

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 11th August 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
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Ward:
Palmers Green

Ref: 15/01247/VAR

Category: Variation of condition

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

PROPOSAL: Variation of condition 8 to 14/04237/FUL to allow a total of 100 buses to be parked or stored at one time.

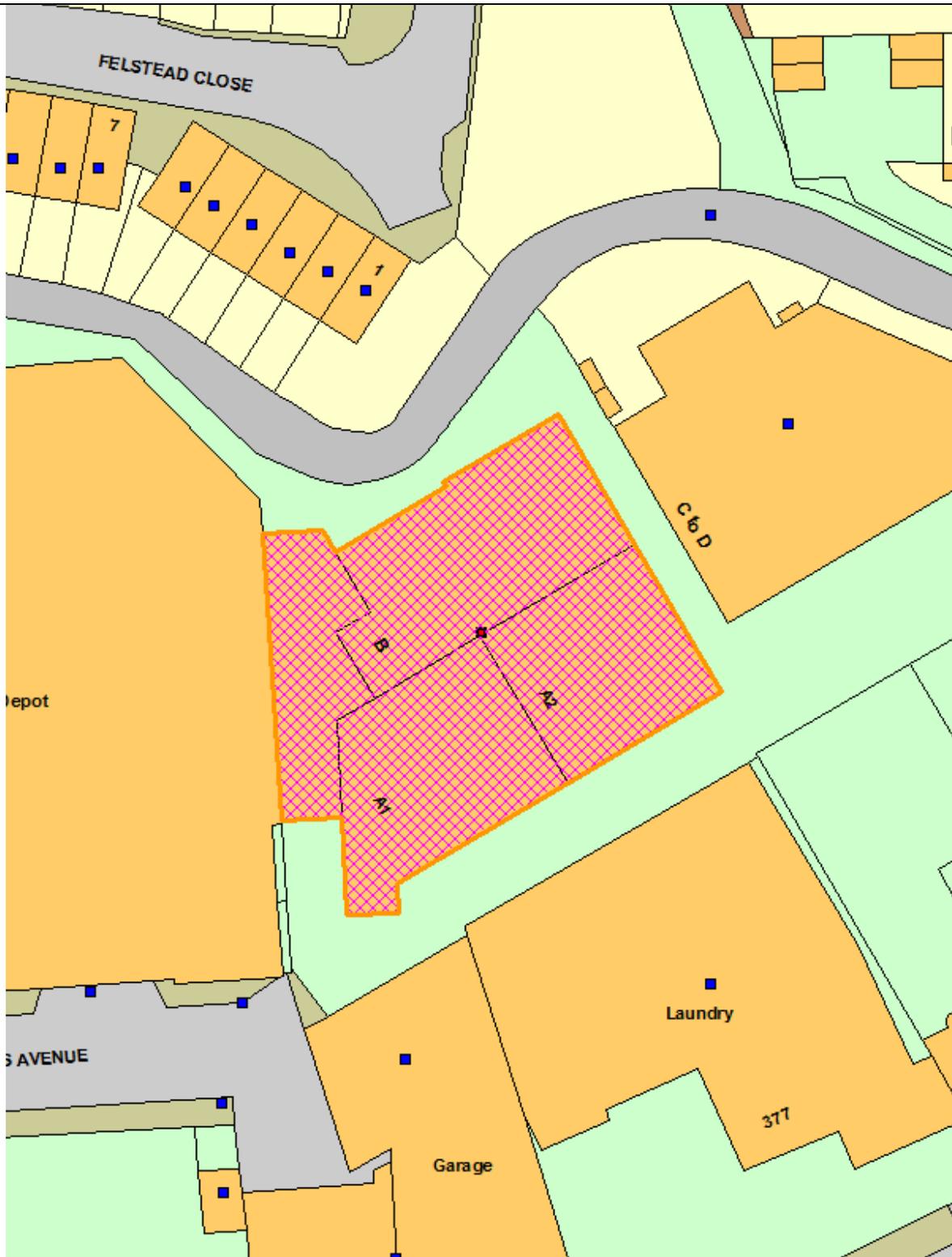
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RECOMMENDATION:

That subject to the completion of the necessary legal agreement, the Head of Development Management and / or Planning Decisions Manager(s) be authorised to **GRANTED** planning permission subject to conditions.

Ref: 15/01247/VAR LOCATION: Units A To B, Regents Avenue, London, N13 5UR



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The site is located on the northern side of Regents Avenue, adjacent to the existing Arriva Palmers Green Bus Depot. The site itself is bounded by Pymme's Brook to the north and is surrounded by a number of industrial uses. Regents Avenue is a private road which the leaseholders and free holders of the industrial units have a right of way over.
- 1.2 Units A and B are single storey structures and have a designated B8 use with ancillary A1 and A2 elements. In total, the floor area of the units is 1,100 sqm. The units currently accommodate car storage and a marble workshop and are on a short term lease. The units will become vacant shortly.
- 1.3 The site is located within the Regents Avenue industrial estate which is designated as a Locally Significant Industrial Site in the Core Strategy. The site also falls within the North Circular Road Area Action Plan. The site is also within Flood Zone 2.

2.0 Proposal

- 2.1 Conditional planning permission (ref:14/04237/FUL) was recently granted for the demolition of units A and B Regents Avenue to provide an external parking area extension to the existing Palmers Green Bus Depot. The current proposal seeks to vary condition 8 of this planning permission to allow a total of 100 buses to be parked or stored at one time
- 2.2 The objective of the proposed development is to bring the Palmers Green Bus Depot up to the required space standards for public transport operation and to enable ARRIVA's to meet the current Transport for London commitments. There is to be no intensification of the Bus Depot.

3.0 Relevant Planning Decisions

- 3.1 14/04237/FUL - Change of Use from B8 use to bus parking (sui generis) in connection with the directly adjacent ARRIVA Bus depot, including demolition of existing buildings – Granted with conditions (February 2015)

4.0 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transport

No objection raised subject to an S106 to secure a contribution of 1.5k towards improvements to the right turn pocket into Green Lanes, a contribution 22.5k to enable a CPZ to be designed and implemented, subject to consultation and a car parking management plan setting out how the applicant will control and manage on site car parking.

4.1.2 Heritage and Design Team

No comments

4.1.3 Transport for London (TfL)

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

4.1.4 Environment Agency

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

4.1.5 Thames Water

No objection raised.

4.2 **Public**

4.2.1 Letters were sent to 90 adjoining and nearby residents. Two responses have been received. The following provides a summary of the objections:

- Close to adjoining properties
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Noise nuisance

5.0 **Relevant Policy**

5.1 The London Plan (including MA)

Policy 5.3	Sustainable design and construction
Policy 5.13	Sustainable drainage
Policy 5.18	Construction, excavation and demolition waste
Policy 6.1	Transport
Policy 6.2	Public Transport Capacity
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.7	Better streets and surface transport
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.19	Biodiversity and access to nature

5.2 Core Strategy

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

CP36: Biodiversity

5.3 Development Management Document

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

5.4 Other relevant policy/guidance

National Planning Policy Framework
National Planning Policy Guidance
Supplementary Planning Guidance - Land for Industry and Transport
(September 2012)
North Circular Road AAP (adopted October 2014)

6.0 **Analysis**

6.1 Principle

6.1.1 Planning permission was granted for the change of use from B8 use to bus parking (sui generis) in connection with the adjacent ARRIVA Bus depot, including demolition of existing buildings (14/04237/FUL) by the Planning Committee at its meeting on 27 January 2015. Condition 8 stated that no more than a total of 75 buses shall be parked or stored at any one time on land identified: the reason being in the interest of ensuring the proposal did not prejudice the safe and free flow of pedestrian and vehicle movement in the locality which may arise if the number of buses using the site was allowed to increase above that existing.

6.1.2 This application seeks to vary this condition to allow a total of 100 buses to be parked or stored at any time thereby leading to an increase in the number of buses using the site. The acceptability of the underlying principles for the development in terms of the demolition and use of the site for bus storage are unaffected in the light of no material change in circumstances. The key issues therefore are traffic generation and the effects on highway safety and neighbouring residential amenity.

6.2 Traffic and Transport

6.2.1 The applicant has stated that the Palmers Green Depot forms a key part of ARRIVA's strategic network of Bus operations in outer London, and to both expand it and optimise its use are key necessities, not only from ARRIVA's viewpoint, but also in the best interests of the public transport system.

6.2.2 ARRIVA currently has 213 buses in total actually operating within the Borough itself, and when garaged within the Borough, these are located at its Palmers Green and Ponders End Depots. In addition, many of the Services operated by ARRIVA within the Borough are based at Depots elsewhere, mainly Wood Green and Tottenham.

6.2.3 The applicant has confirmed that the total number of buses parked on site is currently circa 68 (10 buses parked in Regents Avenue and 58 at the depot).

An increase to 100 is required to provide more flexibility in light of changing bus operational requirements.

6.2.4 The key issues from a highway perspective are the impact of the additional traffic movements (bus and staff vehicles) on the operation of the highway network and the impact on parking in the adjoining streets.

6.2.5 In regards to traffic generation, the Transport Statement highlights that the majority of current vehicle movements take place off-peak, with relatively low levels of activity during the busiest times on the surrounding highway network:

Existing vehicle movements during peak periods

	Buses		Staff		Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
08:00	9	8	8	0	17	8
17:00	9	9	5	8	14	17

6.6.4 The additional buses proposed to be based at the garage would result in some increase in movements, but not to a significant extent during the critical peak periods:

Estimated increase in movements during peak periods

	Buses		Staff		Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
08:00	0	0	3	0	3	0
17:00	0	0	2	3	2	3

6.2.6 Whilst the variation is not likely to have a significant impact on the operation of the adjoining highway, the Transport Statement highlights that the right-turn pocket facilitating the turn from Green Lanes into Regents Avenue is sub-standard. Although the number of additional movements may be relatively small as a result of the variation, an adjustment to the markings should be pursued as this would help reduce the risk of buses blocking northbound traffic on Green Lanes.

6.2.7 In regards to car parking, the Transport Assessment indicates that 54 additional staff would be based at the depot compared to the current situation, resulting in an estimated increase in demand for some 34 car parking spaces. There is evidence that some staff based at the garage already park in the adjoining streets and, following a residents' petition, the Council is currently consulting to gauge support for the idea of a controlled parking zone (CPZ) in the Palmerston Crescent area. The variation is therefore of some concern because of the potential to exacerbate these existing parking pressures. Whilst there may be some scope to absorb the additional parking demand within the site, measures also need to be introduced to prevent overspill parking in the surrounding area. Subject to the outcome of consultation with the local community, it is considered the CPZ would largely address this issue.

6.2.8 The variation will also result in additional movements but it is considered the situation can be improved if the existing right turning pocket were extended to reduce the risk of buses obstructing northbound traffic on Green Lanes. Together with the measures to control overspill parking; namely; a

controlled parking zone and an effective on-site car parking management strategy it is considered the effects can be suitably addressed.

6.2.9 It is therefore concluded that there are no objections to the proposal subject to the completion of an S106 agreement to secure the following:

- A contribution of £1.5k to enable the existing right-turn pocket in Green Lanes to be improved;
- A contribution of £22.5k to enable a CPZ to be designed and implemented, subject to the outcome of local consultation; and
- A car parking management plan setting out how the applicant will manage and control on-site car parking.

6.2.10 In weighing up the merits of the proposals, it must also be noted that bus garages are an essential element of the infrastructure needed to support both the Mayor's and the Council's objectives to provide high quality bus services and sustainable transport within the Borough. There is also a shortage of suitable sites to cater for this essential need. On balance therefore, it is considered the potential effects on the local highway network even having regard to the proposed mitigation, are outweighed by the wider benefits of providing this additional bus depot capacity.

6.3 Character and appearance

6.3.1 There are no further external alterations and thus the proposal would have no further impacts on the character and appearance of the street scene.

6.4 Residential amenity

6.4.1. Under the previous planning application 14/04237/FUL, consultants were commissioned by the applicant to undertake a noise impact assessment for the proposed bus depot extension. The noise impact assessment recommended the installation of a 4 metre high acoustic wall to run along part of the site boundary with Pymme's Brook. The proposal provided this 4m high acoustic wall in line with the suggestion within the noise impact assessment.

6.4.2 It is therefore considered that the proposed increase in bus numbers would not have any further impacts on residential amenities, particularly in regards to noise and disturbance.

6.5 Employment

6.5.1 The proposal to expand the existing depot to accommodate additional buses is an employment opportunity for Borough residents and is welcomed, in accord with policy.

6.6 CIL

6.6.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sum. The

Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015. The development involves no new built floor space and therefore is not CIL liable.

7.0 Conclusion

- 7.1 The proposal for the variation of condition 8 to 14/04237/FUL to allow a total of 100 buses to be parked or stored at one time is deemed to be acceptable subject to conditions and an S106 agreement. Which seek to address the potential implications for the operation of the highway and in particular, the junction of Regents Avenue / Green Lanes / North Circular Road The proposal would also aid the Borough in supporting the London Plan's directive of protecting and promoting sustainable transport measures within London.

8.0 Recommendation

- 8.1 That subject to the completion of the necessary legal agreement, the Head of Development Management and / or Planning Decisions Manager(s) be authorised to GRANTED planning permission subject to the following conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

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

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

3. The use shall not commence until details of surface drainage works, including how greenfield runoff rates will be achieved, have been submitted and approved in writing by the Local Planning Authority. The details shall include a comprehensive SuDS plan, the calculated controlled discharge rate and the proposed storage volume.. The drainage system shall be installed/operational prior to the first occupation of the extended Bus Depot and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

4. The development shall not commence until details pertaining to the installation of the living wall(s) facing Pymme's Brook shall be submitted and approved in writing by the Local Planning Authority. All living wall installations in accordance with the approved scheme shall be

completed/planted during the first planting season following practical completion of the development hereby approved. The details submitted shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

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

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

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

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

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

7 The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measures to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

Reason: To avoid risk to public health and the environment.

8 That no more than a total of 100 buses shall be parked or stored at any one time on land outlined in red, excluding the access known as Regents Avenue, as demonstrated on drawing P/100 Rev A forming part of this application.

Reason: In the interest of the safe and free flow of pedestrian and vehicle movement.

