

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 29th August, 2017 at 7.30 pm  
Venue: Conference Room, The Civic Centre,  
Silver Street, Enfield, Middlesex, EN1 3XA

Contact: Jane Creer / Metin Halil  
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## MEMBERS

Councillors : Toby Simon (Chair), Dinah Barry, Jason Charalambous, Nick Dines, Ahmet Hasan, Bernadette Lappage, Derek Levy (Vice-Chair), Anne-Marie Pearce, Donald McGowan, George Savva MBE, Jim Steven and Elif Erbil

**N.B. Any member of the public interested in attending the meeting should ensure that they arrive promptly at 7:15pm**  
**Please note that if the capacity of the room is reached, entry may not be permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00 noon on 25/08/17**

## AGENDA – PART 1

- 1. WELCOME AND APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF INTERESTS**

Members of the Planning Committee are invited to identify any disclosable pecuniary, other pecuniary or non-pecuniary interests relevant to items on the agenda.

- 3. MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 18 JULY 2017 (Pages 1 - 6)**

To receive the minutes of the Planning Committee meeting held on Tuesday 18 July 2017.

- 4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO.56) (Pages 7 - 8)**

To receive the covering report of the Assistant Director, Planning, Highways and Transportation.

5. **16/04769/FUL - 3- 6 CLOCK PARADE, LONDON ROAD, ENFIELD, EN2 6JG** (Pages 9 - 22)

RECOMMENDATION: Approval subject to conditions.  
WARD: Grange

6. **17/01161/FUL - 1-3 CHALKMILL DRIVE, EN1 1TZ** (Pages 23 - 48)

RECOMMENDATION: Refusal  
WARD: Southbury

7. **17/01771/FUL - GARAGES TO REAR OF, 164-206 BRAMLEY ROAD, LONDON, N14 4HX** (Pages 49 - 72)

RECOMMENDATION: Approval subject to conditions.  
WARD: Cockfosters

8. **17/01966/RE4 - BULLS CROSS FIELD, BULLSMOOR LANE, ENFIELD, EN1 4RL** (Pages 73 - 94)

RECOMMENDATION: Approval subject to conditions.  
WARD: Chase

9. **17/00459/FUL - 383 COCKFOSTERS ROAD, BARNET, EN4 OJS** (Pages 95 - 120)

RECOMMENDATION: Approval subject to conditions and Section 106 agreement.  
WARD: Cockfosters

10. **EXCLUSION OF THE PRESS AND PUBLIC**

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).  
(There is no part 2 agenda)

## PLANNING COMMITTEE - 18.7.2017

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON TUESDAY, 18 JULY 2017**

**COUNCILLORS**

**PRESENT** Toby Simon, Jason Charalambous, Nick Dines, Ahmet Hasan, Bernadette Lappage, Derek Levy, Anne-Marie Pearce, Donald McGowan, George Savva MBE and Jim Steven

**ABSENT** Dinah Barry and Elif Erbil (Enfield Lock)

**OFFICERS:** Andy Higham (Head of Development Management), Peter George (Assistant Director, Regeneration and Planning), Liz Sullivan (Regeneration and Environment), Dominic Millen (Group Leader, Traffic and Transportation) and Mohammed Lais (Senior Asset Management Surveyor) Jane Creer (Secretary) and Metin Halil (Secretary)

**Also Attending:** Dennis Stacey, Chair, Conservation Advisory Group  
Approximately 25 members of the public, applicant and agent representatives

**111****WELCOME AND APOLOGIES**

Councillor Simon, Chair, welcomed all attendees and explained the order of the meeting.

Apologies for absence were received from Councillor's Barry and Erbil.

**112****DECLARATION OF INTEREST****NOTED**

1. Councillor J. Charalambous declared that he was predetermined in relation to application Ref: 16/04324/FUL & 16/04375/LBC – Former Trent Park Campus, Trent Park, Bramley Road, Enfield as he was the Chair of the Trent Park Museum Trust. Following his representations as ward Councillor, he took no further involvement in the application and left the table.
2. Councillor Levy declared a personal interest in application 17/02280/RE4 – 201 Hertford Road, Enfield, EN3 5JH as he was on the Board for Enterprise Enfield.

**PLANNING COMMITTEE - 18.7.2017**

**113**

**REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO. 39)**

RECEIVED the report of the Assistant Director, Regeneration and Planning.

**114**

**ORDER OF THE AGENDA**

**AGREED** to amend the order of the agenda to accommodate members of the public in attendance at the meeting. The minutes follow the order of the meeting.

**115**

**16/04324/FUL - FORMER TRENT PARK CAMPUS, TRENT PARK, ENFIELD**

NOTED

1. Councillor J. Charalambous left the meeting, sat in the public area and took no part in deciding either of the Trent Park applications.
2. The Chair clarified that there were two applications to be heard regarding this site, which also included an application for Listed Building consent. Both applications would be debated together.
3. The introduction by Andy Higham, Head of Development Control, clarifying the proposals and the officers' recommendation.
4. The deputation of Mr David Raggat (Solicitor), representing the Southgate Sports & Leisure Trust and Southgate Hockey Centre Limited.
5. The statement of Councillor J. Charalambous as Cockfosters Ward Councillor.
6. The response by Piers Clanford (Berkeley Homes).
7. The statement of Dennis Stacey as Chair of the Conservation Advisory Group.
8. Since the report was finalised, a further 8 letters of support for the application had been received.
9. Hockey Club – the applicant has already secured planning permissions to provide additional car parking and its delivery will be secured through a separate legal agreement.

**PLANNING COMMITTEE - 18.7.2017**

10. Reference to a schedule of amended conditions for the listed building consent in front of members.
11. Members' debate, and questions responded to by officers including the following points:
  - a. Concerns regarding traffic issues at Snakes Lane and Cockfosters Road and the need for a traffic management plan.
  - b. Concern about the small number of proposed affordable homes located in one corner of the development.
  - c. Ongoing discussions with the applicant about the possibility that the quota of affordable homes would be better located in other parts of the borough where they would be priced more affordably.
  - d. Some members felt that affordable homes should be built on the development site and requested that the decision regarding the location of affordable housing should be made by planning committee members.

12. That the recommendation was revised to read as follows

“That Planning Committee agrees in principle to the grant of planning permission. Subject to referral to the Mayor of London and no objection being raised and to the completion of the necessary legal agreements, the Head of Development Management or a Planning Decisions Manager be authorised to grant conditional planning permission.

The Section106 agreement should require either:

- i) the provision of a minimum of 58 affordable residential units on a site or sites within the Borough (including sites in the Council's ownership)
- ii) the provision of a financial contribution equivalent to 58 affordable units, to be used to deliver a net increase in affordable housing on Council owned development sites; or
- iii) delivery of 58 affordable units on site.

Negotiations and an agreement to deliver obligations (i) or (ii) to be completed within 6 months from this resolution using reasonable endeavours on the part of Berkeley Homes and the Council. Inability to reach an agreement will revert to the on-site delivery of affordable housing.

The outcome of these discussions shall be reported to Committee members, for clearance by correspondence, before the Council confirms its agreement.

An additional condition be added requiring details of additional landscaping, and an improved relationship, between the proposed dwelling at the South end of Snakes Lane and Enfield Golf Club car park.”

13. The committee supported the granting of planning permission: 8 votes in favour and 1 abstention.

**PLANNING COMMITTEE - 18.7.2017**

**AGREED** that subject to referral to the Mayor of London and no objection being raised, and to the completion of the necessary legal agreements, the Head of Development Management or a Planning Decisions Manager be authorised to grant conditional planning permission.

**116**

**16/04375/LBC - FORMER MIDDLESEX UNIVERSITY TRENT PARK, BRAMLEY ROAD, N14 4YZ**

NOTED

The matters set out in minute 115 above.

**AGREED** that subject to referral to the Mayor of London and no objection being raised, and to the completion of the necessary legal agreements, the Head of Development Management or a Planning Decisions Manager be authorised to grant listed building consent.

**117**

**17/02280/RE4 - 201 HERTFORD ROAD, ENFIELD, EN3 5JH**

NOTED

1. The introduction by Liz Sullivan, Acting Planning Decisions Manager, clarifying the proposal.
2. Councillor J. Charalambous returned to his seat and participated in the meeting.
3. An objection had been received from Enterprise Enfield:
  - Issues relating to the opening hours and operation of the reception; these were considered management issues to be discussed with the applicant/building owner.
  - Concern about loss of parking to the library – the applicant advises that the lease arrangements are normally pro-rata. Due to the vacancy, all spaces have been available to use by the ground floor but this was not an agreed arrangement.
4. Corrected proposed first floor plan (3562 (04) 004) which now omits the first floor disabled toilet. As shown there will be one on the ground floor.
5. Members' debate, and questions responded to by officers.
6. The support of the committee for the officers' recommendation, with 5 votes for and 4 abstentions.

**AGREED** that planning permission be granted, subject to the conditions set out in the report.

PLANNING COMMITTEE - 18.7.2017

118

**16/00272/RE4 - TURIN ROAD PUBLIC OPEN SPACE, TURIN ROAD,  
LONDON N9 8BT**

NOTED

1. The introduction by Liz Sullivan, Planning Decisions Manager, clarifying the proposal.
2. Members' debate, and questions responded to by officers.
3. The unanimous support of the committee for the officers' recommendation.

**AGREED** that planning permission be granted, subject to the conditions set out in the report and amended conditions (No.5 and No.7).

Amended Conditions

**No.5** - Prior to the commencement of the use of the facility, details shall be submitted to and approved in writing by the LPA demonstrating how visitor access to the pitches will be managed in the form of a management plan including detail of how dispersal from the site will be managed. Once approved those details shall be permanently maintained.

Reason: In the interest of security and amenity of neighbouring residents.

**No.7** – Prior to the erection of the fencing, full elevation drawings of the proposed fence and detailed drawings/brochure detail showing the specific material and colour (which should be green) shall be submitted to and approved in writing by the LPA. The fencing shall be constructed in accordance with the agreed detail.

Reason: In the interest of the character and appearance of the open space.

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**MUNICIPAL YEAR 2017/2018 - REPORT NO 56**

**COMMITTEE:**  
 PLANNING COMMITTEE  
 29.08.2017

AGENDA - PART 1	ITEM 4
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SUBJECT -

MISCELLANEOUS MATTERS

**REPORT OF:**  
 Assistant Director, Regeneration  
 and Planning

**Contact Officer:**  
 Planning Decisions Manager  
 Tel: 020 8379 3004  
 Kevin Tohill Tel: 020 8379 5508

#### **4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS** INF

4.1.1 In accordance with delegated powers, 524 applications were determined between 07/07/2017 and 16/08/2017, of which 349 were granted and 175 refused.

4.1.2 A Schedule of Decisions is available in the Members' Library.

##### Background Papers

To be found on files indicated in Schedule.

#### **4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS** DEC

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

##### Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the London Plan (March 2015), the Core Strategy (2010) and the Development Management Document (2014) together with other supplementary documents identified in the individual reports.
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 29 <sup>th</sup> August 2017
<b>Report of</b> Assistant Director, Regeneration & Planning	<b>Contact Officer:</b> Andy Higham Liz Sullivan Kate Perry	<b>Ward:</b> Grange
<b>Ref:</b> 16/04769/FUL		<b>Category:</b> Full Application
<b>LOCATION:</b> 3-6 Clock Parade, London Road, Enfield, EN2 6JG		
<b>PROPOSAL:</b> Erection of 2nd floor roof extension to provide 4 self-contained flats comprising 2 x 1 bed and 2 x 2 bed, first floor extension to rear to provide 1 x 2 bed self-contained flat together with external staircases and bike store.		
<b>Applicant Name &amp; Address:</b> Mr Eli Pine Three Acacia Place Ltd 23 Tillingbourne Gardens N3 3JJ		<b>Agent Name &amp; Address:</b> Mr Ashley Bailey AZ Urban Studio Magdalen House 136-148 Tooley Street
<b>RECOMMENDATION:</b> It is recommended that planning permission be <b>GRANTED</b> subject to conditions.		
<b>Note for Members:</b> Applications of this nature would normally be considered under delegated powers however as an objection has been received from the Council's Conservation Advisory Group and in line with due process the application in brought before the planning committee for determination.		

## 1. Site and Surroundings

- 1.1. The application site is located on London Road at the junction with Private Road. The building is occupied by a 2 storey white rendered building which contains commercial uses at ground floor with residential flats above (6 flats). The site adjoins the Bush Hill Park Conservation Area but does not contain a Listed Building.
- 1.2. There is no on-site car parking for the existing flats.

## 2. Proposal

- 2.1. Permission is sought for the addition of a second storey to provide 4 x self-contained flats (comprising 2 x 2-bed and 2 x 1-bed) and a first floor extension to the rear to provide 1 x 2-bed self-contained flat adjacent to number 1 Private Road.
- 2.2. No on-site car parking is proposed.

## 3. Relevant Planning Decisions

- 3.1. 15/05573/PRJ - Change of use from first floor office (B1) to 2 x residential flats (C3) - Prior Approval Not Required 25.2.2016.
- 3.2. TP/09/0488 - Demolition of existing building and erection of a part 2, part 3-storey building comprising one retail unit (Class A1) and 22 self-contained residential units (4 x 1-bed, 9 x 2-bed, 9 x 3-bed) with front, side and rear balconies, roof terrace, car and cycle parking at surface and basement levels and access to London Road - **refused** for the following reasons:
  1. *The application fails to satisfactorily demonstrate that the proposal is unable to contribute to affordable housing targets in accordance with Policies 3A.9, 3A.10 and 3A.11 of the London Plan.*
  2. *The proposal provides for an inadequate level of amenity space provision to provide a visual setting for the building and the needs of residents having regard to Policy (II)H9 and Appendix A1.7 of the Unitary Development Plan.*

The scheme was subsequently allowed on Appeal

## 4. Consultations

### 4.1. Statutory and non-statutory consultees

#### Conservation Officer

- 4.1.1. No objection in principle to the addition of an extra floor. However, concerns regarding quality of materials raised. Conditions recommended.

#### Urban Design Officer

- 4.1.2. No objection to the principle of creating a set-back storey to the building, but concerns raised about the current proposal in relation to the scale of development and the quality of materials proposed.

Traffic and Transportation

- 4.1.3. Object to lack of on-site car parking provision and lack of evidence to demonstrate that additional car parking and servicing would not have an adverse impact on the parking capacity of the local road network.

Environment Agency

- 4.1.4. No objections

Conservation Advisory group (CAG)

- 4.1.5. Objections are raised because it is considered that similar additions of a floor(s) at similar developments throughout the Borough have diminished the appearance of the host building. Structure not lightweight and fenestration design and spacing don't relate/match the host building. Setback is not adequate and addition will be highly visible from street level. This proposal does nothing to improve the appearance of the building and compromises the gateway to the conservation area.

**4.2. Public**

- 4.2.1. Consultation letters were sent to 51 adjacent and nearby properties. There were two rounds of public consultation between 18.11.2016 and 9.12.2016 and 26.4.2017 and 10.5.2017, with the second round of consultation in response to revised plans submitted. Three letters of objection have been made received raising some or all of the following points:

- Loss of privacy and overlooking from flat roof used as deck (not currently situation), rear terraces and second storey rear windows which will afford views over 'Mr Clutch' to gardens in Private Road.
- Parking already chaotic and congested
- Would be out of character with retained roofline
- Access arrangements poor
- Unsightly
- Would overcrowd site
- Poor refuse storage existing - this would only be worse with 5 extra flats

**5. Relevant Policy**

5.1. London Plan

- Policy 3.3 Increasing housing supply  
Policy 3.4 Optimising housing potential  
Policy 3.5 Quality and design of housing development  
Policy 3.8 Housing choice  
Policy 3.9 Mixed and balanced communities  
Policy 3.10 Definition of affordable housing  
Policy 3.11 Affordable housing targets  
Policy 3.12 Negotiating affordable housing on schemes  
Policy 3.13 Affordable housing thresholds  
Policy 5.1 Climate change mitigation  
Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste self sufficiency
Policy 6.13	Parking
Policy 7.1	Lifetime Neighbourhoods
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology

5.2. Core Strategy

CP2	Managing the supply and location of new housing
CP3	Affordable housing
CP4	Housing Quality
CP5	Housing Types
CP6	Meeting Particular Housing Needs
CP8	Education
CP9	Supporting Community Cohesion
CP20	Sustainable Energy use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP28	Managing Flood Risk
CP30	Maintaining and Improving the Quality of the Built and Open Environment
CP31	Built and Landscape Heritage
CP32	Pollution
CP36	Biodiversity
CP46	Infrastructure Contributions

5.3. Development Management Document

DMD2	Affordable Housing on Sites of less than 10 units
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of existing residential units
DMD5	Residential Conversions
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD44	Conserving and Enhancing Heritage Assets
DMD45	Parking Standards and Layout
DMD49	Sustainable Design and Construction Statements
DMD 51	Energy Efficient
DMD 53	Low and zero carbon Technology
DMD 54	Allowable Solutions
DMD 55	Use of Roof Space/ Vertical Services
DMD 56	Heating and Cooling
DMD 57	Responsible Sourcing of Materials
DMD 58	Water Efficiency
DMD 59	Avoiding and Reducing Flood Risk

DMD 60	Assessing Flood Risk
DMD 61	Managing Surface Water
DMD 68	Noise
DMD 69	Light Pollution
DMD 78	Nature Conservation
DMD 79	Ecological Enhancements
DMD 80	Trees

5.4. Other Relevant Policy and Guidance

National Planning Policy Framework  
National Planning Policy Guidance  
Technical Housing Standards – Nationally Described Space Standards  
Monitoring Report and Housing Trajectory 2015  
Bush Hill Park Conservation Area Character Appraisal  
Enfield Characterisation Study

**6. Analysis**

Principle

- 6.1. The National Planning Policy Framework (NPPF) and London Plan advise that Local Authorities should seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable and inclusive and mixed communities. In addition they advocate the efficient use of brown field sites provided that it is not of high environmental value. Policy 5 of the Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing needs whilst ensuring that the quality and character of existing neighbourhoods is also respected.
- 6.2. In broad terms, the proposal to provide residential accommodation would contribute to the strategic housing needs of Greater London and increase the housing stock of the Borough. Therefore the proposal is considered to be consistent with the aims and objectives of both strategic and local planning policies in this regard.
- 6.3. However, the development must also be judged on its own merits and assessed in relation to material considerations including impact on the character of the area including the Bush Hill Park Conservation Area, housing mix, and the attainment of appropriate scale, design, amenity space, parking provision, residential amenity and privacy, to achieve a development that integrates appropriately into their surroundings.

Impact on the Bush Hill Park Conservation Area

- 6.4. The adjoining Bush Hill Park Conservation Area is located to the rear (east) of the site starting in Private Road. The Conservation Advisory Group have raised concern that the development will detract from the 'gateway' to the Conservation Area which is currently dominated by the parapet and clock face feature at number 1 Clock Parade. However, Officers consider that the parapet and clock face will remain the dominant feature given its siting on the corner of Clock Parade and Private Road. In addition, the contrasting materials proposed and the setback of the new floor is such that it will be read as a secondary and recessed element which will not conflict with the dominant white rendered and forward sited clock face. It is considered a benefit that this proposal retains the existing parapet and clock face feature which

could be at risk as part of an alternative scheme as the previous approval has demonstrated.

- 6.5. The proposed development, due to its design, size and siting, will not lead to any harm or loss of significance to the adjacent Bush Hill Park Conservation Area and will preserve the special character and setting of the designated heritage asset having regard to Policy 7.8 of The London Plan, Core Policy 31 of the Core Strategy, Policy DMD44 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 12)
- 6.6. It is noted that planning permission was granted in 2010 for the wholesale redevelopment of the site (1-6 Clock Parade) (see planning history section of this report). This included the demolition of the existing parapet detail and clock face on the adjoining building. A copy of the elevations for the approved scheme are appended to this report. This was refused by the Council for failure to provide an adequate affordable housing contribution and lack of amenity space. No objection was raised to the design of the proposal. Furthermore, the Appeal Inspector allowed the proposal and did not take issue with the design of the development.

### Design

#### *Impact on Streetscene*

- 6.7. The National Planning Policy Framework (NPPF) at Section 7 confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. Whilst LPAs should not be too prescriptive in terms of architectural style, in order to achieve high quality outcomes, particular regard will be given to the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area generally.
- 6.8. Policies 7.4, 7.5 and 7.6 of the London Plan confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” The above Policy aims are reflected within the Core Strategy and within the Development Management Document.
- 6.9. The current proposal would result in an additional storey above 3-6 Clock Parade to provide 4 additional flats and a first floor rear extension to provide 1 additional flat. The development would have a timber clad external façade with a light grey fibre cement board surround and zinc coping. The application has been amended since the original submission so that the new floor is set back from the existing front elevation by 1m. In addition, the number of windows has been reduced and the vertical emphasis of the glazing increased to relate more acceptably to the floors below.
- 6.10. Overall, it is considered that the proposal as submitted relates acceptably to the existing building and would not be overly dominant to it. The set back to the front elevation and contrasting materials serve to break up the façade and would allow the development to be read as a subservient element in the street scene. It is noted that the Council’s Urban Design Officer has commented on the development and



has raised some concerns about the proposed materials. However, further details on the materials could be required by condition should planning permission be granted to ensure a high standard of materials are used.

- 6.11. Consideration must also be given to the impact of the proposed extension on the adjoining building - 1 Clock parade (Sainsbury's Local). This building has an attractive parapet feature and clock face and the proposed development would be located adjacent to this feature. The parapet and clock face are not Listed or Locally Listed and do not fall within a Conservation Area. Therefore they are not afforded any additional statutory protection. However, it is considered that any extension should be designed so as not to detract from this existing architectural feature.
- 6.12. It is considered that the revised proposal, which would be set back from the front elevation by 1m, would not have an unacceptably detrimental impact on this existing feature and would not appear overly dominant in relation to it.

#### Housing Mix

- 6.13. The current proposal would result in 5 additional residential units (3 x 2-bed and 2 x 1-bed). The Council's "Monitoring Report and Housing Trajectory 2015 (2016)" seeks a greater provision of family accommodation (3+ bedroom homes) for which there is a deficit in the borough and a reduction in the number of 1 and 2 bed homes for which there is an over-provision.
- 6.14. The current proposal would not contribute to the provision of family sized accommodation. However, given this scheme is relatively small in scale and, due to the siting of the proposed flats at second storey level and above existing commercial uses, family sized units would be less appropriate in this context. The provision of smaller units is therefore considered acceptable in this case.

#### Residential Amenity

- 6.15. The proposed additional storey of accommodation would result in additional windows in the rear elevation of the building as well as small private terraces at this level. At first floor level there would be a communal roof terrace. An objection has been received on behalf of the owners of 1 and 3 Private Road raising concerns, amongst others, about loss of privacy from the new flats as well as from the proposed amenity spaces.
- 6.16. The rear elevation of the new flats would face towards the side elevation of the properties in Private Road including the side boundary of their rear gardens. Four of the proposed flats (measured from the rear facing windows) would be separated from the rear/side boundary by a minimum of 22m. The 5<sup>th</sup> flat would be separated from the side elevation of number 1 Private Road by 2m. This flat would not have any windows in the rear elevation and therefore would not result in a loss of privacy for the nearest neighbouring occupiers. The windows to the other flats would serve living/kitchen areas and there would also be relatively small private terraces at this level (ranging from 6.2 – 12.5sqm). It is considered that whilst these windows/terraces would result in some additional limited overlooking, given the separation to the boundary they would not have an unacceptable impact. Nor would the level of overlooking be inappropriate in a suburban residential environment such as this where some overlooking is to be expected.

- 6.17. With regard to the first floor communal terrace, any overlooking/activity would be obscured by the existing roof of 'Mr Clutch' and therefore this would not have an unacceptable impact on the neighbouring residential occupiers.
- 6.18. The new first floor flat at the rear of the site would be located adjacent to number 1 Private Road. Due to its position next to the side elevation of number 1, it would not breach a 30 degree angle from the nearest first floor front or rear facing windows at the neighbouring dwelling and therefore would not result in an unacceptable loss of light or outlook.

#### Quality of the Residential Environment Created

- 6.19. The Nationally Described Space Standards (Table 1) set out the minimum floor areas for new homes. The proposed 1-bed 2 person flats require a minimum GIA of 50sqm with 1.5sqm of built in storage. The proposed 2-bed 4 person flats require a minimum GIA of 7sqm with 2sqm built in storage.
- 6.20. The 2 x 1 bed flats currently proposed have a GIA of 55.4 and 55.5sqm respectively. The 3 x 2 bed flats also all have floor areas which exceed the required standards (78, 81 and 8sqm respectively). Furthermore, all habitable rooms would have access to natural light and ventilation.

#### Amenity Space Provision

- 6.21. DMD 9 sets out the Council's requirements in terms of amenity space provision. It requires that for a 1 bed 2 person flat 5sqm of private amenity space should be provided. For a 2 bed 4 person flat there should be 7sqm. The proposed private terraces would exceed the required standards.

#### Car Parking, Servicing and Traffic Generation

##### *Car parking*

- 6.22. The existing flats do not have any allocated parking spaces but are able to utilise the parking spaces at the front of the shopping parade or immediately to the side on Private Road outside of opening hours.
- 6.23. The site is in an area with a PTAL score of 2 but just to the north the PTAL is 4 which reflects very good access to public transport. The London Plan suggests that the maximum parking provision should be between 0 and 5 parking spaces. The proposed development will be car-free in that no parking is provided and a condition is recommended to prevent future occupiers from obtaining parking permits within the CPZ, while the concerns of Traffic & Transportation are noted, the site is within walking distance (10mins) of Enfield Town Centre and associated transport nodes. Moreover, two bus routes (W8 and 329) go past the site, with bus stops in close proximity. The sustainability of the site is further enhanced with the construction of the cycle lane on London Road as part of the Cycle Enfield project.
- 6.24. On balance, this is a small scheme of 1 and 2 bed units with reasonable access to bus routes and Enfield Town station limiting the need for car ownership. Future residents will also be made aware that there is no dedicated parking and that they will not be able to obtain parking permits which will further discourage car ownership. The proposal is not anticipated to add any significant level of pressure

to the surrounding road network and having regard to London Plan standards the proposal is on balance considered to be acceptable on this basis.

#### *Cycle parking*

- 6.25. Cycle parking is provided within the site and is secured and covered. Twelve spaces are provided and this meets the requirements set out in the London Plan.

#### *Pedestrian Access*

- 6.26. Pedestrian access is proposed via an access stairway from the frontage of the site. This maintains the existing access arrangement to the first floor flats. Additional stairs would then be provided up to the new dwellings. This is considered acceptable.

#### *Servicing*

- 6.27. Servicing will take place as per the existing servicing arrangements for the existing flats. This will intensify an already busy arrangement, however given only five additional flats are proposed it is not considered reasonable to refuse planning permission. Details of the storage of refuse and recycling facilities will be required by condition to ensure adequate provision is made.

#### Energy

- 6.28. The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction is required for new residential units having regard to economic viability and technical feasibility. No energy statement has been submitted with this application but this could be required by condition should planning permission be granted.
- 6.29. In addition, water efficiency measures will need to be provided. Submitted details will need to demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. This will be required by condition.

#### S106 Contributions

- 6.30. The proposal is for less than 11 units and has a GIA of less than 1000sq.m and therefore no contribution towards S106 is required.

#### Community Infrastructure Levy

##### *Mayoral CIL*

- 6.31. 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 together with a monthly indexation figure.
- 6.32. The current proposal has a net gain in additional floorspace of 351.9sqm, which would attract a charge of £8931.63.

*Enfield CIL*

- 6.33. On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.
- 6.34. The applicable CIL rate is be £120 per square metre together with a monthly indexation figure. The contribution required will be £43, 615.05

**7. Conclusion**

- 7.1. Having regard to the above it is recommended that on balance, planning permission should be granted for the following reasons:

1. The proposed development, due to its design, size and siting, will not lead to any harm or loss of significance to the adjacent Bush Hill Park Conservation Area and will preserve the special character and setting of the designated heritage asset having regard to Policy 7.8 of The London Plan, Core Policy 31 of the Core Strategy, Policy DMD44 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 12).
2. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3 & 3.4 of The London Plan, Core Policies 2, 4 & 5 of the Core Strategy, Policies DMD3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
3. The proposed development due to its design, size, scale and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, Policies DMD8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
4. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect, complies with Policy 7.6 of the London Plan, Core Policy 30, Policy DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
5. The proposal makes appropriate provision for access, servicing, and cycle parking, and in this respect, complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, Policies DMD 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

**8. Recommendation**

- 8.1. That planning permission be GRANTED subject to the following conditions
1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

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

2. The development hereby permitted shall be carried out in accordance with the approved plans:

267.100 P2  
267.110 P1  
267.111 P1  
267.112 P1  
267.120 P1  
267.121 P1  
267.110 P1  
267.130 P1  
267.131 P1  
267.132 P1  
267.202 P2  
267.203 P2  
267.220 P2  
267.221 P2  
267.222 P2  
267.230 P2  
267.232 P2  
267.PH2 P1

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

3. Prior to commencement of works hereby approved, samples of all the types of external materials and finishes to be used in the proposed development (including windows, roof finish, cladding and paintwork), and a schedule of materials to be used in all external and internal elevations including walls (including brick bond and pointing samples), doors, windows, front entrances and balconies within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Each phase of the development shall thereafter be carried out solely in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and safeguard the character and appearance of the Conservation Area.

4. Detailed drawings to a scale of 1:20 or larger to confirm the detailed design and external materials of the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The detail shall include:
- a. Windows at a scale of 1:10 (including cills, reveals, heads, window furniture);
  - b. Roof (eaves and parapet detail);
  - c. Doors (including jambs, architraves, door case, door furniture);
  - d. Detail and location of rain water pipes to all elevations;
  - e. Details of balcony balustrading at a scale of 1:5

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to preserve the setting of the Bush Hill Park Conservation Area.

5. Details regarding any new external vents or flues shall be submitted to and approved in writing by the Local Planning Authority prior to installation. Such details shall include details of their design, materials and siting.

Reason: To ensure a satisfactory external appearance and to preserve the setting of the Bush Hill Park Conservation Area

6. No plumbing or pipes shall be fixed on the external faces of the building unless shown on the approved drawings.

Reason: To ensure a satisfactory external appearance and to preserve the setting of the Bush Hill Park Conservation Area.

7. The development shall not be occupied until details of the siting and design 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.

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

8. No roof of any part of the development other than those indicated as "terrace" on the approved drawings shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

9. Prior to first occupation details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policy 5.15 of the London Plan.

10. The development shall not commence until an 'Energy Statement' has been submitted to and approved by the Local Planning Authority. The details must demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO2 emissions arising from the operation of the development and its services over Part L of the 2013 Building Regulations. The Energy Statement should outline how the reductions are

achieved through the application of the following energy hierarchy, with each tier utilised fully before a lower tier is employed:

- a. Fabric Energy Efficiency performance (inclusive of the use of energy efficient fittings) and the benefits of passive design;
- b. The potential to connect to existing or proposed decentralised energy networks; and
- c. Demonstrating the feasibility and use of zero and low carbon technology.

Unless otherwise required by any other condition attached, the development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met.

11. The development shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:

- a. A photographic condition survey of the public roads, footways and verges leading to the site.
- b. Details of construction access and associated traffic management.
- c. Arrangements for the loading, unloading and turning of delivery, construction and service vehicles.
- d. Arrangements for the parking of contractors' vehicles.
- e. Arrangements for wheel cleaning.
- f. Arrangements for the storage of materials.
- g. Hours of work.
- h. The storage and removal of excavation material.
- i. Measures to reduce danger to cyclists.
- j. Dust mitigation measures.
- k. Membership of the Considerate Contractors Scheme

The development shall be carried out in accordance with the approved construction management plan unless otherwise agreed by the Local Planning Authority.

Reason: To ensure construction does not lead to damage of the nearby public road network and to minimise disruption to the neighbouring properties.

12. The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not adversely impact on the surrounding area and to minimise disruption to neighbouring properties.

13. Occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: To ensure the safe and free flow of vehicular and pedestrian traffic.



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 29<sup>th</sup> August 2017

**Report of**  
Assistant Director,  
Regeneration & Planning

**Contact Officer:**  
Andy Higham  
Kevin Tohill  
Maria Demetri  
Tel No: 020 8379 1000

**Ward:** Southbury

**Ref:** 17/01161/FUL

**Category:** Major

**LOCATION:** 1-3 Chalkmill Drive, EN1 1TZ

**PROPOSAL:** Subdivision of site (8,873 sqm) and part change of use of building to retail (A1 at 2,774 sqm) involving new shop front, creation of new access/servicing, pedestrian crossing, together with provision of new sub-station, widening of existing crossover, hard and soft landscaping and other associated works.

**Applicant Name & Address:**

Mr Tim Chilvers  
Montagu Evans  
5 Bolton Street  
London  
W1J 8BA

**Agent Name & Address:**

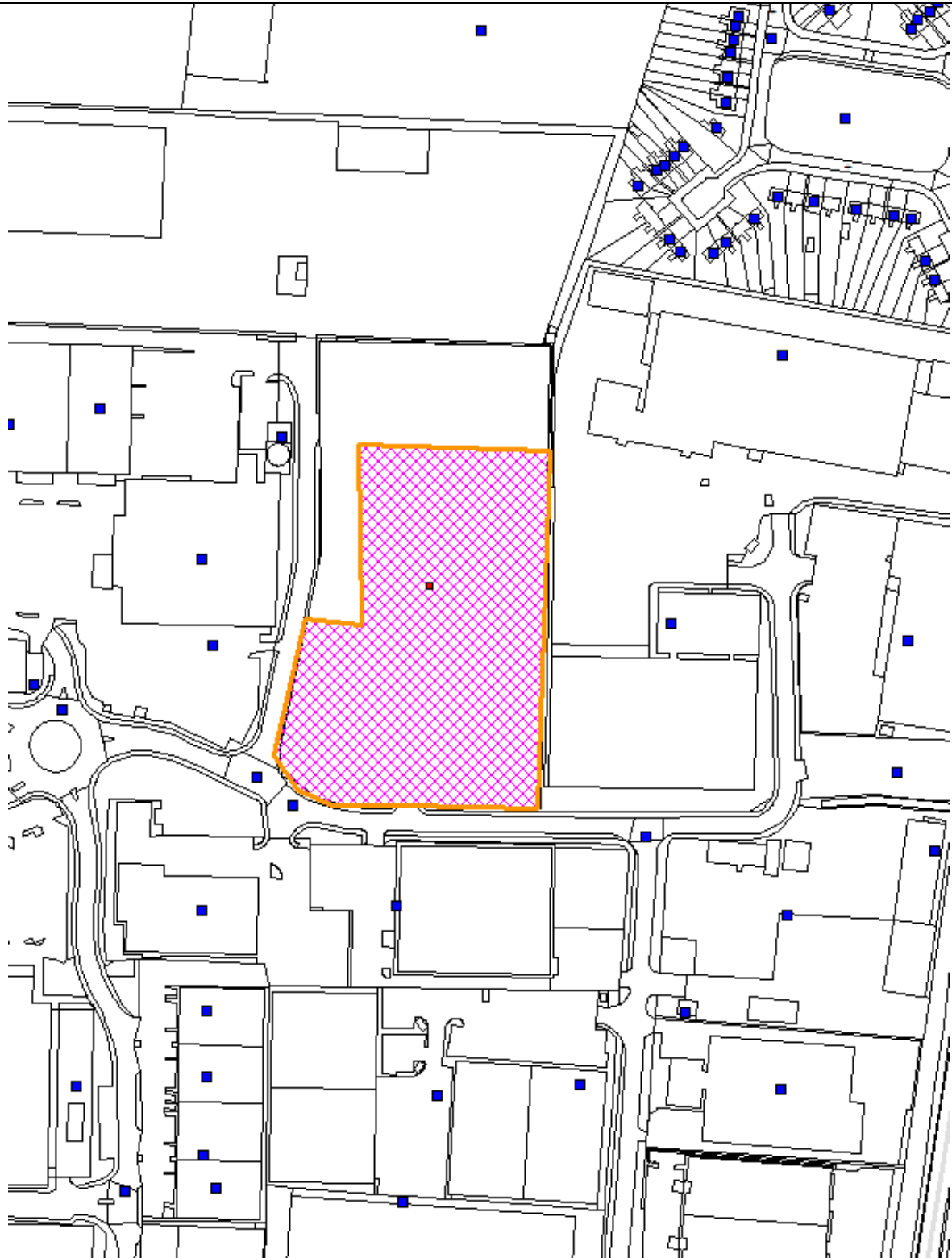
Barclays Nominees (George Yard) Limited C/o  
Aberdeen Asset Management PLC  
c/o Agent

**RECOMMENDATION:**

**REFUSE** to grant planning permission.

**Note for Members:** Applications of this nature would normally be considered under delegated authority but the application has been brought to the Planning Committee due to the planning issues raised.

Ref: 17/01161/FUL LOCATION: 1-3 Chalkmill Drive, EN1 1TZ, ,



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Scale 1:2500

North



## **1. Site and Surroundings**

- 1.1 The site has an overall area of approximately 1.9 hectares and comprises the former Carcraft outlet with 8,873 sqm of floor area: falling within a Sui Generis use class designation, the premises has display space with ancillary office and retail elements granted under ref: TP/97/1355. It is understood the site has been vacant following the collapse of the Carcraft and its closure in May 2015. The site is bounded to the north by British Car Auctions, to the east by industrial units lining this section of Crown Road, to the south by Crown Road and to the west by Chalkmill Drive and the Enfield Retail Park beyond.
- 1.2 The site is located within a designated Strategic Industrial Location (SIL) as defined by the London Plan, the Local Plan Core Strategy, the Development Management Document and the North East Enfield Area Action Plan. A refined designation of the Great Cambridge Road/ Martinibridge Estate as an Industrial Business Park (IBP) is further identified by the London Plan. The surrounding area is predominantly characterised by industrial uses to the wider SIL and larger scale retail units comprising the Enfield Retail Park.
- 1.3 The site is in close proximity to the A10 (TfL maintained) trunk route to the west of the site and the Southbury Road Principal Route to the south. The Liverpool Street / Hertford East / Cambridge line lays to the east of the SIL. The site has a low / poor PTAL of 2.
- 1.4 The site is within an area of known contaminants including radiation and waste. The site is not within a Conservation Area nor is it a Listed Building.

## **2. Proposal**

- 2.1 The proposal seeks permission for the subdivision of the unit (totalling 8,873 sqm) and part change of use of the unit (labelled as unit 1) to retail (A1 use class totalling 2,774 sqm). The proposed retail unit is to be a Lidl's. The remaining works involve a new shop front, creation of new access/servicing, pedestrian crossing, together with provision of new sub-station, widening of existing crossover, hard and soft landscaping and other associated works.
- 2.2 It is prudent to note that this is a standalone application and relates solely to unit 1 of the site. Unit 2 and unit 3 are being dealt with by a separate application.

## **3. Relevant Planning History**

- 3.1 TP/97/1355: Erection of a unit for car sales, storage and display together with ancillary office and retail, plus external parking spaces – Approved subject to conditions (24/03/98)
- 3.2 17/02208/FUL: Change of use, subdivision and refurbishment of site to create 2 industrial units (Use Class B1/B2/B8) together with alterations to external appearance, creation of new access and servicing, alterations to existing vehicular access /egress, provision of new sub-station, car parking and

associated hard and soft landscaping – Pending consideration (determination date 30.08.2017).

#### **4. Consultation**

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

###### **4.1.1 Sustainable Urban Drainage**

An objection is raised. The submitted information does not adhere to the greenfield run off rate and drainage hierarchy in the London Plan and also falls short on other grounds. Whilst the Planning Officer notes these objections, a discussion has confirmed that the detail can be secured by way of a condition should the application be approved.

###### **4.1.2 Environmental Health**

No objection. Environmental Health does not object to the application for planning permission as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality or contaminated land. The new use is likely to have various items of plant likely to generate noise such as chiller plant and air conditioning systems. For this reason the following condition is required.

###### **4.1.3 Traffic and Transport**

An objection is raised to the scheme based on the three reasons for refusal put forward. Full comments and an analysis of these comments from a planning perspective have been provided within the delegated report under the “Traffic and Transport” section.

###### **4.1.4 Property Development**

The marketing of the site is deemed to be insufficient. It merely has a board outside with Co Star and mailshots. There is no presence on the A10 Frontage or local adverts in papers. A joint instruction with Glenny’s or Bowyer’s would have generated local interest.

The Officers have advised that based on their knowledge of the area, if the site was redeveloped with 3 units that will go quicker to smaller operators who are being decanted from other regeneration sites across London. In fact, the Officer was able to provide details of a tenant who would be interested in letting one of the units and their use is within the B1/B2/B8.

Beyond this, the Officer has been advised that there is demand in the area for such smaller units requesting space of 50,000 to 100,000 ft of floor space. In May 2017 there were 3 parties actively interested in a floor space of 100,000 ft and below with another party having found a unit along Mollison Avenue.

#### 4.1.5 The Greater London Authority (GLA)

The GLA have reviewed the application and are content with the Borough refusing planning permission. However if, for any reason, the Borough are minded to approve, the GLA would need to take the application to stage 1.

#### 4.1.6 Lichfields

A Retail Impact Assessment and Sequential Testing have been submitted by Montagu Evens. Lichfields were hired by the Borough Council to independently review and analyse the submission of the proposed impact by this out of centre retail unit.

#### 4.1.7 Designing Out Crime Office

Objection raised. The scheme has not been designed with secure by design measures.

### **4.2 Public**

4.2.1 18 neighbours were notified directly by letter, a site notice was erected and a press notice was advertised. In total 2 letters of objection have been received from Burnett Planning & Development Limited who act on the behalf of Universities Superannuation Scheme (USS) the owners of Enfield Retail Park, Crown Road, Enfield and Sainsbury's Supermarkets Ltd Highway Manager in Property Development.

4.2.2 The objection relates to transport matters. It is prudent to note that the letter of objection from Burnet Planning & Development Limited was accompanied by a Technical Note produced by transport consultants. The objections relate to the insufficient information submitted and how the submission has great shortfalls which ignore the fundamental issues currently being detail with by the Retail Park.

### **5. Relevant Policy**

5.1 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that full weight should be given to them in assessing the development the subject of this application

#### 5.1.1 The London Plan

Policy 2.6 – Outer London: vision and strategy

Policy 2.7 – Outer London: economy

Policy 2.8 – Outer London: transport

Policy 2.14 – Areas for regeneration

Policy 2.17 – Strategic Industrial Locations  
Policy 4.1 – Developing London’s economy  
Policy 4.2 – Offices  
Policy 4.3 – Mixed use development and offices  
Policy 4.4 – Managing industrial land and premises  
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 5.9 – 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 5.15 – Water use and supplies  
Policy 5.18 – Construction, excavation and demolition waste  
Policy 6.9 – Cycling  
Policy 6.10 – Walking  
Policy 6.12 – Road network capacity  
Policy 6.13 – Parking  
Policy 7.1 – Building London’s neighbourhoods and communities  
Policy 7.2 – An inclusive environment  
Policy 7.3 – Designing out crime  
Policy 7.4 – Local character  
Policy 7.5 – Public realm  
Policy 7.6 – Architecture  
Policy 7.15 – Reducing noise and enhancing soundscapes  
Policy 7.18 – Protecting local open space and addressing local deficiency  
Policy 7.19 – Biodiversity and access to nature

#### 5.1.2 Local Plan - Core Strategy

Strategic Objective 1: Enabling and focusing change  
Strategic Objective 2: Environmental sustainability  
Strategic Objective 6: Maximising economic potential  
Strategic Objective 7: Employment and skills  
Strategic Objective 8: Transportation and accessibility  
Strategic Objective 10: Built environment  
Core Policy 13: Promoting economic prosperity  
Core Policy 14: Safeguarding strategic industrial locations  
Core Policy 15: Locally significant industrial sites  
Core Policy 16: Taking part in economic success and improving skills  
Core Policy 18: Delivering shopping provision across Enfield  
Core Policy 20: Sustainable energy use and energy infrastructure  
Core Policy 24: The road network  
Core Policy 25: Pedestrians and cyclists  
Core Policy 26: Public transport

Core Policy 27: Freight  
Core Policy 28: Managing flood risk through development  
Core Policy 29: Flood management infrastructure  
Core Policy 30: Maintaining and improving the quality of the built and open environment  
Core Policy 31: Built and landscape heritage  
Core Policy 32: Pollution  
Core Policy 36: Biodiversity  
Core Policy 40: North East Enfield  
Core Policy 46: Infrastructure contributions

#### 5.1.3 Development Management Document

DMD19: Strategic Industrial Locations  
DMD20: Locally Significant Industrial Sites  
DMD21: Complementary and Supporting Uses within SIL and LSIS  
DMD22: Loss of Employment Outside of Designated Area  
DMD23: New Employment Development  
DMD24: Small Businesses  
DMD25: Locations for New Retail, Leisure and Office Development  
DMD37: Achieving High Quality and Design-Led Development  
DMD38: Design Process  
DMD39: Design of Business Premises  
DMD45: Parking Standards and Layout  
DMD46: Vehicle Crossover and Dropped Kerbs  
DMD47: New Road, Access and Servicing  
DMD48: Transport Assessments  
DMD49: Sustainable Design and Construction Statements  
DMD50: Environmental Assessments Method  
DMD51: Energy Efficiency Standards  
DMD52: Decentralised Energy Networks  
DMD53: Low and Zero Carbon Technology  
DMD54: Allowable Solutions  
DMD55: Use of Roof space/ Vertical Surfaces  
DMD56: Heating and Cooling  
DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement  
DMD58: Water Efficiency  
DMD59: Avoiding and Reducing Flood Risk  
DMD61: Managing Surface Water  
DMD68: Noise  
DMD69: Light Pollution  
DMD79: Ecological Enhancements  
DMD80: Trees on development sites  
DMD81: Landscaping

#### 5.1.4 Other Material Considerations

National Planning Practice Guidance  
National Planning Policy Framework

S106 SPD  
North East Enfield Area Action Plan  
Employment Land Review

## **6. Analysis**

6.1 The main issues to consider are as follows:

- The principle of the use proposed within a Strategic Industrial Location;
- The sequential impact of a retail use to the area;
- The appearance of the premises arising from the altered frontage;
- Traffic and transport implications;
- Residential implications;
- Section 106; and
- Sustainability.

### 6.2 Principle of development

6.2.1 The site is within a designated Strategic Industrial Location (SIL), as defined with the adopted Core Strategy (2010), the Development Management Document (2014), the North East Enfield Area Action Plan (2016) and the London Plan (2016). Through the adoption of the Local Plan and more recently the NEEAAP (2016), the boundaries of the SIL have been clearly defined and firmly fixed.

6.2.2 Policy CP14 and DMD19 seeks to safeguard SIL to accommodate a range of industrial uses (defined as B1, B2 & B8 under the Use Classes Order) that meet the demand and needs of modern industry and businesses while also maximising employment opportunities. In this regard, the Policy adopts a predisposition to resist changes of use outside of these specified industrial use classes in order to retain, preserve and enhance the industrial function of the area and consequently maintain an adequate mix of employment uses. The proposed retail use equates to A1 and is outside the range of these accepted uses. As such it represents a departure to the policies in the adopted local plan and against a background of robust demand for industrial land, it is for the applicant to demonstrate the unit does not contribute to the industrial character of the estate (i.e. in an alternative and lawful use), the site is not suitable for a SIL appropriate use and that it is either no longer required, or indeed, is not fit for purpose. With reference to the robust demand for industrial land that continues to exist, it is considered that such arguments cannot be substantiated in this case. Moreover, the site is located in Cluster C8 of the Employment Land Review, which includes the northern part of the Great Cambridge Road and Martinbridge Estate. It states that the premises in C8 are in good or very good condition and that it functions well overall.

6.2.3 Policy 6.2 of the North East Enfield Area Action Plan (NEEAAP) goes further in identifying the Great Cambridge Road / Martinbridge Estate SIL as being Enfield's largest employment area outside of the Lee Valley OAPF boundary and the only estate within NEEAAP designated as an Industrial Business Park (IBP). IBP's are defined in the London Plan as being SIL which are appropriate for firms



that need high quality environments and include activities such as research and development (B1b), light industrial (B1c) and high value-added general industrial (B2). Proposals falling within the IBP will need to demonstrate compliance with the relevant London Plan and Enfield's Local Plan policies.

6.2.4 Within this context, adopted policy indicates other uses will only be permitted in accordance with specific policies within the NEEAAP, or where they would be ancillary and complementary to the overall operation of the IBP. Redevelopment of existing buildings or new development is required to support the Estate's role in providing high quality surroundings by:

- encouraging high quality employment uses that fit with its role as an Industrial Business Park (IBP);
- creating positive frontages onto the public realm, particularly along Baird Road and Crown Road;
- improving the gateways to the Estate along Southbury Road and Lincoln Road;
- creating a high quality public realm to a consistent standard across the Estate, reflecting the high quality of recent development in the south of the Estate;
- reconfiguring car parking to provide efficient layouts that direct car users away from parking on street;
- improving circulation on internal estate roads, particularly for large vehicles; and
- ensuring that any trade counter uses supports the overall function and quality of the IBP.

6.2.5 Examples of suitable development for IBP locations include high technology uses, IT and data facilities, flexible modern business space, high quality office renewal, meeting spaces and conferencing facilities. Notwithstanding this, it is acknowledged that there has been some interest in trade counters in this location and within a balanced approach, this type of use has been previously supported in the right circumstances where they can be shown to have positive effects on employment generation, allow for easy conversion to business space in the future, result in strong physical improvements to the location and do not detract from the functioning of the IBP. Furthermore, it is considered that showroom areas for such uses should be limited to no more than 10% of the gross internal floor space in line with DMD Policy 21 and should not represent a significant element of the proposed use as would be the case for general retail use.

6.2.6 The Development Management Document acknowledges that '[t]here are some instances where there are quasi-retail uses located in industrial areas, such as car showrooms, tyre and exhaust centres, builders merchants and similar uses that are unsuitable in town centre locations due to their scale and characteristics.' However, it also recognises that such uses have 'traditionally located in industrial areas, which often causes conflict between heavy goods vehicles and general traffic. In this respect, it is considered these uses are only appropriate in certain circumstances and are more appropriately located on the main road frontages of existing industrial areas.'

6.2.7 It is clear that the provision of a proposed retail unit on this site would fall outside of these definitions of appropriate uses within the SIL and IBP. As a result, there is an objection in principle to the loss of industrial land / capacity supported by the GLA. It is also of note that there is no sufficient justification to outweigh the clear and strong policy position regarding the safeguarding of strategic industrial land. This is an important consideration and needs to be given significant weight given the need to retain remaining industrial land to support local employment, if planned residential growth is to be supported elsewhere in the Borough.

6.2.8 A justification has been put forward in the submitted planning statement by the Applicant as to why the departure from the adopted Local Plan for the inappropriate change of use would be acceptable and the key points are rebutted below.

*Existing use of the site*

6.2.9 While the existing Sui Generis use of the site is noted, this would remain a compatible use within the SIL as opposed to the proposed retail use and hence offers little weight in justifying the loss of an appropriate use for a use that is not compatible in the SIL.

*Subsidising the remaining 2 units*

6.2.10 It is purported that the proposed A1 unit would subsidise the remaining retrofitting of the 2 units (which do not form part of this application). There is no linkage between this application and that for the other two units nor is it clear why the subdivision of the remainder is not viable in its own right. While it is noted one of the units could be operated by the Royal Free Hospital Trust for support services, there is no commercial necessity and the applications are distinct. It is unclear as to why this would be deemed as a material consideration to override planning policy and the status of the proposed use as a departure to adopted policy.

*Industry in the Borough*

6.2.11 During the period of 2011-2026, the Employment Land Review of 2012 indicates there should be no net loss of industrial land in Enfield. An increase in demand for warehousing land offsets a loss in traditional production space. As such, it is essential that the Great Cambridge Road and Martinbridge Trading Estate is retained for industrial use and that there is no loss of industrial activity, especially since the study notes that the estate is the Borough's main employment area away from the Lee Valley, extending to 40ha.

6.2.12 In regards to industrial land borough-wide, the net absorption of industrial floor space has been generally positive from 2009 to 2016 at 23,200 sqm. From a property perspective, vacancy among industrial premises is low at 4.7% (lower than levels judged suitable to facilitate optimal operation of the market), vacant land churn is strong and rental values are buoyant. This points towards supply being in a healthy state.

6.2.13 In addition to this, the recent GLA Industrial Land Demand Study of 2017 further supports the borough's policy position. Since the previous GLA 2011 Industrial Land Benchmark study, industrial land in London has been released at a much faster rate than the benchmark guidance. Hence, this implies that much tighter policy is needed if industrial land releases are to be restricted to the Benchmark targets. Evidence suggests that there will be positive net demand for industry and warehousing in Enfield over the period 2016–2041, reflecting the Borough's strategic advantages for these functions. The baseline net demand for industrial land in Enfield is 41.7 ha, which denotes that the categorisation that the borough has received is 'Provide Capacity'. Hence, it advocates that Enfield should seek to accommodate that demand whilst also picking up reallocated industrial activity from other neighbouring authorities within the Lee Valley that have surplus of industrial land to release, such as Haringey.

6.2.14 Consequently, it can be concluded that the proposed loss of industrial floor space as a result of the proposed change of use to retail would conflict with both local and regional policy, given its designation, as the Great Cambridge and Martinbridge Estate is recommended for retention on the basis of its characteristics and suitability for industrial uses. As previously mentioned, this stance is supported by the GLA in their comments on this application. The loss of the unit to become A1 goes against the fundamental evidence collected by both the Borough Council and the GLA.

#### *Marketing*

6.2.15 It has been stated that the unit has remained vacant since May 2015 and thus, there is an opportunity to redevelop the whole site. However, it is important that the lack of demand for the existing unit is robustly demonstrated. Marketing of the unit is therefore key and this is considered to be insufficient by Council particularly in respect of the full range of potential options for the site. Whilst some efforts have been made, it is considered robust or extensive. In addition, the fact that the proposed development considers subdivision of the unit to provide smaller units also points to the fact that the land owner could look at this as an option for the entirety of the floor space if it is considered that smaller units would be more marketable in this location.

#### *Location*

6.2.16 The presence of the Enfield Retail Park to the west of the site, is also considered to be of little weight when assessing acceptability particularly given its historical context and the perceived harm unfettered expansion of this area would have to the employment and industrial base of the wider estate. Furthermore, the adoption of the SIL boundary was specifically driven by a desire to contain the retail offer and prevent further expansion of the park into a vital employment area for the borough. The provision of a retail unit to the location would potentially serve to hinder the function, operation and vitality of the SIL and its IBP offer which is already hindered in terms of traffic movements and a further encroachment would make matters worse. It is considered any acceptance of this non complaint proposal would set a dangerous precedent and although precedent in itself is not sufficient to justify refusal, the policy context is given the

loss of designated Strategic Industrial land and emerging evidence of continued demand for industrial land across London.

#### *Employment*

- 6.2.17 The employment offer of a retail unit is generally noted, but again not a strong argument in favour of losing SIL, particularly given the quantified employment offer generated by an appropriate IBP use to the site.

#### *Visual amenity*

- 6.2.18 The argument that the proposal would improve the visual amenities in the area has been put forward to justify the A1 use. This justification appears completely irrelevant given that an appropriate use in the designated area can also provide these benefits.

#### *Overall*

- 6.2.19 Based on the assessment above, the principle of retail provision on the SIL site is not acceptable. The justifications put forward by the applicant are deemed to be of little material weight particularly given the evidence the regarding industrial land within the Borough undertaken locally and regionally. The proposal would therefore be contrary to Strategic Objective 7, Policies CP14 and CP40 of the Core Strategy (2010), DMD19 of the Development Management Document (2014), Policy 6.2 of the NEEAAP (2016), Policies 2.17 and 4.4 of the London Plan (2016) and the NPPF.

### 6.3 Retail Use

- 6.3.1 The proposed retail unit must be justified in accordance with the provisions of DMD25 of the Development Management Document. The Policy states that new retail units that comprise main and bulk convenience, comparison shopping, food and drink uses and major leisure and office development are permitted where:
- i. New development is located within Enfield Town and the borough's four district centres.
  - ii. In accordance with the sequential test if no sites are suitable or available within the town centres listed in part i. of this policy for the development proposed, then retail development at edge of centre locations that are accessible and well connected to and up to 300 metres from the primary shopping area will be permitted.
  - iii. New development within the boundary of the Council's existing retail parks of Enfield retail park, De Manderville Gate, Ravenside and Angel Road (as defined in the Core Strategy and on the Policies Map) and outside of the town centres will only be permitted if the applicant can demonstrate to the Council's satisfaction that a sequential test has been applied which shows no suitable sites available within or on the edge of the town centres detailed in part i. of this policy. Furthermore, a retail impact assessment should demonstrate that the development is not likely to have a negative impact to the viability and vitality of Enfield's centres or

planned investment in centres and that the development increases the overall sustainability and accessibility of the retail park in question.

- iv. Proposals for leisure development in Picketts Lock will be permitted if a sequential test has been applied to demonstrate the location is the most appropriate for the proposed use.
  - v. Retail, leisure and office development may also be considered within the Area Action Plans through identified sites.
- 6.3.2 The total gross new internal A1 floor space proposed is 2,774 sqm. Given its SIL location and despite its proximity to Enfield Retail Park, the unit is considered out-of-centre in retail planning terms. Hence, it was requested that the application be submitted with a Retail Impact Assessment and apply the Sequential Test. These documents were submitted. Litchfield were employed by the Council to independently critique the submission. It was found that the submission was very broad and consequently an analysis by Litchfield's was required to be undertaken and this encompassed a wider Borough Retail Study.
- 6.3.3 The conclusion of the Sequential Approach was that opportunities in Enfield Town, Enfield Wash and Edmonton Green could be considered to be unsuitable due to the presence of Lidl stores in these centres. Ponders End or Enfield Highway are the most likely designated centres where the store could theoretically be accommodated. Even allowing for amalgamation, vacant shop units within designated centres are too small to accommodate the proposed food store at this size. Emerging developments in Ponders End and Enfield Highway do not appear to provide an opportunity to include a food store similar of the size proposed. In this regard, the sequential test has been satisfied.
- 6.3.4 The conclusion of the Retail Impact study was that impact on Enfield Town, Edmonton Green, Ponders End, Enfield Highway and Enfield Wash have been considered. It was found that food stores are on average trading 13% above the national average and appear to be trading healthily. Trade diversion and impact on food stores and centres will be offset by population/expenditure growth between 2017 and 2020. Food stores will continue to trade satisfactorily. No stores are expected to close or experience trading difficulties. The impact on small convenience shops in centres is expected to be very low (1% or less) and shop closures are not envisaged. Impact on all centres is expected to be insignificant and will not harm the vitality and viability of any centre should the Lidl's open in this location. Beyond this, it was concluded that should the Council grant permission, then the maximum amount of sales area should be no more than 1,690 sqm (including check out areas). Anything above this would require a higher net sales area which the applicant did not test for, and thus Litchfields also did not test for.
- 6.3.5 The independent review demonstrates that the creation of a Lidl's store in this out of centre location would not have a detrimental impact upon the existing centres within the Borough in terms of their vitality and viability of the centres. Given the independent analysis, it is concluded an objection cannot be justified under policy DMD 25.

#### 6.4 Character and appearance

- 6.4.1 DMD 39, which relates to the design of business premises, is the most relevant policy to assess the rear element of the scheme. This policy describes how business premises should be designed and how proposals should appear when viewed from the surroundings. Proposals are required to respect the grain and character of the surrounding area, character and visual interest. DMD 40 is the most relevant policy in assessing ground floor frontages. Ground floor frontages are required to maintain visual interest within the street and the frontages need to respect the rhythm, style and proportions of the building they form part of.
- 6.4.2 The existing building cannot be described as a particularly attractive building. The works to be undertaken to the building are relatively modest and would not be intrusive to the design of the existing building. Whilst it is regrettable that more significant works will not be undertaken to the external façade of the building, it would not warrant a reason for refusal in this regard. The materials to be used in particular the cladding and fenestration detailing are typical of Lidl's branding. Overall, no objection is raised in this regard.
- 6.4.3 Details of trolley bays, the substation and the cycle storage have not been advanced, however, such details can be secured by way of a condition.
- 6.4.4 Although attempts have been made to break up the existing hard standing with landscaping, it would have been preferable to see a more comprehensive and worked up scheme submitted. However, such details can be secured by way of a condition. It is also noted that the means of enclosure is to be altered and the site will now be surrounded by a timber knee rail. This will add a softer environment within the street scene and will allow planting behind this feature to further assimilate this in the built environment.
- 6.4.5 Overall, no objection is raised to impact of the proposal on the character and appearance of the area subject to conditions

#### 6.5 Traffic and Transport

##### *Pedestrians and cyclists*

- 6.5.1 DMD 47 recognises importance of all layouts achieving safe, convenient and fully accessible environment for pedestrians and cyclists. The expected number of pedestrian and cyclist trips has not been undertaken as part of the TA. It is therefore unclear how many trips the development will generate to and from the site. Without this information an informed opinion cannot be made. It is prudent to note that this information was requested at the pre-application stage for submission as part of the planning application.
- 6.5.2 The full submission by undertaking CERS and PERS audits identified the safest and most convenient route for pedestrian and cyclists. A few areas requiring improvements were identified between the site, the nearest bus stops and Southbury BR Station. A contribution under s106 should be secured to secure some of the works.

- 6.5.3 There are two pedestrian routes shown between the site and entrance onto the public highway. One, measuring 2.4m in width from Crown Road and one from Chalkmill Drive, measuring 2m. The access from Chalkmill Drive should be improved by removing bays no 95 and no 96 so that no reversing occurs onto pedestrian route. Access for cyclists has not be shown but is required. It can be shared with pedestrian but should be clearly marked in different palette of materials. In this regard, the proposal fails on two accounts of safety and accessibility.
- 6.5.4 The proposed zebra crossing facility in Chalkmill Drive should be installed as part of s278 works. The suitability and location of the proposed crossing should be assessed by an independent Road Safety Audit stage 1&2, prepared in accordance with HD19/03. This information would be required to ensure that the zebra crossing is fit for purpose.

#### *Vehicular Access*

- 6.5.5 Only a single access into/from the site is proposed from Crown Road. For the size of the scheme proposed and the high level of anticipated traffic flows, there is a risk that a sole point of access into and from the site will result in traffic congestion on the public highway by queuing of traffic trying to gain access and exit at the same time. The major issue in this area is currently queuing to get into the retail park. Without this properly managed there would be a knock on impact to an area that is already congested in peak times.
- 6.5.6 Contrary to the pre-application comments, the suitability of the proposed access arrangements has not been assessed by an independent Road Safety Audit Stage 1&2, prepared in accordance with HD19/03. As requested, this should have include reference to peak number of trips in and out of the access as the proposed modifications could significantly increase the risks of PIA incidents in the vicinity.
- 6.5.7 Parking restrictions in the form of double yellow lines already apply in the vicinity of the site at the junction with Crown Road and Chalkmill Drive. No footway or carriageway visibility has been shown at the access to ensure it meets the Manual for Streets criteria. The proposed amendment to widen the access up to 9m is not supported. The design of the access should ensure that pedestrians have priority and feel safe whilst crossing over the bell mouth of the access.
- 6.5.8 In this regard insufficient evidence has been submitted to demonstrate that the access into and out of the site is fit for purpose and would not cause undue harm to the safe and free flow of pedestrian and vehicle movement.

#### *Cycle parking*

- 6.5.9 The provision should meet the standards set out in table 6.3 of the London Plan 2016 the following numbers should be met:

Use Class	Long Stay	Short stay	Total
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Food Store	1 space per 175 sqm	First 750 sqm: 1 space per 40 sqm thereafter: 1 Space per 300 sqm.	42
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6.5.10 The plans show a new location for the short-stay cycle parking further away from the entrance to the store, which is not acceptable. 26 visitors cycle parking need to be located very close to the entrance to the building and closer than car parking. In this regard, the scheme falls short of the functionality of short stay cycle parking spaces.

6.5.11 Long-stay cycle parking is shown in the middle of the car park, which is not ideal due to the lack of natural surveillance of the store. Although the acceptability depends on the design of the store, the bikes within the proposed stands within the lockers have not been dimensioned on the plan to ensure that 16 cycle parking can be comfortably provided. A condition should be attached to secure the manufacturer's specification of the proposed cycle parking. Long stay cycle parking must be purpose built, lockable (ideally by an access fob or a mortice lock) and lit.

#### *Section 106 contribution*

6.5.12 A contribution via S106 for a sum of £18,031 is sought to improve pedestrian and cycling facilities in the area, as identified by CERS and PERS audits and as part of the Cycle Enfield proposals in the vicinity of the Retail Park. As the scheme is being refused, this sum has not been secured.

#### *Trip generation assessment and highway impact*

6.5.13 The basis for the trip generation analysis is that the former car supermarket could be brought back into use without the need for planning permission. The assessment has therefore focused on the net increase in additional trips generated by the food store. The table below summarises the number of vehicle movements forecast in the Transport Assessment to be generated by the proposed development:

	8:00-09:00		17:00-18:00		Saturday peak 12-13	
	Arr	Dep	Arr	Dep	Arr	Dep
superstore	85	59	111	111	152	136

6.5.14 The vehicular trips were distributed as follows:

- 79% arriving / departing via Great Cambridge Road/ Crown Road;
- 21% arriving / departing via Crown Road.

6.5.15 The traffic survey data were then used to establish the distribution of traffic flows on the wider network. The pre-application comments read: "*The full TA should*



*include recent counts (surveyed within the last three years) for peak period turning movements at critical junctions of Chalkmill Drive/Crown Road, roundabout of Crown Road/ Baird Road, Baird Road/Southbury Road and the A10 Cambridge Road/Crown Road. As there will be a significant level of heavy goods vehicles (HGV) traffic, a classified count should be provided. Additional counts that may be required are: manual turning counts (should be conducted at 15-minute intervals) to identify all relevant highway network peak periods; 24-hour automatic traffic counts (ATC); queue length surveys at signal junctions to establish demand and actual traffic flows. The weekday and weekend peak times for the proposed uses on site should be established and assessed correspondingly with the actual road network peak times using traffic modelling”.*

- 6.5.16 Contrary to this requirement the submission fails to conduct a 24 hour automated traffic counts (ATC). By failing to do so, it does not properly assess the existing network and Retail Park’s peak times. The impact of the proposals on the traffic has therefore not been fully assessed and is not acceptable. This is also supported by one of the objections received to the scheme, which draws attention to the fact that Sundays are when Enfield Retail Park is at its busiest. For that reason, the scheme does not comply with the DMD 48 and London Plan Policy 6.3.

#### *Junction Modelling*

- 6.5.17 Detailed traffic surveys were undertaken between 07:00 and 10:00, and 16:00 and 19:00 on Friday 3<sup>rd</sup> March, and between 11:00 and 15:00 on Saturday 4<sup>th</sup> February at the following junctions:
- A10 Great Cambridge Road and A110 Southbury Road;
  - A10 Great Cambridge Road and Crown Road;
  - Crown Road and Baird Road;
  - Crown Road and Chalkmill Drive; and
  - Southbury Road and Baird Road.
- 6.5.18 The scheme then only undertakes modelling on junctions that experience an increase in traffic flows of more than 5%, (resulting in the A10 junction with Crown Road not being assessed in detail). This methodology has never been agreed to be acceptable by the T&T or established as part of the scoping discussions. Moreover, this type of approach is concerning given the status of the A10 as a part of the Transport for London Road Network, (TLRN).
- 6.5.19 The results of the ‘with development’ scenario show that whilst there will be no impact on other junctions, the operation of the Crown Road/Baird Road Junction deteriorates in the Weekday PM and Saturday peak hours after the introduction of the development traffic flows, with a number of links operating above theoretical capacity.

- 6.5.20 Table 7.6 shows that where development traffic is added during a Saturday Peak there are three approach arms that exceed an RFC of 1.0 and two which are close to this level resulting in a queue of 27 vehicles on the Enfield Retail Park approach arm. Although it is appreciated within Table 7.5 that if the car showroom / supermarket were to be reintroduced there would still be two approach arms above an RFC of 1.0 during a Saturday Peak the queue on the Enfield Retail Park Approach arm still increases from 15 vehicles to 27 vehicles with development.
- 6.5.21 To demonstrate the impact this would have an industry accepted 5.75 metres has been applied to each of the vehicles resulting in a queue in length of just over 155 metres. When this length of queue is applied to the Enfield Retail Park egress lane, (assuming that no vehicles queue in the north / south aisles) the queue would reach the Nando's Restaurant. As can be noted this would block a number of the north / south aisles which run across the retail park.
- 6.5.22 Further to this a more detailed review of the modelling outputs, (as presented in Appendix K of the Vectos Transport Assessment) show that vehicles on this approach would experience delays of 202 seconds which alongside the queue length outlined above is deemed to be unacceptable.
- 6.5.23 Looking at the wider area there is also a large increase in queuing on the Crown Road West approach arm which goes from a queue of 9 in the existing situation to 20 in the with development scenario and from 14 in the Future Baseline scenario to 20 in the with development scenario, (all during a Saturday Peak). Further to this in the same scenario the Crown Road East approach reaches a queue of 20 vehicles which will extend past Chalkmill Drive and therefore affect customers / HGV servicing vehicles exiting Enfield Retail Park via this route. This queue is also at a length that will restrict the access / egress for the proposed Lidl. This will lead to an increase in the time it takes for vehicles to access / egress this area in general. No hard mitigation measures are proposed to address the issue, which is not acceptable.
- 6.5.24 Also, as mentioned above by failure of undertaking 24 hour counts, the scheme fails to fully assess the highway impact and then correctly build on the results. The submitted Junction modelling is therefore not acceptable as it is not robust. Further modelling should be undertaken to assess the impact on the existing road network and identify mitigation measures. The scheme is therefore contrary to the DMD 48 and London Plan Policy 6.3.

#### *Car Parking*

- 6.5.25 A total of 122 car parking spaces are proposed. This equates to an overall provision of one space per 23m<sup>2</sup>. The provision falls within the London Plan parking standards for this land use, which are one space per 25-18m<sup>2</sup> GIA. The spaces no 95 and no 96 should however be removed as mentioned previously. The loss of these spaces would not hinder the number of car parking spaces on the site, rather, would improve pedestrian accessibility.

6.5.26 The details of the electric charging points provision (20% plus a further 10% passive supply) should be secured by a planning condition. Seven disabled spaces are proposed and 5 enlarged spaces, which falls short of the London Plan requirement. 6 parking spaces are shown for motorbikes, which complies with paragraph 6A.6 of the London Plan. In this regard no objection is raised subject to the removal of the aforementioned 2 bays.

*Road Safety*

6.5.27 It was requested at the pre-application stage that a minimum of 5 years' road traffic accident data are reviewed in the vicinity of the site, inclusive of the main junctions leading to/from the site and Southbury BR Station. The submitted TA only contains the location of the accidents without the full outputs. The accidents have not been appropriately analysed as requested in the pre-application submission. The accidents should have been grouped together by type, location, time of occurrence, etc., for any reoccurring patterns. The level of accidents which could be expected to occur at the junctions should have been calculated using the calculations outlined in Section 2.5 of the COBA Manual and the formula  $A = a (f) b$ . The scheme does not comply with the DMD 48 and London Plan Policy 6.3.

*Servicing and deliveries*

6.5.28 According to the proposals, the deliveries will take place within the site from an internal loading bay. This has been supported by a swept path plan showing a 16.5m long articulated vehicle accessing, turning and exiting the site. A draft Delivery and Servicing Management Plan has been submitted. 3 deliveries per day are anticipated. Due to low frequency of the deliveries reversing of large delivery HGVs around the customer car park is therefore not considered as a safety issue. A planning condition should be secured limiting delivery and servicing times so that they do not coincide with the store's busy periods. Subject to securing the planning condition, the proposed servicing arrangement is acceptable.

*Travel Plan*

6.5.29 A draft Travel Plan has been submitted. This is somehow ambiguous in commitments and for that reason a full Travel Plan should be secured under s106 agreement together with the TP's monitoring fee.

*Overall*

6.5.30 An objection is raised on three grounds: o the safe provision and arrangements for pedestrians, vehicular access and cycle parking, the impact to the surrounding road network and lack of mitigation measures for the predicted traffic impact.

6.6 Residential amenity

6.6.1 The estate is an established industrial/employment location which is adequately located away from sensitive land uses, including residential properties. The existing building is well embedded within the industrial site with other industrial units and intervening highways providing a separation from residential units. It is therefore considered that the proposed change of use and associated plant works would not be detrimental to amenities of the occupiers of residential properties. Additionally, Environmental Health have raised no objections in regards to noise disturbance, air quality or land contamination.

6.7 Section 106 (Section 106)

6.7.1 Beyond the Traffic and Transport requirements for Section 106, there is a requirement for Employment and Skills Strategy in accordance with the Section 106 SPD (2016). The Council is committed to maximising the number and variety of jobs and apprenticeships available to residents of the borough and maintaining and encouraging the widest possible range of economic activity, including the availability of a skilled labour force. To this end, the Council will seek agreement with developers to secure appropriate planning obligations for employment and training initiatives as part of development proposals. The Council is committed to maximising the number and variety of jobs and apprenticeships available to residents of the borough and maintaining and encouraging the widest possible range of economic activity, including the availability of a skilled labour force. To this end, the Council will seek agreement with developers to secure appropriate planning obligations for employment and training initiatives as part of development proposals. As the scheme was being refused this has not been secured and would warrant a reason for refusal.

6.8 Sustainability

6.8.1 The scheme falls short on sustainable urban drainage measures, however, it is considered that the short falls can be overcome through a condition. Whilst this is not best practice, the insufficient information does not warrant a reason for refusal.

6.8.2 There are no significant tree or biodiversity constraints on the site. However, the site is within a ground water zone. The Environment Agency have confirmed that for sites that have a lower vulnerability regarding ground water, they issue a standard letter which basically says there is a risk to groundwater due to the location and they would expect the applicant to ensure they have followed the correct guidance in line with the NPPF requirements. As this is such a site, the onus is on the applicant to develop the site in line with the NPPF requirements regarding ground water.

6.8.3 An Energy Report has been submitted which demonstrates that the development has gone some way in achieving CO2 reductions, water efficiency measures and BREEAM ratings. However, these measures have not been fully secured. This

however would not warrant a sound reason for refusal as such works can be secured by way of a condition.

## 6.9 Community Infrastructure Levy (CIL)

- 6.9.1 As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floors pace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. If the scheme was being approved it would not be Mayor CIL liable as it has been in a continuous lawful use for 6 months within the 3 year period prior to planning permission and does not involve an extension.
- 6.9.2 As of 1st April 2016 Enfield has been charging CIL. With regards to A1, A2, A3, A4 and A5 units, there is a borough wide rate of £60 per square metre. If the scheme was being approved it would not be Enfield CIL liable as it has been in a continuous lawful use for 6 months within the 3 year period prior to planning permission and does not involve an extension.

## 7.0 **Conclusion**

- 7.1 The proposed retail use is not consistent with the IBP designation of the Great Cambridge and Martinbridge Estate, as identified on the Local Policies Map, and thus the principle of development is not acceptable. In addition to this, the proposed change of use would cause traffic and transport implications to the detriment of the safe and free flow of the highway. In this regard, proposal would be contrary to the North East Enfield Area Action Plan (2016), Policies 2.17, 6.2, 6.3, 6.9, 6.10 and 6.13 of the London Plan (2016), Policies 19, 37, 45, 47 and 48 of the Development Management Document (2014), Policies 14, 24 and 25 of the Core Strategy (2010) and evidence contained within the Employment Land Review.

## 8.0 **Recommendation**

- 8.1 That planning permission be REFUSED for the following reasons:
1. The proposed change of use to retail (A1) would result in the loss of industrial floor space within the Great Cambridge and Martinbridge Estate Strategic Industrial Location (SIL), compromising the primary function and operating conditions of other remaining industrial uses and the potential future use of neighbouring sites for industrial uses. The proposal is therefore contrary to Policies CP14 of the Core Strategy, DMD19 of the Development Management Document, Policy 6.2 of the North East Enfield Area Action Plan and 2.17 of the London Plan, as well as the aims and objectives outlined within the National Planning Policy Framework.

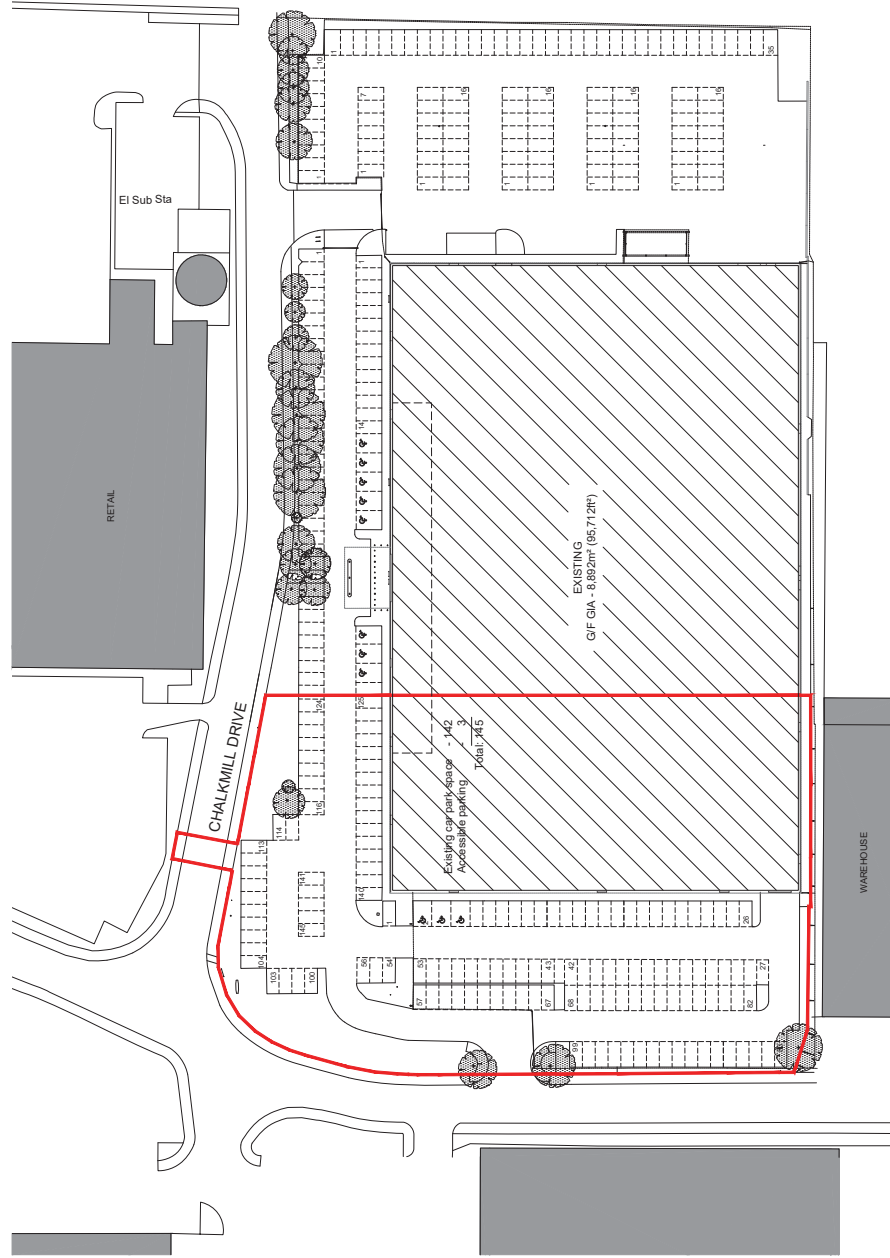
2. The proposal prejudices the ability of the site to make satisfactory and safe provision and arrangement for pedestrians, vehicular access and cycle parking, in accordance with the standards adopted by the Council. It would therefore result in an unacceptable impact on pedestrian safety, the free flow of traffic by vehicles queuing to gain access and/or vehicles reversing and stopping near the access to the detriment of the safety of oncoming vehicles and pedestrians contrary to the principles and strategic objectives of Policies CP24 and CP25 of the Core Strategy, Policies 6.9 (cycling), 6.10 (walking) 6.13 of the London Plan and Policies 45 and 47 of the Development Management Document.
3. The proposal fails to fully consider and address the impact of the scheme on the surrounding road network leading to conditions prejudicial to the free flow and safety of traffic on the adjoining highways and would have detrimental effect on operation and performance of the Enfield Retail Park's road network and businesses. As such the proposals are contrary to Policies 37, 47 and 48 of the Development Management Document and 6.3 of the London Plan.
4. The proposal, due to lack of mitigation measures regarding the predicted traffic impact combined with an increase in vehicular and pedestrian movements, fails to demonstrate that the site would not have a negative impact on highway conditions and the free flow of traffic on the surrounding roads. The proposal is therefore contrary to the principles and strategic objectives of Policies CP24 and CP25 of the Core Strategy, Policy 6.3 of The London Plan and Policies 47 and 48 of the Development Management Document.
5. Without a Section 106 mechanism to secure the necessary contributions towards highway improvements and implementation of the Employment Skills Strategy the proposed development is contrary to Policies 16, 24 and 46 of the Core Strategy (2010), Policy 8.2 of the London Plan, the Section 106 SPD (2016) and the National Planning Policy Framework (2012).

**GENERAL NOTES**

1. THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION.
2. THE CLIENT HAS ADVISED THAT THE SITE IS NOT TO BE USED FOR CONSTRUCTION.
3. THE CLIENT HAS ADVISED THAT THE SITE IS NOT TO BE USED FOR CONSTRUCTION.
4. THE CLIENT HAS ADVISED THAT THE SITE IS NOT TO BE USED FOR CONSTRUCTION.
5. THE CLIENT HAS ADVISED THAT THE SITE IS NOT TO BE USED FOR CONSTRUCTION.

**DATE:** 16/08/2024  
**BY:** [Signature]  
**PROJECT:** P1 PLANNING DRIVE

**DATE:** 16/08/2024  
**BY:** [Signature]  
**PROJECT:** P1 PLANNING DRIVE



EXISTING BLOCK PLAN  
 1:500

PLANNING

**CLIENT:**  
 Barclays Nominees  
 (George Yard) Ltd

**PROJECT:**  
 1-3 Chalkmill Drive  
 Newbury  
 RG14 1TZ

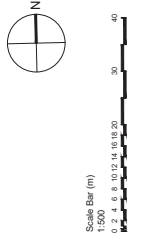
**REVISIONS:**  
 Existing Block Plan

**DATE:** August 16  
**PROJECT NO.:** 1:500@A1 271-PL-111.P1  
**CONTACT:** 1:1000@AS

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DESIGN NO. N/A  
 DATE: 14.09.20  
 BY: [Signature]  
 CHECKED: [Signature]  
 APPROVED: [Signature]

PROJECT NAME: [Project Name]

CLIENT: [Client Name]

LOCATION: [Location]

### EXTERNAL FINISHES LEGEND

- STONE MASTIC ASPHALT TO ENGINEER'S DETAILS TO BS EN 12407-1:2011, 12407-2:2011 AND BS EN 13108-5. MINIMUM 4% GRADIENT.  
 MINIMUM 44 TON HGV LOADING CAPACITY.
- POLYMER MODIFIED BITUMEN (PMB) WITH GRAVEL 0/10 TO BS EN 12620-2:2012 AND BS EN 10947:2010. MINIMUM 4% GRADIENT.  
 MINIMUM 44 TON HGV LOADING CAPACITY.
- 200 x 100 x 80MM THICK INTERLOCKING CONCRETE BLOCK PAVING.  
 NON-BEVELLED PENL-EDGE PAVING.  
 MAXIMUM 2% FALLS.  
 MANUFACTURED WITH LIGHT GREY BLOCKS AS PAVING SPACE DEMARCATION.  
 MINIMUM 44 TON HGV LOADING CAPACITY.
- 200 x 100 x 80MM THICK INTERLOCKING CONCRETE BLOCK PAVING WITH FLUSH THRESHOLD TO ENTRANCE AND EXIT DOORS.  
 NON-BEVELLED PENL-EDGE PAVING ON SEMI-DRY LEAN-MIX. MAXIMUM 2% FALLS.  
 HERRINGBONE LAYING PATTERN.  
 BLOCK COLOUR: ANTHRACITE.
- 300 x 300MM CONCRETE PAVINGS.  
 COLOUR: GREY.
- TACTILE PAVING TO DIAGRAM 1 OF APPROVED DOCUMENT M.  
 COLOUR: BUFF.
- DETAIL OF LOW LEVEL SOFT LANDSCAPING TO BE RESERVED BY CONDITION.

**KERBING**  
 BLOCK PAVING

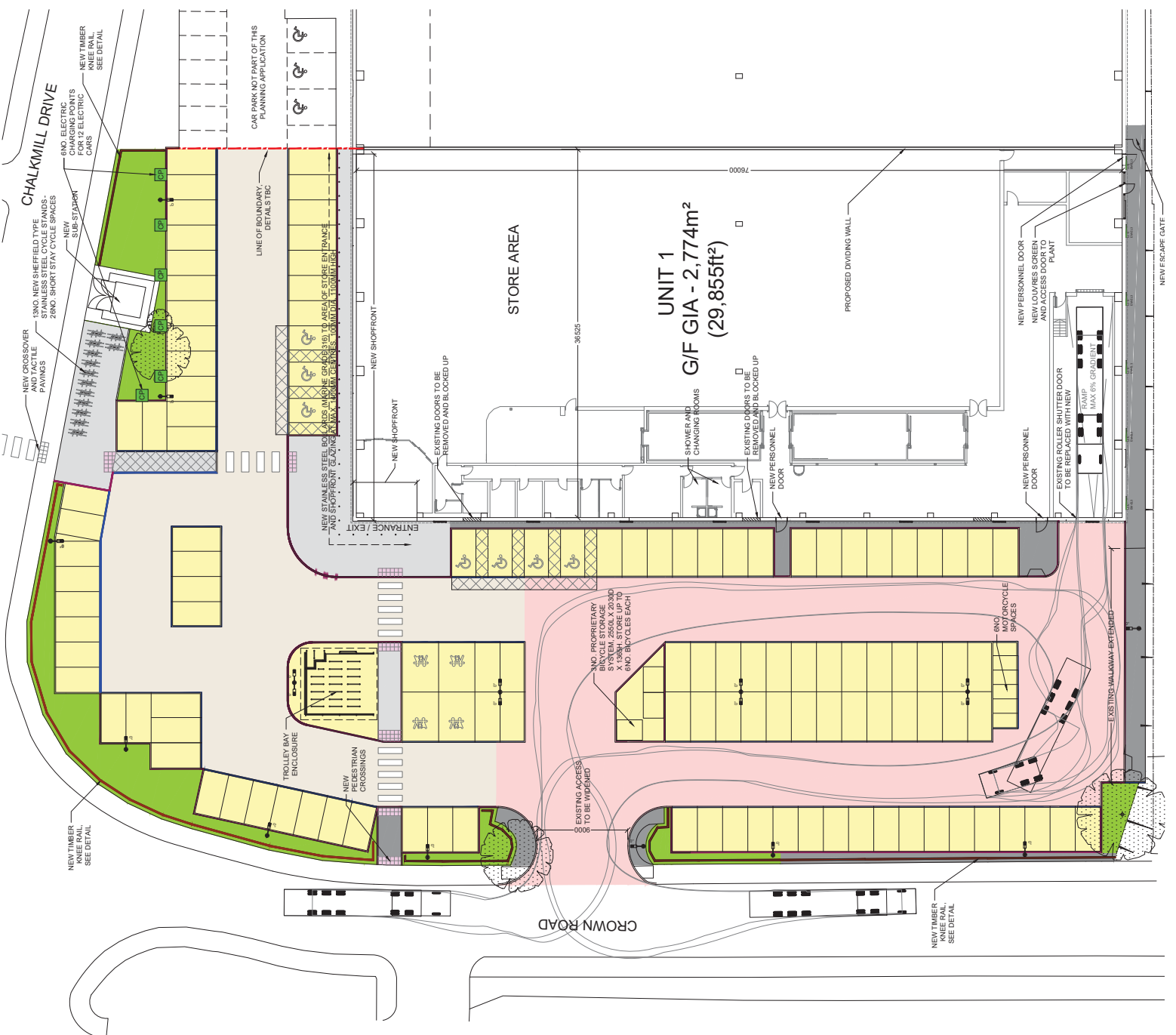
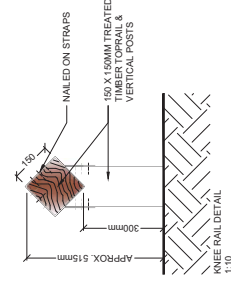
**FLUSH KERB**  
 125 x 250MM TYPE CS1  
 TO BS EN 1340

**FOOTPATH / LANDSCAPING**  
 BLOCK PAVING

**CHAMFERED KERB**  
 125 x 250MM TYPE HB2  
 TO BS EN 1340

### CAR PARK LIGHTING

- TWIN LED LUMINAIRES ON 6m COLUMN
- SINGLE LED LUMINAIRES ON 6m COLUMN
- WALL MOUNTED LED LUMINAIRES MOUNTED AT 2.7m



### PLANNING

CLIENT: Barclays Nominees (George Yard) Ltd

PROJECT: 1-3 Chalkmill Drive, George Yard, F1W 1TZ

PROPOSED: Proposed Site Plan & Ground Floor Plan

DATE: August 16, 2020

REFERENCE: 1:200@A1 271-PL-113 P1 1:400@A3

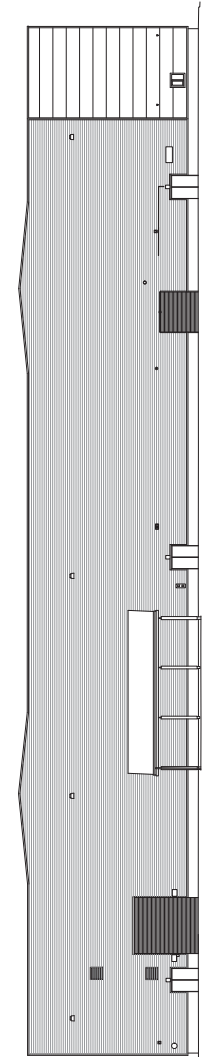
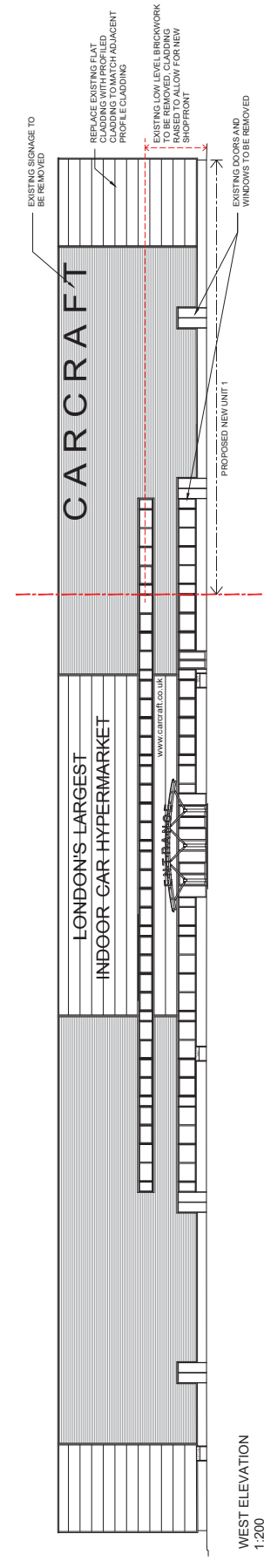
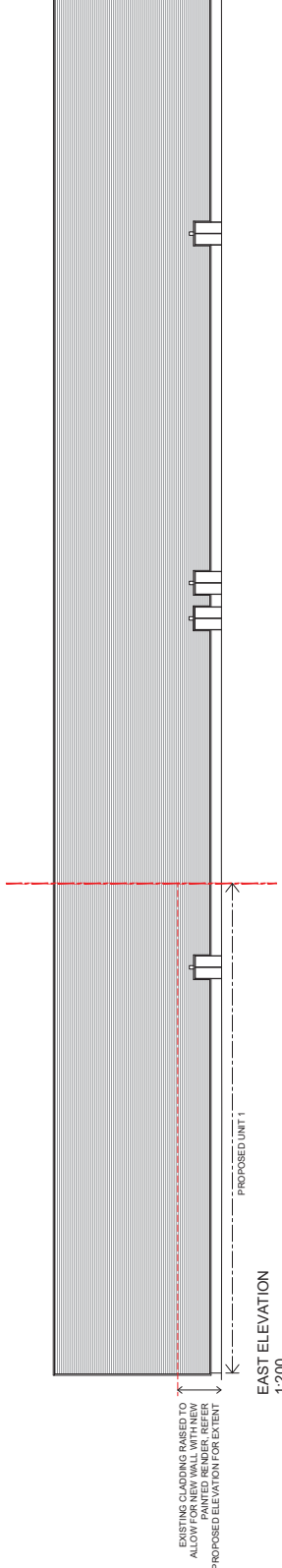
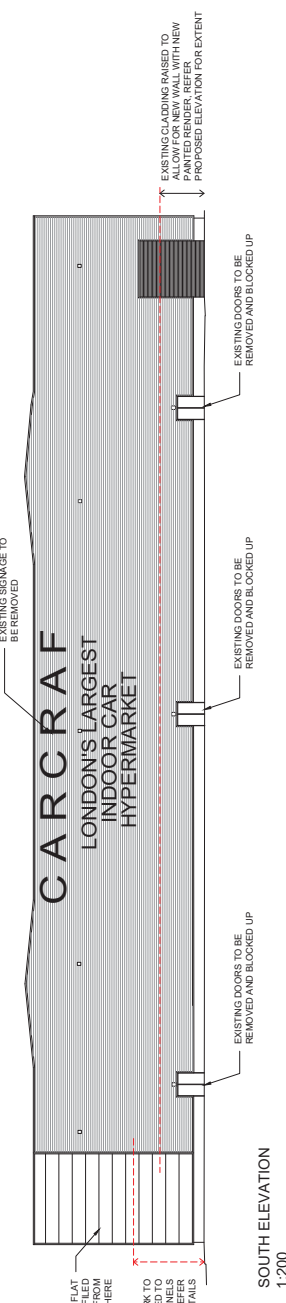
Designing Male Polianso  
 Chartered Architects  
 Farnborough House  
 Aldershot Road  
 Farnborough  
 Hampshire GU14 6DQ  
 T: +44 (0) 2525 398485  
 www.designingmalepolianso.co.uk



**GENERAL NOTES**

1. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE BUILDING REGULATIONS 2010 AND THE PART L1B REQUIREMENTS.
2. THE DRAWING IS TO BE USED FOR INFORMATION PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
3. THE DRAWING IS TO BE USED FOR INFORMATION PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
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5. THE DRAWING IS TO BE USED FOR INFORMATION PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

**DATE:** 16/08/2024  
**BY:** [Signature]  
**PROJECT:** P1 - PLANNING DRAW



**PLANNING**

**DATE:** August 16, 2024  
**PROJECT:** 1:200@A1 271-PL-114, P1  
**CONTACT:** 1:400@A3

**Client:** Barclays Nominees (George Yard) Ltd  
**Address:** 1-3 Chalkmill Drive, Northampton, NN1 2TZ  
**Architect:** Existing Elevations

**Client:** Denning Male Polissano  
**Address:** Chelmsford Architects, Freshberg House, Alford Road, Farnborough, Hampshire GU14 6DQ  
**Contact:** T: +44 (0) 1252 358445, www.dmp-architects.co.uk

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
1	17/11/2023	DL	ISSUED FOR PERMIT

**DATE:** 17/11/2023  
**BY:** DL  
**QUANTITY:** 1

**PROJECT:** F1 PLANNING DRAWING

**CLIENT:** Denning Male Polianso

**ARCHITECT:** Charles Jones Architects

**PROJECT ADDRESS:** 1-3 Chaikmill Drive, Farnborough, Hampshire GU14 6DQ

EXISTING CLADDING TO BE CLEANED AND PREPARED FOR NEW PAINT FINISH. COLOUR: RAL 9006

EXISTING ROLLER SHUTTER DOOR TO BE REPLACED WITH NEW ALU/CORBOND RAINSCREEN CLADDING. COLOUR: GRAPHITE GREY, RAL 7024

NEW PERSONNEL DOORS. EXTERNAL COLOUR: GRAPHITE GREY, RAL 7024

EXISTING CLADDING TO BE CLEANED AND PREPARED FOR NEW PAINT FINISH. COLOUR: RAL 9006

EXISTING ROLLER SHUTTER DOOR TO BE REPLACED WITH NEW ALU/CORBOND RAINSCREEN CLADDING. COLOUR: GRAPHITE GREY, RAL 7024

NEW PERSONNEL DOORS. EXTERNAL COLOUR: GRAPHITE GREY, RAL 7024

EXTERNAL WALLS TO RECEIVE NEW PAINTED RENDER FINISH TO A HEIGHT OF 3.3M ABOVE FFL. HIGH LEVEL WALL PANELS: WHITE, RAL 9010

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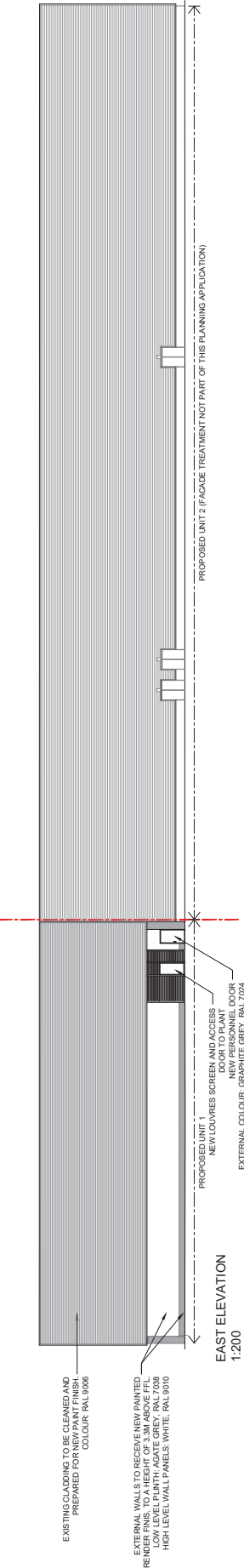
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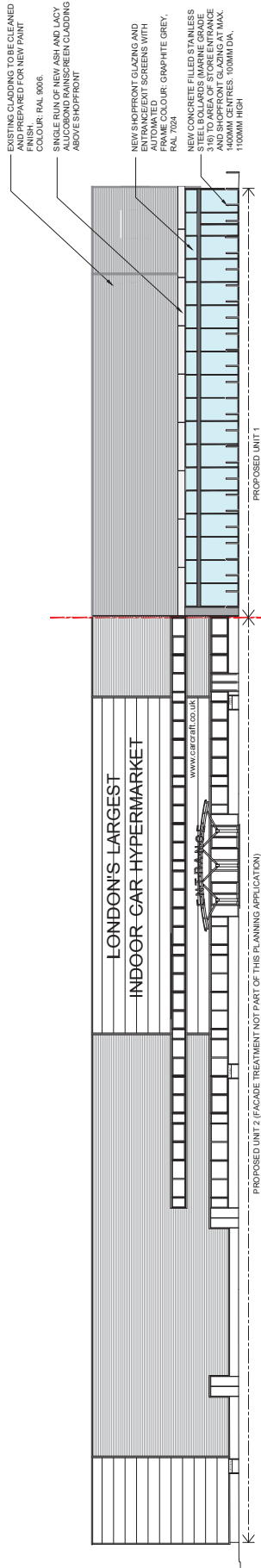
EXTERNAL WALLS TO RECEIVE NEW PAINTED RENDER FINISH TO A HEIGHT OF 3.3M ABOVE FFL. HIGH LEVEL WALL PANELS: WHITE, RAL 9010

**SOUTH ELEVATION**  
1:200



**EAST ELEVATION**  
1:200

**WEST ELEVATION**  
1:200



**NORTH ELEVATION (RETAINED AS EXISTING)**  
1:200



**PLANNING**

**CLIENT:** Barclays Nominees (George Yarc) Ltd

**PROJECT:** 1-3 Chaikmill Drive, Farnborough, Hampshire GU14 6DQ

**ARCHITECT:** Charles Jones Architects

**DATE:** August 16, 2023

**PROJECT NO.:** 1:200@A1 271-PL-115.P1

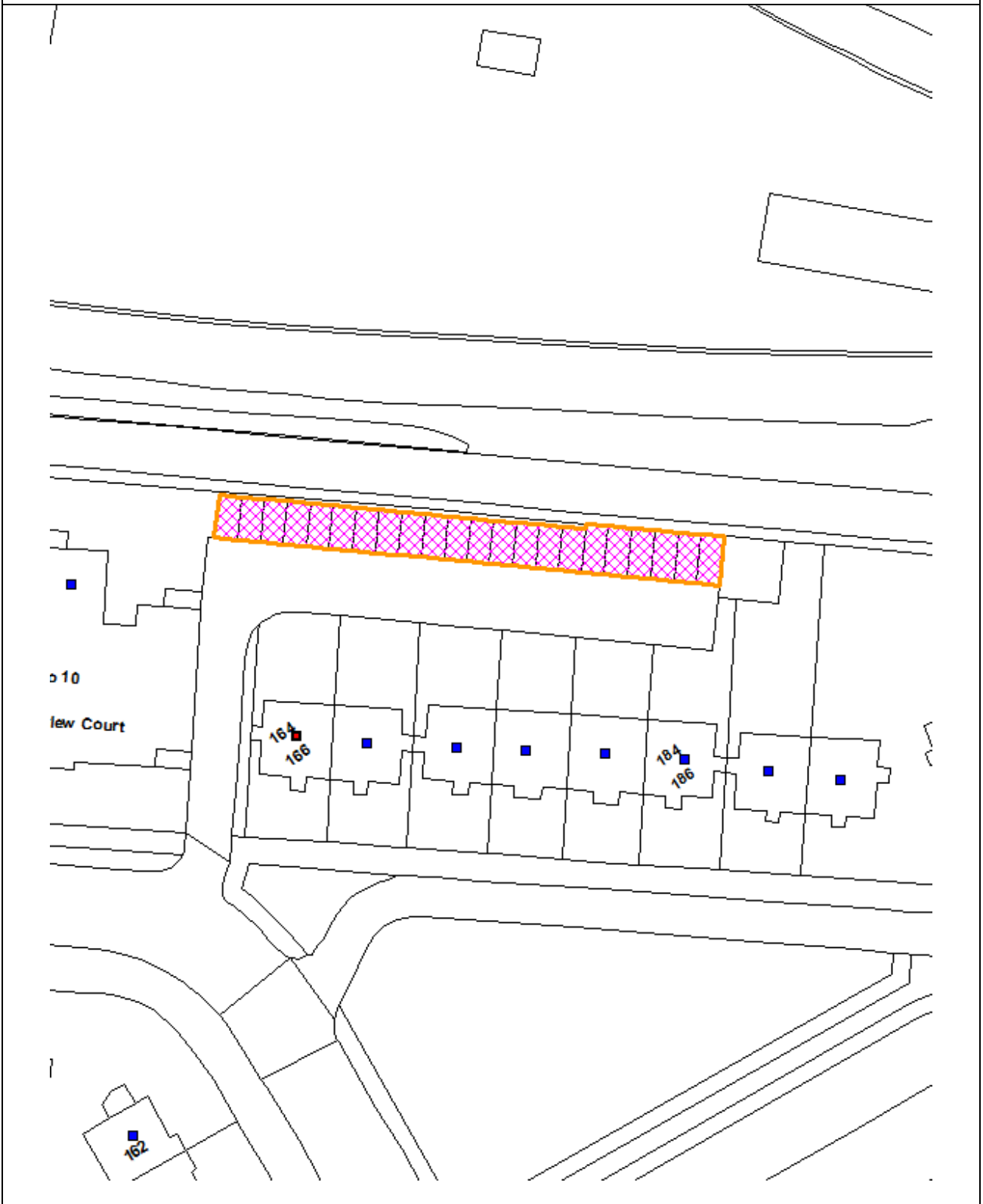
**CONTACT:** 1:400@CAJ

**PROPOSED ELEVATIONS**

**Denning Male Polianso**  
Charles Jones Architects  
Farnborough House  
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www.dmp-architects.co.uk

<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 29th August 2017
<b>Report of</b> Assistant Director, Regeneration & Planning	<b>Contact Officer:</b> Andy Higham Sharon Davidson Ms Marina Lai Tel No: 0208 379 4944	<b>Ward:</b> Cockfosters
<b>Ref:</b> 17/01771/FUL		<b>Category:</b> Full Application
<b>LOCATION:</b> Garages To Rear Of , 164-206 Bramley Road, London, N14 4HX		
<b>PROPOSAL:</b> Demolition of existing garages and erection of 2 x detached 2-storey 3-bed houses each with a detached garage		
<b>Applicant Name &amp; Address:</b> George Ellis & Sons 13 Ducketts Wharf South Street Bishop's Stortford Hertfordshire CM23 3AR		<b>Agent Name &amp; Address:</b> Ben Archer Tankerton Works 12 Argyle Walk WC1H 8HA
<b>RECOMMENDATION:</b> That planning permission be <b>GRANTED</b> subject to conditions		
<b>Note for Members:</b> Applications of this nature would normally be considered under delegated powers however the application has been called in by Councillor Anne-Marie Pearce to be brought to the planning committee for determination.		

Ref: 17/01771/FUL LOCATION: Garages To Rear Of , 164-206 Bramley Road, London, N14 4H



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Scale 1:1250

North



**1. Site and Surroundings**

- 1.1. The application site refers to a strip-shaped land of 0.031ha (approximately 5m in width x 57m in length) where is occupied by a row of 21 x garages. The site is located on the rear of No.164 – 186 Bramley Road, accessible via an entrance immediately adjacent to No.164-166 Bramley Road.
- 1.2. The site is immediately adjacent to the railway tracks of Cockfoster Depot to the rear and an access road that abuts the rear gardens of No.164-No.206 Bramley Road to the front. To the west and east are the rear gardens of a two-storey terraced property at No.188 – No.190 Bramley Road and Ridgeview Court, a three-storey residential block.
- 1.3. The application site is neither listed, and nor is located in a conservation area. The PTAL rating for the site is 4 (approximately 200m away to Oakwood Tube Station). The surrounding is essential residential in nature, characterised with further two-storey terraced / semi-detached dwellings.



## **2. Proposal**

- 2.1. Planning consent is sought for the demolition of the existing 21 x garages and erection of 2 x two-storey, detached, 3-bed dwelling houses, each of which would have a GIA of 95sqm and benefit from a private outdoor garden of 66sqm and a detached dual-pitch-roofed garage.
- 2.2. The current proposal is a re-submission of a previous scheme which was withdrawn to avoid refusal. The previous scheme was proposed for a similar development but erection of 3 x two-storey dwelling houses instead.

### Massing and Appearance

- 2.3. The proposal would involve a creation of 2 x new houses. The western-most House 1 would align with the flank elevation of No.164-166 Bramley Road, parallel with the eastern most House 2 at a distance of approximately 20m.
- 2.4. The height and pitch roof of the proposed development would be lower than the existing ridge level and eaves level of Bramley Road properties.
- 2.5. Following Officers' advices, the following measures were implemented to achieve added visual interest to the elevations of the proposal:
  - Recessed porches to emphasise the two entrances and give accent to the front elevations;
  - Exposed steel supports over the porches to act as further visual breaks in the brick facade;
  - Protruding brick detailing below the steel support to help visually support and ground this element, while framing the main entrance;
  - Brick planting containers either side of the entrance detailed to ensure they are integrated within the overall architectural approach;
  - Obscured windows to the front elevations to provide natural light while maintaining privacy. Positioned in line with roof lights above, these will provide pleasant and dramatic lighting strip internally;
  - Large dormer windows to the north to take full advantage of the views of the park, while providing ample light to the interior circulation and bedrooms; and
  - Deep reveals of 150mm to all window openings to articulate the façade.

### Access and servicing arrangement

- 2.6. The existing access road that abuts the rear gardens of the Bramley Road properties would retain for the use of pedestrian and vehicular accesses.
- 2.7. The proposed dwellings are each provided with 2 x cycle parking spaces with secure metal bike sheds and 2 x 240L and 1 x 140L refuse bins. It is proposed that refuse bins would be moved closer to the entrance for collection at the western end of the development and refuse vehicles would reverse in to the site.

## **3. Relevant Planning History**

- 3.1. 16/01040/PREAPP: Pre-application request for proposed demolition of garages and erection of 3 x detached 2-storey 3-bed houses with garages was submitted; advices given;

- 3.2. 16/05366/FUL: Application for demolition of the garages and erection of 2 x detached 2-storey 3-bed dwellings with a garage was withdrawn.

#### 4. Consultation

##### Public Consultations

- 4.1. 27 x neighbouring properties were notified of the proposed development by letters.
- 4.2. 8 x objections were received, concerned that:
- Inadequate parking provision; Parking in this area is already at a premium, given limited parking at Bramley Road;
  - Increase in traffic;
  - Out of keeping with character of area;
  - Over development of the site;
  - The area is becoming over developed, causing additional noise and disruption in the area;
  - Loss of privacy;
  - Affect local ecology;
  - General dislike of proposal;
  - Noise nuisance;
  - Strain on existing community facilities;
  - Not enough information given on application;
  - More open space needed on development; and
  - New development would create conflicts between residents. There is short space between the proposed flats and existing.

##### Internal

- 4.3. Traffic and Transportation - The Team raised no objections to the proposal and required cycle parking to include 1 x short-stay cycle parking to each house.
- 4.4. Design Officer - No objections to the proposal.

##### External

- 4.5. None

#### 5. Relevant Policy

##### 5.1. Core Strategy

CP2: Housing Supply and Locations for New Homes

CP4: Housing quality

CP22: Delivering sustainable waste management

CP24: The road network

CP25: Pedestrians and cyclists

CP30: Maintaining and improving the quality of the built and open environment

CP46: Infrastructure contributions

5.2. Development Management Document

DMD6: Residential Character  
DMD8: General Standards for New Residential Development  
DMD9: Amenity Space  
DMD10: Distancing  
DMD37: Achieving High Quality and Design-Led Development  
DMD 38: Design process  
DMD 45: Parking Standards and Layout  
DMD47: New Roads, Access and Servicing  
DMD49: Sustainable Design and Construction Statements  
DMD51: Energy Efficiency Standards  
DMD68: Noise  
DMD79: Ecological Enhancements

5.3. London Plan (2015)

Policy 3.3: Increasing housing supply  
Policy 5.3: Sustainable design and construction  
Policy 6.9: Cycling  
Policy 6.13: Parking  
Policy 7.3: Designing out crime  
Policy 7.4: Local character  
Policy 7.5: Public realm  
Policy 7.6: Architecture  
Policy 8.2: Planning obligations

5.4. Other Relevant Policy

National Planning Policy Framework

5.5. Other Material Considerations

The Mayors Housing SPG (2012)  
Enfield Strategic Housing Market Assessment (2010)  
Waste and Recycling Storage Planning Guidance

**6. Main Issues to be Considered**

6.1. The main issues to be considered in respect of this application are:

- Principle of the development in terms of land use, with a particular attention to the impact on the loss of existing garages;
- Residential character, in terms of density, design, scale and the immediate surrounding;
- Impact on neighbouring amenity;
- Quality of accommodation, including amenity provisions;
- Traffic, parking and servicing issues; and
- Planning obligations.

**7. Analysis**

**Principle of the Development**



- 6.2. The application site contains a row of 21 x existing garages which would be lost as a result of the proposed development. It is acknowledged that the row of garages have been in place for many years, despite of no planning records for such a development.
- 6.3. The applicant has confirmed that, whilst being situated on the rear of No.164 - 206 Bramley Road, these garages do not belong to the Bramley Road properties and are under a separate ownership who rents the individual garages privately. Four of these have been vacant for some considerable time. Among the remaining 17 garages, 16 are used for storage of building materials based on short-term tenancy agreements and only 1 x garage is currently let to a Bramley Road resident for storage of car.
- 6.4. The information submitted demonstrates that the majorities of the existing garage are used for storages of building materials, while only one garage is actually use as car parking provision by a local resident. Thus, the resulting loss is not considered to be an adequate justification for retaining these garages.
- 6.5. The vicinity of the site is predominately residential in nature. The application site is in a highly accessible location with a PTAL of 4 (approximately 200m away to Oakwood Tube Station) where additional housing is normally encouraged. Given the evidence submitted, the proposed redevelopment of the site to residential would be the better use of the land, and compliance with the council's policies in terms of land use. The principle of development is considered acceptable.

### **Residential Character**

#### Density

- 6.6. Density assessments must acknowledge new guidance outlined in the NPPF and particularly 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.
- 6.7. Policy 3.4 of the London Plan seeks to optimise housing potential having regard to the local context and public transport accessibility. Table 3.2 of the London Plan provides a residential density matrix that should be used as a preliminary assessment or guide to realise optimum housing potential. For sites in a 'suburban' location with a PTAL of 4, the density matrix suggests a maximum density of 45-90 units p/ha and 200-350 habitable rooms p/ha.
- 6.8. The site coverage is approximately 384sqm, and thus the proposal would reach a density of 260, ( $10/0.031 \text{ hect} = 322$ ) which falls within the suggested maximum density for the site and complies with adopted standards in terms of density.

#### Design and impact on the character of the immediate surrounding

- 6.9. The predominance of the properties on this side of Bramley Road (No. 164 - No.206) lies in a design unity of two-storey terraced/semi-detached post-war dwellings containing porch, gable-end roofs and formal arrangement of sash windows to the front.

- 6.10. Being two-storey, the proposed massing of the development is considered to respect the established character of the locality, and then acceptable.
- 6.11. The current proposal is a re-submission. In order to address the previous concerns raised over its scale that was considered as an over-development of the site and its design that was considered plain and unattractive, the scheme has been reduced from proposed 3 x houses to 2 x new houses. The garages have been relocated to either end of the site providing an opportunity to design the extremities of the long and narrow site. The following measures have been added to the elevations, so as to improve visual interests:
- Introduction of porch and gable-end pitch roofs to reflect the existing design merits of Bramley Road properties;
  - Reduction of the height and pitch roof of the development to be lower than the eaves level and ridge line of Bramley Road properties, so as to mitigate visual impact to Bramley Road properties;
  - Introduction of soldier course and protruding brick to visually support the appearance of the front elevation;
  - Introduction of additional recessed brick planes which interact with the soldier course and vertical cladding;
  - Obscured windows to the front which result in less bare walls to the front elevation while maintaining privacy;
  - Introduction of large dormer windows to the rear so as to take full advantage of the views of the park; and
  - Window sills producing a clean line across the elevation.
- 6.12. It is also noted that the proposed development would be well confined to the rear of Bramley Road properties and therefore have limited views from the main road.
- 6.13. Given the design, scale and massing, the proposed development is considered appropriate to its local context and would enhance the local character.

#### **Impact on Neighbouring Amenity**

- 6.14. The vicinity of the application site is predominately residential in nature and from the perspective of neighbouring amenity, the proposal is assessed against the closest residential properties.
- 6.15. The proposal would contain a largely detached, dual-pitch roofed garage on each end of the site, adjoining Ridgeview Court and No.188-190 Bramley Road. Officers consider that as there are existing garages in place, the additional pitch, massing and bulk from the new garages at the location from the adjacent buildings, is not anticipated to give rise to a harmful level of amenity impact to the adjoining properties.

- 6.16. The closest residential properties that could be most affected by the proposal would be No.164 - 168 Bramley Road and No.182-186 Bramley Road that are directly opposite to the proposed houses.
- 6.17. There will be a distance of approximately 16m between the facing windows of the proposed development and the potentially affected Bramley Road properties, which falls below the distance set out in DMD 10. However the scheme has been amended to lower the roof in height by approximately 1m. As a result, the eaves level and overall height of the development would be lower than Bramley Road properties by 570mm and 1.87m respectively. Officers consider that this reduced height, together with distance from the rear of the adjoining properties would reduce the perception of bulk and potential visual impact of the development.

#### Noise

- 6.18. Due to the site's proximity to the rail tracks to the rear, the applicant has undertaken a noise impact report to demonstrate whether the individual units would meet the internal noise level requirements BS8233. The Report shows that the vibration values are significantly below the 'low probability of adverse comment' limits. Therefore vibration levels measured would not be expected to constitute a concern for this development.
- 6.19. In light with the above assessment, the proposed development is not considered to generate an unacceptable level of amenity impact to the adjoining occupiers.

#### Quality of Accommodation

- 6.20. Policy DMD 8 of the Development Management Document, Policy 3.5 of the London Plan and the London Housing SPG seek to ensure that new residential development is of a high quality standard internally, externally and in relation to their context. Policy 3.5 of London Plan specifically sets out the standards on minimum gross internal area (GIA) for different dwelling types.

#### GIA, outlook and internal layout:

- 6.21. The new houses are considered to satisfy the GIA requirements as set out in Policy 3.5 of London Plan. Having regards to their layout, the development would have adequate resource for light and ventilation and outlook, and all habitable room sizes are acceptable with specific regards to living/diners and single and double bedrooms. The scheme has been amended to lower the roof height, while still maintaining a minimum 1.5m internal height at the perimeter.

#### Provision of Amenity Space

- 6.22. DMD 9 (Amenity Space) requires that new residential development must provide quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds the minimum standards of 50sqm for dwelling house.
- 6.23. The proposed development would provide an outdoor amenity space of 66sqm to each proposed mews house, which well exceeds the minimum

standard as set out in DMD9. The main garden of each house would be 10m deep, which is considered acceptable.

- 6.24. It is noted that the gardens of each new house are located to the side, which could be overlooked via the upper floor windows of Bramley Road properties. However, the terraced properties at No.164-No.206 Bramley Road are not terraced dwelling houses and indeed contain maisonettes flats. Therefore, the rear gardens of No.164-206 Bramley Road are already with experience being overlooked by upper floor flats. The overlooking issues to the proposed development would not be a sufficient ground for refusal.

#### Lifetime Homes

- 6.25. The London Plan and the council's Core Strategy require 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. The confirmation to deliver the Lifetime Homes will be secured by way of planning conditions.
- 6.26. In light with the above assessment, subject to conditions, the quality of the proposed accommodation is considered acceptable.

#### **Transport Impact**

- 6.27. The council's traffic and transportation department (T&T) was invited to comment on the application and has provided the following comments:

#### Car Parking

- 6.28. The proposed development includes 1 x car parking provision for each dwelling house, which is acceptable.

#### Cycle parking

- 6.29. London Plan requires minimum provision of 2 long stay and 1 short stay cycle parking spaces for each proposed dwelling. The proposal indicates cycle parking provision for two long stay cycle parking spaces, which is acceptable. The applicant will need to confirm details of short stay cycle parking, however, this could be secured by way of planning condition.

#### Servicing

- 6.30. The proposal indicates where refuse storage will be but does not state the size and type. The applicant will need to confirm the capacity of refuse bins for each proposed residence in line with ENV08/162, which can be secured by way of planning condition.

#### **Planning Obligation**

#### S106 Contributions

- 6.31. The proposal would result in the creation of less than 10 units, or 1000sqm, and therefore the S106 contributions are not required.

#### CIL

- 6.32. The proposal would result in the creation of additional units, and as such will be Mayor CIL and Enfield CIL liable.

## **7. Conclusion**

- 7.1. It is concluded that the proposed redevelopment of the site would not adversely impact on the character and appearance of the surrounding area, and would provide a good quality of accommodation to future occupiers while providing additional housing to the borough. The scheme would not create an adverse impact to the neighbouring amenity or unacceptable impact to highway function and safety.

## **8. Recommendation**

- 8.1. As such, approval is recommended, subject to conditions.

### **Recommended Conditions:**

#### **Time Limited Permission**

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

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

#### **Approved Plans**

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

GA 002 Rev. P (Site Location Plan); GA 501-PL-1; GA 104-PL-1; GA 103-PL-1; GA 204-PL-1; GA 301-PL-1; GA 401-PL-1; GA 105-PL-1; GA 203-PL-1;

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

#### **Construction Methodology Statement**

3. That development shall not commence until a construction methodology statement has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- a. arrangements for wheel cleaning;
- b. arrangements for the storage of materials;
- c. hours of work;
- d. arrangements for the securing of the site during construction;
- e. the arrangement for the parking of contractors' vehicles clear of the highway;
- f. The siting and design of any ancillary structures;
- g. Enclosure hoarding details; and

- h. 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 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.

#### **Material Samples**

4. Prior to commencement of development above ground hereby approved, a sample panel and a schedule of materials to be used in all external elevations including walls, protruding bricks, soldier course, windows, and roof within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any building work commences and this condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure that the building has an acceptable external appearance and preserves the character and appearance of the conservation area.

#### **Material Drawings to be Approved**

5. Detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:
  - a. Details of all windows, roof lights and doors at scale 1:10, windows shall be set at least 115mm within window reveal scale 1:10;
  - b. Details of soldier course, protruding bricks, recessed brick planes, steel support over door opening and brick parapet to front and rear;
  - c. Details of the glazing level of all external windows;
  - d. Details and locations of rain water pipes.

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development above ground hereby permitted. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality

#### **Details of hard landscaping**

6. Prior to the commencement of development other than the super structure, details and design of the hard landscaping and surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas, road markings and all other hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. The

surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

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

#### **Details of Soft Landscaping**

7. Prior to the commencement of development other than the super structure, details of trees, shrubs, grass and all other soft landscaping, including the proposed elevated public garden on each floor, to be planted on the site shall be submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

#### **Details of Refuse Storage**

8. The development shall not be occupied 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.

#### **Details of Cycle Storage**

9. The development shall not be occupied until details of the siting and design of secure/covered cycle parking spaces, including 1 x short-stay cycle parking to each house hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

#### **No plumbing or Pipes to external**

10. No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.

Reason: To safeguard and enhance the visual amenities of the locality.

#### **Life Time Homes**

11. All the units shall comply with Lifetime Home standards in accordance with details to be submitted to and approved in writing by the LPA. The development shall be carried out strictly in accordance with the details approved and shall be maintained thereafter.

Reason : To ensure that the development allows for future adaptability of the home to meet with the needs of future residents over their life time in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

#### **Boundary Treatments**

12. Prior to occupation of the development, details of the boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

#### **Removal of PD Rights**

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no outbuildings, extensions, additional fenestration to buildings shall be erected without the prior approval in writing of the Local Planning Authority.

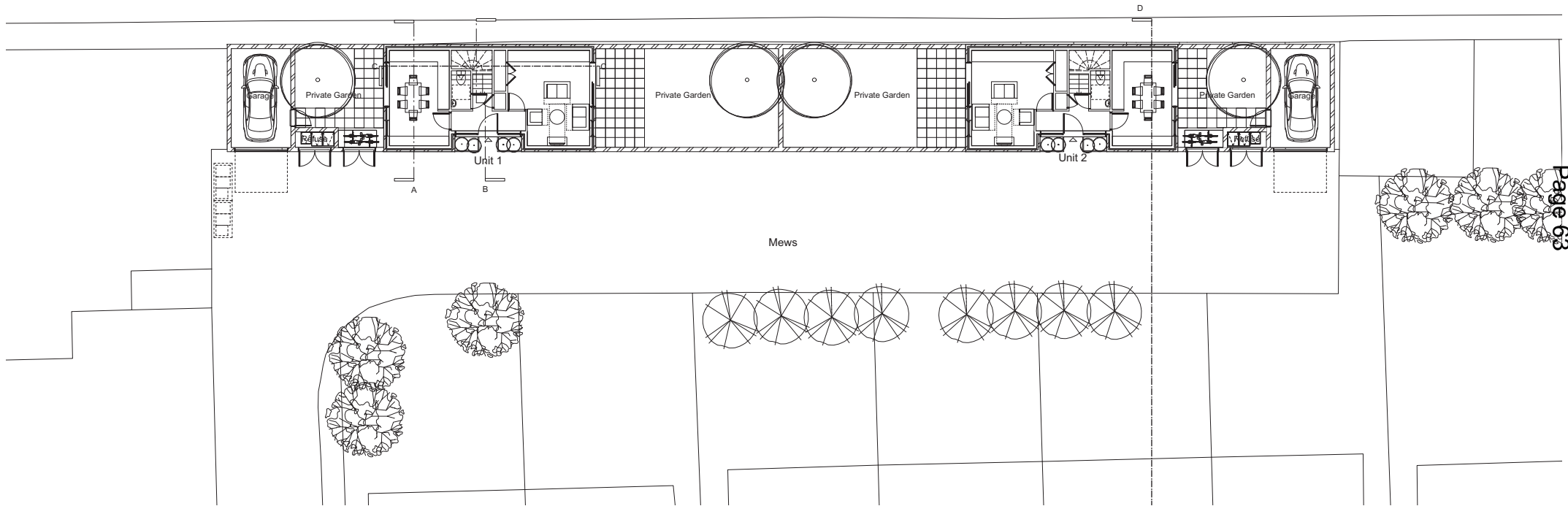
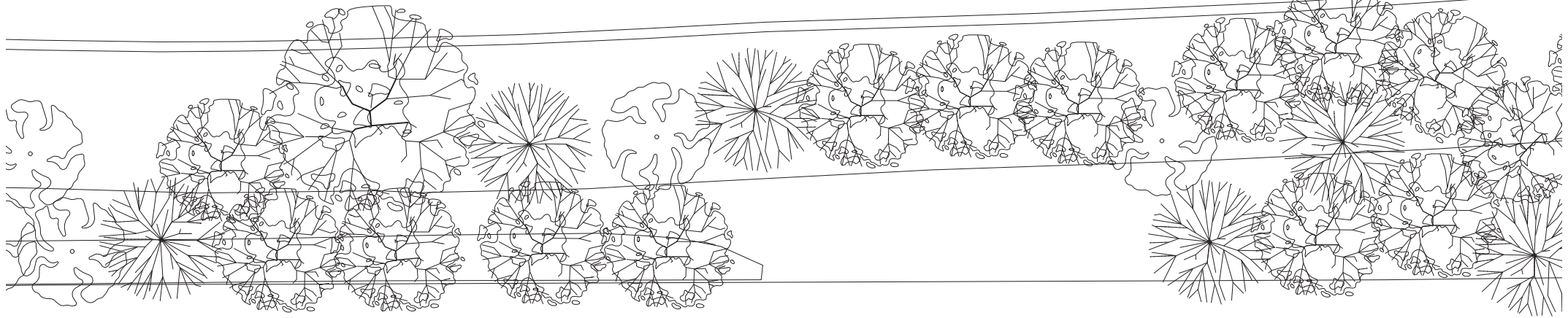
Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

#### **Restriction in use of garage**

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the detached garages hereby permitted shall only be used for purpose incidental to the enjoyment of the proposed dwelling houses hereby permitted.

Reason: In the interests of proper planning and to ensure the garage is not used for habitable or business purpose.





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P	PRELIMINARY PLANNING	For comment and review Planning/Listed Building Application
BR	BUILDING REGS TENDER	Building Regs Application For pricing purposes only
T	TENDER CONSTRUCTION	For procurement & construction
FC	FINAL CONSTRUCTION	Record drawings on completion
L	LEGAL	Conveyancing or other legal purposes

REV	DATE	NOTES
1	19/4/17	General Revisions

**HAINES PHILLIPS ARCHITECTS**

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12 Argyle Walk  
London WC1H 8HA

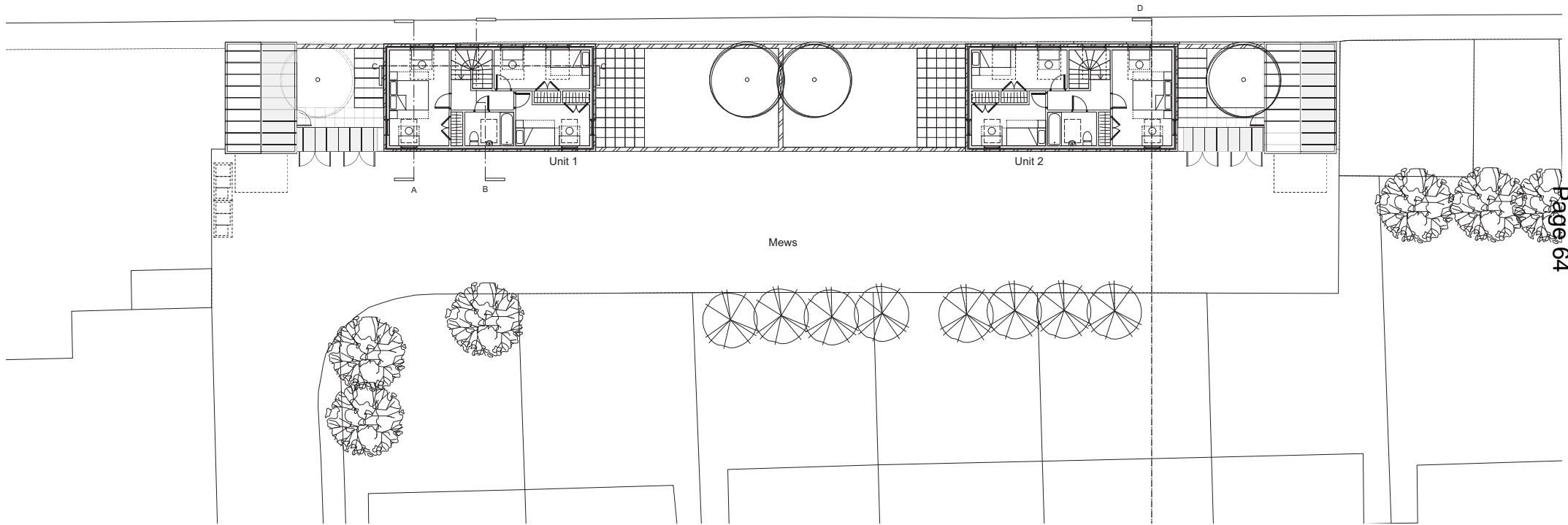
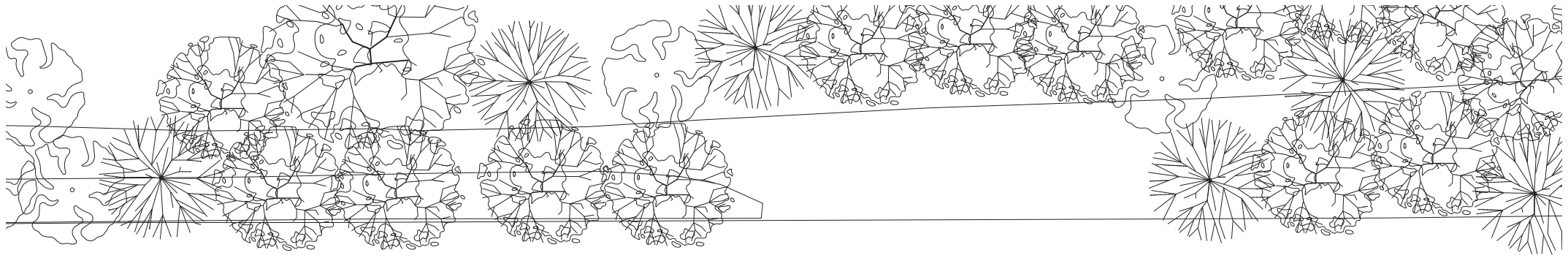
020 7833 9324  
020 7837 2864  
office@hainesphillips.co.uk

**JOB TITLE**  
164-206 Bramley Road  
London N14

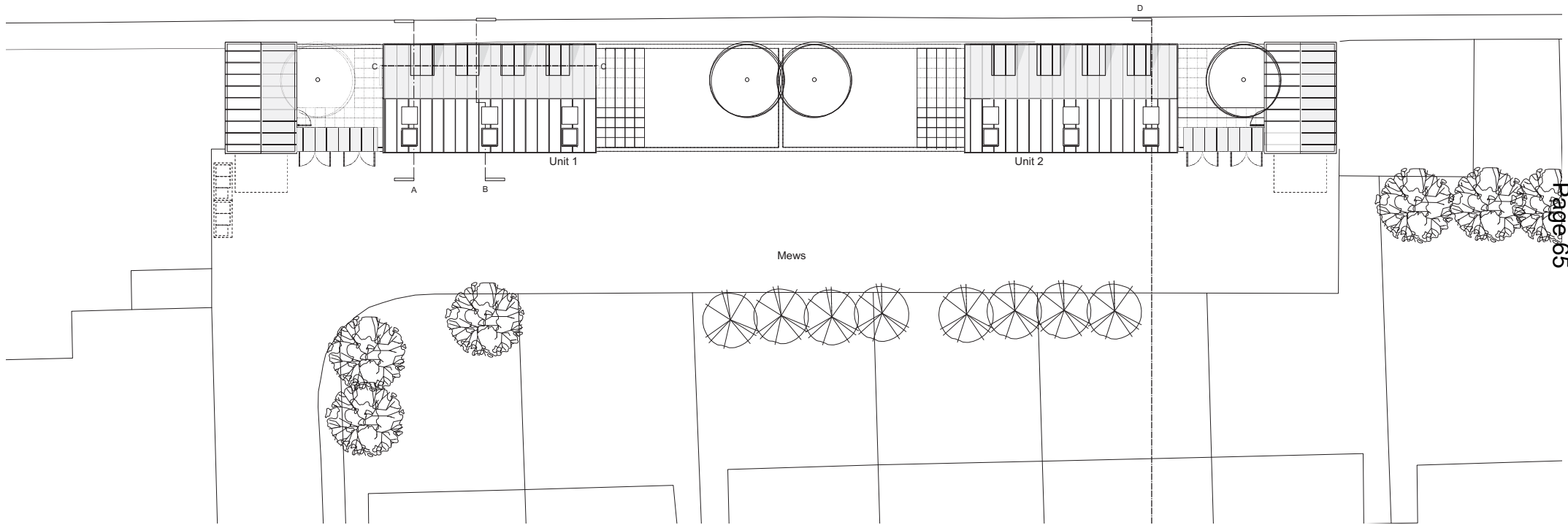
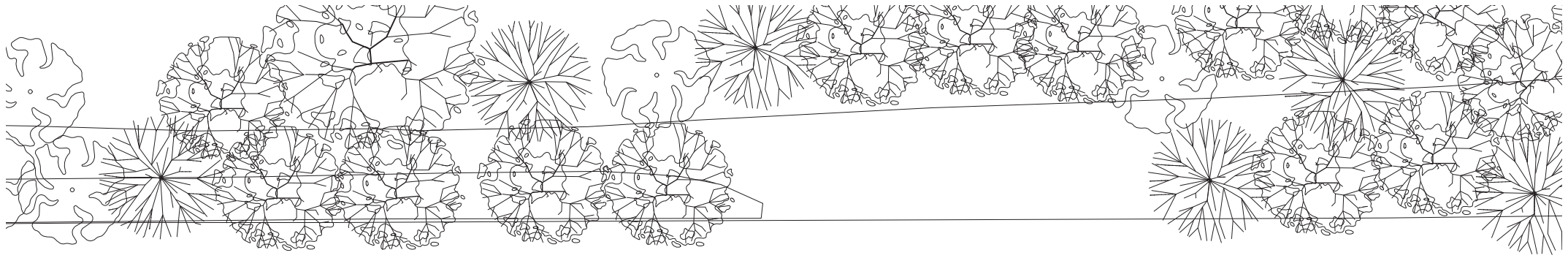
**DRAWING TITLE**  
Ground Floor Site Plan  
As Proposed

DRAWN DATE SCALE  
NE July 2016 1:200 @ A3

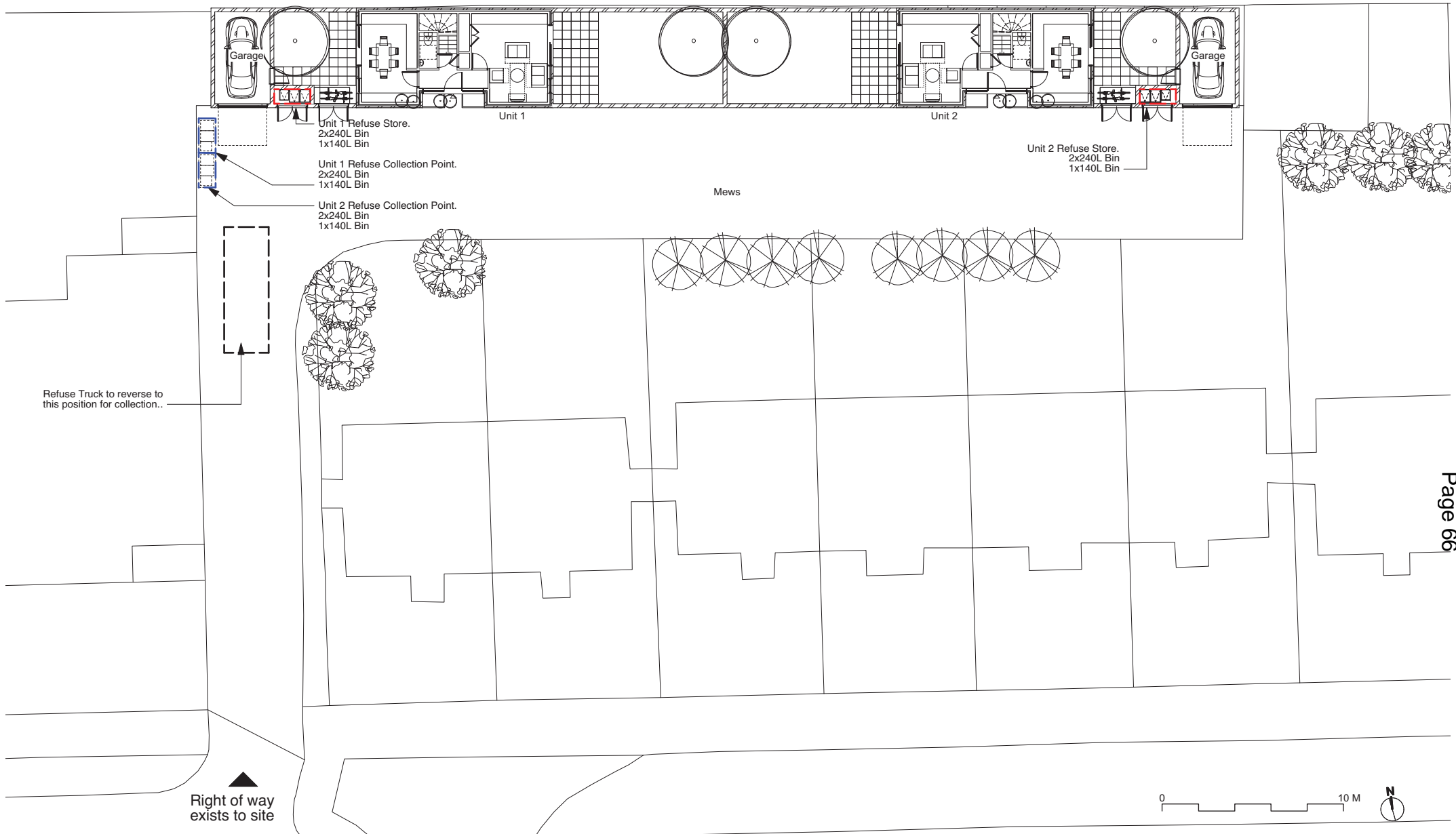
JOB NR DRAWING - ISSUE - REVISION  
3943 GA 103-PL-1



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REV	DATE	NOTES
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London N14**

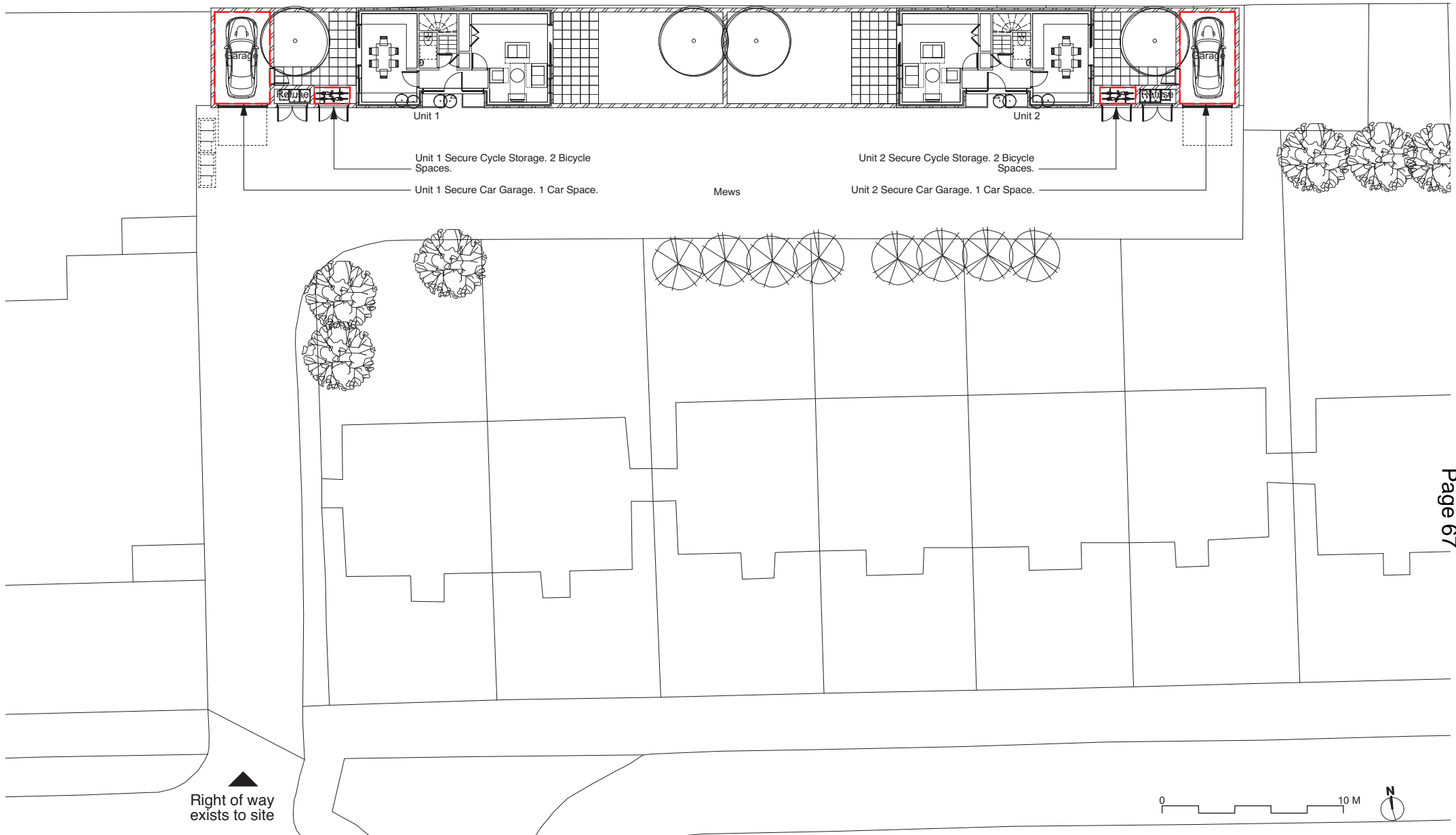
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**Waste Management Plan  
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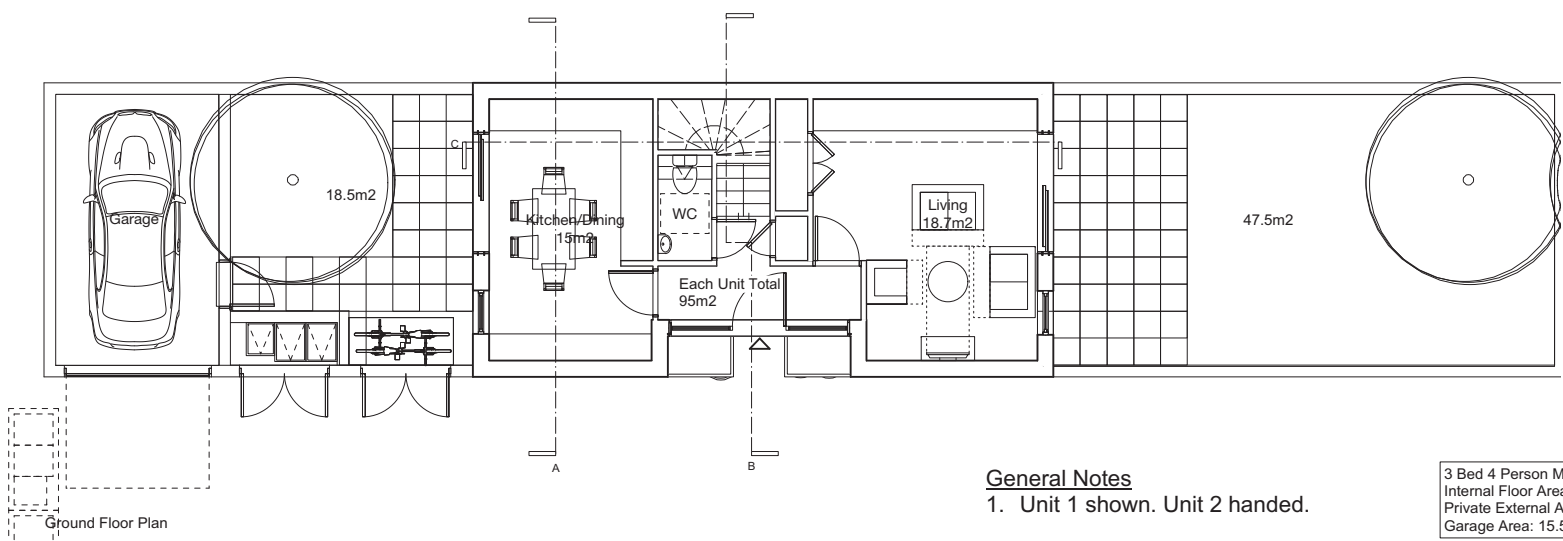
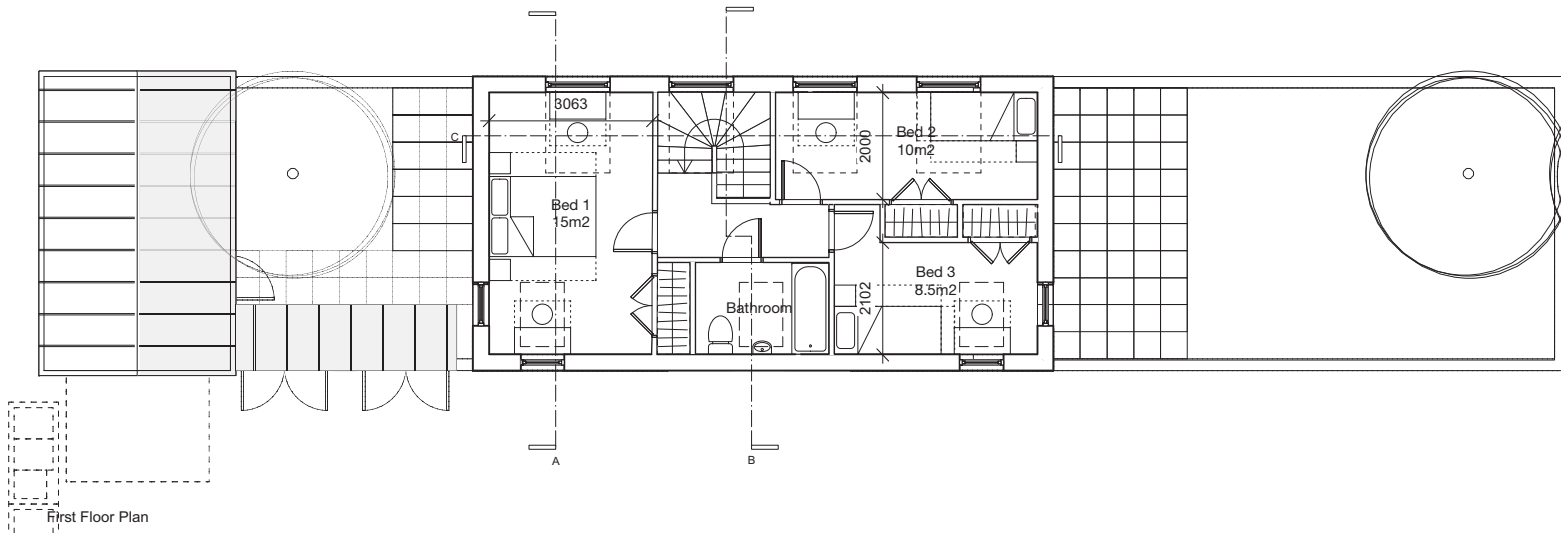
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**3943 GA 203-PL-1**



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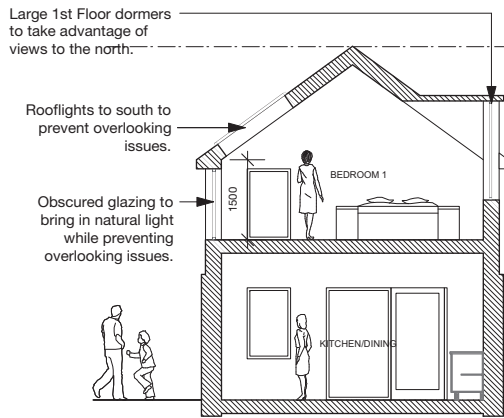


**General Notes**  
 1. Unit 1 shown. Unit 2 handed.

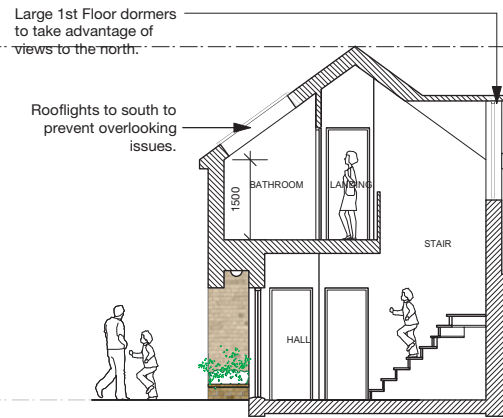
3 Bed 4 Person Mews  
 Internal Floor Area: 95 sqm  
 Private External Area: 66 sqm  
 Garage Area: 15.5 sqm



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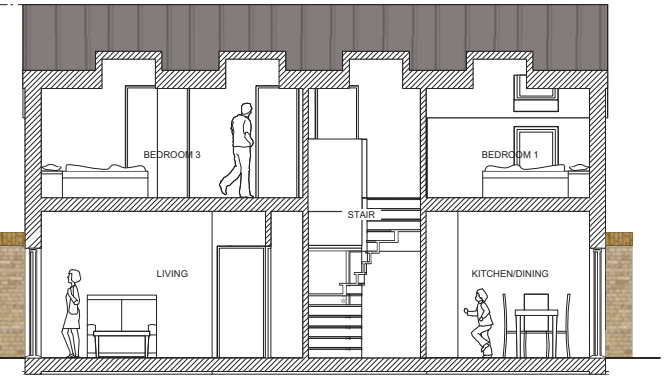
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2 Section B  
Scale: 1:100

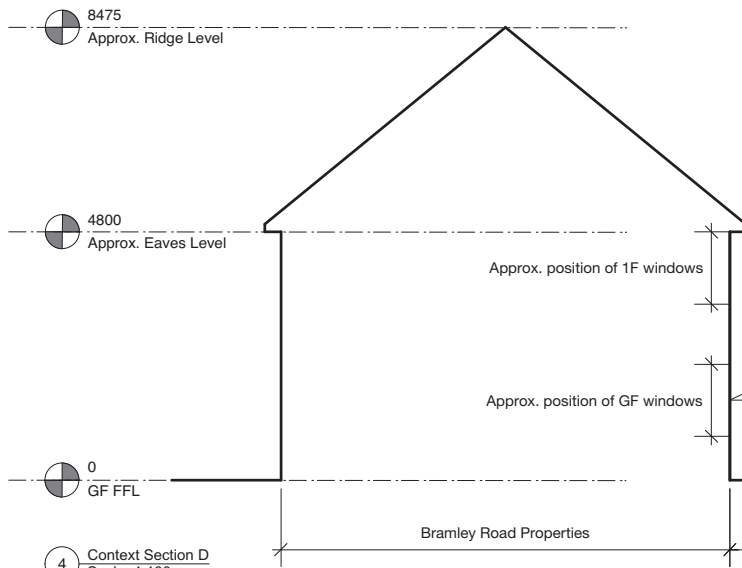
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GF FFL  
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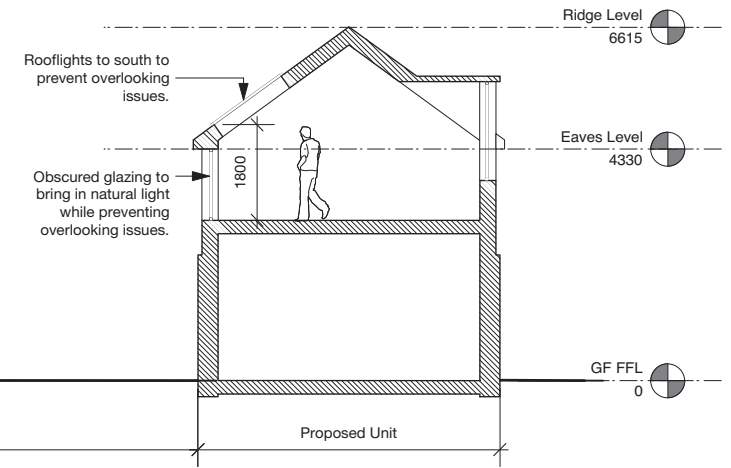


3 Section C  
Scale: 1:100

0 5 M



4 Context Section D  
Scale: 1:100



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REVISIONS

REV	DATE	NOTES
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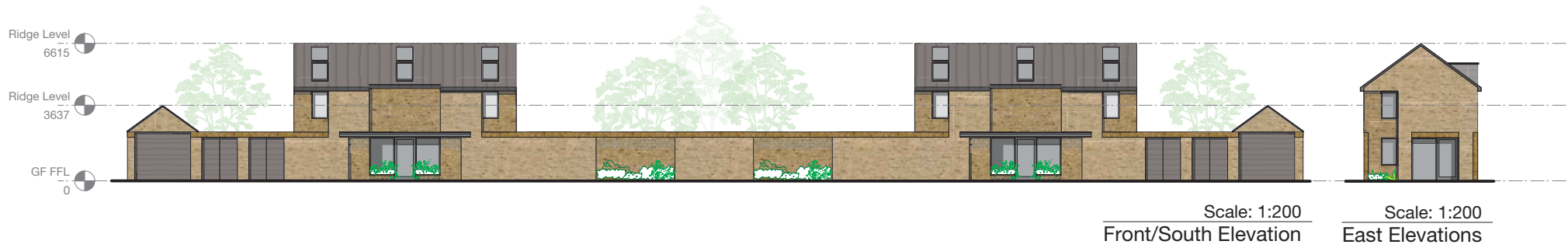
Tankerton Works  
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London WC1H 8HA  
T 020 7833 9324  
F 020 7837 2864  
E office@hainesphillips.co.uk

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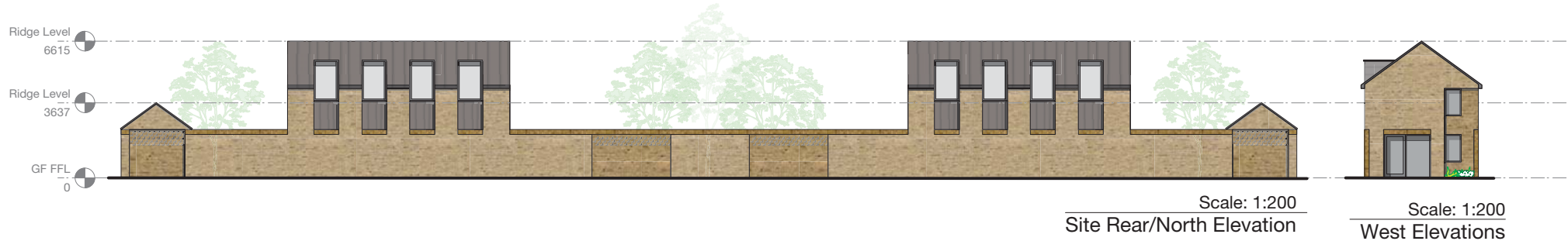
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London N14

DRAWING TITLE  
**Sections As Proposed**

DRAWN DATE SCALE  
IG Aug 2016 1:100 @ A3  
JOB NR DRAWING - ISSUE - REVISION  
**3943 GA 401-PL-1**



Scale: 1:200  
Front/South Elevation      Scale: 1:200  
East Elevations



Scale: 1:200  
Site Rear/North Elevation      Scale: 1:200  
West Elevations



Scale: 1:100  
Units Rear/North Elevation



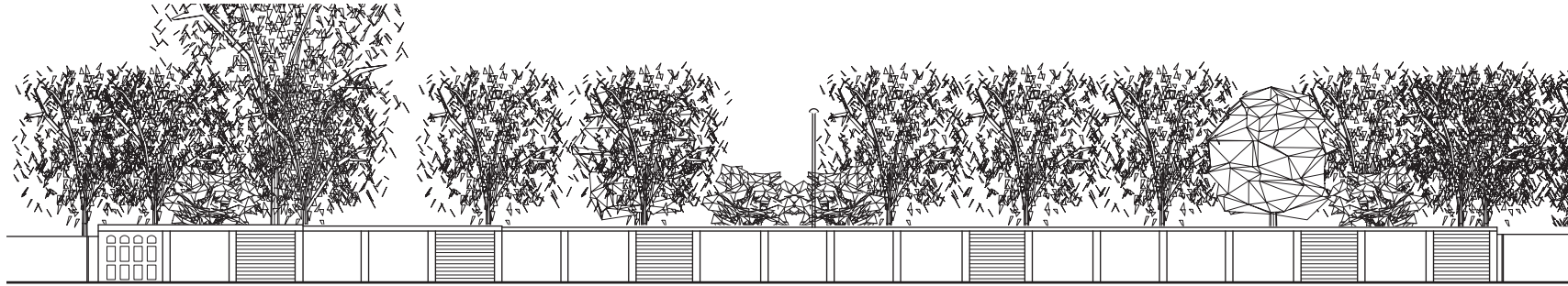
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West Elevations (east handed)



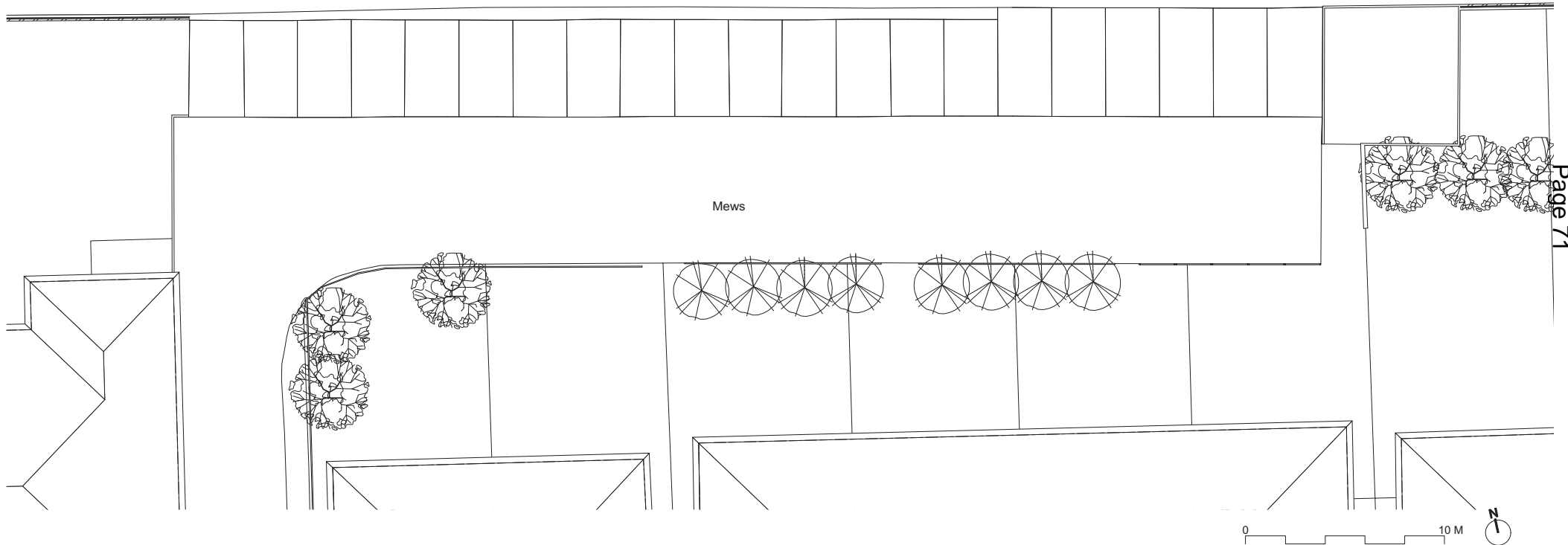
Scale: 1:100  
Units Front/South Elevation

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Elevation from Mews



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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 29th August 2017

**Report of**  
Assistant Director,  
Regeneration & Planning

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Ms Claire Williams  
Tel No: 02083794372

**Ward:**  
Chase

**Ref:** 17/01966/RE4

**Category:** LBE - Dev by LA

**LOCATION:** Bulls Cross Field , Bullsmoor Lane, Enfield, EN1 4RL

**PROPOSAL:** Construction of a Multi Use Games Area (MUGA) and 4 x Football/Rugby pitches with associated access routes, floodlighting and landscaping.

**Applicant Name & Address:**

Mr Tony Theodoulou  
Civic Centre  
Silver Street  
Enfield  
London  
EN1 3XY

**Agent Name & Address:**

Mr Matt Shillito  
19 Maltings Place  
169 Tower Bridge Road  
London  
SE1 3JB

**RECOMMENDATION:**

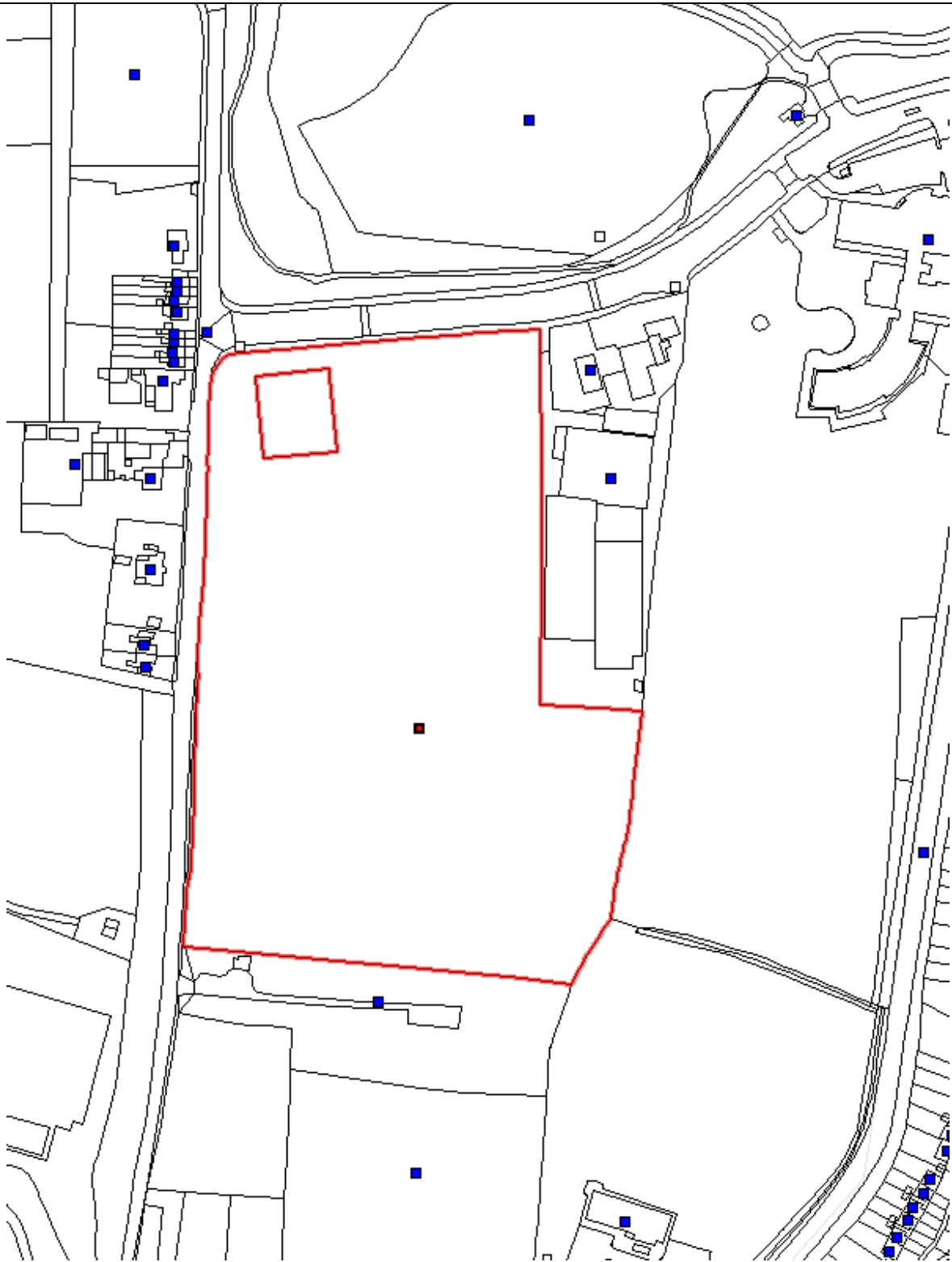
That planning permission be **GRANTED** subject to conditions

Plan Numbers: 739 200 P1 (Location Plan), 739 203 P1 (Existing Site Plan), 739 204 P2 (Proposed MUGA layout and Elevations), 739 205 P1 (Existing Pitch Layout), 739 206 P2 (Proposed Site Plan), 6338 1 P3 (MUGA lighting scheme)

**Note for Members:**

The application has been brought to the Planning Committee because Enfield Council is the applicant.

Ref: 17/01966/RE4 LOCATION: Bulls Cross Field , Bullsmoor Lane, Enfield, EN1 4RL



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Scale 1:1250

North



## **Site and Surroundings**

- 1.1 The site comprises the Bulls Cross sports field situated south east of the junction of Bulls Cross and Bullsmoor Lane. There is a tennis court located within the north west corner of the site. The playing fields are enclosed by a low-level rail fence with boundary vegetation behind. The Lombardy Poplar trees lined along the northern boundary of the sports ground are protected by a Tree Preservation Order (LBE Order No.(168) 1985).
- 1.2 Immediately to the east is the former Orchardside Nursery site which is currently being redeveloped to provide the new Orchardside STC. Construction of the new STC building is underway and is due for completion this summer. Capel Manor College is located on the northern side of Bullsmoor Lane opposite the site. The College occupies a Grade II\* listed building (Capel Manor) and other listed buildings are on the site.
- 1.3 Current pedestrian access to the Bulls Cross Sports Ground is via an open access point in the perimeter fencing located off Bulls Cross Road in the south west corner of the sports ground. A gated vehicular access is located off Bullsmoor Lane on the north boundary to the east of the former tennis court. A pedestrian access and two vehicular access points to the Orchardside STC site are off Bullsmoor Lane to the east of the proposed MUGA site.
- 1.4 The site is located within the Forty Hall Conservation Area and the Metropolitan Green Belt and is a designated Local Open Space.

## **2.0 Proposal**

- 2.1 The application seeks planning permission for the construction of a Multi Use Games Area (MUGA) and 4 x Football/Rugby pitches with associated access routes, floodlighting and landscaping.
- 2.2 The proposed MUGA would measure 43m X 61m including a 3m run-off at both ends and both sides. The MUGA would provide a five/ seven-a-side football pitch that would measure 37 metres x 55 metres. The MUGA would be enclosed with 3 metre high weld mesh acoustic rebound fencing that would be formed by a heavy duty grid system. There would be a 3 metre wide double access gate to allow for maintenance access to the north western corner. The remaining three corners will have a single gate for access/ball retrieval.
- 2.3 The pitch and run-off surface is proposed to be a porous synthetic grass surface formed of 3G artificial turf/polymeric linked to a drainage attenuation system. Six floodlights are proposed which would be designed in accordance with the illumination requirements set out in Sport England Technical Guidance Note 370 – Floodlighting and the appropriate National Governing bodies (football). The MUGA is proposed to operate up to 9pm.
- 2.4 The proposed development would be used by the local community and the students of the STC (Orchardside School).
- 2.5 Parking spaces are not proposed within the site. The design and access statement sets out that parking will be available along Bullsmoor Lane as

existing and the proposed Orchardside STC building will also have parking facilities which could be made available to evening users, by agreement.

- 2.6 The existing redundant tennis courts will be reseeded with a playing field mix to create a sward that marries in with the existing playing field.
- 2.7 Amended drawings have been received that has removed the markings for one pitch in the north western corner of the site and confirmed that the fencing will be green.

### **3.0 Relevant Planning History**

- 3.1 None

### **4.0 Consultations**

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

4.1.1 Tree Officer: No objection.

4.1.2 Environmental Health Officer: No objection as there is unlikely to be a negative environmental impact, in particular regarding air quality, contaminated land and noise.

4.1.3 GLAAS: A condition and informative has been suggested to conserve the archaeological interest on the site.

4.1.4 Traffic and Transportation:

No objection subject to conditions relating to access arrangements, cycle parking, number of users and car parking usage surveys.

4.1.5 Forty Hill and Bulls Cross Study Group:

Concerns relate to the following matters:

- Limited detail on any change in topography of the land
- No reference to Conservation Area's Character Appraisal
- Primary use as a public open space and how the local amenity would be affected
- Floodlights – need, operation and aesthetic appearance – high poles and illumination would have a deleterious impact on the conservation area and the green belt
- Loss of Poplar trees
- Additional paraphernalia

4.1.6 Sports England: No objection subject to a condition relating to a community use agreement and an informative.

4.1.7 CAG: Overall satisfied that the area will remain a sports field. Suggested a number of recommendations including relocation of the MUGA behind the new school and in turn relocation of the access to the MUGA, painting of the MUGA

structure green, resistance of high lighting towers to illuminate the pitches and the MUGA, avoiding plastic surface devoid of a natural appearance, no screening bunds to impair open vistas and no loss of mature boundary trees.

4.1.8 Conservation Officer: Concerns raised regarding the placement of the MUGA, the floodlights proposed, the artificial surface of the MUGA and the potential loss of the mature Poplar trees along the boundary. The Conservation recognises the public benefits and the justification that has been put forward regarding the above concerns.

## 4.2 Public response

4.2.1 Letters were sent to 22 adjoining and nearby residents, a site notice posted and a press notice published in the local paper. Four comments were received and can be summarised as follows:

- Affect local ecology
- Close to adjoining properties
- General dislike of proposal
- Increase in traffic
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Loss of an open space for the public
- Strain on existing community facilities
- Inadequate public transport provisions
- No local consultation or notification
- Loss of a quiet space
- Not enough evidence on increased noise, traffic, lack of residential parking with the green field being the only site that is providing an oasis to the residents between the two developments – the school and Tottenham Hotspurs football club
- Does not understand the need for the proposal on an existing open space sports field
- Currently there are issues with building works and associated traffic, parking and noise
- Impact on property values

Case Officer response: Impact on property values is not a material planning consideration. All other issues will be explored within the analysis section of the report. As set out in paragraph 4.2.1 a site notice was posted, press notice published in the local paper and 22 adjoining and nearby residents were consulted in accordance with planning legislation.

## **5.0 Relevant Policy**

### **5.1 London Plan (2016)**

Policy 6.9 Cycling  
Policy 6.10 Walking  
Policy 6.13 Parking  
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

### **5.2 Core Strategy (November 2010)**

CP30 Maintaining and improving the quality of the built and open environment  
CP31 Built and Landscape Heritage  
CP32: Pollution  
CP33: Green Belt and countryside  
CP36: Biodiversity

### **5.3 DMD (November 2014)**

DMD44 Conserving and Enhancing Heritage Assets  
DMD45 Parking Standards and Layout  
DMD59 Avoiding and Reducing Flood Risk  
DMD64 Pollution Control and Assessment  
DMD 71 Protection and Enhancement of Open Space  
DMD 74 Playing Pitches  
DMD78 Nature Conservation  
DMD80 Trees on Development Sites  
DMD81 Landscaping

### **5.4 Other Policy**

National Planning Policy Framework  
Forty Hall Conservation Area Character Appraisal (2015)  
Sports England's policy on planning applications affecting playing fields 'A Sporting Future for the Playing Fields of England' – Exception 5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.



## 6.0 Analysis

### Principle

- 6.1 Policy DMD71 of the Development Management Document states that essential structures and facilities that would support the enjoyment of, and maintain the openness of the open space will be acceptable provided that the size, siting, location, design and materials would be sympathetic and proportionate to the operational requirements of the open space that it supports.
- 6.2 The supporting information states that the MUGA is essential to providing the Orchard STC school with the opportunity to offer the pupils a full range of sports. The STC is a school predominately for Enfield students who are not able to be educated in a mainstream school. The MUGA will also be available for the local community to use.
- 6.3 Paragraph 73 of the NPPF identifies that "Opportunities for sport and recreation can make an important contribution to the health and well-being of communities.
- 6.4 The proposed development would enhance the use of the existing field through the introduction of a MUGA and marked out pitches. The addition of floodlights and improved surfaces would enable evening use and all year round use of the facilities to meet the needs of the local community.
- 6.5 The impact of the proposal on the Metropolitan Green Belt and the Conservation Area will be explored in more detail later in this report. However the proposed development would provide a MUGA with fencing and floodlighting and marked out pitches on a sports field. The development would therefore be classed as the provision of appropriate facilities for outdoor sport and outdoor recreation and would not be inappropriate development in the Green Belt as long as the proposal preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- 6.6 The MUGA has been appropriately sited in the north east corner of the site next to the school currently under construction rather than in the middle of the open space, which would reduce the spread of built form across the site and therefore its impact on the openness of the site.
- 6.7 The proposed fencing for the MUGA has been updated to green and with a height of three metres would not be excessive in height. The fencing would be weld mesh fencing and therefore would not be a solid structure and would consequently help maintain the open character of the site.
- 6.8 Policy DMD74 states that applications for artificial pitches that incorporate floodlighting in the Green Belt will be refused unless justified through very special circumstances.
- 6.9 As set out in the submitted lighting assessment, the lighting column height was calculated using the method detailed in the CIBSE guide LG4 "Sports Lighting". This uses angles projected from the centre of the pitch and the touch line to produce a head frame location zone. When applied to this project the optimum mast height ranged from 8m to 12m for the pitch. A 10m mounting height was chosen as it would allow the floodlights to be mounted horizontally. This would

result in low vertical overspill and good uniformity on the playing surface, without compromising cost. The 10m T107RLH mast will offer a slim line profile which will minimise daytime impact. If the mounting height was reduced to 8m the floodlights would be elevated above the horizontal consequently increasing overspill. The design achieves a maintained minimum illuminance value of 205 Lux with a uniformity in excess of 0.60 which meets the requirements of Sport England.

- 6.10 There have been discussions on the type and number of floodlights proposed. Reducing the number of lighting columns required and also their height has been discussed and as detailed above would impact on glare and light spillage. Retractable floodlights have been investigated and costs estimates provided. Six retractable lighting columns would cost £66,000 and six non-retractable lighting columns would cost £12,000 resulting in an additional cost to the council of £54,000.
- 6.11 Outdoor sport lighting provides an important way of extending the use and the overall value of outdoor sports facilities. As set out in Sports England lighting guidance the winter daylight can be as short as 7 hours a day and can restrict opportunities for outdoor sports to short periods during the weekends. In numerical terms, outdoor sports lighting can extend the playing hours by some 1000 -1500 additional hours per annum and this can allow people to train or play evening matches 7 days a week, all year round. The floodlights could be removed however as highlighted above this would severely restrict the use of the MUGA in winter. The floodlights are necessary to enable the use of the MUGA to be maximised for the local community. It is considered that six 10 metre high floodlights would be reasonable and necessary to support the safe function of the MUGA for the purposes of outdoor sport and recreation and are on balance considered acceptable.
- 6.12 Policy DMD74 states that the preference for new playing field land and sports pitches is natural grass pitches. The Council will only permit artificial grass pitches if the development complies with a specific criteria. The four new marked out pitches would be natural grass pitches. However the MUGA would be a porous synthetic grass surface formed of 3G artificial turf/polymeric. The proposed material for the MUGA is considered appropriate as it would be more durable, improve performance and allow more flexibility. Furthermore given the marked out pitches would remain natural grass pitches, the existing redundant tennis courts to the north west of the site would be reseeded with a playing field mix to create a sward that marries in with the existing playing field; and the majority of the application site would consist of natural grass, the proposed pitch of the MUGA on balance is considered acceptable.
- 6.13 Sport England have been consulted on the application and they have not raised an objection because the proposal is considered to broadly meet exception E5 of the Sport England policy.
- 6.14 In principle the proposal is considered acceptable because it would support and enhance the use of the existing playing field and would not result in demonstrable harm to the open and rural character of the application site.

Impact on Metropolitan Green Belt

- 6.15 The National Planning Policy Framework (NPPF) sets out that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belt are their openness and their permanence.
- 6.16 The NPPF sets out that provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries is not inappropriate development as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- 6.17 Policy DMD82 sets out that inappropriate development within the Green Belt will not be permitted. Development that is not inappropriate will only be permitted if all of the criteria set out in Policy DMD82 has been met.
- 6.18 The proposed development would provide a MUGA with fencing and floodlighting on a sports field. The development would therefore be classed as the provision of appropriate facilities for outdoor sport and outdoor recreation and would not be inappropriate development in the Green Belt as long as the proposal preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- 6.19 The development in this instance would have an impact on the openness on an area that has until now been open playing fields, because of the additional built elements. However the MUGA would be sited adjacent to a school that is currently under construction rather than in the middle of the playing fields thus reducing the extent of built form across the site.
- 6.20 Paragraph 6.9 – 6.12 of the report discusses the proposed floodlighting. The proposed floodlights are considered to be reasonable and necessary to support the safe function of the MUGA for the purposes of outdoor sport and recreation. The lighting columns would be directly related to the use of the MUGA and would therefore not amount to inappropriate development. The proposed fencing would be green and with a height of three metres would not be excessive in height. The fencing would be weld mesh fencing and therefore would not be a solid structure. Consequently the fencing would help maintain the open character of the site.
- 6.21 The existing Poplar trees along Bullsmoor Lane which create a more urban style boundary would be replaced with new trees. A total of 25x semi-mature fastigiate oak trees are proposed which would be in keeping with the semi-rural character of the site. Discussions have also taken place regarding introducing trees along the Bulls Cross boundary to provide effective screening – a landscaping condition would be attached to any permission to secure this. The introduction and replacement of trees would soften the north and west boundaries and also obstruct views into and out of the site and therefore the proposal would not detract from the open and rural character of the Green Belt.
- 6.22 The proposal would support the NPPF objective of promoting healthy communities and planning positively towards providing opportunities for outdoor sport in the Green Belt. Taking into account the mitigation measures that have taken place to reduce the overall visual impact and harm to the Green Belt in terms of the siting of the MUGA and the replacement of trees along the boundaries for instance, and that the proposal would meet the sporting activity

needs of the students at the adjacent school and the local community, the proposal is considered acceptable in this instance. A number of conditions would be required to provide further mitigation.

- 6.23 The development would provide appropriate facilities for outdoor sport and outdoor recreation and would not be inappropriate development in the Green Belt as the proposal would not detract from the openness of the Green Belt or the purposes of including land within it.

#### Impact on Conservation Area and Street Scene

- 6.24 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character; and also Policy DMD37 which sets out criteria for achieving high quality and design led development.

- 6.25 Policy CP31 and Policy DMD44 states that when considering development proposals affecting heritage assets, regard will be given to the special character and those applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will normally be refused. This approach is consistent with that set out at a national level with the National Planning Policy Framework.

- 6.26 Given its siting within the Forty Hill Conservation Area, consideration should be given as to whether the development preserves or enhances the character and appearance of the Conservation Area.

- 6.27 In determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness.

- 6.28 Furthermore, at Paragraph 132 it states:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.”

- 6.29 It goes on to state at Paragraph 133 and 134 that:

“Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss

is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”

- 6.30 High hedges line the eastern side of Bulls Cross, blocking views of the Bulls Cross open space beyond and reinforcing the rural character of the area. The Character Appraisal sets out that the surrounding landscape becomes more suburban in character along Bullsmoor Lane. It identifies the subject open space as a benefit to the community but, at present, its urban-style boundary of steel railings and regimented row of poplar trees detract from the generally informal character of the area.
- 6.31 The Character Appraisal highlights that playing fields are a key element of the area. It states that while they make a valuable contribution in terms of preserving open space, poor quality boundaries, prominent infrastructure, utilitarian ancillary buildings and large areas of featureless, close-cropped grass give them a municipal and urban appearance which is detrimental to the area’s special character.
- 6.32 The Conservation Officer and CAG were consulted on the proposal and although the CAG are satisfied that the area will remain a sports field, they both raised a number of points. Following discussions between CAG and the applicant, CAG’s main concerns relate to the proposed lighting columns. The CAG have requested that the retractable columns are incorporated within the scheme rather than the proposed 10 metre high lighting columns. The cost of the retractable columns has however been discussed in paragraph 6.11. It is recognised that the floodlights due to their number and height, would to a degree, change the character of this part of the site. However the northern and western boundaries would be appropriately screened which would ensure that the semi-rural character is maintained and there is no demonstrable harm to the character and appearance of the Forty Hill Conservation Area.
- 6.33 The MUGA would be a porous synthetic grass surface formed of 3G artificial turf/polymeric. The proposed material for the MUGA is considered appropriate as it would be more durable, improve performance and allow more flexibility. Given the marked out pitches would remain natural grass pitches, which along with the non-marked area in the north western corner would account for the majority of the site, the proposal is considered acceptable.
- 6.34 The redundant tennis courts will be reseeded with a playing field mix to create a sward that marries in with the existing playing field. This would improve the appearance of this part of the field and enhance the character and appearance of the Forty Hill Conservation Area.

- 6.35 Amended drawings have been received that shows that the proposed fencing would be green which would blend into the rural landscape.
- 6.36 In summary it is considered that the proposed MUGA, fencing and floodlights would lead to less than substantial harm to the significance of the Conservation Area however this harm would be outweighed by the public benefits of the proposal and is therefore considered acceptable. The proposal would deliver a facility that will not only be used by school students but also the local community which will meet public health objectives.

#### Impact on Residential Amenity

- 6.37 Any new development should not impact on the residential amenity of neighbouring residents. Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity.
- 6.38 The Environmental Health Officer was consulted on the scheme and raised no objection to the proposal as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.
- 6.39 Due to the level of distancing between the development and nearby residential properties, it is considered that the proposal would not result in any demonstrable harm to neighbouring residential amenity. The submitted lighting assessment demonstrates that the efficiency of the proposed floodlights minimises light spillage beyond the immediate area around the MUGA. The lit area will be visible to residents or passers-by who look towards it but there will be no direct lighting of the nearest residents. A condition would be attached restricting the hours of operation of the floodlights.
- 6.40 The noise report concludes that the calculated noise levels from the use of the proposed MUGA are within the suggested noise criteria and that there should be no detriment by reason of noise to the residential amenity from the use of the MUGA.

#### Traffic and Transportation

- 6.41 T&T have confirmed that the proposal would not have a significant detrimental impact on the local highway network given the additional trips that would be generated between 3pm and 9pm.
- 6.42 The proposed use of the existing school access as primary vehicle access for visitors to the MUGA is broadly acceptable although details of the out of hours access arrangements will be required.
- 6.43 In terms of parking, T&T confirmed that the use of the existing 28 spaces on the school site is acceptable subject to confirmation being provided as to any access restrictions. The cumulative demand stated in the TA is 12 car parking spaces which is considered low given the location of the site and the additional provision proposed. Therefore a condition would be attached to any permission to limit the number of users at any one time while the applicant undertakes car

parking surveys to ensure that sufficient capacity is provided. Discussions are taking place regarding this condition and Members will be updated on the wording of the condition at the planning committee meeting. Conditions would also be required on cycle parking, refuse and recycling and pedestrian access arrangements.

### Sustainability

- 6.44 The MUGA is proposed to be a porous synthetic grass/surface formed of 3G artificial turf/polymeric. Hardstanding is proposed around the MUGA and to gain access to the MUGA, the material of the hardstanding would be permeable and therefore the proposal is unlikely to result in a significant increase in surface water runoff.

### Trees, Biodiversity and Landscaping

- 6.45 Policy DMD80 seeks to protect trees of significant amenity or biodiversity value and sets out that any development that involves the loss of or harm to trees covered by Tree Preservation Orders.
- 6.46 The Tree Officer has been consulted and raised no objection to the replacement of the Poplar trees as they are at a stage where they will be prone to stem and limb failure and require regular maintenance. The Tree Officer confirmed that the proposed 25x semi-mature fastigiate oak trees will be more than adequate replacement of the poplars to enhance and preserve the arboricultural amenity, at this location, for many years.
- 6.47 In line with Policy DMD81, developments must provide high quality landscaping that enhances the local environment. It has been agreed with the applicant that additional trees/ vegetation would be planted along the western boundary to provide effective screening - a soft landscaping condition would be attached to any permission to secure the detail.
- 6.48 The London Plan, adopted Core Strategy and DMD seeks to protect and enhance biodiversity. Development proposals which include external lighting should ensure that there is no unacceptably adverse impact on wildlife. A preliminary ecological appraisal was undertaken. The report concluded that the proposals would not isolate or fragment any of the valuable habitat nor will there be any significant habitat loss. Given the scale of the development it is not considered that the development will have any direct or indirect impacts on any protected areas. The northern treeline is to be initially lost and replaced with another native tree species. Those trees that have been identified as having bat roosting potential must be retained within the development. If these trees are to be removed, further surveys will be required. Consequently appropriate conditions will be required to protect and enhance biodiversity on the site.

### Other Matters

- 6.49 The Orchardside School will have primary use of the MUGA during the school week days. The MUGA will be available for community letting after school hours and at weekends until 9pm. The community use will be organised through a diarised booking system. Concerns were raised with the proposed use of the playing fields and the proposed number of pitches. Amended drawings have

been received that has removed the pitch in the north western corner which will provide a recreational area for the local community that is not marked out to be used as a pitch.

### CIL

6.50 The development would not be CIL liable.

## **7.0 Conclusion**

7.1 The proposed development would provide appropriate facilities for outdoor sport and outdoor recreation and would not be inappropriate development in the Green Belt as the proposal would not detract from the openness of the Green Belt or the purposes of including land within it. The proposed MUGA, fencing and floodlights would also lead to less than substantial harm to the significance of the Conservation Area however this harm would be outweighed by the public benefits of the proposal and is therefore considered acceptable. The proposal would deliver a facility that will not only be used by school students but also the local community which will meet social public health objectives.

## **8.0 Recommendation**

That, PLANNING PERMISSION BE GRANTED subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

739 200 P1 (Location Plan), 739 203 P1 (Existing Site Plan), 739 204 P2 (Proposed MUGA layout and Elevations), 739 205 P1 (Existing Pitch Layout), 739 206 P2 (Proposed Site Plan), 6338 1 P3 (MUGA lighting scheme), 1049\_P 1 of 4 (Underground Utility Mapping and Topographical Survey), 1049\_P 2 of 4 (Underground Utility Mapping and Topographical Survey), 1049\_P 3 of 4 (Underground Utility Mapping and Topographical Survey), 1049\_P 4 of 4 (Underground Utility Mapping and Topographical Survey), 1512\_LL\_111 Rev P03 (MUGA Layout plan), 170268-X-XX-DR-C-2000 Rev PL1 (Existing Levels Contour Plan), X-XX-DR-C-2000 Rev PL2 (Surface Water Drainage Strategy), 170268-X-XX-DR-C-1010 (Surface Water Drainage Strategy), Noise Assessment dated 3 May 2017 ref. no. 17076/001/js/b, Preliminary Ecological Appraisal dated December 2016, Drainage Strategy ref. no. 170268/TN dated 30 March 2017, , DFCP 3159 Rev D, DFCP 3159 TSP (Tree Survey Plan South West), Arboricultural Impact Assessment DFCP 3919 Rev B dated 3 April 2017, 15 00029-E001 Rev C2 (Existing Ambient Lighting), 15 0029/E002 Rev C2 (Proposed MUGA siting), STU Unit MUGA lighting options, 1512\_LP\_302 Rev



P01 (Landscape Enhancement Plan), 1512\_LL\_111 Rev P03 (MUGA Layout Plan), Landscape Strategy dated February 2017, Heritage Statement dated April 2017, Transport Statement version 2 dated 6 April 2017, Blakedown sample pitch material and specification.

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

3. Notwithstanding the submitted information, prior to the erection of the proposed fencing full elevation drawings of the proposed fence and detailed drawings/brochure detail showing the specific material and colour (which should be green) shall be submitted to and approved in writing by the LPA. The fencing shall be constructed in accordance with the agreed detail and maintained as such thereafter.

Reason: In the interest of the character and appearance of the open space, the Metropolitan Green Belt and the Conservation Area.

4. Before the MUGA is brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. This should include measures to ensure that the surface is replaced at the end of its usual lifespan. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the artificial grass pitch.

Reason: To ensure that a new facility is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with the Development Plan.

5. Prior to the commencement of the use, detailed drawings showing trees, shrubs and grass to be planted (including species, size and number) shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

6. Unless otherwise agreed in advance and in writing by the Local Planning Authority, the MUGA and its associated sports lighting shall not be used outside the hours of 09:00 to 21:00.

There shall be a mechanism in place for the lighting to be turned off outside of these times prior to the commencement of the use.

Reason: To balance illuminating the sports facility for maximum use with the interest of neighbour amenity, the Conservation Area, the Metropolitan Green Belt and sustainability in accordance with the Development Plan.

7. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to at least MUGA/AGP and ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

8. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In the interests of conserving the archaeological interest of the site.

9. Prior to the commencement of the use of the facility, details shall be submitted to and approved in writing by the LPA demonstrating how visitor access to the pitches/ MUGA will be managed. Once approved those details shall be permanently maintained.

Reason: In the interest of security and amenity of neighbouring residents.

10. Prior to the commencement of use, details of the siting, number and design of secure/covered short stay cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

11. Prior to the commencement of use, details of the refuse and recycling strategy including the location of any containers and collection points shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained.

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

12. Prior to the demolition of any trees identified as having bat roosting potential and the use of the development commences, further bat surveys shall be undertaken and submitted to and approved in writing by the local planning authority. The development shall be completed strictly in accordance with the approved details

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

13. Prior to the commencement of the use, details including the exact location, specification and design of the biodiversity enhancements designed to be built into the site following guidance by a suitable qualified ecologist shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed strictly in accordance with the approved details prior to the commencement of the use and maintained as such thereafter.

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

14. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely impacted by the proposed development in accordance with national wildlife legislation and in line with

CP36 of the Core Strategy. Nesting birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

15. The maximum number of users at any one time shall not exceed TO BE CONFIRMED. Car parking surveys shall be undertaken to ensure that sufficient parking space capacity is provided.

Reason: In the interests of highway safety and the free flow of traffic.

### **Informatives**

1. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association and Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

DATE: 12/08/2024

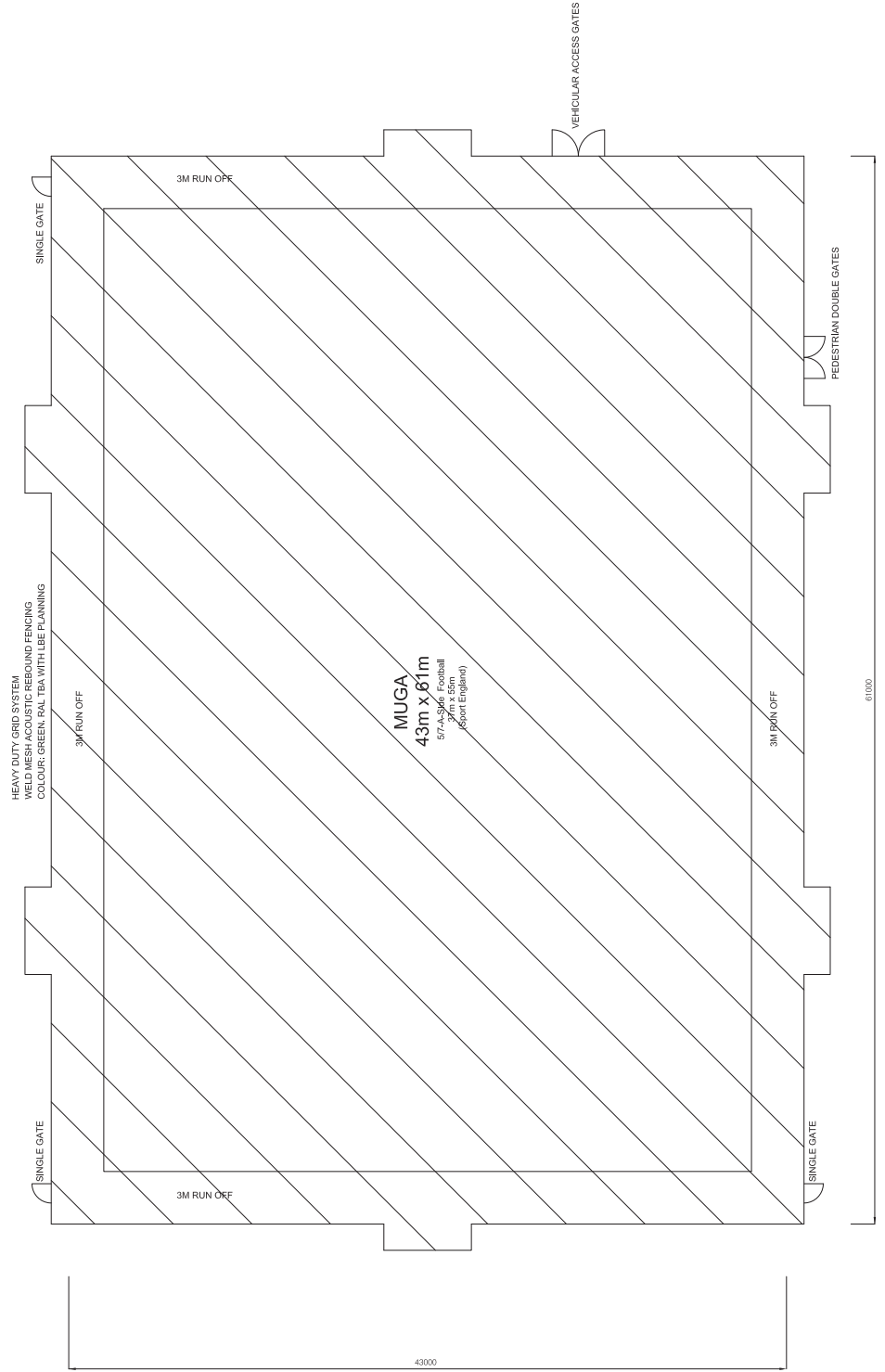
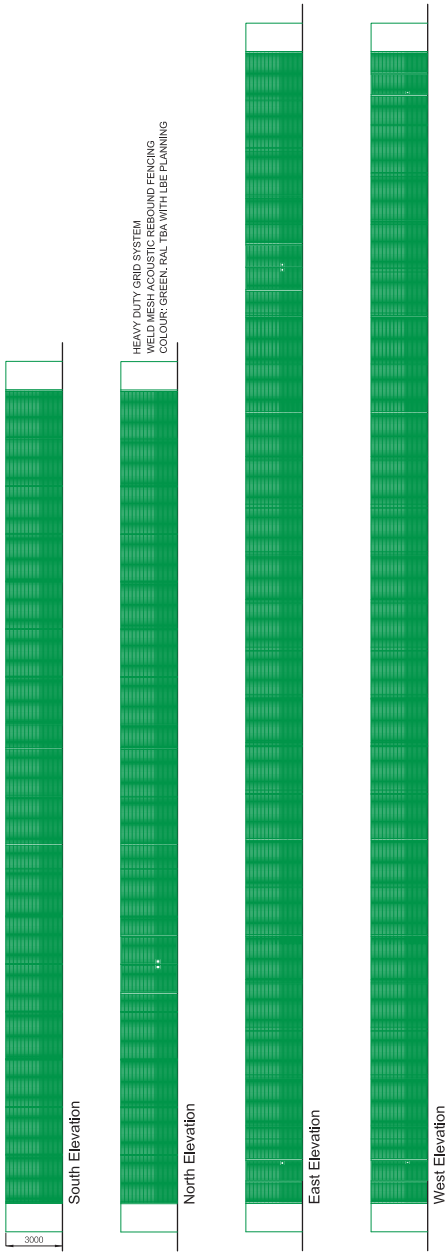
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PROJECT NAME:	PROPOSED MUGA	CLIENT:	ENFIELD FC
PROJECT ADDRESS:	BULLSMOOR LANE	PROJECT NO:	24010001
CITY:	ENFIELD	SCALE:	1:100
COUNTRY:	ENGLAND	DATE:	12/08/2024

**bhp architects**  
 bhp architects  
 100-102, BULLSMOOR LANE, ENFIELD, ENGLAND, EN3 7JF  
 TEL: 01832 311111 FAX: 01832 311112  
 WWW.BHPARCHITECTS.CO.UK

LONDON BOROUGH OF ENFIELD  
 PROPOSED MUGA  
 BULLSMOOR LANE  
 ENFIELD EN1 4RL

PROPOSED MUGA LAYOUT & ELEVATIONS

739 204 P2



GENERAL NOTES:

1. All dimensions are to be undertaken with metric. All dimensions should be brought to the attention of the CA, or the Local Authority.
2. All dimensions are to be taken from the centre of the road, unless otherwise stated.

KEY:



PEDESTRIAN ACCESS

VEHICULAR ACCESS

Rev.	Date	Description	Name
PP	11.07.17	U1/U2/U3 plan markings to parking that removed (RHS)	
PH	30.03.17	Final plan application.	

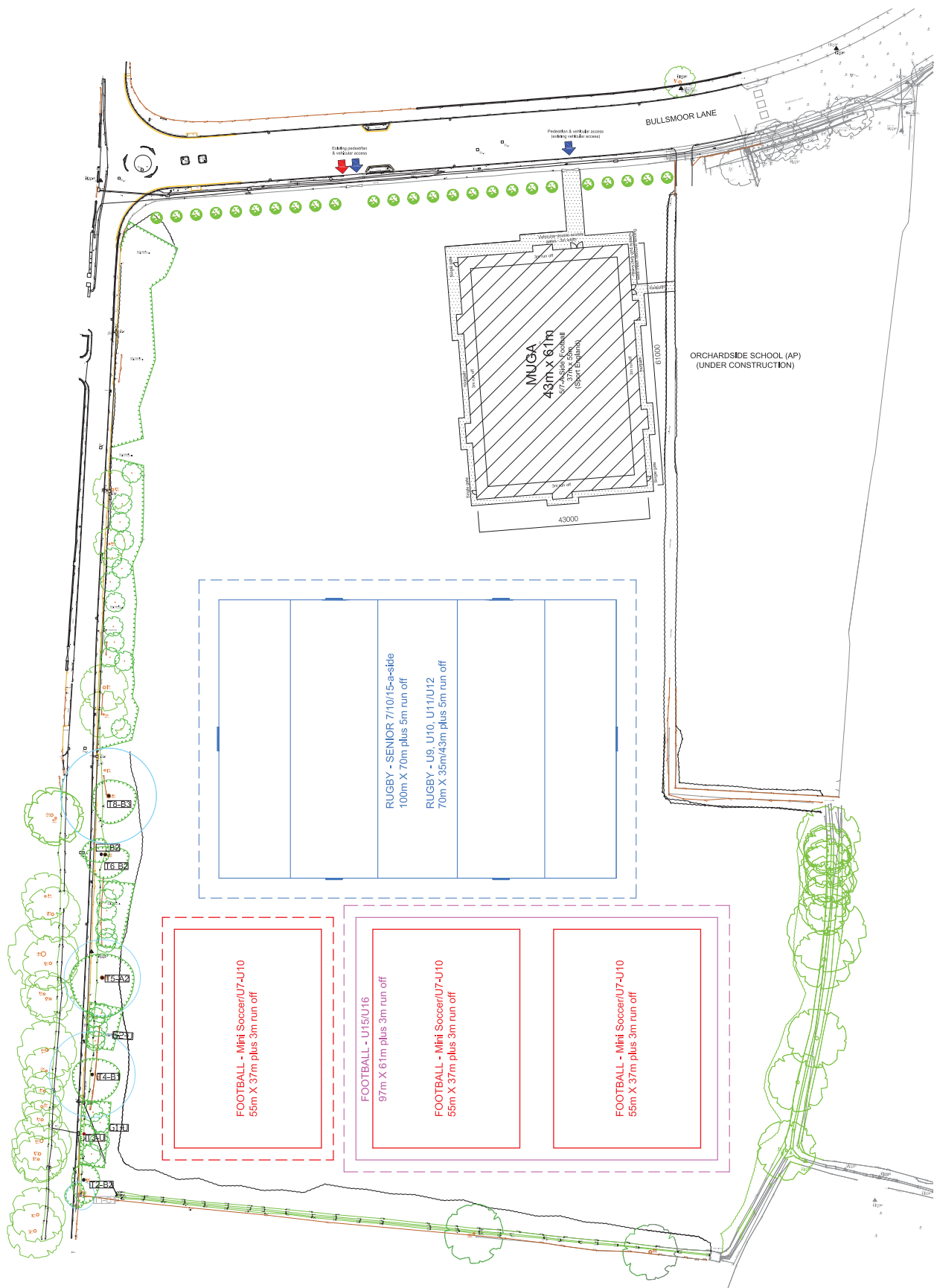
bhp architects

London Borough of Enfield  
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LONDON BOROUGH OF ENFIELD  
 MUGA  
 BULLSMOOR LANE  
 ENFIELD, EN1 4RL

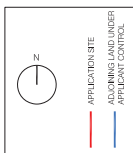
Client	Enfield Council
Date	March 2017
Scale	1:500
PROPOSED SPORTS GROUND & MUGA SITE PLAN: PROPOSED PITCH LAYOUTS	

739	206	P2
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DATE: 10/01/2023  
BY: [Name]  
FOR: [Name]

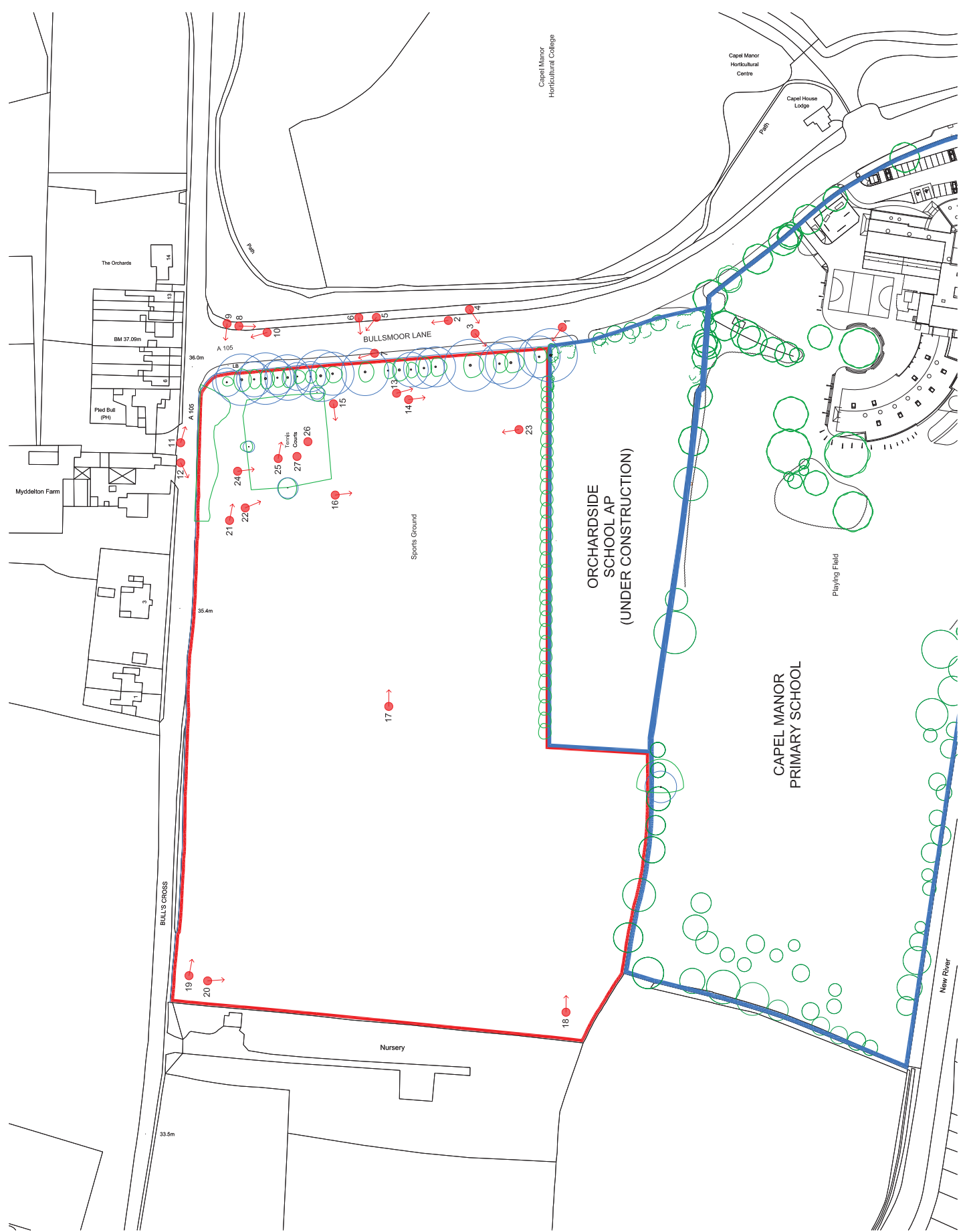


**bhp architects**

LONDON BOROUGH OF ENFIELD  
 WILSON STREET  
 BULLSMOOR LANE  
 ENFIELD, EN1 4FL

PROJECT NO: [Number]  
 DRAWING NO: [Number]  
 DATE: [Date]  
 SCALE: [Scale]

EXISTING SITE PHOTOGRAPHS PLAN





## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 29 August 2017

**Report of**  
Assistant Director,  
Regeneration & Planning

**Contact Officer:**  
Andy Higham  
Liz Sullivan  
Sean Newton  
Tel No: 020 8379

**Ward:** Cockfosters

**Ref:** 17/00459/FUL

**Category:** Major Dwellings

**LOCATION:** 383 Cockfosters Road, Barnet, EN4 0JS

**PROPOSAL:** Demolition of existing building and erection of a 2.5 storey block of 14 x 2-bed self-contained flats with accommodation and car parking at basement level and associated works

**Applicant Name & Address:**

Empyrean 383 Ltd/Hadley Property  
Consultancy  
C/O agent

**Agent Name & Address:**

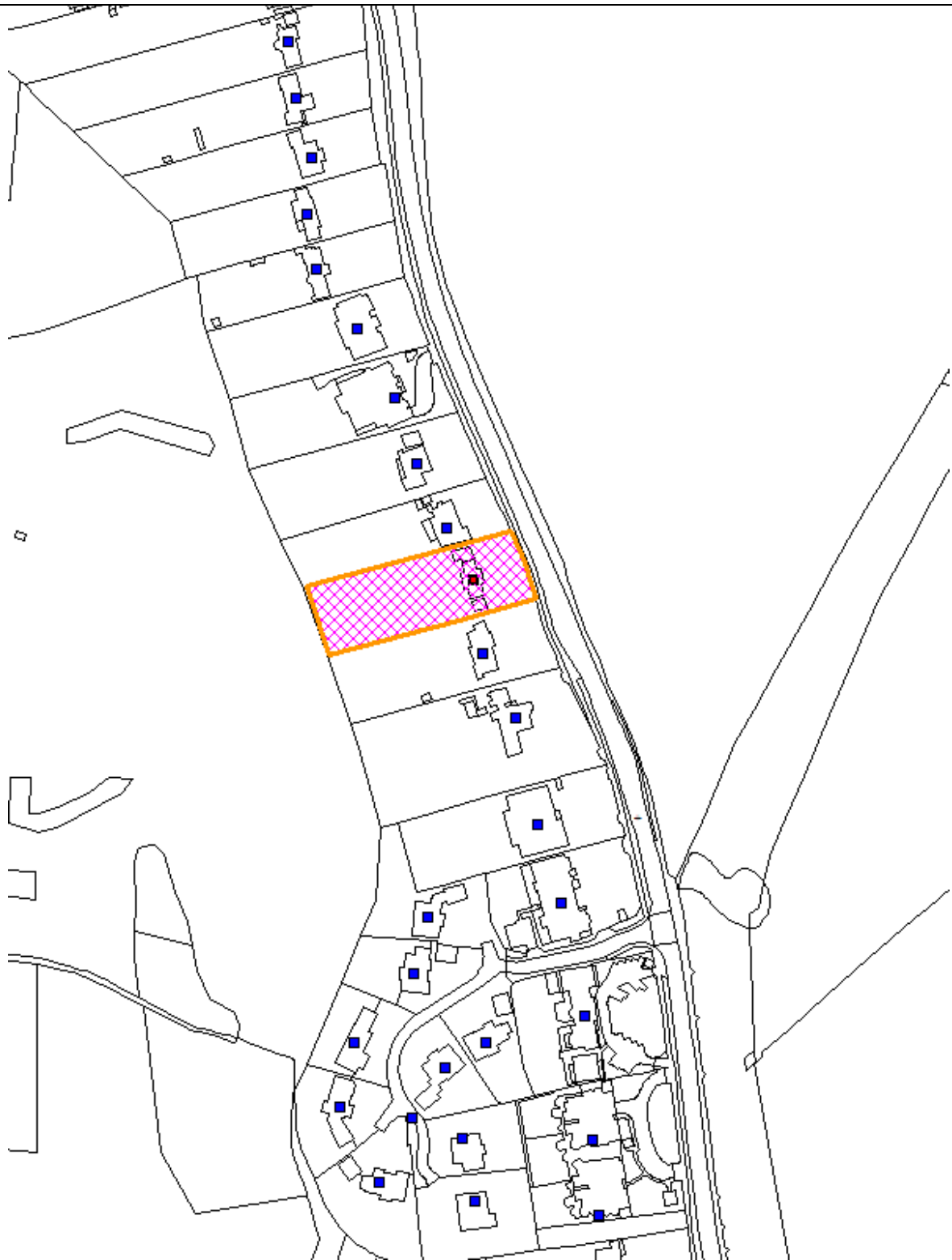
Nick Makasis  
GML Architects  
Unit 3  
1-4 Christina Street  
London  
EC2A 4PA  
United Kingdom

**RECOMMENDATION:**

That subject to the securing of a Legal Agreement to secure the obligations as set in the report, planning permission be **GRANTED** subject to conditions

**Note for Members:**

Ref: 17/00459/FUL LOCATION: 383 Cockfosters Road, Barnet, EN4 0JS,



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Scale 1:1250

North



## **1. Site and Surroundings**

- 1.1. A large detached dwelling located on the western side of Cockfosters Road. Immediately to the south, the redevelopment of No.381 Cockfosters Road is underway.
- 1.2. The dwelling has benefited from numerous extensions which has resulted in the existing built form which at ground floor level, spans the width of the plot. The existing rear garden beyond the extensive patio area, extends approximately 50m towards the heavily vegetated shared boundary with the Hadley Wood Golf Club. There are a number of mature trees within the garden.
- 1.3. The prevailing character is one of large detached dwelling houses or flatted developments set well back from the road frontage. The majority of front gardens have been completely paved over to provide parking.

## **2. Proposal**

- 2.1. Permission is sought for the demolition of existing building and erection of a 2.5 storey block of 12 x 2-bed and 2 x 1-bed self-contained flats with accommodation and car parking at basement level and associated works.

## **3. Relevant Planning Decisions**

- 3.1. P14-02130PLA - Redevelopment of the site to create 9 flats (6x2-beds,3x3-beds) and associated parking – granted with conditions on 28/04/2017.

## **4. Consultations**

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

#### Traffic and Transportation

- 4.1.1. Objections are raised over the level of parking provision and their arrangement, the gradient of the access ramp, and access to the basement cycle store.

#### Environmental Health

- 4.1.2. It has been advised that there are no objections. However, being sited near to a main road, a condition is required to ensure that sufficient mitigation is provided to reduce the impact of noise on potential residents.

#### Tree Officer

- 4.1.3. No objections are raised subject to securing an appropriate landscaping scheme by condition.

#### Waste Services

- 4.1.4. It has been advised that there are no comments to be made.

Thames Water

- 4.1.5. It is advised that with regard to waste water, due to the close proximity of the public sewers, TW approval is required for development within 3m of a public sewer. No objections are raised in relation to sewerage infrastructure capacity.

Duchy of Lancaster

- 4.1.6. It has been advised that the covenants do not apply to the property and the Duchy has no continuing interest.

**4.2. Public Response**

- 4.2.1. Letters were sent to the occupiers of 10 adjoining and nearby properties. No comments have been received.

**5. Relevant Policy**

5.1. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
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 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.17	Waste capacity
Policy 5.18	Construction, Excavation and Demolition Waste
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	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology

Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

## 5.2. Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP9:	Supporting community cohesion
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
CP26:	Public transport
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

## 5.3. Development Management Document

DMD1	Affordable Housing on Sites Capable of Providing 10 Units or More
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of Existing Residential Units
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality

DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4. Other Relevant Policy Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
LBE S106 SPD  
Enfield Strategic Housing Market Assessment (2010)  
Community Infrastructure Levy Regulations 2010

**6. Analysis**

6.1. Principle

6.1.1. In broad terms, the proposal is consistent with the aims of the London Plan and policies within the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London and the Borough. However, it is equally important that all other relevant planning considerations which seek to ensure that appropriate regard is given to design, the character of the area, neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability, are given appropriate consideration.

6.2. Impact on Character of Surrounding Area

*Density*

6.2.1. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan in particular encourages the development of land to optimise housing penitential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 1a, therefore the London Plan suggests that a density of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location.

6.2.2. Fifty habitable rooms are proposed on a site measuring approximately 0.277ha, equating to a density of approximately 180hrph.

6.2.3. The scheme is just above the midpoint of the suggested density range which suggests that an appropriate level of density is being achieved. Given the context of the site and surroundings, it is considered appropriate that the development is not achieving the maximum value of the density range. However, as identified above, adopted policy acknowledges a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the proposed development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

*Design*

- 6.2.4. There is clear guidance on the approach to the matter of design. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development but Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 further advises that “*decision should not impose architectural styles or particular tastes... [nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness*” while paragraph 61 advises that “*...decisions should address...the integration of new development into the natural, built and historic environment*”.
- 6.2.5. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” Policy DMD 37 (Achieving High Quality and Design Led Development”) confirms the criteria upon which application will be assessed. However, it also recognised there is a degree of subjectivity in this assessment of acceptable design.
- 6.2.6. Cockfosters Road traditionally comprised of large 1930s era dwelling houses or mock Tudor dwellings, although in more recent years, grandiose neo-Georgian dwellings/ blocks of flats have tended to dominate. Mindful of the advice provided by the NPPF with regards to not imposing architectural styles or tastes, the overall design is more modern and is considered acceptable.
- 6.2.7. Whilst from the front elevation the building would be no greater in height than the existing with its hipped roof, at the rear, due to the change in ground levels, and as depicted on Drawing No.10734/PL.104, the building would have the appearance of a 3 / 4 storey structure. There would be long distance views from the golf course to the rear, however due to the extensive level of tree plantings within the golf course and along the common boundary, the building will not appear as a four-storey structure as the lower levels will not be visible over the top or through the trees. It is considered that the rear elevation despite its elevational appearance on the submitted plans, will not appear any more dominant than existing developments in the immediate vicinity of the site.
- 6.2.8. In terms of massing and proximity to boundaries, the proposed building would be sited approximately 2.5m from its common boundary with No.381 Cockfosters Road, with a further 4m to the building under construction. To the north, it is approximately 2.5m from the common boundary with No.383 Cockfosters Rd, with a further 1.2m to that dwelling. The levels of distancing to those boundaries increases into the site due to the stepped nature of the design. In relation to the rear (western) boundary, shared with the golf club, the level of distancing is approximately 46m, and is commensurate with more recent developments.
- 6.2.9. In addition, the proposed pallet of materials is an acknowledgement of the predominant building materials in the area. The use of glazed bricks in a diaper

pattern on the flank elevations, together with the introduction of high-level windows helps to break up a façade that would otherwise appear very bland.

6.2.10. The appearance of a flatted development in particular, can be blighted by the appearance of numerous satellite dishes and television antennae. To mitigate this, it is considered appropriate to seek details of a communal satellite dish and television antenna.

6.2.11. Taking all the above into consideration, the proposed density, having regard to the adopted London Plan standard as discussed above, is considered to be appropriate for the site and for the area. With regard to massing and distancing, there is sufficient distancing being retained between the boundaries and the buildings and overall it is considered that the development would not appear overbearing from the public footway and surrounding area.

#### *Quality of Accommodation*

6.2.12. To improve the quality of new housing, new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments), the Mayor's Housing SPG (because the Mayor considers the size of new housing to be a key strategic issue) and, the nationally described space standards (which is concerned with internal space standards only).

6.2.13. The minimum size of individual flats is dependent on the occupancy level. The respective size of the units are set out below:

Flat No:	Proposed Occupancy	Adopted Minimum Standard (sqm)	Proposed Floor Area (sqm)	Amenity Space
1	2b3p	61	73	16
2	2b4p	70	115.2	40
3	2b4p	70	92	60
4	2b4p	70	101.5	30
5	2b4p	70	82	40
6	2b4p	70	104	48
7	1b2p	50	68	32
8	2b4p	70	106	12
9	2b4p	70	103	11
10	2b4p	70	110	12
11	2b4p	70	123	9
12	2b4p	70	92	58
13	2b4p	70	104	65
14	1b2p	50	61	13

6.2.14. Turning to individual rooms, the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 8sqm and 12sqm respectively, although "7.5sqm and 11.5sqm are generally regarded as the smallest respective benchmarks". The combined floor areas for living / dining / kitchen space is 27sqm (4p). Rooms in each unit exceed the minimum standard.

#### *Amenity Space Provision*



6.2.15. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Proposed private amenity space (in the form of balconies / terraces) exceed the minimum standard of 7sqm. In addition to the private amenity space as outlined above, the scheme will also be providing approximately 1200sqm of communal amenity space at the rear. On this element, the scheme is considered acceptable.

### 6.3. Impact on Neighbour Amenity

6.3.1. Distancing levels to No.385 Cockfosters Road to the north and the building under construction at No.381 Cockfosters Road to the south have been provided above. This level of distancing is considered acceptable and should not lead to conditions prejudicial to neighbour amenity in terms of loss of outlook, light, overlooking and loss of privacy. The development is therefore considered to have sufficient regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

### 6.4. Highway Safety

6.4.1. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.

#### *Parking / Traffic Generation*

Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

6.4.2. The maximum parking standards of the London Plan are set out above, although it is advised that all developments in areas with a good PTAL score should be aiming for significantly less than 1 space per unit. The site, as discussed above, is located in an area with a poor PTAL score (1b) therefore applying the London Plan standards, the scheme should be providing a maximum of 14 parking spaces.

6.4.3. Twenty-eight parking spaces are proposed within the basement and three will be at surface level to be used as visitor parking. The applicant's rationale being that each occupier would have two vehicles in this remote location. Of the parking spaces within the basement, it isn't clear which spaces will be disabled persons parking but this can be conditioned. In addition, whilst tandem parking is not ideal, providing that each tandem pair is allocated by unit, this does not provide any further concerns about being 'boxed in'. A car park management plan should therefore be secured.

6.4.4. Having regard to the requirement to provide 20% of the spaces for electric vehicle parking and a further 20% passive provision for future use, the details and provision of the active / passive charging points would be secured by condition, as the submitted plans do not indicate these.

- 6.4.5. In relation to cycle parking, the London Plan requires 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). This equates to 26 long-stay spaces and 1 short-stay space for the current scheme. As proposed, 32 spaces are proposed within the basement in a 2-tier cycle store and 4 spaces are proposed at surface level. The level of provision is considered acceptable and details will be secured by condition. With regard to the basement cycle spaces, access to the cycle store is not ideal as any cyclist would need to push their way through 4 doors to reach the store. This should be reviewed. A proposed condition to secure details of a car parking management plan should be sufficient to address this.

#### *Access and Servicing*

- 6.4.6. The site is currently served by two footway crossings, located near to the northern and southern boundaries. The proposal will seek to utilise the northern access point, therefore a condition will need to be imposed in relation to the reinstatement of the dropped kerb near to the southern boundary. The re-use of the existing access point is acceptable in principle, however to enable two-way movement, this should be increased to 4.8m in width. A revised plan could reasonably be secured by condition.
- 6.4.7. The pedestrian access from the footway is shown adjacent to the internal access road, and an additional footpath leads to the refuse store.
- 6.4.8. Ideally, a vehicle access ramp should not have a gradient greater than 1:10, although the maximum drive gradient is 1:6. Where the gradient exceeds 1:10, suitable transition zones should be incorporated. The gradient for the proposed ramp is 1:8.9, decreasing to 1:20 near the top of the ramp. This is considered acceptable.
- 6.4.9. The width of the access ramp at 4.50m is insufficient for two-way vehicle movements given the bend. Access into/from the basement car park will therefore need to be controlled in some way, with the details of a signalling/control system to be secured by condition.
- 6.4.10. Having regard to the above, it is considered that the development makes acceptable provision for parking and servicing and is unlikely to lead to conditions prejudicial to the free flow of traffic or highway safety, having regard to Policy 6.13 of the London Plan and DMD Policies 28 and 45 of the Development Management Document.

#### 6.5. Housing Need

- 6.5.1. Section 6 of the NPPF (Delivering a wide choice of high quality homes) provides guidance on housing delivery and the quality and location of new houses. Paragraph 47 of the NPPF aims to “boost significantly the supply of housing” through the use of an evidence base and an annually updated supply of specific deliverable sites with a 5% buffer. Paragraph 48 confirms that local planning authorities should make allowance for windfall sites in the five-year supply if there is compelling evidence that such sites have consistently become available, although it is advised that this should not include residential gardens. Housing applications are to be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites (para.49). Paragraph 53 advises that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

- 6.5.2. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure that with regard to market housing, 45% are 3+bedroom houses and 20% is 4+bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.5.3. The findings of Ecotec's research, Enfield Strategic Housing Market Assessment (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with 3+bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner-occupied market housing sector is for family sized housing.
- 6.5.4. The earlier findings of Fordham's Research, Enfield Council Housing Study (September 2005) corroborate Ecotec's findings. The research showed there was an absolute shortage of four bedroom properties in the owner-occupied sector, which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation. This is confirmed with data in the Monitoring Report and Housing Trajectory 2015 ("Monitoring Report") which was reported to the Local Plan Cabinet Sub-Committee on 3 March 2016.
- 6.5.5. In relation to housing supply, the London Plan 2011 housing target was originally planned to cover a 10 year period from 2011/12 to 2020/21 and required Enfield to provide 5,600 additional dwellings, some 560 per year (the previous target from 2006/07 to 2016/17 was 3,950 additional dwellings). The most recent housing trajectory report, confirms that since 2012, there has been a cumulative shortfall in housing delivery versus the annual target of 560, with the cumulative shortfall for the year 2015/16 being 164 dwellings. The borough must identify a supply over the next five years (2016/17 to 2020/21) of 4,190 (798 per annum plus the 5% buffer).
- 6.5.6. Having regard to the above, whilst sufficient land has been identified to meet with the Council's housing targets, the policy requirement is not to just meet with the target but to exceed it (policy 3.3, London Plan). In this regard, whilst not providing a 3-bed as in the previous scheme, the development is providing five more units than previously approved.

## 6.6. Sustainable Design and Construction

### *Biodiversity / Ecology*

- 6.6.1. Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.6.2. The proposal involves the demolition of an existing dwelling house and there are mature trees within the site which could offer opportunities for bat roosts. A survey has been conducted whereby it has been concluded that the existing dwelling has a low potential for bats and that no further surveys are required. Moreover, the detached brick shed (with cement tiles) and trees were all considered as having low potential for roosts.

- 6.6.3. Consideration has also been given to the potential for the site to host other protected species. There are no water bodies in the vicinity, no evidence of badger activity and no suitable habitat for GCNs, stag beetles, dormice and hedgehogs.
- 6.6.4. Most the site is amenity lawn with trees at the rear having some amenity and biodiversity value, although overall it is concluded that the site has low value for biodiversity. While the submitted Ecology Survey concludes that the development offers minimal ecological enhancement, it does recommend the addition of bird and bat boxes in the existing mature trees at the rear of the site. This should be augmented with provision on the building itself, which can be secured by condition.
- 6.6.5. Having regard to the above, the proposed development will not detrimentally impact upon the existing ecological value of the site but through measures proposed and to be secured by condition, will serve to enhance the value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

#### *Trees*

- 6.6.6. The front of the site is devoid of any vegetation and the majority of the trees to be retained are at the bottom of the garden, at some distance from the proposed building. As no tree will be affected, it is therefore not necessary in this instance to impose any condition in relation to protection or methodology. It is noted that current stark appearance of the front of the property will be improved by way of some soft landscaping, which will be secured by condition.

#### *Energy*

- 6.6.7. An *Energy Statement* has not been submitted with the application because it was considered that this could be a matter dealt with by condition should planning permission be granted (an Article 12 Notice of the DMPO was submitted). An Energy Statement will be secured by condition to ensure that adopted targets are met.

#### *Drainage*

- 6.6.8. London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies DMD59 ("Avoiding and reducing flood risk") confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties. DMD61 ("Managing surface water") requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 6.6.9. The drainage strategy is not clear therefore a condition is proposed to secure these details.

#### *Water Efficiency*

- 6.6.10. Policy DMD58 requires all major residential developments to achieve as a minimum, water use of no more than 80 litres per person per day. A condition will be imposed to secure this.

### *Site Waste Management*

- 6.6.11. 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 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020.
- 6.6.12. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 6.6.13. Details of a construction waste management plan can be secured through an appropriately worded condition

### 6.7. Viability

- 6.7.1. Members should note the extant permission on the site. With that scheme, the developer had initially proposed a contribution which was not considered acceptable, however in order to realise any greater value and to enable the local authority to claw back some money on any surplus achieved above what had been stated, it was agreed that the local authority would be entitled to 50% of the excess of the final gross development threshold without any cap on that payment. Whilst overage clauses are a standard provision in S106 Agreements, the approach taken with the extant scheme differed in that the Agreement was 100% overage, that is, no upfront payments would be secured and the Council would only have received money once the scheme started to exceed the gross development value. This approach was adopted solely because the scheme had stalled for a considerable length of time over the issue of contributions. There was a possibility that once development costs and sales had been taken into account, the Council may not have received any payment.

### *Affordable Housing*

- 6.7.2. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to "decent and appropriate housing in their borough" (para.5.17 Core Strategy). The development results in the net increase of 13 residential units and a total GIA of 2191sqm, with a net increase of 1610sqm. The development is therefore required to make contributions in accordance with adopted policies, subject to viability.
- 6.7.3. Following a viability review and extensive negotiations, it has been concluded that the scheme is able to make an off-site contribution of £400,428.58. This will need to be secured via a S106 Agreement.

### *Education / Childcare*

- 6.7.4. Core Policy 8 sets out the education infrastructure requirements of the borough, with the Monitoring Report confirming the increase in the number of primary (930 additional places in 2012/13, 2315 additional places in 2013/14) and secondary school places (1006 additional places 2014/15). Core Policy 46 confirms that infrastructure contributions for learning and skills facilities is one of the priorities while the supporting text at para.7.3.1 of the S106 SPD also confirms that contributions will be sought on all residential developments.

- 6.7.5. The scheme will be liable for an education contribution for the net increase of 13 residential units in accordance with section 9 of the S106 SPD. This confirms a flat rate of £2,535 per dwelling. This equates to a contribution of £32,955.

Community Infrastructure Levy (CIL)

*Mayoral CIL*

- 6.7.6. 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 an Outer London weighting (£20) and a monthly indexation figure (283 for August 2017). The development is CIL liable for the construction of 1610sqm of new residential floor space, which equates to £40,863.68.

*LBE CIL*

- 6.7.7. The Council introduced its own CIL on 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. Enfield has identified three residential charging zones and the site falls within the highest charging rate zone (£120/sqm). The LBE CIL applicable is £199,545.99

6.8. Section 106 / Legal Agreement

- 6.8.1. Having regard to the content above, it is recommended that should planning permission be granted, the following obligations / contributions, as discussed above, should be secured through a legal agreement:
- An off-site affordable housing contribution
  - Education contribution
  - 5% management fee for the financial contributions

**7. Conclusion**

- 7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Policies 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  2. The proposed development due to its design, size, scale and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  3. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect, complies with Policy 7.6 of the London Plan, Core

Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect, complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59, 61 & 69 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

## **8. Recommendation**

- 8.1. That subject to the securing of a Legal Agreement to secure the obligations as set out above, planning permission be GRANTED subject to conditions.

1. Time Limited Permission

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Plans – Revised

Unless required by any other condition attached to this Decision, the development hereby permitted shall be carried out in accordance with the following approved plans and documents:

PA001 THE LOCATION PLAN  
PA003 TOPO SURVEY PLAN  
PA004 TOPO SURVEY PLAN WHOLE SITE  
PA008 MASSING COMPARISON  
PA009A Proposed Wide Context Plan  
PA010A Proposed Ground Floor  
PA011A Proposed Lower Ground & Ground Floor  
PA019A Proposed 1st & 2nd Floor  
PA020A Proposed Front Elevation  
PA021A Proposed Front Elevation / Section Through Parking  
PA022A Proposed Rear & Side (South) Elevation  
PA023A Proposed Side (North) Elevation and Section A-A  
PA025A Materials and Precedent

Design & Access Statement  
Ecology Assessment  
Demolition Statement  
Glazed and Stock Mixture

Reason: In the interest of proper planning and for the avoidance of doubt.

3. Mix / Size of Units

The development hereby approved shall only be laid out as 14 flats as shown on Drawing Nos.PA011a and PA012a. There shall be no deviation from the number, size or mix of units from that approved unless written permission is otherwise granted by the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s), in accordance with adopted Policy.

4. Details of Materials

5. Details of External Lighting

Details of any external lighting to be provided including the design, height and siting shall be submitted to the Local Planning Authority prior to installation. In addition, details regarding how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the wooded boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be provided prior to the occupation of the first residential unit and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

6. Details of Hard Surfacing

7. Parking Management Plan

A Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority before any above ground works is commenced on site. The Plan should include:

- a. A scaled car parking plan with clearly marked out bays (inclusive of all disabled bays);
- b. Allocated and unallocated surface/basement spaces;
- c. Management of visitor parking;
- d. Provision for unobstructed access to the basement cycle store; and
- e. Details of a signal system to control traffic on the ramp.

The development shall only be carried out in accordance with the approved Car Parking Management Plan. The parking shall be provided solely for the benefit of the occupants of the development and their visitors and for no other purpose.

Reason: In the interests of highway safety.

8. Electric Vehicle Charging Points

Prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting and design of plugs, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be provided to the Local Planning Authority for approval in writing.

All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently maintained and retained.



Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

9. Details of Access and Junction

No above ground works shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development, inclusive of the reinstatement of redundant footway crossings, have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before the development is occupied.

Reason: To ensure that the development complies with adopted Policy and does not prejudice conditions of safety or traffic flow on adjoining highways.

10. Gates

Any vehicular entrance gates erected shall be automatic to prevent stopping vehicles obstructing the footway, they shall be hung to not open outwards, and shall be set back a minimum distance of 5m from the carriageway edge. Pedestrian gates shall be hung to open inwards.

Reason: To avoid the unnecessary obstruction of the public highway in the interests of highway safety.

11. Construction Methodology

Development shall not commence until a Construction Methodology has been submitted to the Local Planning Authority for approval in writing. The detail shall include:

- a. a photographic condition survey of the roads, footways and verges leading to the site;
- b. wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c. the estimated number and type of vehicles per day/week;
- d. details of any vehicle holding area;
- e. details of the vehicle call up procedure;
- f. arrangements for the parking of contractors' vehicles;
- g. hours of work;
- h. Coordination with other development projects in the vicinity;
- i. 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 be carried out in accordance with the approved detail.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and 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.

12. Cycle Storage

Prior to above ground works commencing, details of the above ground and basement bicycle parking spaces as indicated on Drawing Nos.PA/009a and PA/011a, shall be submitted to the Local Planning Authority for approval in writing. The cycle storage shall be provided in accordance with the approved

detail prior to first occupation and shall thereafter be permanently maintained, kept free from obstruction and available for the parking of bicycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel and in accordance with adopted policy.

13. Details of Refuse Storage & Recycling Facilities

Prior to above ground works commencing, details (inclusive of elevational treatment) of the refuse storage / recycling facilities shall be submitted to the Local Planning Authority for approval in writing.

The facilities shall be constructed in accordance with the approved detail prior to first occupation.

Reason: In the interest of visual amenity.

14. Energy Strategy

No superstructure works shall commence until an Energy Strategy has been submitted to the Local Planning Authority for approval in writing. The Energy Strategy shall include the following detail:

- a. How the chosen strategy complies with the energy hierarchy of the London Plan;
- b. how the development will provide for no less than a 35% improvement in the total CO<sub>2</sub> emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline measure;
- c. the renewable energy technologies considered and discounted / adopted; and
- d. details of chosen renewable energy technology including design, size, siting, technical specification, and management plan

The development shall only be undertaken in accordance with the approved Energy Strategy.

Reason: To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

15. SuDS 1

The development shall not commence until a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and DMD Policy SuDS Requirements. The Drainage Strategy shall include the following details:

- a. Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change
- b. Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential
- c. Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- d. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact

- e. Clear ownership, management and maintenance arrangements must be established
- f. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features
- g. How the chosen strategy conforms to the Landscape Strategy

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF.

16. SUDS 2

Prior to first occupation, a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:

- a. As built drawings of the sustainable drainage systems including level information (if appropriate)
- b. Photographs of the completed sustainable drainage systems
- c. Any relevant certificates from manufacturers/ suppliers of any drainage features
- d. A confirmation statement of the above signed by a chartered engineer

Reason: To ensure that the drainage strategy has been fully implemented in the interest of managing surface water as near to the source as possible.

17. Water Efficiency

No above ground works shall commence until details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 80 litres per person per day, unless otherwise approved in writing.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments in accordance with policy 5.15 of the London Plan, CP21 of the Core Strategy and DMD58 of the Development Management Document.

18. Ecological Enhancements

Prior to commencement of above ground works, details of the siting and number of bat bricks/tiles and bird bricks/tubes/boxes designed into and around the new buildings and trees under the supervision of a suitably qualified ecologist shall be submitted to the Local Planning Authority for approval in writing. Confirmation of installation, prior to first occupation, together with accompanying photographic evidence shall be submitted to the Local Planning Authority.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

19. Landscaping

No works or development shall take place until full details of the landscape proposals have been submitted to and approved by the Local Planning Authority. Details shall include:

- a. Planting plans;
- b. Written specifications (including cultivation and other operations associated with plant and grass establishment);
- c. Schedules of plants and trees, to include native, wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities);
- d. Implementation timetables;
- e. Wildlife friendly plants and trees of local or national provenance; and
- f. How the Landscaping conforms with the Drainage Strategy.

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

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan. To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with adopted Policy.

20. Construction Site Waste Management Plan

Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Site Waste Management Plan shall include as a minimum:

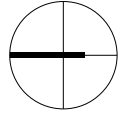
- a. Target benchmarks for resource efficiency set in accordance with best practice;
- b. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
- c. Procedures for minimising hazardous waste;
- d. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
- e. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
- f. No less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19 of the London Plan.

21. Satellite dish / TV Antenna

No superstructure works shall commence until details for the provision of a communal television system/satellite dish have been submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved detail.

Reason: To mitigate the possibility of numerous satellite dishes being installed on the building hereby approved, in the interests of the visual appearance of the development, in particular, and the locality in general.



REVISION:

A 29.03.17 REVISED TO COMMENTS

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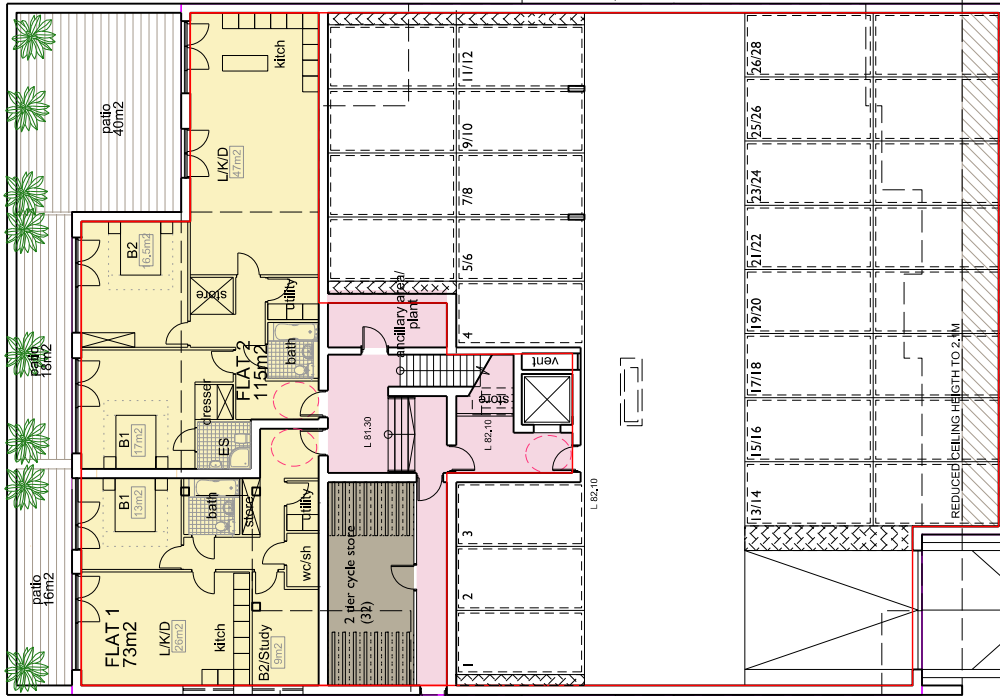
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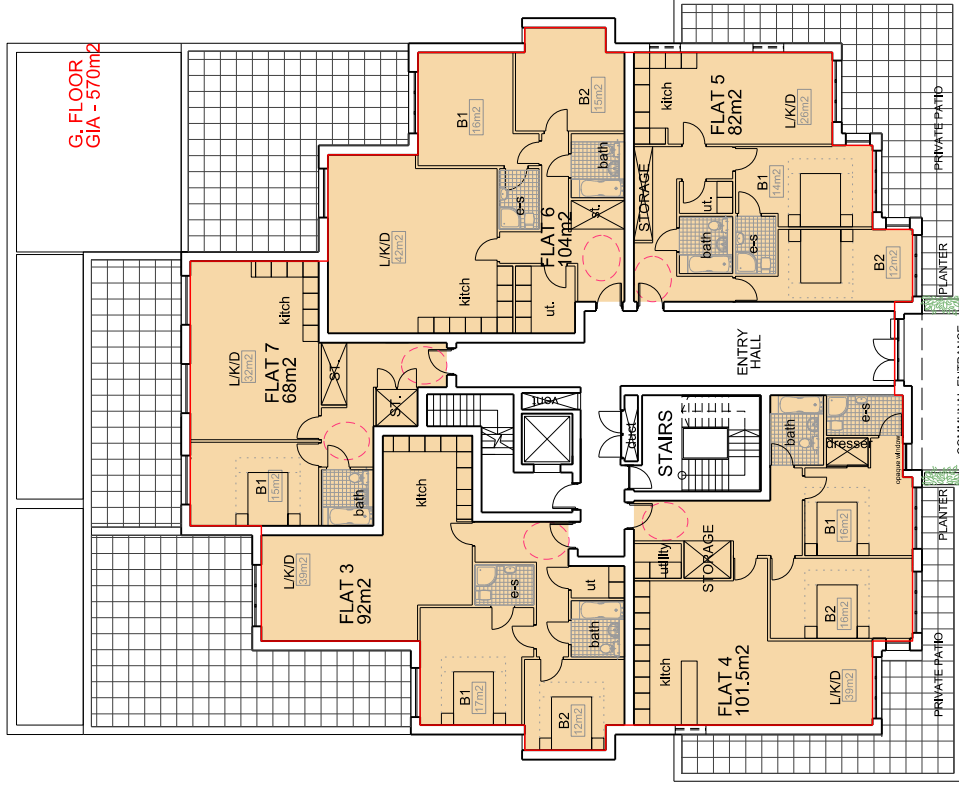
Unit 3, 1-3 Christina Street, London EC2A 4PA

PROPOSED WIDE CONTEXT PLAN

**BASEMENT**  
GIA - 813m<sup>2</sup>



PROPOSED BASEMENT PLAN



PROPOSED GROUND FLOOR PLAN

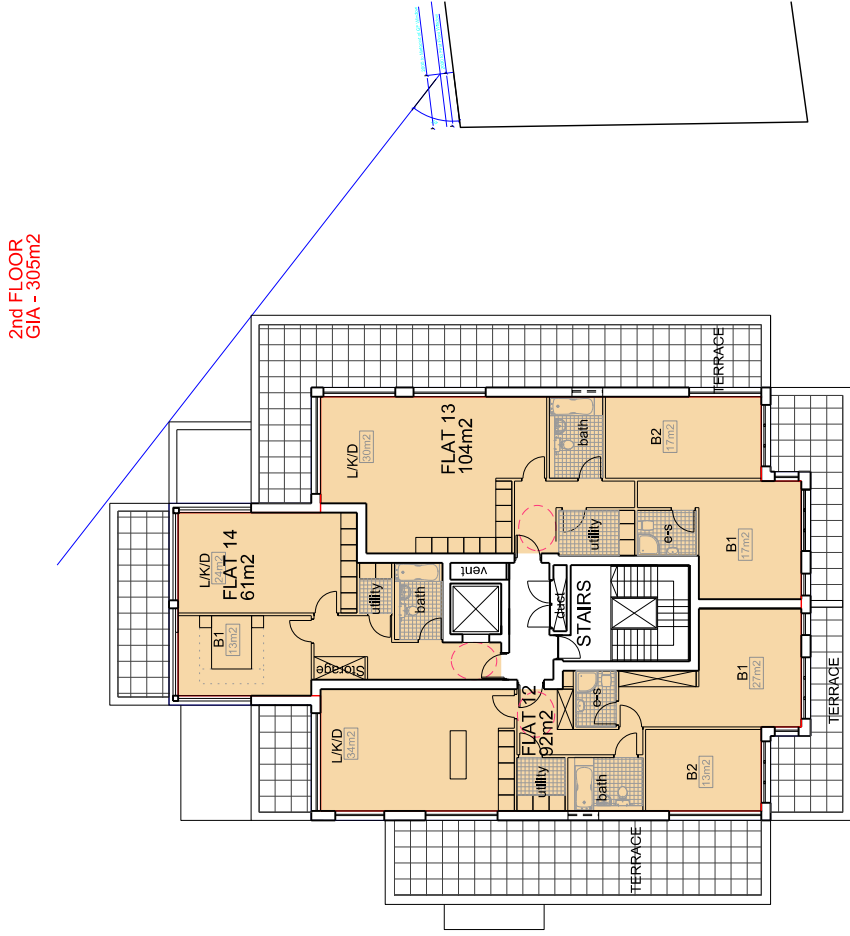


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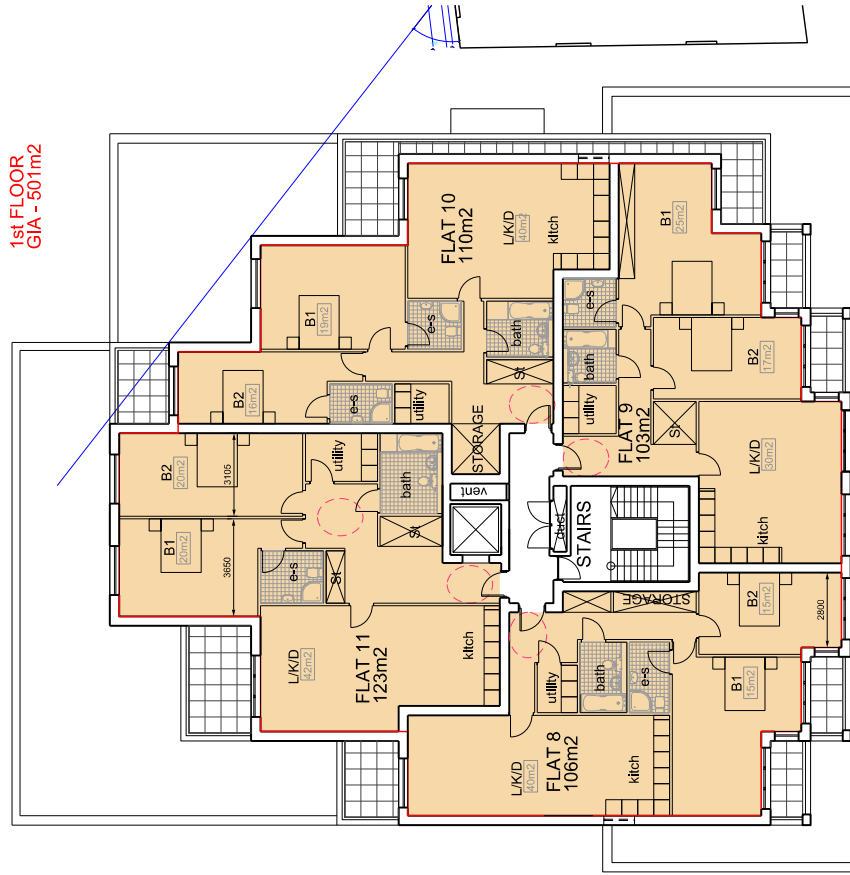
Unit 3, 1-3 Christina Street, London EC2A 4PA

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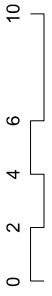
LOWER GROUND & GROUND FLOOR



PROPOSED 1ST FLOOR PLAN

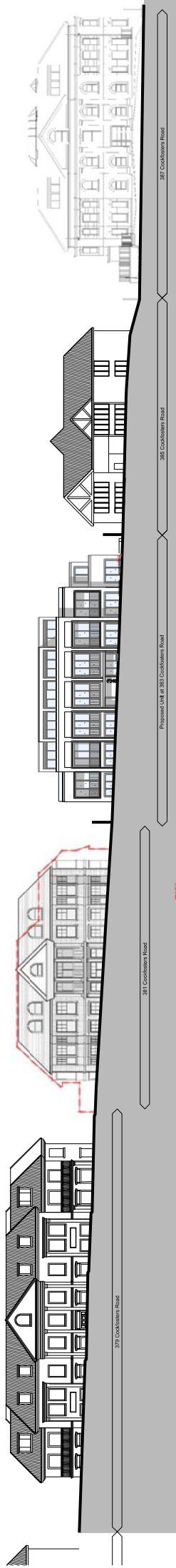


PROPOSED 2ND FLOOR PLAN

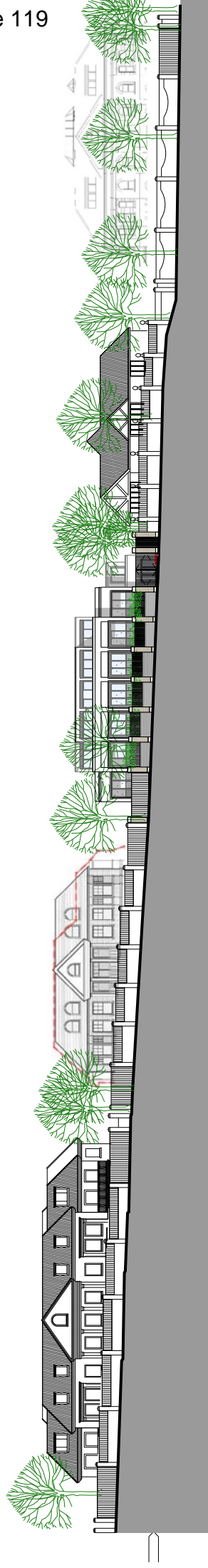


REVISION:





PROPOSED FRONT ELEVATION WITH CONTEXT



PROPOSED FRONT ELEVATION WITH BOUNDARY FENCE

REVISION:

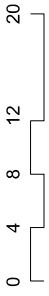
A 29.03.17 REVISED TO COMMENTS

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PROPOSED FRONT ELEVATION  
CONTEXT-COCKFOSTERS ROAD



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