

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 31<sup>st</sup> August 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr R.W. Laws Tel: 020 8379 3605

**Ward:** Edmonton  
Green

**Application Number :** TP/10/0859

**Category:** Other Development

**LOCATION:** Land at Smythe Close, Edmonton Green Shopping Centre, The  
Broadway, London, N9 0TZ

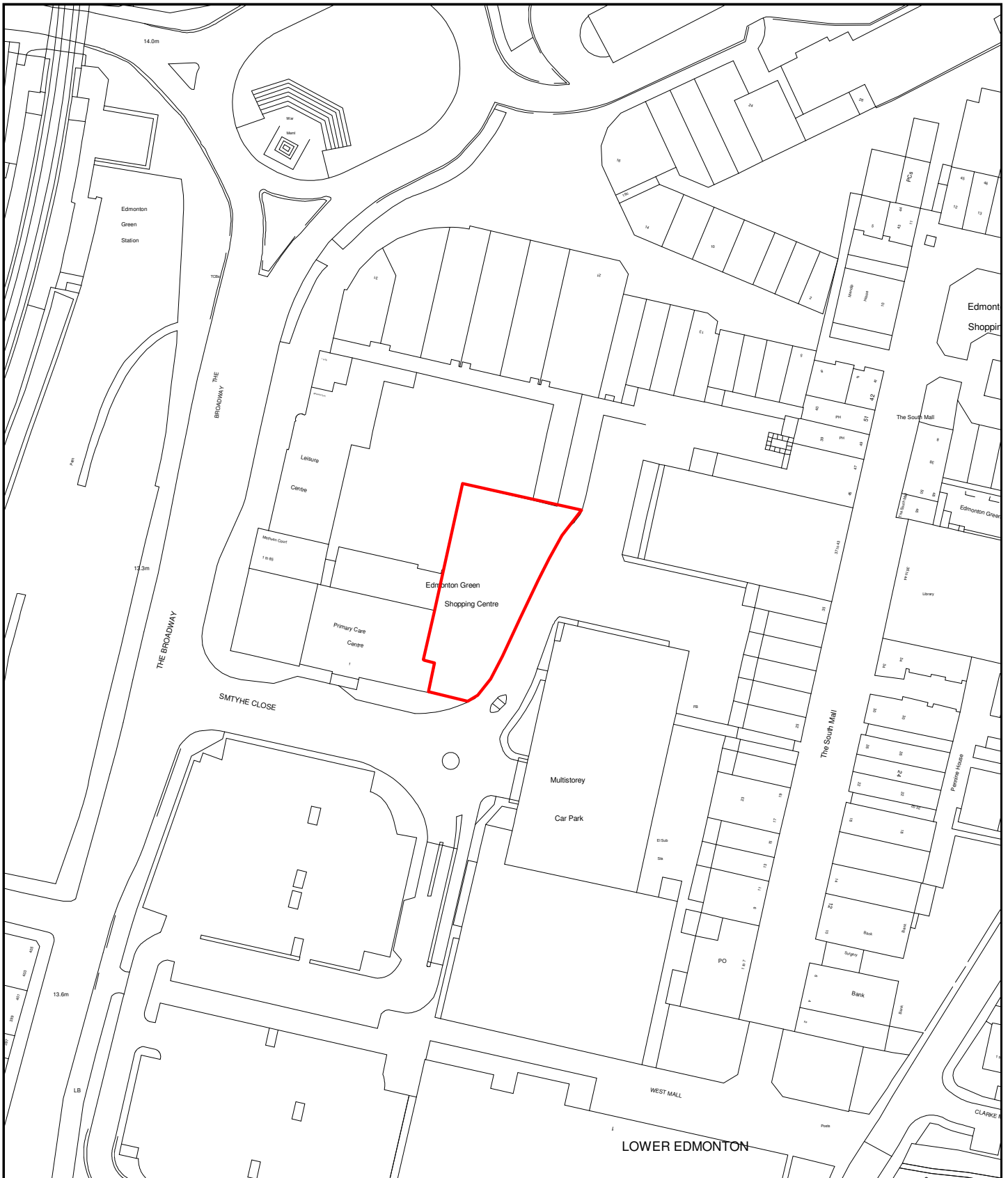
**PROPOSAL:** Erection of a 4-storey building comprising a 73 bed hotel (Class C1).

**Applicant Name & Address:**  
St Modwen Developments (Edmonton) Ltd  
180, Great Portland Street  
London  
W1W 5QZ

**Agent Name & Address:**

**RECOMMENDATION:**

That subject to the completion of a Section 106 Agreement regarding the provision of a Construction and Employment Strategy Planning Permission be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250  
Time of plot: 09:42

Date of plot: 13/08/2010

## **1. Site and Surroundings**

- 1.1 The 0.1 ha site comprises a 29 space car park located immediately to the rear of the Primary Care Trust and Leisure Centre buildings which front The Broadway. Situated within the Edmonton Green Shopping Area, the site fronts Smythe Close with the Asda car park opposite. The eastern boundary is formed by a service road providing access to the precinct. Beyond this to the east lies St George's multi storey car park.

## **2. Proposal**

### **2.0 Proposal**

- 2.1 Permission is sought for the construction of a four storey 73 bed hotel which would be operated by Travelodge. With a gross internal area of 2012 sq.m, the hotel would include a reception, office, linen storage and staff facilities although no on site eating or drinking facility is proposed
- 2.2 The proposal does not involve any on site parking although cycle parking and a new service lay by are shown. Parking would be accommodated in the adjacent St Georges multi storey car park (460 spaces) or in the Asda car park opposite (260 spaces). With regard to the existing parking, this would be reallocated to other car parks elsewhere within the centre

## **3. Relevant Planning Decisions**

- 3.1 None relevant to this application.

## **4. Consultations**

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

- 4.1.1 Economic Development raise no objections on economic grounds commenting that the proposal would to contribute to the vitality of the town centre, as well as generally enlivening this particular locality within the core area. It is noted however that the hotel will create minimal employment with the applicant refers to 6 full time and 12 part time jobs. It is important therefore to ensure that local residents are given the opportunity to apply for these jobs, given the particularly high levels of unemployment in the Edmonton Green Area. The developer should be strongly encouraged to engage with the Jobs net team who can provide a brokerage service at no cost. The construction of the hotel also provides an opportunity to engage local labour and local sub contractors. This would ensure that the regeneration benefits to the local area maximised. A section 106 agreement needs to be put in place to secure the delivery of these benefits.
- 4.1.2 London Fire and Emergency Planning Authority comment tat they are satisfied with the proposals.
- 4.1.3 Environmental Health raises no objection subject to conditions regarding air conditioning / ventilation units, construction Management Plan, no impact piling
- 4.1.4 Thames Water raises no objection regarding sewerage infrastructure

#### 4.2 Public response

Consultation letters were sent to 180 surrounding occupiers together with 4 notices displayed around the site. No objections have been received.

### 5. **Relevant Policy**

#### 5.1 London Plan

- 2A.1 Sustainability Criteria
- 3D.1 Supporting Town Centres
- 3C.2 Matching development to transport capacity
- 3C.23 Parking Strategy
- 3D.7 Visitor accommodation and facilities
- 4A.3 Sustainable Design and Construction
- 4A.4 Energy assessment
- 4B.5 Creating an inclusive environment
- 4B.1 Design principles for a compact city
- 4B.8 Respect local context

#### 5.2 Unitary Development Plan

- (I) EN6 To have regard to the need to minimise the environmental impact of all development
- (I)GD1 Regard to surroundings
- (II)GD1 Appropriate location
- (I) GD2 Surroundings and quality of life
- (II) GD3 Aesthetics and functional design
- (II) GD6 Traffic Generation
- (II) GD8 Servicing
- (II) T1 To ensure development takes place in locations which have appropriate access to transport networks
- (II)T15 To improve, maintain and enhance the footways and public footpath network
- (II)T16 Adequate access for pedestrians in all new developments
- (II)T17 High priority to pedestrians where they cross traffic routes
- (II) T19 Cycle Facilities
- (I) AR2 Potential for tourist related developments and hotels located in acceptable locations
- (II) AR7 Encourage development of hotels in appropriate locations
- (I) S2 Maintain and enhance role of major shopping centres
- (II) S2 Enhance the role of Edmonton Green
- (II) S3 Coordination and management of Town Centres

#### 5.3 Local Development Framework

The Enfield Plan – Core Strategy has now completed its Examination in Public on the ‘soundness’ of the plan and the Inspectors report is now awaited. In the light of the matters raised, it is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

- SO1 Enabling and focusing Change
- SO2 Environmental sustainability

SO6 Maximising Economic potential  
SO10 Built Environment  
CP12 Visitors and tourism  
CP17 Town Centres  
CP20 Sustainable Energy Use and energy Infrastructure  
CP30 Maintaining and Improving quality of Built Environment  
CP 39 Edmonton

#### 5.4 Other Material Considerations

PPS1 Delivering Sustainable Development  
PPS4 Planning for Sustainable Economic Growth  
PPG13 Transport

### **6.0 Analysis**

#### 6.1 Principle

6.1.1 The general approach of planning policy is to encourage development in sustainable locations with good accessibility to a range of public transport options. Edmonton Green is one of the Boroughs designated town centres and has a PTAL rating of 5. As a result, the location would be consistent with this approach.

6.1.2 There is a general need for a range of hotel accommodation across the Borough which is recognised in Policy (II)AR7 of the UDP and Policy 12 of the emerging LDF Core Strategy. In addition, the proposed hotel represents a complementary use to the retail function of Edmonton Green and would add to its vitality and viability whilst also strengthen the role of the town centre and its attractiveness to a range of retail, commercial, leisure and other related uses.

6.1.3 Overall therefore, the principle of a hotel in this location is considered to be consistent with planning policy for this town centre location having regard to Policies (II)GD1, (II)AR7 (I)S1, (II)S2 of the UDP and Policies 12 and 17 of the emerging Core Strategy as well as Policy 3D7 of the London Plan and PPS4.

#### 6.2 Integration with Character of Surrounding Area

6.2.1 In design terms the new hotel picks up on the strong design feature of the earlier phases of redevelopment of Edmonton Green along the Broadway and Smythe Close and in this regard the overall design approach is considered to have an appropriate relationship to its immediate surroundings having regard to Policies (I) GD1, (I) GD2 and (II) GD3 of the UDP as well as London Plan Polices 4B.1, 4B.5 and 4B.8.

6.2.2 The southern elevation of the hotel would be the most visible in terms of major public vantage points from the surrounding surfaced car parks. It would have vertical composition windows that have a proportion in harmony with the adjacent Primary Care Trust building and which would sit comfortably within the street scene. The other main visible elevation is that from the east which faces across the service yard towards the multi storey car park. The plan form of this elevation is broken into a number of steps that respond to the sites

configuration and together with the regular window opening, would result in a simple and functional elevation. A soft landscape bed is also proposed in front of part of the east elevation which would also help to soften the building's appearance at ground level.

- 6.2.3 The palette of materials to be used would also reflect those of the adjacent buildings to help satisfactorily assimilate its appearance within the street scene. The roofscape of the new hotel also picks up on the mono pitch and gull wing roofs that are a strong design feature of the adjacent buildings. The overall size, scale, design, height and appearance of the 4 storey hotel are therefore considered to have appropriate regard to its immediate surroundings and would contribute positively to the urban environment in this location.

### 6.3 Impact on surrounding developments

- 6.3.1 In terms of impact on the neighbouring developments, that closest are the Primary Care Trust and Leisure Centre Building which are directly adjacent to the west. The Primary Care Trust building has two windows on its flank elevation facing the side elevation of the proposed hotel: one at ground floor and one at first floor. The hotel building would be sited approx 2m away from these windows. However, as these are secondary windows and not serving any habitable function, the relationship is considered acceptable. There are no windows on the flank elevation of the leisure centre and therefore there would be no adverse impact.
- 6.3.2 The Primary Care Trust has windows on its rear elevation at 3 levels that face an internal courtyard also enclosed by the leisure centre. Whilst there would be angled views from some of the hotel bedroom windows towards these rear windows, the nearest of which is approx 5.5m away, it is considered with the nature of hotel room occupation and the angled views, there would not, on balance, be any significant impact prejudicial to the operation of either building. Furthermore, whilst the hotel would now enclose this end of the courtyard between the Primary Care Trust and the Leisure Centre, it is considered that this would adversely not harm the functioning of the Primary Care Trust building or result in significant loss of light/overshadowing.
- 6.3.3 The siting and height of the hotel would not impact on the residential amenities of the nearby tower block due to the intervening distance.

### 6.4 Traffic/parking/ servicing

- 6.4.1 The site is situated in an extremely sustainable location in terms of its transport links with a PTAL of 5 for this town centre location and has a PTAL rating of 5. The site is within approximately 250m walking distance from the new bus terminal interchange station which provides for 10 different services plus a night bus and approximately 200m from Edmonton Green Station which provides overland train services into Liverpool Street Station and on to Enfield, Cheshunt and Hertford with 2 services per hour each way. There are also numerous car parks immediately adjacent including the St Georges multi storey car park, the ASDA car park providing over approx 700 spaces.
- 6.4.2 Whilst the proposal does not provide any car parking on site, there is a substantial level of car parking provision adjacent to the site at St George's multi storey car park (460 spaces) and surface ground level car park (250)

spaces which has spare capacity to accommodate the traffic generation that would arise from the hotel development which combined with its excellent transport links and town centre location is considered sufficient to off set the fact that no parking is provided in this instance. Surveys indicate that there are always spare spaces in the adjoining car parks during the day, whilst at night, when hotel users might need them; the vast majority of spaces are empty.

- 6.4.3 The issue of no dedicated off street parking is of less concern in view of the proposed Controlled Parking Zone (CPZ) for the area. This is due to be introduced with committed S106 funding. As a result, no additional S106 is considered necessary.
- 6.4.4 Overall therefore, it is considered that the proposed hotel would not adversely impact on the surrounding on street parking situation or adversely impact on highway safety having regard to Policies (II) GD6 and (II) GD8 of the Unitary Development Plan as well as London Plan Policy 3C.23 and PPG13. The 29 spaces lost as a result of the hotel which are not public but allocated to management staff, together would be reallocated with the surrounding car parking areas.
- 6.4.5 In terms of servicing a service pull in lay-by is proposed off the service area access road which is considered acceptable in terms of providing adequate servicing arrangements for the hotel having regard to Policy (II) GD8 of the UDP. In addition satisfactory cycle parking provision and refuse storage facilities are also shown which can be appropriately conditioned.

## 6.5 Sustainable Design and Construction

- 6.5.1 The development achieves a satisfactory score against the Council's sustainable design and construction assessment and also incorporates a number of sustainable features in its design, construction and operation e.g. use of low energy light fittings incorporating high frequency control gear, installation of dual flush toilets, fitting of spray taps with flow restriction, heating and cooling of reception and office areas with on site renewable energy source and minimised water storage.

## 7.0 **Economic Impact**

- 7.1 The hotel would employ approximately 6 full time and 12 part time staff which it is hoped could be recruited and would be recruited locally. The planning statement also envisages that construction process would also be likely to generate up to a maximum of 60 jobs. In addition to the short term investment and job provision associated with construction, the location of a hotel would also generate revenue through guest spend on local goods.
- 7.2 The limited service nature of this hotel would also mean that guests will use existing facilities within the surrounding area, to the benefit of the local economy. Research indicates that the average daily spends by Travelodge guest on local goods and services is £36. Assuming an 85% occupancy rate the hotel at Edmonton Green has the potential to generate in excess of £0.8m a year of expenditure in the local economy.

## 8.0 **Section 106 Agreement**

- 8.1 In order to maximise the benefit of this development to the local community, a s106 agreement is proposed to ensure linkages with the Council's Jobsnet and Construction Web programs

## **9. Conclusion**

- 9.1 It is considered that the provision of a hotel in this sustainable town centre location would help to contribute to the vitality and viability of Edmonton Green Shopping Centre and would add to the range of facilities available. It would also assist in bringing new activity to this part of the centre. In addition the development would help to attract visitors to Edmonton Green as well as creating further jobs within the local community. Notwithstanding these socio economic benefits, it is considered that the development would be appropriately located, due to its size and design and would sympathetically integrate into the existing built environment.
- 9.2 Accordingly, it is recommended that planning permission be granted for the following reasons:
1. The proposed hotel is an appropriate use for this sustainable town centre location with good access to a range of public transport option and would both add to the range of facilities on offer while also strengthening the role, vitality and viability of Edmonton Green town centre having regard to Policies (II) AR7, (I) S2, (II) S2, (II) S3 of the Unitary Development Plan and London Plan Policies 2A.1, 3C.2 and 3D.7 of the London Plan
  2. The proposed hotel building due to its siting height and design, would sympathetically relate to existing surrounding development and have an acceptable appearance within the street scene and the surrounding area having regard to Policies (I) GD1, (I) GD2, (II) GD3, (II) GD1 of the Unitary Development Plan and London Plan Policies 4B.1, 4A.3, 4B.5 and 4B.8 of the London Plan.
  3. The proposed hotel building would not have any undue impact on the amenities and operation of the neighbouring commercial and leisure buildings having regard to Policies (I) GD1, (I) GD2, (II) GD3, (II) GD1 of the Unitary Development Plan and London Plan Policies 4B.1, 4A.3, 4B.5 and 4B.8 of the London Plan.
  4. The development, notwithstanding the absence of any on site parking, would not have any adverse effect on the free flow and safety of traffic and pedestrians using the adjoining highways due to the town centre location, the availability of nearby car parks, good access to public transport and the on site cycle parking having regard to Policies (II) T1, (II) GD6, (II) GD8 of the Unitary Development Plan and London Plan Policies 2A.1, 3C.2, and 3C.23.
  5. The loss of the existing parking area, would not have any adverse effect on the free flow and safety of the adjoining highways due to the reallocation of car parking spaces elsewhere within the town centre car parks and is therefore acceptable, having regard to having regard



to Policies (II) T1, (II) GD6, (II) GD8 of the Unitary Development Plan and London Plan Policies 2A.1. 3C.2, and 3C.23.

- 6 The sustainability measures identified in the sustainability assessment form submitted with the application are considered to be sufficient to achieve a suitable level of sustainable design and construction
- 7 The proposed development, subject to the completion of a s106 agreement to ensure engagement with the Council's Jobs net and Construction Web initiatives, would contribute to the continued regeneration of the area and employment opportunities available having regard to the aims of Policy CP39 of the emerging Core Strategy of the Local Development Framework.

## **10. Recommendation**

10.1 That subject to the completion of a Section 106 Agreement regarding the provision of a Construction and Employment Strategy Planning Permission be GRANTED subject to the following conditions:

1. C7- Details of materials
2. C9- Hard Surfacing
3. C11- Details of enclosure
4. C10- Levels
5. That development shall not commence on site until a Construction Management Plan has been submitted to and approved in writing by The Local Planning Authority. The Plan shall set out arrangements for construction vehicle access to and egress from the site, arrangements for the loading, unloading and turning of delivery, service and construction vehicles within the site, details of facilities for the cleaning of wheels of construction vehicles leaving the site, details of hours of construction work, arrangements for parking contractors vehicles, arrangement for storage of materials, measures to prevent noise and dust pollution.

Reason: To safeguard the amenities of the surrounding area and to prevent the transfer of site material on to the public highway.

6. C17- Landscaping
7. C41- Details of external lighting
8. C19- Refuse Storage
9. C59- Cycle Parking
10. C57 – Sustainability assessment
11. Details of any air conditioning or non passive ventilation systems shall be submitted to and approved in writing by the local Planning Authority, prior to installation.

Reason: To ensure the submission of satisfactory details as well as appearance and to safeguard amenity.

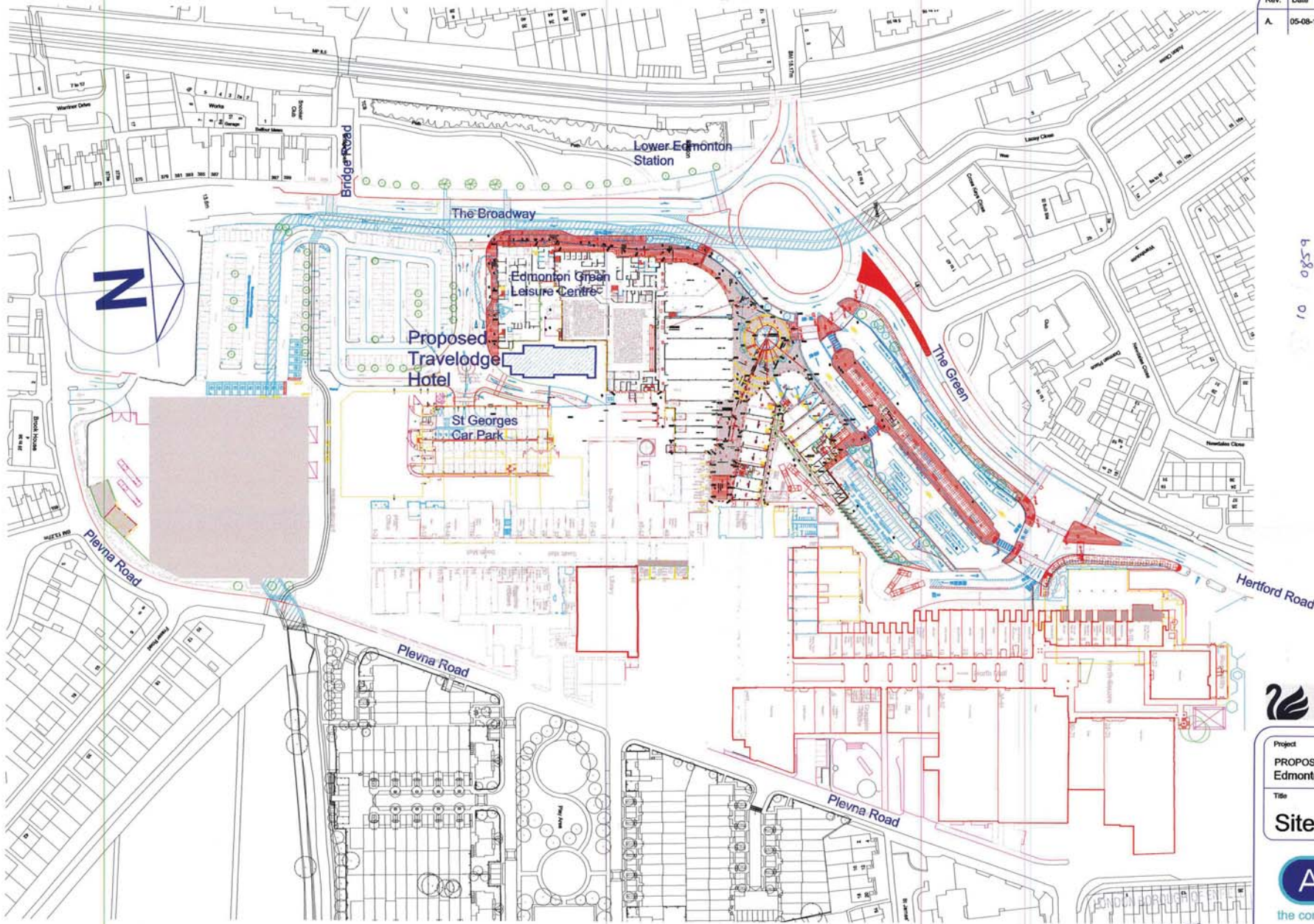
12. No impact piling shall take place without the prior written approval of the Local Planning Authority and shall only take place in accordance with the terms of any such approval.

Reason: In order to protect the amenities of the surrounding area.

13. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 or any amending Order the building shall only be used as a hotel and shall not be used for any other purpose within Use Class C1, or for any other purpose.

Reason: For the avoidance of doubt and in order to assess the appropriateness of any other alternative use having regard to the sites location within Edmonton Green Town Centre as well as having regard to the transport and parking requirements of any other alternative use having regard to the Unitary Development Plan.

14. C51A- Time Limit



Rev.	Date	Description	Ints.
A.	05-08-10	Adjusted to correspond with drawing 6212-PL-001	SJB

10 0859  
 Received. 11/4 August  
 Undercover of Agents  
 letter 10 August

# Site Location Plan



Project  
**PROPOSED TRAVELODGE DEVELOPMENT  
 Edmonton Green**  
 Title  
**Site Location Plan**



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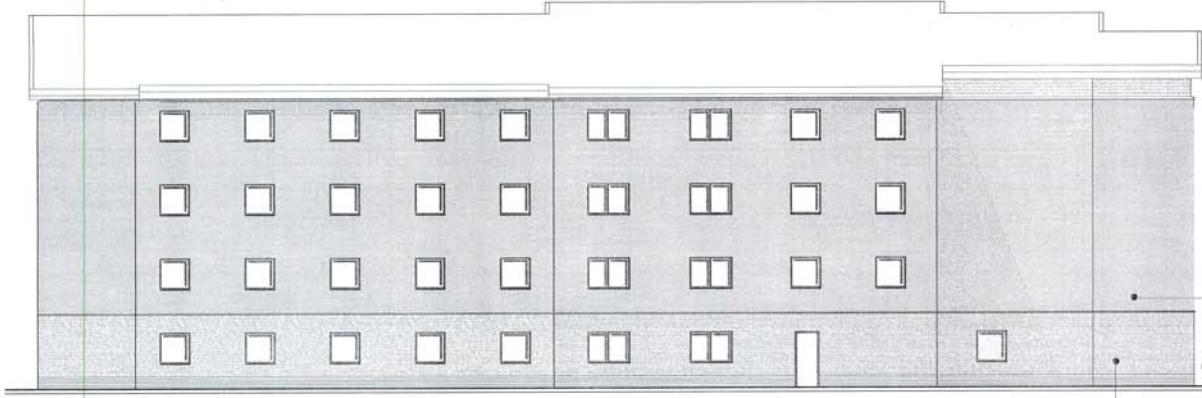
Scale	Date	Drawn	Authorised
1:1250(A2)	May 2010	SJB	CIS
Contract No.	Drawing No.	Revision	
6212	SL.001	A	

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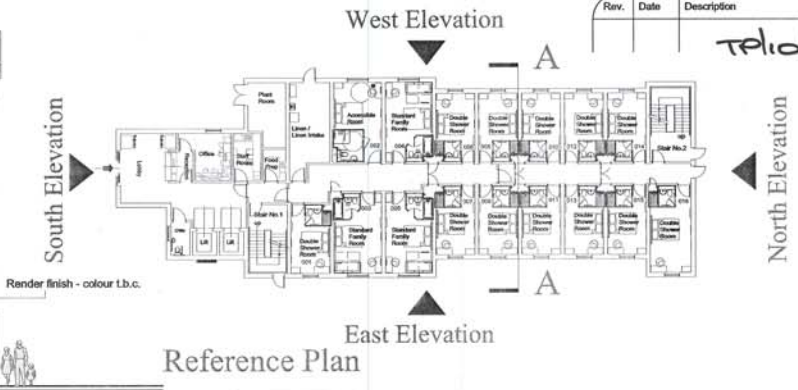
# Travelodge Hotel Development, Edmonton Green

Rev.	Date	Description	Ints.

TPL10059



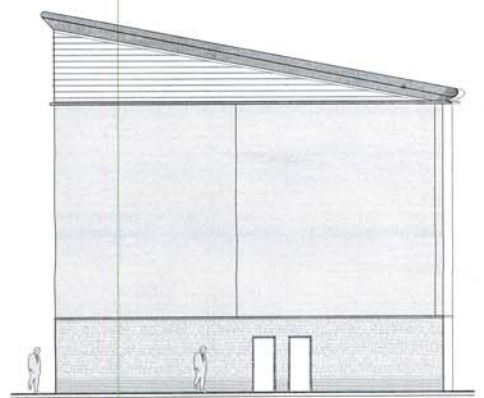
West Elevation



Reference Plan

Render finish - colour t.b.c.

Buff facing brickwork to approved sample with blue engineering brickwork to low level to match existing building

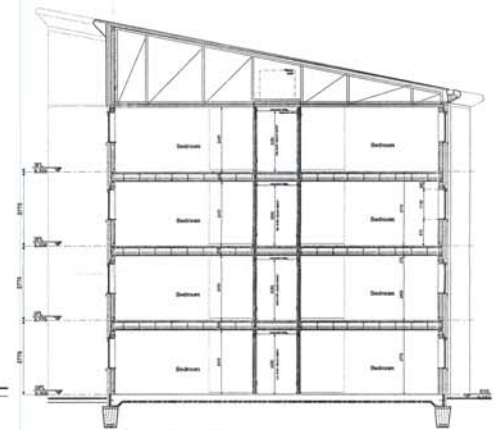


North Elevation



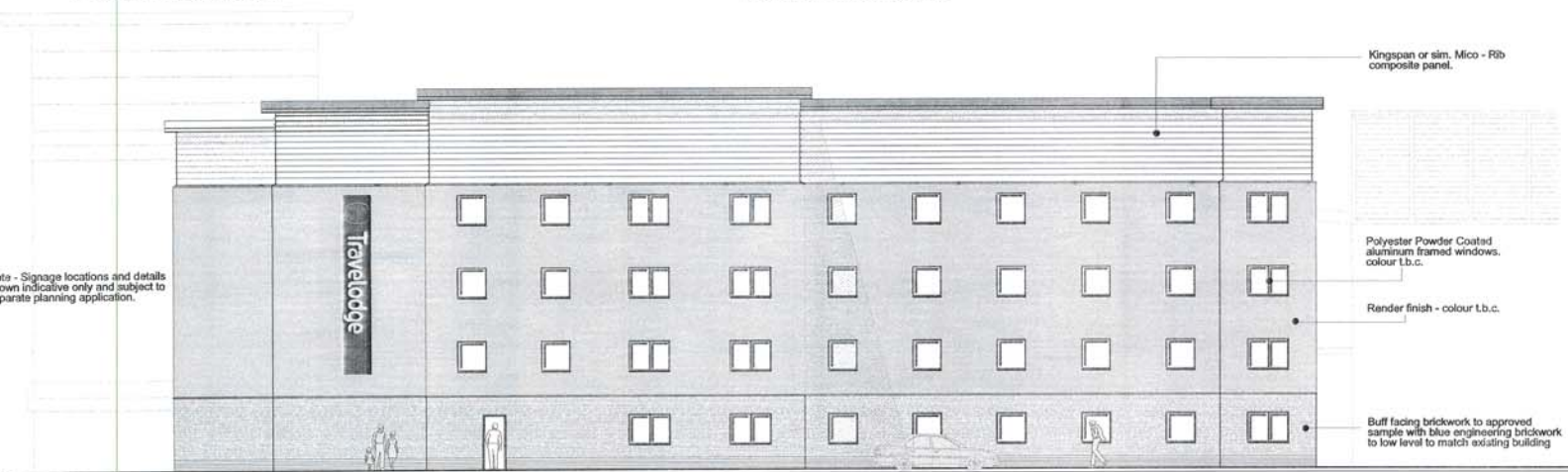
South Elevation

Note - Signage locations and details shown indicative only and subject to separate planning application.



Typical Section A - A

Elevations & Typical Section



East Elevation

Kingspan or sim. Mico - Rib composite panel.

Polyester Powder Coated aluminum framed windows, colour t.b.c.

Render finish - colour t.b.c.

Buff facing brickwork to approved sample with blue engineering brickwork to low level to match existing building

Note - Signage locations and details shown indicative only and subject to separate planning application.

# Travelodge Hotel Development, Edmonton Green



Project  
PROPOSED TRAVELODGE DEVELOPMENT  
Edmonton Green

Title  
Proposed Elevations & Typical Section  
18 JUN 2010



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Scale	Date	Drawn	Authorised
1:100 (BA1)	Apr 2010	JOB	JOB
Contract No.	Drawing No.	Revision	
6212	PL.003		

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