

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 27<sup>th</sup> March 2012

**Report of**

Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**

Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Grange

**Application Number :** P1200048PLA

**Category:** Change of Use

**LOCATION:** 33, LONDON ROAD, ENFIELD, EN2 6DR

**PROPOSAL:** Change of use of office building (Class B1) to a 56 bedroom hotel (Class C1) with restaurant and bar at ground floor (Class A3/A4/A5), alterations to existing entrance, infill of corner undercroft involving shop front and external alterations.

**Applicant Name & Address:**

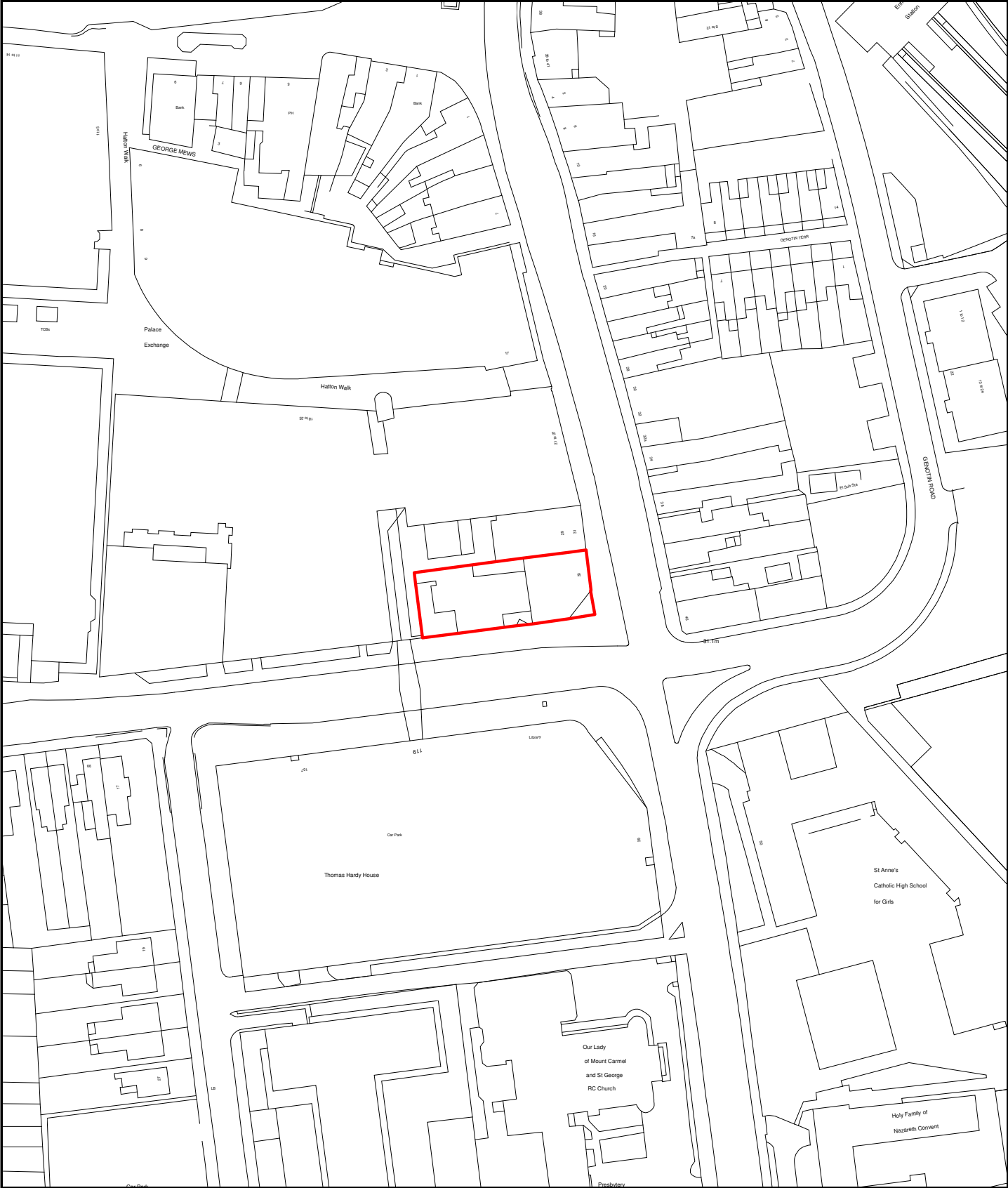
Arima Leisure Ltd  
c/o Agent

**Agent Name & Address:**

Inderjit Shokar,  
Savills (L&P) Ltd  
23, Furzton Lake  
Shirwell Crescent  
Furzton  
Milton Keynes  
MK4 1GA

**RECOMMENDATION:**

Planning permission is **GRANTED** subject to conditions.



Development Control



Scale - 1:1250  
Time of plot: 12:44  
Date of plot: 12/03/2012

## **1. Site and Surroundings**

- 1.1 Application site comprises of a vacant office building located on the north-western corner of the juncture of Cecil, London and Genotin Roads. London Road, north of this junction turns into a one way road.
- 1.2 To the north of the site, on the western side of London Road, are three storey buildings, with ground floor commercial units and residential/offices over. On the eastern side of London Road the buildings are predominantly two storeys. On the southern side of Cecil Road are the Dugdale Centre, Argos Extra and Lidl stores. Above these units, and extending to the juncture with Sydney Road is a multi storey car park. The southern side of Cecil Road is linked to the retail units on the northern side by a 'skywalk'.
- 1.3 The vehicular entrance for the building, leading to the servicing area and a basement car park for 18 vehicles, is situated off Cecil Road, approximately 48m west of the junction with Cecil, London and Genotin Roads.
- 1.4 The site is well served by public transport with Enfield Town Station approximately 230m away, and numerous bus services in and around Enfield Town and the train station.
- 1.5 The site is located within Enfield Town, designated as a Major Centre within the London Plan and Core Strategy. It also falls within the Enfield Town Conservation Area and is designated within the Core Strategy as Primary Shopping Frontage.

## **2. Proposal**

- 2.1 Permission is sought for the change of use of the building from B1/A2 to a 56-bed hotel (C1) with a restaurant and bar at ground floor level (A3/A4/A5), alterations to form a new entrance, infill of corner undercroft involving a shop front and external alterations.
- 2.2 The proposed restaurant and bar will be independent of, although complimentary to, the proposed hotel as the hotel does not provide any catering facilities.
- 2.3 The proposed hotel will retain the existing entrance on the eastern elevation, providing access to the lobby from which guests will use either the stairs or the lift to the first floor reception. A new entrance will be created on the eastern elevation to provide access for the restaurant / bar.
- 2.4 The existing undercroft will be in-filled with a new shop front provided to replicate the existing architectural detail. This will create approximately 20sqm of additional floor space.
- 2.4 The first floor will provide 18 rooms, two of which will be wheelchair accessible. The second and third floors will each contain 19 rooms, inclusive of two wheelchair accessible rooms.
- 2.5 In terms of employment, it is estimated that there will be 10 full-time and 16 part-time employees or 18 full-time equivalents (FTE).

- 2.6 Parking provision will be made for 1no. disability space only and 8no. cycle spaces. The existing vehicular access from Cecil Road will be retained. In addition a lay-by is to be provided on London Road, from which hotel servicing activities will take place (taxi loading / unloading). Refuse collections for the hotel, together with refuse and servicing of the ground floor unit will continue to take place off Cecil Road.

- 2.7 The named operator is Travelodge.

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

- 3.1 Planning permission was granted at Committee on January 25, 2011 for the change of use of office building class B1 to a 56-bed Hotel (C1) with restaurant at ground floor (A3/A5) and external alterations to form a new entrance to the north east elevation.

### **4. Consultations**

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

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

In advising that there are no objections to the scheme, the following comments have been received:

As the application is similar to the previous application then some of the previous comments and assumptions still apply. The principle of the application can be considered acceptable, but further assessment is required on the transportation impacts of the loss of the parking and the increase in the ground floor space.

The new parking provision is one disabled space. The applicant states that this is in line with The London Plan, a reference to Chapter 6A.2 which requires developments to provide at least one off street disabled space where no other off street parking is being provided (developments that provide off street parking need to provide two off street spaces). In this sense the application does meet the requirements of The London Plan as no other off street parking spaces are being provided, however the guidance also recommends one space should be provided for disabled members of staff. It is noted a development of this scale may generate a higher parking requirement for disabled spaces given the nature of the use, however it should be noted that the site is located in Enfield Town which does benefit from numerous public car parks all of which have disabled bays, and also disabled drivers permitted to park within the Enfield Town CPZ restrictions. In this respect the application does comply with Policy 6,13 of The London Plan.

Similarly, the public car parks including the multi-storey car park opposite the site can also be used by visitors to the hotel. The high PTAL (6) means the parking standards can be relaxed, and therefore the provision of no parking for hotel is not considered unacceptable. However, the development will need to provide a Travel Plan to encourage the use of sustainable modes of transport to the site which should be secured by either a Section 106 Agreement or a planning condition (preferably a Section 106, although a planning condition was used on the previous application).

Traffic generation is considered acceptable as no more rooms are being built compared to the extant permission, although there is still a requirement for a drop off / collection bay outside the entrance to the hotel on London Road. This should be secured through a Section 278 Agreement as it will involve work to the public highway.

Access and servicing to the disabled space and the bin storage is shown in the TA Fig7.0. The drawing shows vehicles needing to reverse into the site (or would reverse out). It is unclear if this is how the existing unit is serviced or if this was the approved way of servicing the original approved application so more detail is needed before T&T can fully support this aspect of the application, although if it is as approved under TP/10/0911 then it can be considered acceptable subject to a detailed Delivery Service Plan (secured through condition).

Cycle spaces need to be provided at the rate of 1 space per 10 staff. Four spaces are shown although these will need to be subject to a condition in order to secure acceptable details.

#### 4.1.3 Environmental Protection & Regulations

It is advised that there are no objections. In addition, suggested conditions have been provided to ensure that any neighbouring residential occupiers are not unduly affected by noise and dust emissions.

#### 4.1.4 Head of Economic Development

The following comments have been received:

- I would reiterate my comments made for the previous similar application for conversion of this building to a 56 bedroom hotel. Whilst I would normally resist the loss of a modern office building of this sort within the town centre, bearing in mind the greater level of employment that an office use would generate, I accept the benefits that a good hotel with ancillary restaurant and bar facilities would bring to the town centre. It may also promote a catalytic effect on the London Road frontage, which has been struggling recently to retain vitality.
- In order to maximise the local regeneration impact of the development, I ask that the developer be required through a S 106 Agreement to promote Local Labour in Construction through the following mechanisms:
  1. Using best endeavours to engage local construction contractors and sub-contractors to undertake the works;
  2. Recruiting new staff through the Council's JOBSnet job brokerage service to enable local people to obtain the jobs being provided.

#### 4.1.6 Conservation Advisory Group

The following has been advised:

- There are concerns over traffic generation because of the loss of parking in the basement.

- The solar gain film to be applied to the windows may make them appear blind/reflective - ideally the film should not change the appearance of the glass from the exterior

#### 4.1.7 Crime Prevention Design Officer (Metropolitan Police)

The following has been advised:

- Security and personal safety should be an essential investment and not an optional expenditure.
- The hotel should adopt, where appropriate, the physical security requirements detailed within the current Secured by Design guidelines for commercial development.
- Any external lighting should conform to BS5489 (Part 2).
- All windows to the ground floor should comply with relevant standards.
- Staircases and designated escape routes / doors should be protected by CCTV and alarm systems.
- Unauthorised access from non-public areas should be restricted.
- Lift doors exiting to non-public areas and corridors leading to guest rooms should be protected by CCTV.
- Room doors should be controlled by an electronic key card locking system.
- Guest doors should have a spy hole.
- A window / mirror to the main reception office to assist and provide increased natural surveillance should be considered.

#### 4.1.8 Sustainable Design Officer

It has been advised that findings of the energy report are considered acceptable and a condition is recommended to secure savings.

4.1.9 Any other comments received will be reported at Committee.

### 4.2 **Public response**

4.2.1 Any comments received will be reported at Committee.

## 5. **Relevant Policy**

### 5.1 Local Development Framework

At the meeting of the full Council on 10<sup>th</sup> November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

CP11: Recreation, leisure, culture and arts  
 CP12: Visitors and tourism  
 CP13: Promoting economic prosperity  
 CP17: Town centres  
 CP18: Delivering shopping provision in Enfield  
 CP19: Offices  
 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  
 CP36: Biodiversity  
 CP42: Enfield Town  
 CP46: Infrastructure contributions

## 5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance:

(II)C29	Resist loss of uses considered important to the Conservation Area
(II)C30	New buildings, extensions, alterations to existing buildings in a Conservation Area
(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing
(II)H8	Privacy
(II)T1	To ensure development takes place in locations which have appropriate access to transport networks
(II)S3	Coordination and management of Town Centres
(II)S5	Core retail frontages

## 5.3 The London Plan

Policy 2.7	Outer London: Economy
Policy 2.15	Town centres
Policy 4.2	Offices
Policy 4.5	London's visitor infrastructure
Policy 4.7	Retail and town centre development
Policy 4.12	Improving opportunities for all
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.4	Retrofitting
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 7.5	Public realm
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology
Policy 7.13	Safety, security and resilience to emergency
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

PPS1:	Sustainable development
PPS4:	Planning for sustainable economic growth
PPS5:	Planning for the historic environment
PPS9:	Biodiversity and Geological Conservation
PPG13:	Transport
PPG24:	Planning and Noise
Draft National Planning Policy Framework	

## 6. **Analysis**

### 6.1 Principle

- 6.1.1 The general approach of planning policy is to encourage development in sustainable locations with good accessibility to a range of public transport options. Enfield Town is designated as a major centre and has a public transport accessibility level (PTAL) of 5 (1 being the least accessible and 6 being the most accessible). As a result, the location would be consistent with this approach.
- 6.1.2 There is a general need for a range of hotel accommodation across the Borough which is recognised in Policy 12 of the Enfield Plan Core Strategy. In addition, the proposed hotel, together with its restaurant and bar represents a complementary use to the retail function of Enfield Town and would add to its vitality and viability whilst also strengthening the role of the town centre and its attractiveness to a range of retail, commercial, leisure and other related uses.
- 6.1.3 Overall therefore, the principle of a hotel in this location is considered to be consistent with planning policy for this town centre location having regard to Policies 11, 12, 13 and 17 of the Enfield Plan Core Strategy as well as Policy 4.5 of the London Plan and with national guidance in PPS4: Planning for sustainable economic growth.
- 6.1.4 The introduction of a hotel must also be weighed against the loss of office space, as Core Policy 19 of the Enfield Plan Core Strategy confirms that the Council will protect and enhance Enfield Town as the main location for new office development in the Borough, including the renewal and modernisation



of existing offices. In addition, Core Policy 42 also confirms that the loss of office accommodation in Enfield Town will be resisted whilst also recognising that there will be a focus on the growth of jobs in the hospitality and retail sectors.

6.1.5 The introduction of a non-retail use on the ground floor must also be weighed against the desire to protect the main function of the Town Centre as a focus for shopping and complementary activities.

6.1.6 It should also be noted that the principle of the conversion of the building to a hotel has previously been accepted, with the granting of planning permission at Planning Committee on January 25<sup>th</sup>, 2011.

## 6.2 Impact on Character of Surrounding Area

### *Loss of office accommodation / Change of use*

6.2.1 As indicated in paragraph 6.1.4 above, there is a presumption against the loss of office accommodation within Enfield Town Centre. Whilst this is a key consideration, the loss of such space must be weighed against the benefits of bringing the building back into a beneficial and appropriate use.

6.2.2 The ground floor A2 unit has been vacant for three years and the offices (B1) occupying the upper floors have been vacant since the Council vacated from the building, despite marketing by a local and a central London estate agent.

6.2.3 In addition, information provided indicates that where there is demand for office accommodation, it is more for smaller flexible office units inclusive of those above retail units, rather than for the size and nature of the existing office space.

6.2.4 It is advised that whilst the building could be refurbished for office accommodation, the expenditure involved when compared to the expected rent yield would not make this viable, lending more weight to a change of use.

6.2.5 On balance, it is therefore considered that the loss of office accommodation can be supported in this instance as there is no clear demand for this level of office space. Moreover, the intended use is compatible with the town centre location and would also support one of the aims of Core Policy 42 which is to focus on the growth of jobs in the hospitality sector.

6.2.6 The change of use of the A2 unit into a restaurant and bar will not further harm the vitality and viability of Enfield Town Centre. There are a range of uses along London Road and the introduction of a restaurant would compliment the area and introduce an additional element of night time activity that can only be beneficial to the Town Centre in terms of economy and security. Moreover, the proposed use is also complementary to the adjacent proposed hotel.

6.2.7 The proposed opening hours of the proposed A3/A4/A5 unit (Monday to Sunday and Bank Holidays 07:00 to 23:00) is considered to be entirely appropriate for the town centre location. In addition, it is noted that the hotel will be operating on a 24hr basis on the aforementioned days.

### *Design*

- 6.2.8 The external appearance of the building will not be altered significantly, although the existing diagonal undercroft will be in-filled and a new shop front provided. In addition, additional glazing (5 window panels in total) will be provided on the Cecil Road frontage, replacing the metal grills and a pedestrian escape exit. A brick plinth to match the adjacent brickwork will be provided for the former escape exit.
- 6.2.9 The overall design of the proposed fenestration is considered acceptable and should not detract from the character and appearance of the building or the surrounding conservation area. The concerns of the Conservation Advisory group in relation to the solar gain film to be applied to the windows are noted. It is suggested that a condition is imposed to secure details of the fenestration, inclusive of the solar gain film.

### 6.3 Impact on Neighbouring Properties

#### *Loss of Light / Overshadowing / Outlook*

- 6.3.1 The proposal is for the change of use of an existing building with a minor ground floor in-fill element. It is therefore considered that there are no additional issues arising in the consideration of these factors.

#### *Overlooking / Loss of Privacy*

- 6.3.2 It is considered that the proposed use will not result in any undue loss of privacy or overlooking compared to the former use as an office.

### 6.4 Highway Safety

#### *Parking*

- 6.4.1 The London Plan ('Parking Addendum to Chapter 6') confirms that for hotel and leisure uses, there are no maximum parking standards. It is advised however, that in applications that are referable to the Mayor, where the PTAL is 4-6, on-site provision should be limited to operational needs, parking for disabled persons and that required for taxis, coaches and deliveries / servicing.
- 6.4.2 Unlike the previously approved scheme, there will be no general off-street parking provision except for the one disability bay. Whilst the removal of all but one parking space may be regrettable, the site is in a town centre location and in close proximity to pay and display parking, although it is expected that the majority of visitors would either use public transport or taxis. It is therefore considered that due to the highly sustainable location of the proposed development, a relaxation of parking standards would be acceptable.
- 6.4.3 As with the approved scheme, the applicant has agreed to the imposition of a Grampian condition that would require entering into a S278 Agreement to secure the implementation of a passenger drop off / pick up lay-by prior to occupation of the development. This will be sited on London Road, as shown on the submitted plans. This is again considered acceptable in Highway terms.

- 6.4.4 A framework travel plan has been submitted and a full travel plan will be submitted once the hotel becomes operational (the Transport Assessment advises that this will be submitted within 3 months of the use commencing), which will then be monitored for a five year period. In addition to this, the provision and siting of the eight cycle spaces is considered acceptable.
- 6.4.5 The applicant is unable to submit a full travel plan until staffing levels have been confirmed. In addition to the measures that will be introduced to staff, sustainable travel information will be provided to hotel guests through promotional literature, at the time of booking, at the hotel reception, and the hotel's website (it is advised that nearly 90% of guest book via the website).
- 6.4.6 The above measures are considered acceptable and will be secured by way of a suitably worded condition. The submission of a full travel plan will be subject to a condition.

#### *Access*

- 6.4.7 Vehicular traffic can only approach the access point from an easterly direction as Cecil Road is a one-way street. Similarly, vehicles can only exit in a westbound direction. The access will remain unaltered and is still considered acceptable for the intended uses.
- 6.4.8 Unlike the previous application, an internal link between the car park / cycle parking area and the restaurant is provided, however there remains no internal link between the parking area and the hotel. Whilst this is not ideal, it would again prove difficult to resist the application on this element.

#### *Traffic generation*

- 6.4.9 Multi-modal trip generation forecasting has been provided, (using data from similar hotel schemes at Battersea Travelodge (Wandsworth) and Express Holiday Inn (Newham)). Due to the vacant office use, a comparison was made with existing office uses in Islington and Kensington & Chelsea, with sites of similar characteristics (high PTAL, CPZ, floor area). The results of this analysis indicate that the proposed hotel is forecast to generate 26 fewer vehicle trips (-0.3%) between 7am and 6pm than the former office use. This confirms that the proposed trip generation would not be unacceptable.

#### *Servicing*

- 6.4.10 Servicing for the hotel / restaurant would include refuse collections, laundry / linen servicing, food and beverage deliveries and general supplies. Due to the hotel not providing any catering facilities, the Transport Assessment estimates a maximum of 12 service trips per week comprising of the following servicing programme:
- Laundry deliveries/collections to be carried out by 7.5T MGV with tail lift (maximum four per week);
  - Hotel supplies (including vending machines, stationery, and consumables) to be carried out by 7.5T MGV with tail lift (maximum two per week);
  - Refuse collections by private contractor using euro / paladin bins and medium size refuse vehicles; and
  - For a small A3/A4/A5 town centre unit a maximum of four service trips per week.

- 6.4.11 There is provision for on-street servicing in the vicinity, with marked loading bays on the eastern side of London Road, which restrict loading to a maximum 20 minute stay between 8am and 6:30pm Monday to Friday. On the western side of London Road, there is no restriction outside of the aforementioned times beyond the area immediately around the junction. Cecil Road is not suitable for loading / unloading due to double loading blips and double yellow lines.
- 6.4.12 The Transport Assessment however, confirms that non refuse service trips and activities for the hotel will be undertaken from the proposed taxi passenger drop off / pick up and loading bay on London Road. Non-refuse servicing for the restaurant and bar will be carried out from the Cecil Road access. The proposals should not adversely impact in terms of the free flow and safety of traffic, on the adjoining roads. Similarly, there should be no impact on pedestrian traffic using the adjoining footpaths.

## 6.5 Sustainable Design and Construction

### *BREEAM*

- 6.5.1 The proposal must demonstrate that it can meet with a BREEAM rating of 'very good'. A condition will be imposed to secure this.

### *Energy*

- 6.5.2 London Plan policy adopts a presumption that developments will achieve a reduction of emissions of 25% from site renewable energy sources, unless it can be demonstrated that this is not feasible.
- 6.5.3 An Energy Statement has been submitted with the application, demonstrating the following:

Fabric energy efficiency measures will achieve approximately 15% CO<sub>2</sub> savings compared with the Building Regulations notional building. This is achieved via:

- Use of efficient materials and changes to the systems and controls
- Improvements to the U-values of the external envelope
- Improvements to the U-values to the glazing
- Improvements to the air permeability of the structures
- Use of energy efficient lighting
- Use of intelligent lighting and system controls
- Variable speed pumps, fans and drive to match the demand

Additionally, the proposed combined heat and power (CHP) system is estimated to deliver CO<sub>2</sub> savings of 29.46%. A further 3.3% saving is estimated with the proposed use of PV cells.

Overall, it is claimed that the development will achieve CO<sub>2</sub> reductions in excess of 25% on the Notional Building requirements for Target Emission Rate. It is also advised that included in the development, there is a figure of 36 KgCO<sub>2</sub>/M<sup>2</sup>.annum displaced due to the use of renewable energy sources.

- 6.5.4 An appropriately worded condition will be imposed to ensure that the development will meet with the desired targets for sustainable design and construction.

## **7 Other matters**

### *Secured by Design*

- 7.1 The comments from the Crime Prevention Design Officer are noted. Where the suggested measures affect the external appearance of the building and therefore potentially on the Conservation Area, those measures will be secured by condition. The applicant will be advised of other suggested measures through a Directive.

### *Employment*

- 7.2 In relation to the comments received from the head of Economic Development, the applicant has advised that Travelodge recruit locally (inclusive of management positions) and has a long term commitment to Central government to recruit its entry level vacancies at all its hotels through a Local Employer Partnership with Job Centre Plus. Through this Partnership, Travelodge agrees to interview unemployed applicants. In turn, Job Centre Plus agrees to identify staff suitable for the position with the right basic skills and forward candidates to Travelodge. Since joining this scheme in 2007, over 90% of staff for all of Travelodge's new hotels have been recruited from the local unemployed, with 67% coming from the Job Centre Plus' priority groups.
- 7.3 It is anticipated that the development will generate 18 FTEs.

## **8. Conclusion**

- 8.1 It is considered that the provision of a hotel in this sustainable town centre location would help to contribute to the vitality and viability of Enfield Town Shopping Centre and would add to the range of facilities available. It would also assist in bringing new activity to this part of the town centre.
- 8.2 In addition the development would help to attract and retain visitors to Enfield Town as well as creating further jobs within the local community.
- 8.3 Notwithstanding the socio economic benefits, it is considered that the development would be appropriately located, and the minor alterations to the entrances would sympathetically integrate with the existing building and not harm the character and appearance of the surrounding conservation area.
- 8.4 Accordingly, it is recommended that planning permission be granted for the following reasons:
1. The proposed change of use from an office building (B1) to 56-bed hotel is an appropriate use for this sustainable town centre location with good access to a range of public transport option and would both add to the range of facilities on offer while also strengthening the role, vitality and viability of Enfield Town Centre having regard to Core Policies 11, 12, 13 & 17 of the Enfield Plan Core Strategy, and Policies 2.7, 2.15, 4.5, 4.7, 7.1, 7.2 & 7.4 of the London Plan.

2. The proposed change of use of the vacant ground floor office accommodation (A2) to restaurant and bar (A3/A4/A5) would not harm the vitality and viability of Enfield Town Centre, is appropriately located and would not be detrimental to the residential amenities of adjoining occupiers, having regard to Core Policies 11, 13, 17 & 18 of the Enfield Plan Core Strategy, Policy (II)GD3 of the Unitary Development Plan, Policies 2.7, 2.15, 4.5, 4.7, 7.1, 7.2 & 7.4 of the London Plan.
3. The proposed external alterations to the building due to its design and by virtue of conditions imposed would have an acceptable appearance within the street scene and would serve to preserve the character and appearance of the surrounding Conservation Area having regard to Core Policy 31 of the Enfield Plan Core Strategy, Policies (II)C29, (II)C30, (II)GD3 of the Unitary Development Plan and Policies 7.4, 7.6 & 7.8 of the London Plan.
4. The proposed development would not have any undue impact on the amenities and operation of the neighbouring residential and commercial occupiers having regard to Policies (II)GD3 of the Unitary Development Plan and London Plan Policies 7.1, 7.3, 7.4 & 7.6 of the London Plan.
5. The development, subject to a Section 278 Agreement to secure highway improvements along London Road, would not have any adverse effect on the free flow and safety of traffic and pedestrians using the adjoining highways due to the town centre location, the availability of nearby car parks, good access to public transport and the on site cycle parking having regard to Policies (II)T1, (II)GD6, (II)GD8 of the Unitary Development Plan and Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan.
6. The proposed development, by virtue of the measures proposed and conditions imposed, should achieve an acceptable level of sustainable design and construction having regard to Core Policy 20 of the Enfield Plan Core Strategy and Policies 5.1, 5.2, 5.3, 5.4, 5.6, 5.7, 5.8 & 5.9 of the London Plan as well as PPS1: Sustainable development.

## 9. Recommendation

### 9.1 Planning permission is granted subject to the following conditions:

1. C60 Approved Plans
2. C08 Materials to Match
3. C16 Private vehicles only – Parking Areas
4. 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.

5. C20 Details of fume extraction and other plant  
Details of the specification and appearance of any fume extraction and/or ventilation plant and any other plant (inclusive of CHP units) required in connection with the approved uses shall be submitted to and approved in writing by the Local Planning Authority. The plant shall be installed in accordance with the approved details before the use of the development commences.

Reason: To ensure a satisfactory appearance, to protect the character and appearance of the surrounding conservation area, and to safeguard amenity.

6. C35 Opening Hours Restriction-Restaurant/Takeaways  
The restaurant with ancillary takeaway element of the development hereby approved shall only be open for business between the hours of 07:00 hrs and 23:00hrs Monday to Sunday; and all activity associated with the use shall cease within 1 hour of the closing time specified above.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby residential properties and having regard to the opening times proposed.

7. C37 Restricted hours – Deliveries (07:00hrs and 20:00hrs Mon to Sat)

Reason: Having regard to the amenity of surrounding residential occupiers.

8. C41 Details of external lighting  
9. C48 Restricted Use Classes  
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the ground floor commercial unit of the development hereby approved shall only be used as a restaurant (A3) with ancillary bar (A4) and takeaway (A5) and shall not be used for any other purpose, without the prior written approval of the Local Planning Authority.

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

10. C59 Details of Cycle Parking  
11. NSC1 Finishing Details – Entrances / Fenestration  
That development shall not commence until details of the solar gain film to be applied to windows and detailed drawings, including sections to a scale of 1:20 or larger, of the proposed entrances 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.

12. NSC2      Restriction of Shutter Boxes / Security Grills  
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.

13. NSC3      External Plant, Fittings, Plumbing or Pipes  
Unless required by any other condition attached to this permission, 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.

14. NSC4      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
- (ix) A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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.

15. NSC5      BREEAM 1



Evidence in the form a Design Stage Assessment completed by a qualified BREEAM Assessor and interim certificate issued confirming that the development achieves a BREEAM rating of no less than 'Very Good' shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with Core Policy 4 of the Core Strategy, the strategic objectives of the Council, the London Plan, and PPS1.

16. NSC6      BREEAM 2  
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 for approval in writing.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with Core Policy 4 of the Core Strategy, the strategic objectives of the Council, the London Plan, and PPS1.

17. NSC7      Energy  
A final 'Energy Statement' and 'Energy Performance Certificate' shall be submitted to a approved in writing by the Local Planning Authority following practical completion of the development and prior to the first occupation. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than 25% total CO<sub>2</sub> emissions arising from the operation of a development and its services over Part L of Building Regs 2010. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policy 5.2 of the London Plan and PPS22.

18. NSC8      Footway works  
Notwithstanding any submitted plan, the development authorised by this permission shall not commence until the applicant has entered into a Section 278 agreement under the Highways Act 1980 with the Council (as Local Planning Authority and Local Highway Authority) to secure the provision of a pick up / drop off lay-by to serve the development as

appropriate in accordance with a location and a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the defined Section 278 works shall be completed to the satisfaction of the Local Highway Authority prior to occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice the free flow and safety of vehicular and pedestrian traffic on the adjoining highways.

19. NSC9      Travel Plan
- Within 3 months of occupation, a Travel Plan shall be submitted to the Local Planning Authority for approval in writing. The Travel Plan shall include measures identified within the submitted Framework Travel Plan. The approved Travel Plan shall thereafter be implemented and adhered to and reviewed by the site occupiers including ongoing monitoring for a period of not less than 5 years. The Local Planning Authority shall be notified of the reviews to be set down in the Travel Plan, with the recommendations to be approved or refused as appropriate, with revised recommendations being resubmitted within 1 month of refusal and all recommendations being implemented within 1 month of approval or such longer time as may be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development establishes as a sustainable entity by seeking to reduce car borne trips and promoting the use of sustainable transport modes.

20. NSC10      Disabled Parking
- The disabled car parking space hereby approved shall only be used for the exclusive use of disabled persons unless otherwise agreed in writing by the Local Planning Authority. The disabled car parking spaces are to be constructed / laid out in accordance with the approved plans prior to the first occupation of the buildings or commencement of use and shall thereafter be retained.

Reason: To ensure that the development complies with adopted standards and to ensure that future occupiers and visitors to the site have access to and exclusive use of the car parking facilities provided within the development.

21. C51A      Time Limited Permission

Bedroom Type Legend					
Bedroom Type	Shower Room	Fully fitted Room	Accessible Room	Total	
GROUND LEVEL	-	-	-	-	
1ST LEVEL	15	1	2	18	
2ND LEVEL	16	1	2	19	
3RD LEVEL	16	1	2	19	
Total No. rooms	47	3	6	56	

A 35.11.11 A CLASS UNIT INCORPORATED  
B 02.11.11 FOOD PREP ROOM REMOVED AND  
C 22.12.11 DELIVERY BAY ADDED  
D 05.01.12 CYCLE PARK ADDED

RT  
RT  
RT  
RT

31



**JWA Architects Limited**  
Robert Trisham House,  
Clipsdon, Market Harborough,  
Leicestershire LE16 9RZ  
**T** +44 (0) 1858 525343  
**F** +44 (0) 1858 525327  
**E** office@jwa-architects.co.uk  
**W** www.jwa-architects.co.uk

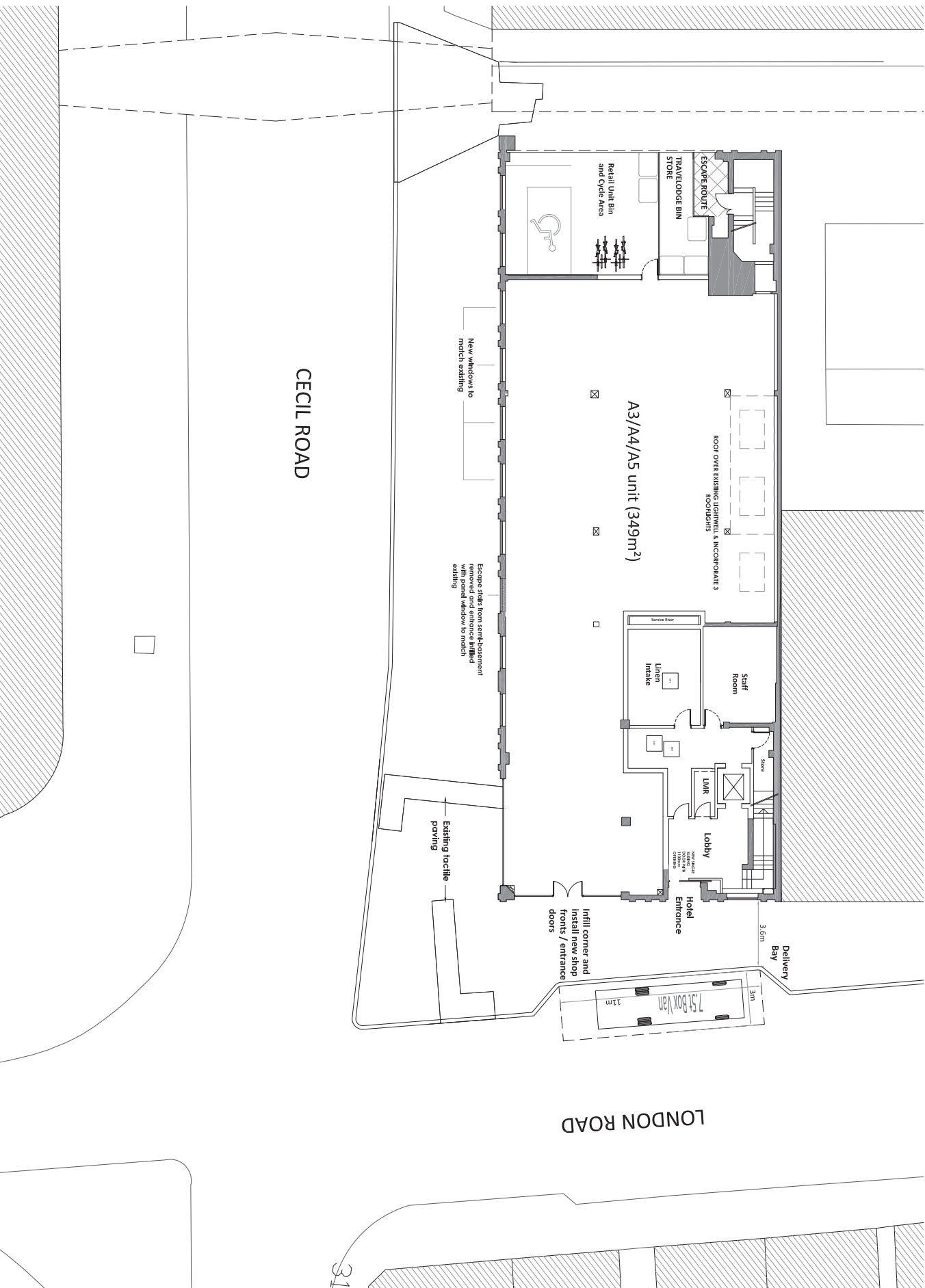
**Client:** ARIMA LEISURE LTD

**Project:** HOTEL CONVERSION  
33 LONDON ROAD  
ENFIELD

**Drawing:** GROUND FLOOR PLAN

**Purpose:** PLANNING  
**Scale:** 1:100 @ A1  
**Dwg. No:** H7584/07  
**Date:** 06.07.11  
**Drawn:** RT  
**Revision:** D

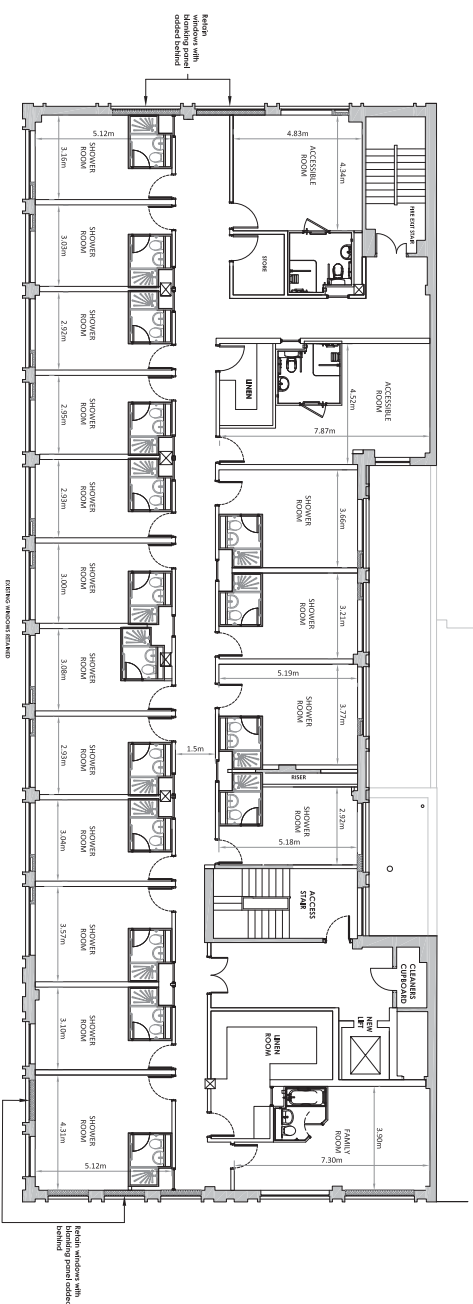
GROUND FLOOR PLAN



Bedroom Type Legend				
Bedroom Type	Shower Room	En-Suite Room	Accessable Room	Total
GROUND LEVEL	-	-	-	-
1ST LEVEL	15	1	2	18
2ND LEVEL	16	1	2	19
3RD LEVEL	16	1	2	19
TOTALS, rooms	47	3	6	56



FIRST FLOOR PLAN (18 BEDS)



## SECOND AND THIRD FLOOR (19 BEDS)

A	23.09.11	GENERAL AMENDMENTS TO FLOOR LAYOUT	R
B	25.11.11	HOTEL CHANGED TO TRAVELodge LAYOUT	R
C	02.11.11	FOOD PREP AND ACCESSIBLE ADDED.	R
D	22.12.11	UNENHANCED, SHOWER ROOMS AMENDED RECEPTION OFFICE LINEN AND WC MOVED AND CORRIDOR WIDENED	R



**JWA Architects Ltd**  
Robert Tresham House,  
Clipston, Market Harborough,  
Leicestershire LE16 9PZ

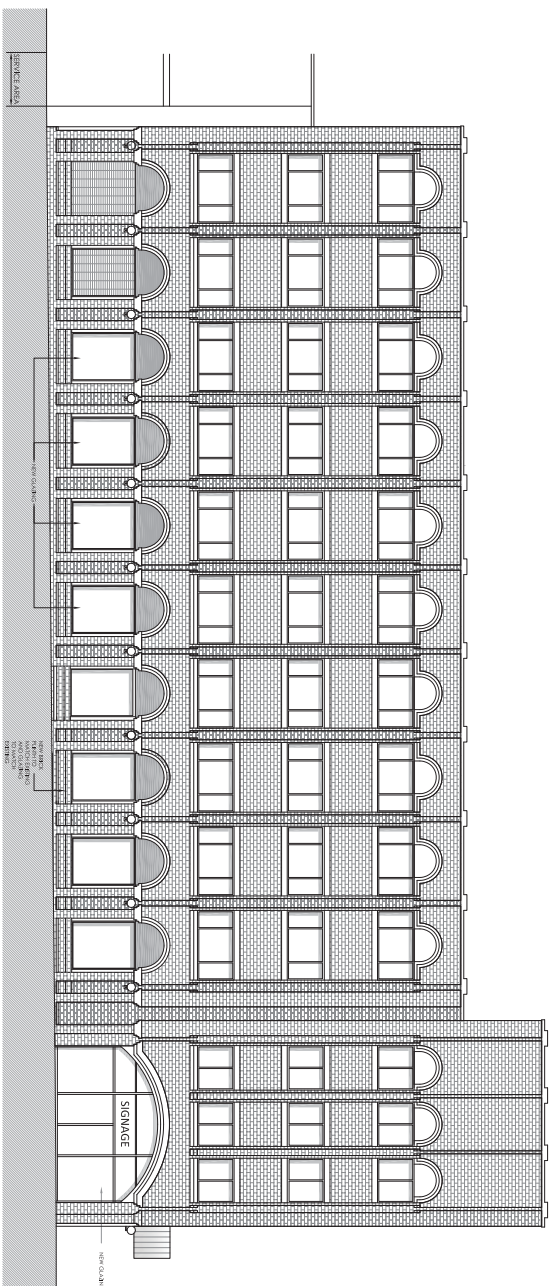
**T** +44 (0) 1858 525343  
**F** +44 (0) 1858 525327  
**E** [office@jwa-architects.co.uk](mailto:office@jwa-architects.co.uk)  
**W** [www.jwa-architects.co.uk](http://www.jwa-architects.co.uk)

**Client:** ARIMA LEISURE LTD

**Project:** HOTEL CONVERSION  
33 LONDON ROAD  
ENFIELD

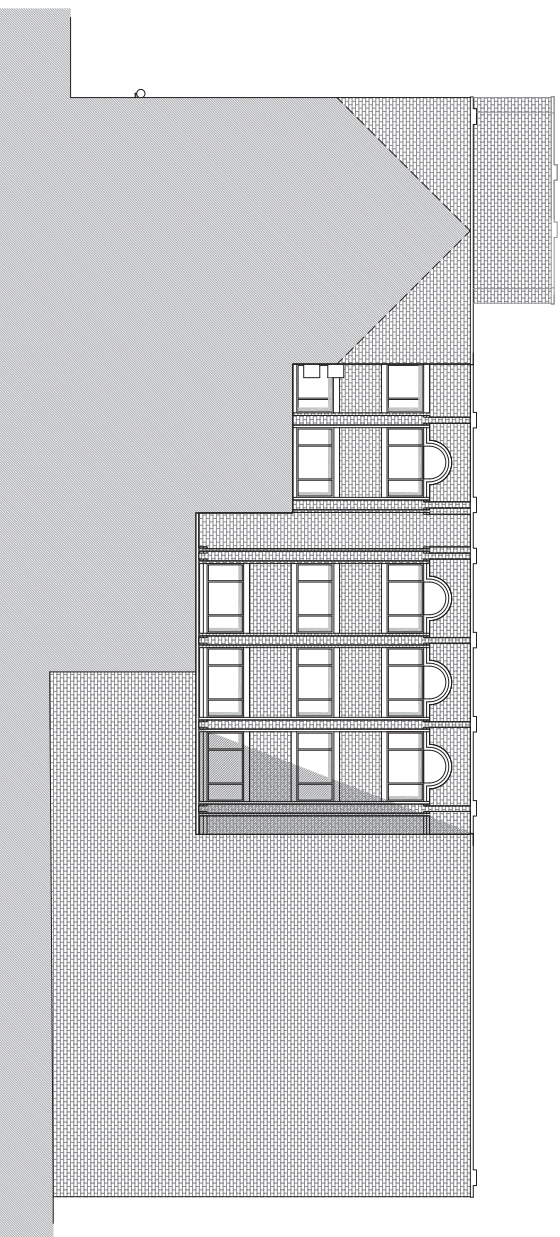
**Drawing:** UPPER EXISTING FLOOR PLANS

<b>Purpose:</b>	PLANNING	<b>Date:</b>	06.09.11
<b>Scale:</b>	1:100@A1	<b>Drawn:</b>	RT
<b>Dwg. No:</b>	H7584/08	<b>Revision:</b>	D



SOUTH ELEVATION

A 04.10.11 GENERAL ARRANGEMENTS  
B 20.11.11 2 STOREY EXTENSION REMOVED  
RT



NORTH ELEVATION



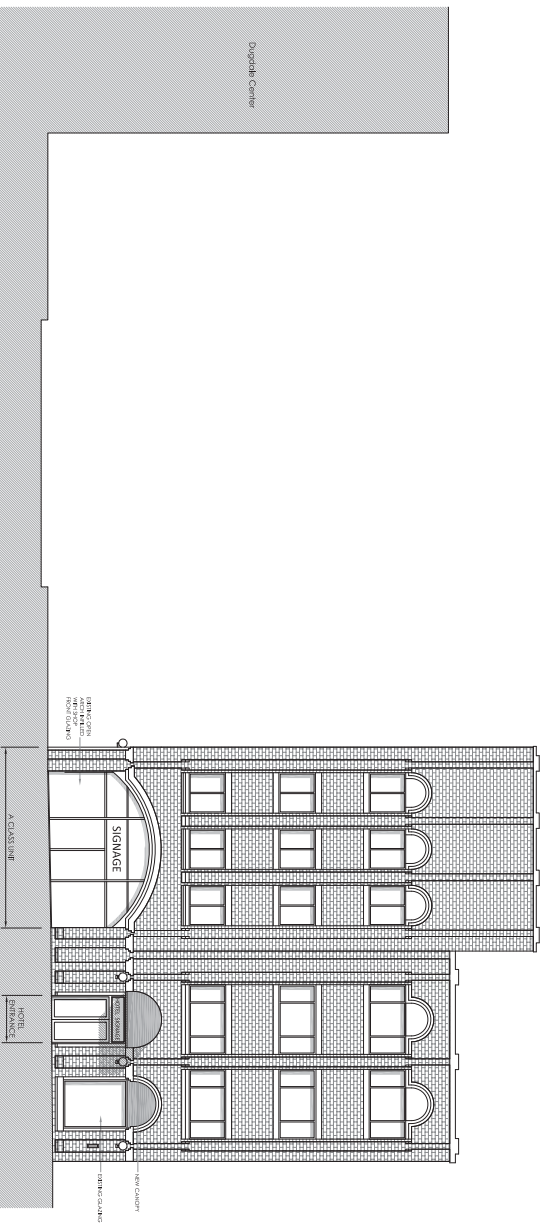
**JWA Architects Limited**  
Robert Tharham House,  
Clipsdon, Market Harborough,  
Leicestershire LE16 9RZ  
**T** +44 (0) 1858 525343  
**F** +44 (0) 1858 525327  
**E** [office@jwa-architects.co.uk](mailto:office@jwa-architects.co.uk)  
**W** [www.jwa-architects.co.uk](http://www.jwa-architects.co.uk)

**Client:** ARMA LESURE LTD

**Project:** HOTEL CONVERSION  
33 LONDON ROAD  
ENFIELD

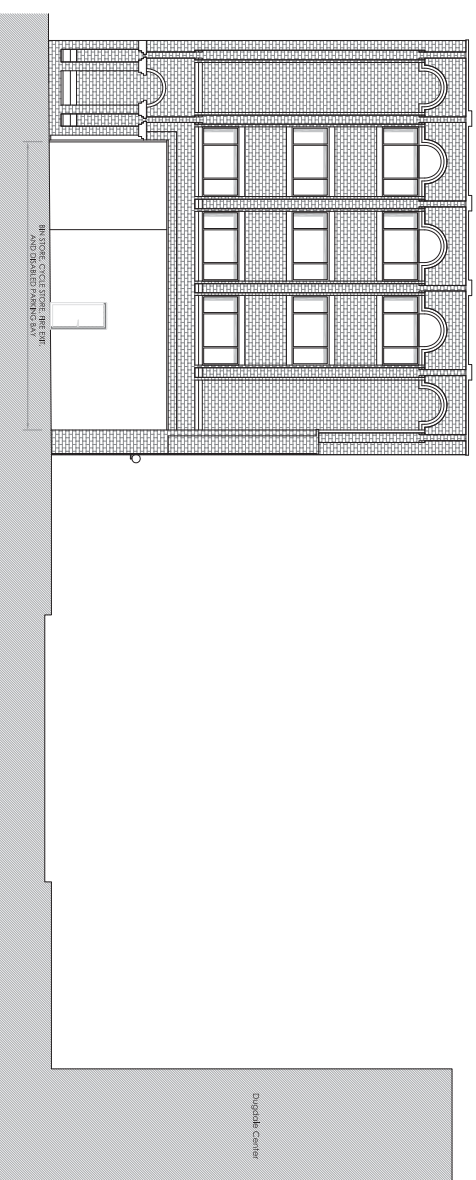
**Drawing:** ELEVATIONS

**Purpose:** PLANNING  
**Scale:** 1:1000/A1  
**Dwg. No:** H7584/10  
**Date:** 30.09.11  
**Drawn:** RT  
**Revision:** 8



6 25.11.11 2 STOREY EXTENSION REMOVED

## EAST ELEVATION



**JWA Architects Limited**  
Robert Tresham House,  
Clipston, Market Harborough,  
Leicestershire LE16 9RZ  
**T** +44 (0) 1858 525343  
**F** +44 (0) 1858 525527  
**E** [office@jwa-architects.co.uk](mailto:office@jwa-architects.co.uk)  
**W** [www.jwa-architects.co.uk](http://www.jwa-architects.co.uk)

**Client:** ARIMA LEISURE LTD

**Project:** HOTEL CONVERSION  
33 LONDON ROAD  
ENFIELD

**Drawing:** ELEVATIONS

<b>Purpose:</b> PLANNING	<b>Date:</b> 30.09.11
<b>Scale:</b> 1:100@A1	<b>Drawn:</b> RT
<b>Dwg. No:</b> H7584/11	<b>Revision:</b> 8