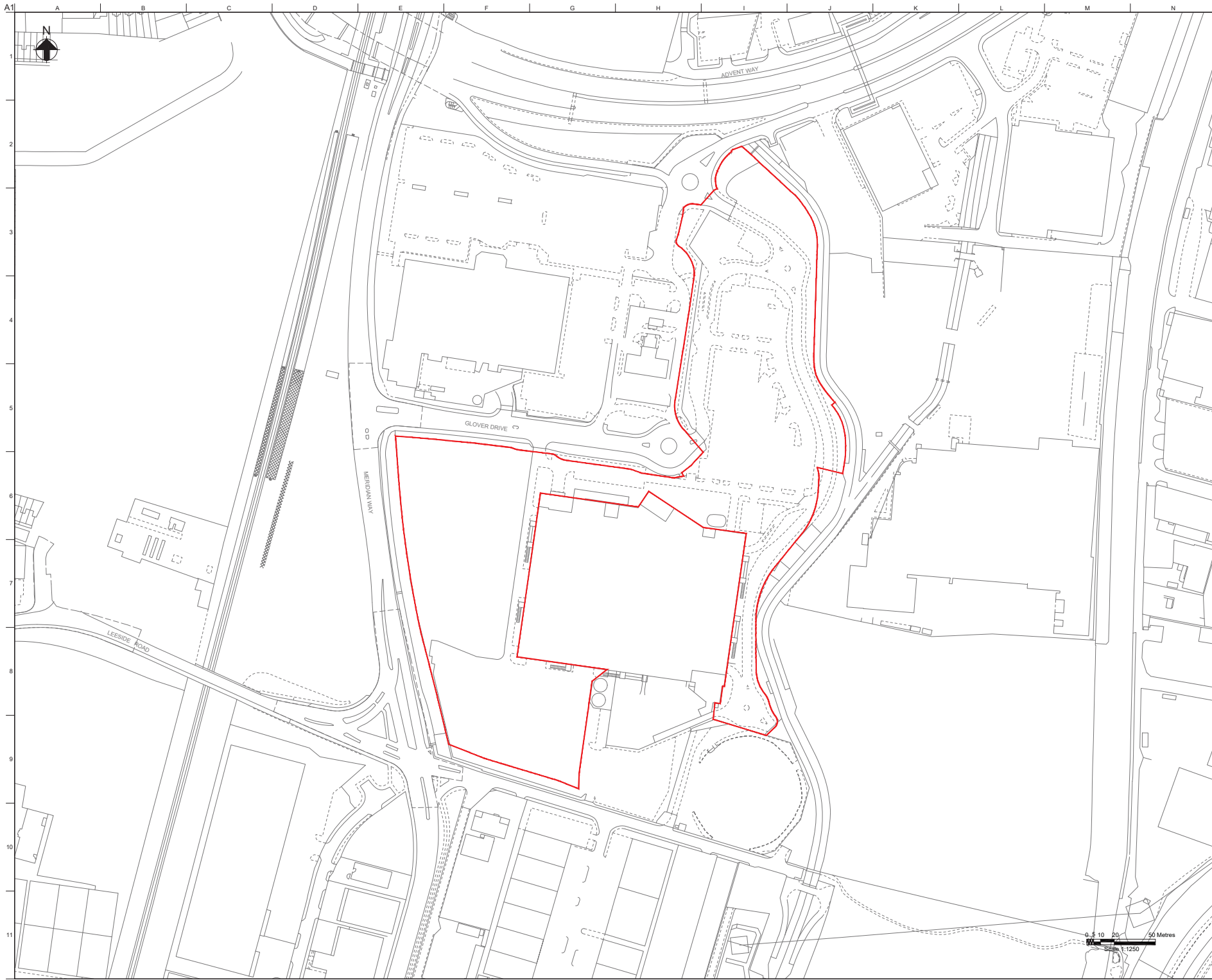
Scale of A1 1:500

Rule

Suitability - For Planning -

Arup Job No. 260637-20 Rev C

Name 260637-T-SK-01



Legend:
 Red line boundary

B	10/01/19	RJM	NF	NF
A	18/10/19	RJM	NF	NF

Rev	Date	By	Chkd	Appt

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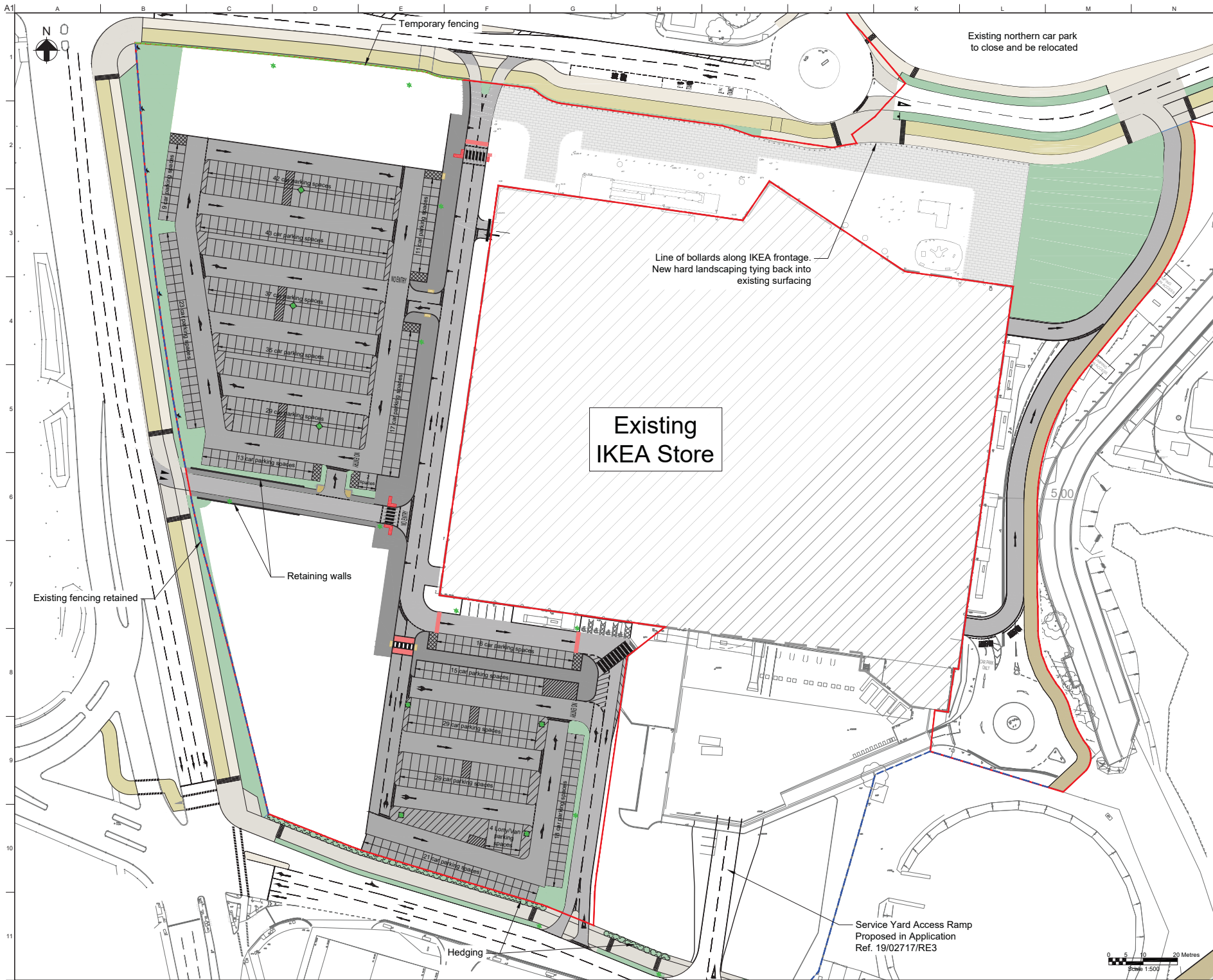
Client
London Borough of Enfield

Project Title
IKEA Meridian Water
Car Park Relocation

Drawing Title
Red Line Plan

Scale of A1 1:1250
Ruled

Subsidiary - For Planning -
Arup Job No. 260637-20 Rev B
Name 260637-T-SK-04



- Legend:**
- External Shared Path
 - External Cycleway
 - External Footpath
 - Internal Carriageway
 - Internal Footway
 - Proposed Landscaping / Verge
 - Proposed hard landscaping
 - Existing Ikea fence to be retained
 - New temporary fence to be installed
 - Hedge line
 - Red line boundary
 - Existing lighting columns to be retained
 - Proposed lighting columns (Indicative)

Notes:

Parking layout design by Peil Frischmann to IKEA specifications

For details of undercroft parking see ARUP Drawing 260637-T-03

Height of retaining wall varies. Height of parapet and railings to be consistent with DMRB

C	10/01/19	RJM	NF	NF
B	07/01/19	RJM	NF	NF
A	19/11/19	RJM	NF	NF

Rev	Date	By	Chkd	Appd
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Client
London Borough of Enfield

Project Title
IKEA Meridian Water
Car Park Relocation

Drawing Title
Proposed Car Park
(External)

Scale of A1: 1:500

Rule

Suitability - For Planning -

App. Job No. 260637-20 Rev C

Name 260637-T-SK-02