

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd November 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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Ward: Town

Application Number : TP/10/1112

Category: Dwellings

LOCATION: GALA CLUB, BURLEIGH WAY, ENFIELD, EN2 6AE

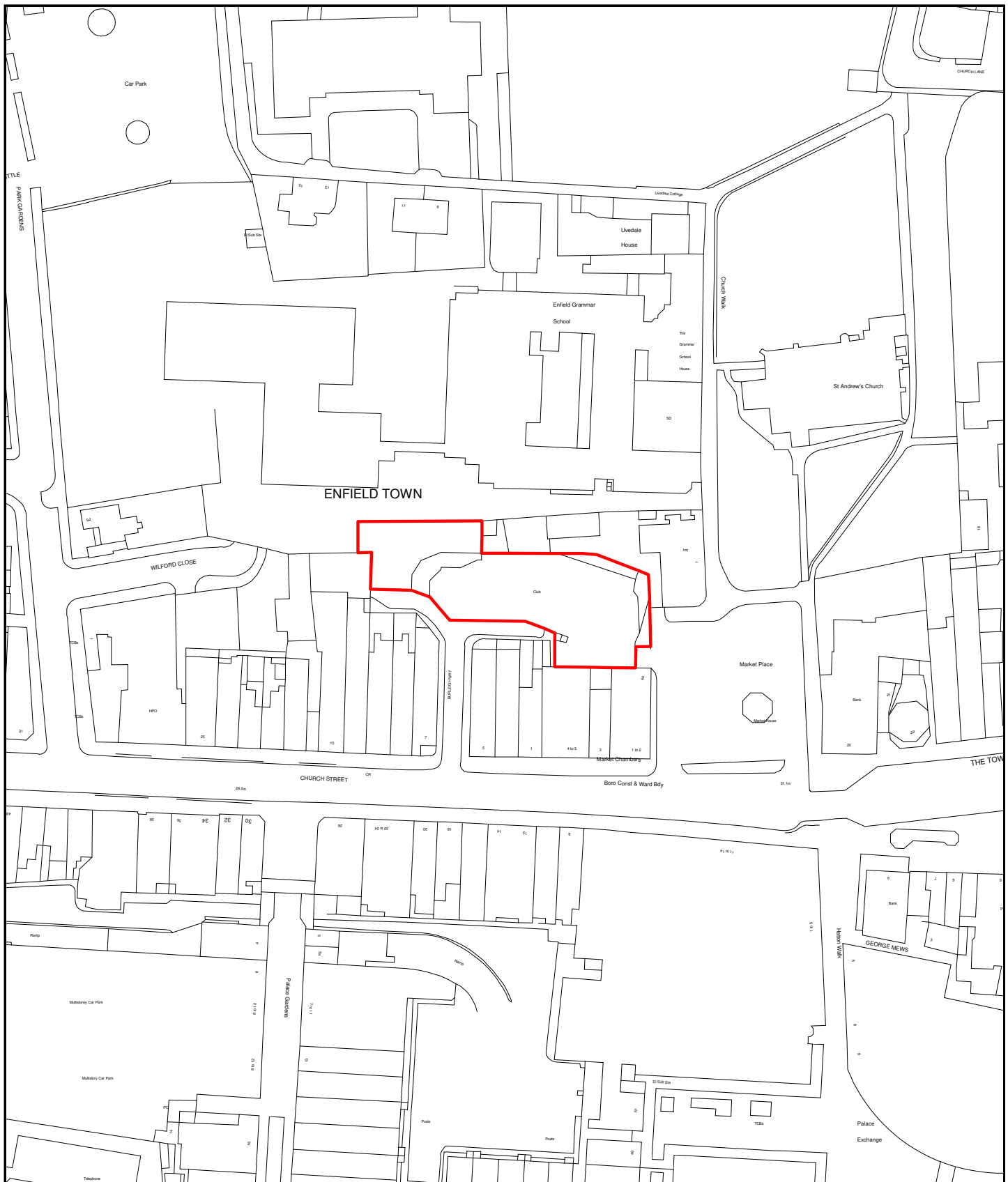
PROPOSAL: Demolition of the existing building and erection of 6 Commercial Units & 39 Residential Units (50% of which Affordable Housing) in two, part 3 & part 4 storey blocks, comprising of 6 x 1-bed, 17 x 2-bed & 16 x 3-bed flats, incorporating accommodation in roof space with front, rear & side dormer windows & pedestrian access to the Market Place.

Applicant Name & Address:
Mark Hayes,
Christian Action (Enfield) Housing Assoc
61, ISLAND CENTRE WAY,
ENFIELD,
EN3 6GS

Agent Name & Address:
Gian Kundi, The Tooley & Foster
Partnership
Warwick House
116, Palmerston Road
Buckhurst Hill
Essex
IG9 5LQ

RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions and subject to a S.106 Agreement in respect of the heads of terms as detailed in the report and as previously agreed



Development Control



Scale - 1:1250
Time of plot: 09:31

Date of plot: 12/11/2010

1. Site and Surroundings

- 1.1 The application site is located in Enfield Town Centre and is accessed off Church Street and Burleigh Way, with frontages to Burleigh Way and Market Place.
- 1.2 The site is currently occupied by a large derelict cinema building last occupied by Gala Bingo but which is currently being demolished in accordance with the approval under reference CAC/08/0015.
- 1.3 Immediately to the north is Enfield Grammar School, the older part of which (The Grammar School House) is a grade II listed building.
- 1.4 The site is within Enfield Town Conservation Area.
- 1.5 The majority of buildings within the immediate vicinity are three storey in height. Within Market Place, the Kings Head public house is 13.3m in height to the ridge of its pitched roof. The building occupied by Santander (Market Chambers) is 13.2m in height. At its entrance, Burleigh Way is flanked by 3-storey developments, with Starbucks and Vision Express forming the ground floor commercial elements and residential over.

2. Proposal

- 2.1 Planning permission is sought for the demolition of the existing building and erection of 6 commercial units & 39 residential units (50% of which Affordable Housing) in two, part 3 & part 4 storey blocks, comprising of 6 x 1-bed, 17 x 2-bed & 16 x 3-bed flats, incorporating accommodation in roof space with front, rear & side dormer windows & pedestrian access to the Market Place.
- 2.2 The northern block would be mainly three storeys high with an additional storey of accommodation accommodated in the roof. A four storey element with an additional floor accommodated in the roof would be sited at the centre of this block. The southern block would be four storeys high with an additional floor accommodated in the roof.
- 2.3 Six commercial units are proposed on the ground floor of the northern and southern blocks fronting a new pedestrian route linking Burleigh Way and Market Place.
- 2.4 The design of the buildings does not differ significantly from those which were previously approved. Key changes to the scheme include:
 - a) A basement plant room has been provided under the middle section of the north block (Building A).
 - b) The ground floor plan has been altered as follows:

Building B (south block);

 - Shop unit no. G1 has been relocated adjacent to G2 in order to accommodate an electricity sub station.
 - The bin and cycle storage provisions have been relocated as has the residential entrance.

Building A (north block);

- Shop units G4 and G5 have been redesigned so that they may be 'combined' to offer a larger retail store with greater flexibility for future letting.
 - The residential entrance adjacent to shop units G4 and G5 has been relocated.
 - Shop unit G6 has been brought forward to accommodate part of the external seating area in the 'undercroft' of the building in order to make up for the loss of site adjacent and to overcome 'Secure-by-Design' issues.
 - The bin and cycle storage provisions have been relocated and reassessed so that they are independent of the residential entrances.
- c) The west end flank of Building A has been 'stepped' in order to accommodate windows to face south rather than overlook the adjacent School property.
- d) Service risers to each stair / lift have been added which has had a degree of impact on the internal layouts.
- e) The first, second and third floors have been amended in Building B which will now provide 2 x 3 bed flats on the first and second floors and 1 x 2 bed and 1 x 3 bed flats on the third floor, in response to housing mix requirements.
- f) The fourth floor remains essentially as the previously approved scheme.
- g) The scheme now provides a total of 39 flats as opposed to 42 flats approved under the original application.
- h) The proposed overall 'mix' of housing is now 6 x 1 bed flats, 17 x 2 bed flats and 16 x 3 bed flats.
- i) Affordable housing will be provided at 50% in accordance with the previous planning permission.
- j) In regards to the elevations, the main proposed change is the alteration to the pitch of the mansard roof to 70°, which is relatively typical for mansard roof designs. This would maximise the potential floor area that can be utilised for the flats within the roof space. The scheme that was granted planning consent did not take this into account and as a result, most of the flats shown within the roof space did not work in terms of headroom at the perimeter.
- k) Following recent consultation with the Grammar School, blank (tax style) windows are added to the north boundary as a 'relief' to the blank façade facing the School.
- l) The provision of lobby ventilation fans for building regulation purposes.
- m) Additional external cycle parking (x5 spaces) for shoppers.

3. Relevant Planning Decisions

TP/08/1940 - Demolition of existing building and erection of a total of 6 commercial units and 42 residential units (21 units of which affordable housing) in two part 3 and part 4-storey blocks, comprising 10 x 1-bed, 17 x 2-bed, 15 x 3-bed, incorporating accommodation in roof space with front, rear and side dormer windows, pedestrian access to the Market Place. – granted with conditions and subject to a S106 Agreement

CAC/08/0015 - Conservation Area Consent (ref: CAC/08/0015) was granted in June 2010 for the demolition of the building.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic & Transportation

The following comments have been received:

Parking:

As with the previous application, no parking is being provided due to the site being located in Enfield Town centre where the PTAL is 5. Again, a Section 106 should be agreed with the applicant so that residents cannot purchase a parking permit for the CPZ. There should be a contribution towards a 'car club' bay – the council has recently awarded the contract for car clubs to Streetcar, who are now providing bays within the borough. The developer contribution will be used for the legal procedures (Traffic Regulation Order etc) in order for a car club bay to be provided on street. Car clubs are referenced in 3.10 of the Traffic Assessment but there is no commitment to providing one at this stage (although one was required from the previous S106). Cycle parking has also been provided with one space per unit, and revised plans now show cycle parking provision for the shoppers within the shared surface.

Shared Surface:

The surface is again being used as shared between vehicles and pedestrians. Concerns were raised with this aspect of the previous application as the HGVs servicing the units would be in direct conflict with pedestrians using the shared surface, which would be particularly hazardous when the HGVs are reversing. This problem cannot be overcome based on the design of the new scheme, so some form of mitigation measures would be required by controlling the access to the shared space. This can be achieved through a Traffic Regulation Order (TRO) controlling the times of vehicular access to Burleigh Way and would also be included in the S106. It should also be noted that Burleigh Way is adopted highway, and any resurfacing to this section of the shared space will require a S278 agreement (this can be agreed within the S106).

Rear Servicing / Emergency Access:

Revised plans have since been submitted that show emergency access is possible for the rear units by repositioning some of the trees. Servicing for the shops fronting Burleigh Way will be from Burleigh Way itself, however again this appears to be at the expense of the servicing for units fronting Church St, contrary to one of the saved Policy (II) ET5 of the UDP. As with the previous application this has been balanced against the benefits of the scheme and considered acceptable.

Conclusion:

Due to the similarities with the previous scheme, traffic and transportation do not object to this proposal. There are some issues that would need to be addressed through the S106, which previously requested the following:

1. A requirement to fund:
 - works to Burleigh Way
 - a new Traffic Management Order to control access/servicing via Burleigh Way, including any Public Inquiry and compensation costs
 - loss of income to the Council in respect of loss of on-street parking bays in Burleigh Way of £21K (based on average annual loss for a 3 year period)
 - changes to Traffic Management Order for CPZ alterations.
 - any works necessitated by construction methodology
 - dedication of land for highway purposes
 - the extension Burleigh Way to reach fullest extent of developer's ownership to the west.
 - to utilize best endeavors secure pedestrian & vehicle rights to & from Market Place
 - to exclude new residents from parking in the CPZ
2. The provision of a Travel Plan, including provision of a car club – the car club component will require funding for the provision of bays to be run by 'Streetcar', who have a contract with the council to operate within Enfield.

4.1.2 Education

The Director of Education raises no objection, subject to a S.106 contribution towards education provision.

4.1.3 Environment Agency (EA)

The EA raises no objections to the proposed development.

4.1.4 Thames Water (TW)

TW advises that there are no objections in relation to sewerage and water infrastructure. It is also advised that any connection to the public sewer will require prior approval from TW.

4.1.5 English Heritage (GLAAS)

It has been advised that an archaeological condition to secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation should be imposed. This is because of the medieval settlement in Enfield and the site being within the core of this historic space.

4.1.6 English Heritage (Historic Buildings)

It is advised that the application should be determined in accordance with national and local policy guidance and on the basis of Council's specialist conservation advice.

4.1.7 Conservation Advisory Group (CAG)

It is advised that CAG object to the proposal for the following reason:

"Further plant may be required later as units are fitted out and a zoned area for all common plant and equipment (smoke extract, air conditioning / handling, satellite dishes etc) needs to be identified. The Group were not convinced that a piecemeal approach would keep all plant invisible".

4.1.8 Enfield Town Conservation Area Group

It is advised that there are no objections.

4.1.9 Environmental Health

It is advised that as the scheme is similar to one previously approved, there are no objections subject to the imposition of the previously imposed conditions.

4.1.10 London Fire & Emergency Planning Authority

After initially raising an objection to the scheme, the Brigade, by letter dated 12 October, advises that they are now satisfied with the proposals.

4.1.11 Sustainable Design Officer

The following comments have been received from Council's Sustainable Design Officer:

1. BREEAM Retail Assessment - The scheme would seek to achieve a 'Very Good' rating against this standard. This is satisfactory to adhere to strategic objectives of the Council, however, it is at the margins of acceptability in terms of the overall score and lapses in the construction process could jeopardise the overall rating. I would suggest that a condition securing design

stage and final certification demonstrating the attainment of a 'Very Good' rating be levied.

2. Lifetime Homes - In accordance with Policy CP4 of the Core Strategy and Policy 3A.5 of the London Plan, 100% of new residential developments should be built to Lifetime Home standards and 10% should be wheelchair accessible. There are concerns that elements of the scheme would result in it not achieving a 100% Lifetime Homes' rating and certain elements will make it difficult for wheelchair users.
3. Revisions discussed with the design team to address the points previously raised have not been forthcoming and therefore I am unable to verify their current Code rating, including ecological improvements discussed and additional clarification on energy consumption and Low and Zero Carbon (LZC) technology.

4.1.12 Biodiversity Officer

The following has been advised:

- The bat survey was undertaken to an appropriate standard and that there was a low risk of bats being present in the building prior to demolition works commencing.
- In terms of securing the ecological enhancements set out in the accompanying BREEAM assessment, a condition should be imposed.
- Any landscaping condition should make reference to 'native and wildlife friendly landscaping'.

4.2 **Public Consultation**

- 4.2.1 Letters were sent to 296 neighbouring and surrounding properties in addition to statutory site and press publicity. No comments have been received.

5. **Relevant Policy**

Following the implementation of the Planning and Compulsory Purchase Act 2004, the statutory development plan consists of the following:

- (i) The Spatial Development Strategy for Greater London ("The London Plan"); and
- (ii) The London Borough of Enfield Unitary Development Plan (1994).

5.1 The London Plan

Policy 2A.1	Sustainability criteria
Policy 3A.1	Increasing London's supply of housing
Policy 3A.2	Borough housing targets
Policy 3A.3	Maximising the potential of sites
Policy 3A.5	Housing choice
Policy 3A.6	Quality of new housing provision
Policy 3A.18	Protection and enhancement of social infrastructure and community facilities
Policy 3C.22	Cycling strategy

Policy 3C.23	Parking strategy
Policy 3D.14	Biodiversity and nature conservation
Policy 4A.1	Tackling climate change
Policy 4A.2	Mitigating climate change
Policy 4A.3	Sustainable design and construction
Policy 4A.6	Decentralised Energy: heating, cooling and power
Policy 4A.7	Renewable energy
Policy 4B.1	Design principles for a compact city
Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.8	Respect local context and communities
Policy 4B.11	London's built heritage
Policy 4B.12	Heritage conservation

5.2 Unitary Development Plan

(I)C1	Preserving and enhancing, areas, sites, buildings and landscape features of archaeological, architectural or historic importance.
(II)C1	To ensure that buildings of architectural or historic interest are preserved or enhanced.
(II)C18	To retain the curtilage of buildings of historic interest
(II)C27	Buildings or groups of buildings within conservation areas are retained and setting protected
(II)C28	Developments in Conservations Areas
(II)C30	Development within or adjacent to a Conservation Area
(I)GD1	Appropriate regard to surroundings
(I)GD2	Improve environment, quality of life and visual amenity
(II)GD3	High standard of functional and aesthetic design
(II)GD6	Traffic generation
(II)GD8	Access and servicing
(II)ET5	To provide, and encourage the use of, rear servicing facilities for Town Centre premises
(II)H8	Maintain privacy and prevent overlooking
(II)H9	Amenity Space
(II)H22	Make provision for persons with special housing needs
(II)T13	Highway access
(I)CS1	Community services
(II)CS1	Facilitate community services

5.3 Local Development Framework

The Planning and Compulsory Purchase Act 2004 requires the Council to replace the Unitary Development Plan with a Local Development Framework. At the heart of this portfolio of related documents will be the Core Strategy, which will set out the long-term spatial vision and strategic objectives for the Borough.

The Enfield Plan – Core Strategy was submitted to the Secretary of State on 16th March 2010 for a Public Examination of the ‘soundness’ of the plan. The Inspector has confirmed that the Core Strategy is sound and it is expected to be adopted until the full meeting of Council in November 2010. The following

policies from this document are considered of relevance to the consideration of this application.

- CP1: Strategic growth areas
- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing types
- CP7: Healthcare and wider determinants of health
- CP9: Supporting community cohesion
- CP13: Promoting economic prosperity
- CP17: Town centres
- CP18: Delivering shopping provision across Enfield
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25: Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP31: Built and landscape heritage
- CP32: Pollution
- CP34: Parks, playing fields and other open spaces
- CP36: Biodiversity
- CP42: Enfield Town
- CP46: Infrastructure contributions

5.4 Other Relevant Policy

- PPS1: Sustainable development
- PPS3: Housing
- PPS4: Planning for Sustainable Economic Growth
- PPS5: Planning for the Historic Environment
- PPS9: Biodiversity and Geological Conservation
- PPG13: Transport
- PPS23: Planning and Pollution Control
- PPG24: Planning and Noise

Enfield Strategic Housing Market Assessment (2010)
Enfield Town Conservation Area Character Appraisal (2006)

6. Analysis

6.1 Principle

- 6.1.1 The principle of the redevelopment of the site has been previously accepted through the granting of planning permission for the demolition of the existing building and erection of a total of 6 commercial units and 42 residential units in two part 3 and part 4-storey blocks, incorporating accommodation in roof space with front, rear and side dormer windows, and pedestrian access to the Market Place.

6.1.2 The introduction to the Enfield Town Conservation Area Character Appraisal (the Appraisal) states that 'conservation areas are areas of 'special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' and... designation imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. In fulfilling this duty, the Council does not seek to stop all development, but to manage change in a sensitive way, to ensure that those qualities, which warranted designation, are sustained and reinforced rather than eroded.'

6.2 Impact on Character of Surrounding Area / Conservation Area

Density

6.2.1 The assessment of density must acknowledge PPS3 and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.

6.2.2 The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 5, therefore the London Plan suggests that a density of 650-1100 habitable rooms per hectare (hrph) may be appropriate for this location.

6.2.3 One hundred and thirty (130) habitable rooms are proposed on a site measuring approximately 0.0137ha. This provides a density of approximately 947hrph, thereby suggesting that in density terms, the proposed development would be acceptable. It should be noted that the submitted documentation states that 127 habitable rooms are to be provided. This however, does not take into account that the proposed living/dining room & kitchen proposed for each of the western units on the southern block are of such a size that can be easily convertible into two rooms for density calculation purposes. This has a marginal impact in terms of the overall density figure.

6.2.4 For comparative purposes, the overall density level of the previously approved scheme would have resulted in approximately 937hrph on a site measuring approximately 0.0143. Whilst the previously approved scheme was for 42 units in total, the site area was slightly [and incorrectly] larger.

Site Coverage / Scale

6.2.5 The restricted nature of the site provides that there would be little opportunity to accommodate on-site amenity space of any significance. Furthermore, the location of the site adjoining a school provides that it is undesirable to provide balconies that would directly overlook northwards. Therefore only a limited number of the proposed flats have been provided with balconies where this would avoid overlooking.

6.2.6 Given the town centre location and the nature of the proposed development this is considered to be acceptable. The site is within walking distance of Town Park and a S.106 contribution has been agreed to provide a contribution towards the enhancement of open space and access to open space in the vicinity of the site to offset the lack of on-site provision. This is to the benefit of the wider community.

Design

- 6.2.7 The design is considered to be appropriate in the context of this location and having regard to the previously approved scheme.
- 6.2.8 In addition, the development would serve to enhance this part of Enfield Town Conservation Area, particularly in respect of the relationship between the site and Market Place and Burleigh Way. Architectural detailing and articulation of the elevations and roof heights would add visual interest to the overall design of the buildings.
- 6.2.9 The site is restricted by its location, form and the proximity of surrounding buildings and uses, including the adjoining school. The layout and massing of the building makes efficient use of the land and creates an opportunity to provide the desired pedestrian linkage between the Market Place and Burleigh Way.
- 6.2.10 In relation to the vents on the roof, their siting should not result in them being visible from street level (including Market Place) due to their central positioning on the roof and the height of the buildings. It is inevitable however, that they will be visible from surrounding and nearby tall buildings. The concerns of CAG are noted and any additional information from the applicant will be reported to Committee. In addition, a condition can be imposed to ensure that no additional external plant is to be installed without the prior approval of those details.

Height / Massing / Proximity to Boundaries

- 6.2.11 The height, massing and proximity to boundaries remain as previously approved.
- 6.2.12 Having regard to the above, it is considered that the development will not detract from the character, appearance and setting of the Conservation Area but will serve to enhance it.

6.3 Impact on Neighbouring Properties

- 6.3.1 As part of the application a Daylight and Sunlight Study has been submitted following the methodology laid down by (BRE) Digest 209 'Site Layout Planning for Daylight and Sunlight: a good practice guide' published by the Building Research Establishment. The study confirms that the development would not have an unacceptable impact in respect of existing windows of adjoining properties to the south and east.
- 6.3.2 The western half of the north block is sited on the boundary with Enfield Grammar School. This northwest corner of this part of the building would be sited approximately 8.3 metres from the Upper School building and the northeast corner 8 metres from the Grammar School House building, However, the majority of this elevation faces a gap between the two school buildings occupied only by a first floor linking corridor. There are only tax windows (blank-brick windows to provide relief) on the boundary facing the school in this part of the building but there would be patio doors providing access to facing balconies at first, second and third floor levels set within a recessed courtyard 5.7 metres from the boundary. The eastern half of the

block is sited approximately 15 metres from the school boundary with land owned by Old Enfield Charitable Trust between. There are window to stairwells and bedrooms facing the school on all residential levels in this part of the building.

- 6.3.3 The northwest corner of will have some impact on the access of light to classrooms located at the southeast corner of the Upper School building by virtue of the its siting, proximity and height. However, the proposed building runs parallel to the classroom accommodation for a limited distance of 3.5 metres and the classrooms are fully glazed and it is considered that loss of light access will not be materially significant.
- 6.3.4 It is considered that there is no additional impact on neighbouring properties over that which was previously approved.

6.4 Highway Safety

Access / Traffic generation / Parking

- 6.4.1 Like the previous scheme, the current is a car-free scheme for both the residential and commercial elements. It is again suggested that the occupiers of the new residential units should be excluded from the right to apply for permits to park within the Controlled Parking Zone. This can be secured through the S106 Agreement.
- 6.4.2 Other highway and transportation matters mainly to ensure that the development can be serviced efficiently and safely addressed via a S.106 Agreement are detailed in the following section of the report.
- 6.4.3 A 'grampian' condition is recommended to secure highway works prior to the commencement of the development.
- 6.4.4 Access to the site for emergency vehicles is considered to be satisfactory.
- 6.4.5 Policy (II)ET5 of the UDP seeks to provide and encourage rear servicing of properties Church Street, The Town, Silver Street and London Road. The policy seeks the provision of rear servicing to Nos. 7-21 Church Street which would require the provision of a through route linking Wilford Close to Burleigh Way shown as site 6/ET on the Enfield Town UDP insert plan. Site 6/ET encroaches into the application site and the proposed development would encroach on the line of the proposed route to an extent that it could not be provided in the form of a through route for vehicles.
- 6.4.6 A plan attached to this report indicates the encroachment of the proposal onto the rear servicing route line shown on the UDP Enfield Town insert plan.
- 6.4.7 Rear servicing could still be provided to the Church Street properties by the extension of Wilford Close in the form of a cul-de-sac up to a point where it meets the application site but this would not provide a through route to Burleigh Way and it would be sub-standard in that a turning facility could not be provided. In addition a through route could still be sought if the redevelopment of the rear of numbers 13-21 Church Street were to be proposed in the future.

6.4.8 Whilst it is regrettable that the proposal does not fully accord with policy on this issue it is considered that this issue must be balanced against the likelihood of securing the route in a reasonable time frame, the desirability of securing the future of the Gala site, the potential functional and architectural contribution of the proposed development to Enfield Town Centre, and the previous planning permission.

6.5 Housing Mix and Affordable Housing

6.5.1 The identified Borough-wide mix of housing (CP5) is:

Market Housing:

- 20% 1 and 2 –bed flats, 15% 2-bed houses, 45% 3-bed houses, 20% 4+ bed houses.

Social Rented

- 20% 1 and 2 –bed units, 20% 2-bed units, 45% 3-bed units, 20% 4+ bed units

6.5.2 The scheme will provide 6 x 1 bed flats, 17 x 2 bed flats and 16 x 3 bed flats. Of this, the affordable homes element will comprise of 20 units in a mix of: 3x 1-bed (2 person), 5 x 2-bed (4 person) and 11 x3-bed (5 person) and 1 x 3-bed (6 person) flats. 85% of the affordable units are family sized accommodation (60% being 3-beds). As a percentage of the overall development in recognition of the need to provide family accommodation, the scheme will achieve 84% family accommodation with 41% being 3-beds.

6.5.3 It is considered that the in terms of housing mix and affordability, the scheme is acceptable, also having regard to the previously planning permission which also secured an appropriate mix and 50% affordable housing.

6.6 Commercial uses

6.6.1 The six commercial units (Use Classes A1-A4) have been reduced in size from that previously approved. This is due to the decrease in size of the overall building footprint, resulting in a total commercial floor space of approximately 370sqm (as opposed to the previously approved 491sqm) and also due to redesigned access and servicing requirements.

6.6.2 The layout has also altered slightly in that it is now proposed that two sets of units (1&2 and 4&5) are now positioned immediately adjacent to each other to allow for their potential merger into larger units.

6.6.3 There are no concerns raised over the minor alterations in relation to the layout of the commercial units. A condition is proposed to restrict the units to Use Classes A1- A4 to ensure that vitality and viability of the Town Centre is not affected.

6.7 Sustainable Design and Construction

Lifetime Homes

- 6.7.1 The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.
- 6.7.2 A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing. Many wheelchair users will require purpose-designed wheelchair housing.
- 6.7.3 The applicant has provided a matrix to demonstrate compliance with Lifetime Homes' criteria and where the criteria can not be met, the justification for this. With regard to that matrix, of the 16 criterion that are assessed, the areas that the applicant claims to not meet with 100% requirement over all four floors of residential accommodation are the entrances (75%), communal stairs and lifts (50%) and bathroom layout (ground & first floor – 38%, second floor – 36%, third floor – 27%, fourth floor – 50%) are discussed further.

Entrances (Criterion 4)

To achieve 100%, all entrances should:

1. Be illuminated
2. Have level access over the threshold; and
3. Have effective clear opening widths and nibs (clear space – 300mm).

In addition, main [communal] entrances should also:

4. Have adequate weather protection
5. Have a level external landing.

- 6.7.4 This standard is not achieved primarily because only one entrance is covered. The previous scheme had one of the other entrances covered due to it being recessed but following comments by the Secured by Design officer, this was removed. To provide awnings or canopies over the other entrances would improve the rating however they could detract from the appearance of the buildings. On balance, this element is considered acceptable.

Communal stairs & lifts (Criterion 5)

To attain 100%, the following should be complied with:

1. Communal stairs should provide easy access and
2. Where homes are reached by a lift, it should be fully accessible.

Stated specifications and dimensions required to meet criterion

Minimum dimensions for communal stairs

- Uniform rise not exceeding 170mm.
- Uniform going not less than 250mm.
- Handrails that extend 300mm beyond the top and bottom.
- Handrails height 900mm from each nosing.
- Step nosings distinguishable through contrasting brightness.
- Risers which are not open.

Minimum dimensions for lifts

- Clear landing entrances 1500mm x 1500mm
- Min. internal dimensions 1100mm x 1400mm
- Lift controls between 900 and 1200 mm from the floor and 400mm from the lift's internal front wall.

- 6.7.5 The provision of communal lifts is not essential to achieving Lifetime Homes standard because the standard can still be achieved if the communal stairs achieve the above dimensional and specification requirements, and the features of each flat conform to other relevant criteria. However, all communal staircases, whether a lift is provided or not, must conform to the Lifetime Homes specification, as stated above.
- 6.7.6 The applicant states that the standard is not achieved primarily because of space restrictions within each block. Compared with the criterion above, uniform rise is 180mm (ground to first floor) and 177mm (first floor and above), there are handrails to only one side of each stairwell.
- 6.7.7 The provision of lifts to all levels is considered to be a suitable compromise for not meeting the standards in relation to communal stairs.

Bathrooms (Criterion 14)

- 6.7.8 An accessible bathroom, providing ease of access, should be provided in every dwelling, close to a main (double or twin) bedroom. One of the concerns in relation to bathrooms is ensuring that there are sufficient clear zones around and approaching facilities. In addition, the requirements of Criterion 11 (WC and Bathroom walls), & Criterion 13 (Potential for hoists), should also be noted and incorporated.
- 6.7.9 An internal footprint dimension of 2100mm x 2100mm for example, increases the degree of choice and flexibility in respect of fittings, layout, orientation and future adaptability, although it is also recognised that this cannot always be achieved. An outward opening door will be required to satisfy Approved Document M if the bathroom contains the only accessible entrance level WC within the dwelling.
- 6.7.10 The applicant states that the majority of the bathrooms fall marginally below the standards but that making them larger will have a detrimental effect on the layout of the units in regards to corridor widths and adjacent bedrooms.
- 6.7.11 Individual bathrooms only marginally fall short of the requirements in terms of their layout and spacing between different elements of the bathroom.
- 6.7.12 The scheme falls marginally short in the detailing of certain other criteria. For example, Criterion 15 (Window Specification) confirms that one of the requirements to allow reasonable views from the principal living space by having glazing that should not start more than 800mm above floor level. The current plans have the glazing starting at 825mm but the applicant has confirmed that this can be easily amended to comply. Tracking hoist routes (Criterion 13) are not able to be provided from all main rooms to the bathroom but the applicant advises that in some cases the route is better from the secondary bedrooms.

6.7.13 It should be noted that the applicant has also sought to implement good practice recommendations that exceed or are in addition to the required standards. For example, providing lift access to all four levels. The application of the 'good practice' standards should be given some weight when assessed against those requirements that are not fully complied with.

BREEAM

6.7.14 The application is accompanied by a BREEAM Code for Sustainable Homes (Design Stage Pre-assessment Report), indicating that the scheme can achieve a level 3 rating. This rating is considered to be satisfactory and a condition is recommended to ensure compliance with the report.

6.7.15 The application is accompanied by a BREEAM for Retail Pre-assessment report, indicating that the scheme can achieve a 'Very Good' rating. However, an appraisal of this Assessment has revealed that the 'Very Good' rating can only just be achieved. An appropriately worded condition is suggested to secure a final stage certificate confirming the attainment of the 'Very Good' rating.

Noise

6.7.16 Due to the mixed nature of the scheme and the proximity of the site to a busy commercial area, a noise assessment report has been submitted. It should be noted that the noise surveys undertaken did not take into account the potential noise reaching the nearest residential units from the adjacent Kings Head public house, which has only recently reopened. Nevertheless, the recommendations within the report (types of windows, noise insulation) are building regulations matters and there is no objection in principle to this arrangement.

Energy

6.7.17 London Plan policy adopts a presumption that developments will achieve a reduction of emissions of 20% from site renewable energy sources, unless it can be demonstrated that this is not feasible.

6.7.18 Technologies that have been discounted due to site constraints (no external area able to accommodate plant) include:

- Air source heat pumps
- Biomass fuelled plant
- Ground source heat pump serving a communal system

6.7.19 In addition, several other technologies are considered inappropriate:

- Wind turbines – due to site location and surrounding tall buildings.
- PV – whilst recognised that the south-facing mansard roofs would be ideal for locating PV, the inverters / converters and issues with the design of the grid feed on system has led to problems with capital payback due to increased installation costs.
- Solar hot water – storage water system not adopted therefore there is no means of utilising stored thermal energy.

6.7.20 A condition is recommended requiring the submission and approval of details to confirm that the scheme will meet with the 20% target.

6.8 Biodiversity

6.8.1 An ecological assessment has been submitted with the application which confirms the following:

1. That there are no protected species or signs of protected species present at the site. It was however noted during the two dusk surveys undertaken on 17th and 24th August 2010, Common Pipistrelles and Soprano Pipistrelles were identified 'commuting across' or along the site. It is therefore suggested that any lighting proposed for the development is not excessive so as to limit light pollution that may disturb commuting bats. In relation to pigeons, it is suggested that should any be nesting, occupying a nest or there are potential young in the nest, a minimum buffer of 10m between any site work and the nest should be maintained and no work carried out within this zone until all young have fledged the nest.
2. Landscaping details should be provided and must include any new, existing or enhanced habitats. In addition, the species to be planted in the amenity areas should be clearly shown in a Landscape Management Plan.

6.8.2 The Landscape Management Plan can be secured by condition.

6.9 S106

6.9.1 The development is for a scheme that replaces a previous scheme that cannot be implemented. A new legal agreement has been sought and agreed to, reflecting those previously agreed obligations. It should be noted that whilst the number of units has decreased from 42 to 39, the education contribution remains the same because the expected number of children does not change.

3. A requirement to fund:
 - works to Burleigh Way
 - a new Traffic Management Order to control access/servicing via Burleigh Way, including any Public Inquiry and compensation costs
 - loss of income to the Council in respect of loss of on-street parking bays in Burleigh Way of £21K (based on average annual loss for a 3 year period)
 - changes to Traffic Management Order for CPZ alterations.
 - any works necessitated by construction methodology
 - dedication of land for highway purposes
 - the extension Burleigh Way to reach fullest extent of developer's ownership to the west.
 - to utilize best endeavors to secure pedestrian & vehicle rights to & from Market Place
 - to exclude new residents from parking in the CPZ
4. The provision of a Travel Plan, including provision of a car club

3. An Education contribution of £72,222
4. A contribution towards the enhancement of open space and access to open space of £45K and £5K towards biodiversity initiatives.
5. To secure the provision 50% affordable housing

7. Conclusion

- 7.1 The Gala Bingo building, now partly demolished, was a derelict structure that due to its state of neglect over many years, severely detracted from the character and appearance of the Conservation Area.
- 7.2 The current scheme is not too dissimilar to that previously approved and refinements in the overall design are considered to enhance the scheme further and provide more useable living area within the units contained in the roof space.
- 7.3 Where the scheme cannot meet with certain adopted standards, for example, the provision of amenity space, a contribution has been agreed to provide improvements towards open space enhancement, to the benefit of the wider community.
- 7.4 However, it must be recognised that the scheme does not meet with 100% Lifetime Homes' standards. Whilst planning permission was previously approved without such measures, that scheme cannot be implemented and policies have moved on and been strengthened since that approval. Therefore whilst there will be some regard to the principle set by the previous approval, current standards and policies should apply.
- 7.5 A detailed assessment has been provided in this report and within the site constraints the Lifetime Homes criteria have been maximised. However, it is felt that the regeneration benefit that this scheme represents to Enfield Town cannot be ignored and further delay could result in a loss of funding. On balance, it is considered that planning permission should be granted for the following reasons:
 1. The development impacts on the rear servicing route for properties fronting Church Street proposed in Policy (II)ET5, however, the development provides for a form and mix of development that respects the scale and character of the adjoining buildings, would secure the redevelopment of a key town centre site of opportunity and enhance the appearance of this part of the Enfield Town Conservation Area. In this respect the development complies with Policies (I)C1, (II)C27, (II)C30, (II)C31 and (II)GD3 of the Unitary Development Plan and London Plan Policies 4B.1, 4B.2, 4B.3, 4B.5, 4B.8 and 4B.12.
 2. The proposed development would not detract from the amenities of the occupiers of adjoining properties in terms of light, outlook or privacy and in this respect complies with Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan.

3. Having regard to the Town Centre location and the provisions of the accompanying S106 Agreement, the proposal makes appropriate provision for access and in this respect complies with Policies (II)GD6, (II)GD8 of the Unitary Development Plan and London Plan.

8. Recommendation

8.1 That planning permission be GRANTED subject to conditions and subject to a S.106 Agreement in respect of the following heads of terms as detailed in the report and as previously agreed:

1. A requirement to fund highway and associated orders:
 - loss of income to the Council in respect of loss of on-street parking bays in Burleigh Way (to facilitate servicing)
 - changes to Traffic Management Order for CPZ alterations.
 - any works necessitated by construction methodology
 - dedication of land for highway purposes
 - the extension of Burleigh Way to reach fullest extent of developer's ownership to the west.
 - to utilise best endeavors secure pedestrian & vehicle rights to & from Market Place
 - to exclude new residents from parking in the CPZ
2. The provision of a Travel Plan, including provision of a car club
3. An education contribution
4. A contribution towards the enhancement of open space and access to open space
5. To secure the provision of 50% affordable housing

And the following conditions:

1. C60 Approved Plans
2. NSC1 Details of Access Arrangements
The development hereby approved shall not commence until a detailed design for the treatment, extension and layout of the adjoining highway (Burleigh Way) and arrangements have been secured for its implementation have been agreed in writing by the Local Planning Authority.

Reason: In order to ensure that access arrangements are secured for the development and adjoining land in accordance with the Council's adopted standards.
3. C07 Details of Materials
4. C09 Details of Levels
5. C10 Detail of Hard Surfacing

6. NSC2 Finishing Details

That development shall not commence until detailed drawings, including sections, to a scale of 1:20 or larger of a sample panel through the building showing the proposed windows, cills, reveals and arches, quoins, brick bond, eaves detailing, dormer windows, shop front, fascia and pilasters have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation.

Reason: To safeguard the character and appearance of the Enfield Town Conservation Area.

7. C11 Details of Enclosure

Details of any means of enclosure of the site shall be submitted to and approved by the Local Planning Authority prior to its installation. The means of enclosure shall be installed in accordance with the approved detail prior to the occupation of the development.

Reason: To ensure a satisfactory appearance.

8. C17 Details of Landscaping

9. C19 Details of Refuse Storage & Recycling Facilities

Notwithstanding the submitted plans, the development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

10. NSC3 Sustainability

That prior to the commencement of development a detailed Sustainability Statement for the buildings shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the particulars approved. The Statement shall include:

- (i) A full Energy Assessment;
- (ii) Demonstrate that the proposed heating and cooling system has been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power, for heating and cooling, preferably fuelled by renewable; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating; and
- (iii) Details of the renewable energy technologies to be incorporated demonstrating the proportion of energy demand they meet.

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements of the London Plan.

- 11. C20 Details of fume extraction
- 12. C23 Details of archaeological investigation
- 13. C25 No additional fenestration
- 14. C32 Window Display (Commercial units)
- 15. C33 Contaminated land
- 16. C41 Details of external lighting
- 17. C48 Restricted Use Classes
The commercial units forming part of the development hereby approved shall only be used for purposes with Use Classes A1 – Retail, A2 – Financial and Professional Services, A3 – Restaurant and Café or A4 – Drinking Establishment as defined by the Town and Country Planning (Use Classes) Order 1987.

Reason: To safeguard the character and vitality of Enfield Town Centre

- 18. NSC4 Restriction of Shutter Boxes / Security Grills
That no roller shutter boxes or security grills shall be applied to any external face of the building hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of this part of the Enfield Town Conservation Area.

- 19. NSC5 External Plant, Fittings, Plumbing or Pipes
No external plant, fittings, plumbing or pipes other than those shown on the approved drawings shall be fixed to any external element of the buildings unless otherwise approved in writing by the Local Planning Authority in advance of any work being carried out.

Reason: To ensure a satisfactory appearance to the development and to preserve the character and setting of the Conservation Area.

- 20. C59 Details of Cycle Parking
- 21. NSC6 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
 - (i) a photographic condition survey of the roads, footways and verges leading to the site
 - (ii) details of construction access, associated traffic management and vehicle routing to the site

- (iii) arrangements for vehicle servicing and turning areas
- (iv) arrangements for the parking of contractors vehicles
- (v) arrangements for wheel cleaning
- (vi) details of the site compound and the layout of temporary construction buildings
- (vii) arrangements for the storage of materials
- (viii) hours of work

The development shall then be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

22. NSC7 Delivery and Servicing

The development shall not commence until details of a Delivery and Service Plan (DSP) in accordance with Transport for London's current guidance have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and the retail premises shall operate in accordance with these approved details thereafter.

Reason: To ensure that the development does not prejudice conditions of safety or traffic flow on adjoining highways and complies with Transport for London's London Freight Plan.

23. NSC8 BREEAM - Retail

Evidence confirming that the development achieves a BREEAM Retail 2008 or any amended version rating of no less than 'Very Good' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

- (i) Design stage assessment, conducted by an accredited BREEAM Industrial Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and
- (ii) A post construction assessment, conducted by an accredited BREEAM Industrial Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

24. NSC9 SUDS

No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

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

25. NSC10 SUDS 2

Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the local planning authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the Local Planning Authority concludes that a SUDS scheme should be implemented, details of the works shall specify:

- i) a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- ii) the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

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

26. NSC11 Biodiversity Enhancements

No development shall commence until a plan showing the location, details and specifications for biodiversity enhancements, to include as a minimum, unless otherwise agreed by the Local Planning Authority, all those detailed in section 5.3.1 of the ecological assessment submitted with the application (MLM Environmental – Ecological Assessment including bat detector survey – September 2010, ref DMB/731463/R1/AC), and at least two of the recommendations given in section 5.3.2 of this report have been submitted to and approved in writing by the Local Planning Authority. Thereafter these features shall be maintained unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that the development does not have an adverse impact on biodiversity and leads to enhancement in accordance with PPS9.

27. NSC12 Ecological Management Plan

No development shall commence until an ecological management plan for the site has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not have an adverse impact on biodiversity.

28. C51A Time Limited Permission

- Directive 1: Thames Water advises that where the developer is proposing to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777, quoting their DTS Reference: 20068.
- Directive 2: You are advised that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take into account this minimum pressure in the design of the proposed development.
- Directive 3: The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

Do not scale from this drawing.
 Connections must conform with dimensions
 shown unless otherwise stated.
 New Description

REV A
 GENERAL UPDATE/ PLANNING SUBMISSION. 05/08/2010 GSK

REV B
 FLOORAGE REVISED FOR THE NEW
 ORIGINAL APPLICATION HAD A TOTAL OF 40
 SPACES. BIN STORAGE ALLOCATION MADE.
 TURNING CIRCLES WITH STORES SHOWN.
 NOTE TO BEAR BOUNDARY WALL REVISED.
 06/10/2010 GSK

REV C
 OF FIVE STORAGE. REVISED THE
 PER FLAT. 38 IN TOTAL LINE OF FIRST FLOOR
 BALCONY PROJECTION ADDED TO CONFIRM
 BINS ARE WITHIN COVER. 05/08/2010 GSK

REV D
 NEW WALLS FOR SHOPPERS. REMOVABLE
 BOLLARDS INDICATED. 14/10/2010 GSK

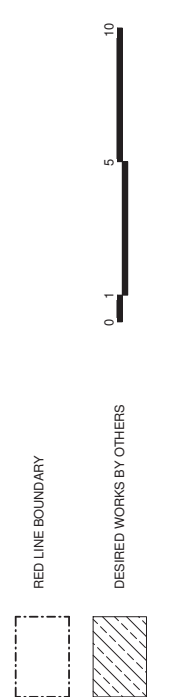
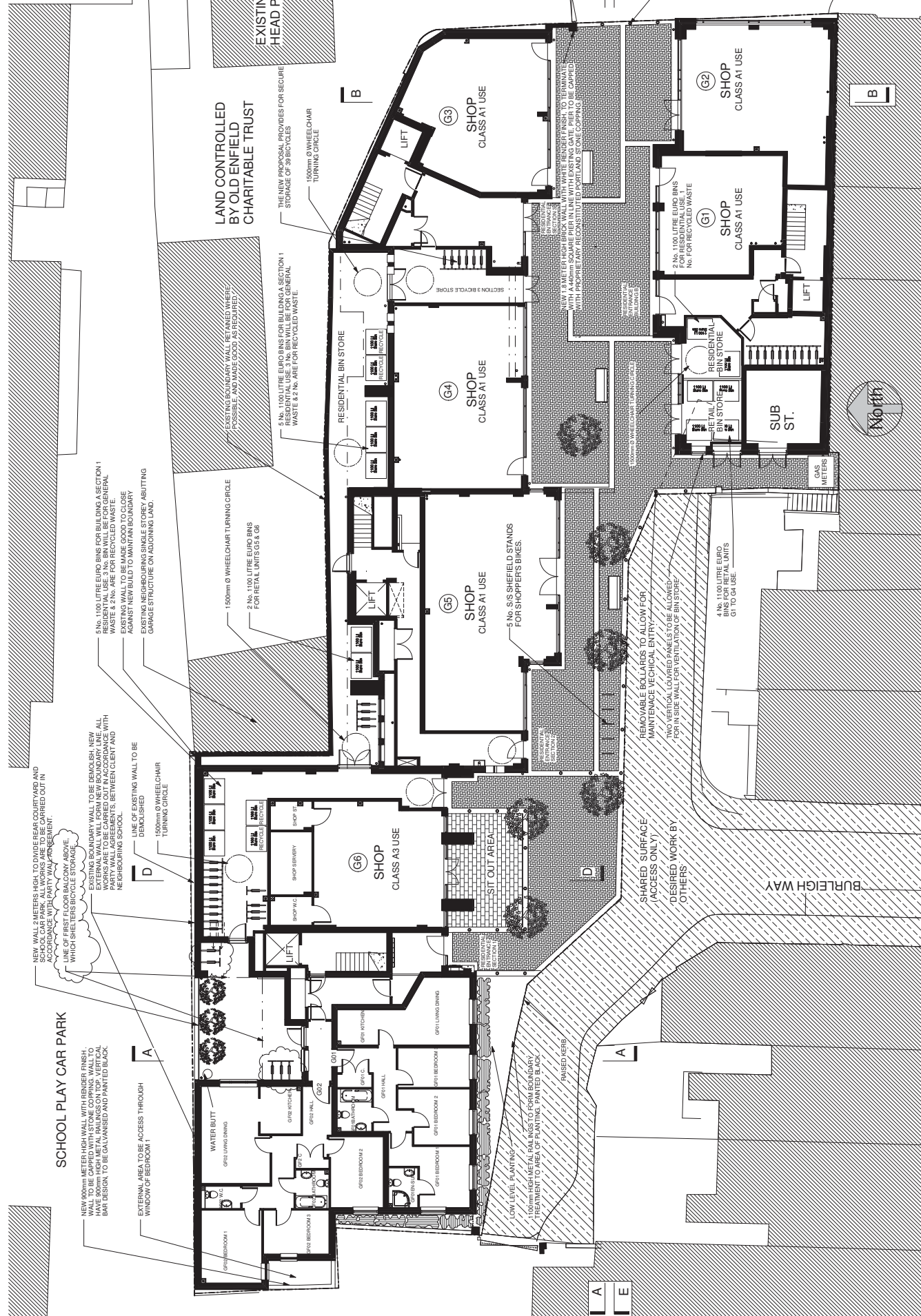
Mansell
 CONT. REF ME0092

PLANNING
 MANSELLS' CAHA
 BURLEIGH WAY
 ENFIELD.
 GROUND FLOOR PLANNING
 PROPOSAL

Scale: 1:100 @ A1
 Date: 23/06/2010
 Revision: D

4696

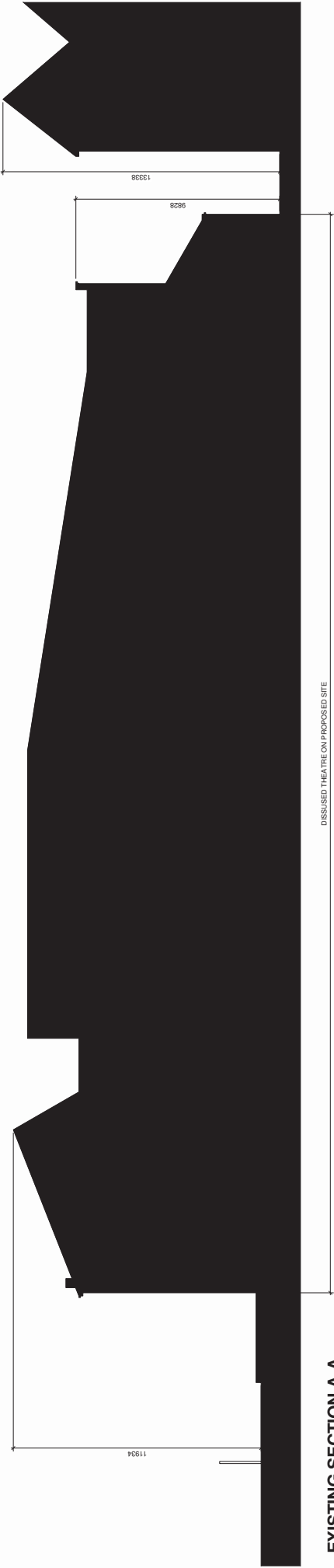
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GROUND FLOOR PLANNING PROPOSAL
 1:100

Do not scale from this drawing.
 Contractors must confirm all dimensions
 before starting work on any drawings.

Rev.	Description	Date	Aut.
REV. A	06/04/2010 GSK GENERAL UPDATE PLANNING SUBMISSION;		
REV. B	08/10/2010 GSK GENERAL UPDATES IN LINE WITH DESIGN COMMENT.		
REV. C	13/03/2010 GSK ELEVATIONS REVISED TO ACCORD WITH DISCUSSION WITH PLANNER.		



EXISTING SECTION A-A
 1 : 100



SECTION A-A, BUILDING 'A' SOUTH ELEVATION
 1 : 100

PLANNING

MANSELLS / CAHA
 BURLEIGH WAY
 ENFIELD

EXISTING & PROPOSED SITE
 SECTION A-A,
 BUILDING 'A' STH ELEVATION

Drawn: MRC
 Author: GSK
 Scale: 1 : 100 @ A1
 Date: 08/07/2010
 Revision: C

4696	DE / 07	C
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CONT. REF ME0092



Do not scale from this drawing.
 Contractors must confirm all dimensions
 before starting work on any drawings.

Rev.	Description	Date	Auth.
REV A	FINAL UPDATE PLANNING SUBMISSION	06/08/2010	GSK
REV B	GENERAL UPDATES IN LINE WITH DESKIN DEVELOPMENT.	08/10/2010	GSK
REV C	GSK ELEVATIONS REVISED TO ACCORD WITH DISCUSSION WITH PLANNER, RENDER OMITTED FROM BLOCK B.	10/15/2010	GSK



PROPOSAL SECTION E-E
 1 : 100



PROPOSAL EAST ELEVATION
 1 : 100

PRELIMINARY
 MANSELLS / CAHA
 BURLEIGH WAY
 ENFIELD

**PROPOSED SECTION E-E &
 PROPOSED EAST ELEVATION**

Drawn: MRC
 Authorised: GSK
 Scale: 1:100 @ A1
 Date: 07/07/2010

4696	DE / 11	C
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