

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 29<sup>th</sup> January 2013

**Report of**

Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**

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**Ward:** Southbury

**Application Number :** P12-02856PLA

**Category:** Small Scale Major

**LOCATION:** 232, GREAT CAMBRIDGE ROAD, ENFIELD, EN1 1SQ

**PROPOSAL:** Demolition of existing retail unit and erection of new retail unit with associated servicing area, reconfiguration of existing 2 car parks into one and closure of an access route to Great Cambridge Road.

**Applicant Name & Address:**

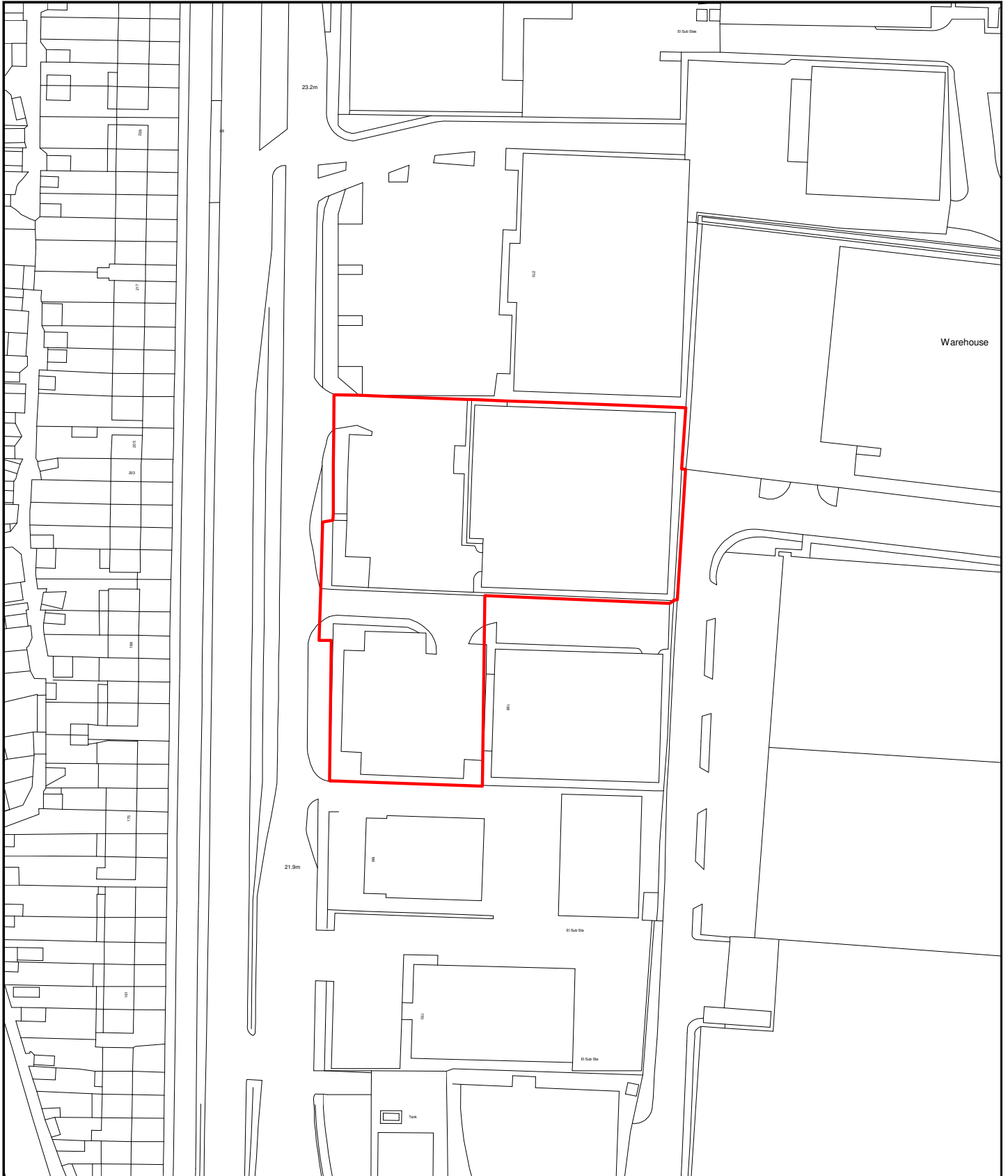
Scottish Widows Investment Partnership  
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Edinburgh One  
60 Morrison Street  
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**Agent Name & Address:**

Tim Miles  
Montagu Evans  
5 Bolton Street  
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**RECOMMENDATION:**

That upon the completion of a Legal Agreement to secure the obligations as set out in section 6.8 of this report, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 12:30

Date of plot: 11/01/2013

## **1. Site and Surroundings**

- 1.1 The application site is located on the eastern side of the Great Cambridge Road (A10), on the southbound carriageway and comprises of the Magnet store and the car park in front of the Carpetright store immediately to the south.
- 1.2 The two sites (Magnet and Carpetright) are currently served by separate access points, each located at the northern end of their respective sites. Servicing for the Magnet store takes place at the front of the site, within the car park, whilst that for the Carpetright store takes place towards the rear within a service yard.
- 1.3 The existing Magnet store is served by 26 parking spaces and the Carpetright store is served by 55 parking spaces.
- 1.4 The Martinbridge Industrial Estate is located to the rear of the site, accessed via Lincoln Road. North of the Magnet site is the DFS site, and north of this is Morrison's supermarket. South of the Carpetright site are office buildings (TNG and IKON) and beyond this, on the corner with Lincoln Road is Stephen James BMW.
- 1.5 Previously the site was designated as Strategic Industrial Land (SIL), however with the adoption of the Core Strategy, this designation has been removed.

## **2. Proposal**

- 2.1 Permission is sought for the demolition of existing retail unit and erection of a new retail unit with associated servicing area, reconfiguration of the existing 2 car parks into one and the closure of an access route to Great Cambridge Road.
- 2.2 The proposal involves the demolition of the existing Magnet store, which comprises of approximately 1,960sqm of gross floor space, and its replacement by one unit with a ground floor area of approximately 1,460sqm and a mezzanine level of approximately 1,161sqm.
- 2.3 The car parking arrangements will be rationalised with that of the Carpetright store to the south, providing a parking area that will serve both units. Vehicular access will be via the retained access point serving the Magnet store, which leads to a parking area of 101 parking spaces, inclusive of 6 disability spaces and 3 parent / child spaces. The access point will also lead to a new servicing area at the rear of the new unit for the retained CarpetRight store and the new unit.
- 2.4 The existing access point serving the CarpetRight store will be closed off and the existing landscaping strip between the site and the Great Cambridge Road will be extended over.
- 2.5 The applicant is seeking a restricted consent which would allow the sale of bulky goods, comprising of: furniture and furnishings; carpets and floor coverings; white goods and large appliances; DIY goods and gardening products; and automotive goods and cycles.

- 2.6 The application is the same as that which was approved in 2009 (see section 3.1 below), which remains extant.

### **3. Relevant Planning Decisions**

- 3.1 Permission was granted in December 2012 for the demolition of the existing unit and erection of two retail units involving alterations to car park, access and servicing area (ref: P12-01895PLA). The application was effectively a renewal of the unimplemented scheme approved in 2009 (ref: TP/09/1497).
- 3.2 Planning permission was granted in 2009 for the demolition of the existing unit and erection of two retail units involving alterations to car park, access and servicing area (ref: TP/09/1497).
- 3.3 In September 2005, permission was granted for internal alterations to facilitate increase in retail showroom area, together with external alterations/refurbishment consisting of replacement entrance doors, rendering of existing brickwork and cladding and 5 floodlights to front elevation (ref: TP/05/1471) at the Magnet store.
- 3.4 In October 2004, permission was granted for the demolition of existing retail unit and erection of two retail units with associated car parking and service area at 198/232, Great Cambridge Road.
- 3.5 In November 1996, permission was granted in respect of an application (ref: TP/95/0746) for the redevelopment of site to provide 4,273 square metre retail warehouse (A1 non-food) use, and 1,347 square metre trade warehouse (B8) with ancillary car parking and servicing areas and rearrangement of accesses to Great Cambridge Road, in respect of Nos.198, 232 and 290 Great Cambridge Road. One of the imposed conditions being that no more than 465sqm of the warehouse building could be used for the retail sale of kitchen and bedroom furniture.
- 3.6 An application for the change of use and extension to existing premises to provide a retail (A1) (non-food) store (comprising 3065 sq. metres floor space) together with ancillary parking facilities (ref: TP/93/0565) was granted planning permission in May 1993. One of the conditions imposed restricted the type/ nature of goods that could be sold and the floor area given over to some of the goods sold:
- That the premises shall be used for the retailing of: (i) DIY and garden improvement products, building materials and builder's merchants goods, and/or (ii) self-assembly furniture and fittings applicable thereto, and/or (iii) pre-made kitchen furniture, bathroom furniture and bedroom furniture but restricted to a maximum floor area of 465sqm. Reason: to ensure that the proposed development does not prejudice the vitality and viability of existing shopping centres in the Borough.
- 3.7 Planning permission was granted in 1983 for the redevelopment of the existing buildings by the erection of a warehouse building with ancillary showroom and offices (ref: TP/83/1564). Conditions were imposed to restrict the use of the unit go the storage and sale of timber products and ancillary items and to limit the size (no more than 15%) of the total retail trade of the premises. A restrictive condition was imposed:
- The units hereby approved shall only be used for the retailing of furniture and furnishings (Category 05.1.1,05.2), carpets and floor

coverings (Category 05.1.2), white goods and large appliances (Categories 05.3.1, 05.3.2, 05.4, 05.5, 08.2 and 09.1), D.I.Y. and gardening products (Category 04.3.1) and automotive goods and cycles (category 07.1.3) and not for any other purpose (expenditure categories as defined by the classification of individual consumption by purpose, (COICOP)).

#### **4. Consultations**

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

###### **4.1.1 Traffic & Transportation**

It has been advised that there are no objections on traffic generation, access, parking and servicing grounds.

###### **4.1.2 Thames Water**

No objections are raised in relation to both sewerage and water infrastructure.

###### **4.1.3 Environmental Health**

It has been advised that there are no objections to the proposed development. It is also advised that conditions are not required for contaminated land or air quality as the development will not have any environmental impact in regard to these matters.

###### **4.1.4 Biodiversity Officer**

It has been advised that there should be no ecological constraints to the development. The applicant is proposing to “include the addition of nine trees (which will be of a native species) to the boundary of the site”. This is welcome, however in line with climate change adaptation and biodiversity policies the proposals should also include large canopy trees to break up the large car park and the landscaping condition should specifically mention this.

###### **4.1.5 English Heritage (GLAAS)**

The archaeological advisor is of the opinion that in view of the visible past ground reduction at the site and the past disturbances from earlier construction, there is no need for archaeological intervention through the planning system in this case.

###### **4.1.6 London Fire and Emergency Planning Authority**

Any comments received will be reported at Committee

###### **4.1.7 Sustainable Design Officer**

The following comments have been received:

- The energy strategy indicates that the development would achieve a 25% reduction over 2010 Building Regs. This is broadly acceptable although again clarification should be sought regarding the primary heating fuel of the unit is proposed given that heat pumps seem integral to the efficiency

measures indicating that electricity rather than gas has been used which would artificially inflate the TER to the extent that defined savings could be nullified. However, this can be conditioned.

- The 'Very Good' BREEAM rating is acceptable although at 56%, is right at the margins of acceptability and I would argue that the margin of error would need to be increased in this regard, however, should the application go to Appeal or you are minded to approve, conditions will be required.

#### 4.1.8 Metropolitan Police Service

The following comments have been received:

- Consider the “Use of the car park, outside retail trading hours, for car racing and associated criminal and anti social behaviour”.

As historically within Enfield Borough for surface car parks this is becoming an escalating problem and the practice can cause Public Order and Health and Safety issues as well as ‘Criminal ‘and ‘Road Traffic ‘Act offences. For example Stacey Avenue on the Montagu Estate where 100+ vehicles with supporters and spectators are encouraged to race and skid causing, damage and nuisance to both residents and the business community alike.

It is noteworthy the similarities between the sites identified for ‘*racing and exhibiting vehicles*’;

- Large Identifiable / recognisable locations.
- Easy access from major arterial routes.
- Minimal site security or access control.
- Large open car park with good flat level surface.
- Void of any natural surveillance at relevant times.

It is suggested therefore that ;

- *Single access and single egress point.*
- *Lighting schedules amended to limit the hours of operation and reduce the ‘attraction of the area.*
- *Use of cctv is commonplace .The provision of external vandal resistant cameras may be an option .As a minimum cameras should be located so as to provide vehicle number identification at entrance/exit and a view of front seat passengers.*

Any system must be compliant with the Data Protection Act 1998,

- *To reduce the suitability of the location a form of speed control should be considered.*

*A form of zoning, fragmenting with raised kerb/flower bed or convention raised ‘sleeping policemen’ should be considered.*

*This option, with perhaps route markings will also provide traffic calming when the retails units are open.*

The Safer Parking Scheme is a Home Office and Association of Chief Police Officers initiative aimed at reducing crime and the fear of crime in parking facilities.

An award is issued to parking operators who have put in place a range of security measures that help to deter criminal activity and anti social behaviour within their facility. Security measures would include secure boundaries and perimeters, lighting, cctv and management strategies .For further information on Park Mark see; [www.parkmark.co.uk](http://www.parkmark.co.uk) or [www.britishparking.co.uk](http://www.britishparking.co.uk).

#### 4.1.9 The Environment Agency

It is advised that as the site is within Flood Zone 1, there was no need to consult. The main flood risk is the management of surface water run-off and ensuring that drainage from the development does not increase the risk of flooding on-site or elsewhere.

#### 4.1.10 Transport for London (TfL)

It has been advised that there are no issues in principle with the application, and TfL will not object to the application providing that the following comments are taken on board:

- TfL would have expected the TRAVL database to be used or a statement to state why it was not used. However, the trip rates calculated in the Transport Assessment are acceptable.
- The removal of the existing access would need to be delivered through a Section 278 agreement with TfL. TfL would also recommend that this development contribute to improving the pavement in front of the development. This will need to be included as a planning condition.
- TfL is concerned with lorries exiting the site and crossing the white line. However TfL is content for this to be left to detail design as part of the s278 work set out in point 3 above.
- The inclusion of the Travel Plan is welcomed. However, it failed the ATTrBuTE assessment. To be able to pass the assessment, a statement on how the plan will be delivered will need to be included together with a statement in funding and funding streams. TfL is content for this plan to be subject to a planning condition.
- TfL would have expected a Delivery and Servicing Plan as well as a Construction and Logistic Plan to be submitted with the Transport Statement. However due to the size and location of the development, TfL is content for these to be subject of planning conditions.
- In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor commenced CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed developments are within the London Borough of Enfield, where the Mayoral charge is £20 per square metre Gross Internal Area (GIA).

4.1.11 Any additional comments received will be reported at Committee.

## 4.2 Public

4.2.1 Consultation letters were sent to the occupiers of 24 adjoining and nearby properties in addition to site and press publicity. No comments have been received.

## 5. **Relevant Policy**

### 5.1 Local Plan – Core Strategy

CP1: Strategic growth areas  
 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  
 CP24: The road network  
 CP25: Pedestrians and cyclists  
 CP28: Managing flood risk through development  
 CP30: Maintaining and improving the quality of the built and open environment  
 CP31: Built and landscape heritage  
 CP32: Pollution  
 CP36: Biodiversity  
 CP46: Infrastructure contributions

## 5.2 Saved UDP Policies

(II)GD3	Design
(II)GD6	Traffic generation
(II)GD8	Access and servicing
(II)GD12	Flood risk
(II)GD13	Surface water attenuation
(II)S17	New retail development outside of town centres
(II)T19	Provision for cyclists

## 5.3 The London Plan

Policy 4.1	Developing London's economy
Policy 4.7	Retail and town centre development
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes



Policy 7.19 Biodiversity and access to nature  
Policy 8.2 Planning obligations

#### 5.4 Other Relevant Policy

National Planning Policy Framework  
Section 106 Supplementary Planning Document  
Draft Development Management Document

### **6. Analysis**

#### 6.1 Principle

6.1.1 The use of the site for retail purposes has previously been established, most recently in December of last year. Moreover, whilst at the time of the determination of a previous application (TP/09/1947) the site was on land designated as SIL, this designation has not been carried forward by the adoption of the Core Strategy. With SIL designation no longer applicable, the application is no longer a departure from adopted policy and therefore not referable to the Mayor despite being above the 2,500sqm threshold.

6.1.2 One of the overriding principles of the National Planning Policy Framework (NPPF) is to build a strong and competitive economy (section 1, NPPF), however this should not be to the detriment of the vitality and viability of existing town centres (section 2, NPPF). This is normally demonstrated through a sequential test.

#### *Sequential Test*

6.1.3 With the previous application, the sequential assessment confirmed that there were no other sites that were suitable or available that would provide the minimum 510sqm of floor area required. An updated assessment has confirmed that there has been no change in circumstance.

6.1.4 A Retail Impact Assessment confirms that the requirement for retail floor space within Enfield Town remains buoyant and would unlikely be affected by the provision of a unit that would be restricted by condition to only selling bulky goods

6.1.5 Taking the above factors into account, it is considered the use of the site for retail purposes in the form proposed, is acceptable. However, the final acceptability of the proposed scheme will also rest upon, amongst other material considerations, the provision of adequate parking, servicing and overall design.

#### 6.2 Impact on Character of Surrounding Area

6.2.1 The surrounding development is characterised by large buildings which extend across most of the width of their respective plots, an example of this being the DFS store immediately to the north. With a reduction in overall footprint, there is a commensurate decrease in site coverage and scale. In addition, the height and design of the new units is considered acceptable and appropriate within the context of the site and surroundings and having regard to relevant policy and guidance.

6.2.2 A condition was imposed on the previous approval for the submission of an amended parking layout plan to incorporate improved pedestrian access and landscaping. A similar condition would again be imposed to achieve this.

### 6.3 Impact on Neighbouring Properties

6.3.1 The nearest residential property is approximately 80m to the west and separated from the application site by the Great Cambridge Road (A10). There is no affect on this property.

6.3.2 In relation to the other industrial and commercial units, it is considered that the proposal is acceptable.

### 6.4 Access and Servicing

6.4.1 The two sites (Magnet and Carpetright) are currently served by separate access points, each located at the northern end of their respective sites. The proposal will involve the retention of the Magnet access point, which would also lead to the servicing yard at the rear of the two proposed units. The common service area would also serve the retained Carpetright store. The access currently serving the CarpetRight store will be reinstated.

6.4.2 The proposed arrangement is an improvement on the existing situation on the Magnet site as lorries were also utilising the parking area to the front of the building, leading to potential conflict with small vehicles. In addition, the stopping up one of the access points will require a S278 agreement to be secured with TfL, as they are responsible for the A10. An informative will be attached to any approval advising the applicant of this.

6.5.3 A single of access / egress could lead to vehicles queuing to exit the site, however this will not impact on the free flow of traffic on the A10, as any queuing is internal to the site.

6.5.4 Comments have not yet been received from the London Fire Brigade, however it is noted that in relation to the previous application, the Brigade wanted to ensure that any new proposed parking layout would enable a fire appliance to negotiate turns at the ends of the car park. A revised parking layout is to be provided (discussed below), therefore the condition will include provision of tracking to satisfy the Brigade's concern.

### 6.6 Parking

6.6.1 It is noted that the proposed floor space has increased due to the introduction of the mezzanine floor, and that the units are being combined into one larger unit. However, the same parking standards are still applicable. The PTAL of the site is 3, so the applicable standard is 1 space per 50 to 30sqm. Given that the floor space is 2616sqm then this would give a parking space requirement of between 52 to 87 spaces. As the car park will be shared with CarpetRight then the demand for this store also has to be taken into account. CarpetRight has a floor space of 1200sqm, so would require 24 to 40 spaces, which gives an overall total combined requirement for both developments of between 76 and 127 spaces.

- 6.6.2 The provision of 100 is therefore considered acceptable within the median range but regard also needs to be given to the provision of electric parking spaces at a provision of 10% electric and 10% passive, as this is a material change in policy since the original approval..
- 6.6.3 With the earlier unimplemented permissions a condition was imposed that required a revised car park layout to provide additional and improved pedestrian routes through the site and additional landscaping. The current application has not addressed the matter, therefore the condition could also be considered for the current application. In addition, in relation to the comments from the Metropolitan Police, the opportunity will be taken in the re-design of the car park to include measures to attempt to design out the unlawful / unsocial activity identified.
- 6.6.4 The submitted Planning and Retail Statement advises that a Travel Plan is being produced to support the sustainable transport initiatives of the applicant. The details of the Travel Plan will be secured by condition and in accordance with standard practice, a contribution will be sought towards the monitoring of the travel plan, to be secured by a S106 legal agreement.
- 6.6.5 A total of x12 cycle parking spaces are proposed (x6 for the new unit and x6 for the CarpetRight store). Cycle parking should be provided at the rate of 1/300sqm, therefore 13 spaces should be provided. The details of the cycle parking and their number can be secured by condition. In addition, it has been advised that a contribution should be made to the maintenance / funding of the proposed Green Ways cycle route. This would need to be included in a S106 legal agreement.

## 6.7 Sustainable Design and Construction

### Energy

- 6.7.1 The London Plan stipulates that an Energy Assessment must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (25%) from energy efficiency and renewable energy measures incorporated into the development.
- 6.7.2 It has been estimated that overall CO2 emission could be reduced by 7.7% prior to renewable systems are considered, with an additional 17.4% saving from renewable energy savings.
- 6.7.3 Various means of renewable energy have been investigated, with ground source heat pumps (GSHP) considered the most feasible of the various measures. This is however subject to suitable ground conditions. A similar condition to that previously imposed should again be considered.
- 6.7.4 In summary however, the applicant is expecting to achieve the 25% reduction in energy and carbon dioxide emission savings, thus meeting with adopted standards. Conditions are suggested to ensure that the measures proposed are delivered.

### *BREEAM*

- 6.7.5 The development will be able to achieve a BREEAM rating of 'Very Good', although the Sustainable Design Officer has commented it only just achieves

this rating and that there is no margin for error in attempting to achieve this. A condition is therefore suggested to ensure that the evidence is provided confirming that BREEAM 'Very Good' rating is achieved.

#### *Biodiversity / Ecology*

- 6.7.6 CP36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. The site, due to its extensive hard-surfaced areas, its location, a large building footprint and a small amount of plantings, has a very low ecological value. This is confirmed by the Biodiversity Officer advising that there are no ecological constraints to the site. The improvements suggested within the *Ecological Improvement Statement* relate to additional planting in the area where one of the existing access points will be closed off, and the planting of nine additional native trees to the site boundary.
- 6.7.7 The above improvements are welcomed and would be secured by condition. In addition, Members are reminded that a condition seeking a revised parking layout plan is to be re-imposed. This would also include some additional planting within the site in an attempt to reduce the overprovision of parking spaces.

#### *Site Waste Management*

- 6.7.8 Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2031, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2031. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition (CE&D) waste of 95% by 2020.
- 6.7.9 In order to achieve the above, through the Local Plan, developers should be required to produce site waste management plans (SWMP) to arrange for the efficient handling of construction, excavation and demolition waste and materials. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 6.7.10 The developer has produced a *Demolition Statement and Site Waste Management Plan*. In relation to the demolition element, the applicant has advised that they are willing to accept the re-imposition of the standard condition requiring details of a Construction / Demolition Plan.
- 6.7.11 In relation to the SWMP element, the applicant has recommended the wording for a condition and has also appended a document *Site Waste Management Plan – Pre Design Measures*. The suggested condition would not be suitable for the purposes intended because it is directed more at the waste facilities to be provided for the occupiers. Such facilities would have to be provided in accordance with adopted standards in any regard. The SWMP should be indicating the proportion of construction, excavation and demolition waste and materials to be diverted from landfill. It is noted that the Appendix of the submitted document advises that some of the material will be manufactured off-site but the document does not address the quantum of material being diverted / destined for landfill, or being recycled / re-used.

## 6.7 Mayoral Community Infrastructure Levy (CIL)

6.7.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20.

6.7.2 The existing floor area is 1960sqm and a total of 2621.18sqm will be re-provided. CIL is payable on the net increase, therefore the development is liable for a CIL contribution of £13,223.60.

## 6.8 Section 106

6.8.1 A legal agreement will be required to secure the contributions towards the monitoring of a travel plan and the Green Ways cycle route, as outlined above in paragraphs 6.5.8 and 6.5.9 of this report.

## 7. **Conclusion**

7.1 The proposed development would be consistent with previous permissions granted on this site and the design of the proposed unit is compatible with surrounding developments. Furthermore, the use of appropriate conditions will improve the appearance of the site.

7.2 Access, servicing arrangements are considered acceptable, and the car park layout will be improved to allow for greater pedestrian access and additional plantings.

7.3 Having regard to all of the above, it is concluded that on balance, planning permission should be granted for the following reasons:

1. The proposed retail units, by virtue of the existing use of the site and through the conditions imposed, would not adversely impact on the vitality and viability of existing centres having regard to Core Policies 17 and 18 of the Core Strategy, Policy (II)S17 of the Unitary Development Plan, Policy 4.7 of the London Plan, and with guidance contained within the National Planning Policy Framework (in particular, Section 2).

2. The proposed development, having regard to its design, size and scale has appropriate regard to its surroundings and would not detract from the appearance of the surrounding area. In this respect the proposal complies with Core Policy 30 of the Core Strategy, Policy (II)GD3 of the Unitary Development Plan, Policy 7.4 of the London Plan, and with guidance within the National Planning Policy Framework (in particular, Section 7).

3. The proposed development is capable of meeting on-site parking requirements, loading and unloading facilities and should therefore not lead to conditions prejudicial to the free flow and safety of traffic on the adjacent highways. In this respect it is considered that the proposed development complies with Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, and with Policy 6.13 of the London Plan.

## 8. **Recommendation**

8.1 That upon the completion of a Legal Agreement to secure the obligations as set out in section 6.8 of this report, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions:

1. C60 Approved Plans
2. C08 Materials to Match  
Unless required by any other condition attached to this permission, the materials to be used throughout the development hereby approved shall match those on the approved plans.

Reason: To secure a satisfactory appearance in the interest of visual amenity.

3. C09 Details of Hard Surfacing
4. C14 Details of Access and Junction
5. C17 Details of Landscaping
6. C19 Details of Refuse Storage
7. NSC1 Construction Management Plan  
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 and associated traffic management to the site;
- (iii) arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- (iv) arrangements for the parking of contractors vehicles;
- (v) arrangements for wheel cleaning;
- (vi) arrangements for the storage of materials;
- (vii) details of site compound enclosures
- (viii) hours of work;
- (ix) A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- (x) The size and siting of any ancillary buildings.
- (xi) Details of tree root protection measures for any works within 1m of any retained trees.

The development shall be carried out 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.

8. C30 Restriction of Open Storage
9. C41 Details of External Lighting

10. C46 No Subdivision  
11. C48 Restricted Use
- Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the two approved units shall only be used as retail units for the sale of goods restricted by Condition 15 of this permission (Restriction of Retail Goods), and shall not be used for any other purpose within Use Class A1, or for any other purpose.
- Reason: To ensure that the proposed development does not prejudice the vitality and viability of established shopping centres in the Borough in accordance with the aims of adopted policy.
12. NSC2 Details of Parking Area - Layout
- Notwithstanding any submitted plans and documentation, the development shall not commence until detailed plans of a revised layout of the parking area, to be provided in accordance with the standards adopted by the Local Planning Authority, have been submitted to and approved in writing by the Local Planning Authority. The detailed plans shall include details of levels, parking spaces, pedestrian links and landscaping. In addition, it should demonstrate that a fire appliance is able to negotiate the turns at the end of the car park.
- The parking area shall then be constructed in accordance with the approved detail before the development is occupied and shall be maintained for this purpose.
- Reason: To ensure that the development complies with the adopted policy and does not prejudice conditions of safety of pedestrians and traffic within the site or the free flow of traffic on the adjoining highway, and provides sufficient turning room for emergency vehicles.
13. NSC3 Green Travel Plan
- The use of the premises hereby approved shall not commence until such time as a Travel Plan incorporating the components set out in "Guidance for workplace travel planning for development" published by Transport for London, March 2008 is submitted to and approved in writing by the LPA. The approved Travel Plan shall thereafter be implemented and adhered to.
- Reason: In the interests of sustainability and to ensure that traffic generated from the site is minimised.
14. NSC4 Cycle Parking
- Prior to commencement of the use hereby approved, details of the provision for a minimum of 13 cycle parking spaces shall be provided to the Local Planning Authority for approval in writing. The cycle parking shall be implemented in accordance with the approved details prior to occupation of any one of the approved units and permanently retained thereafter.

Reason: In the interest of promoting sustainable modes of transport.

15. NSC5      **Restriction of Retail Goods**  
The retail units hereby approved shall only be used for the sale of non-food bulky goods comprising DIY/hardware, furniture, furnishings, carpets, floor coverings, household textiles, gardening goods, motor vehicle and /or cycle goods, electrical goods including computers, audio-visual equipment and pet supplies.

Reason: To ensure that the retail activity and sales from the premises do not prejudice the viability of the established shopping centres in the Borough having regard to adopted policy.

16. NSC6      **Redundant Footway Crossings**  
Prior to development commencing, details for the reinstatement of the redundant vehicular access and the reinstatement of the footpath adjacent to the Great Cambridge Road (A10) shall be submitted to and approved in writing by the Local Planning Authority. Such detail to include existing and finished ground levels, and surfacing materials. The reinstatement of the vehicular access and footpath shall be carried out in accordance with the approved detail prior to first occupation of the development.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.

17. NSC7      **Front Boundary Wall**  
The low level boundary wall fronting the Great Cambridge Road shall be constructed and finished in materials to match the existing low boundary wall.

Reason: In the interest of amenity and in the interest of vehicular and pedestrian safety on the adjoining highway and footway.

18. NSC8      **Travel Plan**  
The use of the premises hereby approved shall not commence until such time as a Travel Plan incorporating the components set out in "Guidance for workplace travel planning for development" published by Transport for London, March 2008 is submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall thereafter be implemented and adhered to.

Reason: In the interests of sustainability and to ensure that traffic generated from the site is minimised.

19. NSC9      **Construction Waste Management Plan**  
Notwithstanding any submitted document, a revised Construction Waste Management Plan shall be submitted to



the Local Planning Authority for approval in writing prior to any works commencing on site. The revised Construction Waste Management Plan shall detail the proportion of construction waste generated on site to be re-used, recycled or

Demolition and construction shall be undertaken in accordance with the approved detail.

Reason: To enable the efficient handling of construction, excavation and demolition waste generated on

20. NSC10 BREEAM  
Following the practical completion of the development but prior to first occupation, a post construction assessment, conducted by an accredited BREEAM Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority, to be approved in writing.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with adopted Policy.

21. NSC11 SUDS 1  
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.

22. NSC12 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:
- a. 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

- b. 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.

23. C51A Time Limited Permission

Directive 1: The applicant is advised that prior to development commencing, a S278 legal agreement will be required to be entered into with Transport for London (TfL) in relation to the stopping up of one of the existing points of access / egress to the Great Cambridge Road (A10).

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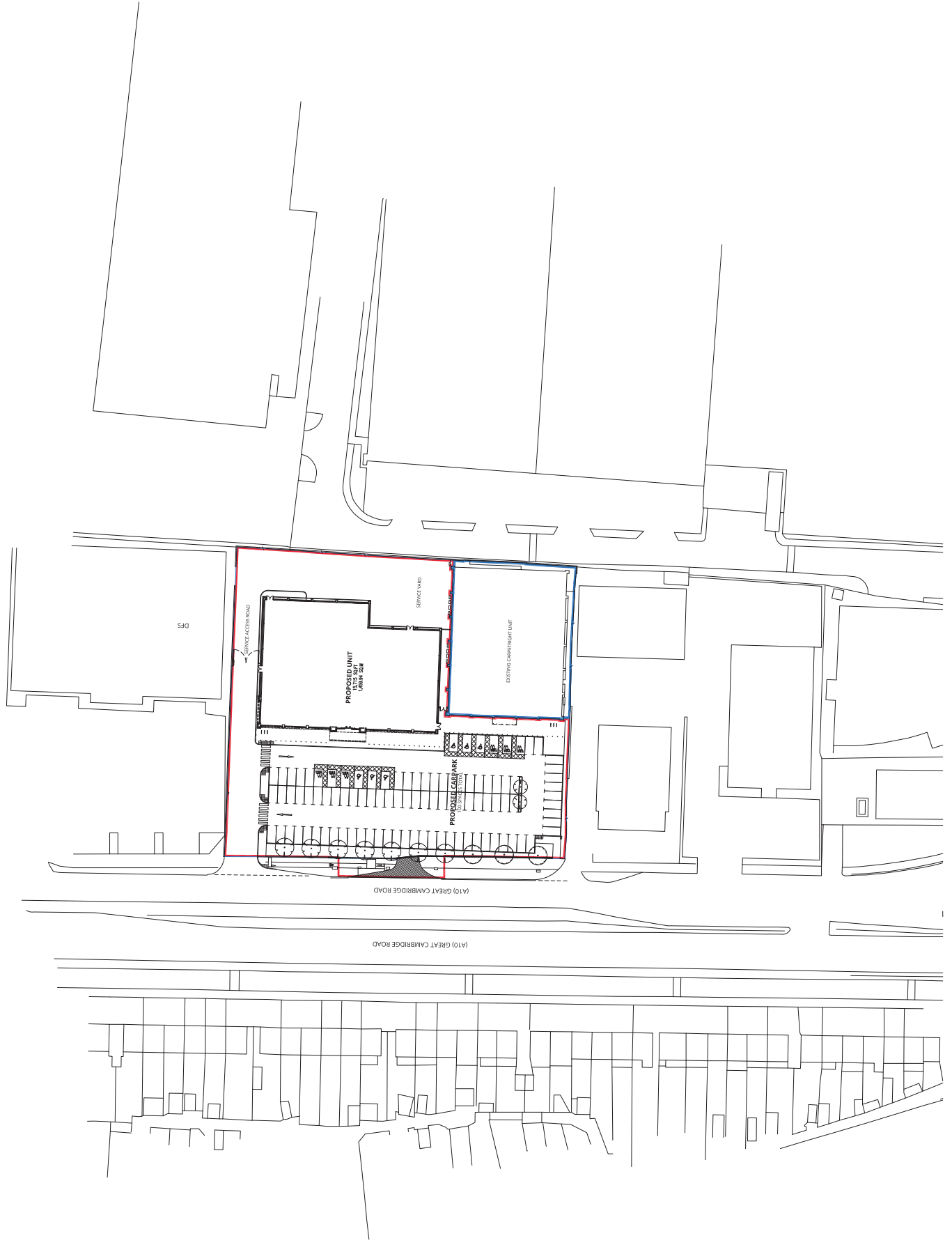
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 Scotland, G1 3JH  
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 Fax: +44 (0)11 255 2550

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**LEGEND:**

	APPROPRIATE BOUNDARY
	LAND WITHIN APPLICANTS OWNERSHIP



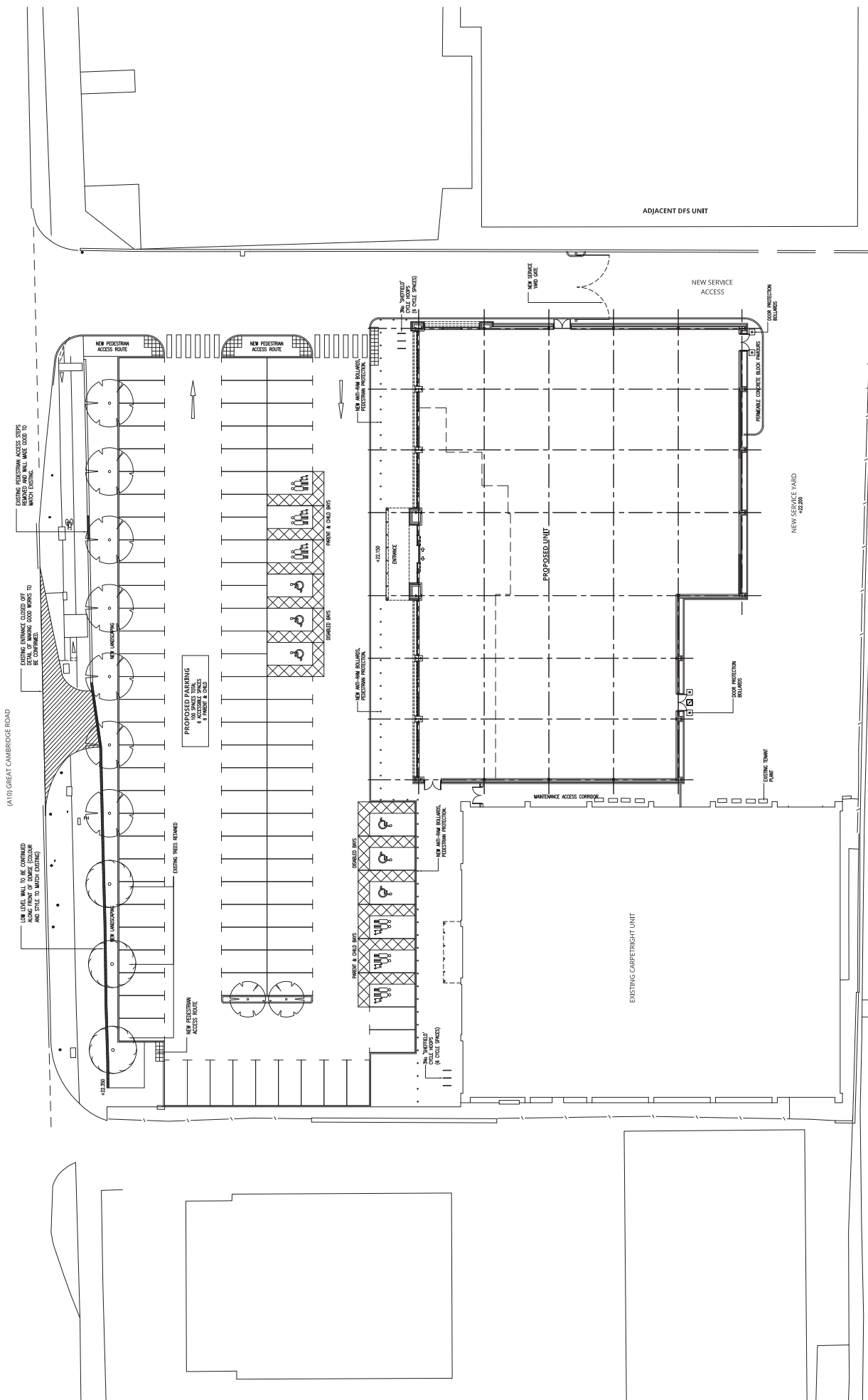
Revision	Description	Date
<b>URBANEDGE</b> ARCHITECTURE & INTERIOR DESIGN		
Client	SCOTTISH WIDOWS INVESTMENT PARTNERSHIP	
Project	232 GREAT CAMBRIDGE RD ENFIELD	
Drawn By	SITE BLOCK PLAN AS PROPOSED	
Scale	1:500 (A1)	Checked: CH
Date	OCT 2012	Revision
Project No.	URB EC [08] 00 04	Drawn
Revision	1436	D00



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ADJACENT DFS UNIT

NEW SERVICE ACCESS

NEW PEDESTRIAN BOLLARDS

NEW SERVICE YARD  
42.200

EXISTING CAMPERIGHT UNIT

PROPOSED UNIT

MAINTENANCE ACCESS CORRIDOR

EXISTING TRUNK PLANT

NEW PEDESTRIAN BOLLARDS

NEW ANTI-TAM BOLLARDS

NEW SHIRTLEIF (E-COLE BRICKS)

NEW CONCRETE WALL GATE

FORMALITE CONCRETE BLOCK PAVING

EXISTING TREES REMOVED

USE (AS SHOWN) TO BE INSTALLED ALONG STRIKE OF DUNGE (COLOR AND STYLE TO MATCH EXISTING)

EXISTING PEDESTRIAN ACCESS STEPS TO BE REMOVED AND NEW WALKWAY TO BE CONCRETED

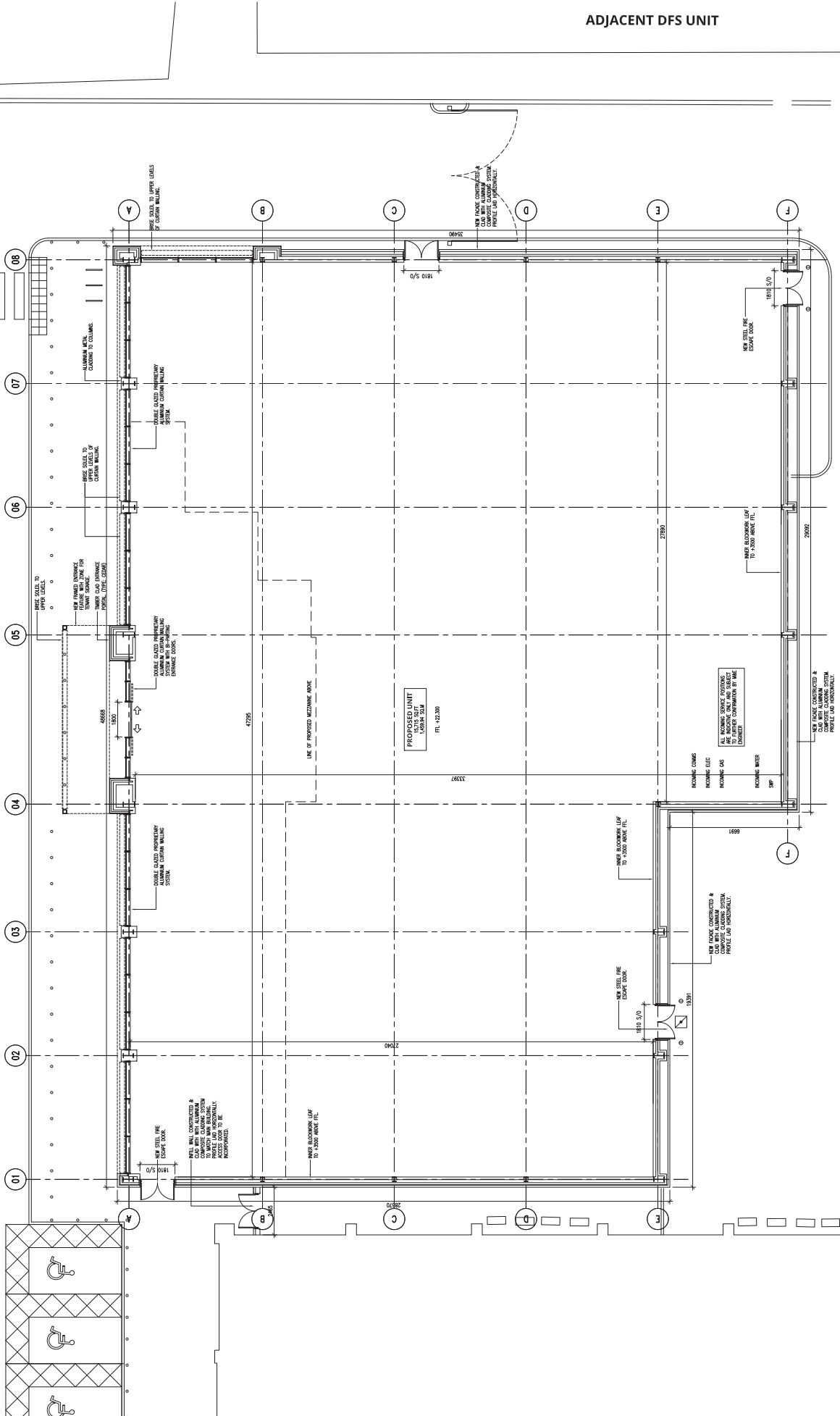
Revision	Description	Date
Client	<b>URBAN EDGE</b> ARCHITECTURE UNIVERSITY BUILDING SOCIETY	
Project	SCOTTISH WIDOWS INVESTMENT PARTNERSHIP 232 GREAT CAMBRIDGE RD ENFIELD	
Drawn By	EXTERNAL WORKS PLAN AS PROPOSED	
Check	13/09/11	CH
Date	02/2011	CH
Project No.	1436	URB CG [08] 00.05
Revision		D00

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Revision Description Date

**URBANEDGE**  
 ARCHITECTURE  
 SCOTTISH WIDOWS  
 INVESTMENT PARTNERSHIP

Client

Project

232 GREAT CAMBRIDGE RD  
 ENFIELD

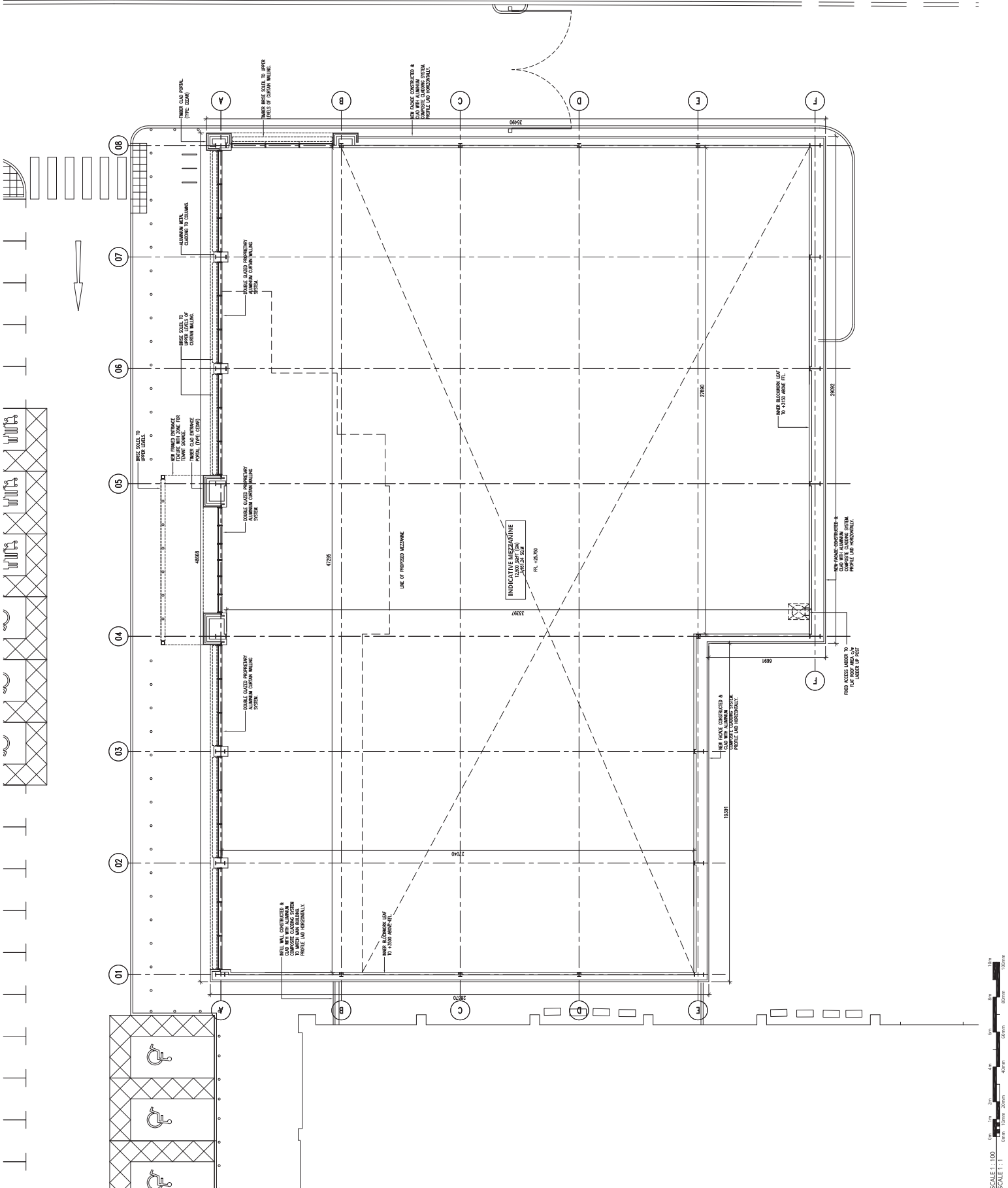
Ground Floor Plan  
 AS PROPOSED

Scale 1:100  
 Date 11/02/2012  
 Drawn CH  
 Checked CH  
 Project No. 1436 URB EC [08] 00 06  
 Revision D00

PLANNING

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Revision	Description	Date

**URBANEDGE**  
 ARCHITECTURE & INTERIOR DESIGN

Client: SCOTTISH WIDOWS INVESTMENT PARTNERSHIP

Project: 232 GREAT CAMBRIDGE RD ENFIELD

Drawn By: MEZZANINE LEVEL PLAN AS PROPOSED

Scale: 1:100  
 Date: 11/02/2014  
 Project No: 1436 URB CG [08] 10.02  
 Drawing No: 1436 URB CG [08] 10.02  
 Revision: D00

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Revision Description Date

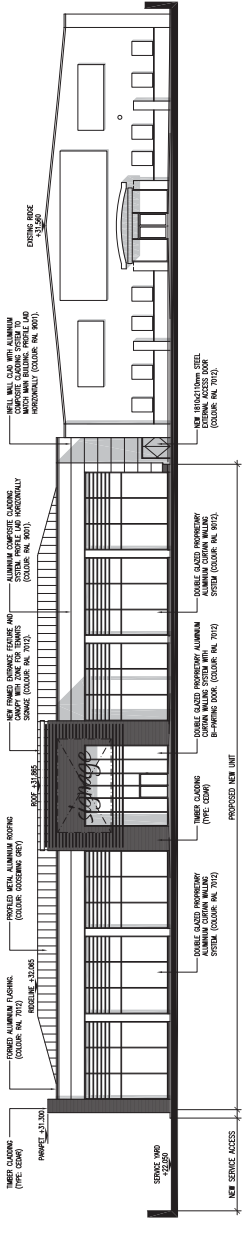
**URBANEDGE**  
 ARCHITECTURAL CONSULTANTS LTD

Client: SCOTTISH WIDOWS INVESTMENT PARTNERSHIP

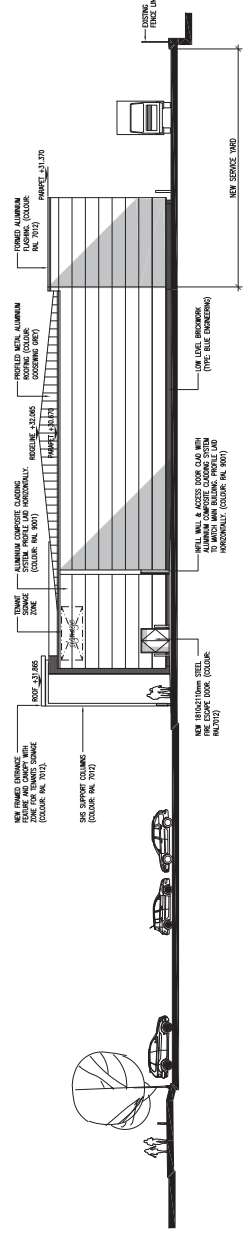
Project: 232 GREAT CAMBRIDGE RD ENFIELD

Contract: ELEVATIONS AS PROPOSED

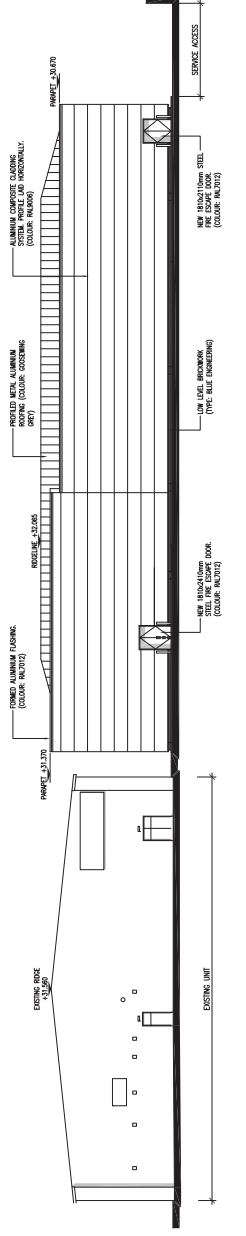
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 Revision: D00



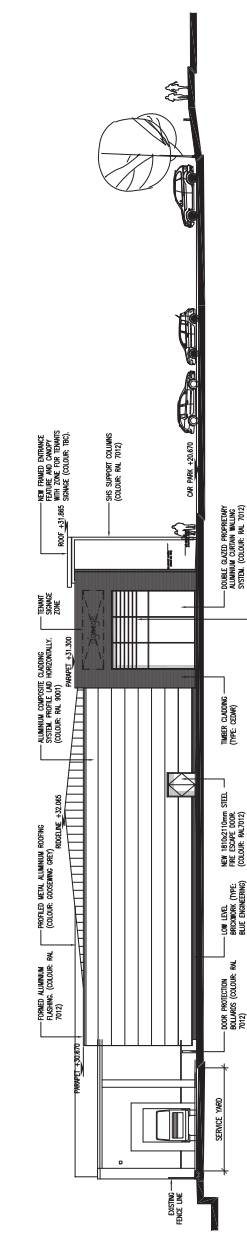
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

