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PLANNING COMMITTEE

Tuesday, 19th December, 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 18/12/17**

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 21
NOVEMBER 2017 (Pages 1 - 6)**

To receive the minutes of the Planning Committee meeting held on Tuesday 21 November 2017.

- 4. REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND
PLANNING (REPORT NO.126) (Pages 7 - 8)**

To receive the covering report of the Assistant Director, Regeneration & Planning.

5. **15/04916/FUL - 20 AND REAR OF 18-22 WAGGON ROAD, EN4 0HL**
(Pages 9 - 22)

RECOMMENDATION: Approval subject to conditions and S106 agreement
WARD: Cockfosters

6. **17/02775/FUL - FORMER COMFORT HOTEL, 52 ROWANTREE ROAD, ENFIELD, EN2 8PW** (Pages 23 - 58)

RECOMMENDATION: Approval subject to conditions and completion of a Unilateral Undertaking to secure the obligations set out in the report
WARD: Highlands

7. **17/00986/FUL - UNIT 5 MARTINBRIDGE INDUSTRIAL ESTATE, 240-242 LINCOLN ROAD, ENFIELD, EN1 1SP** (Pages 59 - 86)

RECOMMENDATION: Refusal
WARD: Southbury

8. **17/01161/FUL - 1-3 CHALKMILL DRIVE, ENFIELD, EN1 1TZ** (Pages 87 - 118)

RECOMMENDATION: Refusal
WARD: Southbury

9. **17/00344/RE4 - BURY LODGE DEPOT, BURY STREET WEST, LONDON, N9 9LA** (Pages 119 - 190)

RECOMMENDATION: Approval subject to conditions
WARD: Bush Hill Park

SENT TO FOLLOW

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 - 21.11.2017**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 21 NOVEMBER 2017****COUNCILLORS**

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

ABSENT Dinah Barry, Bernadette Lappage, Donald McGowan and Elif Erbil

OFFICERS: Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Kevin Tohill (Planning Decisions Manager), David Gittens (Planning Decisions Manager), Dominic Millen (Regeneration & Environment) and Duncan Creevy (Legal Services) Jane Creer (Secretary)

Also Attending: Councillor Alan Sitkin, Cabinet Member for Economic Regeneration & Business Development
Councillor Edward Smith, Southgate Ward Councillor
Dennis Stacey, Chair, Conservation Advisory Group
Approximately 30 members of the public, applicant and agent representatives

359**WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed all attendees, in particular welcoming David Gittens as the new Planning Decisions Manager, and explained the order of the meeting.

Apologies for absence were received from Councillors Barry, Erbil and Lappage.

360**DECLARATION OF INTERESTS****NOTED**

1. Councillor Dines advised that his sister-in-law was a resident in the vicinity of Oakwood Methodist Church, but that he had not discussed application ref 16/04135/FUL with her and did not consider it constituted a disclosable pecuniary interest.

PLANNING COMMITTEE - 21.11.2017

2. Councillor Dines advised that he had worked professionally with planning consultants involved with Meridian Water, but had not spoken with them about application ref 17/02151/FUL or 17/02152/FUL.
3. Councillor Simon declared a pecuniary interest in the Confirmation of Article 4(1) Direction in respect of Enfield Town as his house would be affected by that Direction. He would therefore leave the meeting and take no part in the discussion or decision on this item.

361

MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 17 OCTOBER 2017

AGREED the minutes of the Planning Committee meeting held on 17 October 2017 as a correct record.

362

REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO.98)

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

363

ORDER OF THE AGENDA

AGREED that the order of the agenda be amended to accommodate those in attendance. The minutes follow the order of the meeting.

364

17/03044/FUL - 23 CAMLET WAY, BARNET, EN4 0LH

NOTED

1. The introduction by David Gittens, Planning Decisions Manager.
2. Confirmation by Councillor Pearce that she had called in this application from a neutral position, feeling it would be fair to have a hearing by the Committee. The Chair noted the (split) vote by the Conservation Advisory Group to advise against the application which would also have led to referral to Committee.
3. The deputations of Ian Trehearne on behalf of the neighbouring residents, and Robert Wilson, resident of Crescent East and representative of Hadley Wood CAG study group.
4. The response of Alan Cox, agent for the applicant.

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5. The statement of Dennis Stacey, Chair of Conservation Advisory Group.
6. Officers' response to concerns raised.
7. Members' debate and questions responded to by officers.
8. The Chair's proposal to amend the recommendation to provide that authority be delegated to officers to grant planning permission subject to further discussions on conditions, to include additional screening from balconies and planting to reduce overlooking, if practical and proportionate; and for a late stage review in respect of the S106 contribution.
9. The support of a majority of the committee for the amended recommendation: 5 votes for and 3 votes against.

AGREED that subject to the completion of a legal agreement to secure affordable housing contributions and late stage viability review, the Head of Development Management be authorised to grant planning permission subject to the conditions set out in the report, and the following changes:

- Condition 5 to be reconsidered with a view to provide more effective screening of the side and rear boundaries.
- Condition 13 – to be amended to reflect Committee's concerns that adequate drainage measures need to be in place during the construction phase.
- Possible additional condition to ensure provision of privacy screens to upper floor balconies.
- Review provision of cycle parking and need for a condition.

Following any consultation, the Chair, Vice Chair and Opposition Lead should be asked to approve the revised conditions.

365

16/04135/FUL - OAKWOOD METHODIST CHURCH, WESTPOLE AVENUE, BARNET EN4 OBD

NOTED

1. The introduction by David Gittens, Planning Decisions Manager.
2. Officers had initially recommended the proposal for approval. However, following the failure of the applicant to reach agreement with the Council regarding the level of off-site affordable housing contributions, officers were now recommending that planning permission be refused on this ground. Officers were recommending that the reasons for refusal be limited to this issue.
3. The deputation of Kim Rickards, agent for the applicant.

PLANNING COMMITTEE - 21.11.2017

4. Members' debate, including further concerns regarding the proposals in relation to the single-aspect layout of some flats, and the loss of D1 space, and questions responded to by officers.
5. The support of the majority of the committee for the refusal on these three grounds: 5 votes for and 3 abstentions.

AGREED that planning permission be refused for reasons based on:

- (1) Insufficient information/evidence to support the lack of Affordable Housing contribution sought;
- (2) Poor quality of accommodation due to high number of single aspect units which indicates that the proposal constitutes an overdevelopment of the site;
- (3) Lack of a financial or other contribution to compensate for the loss of the community facility on the site.

366

17/02342/FUL - EVER READY HOUSE, 93 BURLEIGH GARDENS, N14 5AJ

NOTED

1. The introduction by Kevin Tohill, Planning Decisions Manager.
2. Subsequent to publication of the agenda, receipt of 27 letters in support of the application from local businesses welcoming a hotel development in the area.
3. The deputation of Finola Reynolds, resident of Burleigh Gardens.
4. The response of William Kumar, agent for the applicant.
5. Members' debate and questions responded to by officers.
6. Members' request for an additional condition requiring the submission of an employment and skills plan to attract local residents, to be submitted and approved prior to the commencement of the development.
7. 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 additional employment and skills condition.

367

17/02151/FUL - SILVERMERE SITE, STONEHILL BUSINESS PARK, LONDON, N18 3QW

NOTED

1. Applications 17/02151/FUL and 17/02152/FUL were discussed together as they raised similar issues, but voted on separately.
2. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and relevant planning history.

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3. The statement of Councillor Alan Sitkin, Cabinet Member for Economic Regeneration and Business Development.
4. The response of Michael Lowndes, agent for the applicant.
5. Members' debate and questions responded to by officers.
6. 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 completion of a S106 legal agreement.

368

17/02152/FUL - TRIANGLE SITE, STONEHILL BUSINESS PARK, SILVERMERE DRIVE, N18 3QW

NOTED

1. The proposal was discussed together with application 17/02151/FUL above, but voted on separately.
2. 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 completion of a S106 legal agreement.

369

17/02964/RE4 - HEREFORD HOUSE, 11 CAMERON CLOSE, N18 2LN

NOTED the unanimous support of the committee for the officers' recommendation.

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

370

ANNUAL PERFORMANCE REPORT

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

NOTED

1. Councillor J Charalambous left the meeting at this point.
2. The introduction by the Head of Development Management, and his responses to Members' questions.
3. The Committee noted the performance against key indicators for the year to date from 1 April 2017 to 30 September 2017.

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371

CONFIRMATION OF ARTICLE 4(1) DIRECTION (REPORT NO.97)

RECEIVED the report of the Director, Regeneration and Planning.

NOTED

1. Councillor Simon, having declared a pecuniary interest, left the room and took no part in the item. Chairmanship of the meeting passed to Councillor Levy as Vice Chair.
2. The introduction by the Head of Development Management.
3. The Planning Committee:
 - a) noted the decision of Council on 19 July 2017;
 - b) noted the representations received during consultation and officers' response;
 - c) noted the non-material amendments and confirmed the Article 4(1) Direction for Enfield Town Conservation Area (as amended) to come into effect on 8 January 2018 subject to any direction received from the Secretary of State;
 - d) confirmed the cancellation of the existing orders from 1978 and 2006 (insofar as the order from 2006 relates to Enfield Town Conservation Area) to come into effect on 8 January 2018, subject to any direction received from the Secretary of State.

MUNICIPAL YEAR 2017/2018 - REPORT NO 126

COMMITTEE:
PLANNING COMMITTEE
19.12.2017

REPORT OF:
Assistant Director, Regeneration
and Planning

Contact Officer:
Planning Decisions Manager
David Gittens Tel: 020 8379 8074
Kevin Tohill Tel: 020 8379 5508

AGENDA - PART 1	ITEM 4
SUBJECT - MISCELLANEOUS MATTERS	

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 777 applications were determined between 04/10/2017 and 07/12/2017, of which 544 were granted and 233 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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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 19 December 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
David Gittens
Kate Perry Tel: 0208 379 3853

Ward:
Cockfosters

Ref: 15/04916/FUL

Category: Full Application

LOCATION: 20 And Rear Of 18 - 22, Waggon Road, Barnet, EN4 0HL

PROPOSAL: Redevelopment of site and demolition of existing house to provide 4 x 6-bed detached single family dwelling houses with attached garages and rooms in roof, new access road from Waggon Road and associated landscaping. Amended drawings received April 2017.

Applicant Name & Address:

John Wood
20 Waggon Road
Barnet
EN4 0HL

Agent Name & Address:

Drummond Robson
41 Fitzjohn Avenue
Barnet
EN5 2HN

ADDENDUM:

It is recommended that planning permission be **GRANTED** subject to conditions and the signing of an appropriate s106

Note for Members:

Applications of this nature would normally be considered under delegated powers but the application has been brought to the Planning Committee because Councillors Charalambous and Pearce requested that the application be presented to and determined by the Committee if Officers were minded to approve the scheme.

Ref: 15/04916/FUL **LOCATION:** 20 And Rear Of 18 -22, Waggon Road, Barnet, EN4 0HL



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North



1. Background

- 1.1 This application was originally reported to a meeting of the Planning Committee on 27 June 2017. At that meeting members resolved to defer the decision as they were concerned that the proposed development to provide 4 additional dwellings was to make no contribution towards Affordable Housing. The application was considered acceptable in all other respects. This update seeks to further explore the issues raised in relation to Affordable Housing.
- 1.2 Since the committee meeting the Council has had a further independent review of the applicants' Viability Statement paying particular regard to the existing land value and how it correlates to the ability of any scheme to comply with the Council's adopted policies including the Council's s106 SPD and the Mayoral / Council CIL. No additional information has been provided by the applicant and they confirmed that they wished their original viability document to be re-considered.
- 1.3 The review was undertaken by BPS Chartered Surveyors in October 2017, and provides an update to their first review of June 2016. The October review calculates that, based on the s106 SPD, an affordable housing contribution of £544,732 plus a 5% monitoring fee is applicable. However, they concur with the applicants' viability review that due to anticipated exceptional costs associated with the development (including the provision of an access road and the purchase of neighbouring land) the scheme cannot viably make any contribution. They note that according to the Viability Statement the proposal is in fact set to make a loss of £277,849 without providing a contribution to Affordable Housing.
- 1.4 It is considered that the remaining outstanding issue is the unknown costs involved in purchasing parts of the neighbouring gardens which are yet to be agreed. The viability assessment suggests a cost of £600,000 for the purchasing of the adjacent land on which this scheme depends. Whilst this figure is considered appropriate by BPS, they suggest it is likely to be the minimum cost.
- 1.5 However, no actual agreements in respect of this purchase have been made and therefore it is very difficult to place a precise figure on it. It is recognised that residual valuations are highly sensitive to changes in costs and values over time. In light of this it is recommended that the council should seek agreement to a deferred contributions mechanism, based on outturn costs and values, so that if improvements in viability result in a profit surplus being generated, this can trigger the payment of affordable housing contributions. This can be secured through a s106 agreement and would ensure that a contribution would be made (in line with the aims and objectives outlined in the National Planning Policy Framework 2012, Policy 8.2 of the London Plan 2016, Policy CP46 of the Enfield Core Strategy 2010, Policy DMD2 of the

Enfield Development Management Document 2014 and the Enfield s106 SPD) should a viable profit be generated from the proposals.

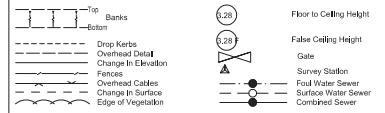
- 1.6 Given that the second viability review has not suggested a change in approach, Officers consider it appropriate to pursue this course of action and maintain the recommendation to grant planning permission as recommended when the application was reported to the Planning Committee in June 2017.

2. Recommendation

- 2.1 That planning permission be granted **GRANTED** subject to the conditions in the earlier report, and the signing of an appropriate s106.

ABBREVIATIONS

AB	At Risk	DH	Duct Height	PRF	Post & Rail Fence
B	Ballast or Bottom Heights	DP	Down Pipe	PROF	Profile
BB	Beltline Beacon	ECB	Electricity Control Box	R	Render
BD	Back Drop	ELEC	Electricity	RAD	Radiant
BH	Bonnet or Beam Height	EP	Electricity Pole	RE	Reading Eye
BL	Bed Level	FB	Flow Bed	RG	Rough Ground
BP	Bike Path	FH	Flow Height	RS	Road Sign
BRW	Bike Resilient Wall	FL	Flow Level	RSU	Rubber Sheet Joint
BS	Bus Stop	G	Gully	RWP	Road Water Pipe
BT	British Telecom	GV	Gas Valve	S	Spread or Stone
BTCS	BT Control Box	H	Height in Meters	SC	Stop Cock
BW	Bike Wall	H	Height in Meters	SL	South Level or Slope
BWF	Buried Wire Fence	HT	Height	SP	Arch Supporter Height
C	Window (or) Height	IC	Interceptor Cover	SPS	Stone Parking Slabs
CB	Control Box	I	Invert Level	SW	Stone Wall
CBF	Close Boarded Fence	IRF	Iron Rolling Fence	T	Top Control
CBW	Concrete Block Wall	IRF	Iron Rolling Fence	T	Top Height
CCB	Cable TV Control Box	KO	Kerb Outlet	TL	Traffic Light
CF	Compacted Iron Fence	L	Light	TP	Telephone Pole
CL	Cover Level	LP	Lamp Post	TPS	Traffic Parking Slabs
CLF	Chain Link Fence	MH	Manhole	UTL	Under To Lift
CLSF	Chain Link Security Fence	MKR	Marker	V	Vent
CPF	Concrete Panel Fence	OV	Over Flow Pipe	VP	Vent Pipe
CPS	Concrete Parking Slabs	O/H	Overhead	W	Window
CR	Arch Crown Height	P	Post	WL	Water Level
CRW	Concrete Retaining Wall	PALF	Pollard Fence	WM	Water Meter
CSU	Coffing Slope Up	PF	Pipe Fence	WMF	Water Meter Fence
CTV	Cable Television	PL	Plastic	WPF	Water Panel Fence
CW	Concrete Wall	PL	Plastic	WV	Water Valve
D	Diameter or Doors	PM	Parking Meter	Ø	Diameter



PLANNING APPLICATION

/ 25.04.17 Planning application issue.

Rev: Date: Revision:

capitalarchitecture

+44 (0) 20 7843 9530
capital-architecture.co.uk

34 Margery Street, London, WC1X 0JJ

Client:

MR & MRS J. WOOD

Project: **LAND TO THE REAR OF
20 WAGGON ROAD
ENFIELD**

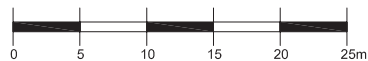
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EXISTING SITE PLAN

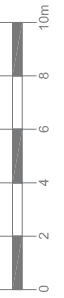
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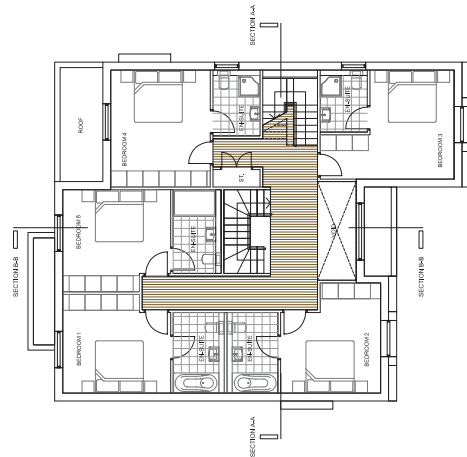
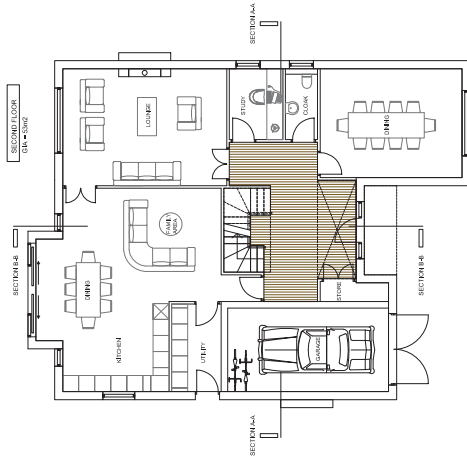
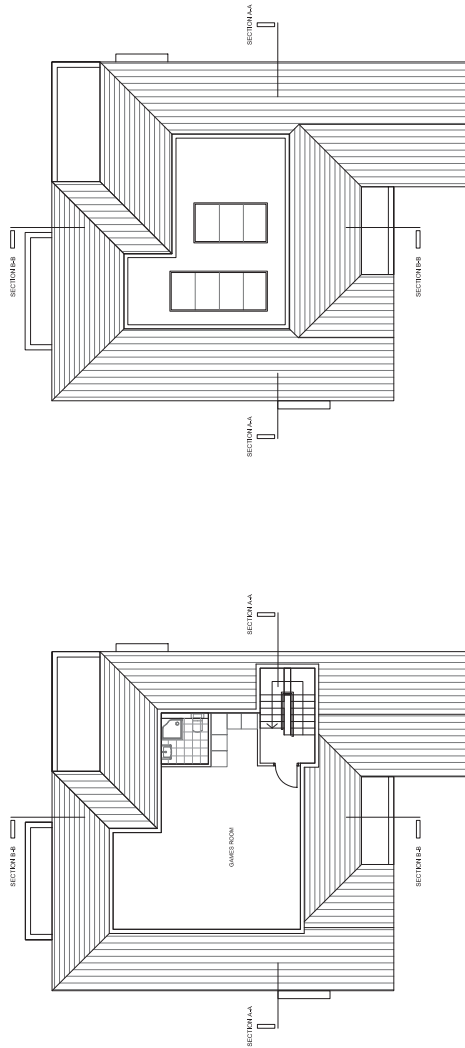
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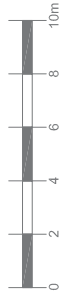
TOTAL GIA = 346m2





HOUSE TYPE 1 (5 BED)

TOTAL GIA = 354m2



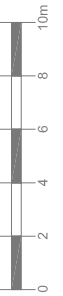
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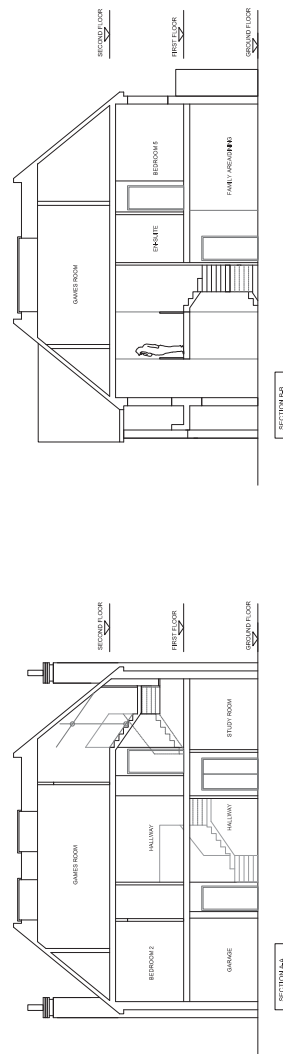
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HOUSE TYPE 2 (5 BED)



Rev.	20/04/17	Revised for construction base.
Rev.	Date	Revision
<div>capitallarchitecture</div> <div> +44 (0) 20 7943 9300 +44 (0) 20 7943 9301 34 Margery Street, London, WC1X 0JJ </div>		
Client:	MR & MRS J. WOOD	
Project:	LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD	
Drawing:	PROPOSED ELEVATIONS & SECTIONS (1:1000) (TYPE 2)	
Scale:	1:1000(A1 TYPE 2)	Date:
Dwinn:	12/06/08-A3	Checked:
	WC	JB
Drawing no:	12564/P402	
		Rev:







PLANNING APPLICATION

<p>  NSPE NATIONAL SOCIETY OF PROFESSIONAL ENGINEERS </p>	<p>  capital architecture </p>
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Rev: 26.04.17
Date:
Revision:
Planning application issue.

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Client: **MR & MRS J. WOOD**

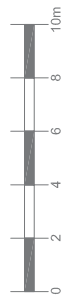
Project: LAND TO THE REAR OF
20 WAGGON ROAD
ENFIELD

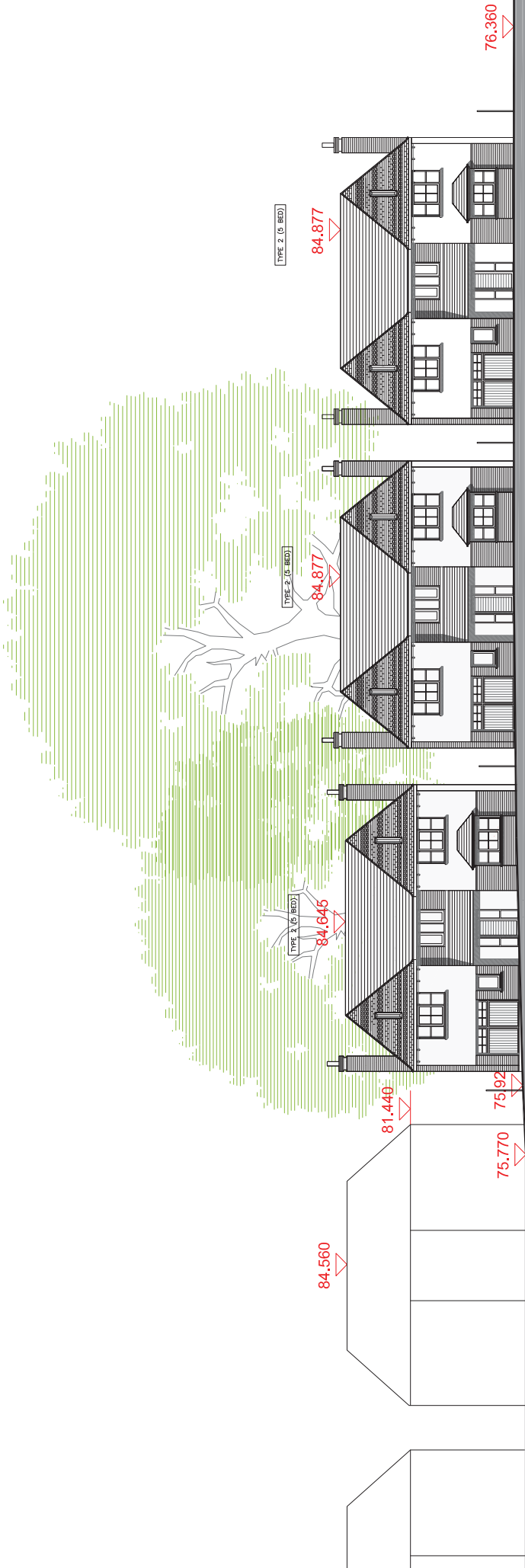
Drawing: **EXISTING & PROPOSED
STREET ELEVATIONS**

Scale: 1:100@A1 Date: APR 2017
1:200@A3

Drawn: WC Checked: JB

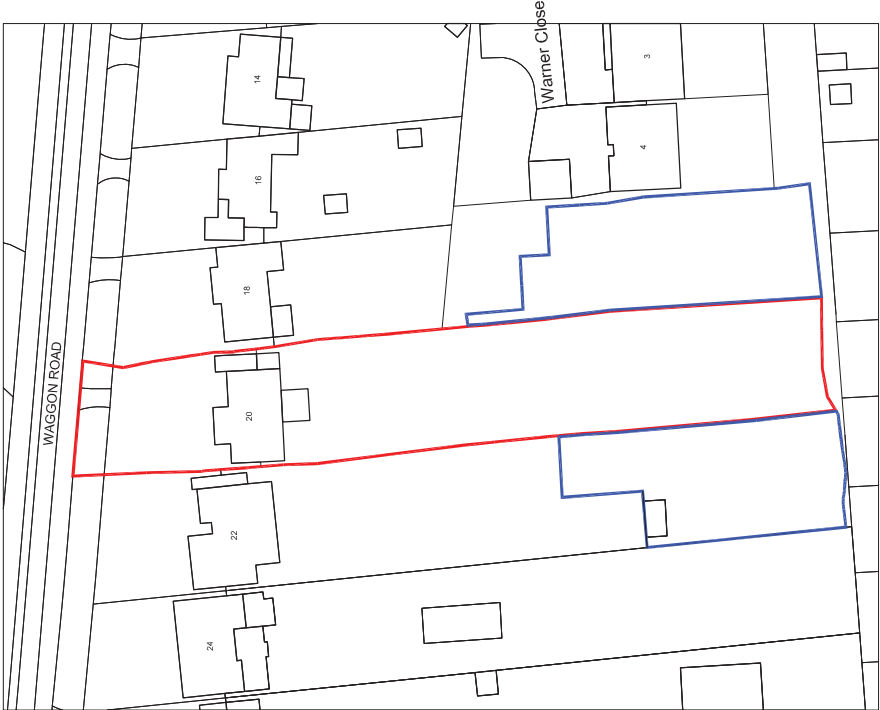
Drawing no: 1264/P/403 Rev:





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/ 20/04/17		Planning application name:	
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PLANNING APPLICATION

/ 25.06.17 Rec: Date: 25.06.17 Rev: 1		Hampshire Architecture Rev: 1	
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34 Margery Street, London, WC1X 0LL		34 Margery Street, London, WC1X 0LL	
Client: MR & MRS J. WOOD		MR & MRS J. WOOD	
Project: LAND TO THE REAR OF 20 WAGON ROAD		LAND TO THE REAR OF 20 WAGON ROAD	
Drawing: ENFIELD		ENFIELD	
Drawing: SITE LOCATION PLAN		SITE LOCATION PLAN	
Scale: 1:1250@A4		Date: APR 2017	
Drawn: WC		Checked: JB	
Drawing no: 1256/P1/01		Rev: 1	



LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 19th December 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
David Gittens
Maria Demetri
Tel No: 020 8379 1000

Ward: Highlands

Ref: 17/02775/FUL

Category: Major Dwellings

LOCATION: Former Comfort Hotel, 52 Rowantree Road. EN2 8PW

PROPOSAL: Conversion of hotel into 10 self contained flats comprising (2 x 1 bed , 4 x 2 bed, 4 x 3 bed) involving side dormer, installation of terraces, balconies and light wells, alterations to fenestration together with associated landscaping and parking.

Applicant Name & Address:

Mr M Savva
Zaharas Development (UK)
Comfort Hotel
52 Rowantree Road
Enfield
EN2 8PN

Agent Name & Address:

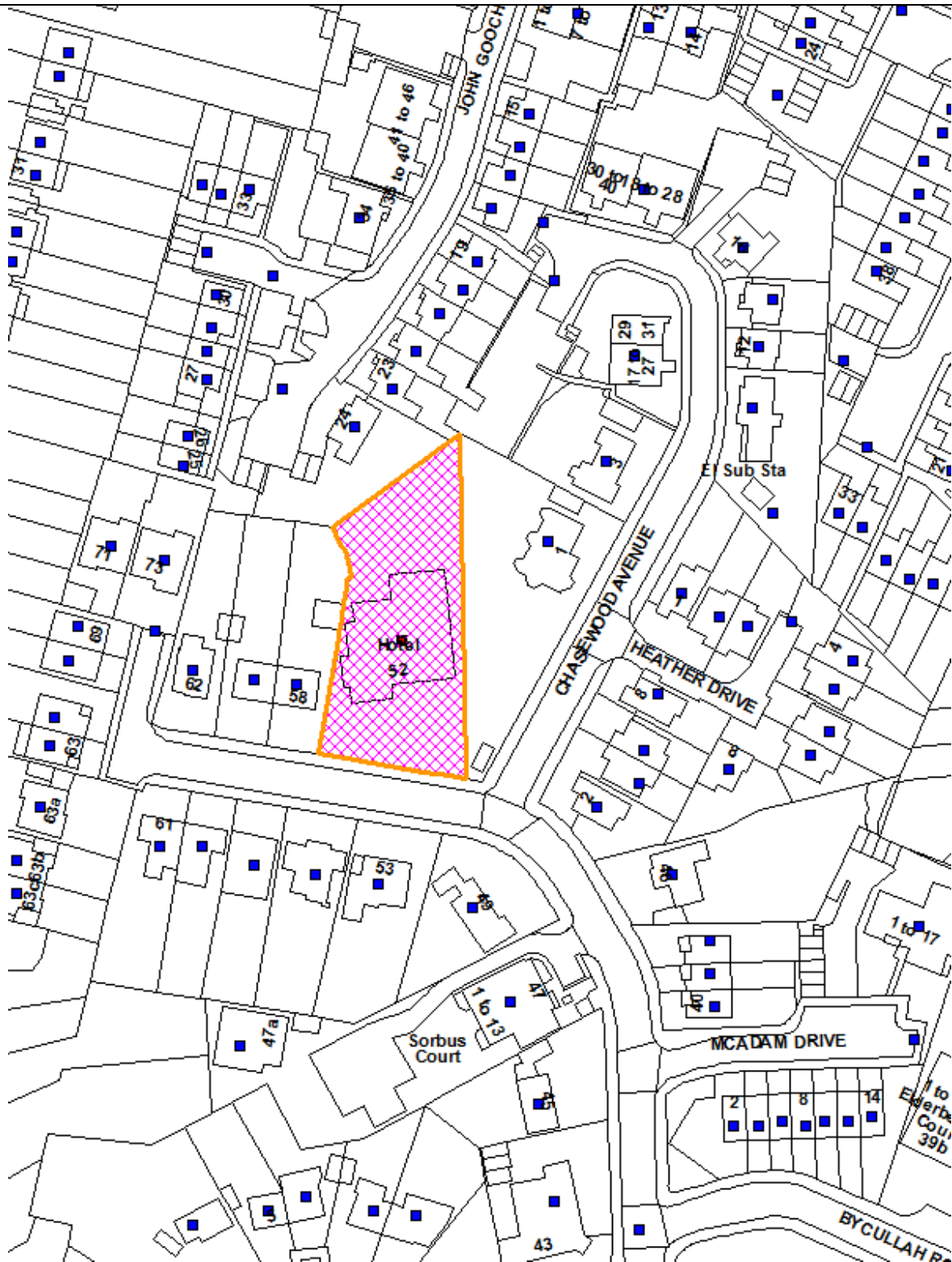
Mr F Kyriacou
FPS (UK) Ltd
1st Floor Katherine House
11 Wyllyotts Place
Potters Bar
EN6 2JD

RECOMMENDATION:

That subject to the completion of a Unilateral Undertaking to secure the obligations set out in the report, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission.

Note for Members: It has been confirmed in writing that the applicant is not a relation of Cllr Savva. In addition, the proposal is being presented to Members because under the Scheme of Delegation all Major Residential applications which are recommended for approval must be determined by Members of the Planning Committee.

Ref: 17/02775/FUL LOCATION: Comfort Hotel, 52 Rowantree Road, EN2 8PW,



1. Site and Surroundings

- 1.1 The subject site is located on the northern side of Rowantree Road, to the west of Chasewood Avenue. The site is an irregular shape, with an area of 1,615sqm and is occupied by a former hotel (Comfort Hotel) with a large hardstand car parking area within the front forecourt. The hotel ceased trading in October 2014. The property has also been referred to as Enfield House previously.
- 1.2 The existing building is a turn of the century four-storey building with a prominent unsightly flat roof side extension dating from the late 1960s/early 1970s, which provides a total of 1,468m² floor area including 34 rooms (13 single, 18 double, 2 family, 1 triple), reception area, residents' bar, residents' lounge, commercial kitchen, conference room and administration offices.
- 1.3 With the exception of the subject site, the surrounding area is residential and features mostly semi-detached two-storey single family dwellings in a mix of styles.
- 1.4 The site is not located within a Conservation Area and does not contain a Listed Building.

2. Proposal

- 2.1 The proposal seeks permission for the conversion of the hotel into 10 self contained flats comprising of the following mix:
 - 2 x 1 beds (2 persons)
 - 4 x 2 beds (each flat being a mix of 3 and 4 persons)
 - 4 x 3 beds (each flat being a mix of 5 and 6 persons)
- 2.2 The proposal also involves the erection of a side dormer, installation of terraces, balconies and light wells, alterations to the fenestration of the building together with associated landscaping and parking.

3. Relevant Planning History

- 3.1 14/05014/FUL: Redevelopment of site involving demolition of existing building and erection of 21 self-contained flats within a 4-storey block (7 x 1-bed, 11 x 2-bed, 3 x 3-bed) with associated car parking. Refused to grant planning permission on the 24.04.2015.
- 3.2 15/04634/FUL: Demolition of existing hotel and erection of 3 storey building with accommodation in roofspace to provide 16 flats with terraces and balconies comprising 2 X 1 bed, 7 X 2 bed and 7 X 3 bed, ramp to under croft, vehicle access, forecourt parking and associated landscaping. Refuse to grant planning permission on the 11.03.2016.

- 3.3 This scheme was appealed by the appellant and subsequently dismissed at appeal on the 22.09.2016. The reference number was APP/Q5300/W/16/3151837.
- 3.4 16/03382/FUL: Redevelopment of site and erection of 3-storey residential block of 13 self contained flats comprising 7x3 bed, 3x1 bed and 3x2 bed involving basement parking, landscaping and two parking spaces on front forecourt. Withdrawn on the 10.10.2016.

4. Consultation

4.1 Statutory and non-statutory consultees

4.1.1 Sustainable Urban Drainage

- 4.1.1.2 It is not clear if the developers have conducted a detailed SuDS Assessment in order to treat and attenuate roof runoff based on the submitted document. A detailed sustainable drainage strategy must be submitted. The Sustainable Urban Drainage Officer has requested this information to be secured by way of a condition prior to the commencement of development should Members be minded to approve the scheme.

4.1.2 Conservation Officer and Senior Urban Design Officer

- 4.1.2.1 The retention of the parent building is most welcome given that it is an attractive building. In addition, the alterations to the currently unsightly extension to make it respect the existing building is deemed to have been approached considerately. This is deemed as a good example how a building can be retrofitted to a high quality design and how the facades can be upgraded in a respectful manner.

4.1.3 Traffic and Transport

- 4.1.3.1 The overall principle of the development is acceptable but there are issues that need to be addressed. In summary, the response of the Transport Officer is as follows:

- 4.1.3.2 Given, the scale of development, it is considered that 10 spaces (including 2 visitor spaces and a least 1 disabled bay is adequate to serve the site. The proposal has provided a total of 14 spaces as per the existing situation on the site. The Transport Officer has requested the removal of parking spaces to allow an entrance and exit point on the site. It is noted that the existing accesses on site are established.

- 4.1.3.3 Further details regarding zip car provision, disabled spaces and vehicle charging need to be advanced.

- 4.1.3.4 Pedestrian access is required to be demonstrated from the public highway.

4.1.3.5 18 long term residential cycle parking and 4 visitor spaces are required to be provided on site.

4.1.3.6 The servicing of the site on street is considered acceptable subject to the location of the refuse storage bins and a refuse collection strategy being secured.

4.1.3.7 The construction management plan has short falls.

4.1.3.8 Discussions between the Agent, the Transport Officer and the Planning Officer have been on going. Amended plans and additional details have been received on the 24th August 2017. The outcome of these discussions have been portrayed within the Committee Report under the section "Traffic and Transport".

4.1.4 Environmental Health

4.1.4.1 No objection raised. No conditions required to be imposed.

4.1.5 Tree Officer

4.1.6 No objection raised. No conditions required to be imposed regarding trees. Landscaping would be beneficial to the front of the site.

4.2 **Public**

4.2.1 98 residents were notified directly by letter. A site notice was erected by the site. A press notice was also advertised. In total eight (8) neighbours have written to object to the application. In summary, their objections are as follows:

- Close to adjoining properties
- Conflict with local plan
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Loss of light
- Loss of parking
- Loss of privacy
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Shortfall reading the submitted information

- Construction issues raised
- Parking issues (many residents consider that 14 spaces are not sufficient)
- Density issues
- Overdevelopment
- General impact to the street scene

4.3 Councillor response

4.3.1 Councillor Glynis Vince (Highlands Ward Councillor) has objected to this application formally. The Councillors comments are as follows:

- Street Scene: The streetscape of this cul-de-sac is largely one and two storey, detached or semi-detached houses and bungalows of a vernacular style (brick & tiled pitched roofs). There are no blocks of flats on this cul-de-sac section of Rowantree Road. All properties are owner occupied, freehold, single dwelling houses, none of which have been converted or contain flats. The development proposed is not of a high quality design and does not enhance the existing buildings to warrant an exception.
- Street Scene: The new dormer abutting the left gable on the front elevation will be affect the street elevation. There is no real enhancement to the street elevation.
- Parking Provision & Overflow: Residents cannot be expected to accept overflow parking from the development, on to the surrounding streets as an acceptable solution.
- Privacy & Overlooking: New windows in East elevation facing No.1 Chasewood will result in a loss of privacy.
- Privacy & Overlooking: New dormer windows and roof terrace will result in a loss of privacy to No.54 Rowantree Road.
- Roads & Pavements: Rowantree Road was recently re-surfaced and any approval should include Section-106 agreements to ensure that a pre-construction survey, protection during construction, re-instatement and enhancement of road surfaces, kerbs and pavements in the cul-de-sac. These will undoubtedly be damaged by the proposed development and have been grossly neglected by the council which has left us with a patchwork of uneven tarmac as pavements.
- I understand that a development will take place on this site. However, the scale and design quality of the proposal needs to be addressed.

5. Relevant Policy

5.1 The policies listed below are 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 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing development
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 4.1	Developing London's economy
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 5.8	Innovative energy technologies
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 5.15	Water use and supplies
Policy 5.16	Waste net self sufficiency
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbours 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 7.19	Biodiversity and access to nature
Policy 7.21	Trees and Woodland

5.1.2 Local Plan - Core Strategy

SO2	Environmental sustainability
SO4	New homes
SO5	Education, health and wellbeing
SO8	Transportation and accessibility
SO10	Built environment
CP1	Strategic growth areas
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP16	Taking part in economic success and improving skills
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure

CP22	Delivering sustainable waste management
CP25	Pedestrians and cyclists
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP36	Biodiversity
CP45	New Southgate
CP46	Infrastructure Contribution

5.1.3 Development Management Document

DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD 13	Roof extensions
DMD22	Loss of Employment Outside of Designated Areas
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD 44	Heritage
DMD45	Parking Standards and Layout
DMD46	Vehicle crossovers and dropped kerbs
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, waste minimisation and green procurement
DMD58	Water efficiency
DMD61	Managing surface water
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD76	Wildlife Corridors
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
Enfield Characterisation Study

Nationally Described Space Standards
London Housing SPG
Enfield Housing Market Assessment

6. Analysis

- 6.1 The Councils adopted policies encourage the provision of new housing. However, proposals must also be assessed in relation to material considerations such as impact on the character of the surrounding area and impact on the neighbours' amenity.
- 6.2 Having regard to the nature of the proposed development and the relevant planning policy, it is considered that the key issues in the assessment of this application relate to the following:
- Principle of development;
 - Development density;
 - Impact on the character of the surrounding area;
 - Housing mix and quality of accommodation;
 - Private and communal amenity space;
 - Impact on neighbouring amenity;
 - Traffic and Transport;
 - Impact on trees/biodiversity; and
 - Developer contributions and CIL.

Principle of development

- 6.3 The London Plan and the Council's adopted policies encourage the provision of new housing in appropriate locations and require that new residential development offers a range of housing sizes to meet housing needs whilst ensuring that the quality and character of existing neighbourhoods is also respected. These policies also seek to protect against the loss of employment land unless it can be demonstrated that the land is no longer viable or suitable for employment.
- 6.4 The subject site was formerly occupied by the Comfort Hotel (Use Class C1) and therefore the proposal would result in the loss of an employment use. Policy DMD 22 states that 'Proposals involving a change of use that would result in a loss or reduction of employment outside of Strategic Industrial Locations (SIL) or Locally Significant Industrial Site (LSIS) will be refused, unless it can be demonstrated that the site is no longer suitable and viable for continued use employment use'. DMD 22 requires that proposals involving a change of use that would result in the loss of employment meet the following criteria:
- It would not compromise other employment uses on the site or potential future employment uses on the neighbouring sites; and

- Mitigation for the loss of employment is provided in accordance with Council's S106 SPD.
- 6.5 In assessing the previous applications, and as per the Inspectors decision, for the site the Council accepted that the site was no longer viable for use as a hotel and agreed a financial contribution of £28,000 to mitigate the loss of employment on the site in accordance with DMD 22. The applicant has once again agreed to a financial contribution of £28,000 to mitigate the loss of employment on the site with respect to this application. It is prudent to note that the Inspector stated that the £28,000 contribution was acceptable as the payment would be proportionate to the loss of employment at the former hotel.
- 6.6 It is considered that there has been no significant change of circumstances or policy which would warrant the Council forming a different view with respect to the loss of employment on this site in the assessment of this application. On the basis that the loss of employment use on the site is acceptable and has been appropriately mitigated, the principle of residential development of the site is considered acceptable given the residential character of the surrounding area.
- 6.7 The proposed development should be assessed against material considerations such as impact on the character of the surrounding area, impact on the neighbours' amenity, housing mix, quality of accommodation and amenity space, highway considerations, sustainable design and construction, landscaping and biodiversity enhancements, and viability.

Development density

- 6.8 DMD 6 of the DMD provides standards for new development with regards to scale and form of development, housing quality and density. The surrounding area is characterised by detached and semi detached dwelling houses and has a distinctive character of suburban development. According to the guidance in the London Plan, as the site has a site specific PTAL rating of 1a and is in a suburban location, an overall density of between 150-200 hr/ha may be acceptable. The site area equates to 1600 m2. The density of the proposed development against this density matrix, based on habitable rooms per hectare would equate to 231 hr/ha. This demonstrates that the density of the scheme is slightly above the recommendations of the Density Matrix in Table 3.2.
- 6.9 It is acknowledged that advice contained within the NPPF and the London Plan Housing SPG suggests that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area. The appropriateness of the development is discussed within the Committee Report.

Impact on the character of the surrounding area

- 6.10 DMD 8 provides general standards for new residential development and reiterates the requirement for a development to be of an appropriate scale, mass

and bulk, provide high quality amenity space and provide access to parking and refuse areas. DMD 37 encourages achieving a high quality and design led development. The design of an extension would need to respect the character of the surrounding area but also make a positive contribution to the places identity. This policy is re-iterated by CP30 of the Core Strategy as well as the fundamental aims of the NPPF.

- 6.11 The parent building is to be retained. The existing extension is to be retrofitted and its fenestration details are to be altered. The flank elevations of the existing building involve the inclusion and alteration of openings. There is a side dormer to be erected to the parent roof, utilising the existing flat roof area of the existing extension. The alterations to the building, although marginal, allow the retention of the building, the upgrade of the unsightly extension and allows for the fabric of the building to be updated to a high quality.
- 6.12 With regards to the proposed side dormer, this element has been set down from the ridge of the existing building and is set back from the front wall of the building by 3.5m. Given the existing height of the building and the set back of the dormer on the site, only oblique views to this structure would be read from the human scale from the street. It has also been designed with a flat roof which respects the existing flat roof structure currently on the roof of the extension. The terrace serving this top floor flat has been drastically reduced in size to ensure that with its glazed enclosure, it would not be overtly apparent when read with the parent building and the existing extension.
- 6.13 The windows to be inserted on the east flank elevation are to be obscure glazed and are strategically placed to break up the expanse of the existing flank elevation. In addition, it should be noted that the existing windows are to be removed, which are over the three storeys and currently add nothing but visual clutter on the flank elevation.
- 6.14 The existing windows on the west flank elevation are to be utilised or they are being re-positioned to allow for optimisation internally in terms of living accommodation. A window with views out to the front and rear is being inserted on the first floor which appears to be a light weight structure and adds visual character to the flank elevation. It is noted that more windows are to be inserted on the ground floor and lower ground floor, however, this again is to allow optimisation internally of the building and to add a vertical emphasis on this elevation.
- 6.15 The existing flat roof of the extension to the rear is to be altered by removing part of it and creating a solid parapet wall. The removal of part of the roof is welcome as it provides a simplistic finish and demonstrates that the cumulative impact of the current extensions can be improved visually.
- 6.16 To the front elevation, a balustrade is to be added above the door that is akin to the existing balustrade contained to the top floor. This is deemed to be acceptable as it respects the character of the building. In addition, the window serving the balustrade area is to be altered to have the same proportions as the larger bay window glazing.

- 6.17 The most notable, and most welcomed, alterations to the front elevation are the alterations to the fenestration of the currently unsightly extension. A glazed link is now proposed between the parent building and the extension. Modern glazing has been introduced which is clean and simplistic. Its proportions are akin to the existing bay windows serving the parent building. The balcony areas to the front elevation have been recessed within the extensions built form to ensure that these features are not dominant and again respect the proportions of the bay windows in the parent unit. In this regard the alterations to the existing extension, in terms of the fenestration detailing, successfully provide a strong rhythm and pattern of development that is intrinsically linked with the parent building. The juxtaposition between the two elements has been well designed and is considered a successful example of how two different elements can be designed to embrace the distinctiveness of the parent building.
- 6.18 The rear elevation is also to be altered with a similar approach. The changes to the rear elevation are deemed to be acceptable because the increase in glazing allows the solid (render) to void (glazing) ratio to be more equal allowing for the structure to appear lighter in appearance rather than oppressive and dominant.
- 6.19 The retention of the building is welcomed and the alterations to the existing extension are considered to have been successfully designed against the parent building. It is suggested to impose conditions relating to the materials to match the existing building, particularly with regards to the side dormer.

Housing mix and quality of accommodation

- 6.20 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs. Core Policy 5 of the Core Strategy seeks to ensure that 'new developments offer a range of housing sizes to meet housing need' and includes borough-wide targets housing mix. These targets are based on the finding of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. A summary of the proposed housing mix against the relevant policy requirements is provided below:

Type of unit	Council requirements	Proposed development
1 & 2-bed flats/houses (1-4 persons)	35%	60%
3 bed houses , (5-6 persons)	45%	40%
4+ bed houses (6+ persons)	20%	0%

- 6.21 Whilst the proposal does not achieve the ideal recommended mix, as a conversion scheme there are limitations in the existing built form but despite this the proposal achieves a good level of provision of family size units and this is deemed to be acceptable.
- 6.22 Core Policy 4 of the Enfield Plan, Policy 3.5 of the London Plan and the Nationally Described Space Standards seek to ensure that new residential development is of a high standard. The following is the breakdown of the figures required for new residential units:

Flat number	Bedroom and persons	Nationally described space standards	Proposed by the development
Flat 1	3 bedroom, 5 person	86 m2	118 m2
Flat 2	3 bedroom, 4 person	84 m2	102 m2
Flat 3	3 Bedroom, 5 person	93 sqm	100 m2
Flat 4	1 bedroom, 2 person	50 sqm	81 m2
Flat 5	3 bedroom, 6 person	95 m2	115 m2
Flat 6	2 bedroom, 4 person	70 m2	78 m2
Flat 7	1 bedroom 2 person	50 m2	81 m2
Flat 8	2 bedroom, 4 person	70 m2	74 m2
Flat 9	2 bedroom, 3 person	61 m2	88 m2
Flat 10	3 bedroom, 6 person	95 sqm	152 m2

- 6.23 All the flats exceed the requirements of the Nationally Described Space Standards. All habitable room windows would have outlook either to the front or rear of the site with regards to the first and second floor. There are habitable room windows on the flank elevation on the lower ground floor and ground floor that would face onto the shared side boundary. The majority of these windows are existing but where they are not, they would not face directly on to the shared boundary. Rather, there would be a separation distance. Whilst this is not general practice that is allowed through the Borough, it is considered that given that the building is being retained an on balance assessment needs to be made. The windows that are habitable on the flank lower ground and ground floor are bedrooms and there remains a separation distance to the shared boundary. The proposed arrangement is considered to make the best use of the existing built form.

Private and communal amenity space

- 6.24 Each flat has its own private amenity space and each has access through the building to the rear communal amenity space. The communal area would be overlooked by the flatted units to the rear of the site. In addition, the communal area is large, functional and within the private area of the site. With regards to the provision of private amenity, the proposal is providing the following:

Flat number	Bedroom and persons	DMD 9 requirements	Proposed
Flat 1	3 bedroom, 5 person	8sqm	12 sqm + 12 sqm = 24

			sqm
Flat 2	3 bedroom, 4 person	7sqm	21 sqm
Flat 3	3 Bedroom, 5 person	8sqm	9sqm
Flat 4	1 bedroom, 2 person	5sqm	6sqm
Flat 5	3 bedroom, 6 person	9sqm	5sqm and part of the rear garden
Flat 6	2 bedroom, 4 person	7sqm	9sqm
Flat 7	1 bedroom 2 person	5sqm	6sqm
Flat 8	2 bedroom, 4 person	7sqm	18sqm
Flat 9	2 bedroom, 3 person	6sqm	5sqm
Flat 10	3 bedroom, 6 person	9sqm	12 sqm

- 6.25 The only flat that has a short fall in amenity space is flat 9, and the short fall is 1sqm. Flat 9 has a minor shortfall in terms of private amenity space however the unit benefits from the communal use of the garden and occupiers would not therefore be disadvantaged.
- 6.26 Overall, the scheme makes good provision for external space for future residents. A landscaping condition has been recommended to ensure that the communal area can have fixed communal features for example a picnic bench.

Impact on neighbouring amenity

- 6.27 DMD 8 requires that new residential development must 'Preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance'. It is prudent to note that the main structure of the existing hotel is to be retained. There is to be the inclusion of a dormer, terraces and means of enclosures on the flank elevation. An assessment is required to be undertaken regarding the impact of these features to the surrounding neighbours.
- 6.28 With regards to the side dormer and the terrace, during the application, the Agent appreciated the concerns of the adjoining neighbour and reduced the overall size of the terrace area. In addition, a plan was provided demonstrating sight lines to the dormer would be obscured by the current building. In this regard, the dormer and terrace would not cause a detrimental impact to residential amenity.
- 6.29 The majority of the windows on the flank elevation exist. Where new windows are proposed they are either obscure glazed or are situated on the ground floor and lower ground floor without views out of the site. It should also be noted that the windows which are obscure glazed do not serve habitable rooms. In this regard, there would be no detrimental impact.
- 6.30 All windows and terrace areas to the front elevation and the rear elevation would have views out to the public highway or the existing rear garden. In this regard, there would be no impact on neighbours.
- 6.31 While some level of noise and light will be reintroduced to the site, this will be on a normal residential scale appropriate in a residential area. Indeed, any impacts

would not be anticipated to be greater than the use of the site for a hotel with 34 rooms and capacity for many more occupants.

- 6.32 It is also prudent to note that the proposed flues serving the flats are to be vented vertically and not on the side elevation towards the neighbouring properties. Although not a planning requirement, the Agent has clarified this to appease neighbours concerns.
- 6.33 Asbestos has also been raised as a concern by the neighbours. Asbestos does not form part of the Planning Regulations, however, the Agent has confirmed that prior to the commencement of development, the contractor will be required to undertake a full survey of the building and ascertain if any remedial works are required. The contractor will be required to employ a suitably qualified asbestos company to survey and carry out remedial works.
- 6.34 Overall, no objection is raised to this element of the scheme subject to conditions safeguarding residential amenity including obscure glazing. The conditions will be required to remain in perpetuity.

Traffic and Transport

Policy

- 6.35 DMD 45 relates to car parking, cycle provision and parking design. A proposal would need to adhere to the requirements of DMD 45 and the London Plan to be deemed as acceptable. DMD 47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area, the current development does not provide this.

Access

- 6.36 The existing vehicle accesses to the site are to be retained. This is deemed to be acceptable given the existing situation. However, given the site layout, it would mean pedestrian and cycle access into the site would also be through these vehicle access gates. The Transport officer has raised concern regarding this however, it is considered that this matter can be overcome with a dual surface. A condition can be imposed to ensure that a dual surface be advanced from the public highway, through the parking area to the front entrance of the building but also the refuse area and cycle footpath.

Refuse and recycle storage/collection

- 6.37 The refuse and recycle storage area is situated off of the street frontage in between the car parking spaces. It is considered that this location is acceptable as it would not result in a structure directly abutting the street. Whilst it is not conventional to have the area in this location, the plans have been amended to ensure that the refuse area is not the first element of the hardstanding that is read. In this regard, no objection is raised.

Servicing/home deliveries

- 6.38 The development is to be serviced from the street. It is considered that this is acceptable given that this is how other homes are serviced on this cul-de-sac. The servicing of the site would not cause harm to the public highway in terms of the safe and free flow of pedestrian and vehicle movement.

Cycle parking provision

- 6.39 18 cycle spaces are required to be provided for residents and 4 visitor spaces are required to be provided in an accessible location. Originally as submitted the plan did not represent this figure required by the London Plan. The plans have since been revised ensuring that there are now 4 short stay spaces to the front of the site and 18 secure long stay spaces to the rear of the site. The access to the residents spaces is wide enough to manoeuvre a vehicle through and is accessible to all residents. No objection is raised to this element of the scheme subject to conditions including that the access path be lit with down lighters with low light emissions.

Car parking provision

- 6.40 The site is situated in a PTAL 1a location. There are no parking controls in the vicinity of the site. The majority of objections received by local residents relate to parking implications. The Transport Officer has confirmed that the site only needs to provide 10 on site car parking spaces however, the proposal has provided 14 car parking spaces. The Transport Officer suggested that the number of spaces be reduced to provide an entrance and exit into the site however, it was considered unreasonable to pursue this given that the accesses already exist on the site and he reduction in parking numbers would exacerbate issues raised not only by residents but also Cllr Vince. The parking provision on site is an over supply of spaces in accordance with the London Plan requirements however it is considered unreasonable to refuse the scheme on this ground given residents concerns, Cllr Vince's concerns and due to the existing hard standing and accesses.
- 6.41 The plan has been updated since the original submission, demonstrating that there are to be 2 visitor spaces (labelled V on drawing 424714-14) and there would be one dedicated disabled space. Details of the electronic charging points have not been advanced, however, these can be secured by way of condition. Each of the parking spaces, other than the disabled space, is 2.4m wide by 4.8m deep. In addition, each space has adequate space to the front to allow a vehicle to turn out of the space and on to the public highway in a forward gear.
- 6.42 No objection is raised to the proposal submitted subject to conditions. Whilst two options have been submitted, it is considered that the proposal providing 14 spaces, rather than 11 is the most appropriate for the site, particularly given the

objections raised by the local residents and the ward Cllr, whilst being mindful that the Transport Officer has requested 10 spaces only. The Transport Officer has worked with the Agent in guiding the development regarding transportation matters.

Sustainable development

- 6.43 The submitted Energy Statement demonstrates that a saving of 8% will be made in CO² emissions. However, there is a requirement of achieving 35% on site as it is retrofitting the existing building. Major developments are required to achieve 0% CO² emissions, however, this scheme cannot achieve it as it is retrofitting the building. To ensure that the building achieves a 35% reduction, such details can be secured by way of a condition. In addition, the site would need to achieve "Very Good" under the BREEAM standards. This also can be secured by way of condition. Finally, the updated water efficiency report demonstrates that efficiency measures can be achieved below the 105 litre per person per day requirement set within the Development Management Document.

Impact on trees/biodiversity

- 6.44 In total 9 trees and 2 hedges are to be removed. This is two more trees and one more hedge than previously agreed to be removed by the Tree Officer and the Planning Inspector. The additional two trees each are category C which are of low quality and value and thus there is no objection to their removal. The hedge to be removed is a category B Leyland Cypress hedge. There is no objection to the removal of this hedge, of particular note, it is not protected by a preservation order and thus can be removed. The retained trees are to be protected and this is to be secured by way of a condition pertaining to the submitted Tree Protection Plan, Arboricultural Method Statement and Arboricultural Impact Assessment. In this regard, no objection is raised subject to the tree protection conditions.
- 6.45 A detailed landscaping scheme is required to be secured by way of condition to ensure that tree and hedge planting is appropriate in terms of species and in a location that would respect the street scene. This is deemed to be acceptable to secure by way of condition.
- 6.46 There are no known or perceived ecological constraints pertaining to the site. To ensure ecological enhancement a condition is to be imposed relating to bird and bat boxes. No objection is therefore raised.

Developer contributions and CIL

Section 106

- 6.47 On November 28th 2014 the Minister for Housing and Planning state announced, in a written ministerial statement, S106 planning obligation measures to support small scale developers and self-builders. Paragraphs 12 to 23 of the National Planning Policy Guidance (NPPG) were amended to state that contributions for affordable housing and tariff style planning obligations should not be sought from

small scale developments containing 10 units or less with a gross area of no more than 1000 sq m.

- 6.48 In April 2015, the Government's new policy approach was challenged in the High Court by two Local Authorities (West Berkshire District Council and Reading Borough Council). The challenge in the High Court was successful and on 31st July 2015, Mr Justice Holgate quashed the Secretary of State's decision to adopt the new policy by way of written ministerial statement. As a consequence, paragraphs 12 to 23 of the Planning Obligations section of the National Planning Practice Guidance (NPPG) were removed.
- 6.49 The Government subsequently appealed the High Court decision. The Court of Appeal on the 11th May 2016 upheld the Government's position set out in the 28th November 2014 written ministerial statement; this reinstates the small sites exemption from paying S106 affordable housing and other tariff style contributions and also reinstates the vacant building credit.
- 6.50 The Court of Appeal found the written ministerial statement to be lawful; however in making the judgement the Court found that the statement should not be applied as a blanket exemption which overrides the statutory development plan and the weight given to the statutory development plan is a consideration to be made by the local planning authority.
- 6.51 The National Planning Practice Guidance was subsequently updated on the 20th May and paragraph 31 was added to the guidance to include the small sites exemption and vacant building credit. West Berkshire District Council and Reading Borough Council have until the 1st June 2016 to make an application to appeal the decision in the Supreme Court.
- 6.52 The London Borough of Enfield will no longer be seeking contributions for education on schemes which are 11 and below, and thus in this schemes instance, there is no contribution towards education. However, the council will be seeking affordable housing contributions on schemes which are 10 units or less which have a combined gross floor space of more than 1000sqm. This is in conjunction with the criteria stipulated within the Planning Practice Guidance. The proposal is marginally above 1000 sqm and thus would require a S106 contributions towards affordable housing.
- 6.53 Originally, a viability report was submitted by the applicant to demonstrate that no contribution towards affordable housing could be made. This viability report was independently assessed. It was found that the scheme could contribute an offsite affordable housing monetary sum of £396,000. The applicant provided a rebuttal to the independent review with full evidence. This evidence was critiqued by an independent viability assessor and a quantity surveyor. The conclusion found that the scheme could generate an affordable housing contribution of £343,000. This sum was marginally below what was originally expected the scheme could generate. The agent discussed the matter with the applicant, and it was confirmed that the contribution of £343,000 was to be paid towards an off site affordable housing contribution. It is prudent for Members to note that the provision of 2 on site affordable housing units would neither be desirable for a

Registered Provider (RP) and their management would not be impractical. In this regard, the Council has secured a monetary contribution of £343,000 towards off site affordable housing.

6.54 The following are therefore what is required to be secured by way of the Section 106 UU:

- Affordable Housing (off site) at £343,000.
- £28,000 towards employment contribution;
- Securing the provision of a car club agreement;
- A monitoring fee of £1,400 towards affordable housing and employment; and
- A monitoring fee of £350 towards the monitoring of the car club agreement.

6.55 The submission details that a car club agreement is to be provided and secured through the Section 106 UU. The car club agreement is to use existing spaces in Enfield and the agreement will allow usage of spaces closer to the site on Rowantree Road, as and when they become available. This is welcome and opens up the provision of car clubbing within the Borough.

CIL

6.56 As of the April 2010, new 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 floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.

6.57 The development would be liable to a Community Infrastructure Levy contribution as the development involves new residential floor space over 1,000 sqm. By the time this application is determined the building will not have been occupied for six months in the preceding three years and therefore CIL will be payable. The Council CIL will therefore total £118,680.00 and the Mayoral CIL will total £25,013.27.

Other

6.58 Matters securing the Construction Management Plan are on going at the time of the write up of this Committee Report. It is considered that this Plan can be secured through a condition with the details to be submitted prior to the construction of the development should members be minded to approve the scheme.

7.0 Conclusion

7.1 In conclusion it is considered that this development proposal is acceptable and is therefore recommended for approval. The proposal would have no undue impact to the character and appearance of the site and surrounding area, improving the

existing dilapidated appearance and unsympathetic extension. It will provide for 10 additional residential units and would bring back the vacant site into an appropriate use. In addition, there would be no undue harm to existing residential amenity or the highway.

8.0 Recommendation

8.1 That planning permission be GRANTED subject to a completed Section 106 Agreement and conditions. The suggested conditions are as follows:

1. Time limit

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. Plans

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

- 42414-8
- 42414-13
- 424714-14 received 28.08.2017
- 424714-15 B received 16.08.2017
- 424714-16 C received 16.08.2107
- 424714-17 C received 16.08.2017
- 424714-18 B received 16.08.2017
- 424714-19 B received 16.08.2017
- 424714-20 B received 16.08.2017
- Water efficiency report received 07.08.2017

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

3. Materials to match and making good

All finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance.

4. Hardstanding/demarcated path

The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. This shall also include a dedicated demarcated dual surface linking the pedestrian/cycle users from the public highway to the entrance of the building and cycle spaces. 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.

5. Refuse

The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance, 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.

6. Sustainable Urban Drainage

The development shall not commence until a Sustainable Drainage Strategy has been submitted and approved in writing by the Local Planning Authority. The details shall include:

- A plan of the existing site
- A topographical plan of the area
- Plans and drawings of the proposed site layout identifying the footprint of the area being drained (including all buildings, access roads and car parks)
- The controlled discharge rate for a 1 in 1 year event and a 1 in 100 year event (with an allowance for climate change), this should be based on the estimated greenfield runoff rate
- The proposed storage volume
- Information on proposed SuDS measures with a design statement describing how the proposed measures manage surface water as close to

its source as possible and follow the drainage hierarchy in the London Plan (DMD 61- 10.5.12) This includes cross-sections and specifications.

- Geological information including borehole logs, depth to water table and/or infiltration test results
- Details of overland flow routes for exceedance events
- A management plan for future maintenance

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

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with DMD 61 of the Development Management Document, Core Policy 28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan 2011 and the NPPF.

7. Landscaping

Within 3 months of commencement of works full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. The landscape details shall include:

- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
- Full details of tree pits including depths, substrates and irrigation systems
- The location of underground services in relation to new planting
- Implementation timetables.
- Biodiversity enhancements including the provision of 3 bird boxes, 3 bat boxes and 1 insect house
- SuDS enhancements
- Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to travel across the site (e.g. gaps in appropriate places at the bottom of the fences)
- A maintenance and management strategy
- Location and design of picnic bench(es) and bench(es) in the communal area

All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision of amenity, that the communal area be useable and functional, and biodiversity enhancements, to be afforded by appropriate landscape design, and to increase resilience to the adverse impacts of climate change in line with Core Strategy policies CP36 and Policies 5.1 - 5.3 in the London Plan.

8. CO² emissions

The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will 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 a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

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 in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

9. EPC

Following practical completion of works a final Energy Performance Certificate shall be submitted to and approved in writing by the Local Planning Authority.

Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

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 in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

10. Cycle spaces

The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. This shall include the long stay and short stay spaces. 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 and that they are of a satisfactory appearance.

11. External lighting

The development shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority..

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

12. Obscure glazing

The glazing on the flank elevations, not including the lower ground floor and ground floor, shall be in obscured glass with an equivalent obscuration as level 3 on the Pilkington Obscuration Range and be non opening below 1.7m of the finished floor level. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

13. No new fenestration

No external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

14. Electric Charging Points

That prior to development commencing, details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining the electric 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 occupation of any of the units and permanently maintained and retained.

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

15. Construction Management Plan

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) signing up to 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.

16. BREEAM

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

- a. a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,
- b. a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and within 3 months of first occupation.

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

17. Tree Protection

Prior to the commencement of the development hereby approved (including all preparatory work), a scheme for the protection of the retained trees including a tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the local planning authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees
- c) Details of construction within the RPA or that may impact on the retained trees
- d) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.

- e) Boundary treatments within the RPA
- f) Methodology and detailed assessment of root pruning
- g) Arboricultural supervision
- h) The method of protection for the retained trees

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies.

18. Site supervision of trees

Prior to the commencement of the development hereby approved (including all preparatory work), details of all Tree Protection Monitoring and Site Supervision (where arboricultural expertise is required) shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To ensure the retention of, and avoid damage to, the retained trees on the site that represent an important visual amenity to the locality in accordance with policies.

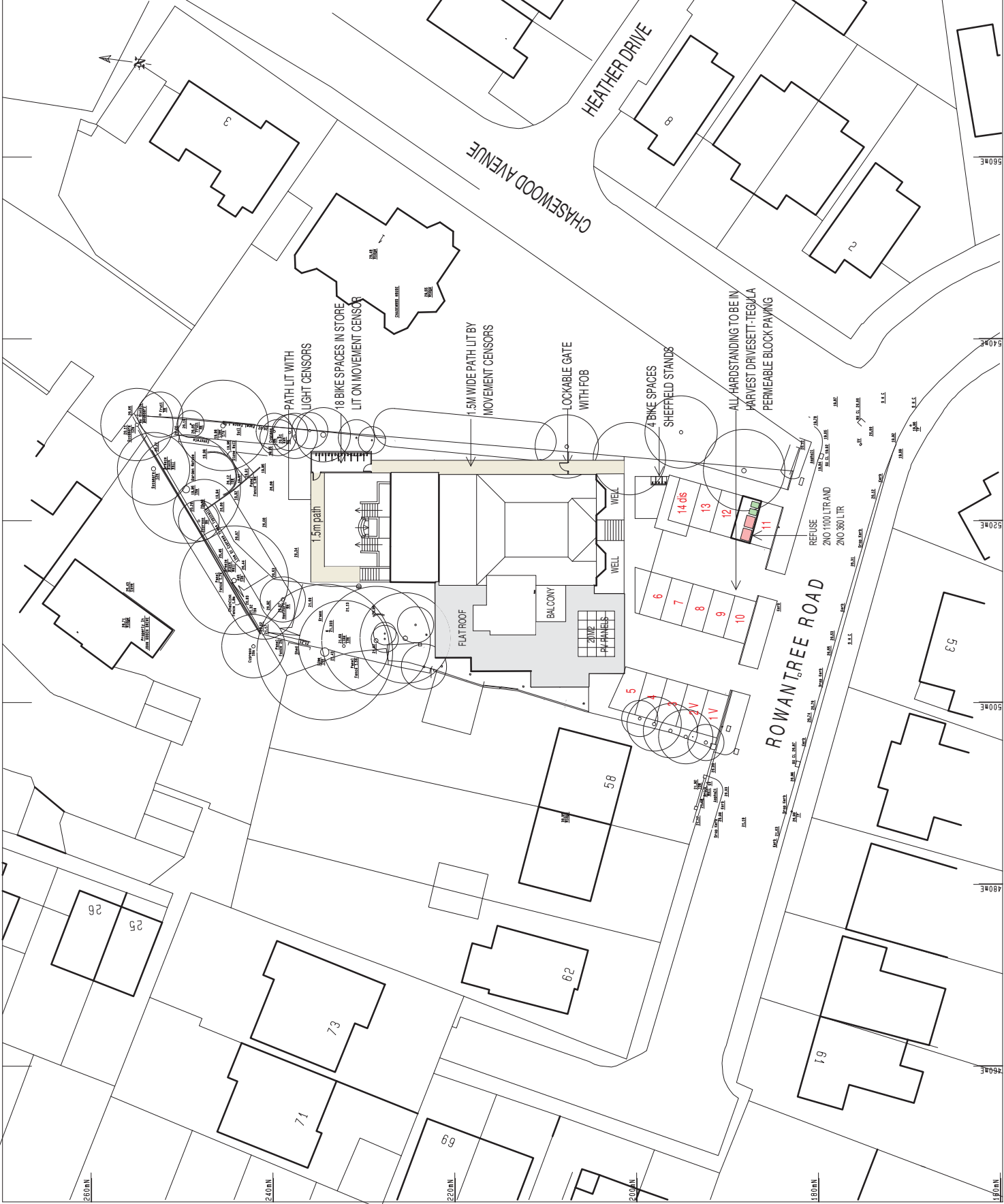
19. Submission of materials

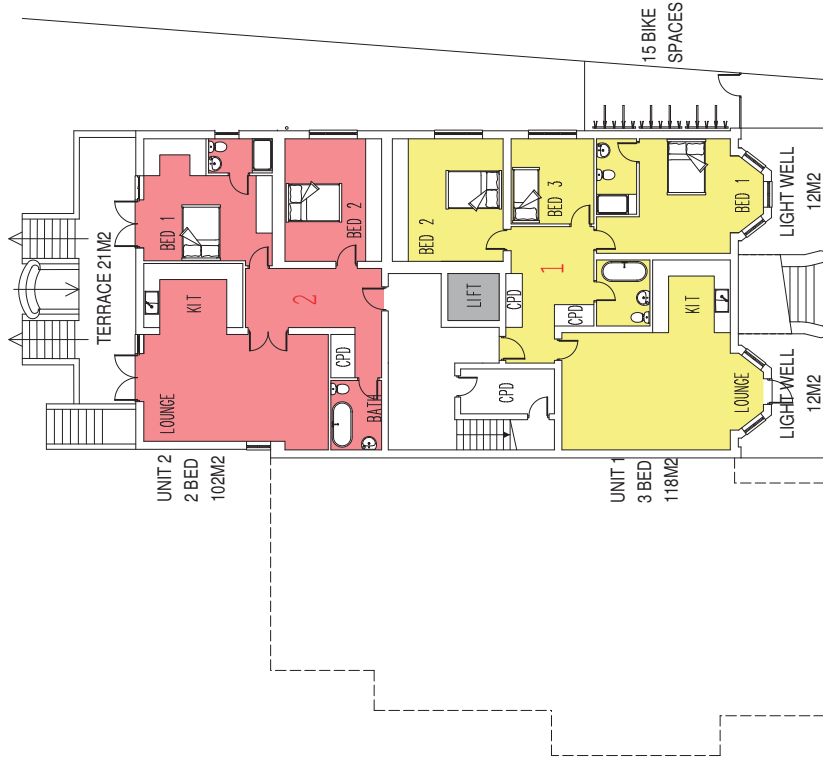
The development shall not commence until details of the external appearance of the development, including the materials to be used for external surfaces of buildings and other hard surfaced areas, have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details before it is occupied.

Reason: To ensure an appearance that respects the existing fabric of the building.



CHESHIRE TIMBER CYCLE CENTRE
BY BROXAP FOR 15 CYCLES





LOWER GROUND FLOOR
GROSS INTERNAL FLOOR AREA 263M2



GROUND FLOOR
GROSS INTERNAL FLOOR AREA 437M2



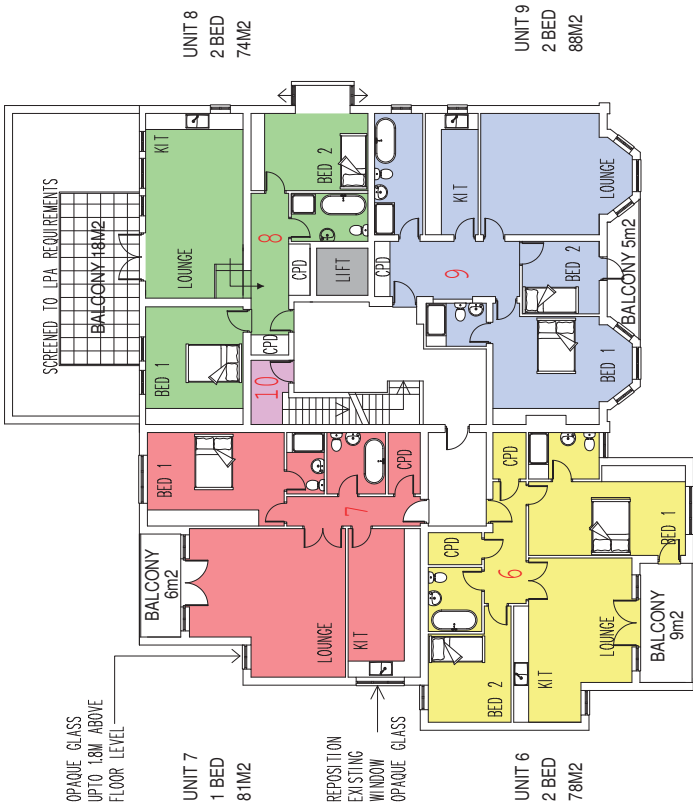
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CONVERSION INTO 10 FLATS

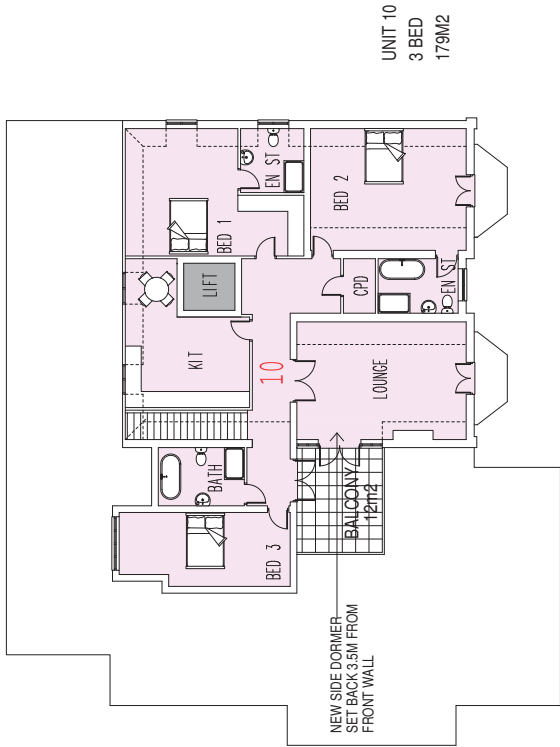
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Alan Cox
associates
Architectural & Planning Consultants
TEL: 020 - 8440 - 7777
FAX: 020 - 8564 - 9556

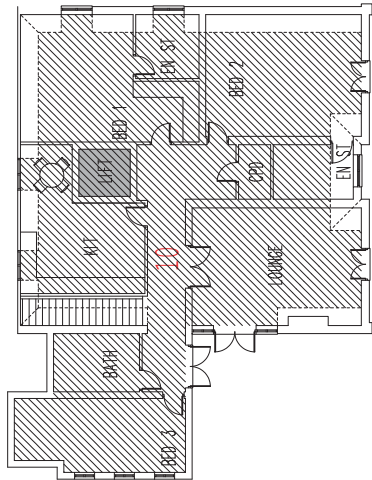
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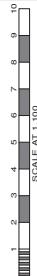
FIRST FLOOR
GROSS INTERNAL FLOOR AREA 376M2



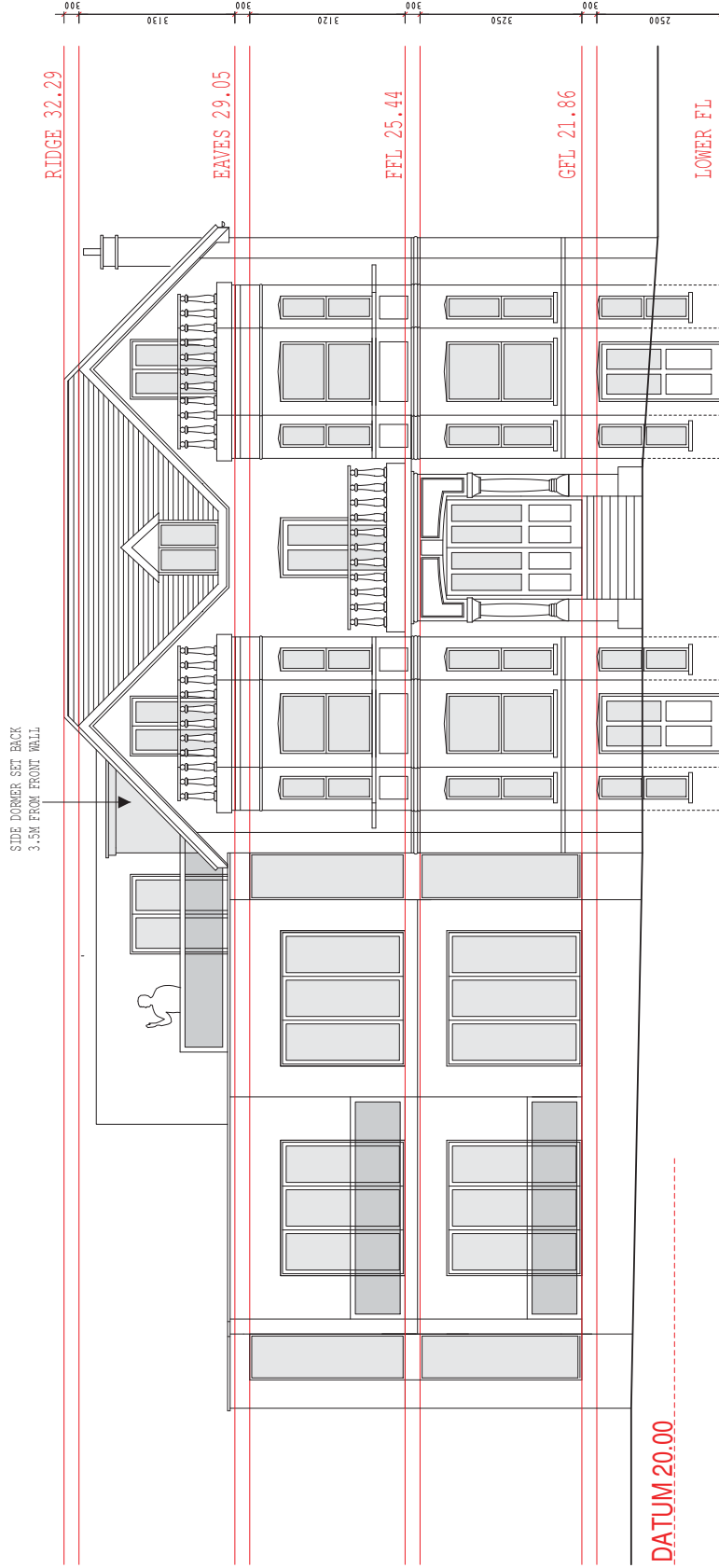
SECOND FLOOR



UNIT 10
3 BED
AREA ABOVE 1.5M = 152M2



Revisions			
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JOB TITLE CONVERSION INTO 10 FLATS			
DRAWING TITLE PROPOSED FIRST AND SECOND FLOOR PLANS			
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Drawn by	AJC	Checked by	
Alan Cox associates Architectural & Planning Consultants TEL: 020 - 8440 - 7777 FAX: 020 - 8564 - 9556			
Project No.	424714-16	Rev.	C



SOUTH ELEVATION (FRONT)

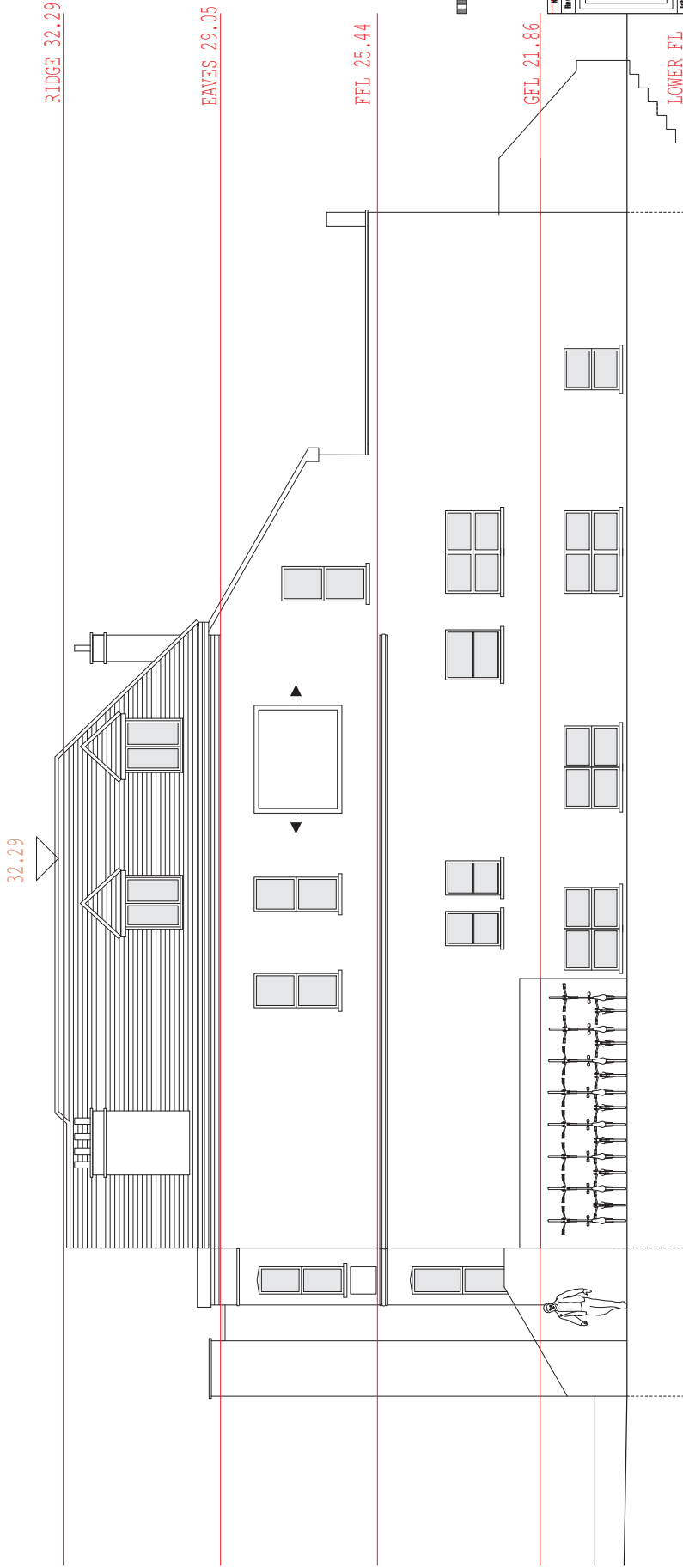
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CONVERSION INTO 10 FLATS			

Drawing Title			
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Drawn	Rev.
424714-17	C



WEST ELEVATION (SIDE)

Rev.	Date	By	Comments
1	01/17	AJC	CONVERSION INTO 10 FLATS
2	01/17	AJC	PROPOSED SIDE ELEVATION
3	01/17	AJC	PROPOSED SIDE ELEVATION
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COMFORT HOTEL
ROMANTREE ROAD
ENFIELD

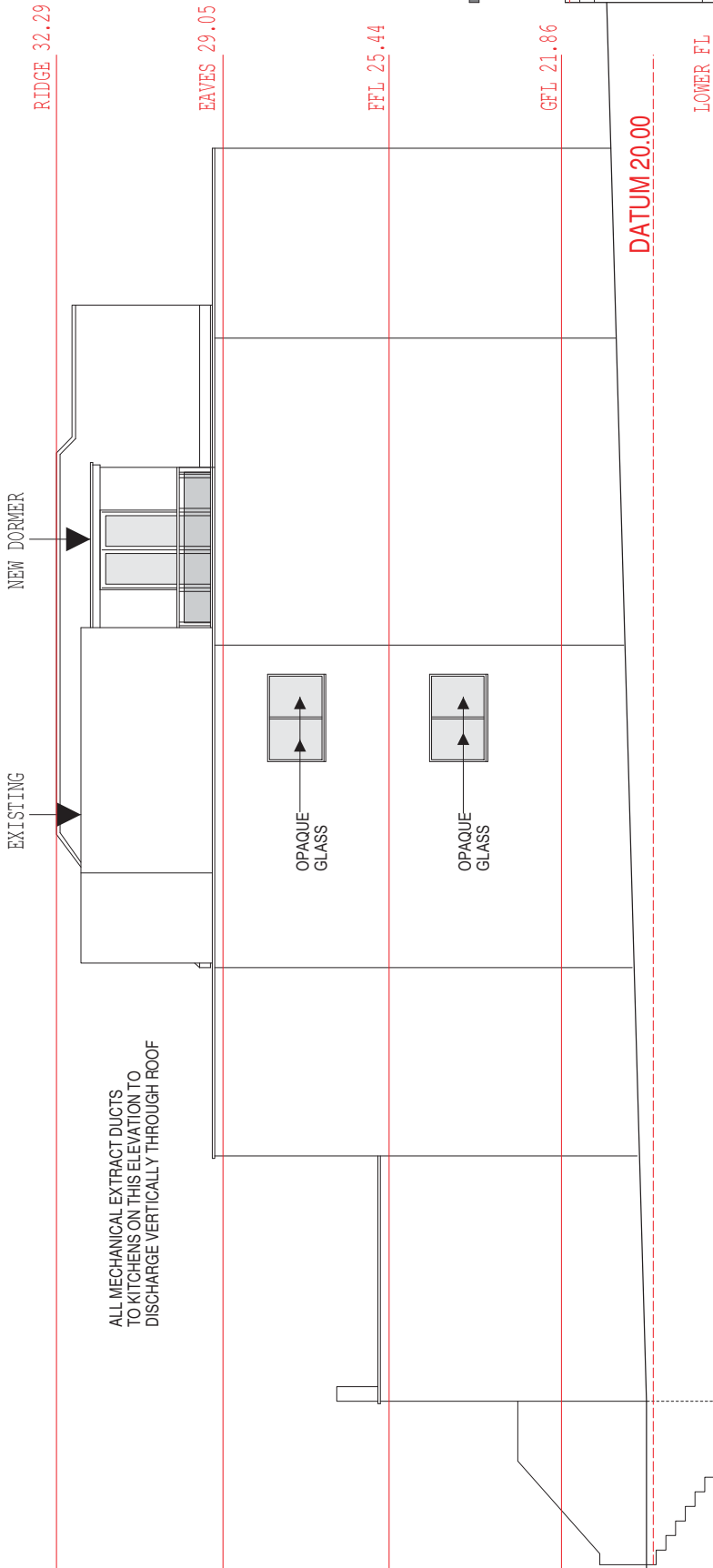
CONVERSION INTO
10 FLATS

PROPOSED SIDE ELEVATION

Scale 1:50 Date 01/17 Drawn by AJC

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Project 424714-18 Rev. A



Rev.	Date	By	Contents
Revisions			
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		Drawn by	AJC
Alan Cox associates Architectural & Planning Consultants TEL: 020 - 8440 - 7777 FAX: 020 - 8564 - 9556			
Project	424714-19	Rev.	B



RIDGE 32.29

EAVES 29.05

GFL 25.44

GFL 21.86

LOWER FL

EXISTING

OPAQUE GLASS

NO 58

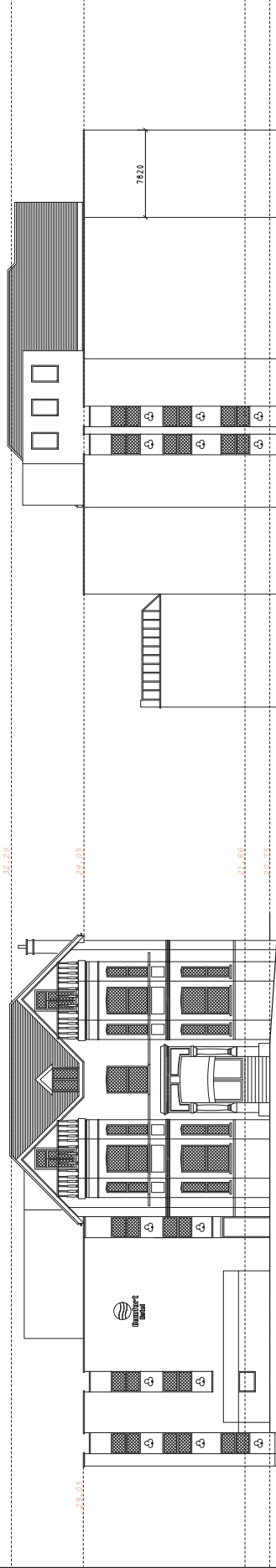
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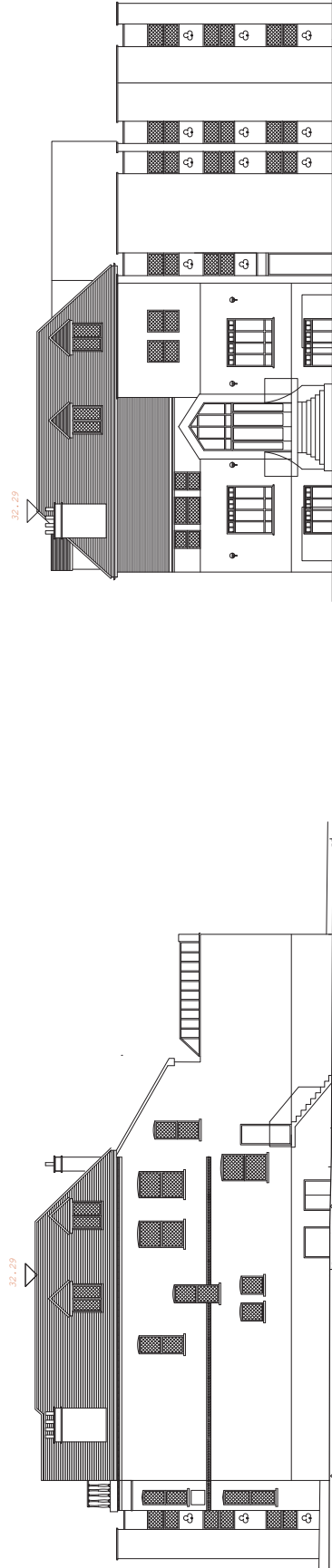
NORTH ELEVATION (REAR)

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JOB TITLE									
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Drawing Title PROPOSED REAR ELEVATION									
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Alan Cox associates Architectural & Planning Consultants TEL: 020 - 8440 - 7777 FAX: 020 - 8564 - 9556									
Project		424714-20		Rev.		B			



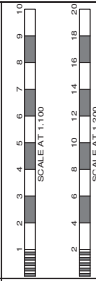
SOUTH ELEVATION (FRONT)

EAST ELEVATION (SIDE)



WEST ELEVATION (SIDE)

NORTH ELEVATION (REAR)



No.	Date	By	Comments

Site Address
COMFORT HOTEL
ROWANTREE ROAD
ENFIELD

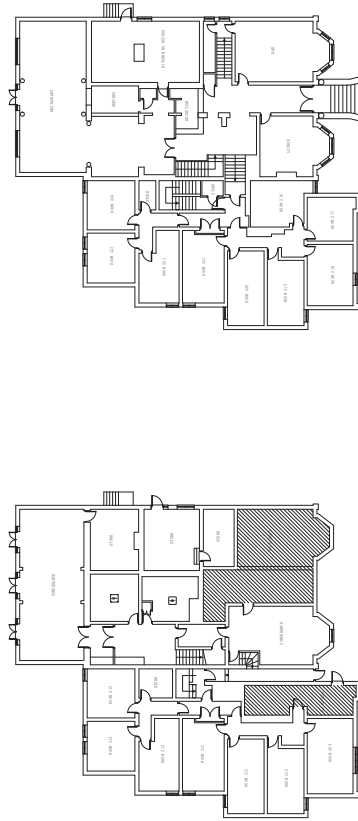
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TO FORM 16 SELF CONTAINED
FLATS

Drawing Title
EXISTING PLANS AND ELEVATIONS

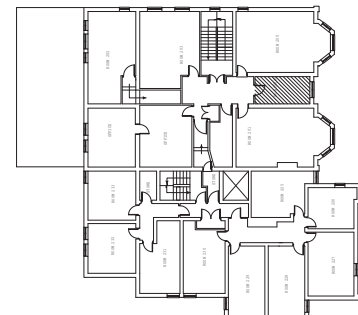
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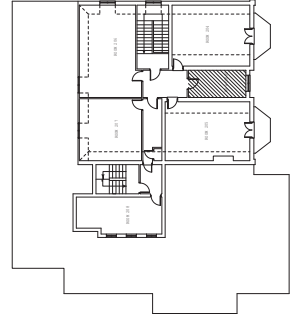
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LOWER GROUND FLOOR GFA 450M2



FIRST FLOOR GFA 391M2



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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 19 December 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
David Gittens
Ms Claire Williams
Tel No: 02083794372

Ward:
Southbury

Ref: 17/00986/FUL

Category: Full Application

LOCATION: Unit 5 Martinbridge Industrial Estate , 240-242 Lincoln Road, Enfield, EN1 1SP

PROPOSAL: Subdivision of existing self-storage unit with ancillary offices (Class B8) into 3 units involving demolition of 2-storey office block to south elevation, part retention of Class B8 use, part change of use from Class B8 to a mixed commercial use (Class B8/A1), construction of mezzanines to 2 units, partial increase in height of building, including entrance way to south elevation, associated building alterations, reconfigured car park and revised servicing arrangements.

Applicant Name & Address:
Travis Perkins (Properties) Ltd And Tesco
Pension Trust...
C/O Agent

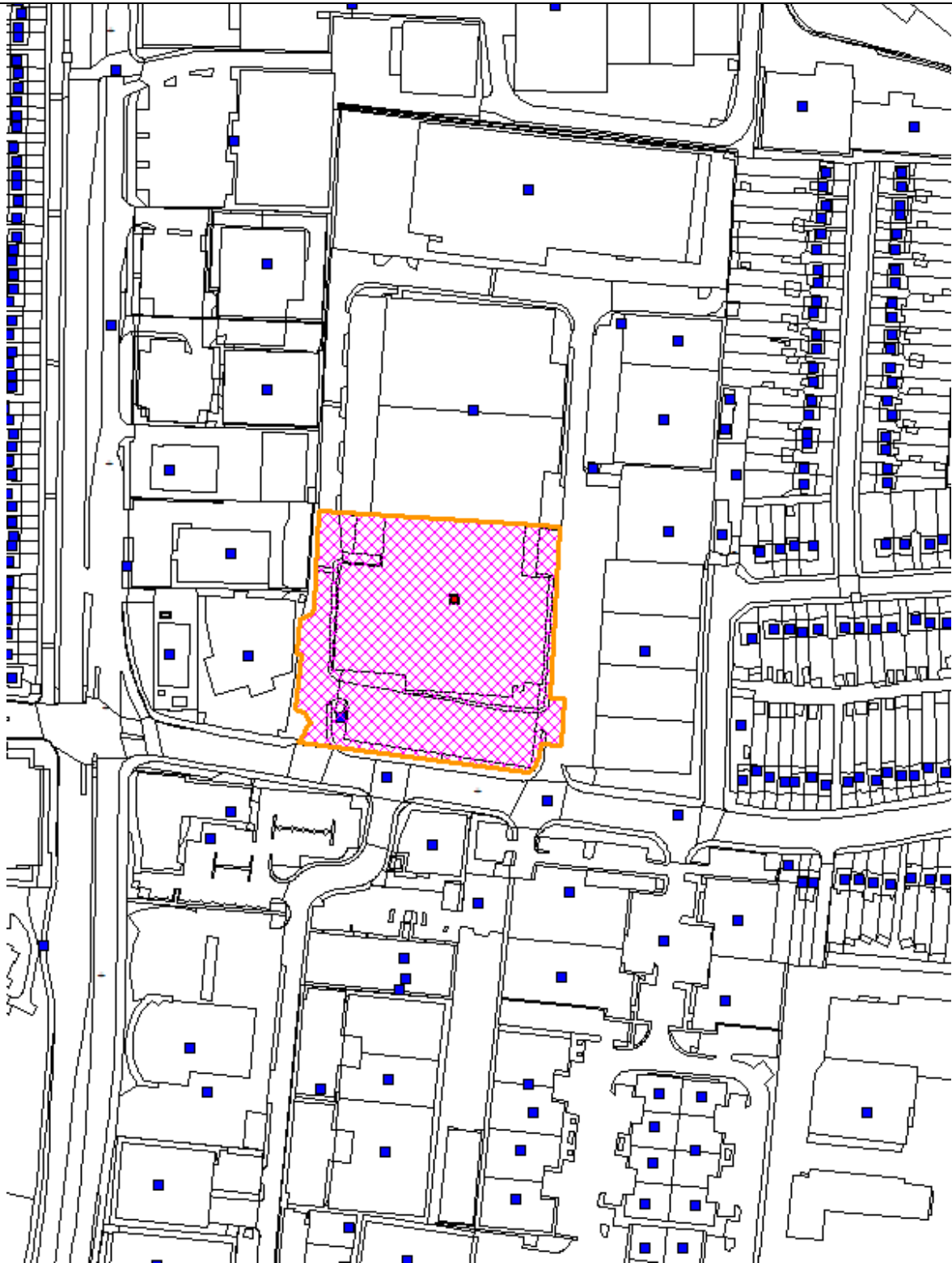
Agent Name & Address:
Mr Tim Rainbird
Ingeni Building
17 Broadwick Street
London
W1F 0AX

RECOMMENDATION: That planning permission be **REFUSED**.

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: 17/00986/FUL **LOCATION:** Unit 5 Martinbridge Industrial Estate , 240-242 Lincoln Road, I



1.0 Site and Surroundings

- 1.1 The application site is a square plot that measures approximately 1.05 hectares. The site comprises a B8 storage unit with ancillary B1 (office) uses occupied by Big and Red Storage, a self-storage company. The building sits to the north of the site and a two storey extension has been implemented to the south for office use. To the east and west of the building are service areas. The total floor space of the building measures approximately 9,950sqm. There is hardstanding that provides parking for cars within the front of the site. There is also a substation close to the front boundary on the western side of the site.
- 1.2 The site lies to the east of the Great Cambridge Road and is accessed from Lincoln Road. The site is bounded by warehouses and ancillary offices to the north, access roads to the east and west and Lincoln Road to the south. The immediate area consists of large generally two storey warehouse buildings. The site is located within the Great Cambridge Road and Martinbridge Industrial Estate which is designated as Strategic Industrial Land (SIL). More specifically, the site has been defined as an Industrial Business Park (IBP). The site is also located within flood zone 1. The site is not located within a Conservation Area and the site does not comprise any listed buildings.

2.0 Proposal

- 2.1 Planning permission is sought for the subdivision of the existing self-storage unit with ancillary offices (Class B8) into 3 units involving demolition of the two storey office block to the south elevation, part retention of Class B8 use, part change of use from Class B8 to a mixed commercial use (Class B8/A1), construction of mezzanines to 2 units, partial increase in height of building, including entrance way to south elevation, associated building alterations, reconfigured car park and revised servicing arrangements.
- 2.2 The building would increase in height to the south by 0.5 – 2 metres and the roof form would change from a pitched roof to a flat roof. With the removal of the two storey extension to the south, the depth of the building would be reduced by 6.3 metres. The proposed two storey front projection with a flat roof serving unit 1 would measure approximately 12.7 metres wide, 10 metres high and 1.8 metres deep. The projection would be set approximately 0.8 metres higher than the new roof to the south of the building.
- 2.3 The proposed floor space and use class of the new units is set out below. Unit 1, the largest unit would be located to the southern portion of the building and is proposed to be occupied by Wickes. Unit 3 would be occupied by the existing occupier. The occupier of unit 2 has not been specified.

Unit	Original Floor Space Proposed (sqm)	Total Floor Space Proposed with Additional Mezzanine Floor Area (sqm)	Use Class
1	3,371sqm (2,906sqm & a mezzanine area of 465sqm)	3,416sqm	B8/ A1
2	1,484sqm (1,006sqm & a mezzanine area of 478sqm)	1,915sqm	B8
3	1,285sqm (No mezzanine)	2,250sqm	B8

Table 1: Proposed Floor Space (Sqm) and Use Class

- 2.4 The building to the south and partially to the west and east elevations would be re-clad with horizontal composite cladding finished in midnight blue and vertical profiled built up cladding system finished in merlin grey. The rest of the building would be re clad in vertical profiled built up cladding system in midnight blue and merlin grey. The roof of unit 1 and 2 would be re-clad and new roof lights installed. Roller shutter doors are proposed to the north and south elevations of the building.
- 2.5 The secure storage and service area to the front of the site would be enclosed with a 4m high security fence and gates. The remainder of the boundaries of the site to the front which are currently enclosed with palisade fencing would be enclosed with 0.6m high timber knee rails.
- 2.6 The service access will remain as existing however the vehicular access from Lincoln Road would be modified to include the alteration of the radii for the kerbs. Service access would only be gained from the west. The car park would be rearranged and would provide a total of 51 parking spaces (including 11 van, 2 car and trailer spaces and 3 disabled designated spaces). A total of 18 cycle spaces, 8 of which will be covered by a shelter.
- 2.7 The application form states that there are three existing employees and the proposal would provide 63 full time members of staff. In terms of opening times the application form states that the opening times would be Monday to Sunday 6am to 10pm.
- 2.8 Amended drawings have been provided that include the following:
- Second pedestrian access onto Lincoln Road introduced to the east of the site
 - Removal of staff car parking spaces from the service yard
 - Reconfiguration of the long and short stay cycle parking
 - Additional landscaping introduced to the south west corner
 - Additional mezzanine floorspace introduced.
 - Flashings on the corner of the two storey front projection

- 2.9 The agent requested that the proposal description be amended so that unit 1 falls within the sui generis class as a builders merchants rather than an A1/ B8 use class. The proposal description has not been amended as it is considered that a Wickes store is not a builders merchant and that A1/ B8 better describes the proposed use of the unit.

3.0 Relevant Planning History

- 3.1 P13-01309PLA - Change of use from warehouse/distribution centre/vehicle preparation and servicing (B2) to warehouse (B8) and offices (B1) in 3 separate suites (RETROSPECTIVE). – Approved 4 July 2013
- 3.2 TP/10/0995 – Change of use from warehouse/distribution centre (B2) to warehouse (B8) and offices (B1) RETROSPECTIVE. - Withdrawn 17.08.2011
- 3.3 TP/06/1690 - Change of use from warehouse (Class B8) to warehouse / distribution centre / vehicle preparation and servicing (Class B2), involving erection of a security hut and customer lounge. – Approved 14 November 2006

4.0 Consultation

4.1 Public:

Letters were sent to 18 adjoining and nearby residents, a site notice was posted and a press notice was published in the Enfield Independent. No responses were received.

4.2 Internal and External Consultees:

- 4.2.1 Planning Policy: Objection. The proposal would be harmful, as the proposed A1 retail use would be at odds with the Great Cambridge Road and Martinbridge Estate SIL and IBP designation.
- 4.2.2 Traffic and Transportation: Objection based on the lack of information on the trip generation and impacts, unacceptable parking layout and the lack of acceptable levels of parking proposed. The scheme would be an overdevelopment of the site where the required level of parking cannot be wholly and safely accommodated within the boundaries of the development leading to problems of over spilling parking and potential delays to traffic on Lincoln road especially from vehicles waiting to turn right in to the site.
- 4.2.3 Greater London Authority (GLA): Objection as the principle of the change of use of part of the warehouse to a Class B8/ A1 use is unacceptable and contrary to London Plan Policies 2.17 and 4.4 and would threaten the long term industrial capacity of the wider SIL.
- 4.2.4 Environmental Health: No objection subject to the attachment of a Construction Management Plan condition that includes details of how dust and emissions would be managed.

4.2.5 Tree Officer: No objection.

4.2.6 Urban Design Officer:

- The introduction of smaller unit size for the cladding panels around the entrance would be of benefit as it would bring some added visual interest to the building around the main entrance.
- A dedicated route through the site would be of benefit rather than expecting pedestrians to cross through the car park.

4.2.7 SuDS Officer:

The proposal does not take into account surface water floor risk and a Sustainable Drainage Strategy has not been submitted that accords with policy requirements. The current drainage approach is unacceptable due to the following:

- Not clear whether the paving would be permeable.
- Proposed extension does not incorporate a green, blue or brown roof.
- Rain gardens are not proposed.

4.2.8 Commercial Waste: No waste plans have been submitted.

4.2.9 Thames Water: No objection.

4.2.10 Design out Crime Officer: No objection conditions suggested.

4.2.11 London and Fire Emergency Planning Authority: Satisfied with the proposals but recommends that sprinklers are considered.

4.2.12 Transport for London (TfL): Raised concerns with the proposed layout of the servicing area and the potential to create congestion. Stated that the applicant must be required to adopt a booking system so that no vehicles have to wait on the highway to access.

5.0 Relevant Planning Policies

5.1 London Plan (2016)

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
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 6.3 - Assessing Effects of Development on Transport 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

5.2 Core Strategy (2010)

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 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 32: Pollution
Core Policy 36: Biodiversity
Core Policy 40: North East Enfield
Core Policy 46: Infrastructure contributions

5.3 Development Management Document (2014)

DMD19 Strategic Industrial Locations
DMD21 Complementary and Supporting Uses within SIL and LSIS
DMD23 New Employment Development
DMD25: Locations for New Retail, Leisure and Office Development
DMD37 Achieving High Quality and Design-Led Development
DMD45 Parking Standards and Layout
DMD46 Vehicle crossovers and dropped kerbs
DMD47 Access, New Roads and Servicing

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

5.4 Other Policy

National Planning Policy Framework 2012 (NPPF)
National Planning Practice Guidance 2016 (NPPG)
London Plan 2016
Enfield Core Strategy 2010
Enfield Development Management Document 2014
North East Enfield Area Action Plan 2016
Section 106 Supplementary Planning Document 2016 (s106 SPD)
Enfield Employment Land Review (2012)

6.0 Analysis

6.1 This report sets out an analysis of the issues that arise from the proposals in the light of adopted strategic and local planning policies. The main issues are considered as follows:

- Principle of development and land use
- Traffic and transport
- Design and appearance
- Flood Risk
- Sustainability

Principle of Development

6.2 The site is located within the Great Cambridge Road and Martinbridge Industrial Estate which is designated as Strategic Industrial Land (SIL) and more specifically, the site has been defined as an Industrial Business Park (IBP).

6.3 Policy 2.17 of the London Plan sets out that Boroughs should manage and where appropriate, protect the SILs designated within the Plan as London's main reservoirs of industrial and related capacity. Policy 2.17 sets out that IBP's are particularly suitable for activities that need better quality surroundings including

research and development (Use Class B1b), light industrial (Use Class B1c) and higher value general industrial (Use Class B2) some waste management, utility and transport functions, wholesale markets and small scale distribution.

- 6.4 Policy 6.2 of the North East Enfield Area Action Plan (NEEAAP) identifies the Great Cambridge Road and Martinbridge Estate SIL as being Enfield's largest employment area outside of the Lee Valley Opportunity Area Planning Framework boundary and the only estate within NEEAAP designated as an Industrial Business Park (IBP). It sets out that proposals falling within the IBP will need to demonstrate compliance with the relevant London Plan and Enfield's Local Plan policies. Part B of the policy states that redevelopment of existing buildings is required to support the Estates role as an Industrial Business Park by:

- *Encouraging high quality employment uses that fit with its role as an Industrial Business Park (IBP); and*
- *Ensuring that any trade counter uses supports the overall function and quality of the IBP.*

- 6.5 SIL designated areas are protected through Policy CP14 of the Core Strategy and Policy DMD19. These policies seek to resist changes of use outside of industrial uses (use classes B1, B2 and B8) in order to retain, preserve and enhance the industrial function of the area and consequently maintain an adequate mix of employment uses. The proposed change of use of unit 1, which is the largest unit of the three units, from a B8 use to an A1/ B8 use would not fall into any of the appropriate developments within SIL set out in strategic and local planning policies. It is of the view of both the GLA and the LPA that the introduction of a retail use on the site within a designated SIL would set an unacceptable precedent that would further erode the capacity of the SIL to accommodate appropriate industrial and related uses.

- 6.6 Policy DMD19 states that a change of use from industrial uses in the Great Cambridge Road Industrial Business Park will be refused, unless the criteria set out below is met.

- *The proposed use would not compromise: the function and operation of the industrial area as a whole, the operating conditions of the other remaining industrial uses, or the potential future use of neighbouring sites for appropriate industrial uses;*
- *The proposed use does not have a significant adverse impact on surrounding residents in terms of pollution, noise and traffic;*
- *There is no significant net loss of industrial capacity;*
- *The proposed use generates significant additional employment;*
- *The proposed development makes a significant contribution to the public realm*

- 6.7 In terms of the elements of Policy DMD19 underlined above the proposal would not accord with these policy requirements.

- 6.8 The application seeks planning permission for a change of use from Class B8 to a mixed commercial use (Class B8/ A1). The submitted Economic Development Assessment states that Wickes Building Supplies Limited sell building products to the trade and visiting members of the public. The document goes on to state that Wickes concentrate at the 'heavy end' of the DIY sector and appeal in particular to the serious DIY enthusiast and local tradesmen and builders. Typically, more than 40% of a store's turnover will be derived from local tradesmen or builders, and this figure is increasing with recent research by Wickes Building Supplies suggesting more than 50% of a Wickes Building Supplies store derives its sales from the trade.
- 6.9 The Economic Development Assessment includes reference to a UK DIY and Gardening March 2010 report produced by the analysts, Verdict which suggested that an estimated 60% of Wickes store sales are from DIY/non-trade retail. Evidence has also been provided that suggests that 60% of Wickes stores turnover is generated from trade with the remaining 40% comprising of DIY retail. However this was based on an independent survey that was undertaken by Marketing Sciences from only two Wickes stores located in close proximity to each other in November 2011. The survey found that of the 1,498 people surveyed, 54% of trips were for trade purposes and 46% were for retail and 61% of the branch turnover was from trade sources.
- 6.10 An updated customer survey was undertaken in July 2017 at two Wickes Building Supplies' branches and this information was submitted to the LPA. The branches opened within the last 2 to 3 years and represent the current business model. The adopted methodology of the July 2017 surveys reflected those of the November 2011 survey; the survey was undertaken throughout an entire 7 day week to reflect the full opening hours, and involved interviewing nearly 1,400 visiting customers at the two sites.
- 6.11 "Trade" respondents were tradesmen, house builder, property developer or landlords and respondents who answered DIYer, or shopping for someone else where classified as "retail". The survey found that 51% of trips to the two branches were for either trade customers or for trade related purposes. The total spend within the two branches, accounted for nearly 60% for trade customers / trade related purchases and just over 40% of the total spend was from DIY customers. Although more up to date surveys have been provided the submitted evidence remains insufficient to allow a deviation from strategic and local planning policies.
- 6.12 It is considered that DIY/ non-trade retail is a dominant use within the Wickes B8/A1 quasi-employment land use designation and that an assumption can be made that over 10% of the overall floorspace of the unit will have a DIY/non-trade retail element. This would fail to accord with Policy DMD21 which states that proposals involving an element of direct sales will generally be accepted, provided that the retail element does not become the dominant use and is no more than 10% of the overall floorspace of the unit and the retail element is on the ground floor.

- 6.13 As set out in paragraph 6.4.2 of the DMD the Council recognises the changing nature of industrial/ business activities and accepts in some instances that industrial type uses in industrial areas may include an element of direct sales in the form of trade counters which are ancillary to the main use unit. These uses are considered acceptable provided that the retail element does not become the predominant use. Proposals that include retail use which forms a significant part of the activity will be contrary to the policies set out in Chapter 7 'Town Centres and Shopping' of this document and will therefore be refused. This scheme would not accord with these policy requirements.
- 6.14 The planning application was originally submitted as a mixed commercial use (A1/ B8) for unit 1 and not a sui generis use class. To support the proposed mixed use an appeal decision relating to a new Wickes Building Supplies proposal in the London Borough of Sutton was submitted with the application which sets out that the definition of Wickes Building Supplies' operation as a mixed B8/A1 use was supported by the Inspector. Whilst the Inspector noted that the Wickes Building Supplies operation did evidently include a retail element, he determined that a *"planning unit may have more than one primary use and in that event it is perfectly legitimate to treat it as having a mixed-use"*, i.e. Class B8/A1. The Inspector noted that if the Class B8 (trade) element of the proposed Wickes was to cease entirely, or if the retail component were to predominate then *"the question of whether a material change of use had taken place could legitimately be assessed"*. Although the Inspector in this particular case agreed that Wickes falls within an A1/ B8 use, that does not mean that the mix of uses on this site is acceptable. It is acknowledged that the appeal was allowed and the site was SIL however the site circumstances were different to that of the subject scheme due to the points set out below.
- The site had previous approval for a Travis Perkins trade supply use
 - The site was considered 'unsuitable' for industrial uses listed at paragraph 2.79 of the London Plan, because of proximity to residential areas and other site specific characteristics
 - It was located on the edge of SIL
 - It was vacant/unused
- 6.15 The agent requested a change to the proposal description. The proposed Class A1 retail use was put forward to be removed from the description of development on the basis that the split of retail and trade sales (A1/B8 use) does not apply to floorspace, but rather the composition of sales from the planning unit. On the basis that A1 and B8 elements are not distinguishable in floorspace terms, like builders' merchants, the applicant/ agent felt that the proposed sui generis – builders merchants use is a more accurate and appropriate means of defining the use.
- 6.16 The proposal is not considered to be a builder's merchant due to the extent of non-trade that Wickes stores comprise. Travis Perkins for instance is a timber and builder's merchants that supplies products to trade professional and builders. Changing the proposal description to sui generis – builders merchants would not remove the retail element of the proposal and would result in the same analysis of the scheme being applied.

- 6.17 Other planning applications and planning permissions that have been submitted for Wickes stores across the country have been reviewed and there were no examples of sui generis – builders merchant schemes that had been submitted to any LPA. The planning applications found are either use class A1 or a mixed commercial Class B8/ A1 use.
- Planning permission (ref. no. CR/2016/0176/FUL) was granted for the construction of one commercial mixed use building (Class B8/ A1) to be occupied by Wickes on 20 July 2016 in Crawley.
 - Planning permission was sought from Rochdale Metropolitan Borough Council for the part demolition of the former B&Q unit and subdivision to create two retail units (Use Class A1) to be occupied by Wickes and B&M Home store.
 - Planning permission was sought for the refurbishment and change of use of existing building for a mixed use (Class B8/A1) together with first floor amenity space, trading mezzanine, revised parking and servicing arrangements and associated works from Epping Forest.
 - Planning permission (ref. no. DC/16/1634/FUL) was sought for the construction of one retail warehouse (Class A1) on 16 August 2016 from Forest Heath District Council.
- 6.18 In terms of job creation, the supporting information states that there would be an increase in the number of employees from 3 to 63. The proposal would also generate jobs during the construction stage as well as ongoing maintenance such as site security and cleaning. It is acknowledged that the proposal would contribute to the local economy and create new jobs however this is not sufficient justification for the introduction of a non-industrial use into what is a good quality, fully functioning SIL which benefits from excellent transport connections particularly suited to the needs of modern industrial occupiers. Of particular concern is the likely impact of the scheme on the long-term viability of the SIL. The GLA noted that a large portion of the SIL to the north has already been encroached upon by a retail park and by allowing retail uses within the SIL this is likely to set an unacceptable precedent which would further reduce the industrial capacity of the SIL in a borough which has been identified for increased industrial capacity. The unit has also not been actively marketed for Class B8 use or any other alternative industrial use befitting the SIL designation.
- 6.19 The GLA also have concerns over the viability of the two remaining B8 units. As the Wickes store will take up the vast majority of the footprint of the existing warehouse, the two remaining warehouse units will be very limited in size. Furthermore only one unit will have access to forecourt parking and neither will benefit from a dedicated loading area. These factors will significantly limit their attractiveness to prospective tenants and therefore, their viability in the longer term.
- 6.20 The Council's Employment Land Review (2012) found that the supply of land in North London is limited and there is a need to retain industrial capacity to accommodate existing and future demand. The site needs to be safeguarded and available for suitable businesses wishing to expand/locate in the borough. IBPs

are distinct from Preferred Industrial Locations (PILs) due to the fact that they meet the business needs of enterprises that need better quality surroundings including Research and Development B1 (b), light industry B1(c) and higher value added general B2 activities. They also require significantly less heavy goods access and are able to relate more harmoniously with neighbouring uses than those in PILs. Policy safeguards the IBP designation for enterprises that require these higher quality industrial conditions, especially since the estate is the only allocated IBP in Enfield.

- 6.21 The Employment Land Review recognises the estates significance by saying that it is the borough's main employment area away from the Lee Valley, whilst the London Plan lists the estate as one of thirteen IBP locations in the whole region. This emphasises that the estate plays a significant role for Enfield, London and the wider South East region. If the Council were to approve this application it would establish a precedent for similar non-policy compliant uses in the future. As a result, this would result in further significant loss of industrial capacity and threaten the legitimacy of the IBP designation.

- 6.22 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.

- 6.23 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 which points towards supply being in a healthy state.

- 6.24 The GLA has recently published the Industrial Land Demand Study (June 2017). The study found that London's stock of industrial land has continued to diminish and has done so at well above the London Plan benchmark rates. Given the considerable tightening of the industrial land market across the whole of London, the report advises that significant further industrial land release must be restricted. It has been recommended that most boroughs retain their existing industrial land. More specifically, Table 15.1 identifies Enfield requiring further industrial capacity. The report estimates that the borough has an estimated baseline net demand for industrial land of 41.7 hectares.

- 6.25 Meridian Water is the largest regeneration priority area in the borough to deliver jobs and houses. The Proposed Submission Edmonton Leaside AAP (January 2017) removes the SIL designation from the Harbet Road Industrial Estate (Policy EL2). In response to the consultation of the Proposed Submission ELAAP the GLA stated that such a large scale loss of SIL cannot be supported until there is full consideration of the potential SIL/ industrial land reconfigured across the whole of the Upper Lee Valley. In addition the GLA stated that the approach to

the quantum of SIL and LSIS release and reconfiguration as detailed in Policy EL14 of the ELAAP is not currently in general conformity with the London Plan.

- 6.26 The proposed loss of industrial floor space as a result of the proposed change of use to A1/ B8 uses fails to accord with both local and strategic policy. There is an objection in principle to the loss of industrial land and this is supported by the GLA. There is also no sufficient justification to outweigh the clear and strong policy position regarding the safeguarding of strategic industrial land over the longer term. 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 regeneration is to be supported elsewhere in the Borough particularly at Meridian Water.
- 6.27 The proposal would be contrary to Policy CP14 of the Core Strategy, Policies DMD19 and DMD21 of the Development Management Document, Policy 6.2 of the North East Enfield Area Action Plan, the Employment Land Review and Policy 2.17 of the London Plan, as well as the aims and objectives outlined within the National Planning Policy Framework.
- 6.28 The impact the scheme would have on the surrounding residents in terms of pollution, noise and traffic is assessed later in this report.

Impact on Town Centres

- 6.29 Policy DMD25 of the DMD states that new retail development will be permitted within Enfield Town and the borough's four district centres. In accordance with the sequential test if no sites are suitable or available within the town centres 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.
- 6.30 The NPPF seeks to promote the vitality and viability of town centres, recognising that town centres are at the heart of communities. This policy is in accordance with the NPPF which advocates a sequential approach requiring sites within town centres to be explored first where suitable sites or buildings for conversion are available, followed by edge of centre sites, and only then out of centre sites. A town centre first policy is essential to ensure the future vitality and viability of Enfield's centres. The decline of the high street can be attributed to reasons including the rise of online retail, increased out of town shopping and supermarket product offer, and the recession. This town centre first policy seeks to combat decline of the high street.
- 6.31 The submitted retail impact assessment states that the proposed building will not have a significant adverse impact on in centre investment or Enfield's vitality and viability. It also states that the 'need' for an additional DIY store was identified in a Council study, which demonstrates that capacity exists to support another store such as that proposed. However, the scope only extends to vacant units in Enfield Town and Edmonton Green. Policy DMD25 states that sites will need to be explored within Enfield Town and the four district centres. The proposal does

not demonstrate that the sequential test has been applied extensively and is in line with Policy DMD25 and therefore fails to accord with policy requirements.

Impact on Street Scene and Character

- 6.32 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. Policy DMD37 sets out criteria for achieving high quality and design led development. The immediate area consists of large generally two storey warehouse buildings.
- 6.33 The increase in height and the changes to the building would not result in any undue harm to the visual amenity within the street scene. Amended drawings have been received that increases the amount of soft landscaping on the site to help soften and screen the proposed security fencing, improves pedestrian access to the site and introduces flashings on the corner of the building to add more visual interest to the front entrance of the building. Further details of the external materials to be used and also the layout of the parking area to improve access for pedestrians to the store would be required.

Traffic and Transportation

- 6.34 The London Plan, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 6.35 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 6.36 The car park would be rearranged and would provide a total of 51 parking spaces (including 11 van, 2 car and trailer spaces and 3 disabled designated spaces). A total of 18 cycle spaces will be provided, 8 of which will be covered by a shelter.
- 6.37 In terms of cycle spaces, 14 long stay and 14 short stay spaces would be required to comply with the London Plan. The long-stay cycle parking should be provided in a safe, secure location within the building along with shower and changing facilities for employees.
- 6.38 The London Plan states that the maximum standards for non-food retail space is 50 – 30 within a PTAL of 4 to 2. B8 floor space is also proposed. The GLA raised no objection to the proposed number of car parking spaces including the number of disabled spaces and active and passive electric charging points. However the GLA advised that an additional 4% of the spaces should be enlarged so that they could be adapted to be disabled spaces in the future.

- 6.39 The Traffic and Transportation department were consulted on the proposal and raised concerns with the level of parking provision proposed for the development including the lack of adequate parking to accommodate the B8 uses and the trade/DIY customers for the retail element of the proposed Wickes. T&T stated that the parking accumulation and trip generation elements of the study makes reference to three other Wickes sites (Huntingdon, Folkestone and Christchurch) which are of similar size and location, however no background information on the floor area, number of parking spaces and the uses of the site (i.e. whether it is a Trade/DIY store) etc. has been included and there is therefore no way of verifying the similarities of the sites and how comparable they are to the subject development. Furthermore the submitted information shows that there would be a significant increase in trip generation overall which would adversely impact the junctions of the service roads on the east and west of the site with Lincoln Road. There is also no evidence to demonstrate that the proposed additional traffic can be accommodated on site and on the surrounding public highway network without any further delays to traffic on Lincoln Road.
- 6.40 The GLA found that the trip generation methodology and forecast was acceptable however a trip generation forecast for all modes of transport would be required to fully assess whether any public transport mitigation is required and secured as necessary. The GLA also stated that the Transport Assessment has found that there will be little or no impact on the A10 Great Cambridge Road/ Lincoln Road.
- 6.41 In terms of the car parking layout the changes made during the application process are noted i.e. improvements to pedestrian crossing, the removal of the staff car parking spaces from the service yard and the re-configuration of the long and short stay cycle parking. However outstanding issues remain, for instance T&T have stated that most of the spaces in the corners of the car park (i.e. 5, 6, 21, 22, 27, 28, 29 etc.) would be difficult to use with vehicles struggling to pull in and out when neighbouring spaces are occupied. Spaces numbered 50-53 and the trolley holding area in the middle of the car park should be removed. The GLA has stated that the external layout would need to be amended to be more attractive to pedestrians and cyclists to promote walking and cycling. Furthermore TfL have also raised concerns with the proposed layout of the servicing area and the potential to cause congestion and stated that the applicant must be required to adopt a booking system so that no vehicles have to wait on the highway to access the area.
- 6.42 Policy DMD47 states that new development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic. A delivery and servicing plan would be required that accords with TfL guidance, London Plan policy 6.14 and the local plan.
- 6.43 Insufficient information has been provided on the trip generation and impacts and parking provision and an unacceptable external parking layout to the front of the site has been provided, leading to conditions prejudicial to the free flow of traffic and highway safety. The proposal would be contrary to Policies CP24 and CP25 of the Core Strategy, Policies DMD19, DMD45 and DMD47 and DMD48 of the

Development Management Document and Policy 6.3 and 6.14 of The London Plan.

Flooding

- 6.44 Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. Policy DMD61 states that a Drainage Strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- 6.45 A flood risk assessment was submitted with the application however the FRA did not take into account surface water flood risk and the sustainable drainage strategy does not comply with policy requirements. A revised FRA was submitted and reviewed by the SuDS Officer however the retrofit of sustainable drainage across the site still has not been maximised for instance rain gardens or a green/ brown roof have not been incorporated within the scheme. Consequently a condition would be attached to any permission to ensure that a SUDS strategy is submitted for LPA approval.

Sustainable Design and Construction

- 6.46 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 6.47 Policy DMD50 requires major non-residential development to achieve an Excellent BREEAM rating. For new developments Policy DMD51 relates to energy efficiency standards and requires a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013.
- 6.48 Policy DMD55 requires all available roof space/ vertical spaces to be available for the installation of low zero carbon technologies, green roofs and living walls subject to technical and economic feasibility and other relevant planning considerations.
- 6.49 An Energy Report has been submitted which demonstrates that the development has gone some way in achieving CO2 reductions and sets out a target to achieve at least a 9% reduction in carbon emissions over Part L 2013.
- 6.50 Several conditions relating to sustainability would need to be attached to any permission.

Trees, Landscaping and Biodiversity

- 6.51 In line with Policy DMD81, developments must provide high quality landscaping that enhances the local environment. A landscaping plan has been submitted and has been reviewed by the tree Officer who raised no concerns with the proposal.

Contamination, noise and air quality

- 6.52 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all Phases of development.
- 6.53 The Environmental Health Officer was consulted and raised no concerns with the scheme subject to the attachment of conditions relating to a construction management plan (including details of dust and emissions).

S106

- 6.54 Policies 8.1 and 8.2 of The London Plan (2011) seek to ensure that development proposals make adequate provision for both infrastructure and community facilities that directly relate to the development. Developers will be expected to meet the full cost of facilities required as a consequence of development and to contribute to resolving deficiencies where these would be made worse by development. In accordance with the S106 SPD an Employment and Skills Strategy, a travel plan and travel plan monitoring fee should be secured through a S106 legal agreement.

CIL

- 6.55 There would not be an increase from the existing floor space and therefore the scheme is not liable to the Mayoral or Enfield CIL.

7.0 Conclusion

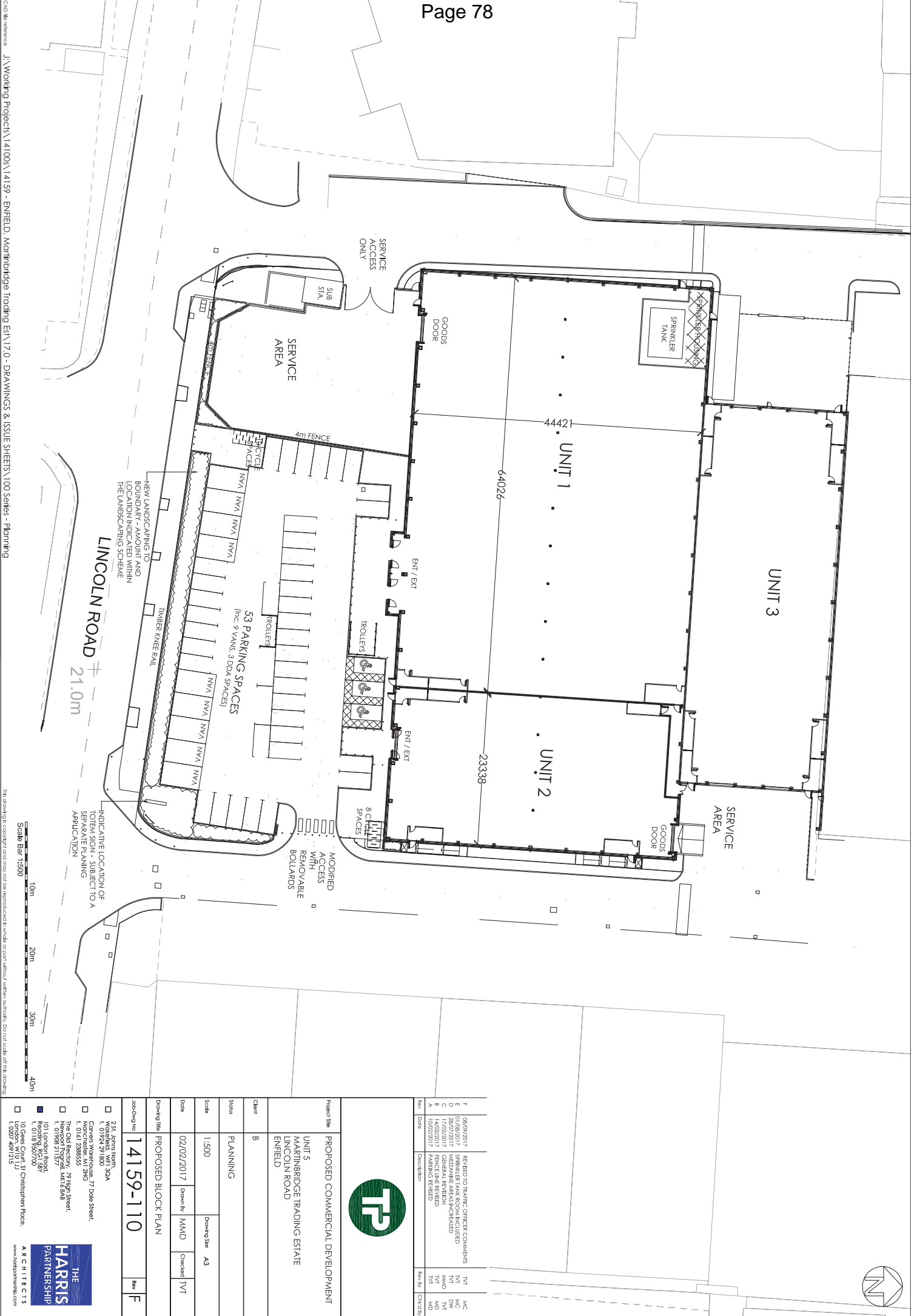
- 7.1 The application site is located within the Great Cambridge Road and Martinbridge Industrial Estate which is designated as Strategic Industrial Land (SIL) and is more specifically defined as an Industrial Business Park (IBP). Although the proposal would generate a moderate number of jobs and contribute to the boroughs economy, the introduction of a retail use on the site would reduce the industrial capacity of SIL in the borough which has been identified for increased industrial capacity. There is an objection in principle to the loss of industrial land and this is supported by the GLA. There is also no sufficient justification to outweigh the clear and strong policy position regarding the safeguarding of strategic industrial land which is an important consideration and needs to be given significant weight given the need to retain remaining industrial land to support local employment, due to the planned regeneration proposed across the Borough including at Meridian Water. It is also important to note that the site is not vacant and the unit has not been actively marketed for Class B8 use or any alternative use appropriate to the SIL designation.

- 7.2 The proposed change of use would also result in traffic and transport implications to the detriment of the safe and free flow of the highway and insufficient information has been provided to demonstrate that the proposed change of use to a mixed commercial use (B8/A1) would not adversely undermine the vitality and viability of the Enfield Town Centre and the four district centres.

8.0 Recommendation

That PLANNING PERMISSION BE REFUSED for the following reasons:

1. The proposed change of use to a mixed commercial use (B8/ A1) would result in the loss of industrial floor space within the Martinbridge Industrial Estate which is located within a Strategic Industrial Location (SIL). The proposal would compromise the function and operation of the industrial area as a whole and result in a significant loss of industrial capacity. The proposal would be contrary to the aims and objectives outlined in the National Planning Policy Framework, Policy 2.17 of the London Plan 2016, Policy CP14 of the Enfield Core Strategy 2010, Policies DMD19 and DMD21 of the Enfield Development Management Document 2014, Policy 6.2 of the North East Enfield Area Action Plan 2016, the Enfield Employment Land Review (2012) and as well as.
2. Insufficient information has been provided to demonstrate that the proposed change of use to a mixed commercial use (B8/A1) would not adversely undermine the vitality and viability of the Enfield Town Centre and its four district centres, this would be contrary to Policies CP17 and CP18 of the Enfield Core Strategy 2010 and Policy DMD25 of the Enfield Development Management Document 2014.
3. Insufficient information has been provided on the trip generation and impacts and parking provision and an unacceptable external parking layout to the front of the site has been provided, leading to conditions prejudicial to the free flow of traffic and highway safety. The proposal would be contrary to Policies 6.3 and 6.14 of The London Plan 2016, Policies CP24 and CP25 of the Enfield Core Strategy 2010, and Policies DMD19, DMD45 and DMD47 and DMD48 of the Enfield Development Management Document 2014.
4. A Section 106 legal agreement to secure the contributions towards the implementation of an Employment Skills Strategy and a Travel Plan has not been advanced and secured. This would be contrary to the National Planning Policy Framework 2012, Policy 8.2 of the London Plan 2016, Policies CP16, CP24 and CP46 of the Enfield Core Strategy 2010, the Enfield s106 Supplementary Planning Document 2016.



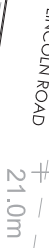
Rev	Date	Description	Rev By	Check By
F	08/09/2017	REVISED TO TRADING OFFICE COMMENTS	TVT	MC
E	01/08/2017	SPRINKLER TANK ROOM INCLUDED	TVT	MC
D	28/07/2017	MEZANINE AREAS INCREASED	TVT	DW
C	17/02/2017	GENERAL REMOVED	MMMD	MMMD
B	10/02/2017	PARKING REVISED	TVT	MMMD
A	10/02/2017			

Project Title	PROPOSED COMMERCIAL DEVELOPMENT
Client	B
Status	PLANNING
Scale	1:500
Date	02/02/2017
Drawn By	MMMD
Checked	TVT
Drawn Title	PROPOSED BLOCK PLAN
Job-Dwg No	14159-110
Rev	F

2.51, Johns North,
N 010 020 000 SOA
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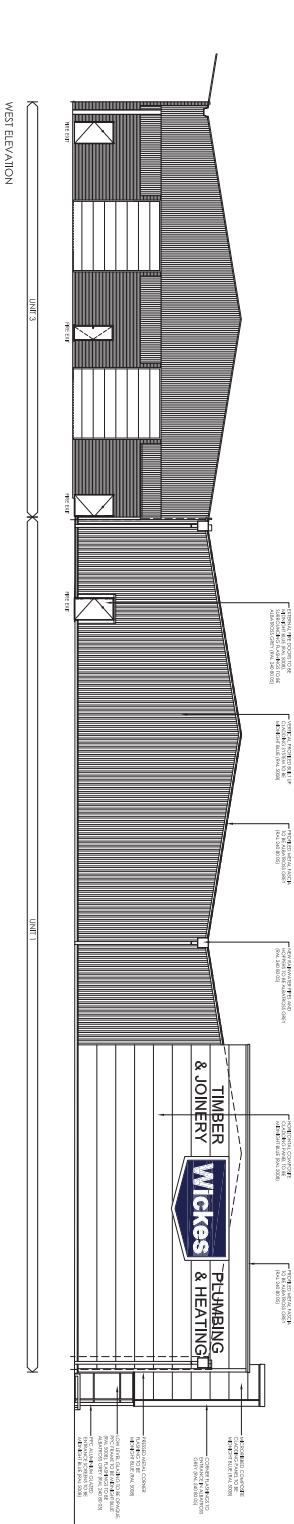
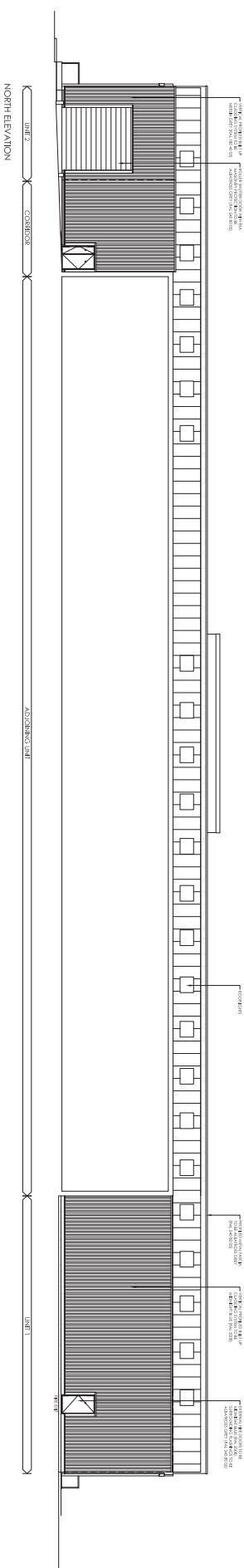
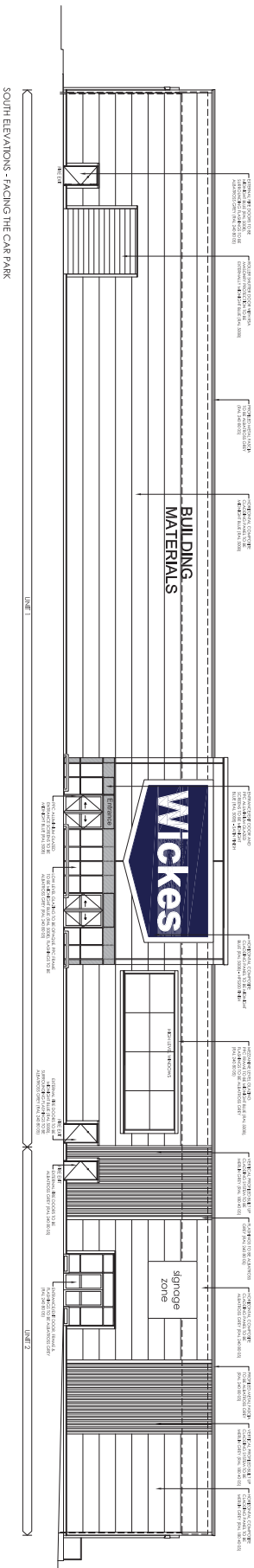
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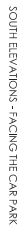
This architectural floor plan illustrates a mezzanine level divided into three distinct units and several void areas. The layout is as follows:

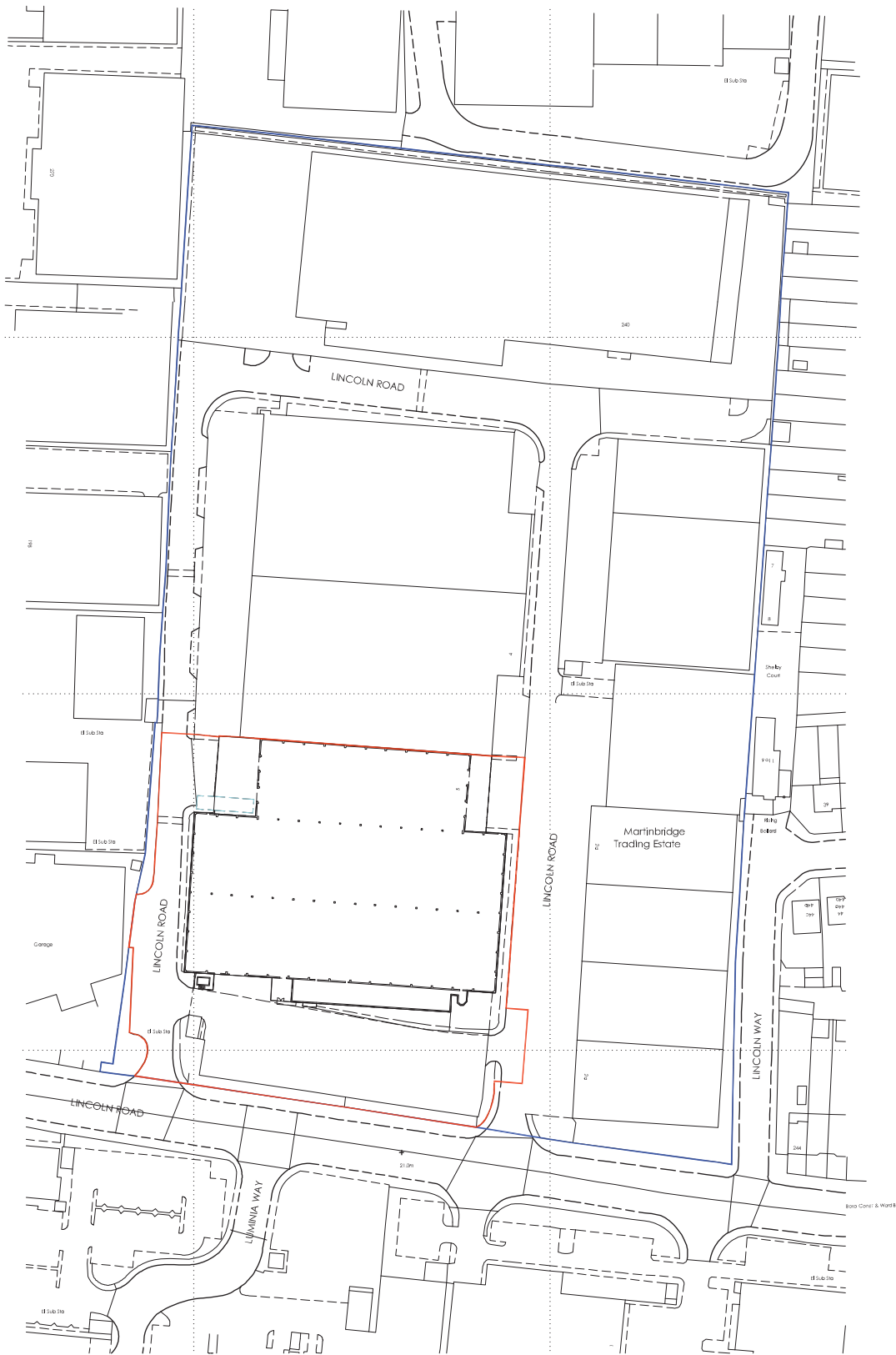
- UNIT 1 MEZZANINE:** Located in the upper-left portion of the plan, this unit includes a staircase and a small rectangular area, possibly a bathroom or utility room.
- UNIT 2 MEZZANINE:** Situated in the lower-left portion, this unit features a large open space, a staircase, and a small rectangular area.
- UNIT 3 MEZZANINE:** Occupies the right-hand side of the plan, consisting of a large open area with a staircase and a small rectangular area.
- VOIDS:** There are four void areas marked with an 'X'. One large void is in the upper-right, and three smaller voids are located along the right edge of the plan.
- STAIRCASES:** Multiple staircases are distributed throughout the plan, including one in the upper-left, one in the lower-left, and several along the right edge.
- WALLS AND DOORS:** The plan shows thick walls defining the units and voids, with numerous door symbols indicating access points.

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SIGNAGE SUBJECT TO SEPARATE ADVERT APPLICATION







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B	14-02/17	ADDITIONAL ROAD NAMES ADDED	TVT	IMD
A	31-01/16	BLUE LINE INDICATED	TVT	IMD
Rev	Date	Description	Rev By	Chkd By

Project Title	PROPOSED COMMERCIAL DEVELOPMENT			Drawing Title	SITE LOCATION PLAN	
	UNIT 5 MARTINBRIDGE TRADING ESTATE LINCOLN ROAD ENFIELD			Job-Dwg No	14159-100	Rev B
Client	TRAVIS PERKINS (PROPERTIES) LIMITED					
Status	PLANNING					
Scale	1:1250	Drawing Size	A3			
Date	02/02/2017	Drawn By	TVT	Checked	IDC	


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☐ Carvers Warehouse, 77 Dale Street,
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☐ The Old Rectory, 79 High Street,
Newport Pagnell, MK16 8AB
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Reading, RG1 5BT
t. 0118 9507700

☐ 10 Gales Court, 31 Christophers Place,
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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 19th December 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Kevin Tohill
Maria Demetri
Tel No: 020 8379 6843

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:

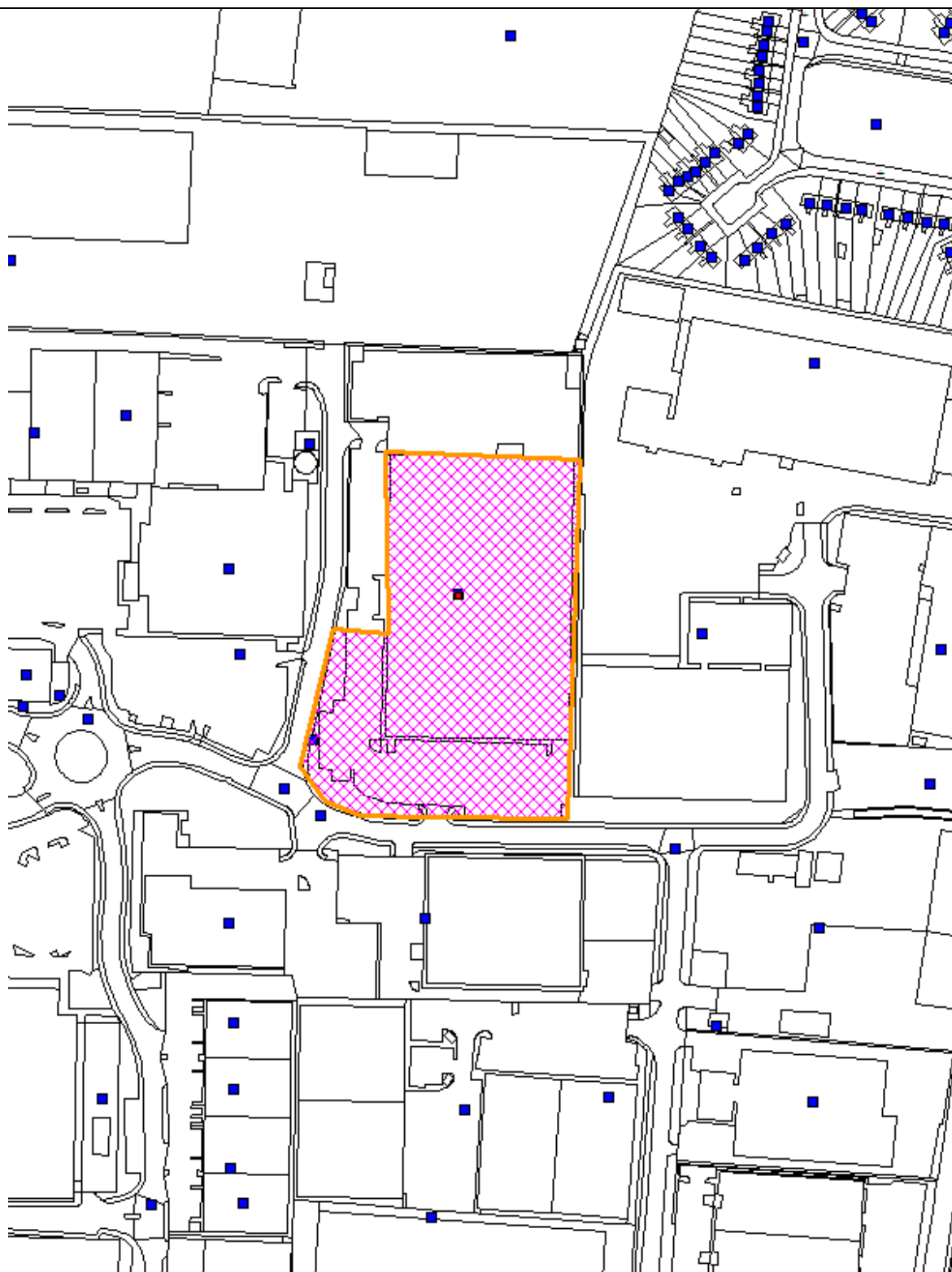
Barclays Nominees (George Yard) Limited C/o
Aberdeen Asset Management PLC
c/o Agent

RECOMMENDATION:

REFUSE to grant planning permission.

Note for Members: This report was previously presented to the Planning Committee on 29th August 2017. At the meeting, Members agreed to defer any further consideration and determination of the planning application pending further information and analysis of the marketing strategy, the demand for industrial land and the Council's inward investment strategy. This additional information has been incorporated into the report for members consideration.

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



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/ Martinbridge 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 supermarket. 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 a mitigating condition is required.

4.1.3 Traffic and Transport

An objection is raised to the scheme based on the 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. In addition to this, since the scheme was presented at the 29th August 2017 Committee, colleagues in Transport have been in open dialect with the applicants Transport Consultant and have been in a constant review of the revised information. The final revised information was sent on the 25th October 2017 by the Agent based on both the objections of the GLA, TFL and Traffic and Transport at the London Borough of Enfield. Colleagues in Traffic and Transport, along with TFL and the GLA, still concur that the scheme is not satisfactory and detrimental to the safe and free flow of pedestrian, cycle and vehicle movement. The revised objection is reflected within this current Committee Report but also within the reasons for refusal.

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 sqft of floor space. In May 2017 there were 3 parties actively interested in a floor space of 100,000 sqft and below with another party having found a unit along Mollison Avenue.

4.1.5 The Greater London Authority (GLA)

4.1.5.1 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. Since the presentation of the scheme at the 29th August 2017 Planning Committee, and at the request of the Members, the scheme has been referred to the GLA. On the 9th October 2017 the scheme was presented at the Mayors meeting. A report has since been produced and advises the following regarding the proposal:

4.1.5.2 The Mayor of London considers that the application does not comply with the London Plan. If Enfield Council resolves to grant permission, it must consult the Mayor to allow a decision as to whether to allow the draft decision to proceed unchanged or direct the Council to refuse the application. If the Council resolves to refuse permission it need not to consult the Mayor again.

4.1.5.3 The application does not comply with the London Plan for the following reasons:

Principle of development

The principle of the change of use of part of the warehouse to a retail (Class A1) foodstore is unacceptable and contrary to London Plan Policies 2.17 and 4.4. The change of use would threaten the long-term industrial capacity of the wider SIL.

Climate change and drainage

The energy strategy does not fully accord with London Plan Policies 5.2 and 5.9. The applicant should provide the carbon emissions for each stage of the energy hierarchy as well as further information/ revisions regarding cooling demand, energy efficiency, connection to heating networks, modelling information, renewables, along with S106 obligations for off-site mitigation before the building's performance can be verified.

Transport

The approach to car and cycle parking and pedestrian access should be amended to respond to the Mayor's 'Heathy Streets' approach; local pedestrian and cycle connection improvements should be secured, together with travel plans.

4.1.6 Lichfields

A Retail Impact Assessment and Sequential Testing have been submitted by Montagu Evens. Lichfields were hired by the Council to independently review and analyse the 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.

4.18 Transport for London (TFL)

The following comments were received on the 25th September 2017 and 1st November 2017 in conjunction with consultation with the GLA. TFL have confirmed that the scheme does not comply with the London Plan policies and that the comments raised by TFL concur, and add to, the objections from colleagues in Traffic and Transport. TFL have provided a comprehensive response which has been incorporated within the Committee Report.

4.19 Inward Investment Team at the Borough Council

The Inward Investment Team have the following evidence. Despite almost 1m sqft of new industrial floor space completing over the past 12 months, supply remains the primary issue, with industrial availability rates close to historic lows at 2.6% across the wider Glenny region. North London and Hertfordshire and shows a 3% decline in supply and a 22% increase in demand. Occupiers are still favouring new space and competition for grade A stock is expected to drive the market forward over the next 12 months. In the absence of grade A space, secondary rents have benefitted, rising by 10.0% on average in the industrial sector over the past year.

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:

- 1) Burnett Planning & Development Limited who act on the behalf of Universities Superannuation Scheme (USS) the owners of Enfield Retail Park, Crown Road, Enfield; and
- 2) 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.

- 4.2.3 Since the scheme was presented at the 29th August 2017 Planning Committee, the amendments to the scheme made by the applicants Transport Consultant have been reviewed by the neighbouring objectors. Burnett Planning & Development Limited who act on the behalf of Universities Superannuation Scheme (USS) the owners of Enfield Retail Park, Crown Road, Enfield have responded to the amendments on the 2nd October 2017 and the amendments of the 25th October 2017. Burnett Planning & Development Limited have advised on the 8th November 2017 that the amendments still have significant short falls and thus their objection is still in force. Members are advised that colleagues in Traffic and Transport concur with this objection.

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.
- 6.2.3 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.
- 6.2.4 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.
- 6.2.5 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.

6.2.6 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.

6.2.7 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.'

6.2.8 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.

6.2.9 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 their key points are rebutted below.

Existing use of the site

6.2.10 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

- 6.2.11 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 reminder 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

- 6.2.12 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.
- 6.2.13 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.
- 6.2.14 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.
- 6.2.15 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

- 6.2.16 It has been stated that the unit has remained vacant since May 2015 and this will provide an opportunity to develop the whole site. The adopted Development Management Document (2014) Appendix 13 states that for sites within a SIL, the Council require the site, building or premises to be continuously marketed for at least 24 months. CBRE were instructed to market this premises as a single unit in July 2015. CBRE are of the opinion that the premises has been on the market far longer than one would expect a warehouse in a location such as Enfield. Nevertheless, given the importance of safeguarding future industrial, land availability and providing certainty in the long term, the marketing of the site is deemed to be unacceptable and not of sufficient robustness to justify any departure from the Council's local plan. It is also noted that the marketing information shows there was interest in the premises even if it did not reach a successful conclusion.
- 6.2.17 This is because the marketing strategy for this premises has primarily relied merely on boards outside with Co Star and mailshots. There is no presence on the A10 Frontage or local adverts in papers. It is not disputed that efforts have been made to market the site, which also include the production of marketing particulars and an information pack for online advertising. However, it is considered these efforts are not sufficient and do not adhere to the requirements of Appendix 13 in the DMD which stipulates what the Council would expect to see submitted regarding marketing demand. In addition, the fact that the proposed development considers subdivision of the unit to provide smaller units also points to the fact that the free holder could look at this as an option for smaller units that would be more marketable in this SIL. In fact, Appendix 13 of the DMD (2014) states that marketing attempts should be specific to the site or premises in question and should demonstrate that the approach is flexible. Marketing attempts should include the option to sub divide the building. It is considered that the marketing of the site has not been sufficiently advertised that would mean the unit would be attractive to potential leaseholders.

Location

- 6.2.18 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

- 6.2.19 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

- 6.2.20 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

- 6.2.21 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 supermarket 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 Lichfields also did not test for.
- 6.3.5 The independent review demonstrates that the creation of a Lidl 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 proposed 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 & cycle access

- 6.5.1 DMD 47 recognises the importance of all layouts achieving safe, convenient and fully accessible environment for pedestrians and cyclists. Having regard to its out of town/centre location within the Retail park, it is considered that the scheme is designed to be as much pedestrian friendly as possible. There are two pedestrian routes shown between the site and entrance onto the public footways. One, measuring 2.4m in width from Crown Road and one from Chalkmill Drive, measuring 3m. Access for cyclists will be shared with motorised traffic.
- 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. Lighting proposals for the access routes have been provided and are acceptable. The proposed zebra crossing facility in Chalkmill Drive should be installed as part of Section 106 UU. The scheme complies with the DMD 47 and London Plan Policy 6.10 and thus no objection is raised regarding pedestrian and cycle access subject to securing works through a Section 106 UU.

- 6.5.3 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.

Vehicular Access

- 6.5.4 A separate in and out access is proposed from Crown Road, which is an improvement to the previous proposals showing only one access. The footway and carriageway visibility appear to meet the Manual for Streets standards. 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. The works to the accesses should be secured as part of s278 agreement. The access should be in the form of raised tables to ensure pedestrian priority on public footway. The scheme complies with Policy DMD 47 and thus no objection is raised regarding vehicular access.

Cycle parking

- 6.5.5 The provision meets the standards set out in table 6.3 of the London Plan 2016 which requires a total of 42 spaces. Cycle parking is now better placed in terms of access and security. Short-stay (customer) parking is now located very close to the entrance to the store and staff parking now forms part of the building itself. The access doors to the store comply with the 1.2m width. Cycle parking is acceptable and compliant with the LDCS standards. However, a condition should be attached to secure the manufacturer's specification of the proposed cycle parking. Long stay cycle parking must be lockable (ideally by an access fob or a mortice lock) and lit. The scheme complies with the DMD 47 and London Plan Policy 6.9 with regards to cycle parking provision.

Trip generation assessment and highway impact

- 6.5.6 The tables below summarise the number of vehicle movements forecast in the Transport Assessment (TA) and Highway Addendum to be generated by the proposed development. The AM and PM peak times are: 8-9am and 6-7pm on weekdays and 11-12 on Saturdays.

Table 1: Foodstore Mode Splits

Mode	TRICS Mode Split	Mode	Extrapolated Mode Split
Single Vehicle Occupants	22%	Car Trips	51%
Multi Vehicle Occupants	57%		
Cyclists	1%	Cyclists	3%
Pedestrians	16%	Pedestrians	38%
Bus	3%	Bus	8%
Total	100%	Total	100%

Table 2: Total Person Two Way Trips

Mode	Total Two Way Trips		
	AM Peak	PM Peak	Saturday Peak
Car Trips	144	222	288
Cyclists	9	14	18
Pedestrians	108	167	216
Bus	23	36	46
Total	284	438	568

- 6.5.7 One of the main concerns is the total traffic generated by the new supermarket. The TA makes an attempt at predicting the traffic generated from the site by using surveys conducted on Friday (between 7:00-22:00pm) and Saturday (between 8:00-21:00pm) in 2013 and 2015 for three Lidl supermarkets located in Tooting, Wallington and Cricklewood. No information was included for the selected sites used in the assessment and their relevance to the proposed development site clearly stated, which is contrary to para 7.11 of the TfL's Transport Assessment Best Practice Guidance. The peak hour traffic comparison between the sites selected has not been undertaken. It is therefore unclear if the site's peak times coincide with the network peak times and analyse the worst case scenario. Moreover, the data provided within the Transport Assessment does not include any details of the sites selected (number of parking spaces, opening hours etc). Therefore, it cannot be determined whether the sites selected are comparable to the proposed development or whether any further sensitivity testing would have been necessary.
- 6.5.8 The expected number of non-motorised trips has been calculated using only one site in Hillingdon, without the full details of the site (parking provision, exact location, etc.). The proposed ratio of pedestrian traffic versus motorised traffic seems to be very high (38%) and is not correctly reflective of the site's location characteristics (i.e. away from town centre/high street, where passer-by pedestrian trips tend to be much higher.).

- 6.5.9 Also, the trip calculations are based on the 1690sqm store's sales floor area not the GFA (gross floor area- normally applied as part of TA). There is no information on how the 1600 sales area has been derived from the proposed 2477 sqm GFA.
- 6.5.10 In addition, TFL's Transport Assessment Best Practice Guidance under para 7.10 states that it may be appropriate where trip generation data is taken from sites or areas where there is not strict comparability with the application site, for sensitivity tests to be carried out. TfL should be consulted if there are any doubts that trip assumptions are directly applicable. No such sensitivity tests have been carried out.
- 6.5.11 Thus, the scheme underestimates its impact on the local transport network and its material impact on the capacity of the junctions affected. Therefore, for the reasons stated above, the proposed traffic generation and highway impact study is not acceptable. The proposal is therefore contrary to Policy 6.3 (Assessing effects of development on Transport capacity) of the London Plan, Core Strategy Policy 24 (The road network) and DMD Policy 48 (Transport Assessments).

Junction Modelling

- 6.5.12 As outlined in previous correspondence, Table 7.6 of the original Vectos Transport Assessment sets out that when 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 re-introduced 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.
- 6.5.13 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. This would block a number of the north / south aisles which run across the retail park, with adverse consequences for shoppers endeavouring to enter the car park as well.
- 6.5.14 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.
- 6.5.15 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 supermarket. This will lead to an increase in the time it takes for vehicles to access / egress this area in general.

- 6.5.16 Furthermore, the original Transport Assessment sets out that modelled queues were calibrated against the queue surveys, although there are no tables demonstrating this comparison within the Transport Assessment. This, alongside the fact that the revised surveys do not survey queues around the Enfield Retail park access roundabout, raises concerns over the impact that the development would have on the operation of the junction of Crown Road / A10 Great Cambridge Road. The scheme is contrary to the DMD 48 and London Plan Policy 6.3 and thus an objection is raised in this regard.

Car Parking provision

- 6.5.17 The level of car parking provision has been lowered to a total of 110 car parking spaces. This equates to an overall provision of one space per 25m². The provision falls within the lower threshold of the London Plan parking standards for this land use, which are one space per 25-18m² GIA. The TA however fails to undertake a parking accumulation study to demonstrate that the proposed level of parking will meet the predicted demand. The details of the electric charging points provision (20% plus a further 10% passive supply) should be secured by a planning condition. Seven wheelchair accessible spaces are proposed, which meets the London Plan requirement. 6 parking spaces are shown for motorbikes, which complies with paragraph 6A.6 of the London Plan. The scheme is contrary to the DMD 45, 47 and London Plan Policy 6.13 and cannot be supported.

Road Safety

- 6.5.18 The Transport Assessment only includes a simple review of Personal Injury Accidents that occurred within the most recent 5 year period for the study area. It does not contain the requested full accident assessment, which calculates if the level of accidents occurring at each of the junctions falls within the norm and if any mitigation measures may be necessary. Particularly as the total number of trips on the network will increase and the existing access and layout will change. The scheme is contrary to the DMD 48 and London Plan Policy 6.3 and cannot be supported.

Servicing and deliveries

- 6.5.19 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 an 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. A planning condition should be secured limiting delivery and servicing times so that they do not coincide with the store's opening hours. Subject to securing the planning condition, the proposed servicing arrangement is acceptable.

Travel Plan

- 6.5.20 A draft Travel Plan has been submitted. This is however 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

- 6.5.21 An objection is raised on three grounds, and these have been demonstrated within the three separate reasons for refusal. Colleagues in the Traffic and Transport Department have raised an objection, colleagues at TFL have raised an objection and the USS, the owners of Enfield Retail Park, have raised an objection through their Transport Consultant/Planning Consultant.

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. In addition, insufficient evidence has been submitted regarding CO2 reductions, information regarding cooling demand, energy efficiency, connection to heating networks, modelling information and renewables. Whilst this is not best practice, the insufficient information does not warrant a reason for refusal and details can be secured by way of a condition to adhere to the policies of the Development Management Document (2014).

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 floorspace 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 would therefore be contrary to the aims and objectives outlined within the National Planning Policy Framework 2012, Policy 2.17 and 4.4 of the London Plan 2016, Policy CP14 of the Enfield Core Strategy 2010, Policy DMD19 of the Enfield Development Management Document 2014, Policy 6.2 of the North East Enfield Area Action Plan 2016 and the Enfield Employment Land Review (2012).
 2. The proposal will result in a negative impact 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 Policy 6.3 of the London Plan 2016, and Policies DMD37, DMD47 and DMD48 of the Enfield Development Management Document 2014.
 3. The proposal, due to lack of mitigation measures regarding the predicted traffic impact combined with an increase in vehicular and pedestrian movements, would 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 Policy 6.3 of the London Plan 2016, Policies CP24 and CP25 of the Enfield Core Strategy 2010, and Policies, DMD47 and DMD48 of the Enfield Development Management Document 2014.

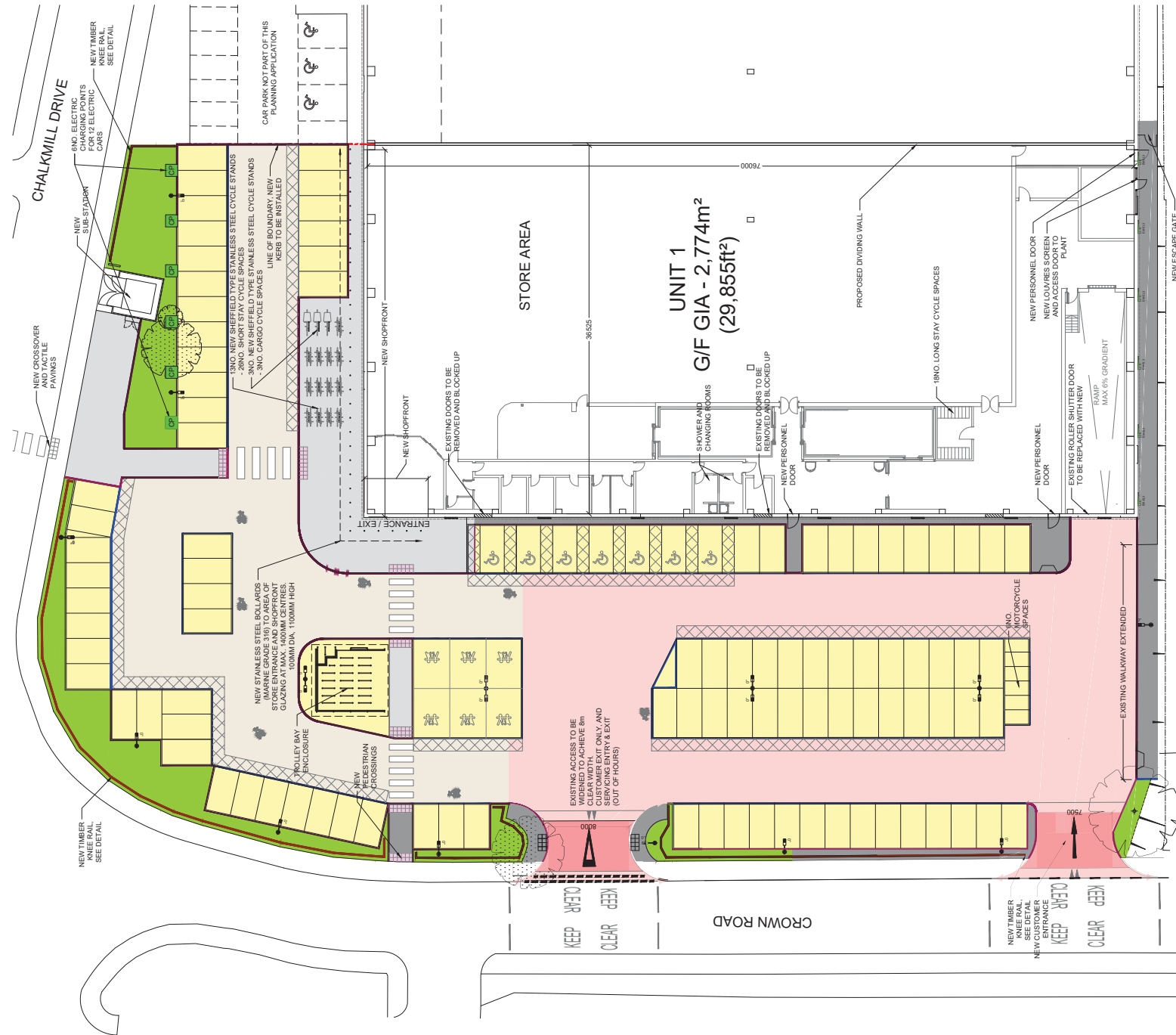
4. The proposal fails to fully consider and address the proposed level of car parking on site, resulting in the likelihood of indiscriminate parking on the surrounding roads as well as limiting parking availability for the local businesses in the Retail Park. The proposal is therefore contrary to the principles and strategic objectives of Policy 6.13 of The London Plan 2016 and Policy 45 of the Enfield Development Management Document 2014.
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 aims and objectives of the National Planning Policy Framework 2012, Policy 8.2 of the London Plan, Policies CP16, CP24 and CP46 of the Enfield Core Strategy 2010 and the Enfield s106 Supplementary Planning Document 2016.

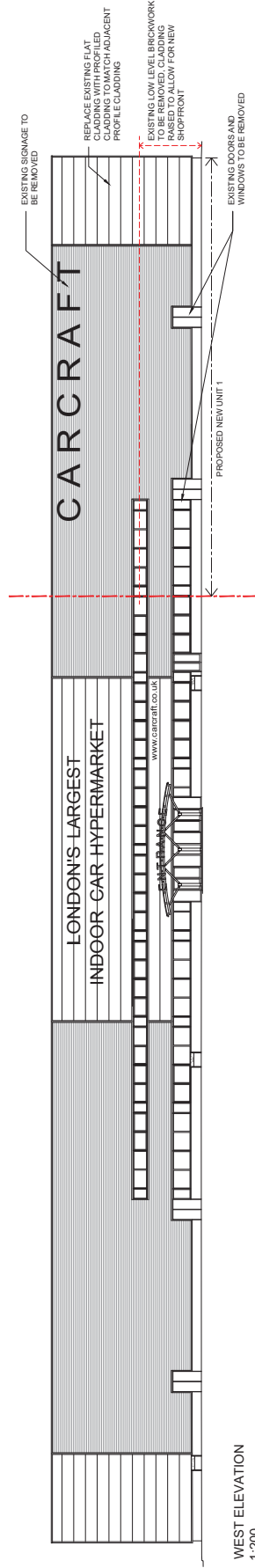


Scale Bar (m)

1200

0 1 2 3 4 5 6 7 8 9 10 15 20





GENERAL NOTES

1. All dimensions are in metres unless otherwise stated.

2. The site is shown as existing and the proposed development is shown in grey.

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REVISIONS

1. 11.08.2016

2. 11.08.2016

3. 11.08.2016

4. 11.08.2016

5. 11.08.2016

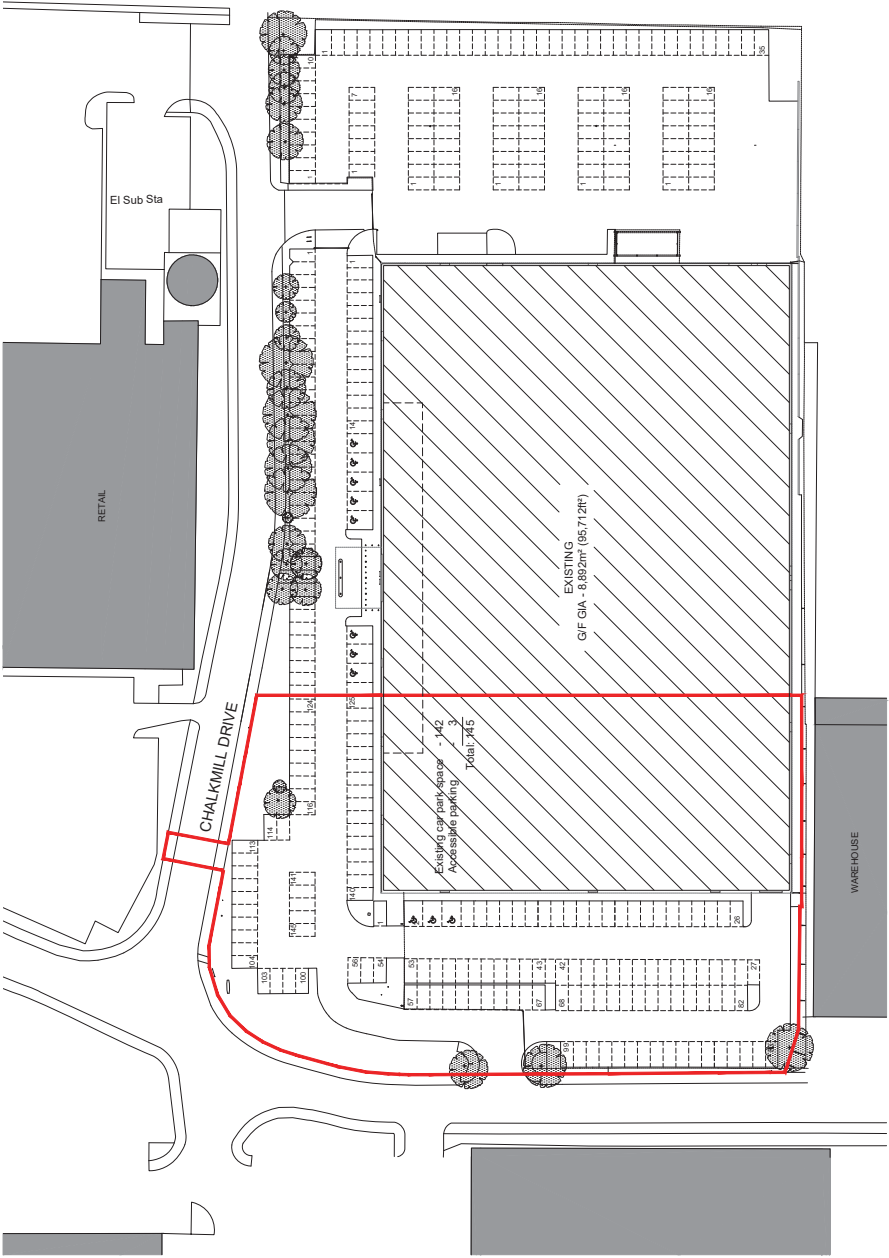
6. 11.08.2016

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8. 11.08.2016

9. 11.08.2016

10. 11.08.2016



EXISTING BLOCK PLAN
1:500

PLANNING

CLIENT

Barclays Nominees
(George Yard) Ltd

PROJECT

1-3 Chalkmill Drive
Farnborough
GU14 6DQ

REVISIONS

1. 11.08.2016

2. 11.08.2016

3. 11.08.2016

4. 11.08.2016

5. 11.08.2016

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7. 11.08.2016

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9. 11.08.2016

10. 11.08.2016

DATE

August 16

REVISIONS

1. 11.08.2016

2. 11.08.2016

3. 11.08.2016

4. 11.08.2016

5. 11.08.2016

6. 11.08.2016

7. 11.08.2016

8. 11.08.2016

9. 11.08.2016

10. 11.08.2016

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 19th December 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Kevin Tohill
Andy Higham

Tel No: 0208 379 5508

Ward:
Bush Hill Park

Ref: 17/00344/RE4

Category: LBE - Major Dwellings (Dev by LA)

LOCATION: Bury Lodge Depot, Bury Street West, London, N9 9LA

PROPOSAL: Demolition of existing buildings and structures, construction of new road with vehicular access to Bury Street West and erection of 50 residential units comprising mix of 2 and 3 storey semi-detached houses with associated landscaping and amenity including sub-station.

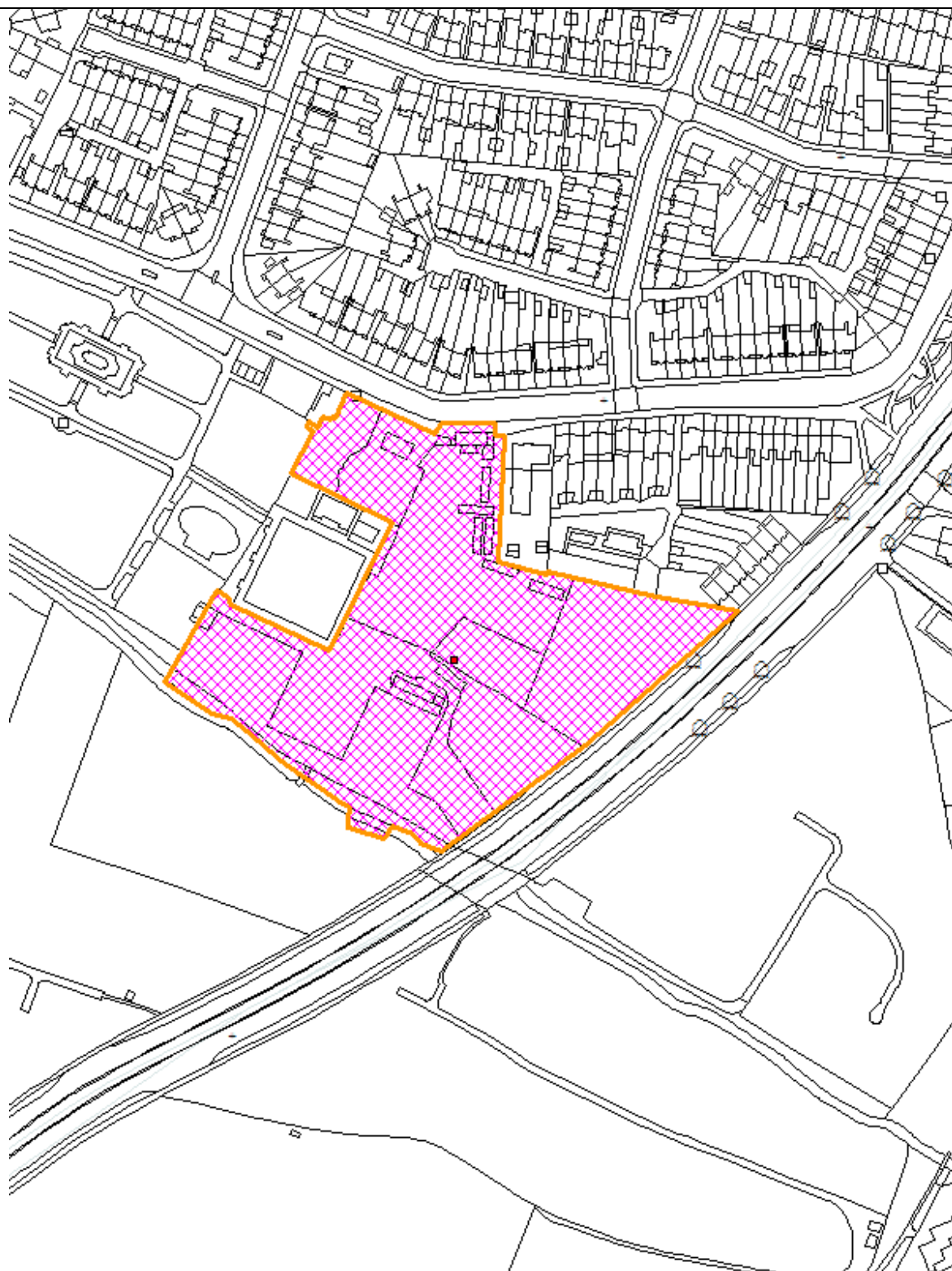
Applicant Name & Address:
Enfield Strategic Property Services
London Borough Of Enfield
Civic Centre
Silver Street
Enfield
EN1 3ES

Agent Name & Address:
Kate Timmis
GVA
65 Gresham Street
London
EC2V 7NQ

RECOMMENDATION:

That, subject to referral to the Great London Authority, the Head of Development Management/Planning Decisions Manager(s) be authorised to finalise conditions and to **GRANT** planning permission subject to conditions.

Ref: 17/00344/RE4 LOCATION: Bury Lodge Depot, Bury Street West, London, N9 9LA



1. Summary of Main Issues

1.1 The main issues involved in this application are:

The principle of redevelopment of an MOL site with residential dwellings;

The visual impact of the proposed buildings on the openness, character and appearance of the surrounding area, streetscape, nearby listed building and local views;

The impact of the proposal upon surrounding residential amenity in terms of visual intrusion, overbearing impact, a sense of enclosure, loss of light, privacy, noise and disturbance;

The acceptability of a residential use in this location;

The quality of the residential accommodation proposed;

The acceptability of the quantum and type of affordable housing provided;

The impact of the development upon the highway network, conditions of highway safety and levels of parking provision;

The ability of the proposal to reduce its energy demands through the use of renewable energy technologies and increased energy efficiency;

The measures taken to mitigate the effects of the proposal through contributions secured by CIL, and;

The effect of the proposal on water resources and its ability to resist flooding

2. Site and Surroundings

2.1 The application site is a former Council depot, accessed from Bury Street West and owned by the Council. The Council depot use is no longer required in this location as the depot operation has been relocated as part of a wider strategy to combine a number of smaller depots in one location. The site is therefore vacant and has been identified by the Council as an opportunity for redevelopment.

2.2 The site is approximately 1.86 hectares in size, located at the southern end of Bush Hill Park, on the south side of Bury Street West within a generally residential location. The site is bounded to the north and northeast by residential properties along Bury Street West, the Grade II* listed Salisbury House and the Bury Lodge Bowls club immediately to the west, with Bury Lodge Gardens beyond that. The A10 runs along the eastern boundary with Salmons Brook to the southern end of the site, with open space and allotments beyond that.

2.3 The surrounding area is predominantly residential in nature, with most properties dating from the 1920's and 1930's. The character is suburban with terraced and semi-detached houses. Immediately adjacent to the site is Salisbury House which is a Grade II* listed building, dating back to the late 16th / early 17th Century. Salisbury House was listed in 1954 and the Council bought the property in the mid-1930s. Its height and position along Bury Street West has warranted its importance as a heritage asset within the wider London Borough. The eastern elevation of Salisbury House seen from its garden, is obstructed by a screen of evergreen trees when viewed approximately 25 m away from the site entrance with the existing bungalow and fencing in the foreground. A 2.65m high Grade II listed brick wall attached to

Salisbury House terminates at the proposed site entrance. The garden attached to Salisbury House is currently accessed through a blue door in the brick wall. The Bury Lodge Bowls Club green and Bury Lodge Park to the west of the site, include a formal park with sections laid out to rose beds, flower borders, lawns and a children's play area.

- 2.4 The original use of the whole Bury Lodge West site was a horticultural nursery for growing plants to stock parks and other areas managed by the Council's Parks Department. The nursery function however, became less important and the use of the site subsequently evolved into one of the Council's principal maintenance depots, including waste recycling, cleansing and highway services vehicles as well as storage of vehicles and equipment for the Council's Parks function. The storage depot use commenced in the early 1990's and consolidated as the horticultural use was superseded.
- 2.5 The site itself is designated as Metropolitan Open Land (MOL), however the site is not publicly accessible and comprises previously developed land with lawful use for light industrial (B8). While the main site is not publically accessible, running along the southern boundary is Salmon's Brook, on the other side of which is the newly developed SUDS area providing walking routes. Running through the SUDS area, along the south side of the Brook, is the new Quiet way cycle path which will provide a cycle route connection direct between the Meridian Water development and Enfield Town.
- 2.6 The site is accessed via a single point on Bury Street West and has a low level accessibility (PTAL 2), with the adjacent A10 trunk road linking to the A406 North Circular to the south and the M25 Motorway to the north. The site is approximately 1km south of Bush Hill Park railway station and there are two bus stops within 400m of the Site; Great Cambridge Road/Bury Street West and Cambridge Terrace.

3. Proposed Development

- 3.1 This application seeks planning permission for the demolition of the existing buildings and structures, for the erection of 50 residential units comprising mix of 2 and 3 storey detached and semi-detached houses with associated landscaping and amenity including sub-station. The development would also include the construction of a new road with vehicular access to Bury Street West.

- 3.2 The proposed new housing development specifically comprises of the following:

50 new residential houses (C3):

- 18 x 2-bed houses;
- 25 x 3-bed houses; and
- 7 x 4-bed houses.

This would also include 74 residential parking spaces comprising:

- Houses: 70 spaces (1 space per 2-bed; 1.5 spaces per 3-bed house and 2 spaces per 4-bed house); and
- Bowls Club: 4 spaces.

Dedicated secure residential cycle parking for 100 spaces:

- 2 per house; and

- 36 visitor spaces.

New publicly accessible open space of approximately 4,830sqm.

Associated new roads/streets, landscaping and drainage works.

- 3.3 The proposed scale and massing across the site has been developed to respond to its surrounding context and to create a link between the form and scale of the heights and character of the nearby existing buildings.
- 3.4 The proposed massing of the development is focused to the north and east of the site. The southern end of the site surrounding Salmons Brook is proposed as open publicly accessible landscape, which will allow the development to retain its openness and reduce the visual impact of the proposal on the surrounding area.
- 3.5 The proposed development consists of two roof heights based on either a two storey or three storey dwelling, at 8.451m and 11.076m respectively above ground level. The three storey massing is focused towards the centre of the scheme, with two storey dwellings located closer to the edge boundaries, helping to minimise overshadowing, and allow sunlight and daylight to the existing neighbouring properties. The scale of the proposed heights have been influenced strongly by the existing character of the local area, which consists largely of two and three storey dwellings.
- 3.6 The two storey dwellings proposed to the northern end of the site respond to the surrounding housing along Bury Street West. Lowering the height from three to two storeys in this location respects the proximity to the adjacent properties, whilst also being subservient to Salisbury House and therefore also respecting the existing heritage context. The proposed dwellings along Bury Street West would frame the entrance to the proposed development along the street.
- 3.7 All proposed dwellings are designed with a pitched roof, which has been taken from the surrounding traditional pitched roof houses within the local context as well as the agricultural buildings formerly on site. The pitched roofs also help to reduce overshadowing, with the upper most storey of each dwelling type sitting within the roof eaves, allowing the height of the proposed dwellings to be reduced. The stepped layout of the proposed dwellings affords sunlight and daylight to the rear gardens.
- 3.8 Brick was been selected as the primary material for its robustness, quality, appropriateness for residential use, as well as reflecting the wider context of the residential streets around the application site. The variety of brick colours have been chosen to complement each other as well as the proposed landscaping and surrounding existing context, while referencing the agricultural buildings formerly on site. The brick options illustrated provide a feel for the quality sought for this main component of the scheme.
- 3.9 The roofs will be pitched roofs clad in slate. A pitched roof was selected as a response to the form of the surrounding area. The top floors of houses will have flush fitting polyester powder coated steel frame rooflights to provide light into the spaces. These will be fitted with internal blinds. Hidden gutters will be utilised in conjunction with internal rainwater downpipes.
- 3.10 Large windows are proposed to be a high quality metal composite with double or triple glazing, dependent on the acoustic requirements. The frames will be in a dark

bronze anodized finish, and bound by brick lintels and cills. Metal acoustic louvres are proposed on a number of houses, where required.

- 3.11 The entrance doors will be robust painted solid hardwood front doors and articulated with a pressed metal surround. All external storage doors to bike stores and bin stores will be timber to match.

4. Planning History

- 4.1 14/00026/CEU - Use of site as a storage and maintenance depot and ancillary activities. (Granted 23.07.2014)
- 4.2 The agent on behalf of the Council conducted detailed pre-application discussion with the Council's various departments over the evolution of the design proposal, together with significant external discussion with the GLA and Historic England.

5. Consultation

- 5.1 In November 2015, the London Borough of Enfield adopted a Statement of Community Involvement (SCI), which sets out policy for involving the community in the preparation, alteration and review of planning policy documents and in deciding planning applications.

Paragraph 3.1.1 of the adopted version sets out the expectation of the Council:

"The Council aims to involve the community as a whole: to extend an open invitation to participate but at the same time ensure that consultation is representative of the population. To achieve this, a variety of community involvement methods will need to be used. Targeted consultation of stakeholders and interest groups, depending upon their expertise and interest and the nature and content of the Local Plan documents, or type of planning application, will be undertaken."

Paragraph 5.3.6 goes on to state:

"In the case of 'significant applications', additional consultation will be carried out depending upon the proposal and site circumstances:

Developers will be encouraged to provide the community with information and updates on large scale or phased developments using websites, public exhibitions and newsletters"

- 5.2 The agent, on behalf of the Council has submitted a Statement of Community Involvement as part of this application to demonstrate how they engaged with the local community. The applicant undertook a public consultation with the local community and the following local stakeholders have been included:

Local residents and businesses
Bush Hill Park Residents Association
Friends of Bury Lodge Gardens
Bury Lodge Bowls Club
Bush Hill Park Ward Forum
Ward Councillors
Greater London Authority (GLA)
Transport for London (TfL)
Historic England

Enfield Heritage
Conservation Advisory Group (CAG)
Environment Agency

- 5.3 The agents also invited local residents and interested parties to view information that illustrated details of the site, the planning framework, and the design evolution of the proposals. Local residents were invited to attend a public exhibition to view the proposals and discuss the scheme. Three rounds of engagement with the local community were undertaken in October 2014 (Initial Design Proposals), March 2015 (Revised design proposals) and November 2016 (Proposed development).
- 5.4 Between 2500 and 3000 residents of the local area were invited to each event through door to door leaflet drops, invitation letters and adverts in local newspapers. The events took place in Salisbury House adjoining the site and the responses received have influenced design evolution of the proposal and was one of the reasons for the overall reduction in the number of units on site from 130 approximately in 2014 to 50 units presently.
- 5.5 Beyond the public engagement of the applicant, as part of the planning process the Council planning department have undertaken two public notifications of the application in February 2017 and again in August 2017 following a review of the proposals in light of the Governments Housing White paper. While potentially increasing housing numbers to maximise housing delivery was the thrust of the white paper review, in light of the input from the local residents, interest groups and the GLA, the number of dwellings and layout remained as submitted, with only minor design alterations to refine and enhance the elevational treatment being made.
- 5.6 Three sets of site notices were displayed both in February 2017 and again in August 2017 and together with 63 statutory, non-statutory consultees and local groups, with 186 neighbour notification letters were sent out to local residents.

Internal Consultation

- 5.7 Traffic and Transportation: Following detailed pre-application discussion officers raise no objection subject to condition. See transport section of this report for further details.
- 5.8 Environmental Health: Officers raised no objection.
- 5.9 Strategic Planning (Policy): Officers raised no objection.
- 5.10 Housing: Officers welcome and support the proposed development of 100% family sized units and raise no objection.
- 5.11 Heritage and Design: Following detailed pre-application discussions with Historic England and CAG, officers consider that as the development will pull buildings away from Salisbury house creating a larger garden context for the listed building, no objection has been raised subject to condition.
- 5.12 Urban Design: The Urban design team has worked closely with the applicant during plan process and on the detailed design of buildings including external appearance of and layouts of houses. Following these pre-application discussions throughout the whole process with external bodies and planning colleagues, officers raise no objection subject to condition.

- 5.13 SuDs: Concerns were initially raised however following discussions with the applicants consultants the issues were resolved and officers raise no objection subject to condition.
- 5.14 Economic Development: Officers raised no objection subject to an appropriate skills and employment plan being secured by condition.
- 5.15 Regeneration: Officers raised no objection.
- 5.16 Education: Officers raised no objection.
- 5.17 Trees: Following detailed discussion and concerns being addressed throughout the design process, officers raise no objection subject to condition. It is suggested that when addressing the conditions that the tree pit details are re-considered for the tree planting in highway/parking areas, suggesting instead that a 3d geo-cellular structural crate system is used so as to provide an adequate tree root environment to ensure the successful establishment and long-term health of the trees and associated eco-service benefits whilst providing an appropriate supporting structure for vehicular traffic without being compromised by future tree root growth.
- 5.18 Health: Education: Officers raised no objection.
- 5.19 Energetik: The Council setup energy company welcomes the development but consider the location prohibitive to connect to the local energy centre.

External Consultation

- 5.20 Greater London Authority (GLA): Consultation with the GLA had taken place throughout the pre-application process, however once a referable planning application has been submitted there is a two-stage process and any resolution that the Planning Committee make will be referred back to the Mayor for his consideration. In summary, while the application is generally acceptable in strategic planning terms, it does not fully comply with the London Plan. The following comments were received in response to the Stage One consultation, dated 3rd April 2017.

Points raised by the GLA:

- Metropolitan Open Land: The proposal on previously developed land would make the MOL less distinguishable from the built up area and would reduce the openness of the MOL. The proposal would therefore cause harm, which should be afforded substantial weight; however the harm would be relatively limited, and therefore are considerations weighting in favour (deliverability of the scheme by the Council; the improved setting of Grade II* listed Salisbury House; significant affordable housing; significant family homes; high design quality; and improved publically accessible landscape), which demonstrate very special circumstances.
- Housing: The principal of residential use is consistent with London Plan policies, and is supported. The density and play space provision are supported.
- Affordable housing: The applicant was strongly encouraged to increase the number of family sized affordable housing units which was addressed during the discussions.
- Historic environment and urban design: The proposals are of a high quality and are supported. No harm will be caused to heritage assets.

- Inclusive design: The Council should secure M4 (2) and M4(3) accessibility requirements by condition.
- Transport: A construction logistics plan should be secured by pre-commencement condition and approved in consultation with TfL. The Council should secure, enforce, monitor, review and ensure the funding of the travel plan.
- Climate change: The carbon dioxide savings exceed the on-site target set within Policy 5.2 of the London Plan; however the applicant should provide the 'be lean' DER and TER worksheets; and provide the 'be green' DER worksheet this should be conditioned.

- 5.21 Transport for London: TfL consider that the proposed trip generation would be acceptable and that the development will have a minimal impact on the road network. They consider that the number of parking spaces proposed is at the upper end of the London Plan standards, however is reasonable given the low PTAL. No objection has been raised subject to condition.
- 5.22 Historic England: Detailed pre-application discussions have taken place with H.E and therefore the applicant, together with Council officers have worked through the concerns raised, namely the context of Salisbury House and the quantum of development being reduced. No objection has been raised subject to archaeological conditions and informatives.
- 5.23 Environment Agency: Raise objection due to the potential impact of the proposed development on Salmons Brook. Concerns raised include: Buffer zone along the brook with native species planted to enhance the ecological value of the river corridor; updating the ecological survey; the bridge being set back further from the top of the bank to maintain connectivity along the river allowing passage of animal; and impact of the fishing platform. Officers consider that the objections can be addressed by condition.
- 5.24 Thames Water: Raise no objection subject to informatives.
- 5.25 Metropolitan Police: A number of concerns have been raised however these could be addressed by condition.
- 5.26 UK Power Network: Raise objection as there are two 33/11kV transformers on site which produce low frequency noise at 100 and 200Hz which could disturb future residents. This could however be mitigated should it be necessary.
- 5.27 Friends of Bury Lodge Gardens: Concern has been raised regarding a number of issues including: impact to local Ecology, loss of trees and the potential impact of the proposed development on the use of Salisbury House for events.

Officer comments: The issues raised were fully considered during the development of the proposals and while the application would propose enlarging the Salisbury House garden which has been welcomed by most groups, there is not additional funding available for alterations to the access or further enhancements at this stage. In relating to loss of trees and ecology impacts, the Councils trees officer considered the this matter has been satisfactorily addressed within the application and raises no objection. The whole of the proposed development is considered to enhance the general ecology of the site over the existing depot.

- 5.28 Conservation Advisory Group: The development is supported but would encourage funding in relation to the Maintenance of Salisbury House.

Officer comments: As mentioned above while monies for the upkeep and enhancement/maintenance of Salisbury House would be welcomed, there is not any additional funding at this stage.

- 5.29 Bury Lodge Bowls Club: Supports the proposed development but have raised concerns regarding the noise and disturbance during construction and the maintenance of the landscaping.

Officer comments: There would be a construction management Plan to be submitted and approved by condition, should planning permission be granted. This would have to address the access and disturbance issues in relation to adjoining occupiers of the site.

Public Consultation

- 5.30 A total of 186 letters were sent to notify neighbouring properties of the proposed development in February 2017 and then again in September 2017, following a review of the development. In addition, a 3 site notices were posted surrounding the site In February 2017 and again in September 2017 together with press notices in the Enfield Advertiser.

- 5.31 To date a total of 6 objections have been received from 3 local residents/property owners raising the following concerns:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate public transport provisions
- Increase in traffic
- Increase of pollution
- Loss of light
- Loss of privacy
- Noise nuisance
- Out of keeping with character of area
- Potentially contaminated land
- Strain on existing community facilities

- 5.32 The points raised have been addressed within the body of the report, but to expand on the objections raised:

The depot site which has been unused for a number of years, may be better used for the provision of care facilities for the elderly residents of The Borough and thereby relieve some of the pressures on the NHS Hospitals currently at breaking point. This does not seem to have been included anywhere in the Design Brief, and hospitals are not mentioned in the application whereas Schools and GP's are.

Officer comments: **There is a significant shortage of family sized and affordable housing within the borough. The decision was taken by the applicant to address this and this is what is in front of members to determine, not what could have been.**

Adjoining properties such as Lynford Terrace were missed in the original mail drops and continue to be ignored on some of the relevant drawings associated with the application. Perhaps most inconsiderate is the lack of approach by any of the design team to local existing residents, they seem to prefer computer projections and not

see for themselves the likely effects of intrusion, noise, overlooking and shadow effect at low sun angles etc.

Officer comments: **The submitted drawings in front of members show the proximity to Lynford Terrace. All other issues mentioned were fully considered as part of the design process (see D & A) and have included a daylight/sunlight assessment which shows the proposed development would have a minimal impact on neighbouring amenity.**

The effect on local ecology is easy to see with the blatant approach to the adjacent SUDS scheme before approval was given and building on MOL designated land. This of course removes a large amount of potential use by the general public. Some of the properties are for sale and some for rent. It has not been disclosed as far as I can see if those for sale are to be Freehold or Leasehold and there seems not to be an allowance for essential key staff although some affordable housing is indicated. Financial data is not provided for sale prices, rents or indeed building costs for the high quality flagship constructions. The net result will produce an Island site.

Officer comments: **Ecology has been fully addressed within the submission and the new dwellings would be built on previously developed land. In relation to mix, tenure and viability, they are addressed within the report as submitted by the applicant which is policy compliant in relation to affordable housing.**

The development mass is still too high, just look at the density of the proposals and consider safety for the pedestrians mixing with cyclists and motor traffic. Where can we buy half cars for the one and a half parking bays? There is no mention of the expected population only the number of beds and therefore it is impossible to even guess the number of vehicles to be allowed for either parking or site access and the effect on the local road traffic. At open forums held in Raglan School it was said that all parking would be on-site with no overspill to local roads.

Any increase in local traffic will make the already extensive jams even worse and add to the pollution. I suggest that the local traffic survey data is flawed being based on observations dated just before Christmas and possibly affected by school holidays.

The noise data observations are I consider of little use being well out of date for the traffic increase during past year. This has been made worse by the road works along Ridge Avenue, Village Road and Church Street causing traffic Jams, congestion on all local roads pollution and noise as well as dangerous conditions.

The Air Quality assessments are I believe questionable and/or flawed because they are formed from data obtained from remotely sited equipment and not strictly site specific as was previously promised. The site is located alongside the A10 which suffers from almost constant traffic jams with a mix of traffic.

Surely there will be a high level of pollution from the exhausts as well as braking, idling engines and acceleration.

No account of the most serious exhaust products (the PM two point five, very small particulates) appears to have been taken.

No account of the Toucan Crossing has been made which of course will add to the problems.

No account of dense black smoke from bonfires on the allotments has been taken there is a documented history here with Enfield Environmental Health Department

that pass the problem over to the Parks Department as they should enforce the terms of the lease but take time to investigate and do not necessarily see the worst situations. These smouldering type fires (often unattended) are known to produce carcinogenic smoke. This is supposed to be a smoke free Zone but is not enforced.

Windows have to remain closed at times because the smoke and smells are too much to cope with.

Vibration measurements have not been taken and in my opinion should have been. There is a long history of vibration problems affecting local properties with TFL. It is well documented with TFL over several years due to failing road surfaces caused by the amount and weight of traffic. Remedial repairs take many months to effect.

Officer comments: **As set out in the report and clear from the submitted elevations, the proposal is comparable in scale to the surrounding properties. Transport, Environmental Health the GLA, TfL and the Environment Agency consider these matters acceptable.**

From earlier Council provided information; it seems that there is almost a certainty of contaminated land due to cross connected drains and past spillage etc. This must be treated with great care during excavations, spoil removal and construction. The recreation areas must be inspected and cleared as necessary for public safety.

Officer comments: **This will be addressed by condition.**

6. Relevant Policy

6.1 Development Management Document

DMD1	Affordable Housing on site capable of providing 10 or more units.
DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD44	Conserving and Enhancing Heritage Assets
DMD45	Parking Standards and Layout
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD55	Use of Roof Space/Vertical Surfaces
DMD56	Heating and Cooling
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Flood Risk
DMD62	Flood Control and Mitigation measures
DMD64	Pollution Control and Assessment
DMD65	Air Quality
DMD66	Land Contamination and Instability
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD79	Ecological Enhancements

DMD80	Trees on Development Sites
DMD81	Landscaping

6.2 Core Strategy

CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22	Delivering sustainable waste management
CP25	Pedestrians and cyclists
CP30	Maintaining and improving the quality of the built and open environment
CP31	Built and Landscape Heritage
CP32:	Pollution
CP46	Infrastructure Contribution

6.3 London Plan (March 2015) (FALP)

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing development
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 3.10	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 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
Policy 5.9	Overheating and Cooling
Policy 5.11	Green Roofs and Development Site Environs
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 6.9	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
Policy 7.17	Metropolitan Open Land

Other Relevant Policy

6.4 National Planning Policy Framework

The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions - an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The NPPF recognises that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.

In addition, paragraph 173 of the NPPF states that in the pursuit of sustainable development careful attention must be given to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

6.5 National Planning Practice Guidance

On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) to consolidate and simplify previous suite of planning practice guidance. Of particular note for members, the guidance builds on paragraph 173 of the NPPF stating that where an assessment of viability of an individual scheme in the decision-making process is required, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

6.6 Other Material Considerations

Housing SPG

Affordable Housing SPG

Providing for Children and Young People's Play and Informal Recreation SPG

Accessible London: achieving an inclusive environment SPG;

Sustainable Design and Construction SPG;

Mayor's Climate Change Adaption Strategy; Mayor's Climate Change Mitigation and Energy Strategy;

Mayors Water Strategy

Mayor's Ambient Noise Strategy

Mayor's Air Quality Strategy
 Mayor's Transport Strategy;
 London Plan; Mayoral Community Infrastructure Levy

7. Analysis

7.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development on MOL;
- Scale and Density;
- Design and Impact on the Character of the Surrounding Area and Heritage Assets;
- Neighbouring Amenity;
- Proposed Type and Mix of Units;
- Standard of Accommodation and Private Amenity provisions;
- Traffic, Parking and Servicing Issues;
- Affordable Housing and other Contributions; and
- Sustainability.

Principle of the Development

- 7.2 The application site has had a number of uses, most recently as a Council depot which included a number of buildings, structures and associated hardstanding to the north of Salmons Brook. This forms part of the wider site, on which the development is proposed, which is considered as 'previously developed land', comprising a former Council depot and plant nursery prior to that use. It is not excluded by the NPPF definition of previously developed land, since structures and fixed surface structures remain and have not blended into the landscape.
- 7.3 London Plan Policy 7.17 Metropolitan Open Land states that the Mayor strongly supports the current extent of MOL and its protection from development having an adverse impact on the openness of MOL. This policy ascribes the same level of protection to the MOL as in the Green Belt, and states that inappropriate development should be refused except in very special circumstances. It also sets out that any alterations to the boundary of the MOL should be undertaken by Boroughs through the LDF process.
- 7.4 Consequently, limited infilling or the partial or complete redevelopment of the site may not be inappropriate, as long as this would not have a greater impact on the openness of the MOL and the purpose of including land within it. The NPPF states that inappropriate development is harmful to the Green Belt (and also therefore to MOL) and should not be approved except in 'very special circumstances', which will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 7.5 The proposed development would be located on the area to the north of the total MOL designated land. The proposal would therefore retain a large section of land to the south of the site as public open space. Public open space totals 4,830 sq.m., whereas the site currently has no public access therefore retaining existing levels of public open space within the MOL.
- 7.6 There would however is an increase in the volume of buildings located on the site, from 2,786 cb.m. to 23,250 cb.m due to the increased scale of the development comprising of two and three storey dwellings over the existing lower rise structures.

That said there would also be a reduction in the total footprint, including hardstanding, from 10,395 sq.m. to 9,227 cb.m. Following significant discussions with the GLA, the volume of development has been reduced towards the south and east of the site compared to previous proposals for a significantly greater number of dwellings, initially proposed at 130, down to 50. This reduction also provides, a generous amount of public open space, and increased screening through tree planting to the south and the east. Generous private gardens would also be provided for all houses, and the streets are designed to appear as an integrated part of the landscape to maximise the openness of the site.

- 7.7 Notwithstanding the reduction in footprint, there would clearly be a reduction in the openness of the MOL, which would therefore be considered to cause harm. The issue would therefore be the degree of harm to the MOL of the proposed development. It is clear that while the development would have an impact, through the introduction of development into an area of designated MOL, making it less distinguishable from the built up area, it is recognised that this extends an existing area of development south of Bury Street West (to the east of the site), and that the site was also previously developed, therefore the impact would be relatively limited.
- 7.8 As it has been established that there would be some harm to the MOL, although relatively limited as this proposed would be on previously developed land and largely retain the openness, the proposal benefits must be weighted up against this.
- 7.9 Officers identify considerations weighing in favour of the proposal including: the deliverability of a scheme were the site identified as previously developed land; the conservation benefits arising from the improved setting of Grade II* listed Salisbury House; significant affordable housing; significant delivery of family housing; high design quality; and improved publically accessible landscape to the north of Salmon's Brook, where no publically accessible areas currently exist.
- 7.10 One of the main considerations in relation to MOL is the issue of visual impact and openness. It should be noted that case law has established that visual impact on MOL is quite different to the impact on the openness. In terms of visual impact, the new housing would be visible from surrounding areas, although it would be largely shielded by existing and new trees and vegetation, as well as existing housing. Where visible from Bury Street West, the proposed houses would be contextual to neighbouring development in terms of design and scale. A positive impact of the proposal would be the improved visual quality of the landscaped areas, both public and private, which are considered to be a substantial improvement of the existing depot. The earlier designs included uniform, straight rows of terraced housing, cutting off views over the site; however the proposed staggered arrangement for the houses, away from the main spine road now allow views through the site. Overall, the visual impact, and the harm arising from this, is considered to be very limited.
- 7.11 The provision of high quality, well designed family housing is key to improving and maintaining growth and there is a recognised need for the Borough to provide additional residential dwellings. This development would contribute to the supply of these additional units while also providing a good level of affordable housing.
- 7.12 The mix proposed is largely in accordance with the policy and given the site characteristics, achieving a higher proportion of family homes than would typically be delivered which is to be supported given that this reflects the findings of the Council's 2010 Strategic Housing Market Assessment (SHMA) on which the Core Strategy targets were based. 64% of the proposed units within the development are 3 bed or above and, the remaining 36% would be 2 bed houses, all of which would be suitable

for families. Officers consider the significant level of high quality family housing together with the level of affordable proposed would be a substantial public benefit of the development.

- 7.13 Officers consider that the proposal located on previously developed land would have a minimal impact on the purpose of including land within MOL as it would make the MOL less distinguishable from the built up area, although as mentioned above, this impact would be relatively limited. It could also reduce the openness of the MOL and as such, proposal would cause limited harm, which should be afforded consideration weight. However, the harm would be relatively limited, and there are significant considerations weighing in favour, which are considered sufficient to outweigh this harm and demonstrate very special circumstances.

Residential Use

- 7.14 London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 798 new homes per year in Enfield between 2015 and 2025. The proposal would contribute to this and is supported in principle..
- 7.15 The application seeks permission for a residential development on the former depot element of the site. The development would provide 5,476sqm Gross internal Area (GIA) of residential floorspace through the erection of 50 homes across the site. The table below identifies the residential mix proposed:

House Size/Type	Number of Units	Total GIA (sqm)
4-bed (7 person)	7	1096
3-bed (5 person)	25	2875
2-bed (4 person)	11	898
2-bed (3 person)	7	607
Total	50	5,476

- 7.16 The site has been arranged so that the new dwellings would be located to the north of the site, on the location of the existing depot and associated buildings. This relates to the adjoining residential properties along Bury Street West to the North and East, 4,830sqm of publically accessible open space would be located to the south surrounding Salmon's Brook.
- 7.17 The proposal would create 50 family homes comprising of individual detached and semi-detached houses with spacing including gardens between. This form of development, with traditional pitched roofs and maximum heights of 2 - 3 storeys, together with a staggered arrangement of buildings creates informal street layouts while maintaining a sense of openness across the site. As previously mentioned the layouts have been designed with generous streets and staggered buildings to maintain views between the buildings and the sky, giving a sense of space and openness which is critical within the MOL designation.

Housing Mix

- 7.18 The National Planning Policy Framework requires local planning authorities to deliver a wide choice of high quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand.
- 7.20 The London Plan reiterates this goal, Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. New developments are required to offer a range of housing choices in terms of the mix of housing sizes and types. The London Plan sets a clear priority to create communities that are mixed and balanced by way of tenure, fostering social diversity, responsibility and identity (Policy 3.9). The London Plan goes on to seek to maximise affordable housing provision, with a 60/40 housing tenure split between social/affordable rent and intermediate rent or sale to create a balanced and affordable housing sector, with priority to be given to affordable family housing.
- 7.21 The Enfield Core Strategy Policy CS5, states that the Council will seek to ensure that new developments offer a range of housing sizes to meet housing need and plans for the following Borough-wide mix over the lifetime of the Core Strategy:

House Size/Type	Private Sale	Affordable Housing
1/2-bed (1-3 persons)	20%	20%
2-bed (4 persons)	15%	30%
3-bed (5-6 persons)	45%	30%
4-bed+ (6+ persons)	20%	30%

- 7.22 As the proposal is a Council led development, the emphasis has been on delivering family sized accommodation. The proposals include delivery of a high proportion of family homes (3-bed+) at 64% of the total, with the remainder of the houses being 2-bed and therefore also capable of accommodating smaller families. With this provision of a high proportion of family sized accommodation, the proposal will contribute significantly towards meeting strategic priorities to deliver new homes for families.
- 7.23 The evidence submitted as part of this application suggests a demand and need for family sized accommodation in the local area and that there has recently been, low levels of completions of larger units in Enfield. As such, having regard to the evidence, the proposed mix of housing sizes is considered appropriate, making an important contribution towards local housing need and demand. Furthermore the proposed mix of unit types and sizes proposed will increase housing supply and improve housing choice in this part of London, giving Housing Choice in line with London Plan Policies.
- 7.24 While the housing mix does not strictly comply with the Council policy, the emphasis on larger family houses with gardens, rather than flatted developments which are becoming much more common is welcomed.

Affordable Housing

- 7.25 Core Policy 3 of the Core Strategy and DMD1 set the affordable housing policy for the Borough. With reference to “Affordable housing on sites capable of providing 10 units or more” DMD1 developments should provide the maximum amount of affordable housing having regard to the borough-wide target of 40% and the need to provide an appropriate mix of tenures to meet local housing need and reflect a borough wide mix of 70% social/affordable rent and 30% intermediate.
- 7.26 London Plan Policy 3.9 ‘Mixed and Balanced Communities’ seeks to promote mixed and balanced communities by tenure and household income. Policy 3.12 ‘Negotiating Affordable Housing’ seeks to secure the maximum reasonable amount of affordable housing. The Mayor’s recently published draft Affordable Housing and Viability SPG introduces a threshold approach, whereby schemes meeting or exceeding 35% affordable housing without public subsidy are not required to submit a viability assessment. London Plan Policy 3.11 ‘Affordable Housing Targets’ requires that 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale, with priority given to affordable family housing.
- 7.27 The application originally proposed 33% (by habitable room) affordable housing, or 40% (by unit), made up of 60% social rent and 40% intermediate. As this was slightly below the 35% (by habitable room) threshold stated in the draft SPG, the GLA encouraged a small increase in the number of family sized affordable units would allow the proposal to reach 35% by habitable room, a re-gigging of the floorplans has now increased this to 35%.
- 7.28 The proposed levels of affordable housing would be fully compliant with Enfield Core Strategy Policy 3 in terms of meeting the 40% policy target, and with London Plan Policies 3.12 and 3.13, in terms of maximising the delivery of affordable housing and delivering a 60/40 split of affordable tenures.

Density

- 7.29 As set out under the NPPF (para. 49) ‘housing applications should be considered in the context of the presumption in favour of sustainable development’. Plans should deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. This proposal should be considered in this overarching national policy context. The London Plan sets a minimum ten year housing target for Enfield (2015-2025) of 7,976 dwellings (798 per annum), rising significantly in the recently published draft London plan to 1,876. The delivery of 50 dwellings here will make an important contribution to the Borough’s housing targets, in particular, and London’s overall housing need, in general.
- 7.30 London Plan policy 3.4 does require developments to optimise housing output for different types of locations in accordance with the adopted density matrix. The application site is considered to be in a suburban location which, given the low PTAL rating, would support a development of 35-95 units or 150-250 habitable rooms per hectare with a PTAL of 2-3. The density of the proposal is 27 units or 108 habitable rooms per hectare. Whilst this is slightly below the London Plan density range, it reflects the characteristics of the local area, respects the sensitivities of the site, and reflects the significant open space proposed within the southern part of the site. The density of the proposed development must also be considered in the context of the site being Metropolitan Open Land (MOL); this requires any development on the site to retain the openness of the land, in a similar way to green belt development.
- 7.31 This is below the London Plan density guidance. However, this is guidance only and the particular characteristics of the site, as well as its policy designation as a MOL,

mean that in this instance it is necessary to look beyond a purely numerical density assessment. There is inevitably a need to balance the option of maximising the site's potential to deliver housing against the impact on the openness of the MOL, as well as the likely consequences of a denser scheme. Taking all of this into account and following detailed discussions with the GLA in relation to larger developments the proposed density levels are considered to be appropriate for the designation of the land and in relation to the surrounding residential context, as such it is considered that the sites housing delivery potential has been optimised.

- 7.32 A numerical assessment of density is but one factor to consider in assessing whether the site can accommodate the quantum of development. 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. 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 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”. Paragraph 64 confirms that when development fails to take opportunities for improving the character and quality of an area and the way it functions through poor design, permission should be refused. This is reiterated at DMD37 (“Achieving High Quality and Design-Led Development”) where it is advised that development which is not suitable for its intended function, that is inappropriate to its context, or which fails to have appropriate regard to its surroundings, will be refused.
- 7.33 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 DMD37 (“Achieving High Quality and Design- Led Development”) confirms the criteria upon which applications will be assessed.
- 7.34 In this cases Officers have given significant consideration to the design and quality of the accommodation to be provided, the siting and scale of the development, its relationship to site boundaries, areas outside the site and adjoining properties, as well as the quantity, and quality, of amenity space to support the development. In all these respects, the development is considered to be acceptable.

Heritage Considerations

Statutory background

- 7.35 Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“Listed Buildings Act”) confirm that special attention shall be paid to the desirability of preserving a listed building or its setting (s.66) and preserving or enhancing the character or appearance of that area (s.72). As confirmed by the Court of Appeal (Civil Division), the decision in *Barnwell Manor Wind Energy Ltd v East*

Northamptonshire District Council [2014] EWCA Civ 137, it was concluded that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm “considerable importance and weight”. Further case law has reconfirmed the Barnwell decision and the considerations to be undertaken by a planning authority: *The Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin), *Pugh v Secretary of State for Communities and Local Government* [2015] EWHC 3 (Admin).

National Guidance

- 7.36 Section 12 of the National Planning Policy Framework (“Conserving and enhancing the historic environment”) advises Local Planning Authorities to recognise heritage assets as an “irreplaceable resource” and to “conserve them in a manner appropriate to their significance” (para.126). Paragraph 132 goes on to say LPAs need to consider whether a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset. Proposals that lead to substantial harm to or a total loss of significance of a designated heritage asset should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or it meets with the test identified at paragraph 133. Where a development will lead to less than substantial harm, the harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use (para. 134). The NPPF states that heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including local listing) as stated in Appendix 2.
- 7.37 At paragraph 137, LPAs are also advised to look for opportunities for new developments within conservation areas and within the setting of heritage assets to better reveal their significance. Where a proposal preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The NPPG advises that the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which the asset is experienced is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.
- 7.38 Paragraph 135 provides guidance in relation to non-designated heritage assets. The development proposal must also be assessed against the significance of the heritage asset, and “a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.
- 7.39 In addition, at paragraph 137, LPAs are also advised to look for opportunities for new developments within conservation areas and within the setting of heritage assets to better reveal their significance. Where a proposal preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 7.40 London Plan policy 7.8 (“Heritage Assets and Archaeology”) advises what boroughs should do at a strategic level to identify, preserve, and enhance London’s heritage assets. Policy CP31 (“Built and Landscape Heritage”) of the Core Strategy sets out a requirement that development should conserve and enhance designated and non-designated heritage assets. Policy DMD44 (“Conserving and Enhancing Heritage Assets”) states that development which fails to conserve and enhance the special interest, significance or setting of a heritage asset will be refused. The design,

materials and detailing of development affecting heritage assets or their setting should conserve the asset in a manner appropriate to its significance.

Heritage Background

- 7.41 The site comprises a former Council maintenance and storage depot located on the south side of Bury Street West. It is dissected by Salmon Brook and includes an area of informal open space (Metropolitan Open Land) to the south. The site does not lie within the boundaries of a conservation area, but it is located immediately adjacent to Salisbury House (Grade II* listed) and associated structures (Grade II listed), and Bury Lodge Park (public open space with an area of formal gardens. The park was created on land associated with Bury Lodge; a late medieval/ early Tudor timber-framed house, demolished in 1936).
- 7.42 Salisbury House comprises an early 17th century; timber framed Manor House which constitutes an important and early example of a wealthy London Merchant's country retreat. The limited extent of the service quarters and the paucity of bed chambers suggest that it functioned as an occasional residence, with the estate run from the adjoining farmhouse. In the first half of the 17th century, Edmonton and Enfield, along with other then-rural parishes close to London, became popular as a place of recreation and retreat from the City. The area was highly convenient for the wealthy London merchant class, offering safety and security from disease and social stress and the opportunity for country pursuits close to the courtly life at Theobalds and on Enfield Chase. It is in this context that Salisbury House appears to have been built.
- 7.43 The present building was erected in c.1630, although a farm complex has been recorded on the site since the 13th century. Salisbury or Bury Farm developed as a demesne farm of Edmonton manor. In 1272, the medieval house possessed a garden, courtyard, and two dovecotes. By 1478, when it was leased out, it was a simple farmstead, consisting of a dwelling, barns for corn and hay, two stables, and a long sheep-house. In 1571, it was detached from the manor and granted by the crown to William Cecil, Lord Burghley, whose grandson William, Earl of Salisbury, sold it in 1614 to Roger Haughton of St. Martin-in-the-Fields. The land was sold again in 1637 and then remained in the same family until the late 19th century.
- 7.44 Salisbury House was conceived as a building to be viewed 'in the round'; a tall narrow partly timber-framed structure that is heavily jettied on all four sides, and forms a prominent landmark on the approach along Bury Street West. The adjoining medieval Bury Lodge (demolished 1936) was sited to the west, with the two buildings later divided in 1822.
- 7.45 Following the demolition of Bury Lodge, the eastern garden wall was retained and part of the back garden and its trees, was also kept as a secluded grass plot. Tiles from the roof of the Lodge were re-used for the shelters in the children's playground and for the elderly, and for the public convenience, which was built on the site of the stables and cart shed, to the west of Bury Lodge. The bell from the old house was attached to the roof of the elderly people's shelter, to be rung at park closing time. Several of the seats in the park were set in paving stones originally in the kitchen of the Lodge, and a circular stone, probably a millstone, also found in the house, was incorporated into crazy paving near the main entrance.
- 7.46 To the east, behind Salisbury House, a bowling green was formed and a pavilion erected; glass houses occupied a site to the south of the Bowling Green. A new entrance was created at the far north east corner of the site leading directly from

Bury Street to the bowling green area, and the garden to the east of Salisbury House was divided, possibly by a hedge. During the late 20th century, the garden to the east of the house was divided, and a utilitarian Council staff bungalow constructed on the eastern half. This was subsequently sold under 'right to buy' legislation.

i) Statutory Listed buildings and structures

- 7.47 Salisbury House is statutory listed (Grade II*) due to its architectural and historic significance of 'more than special interest'. Salisbury House as a whole and its setting is of *exceptional significance* as it possesses values that are both unique to the place and relevant to our perception and understanding of architectural and social history in a national context. It constitutes a rare survival and very intact example of a specific building typology found in the outer reaches of London. Of particular interest is the singular architectural form and the unusual plan form which indicates that the first or principal floor had only two rooms – a Great Chamber and an Inner Chamber. Internally, much of the original historic fabric survives including some panelling at first floor level (much reinstalled in 1956/7 though not to the original configuration) as well as an important fireplace of 1649 with wall paintings to the cheeks.
- 7.48 The boundary walls to the east of Salisbury House and south-west of Salisbury House Garden are also individually listed (grade II). The associated listed walls are a fundamental part of the site complex, but their value is *considerable*, rather than exceptional as they have now lost much of their context. The wall to the south-west is a fragment (2), while that to the east (1) is of considerable historic interest (albeit its value is greatly diminished by its complete replacement in modern materials).
- 1) The wall to east of Salisbury House. '*Probably C17 red brick wall, with sloped coping, later heightened by 7 courses and a further coping.*' This wall, probably of the early 18th century, was completely rebuilt in 2007.
- 2) The wall to south-west of Salisbury House Garden. '*Probably C17 red brick wall, with sloped coping, containing gateway with flanking battered buttresses.*'

ii) Gardens at Salisbury House and Bury Lodge

- 7.49 Salisbury House and Bury lodge Gardens have both been included on the *London Inventory of Historic Green Spaces*, prepared by the London Parks and Gardens Trust. All entries on the *Inventory* are being included on the Greater London Historic Environment Record and should therefore be recognised as 'heritage assets' as defined by the NPPF. The gardens of the house and Bury Lodge Recreation Ground are also included in the Council's local list of parks and gardens of historic interest.

iii) Setting

- 7.50 Setting is defined as 'the surroundings in which a place is experienced'. Special regard must be had by the decision-maker to the assessment of the impact of any development on the desirability of preserving the setting of any listed building (section 66 of the Planning [Listed Buildings and Conservation Areas] Act 1990). This statutory requirement means that the impact of proposed development within the setting of Salisbury House and associated listed structures must be assessed. The predominant guidance on development within the setting of heritage assets is contained within the English Heritage document *The Setting of Heritage Assets* (2011).

- 7.51 As heritage assets are irreplaceable, any harm or loss to a listed building or its setting requires clear and convincing justification. Paragraph 132 of the NPPF states that any substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings, and grade I and II* registered parks and gardens, should be wholly exceptional (there is no other specific mention in the NPPF of historic landscapes).
- 7.52 The demolition of Bury Lodge and later encroachment of unsympathetic development has been somewhat detrimental to the setting of Salisbury House, particularly the creation of the Municipal Recreation Ground which was further compounded by the erection of the Council Bungalow and former Council depot to the east.

In relation to setting, the Salisbury House Conservation Management Plan states,

“The setting of the house has fared much less well. Bury Lodge was demolished, leaving a section of historic (listed) garden wall disconnected from anything else, in a somewhat formless space to the west of the house, to which Salisbury House does not connect or relate (in part a consequence of the late 19th century division of the property), dominated by the public toilet block. Re-establishing the main lines of the historic enclosures and buildings could give context and purpose to what survives, a series of defined spaces with character and relationships to the street and Salisbury House. This should be a positive objective of the conservation of the site.”

Archaeological interest

- 7.53 The site of Bury Lodge as the precursor to Salisbury House and as an older structure of medieval origin is potentially of archaeological interest as a primary source of evidence about the original context of Salisbury House and the evolution of Bury Street. The site of the former Bury Lodge is therefore of some archaeological potential. Field evaluation would be necessary to ascertain whether it might, if of early origin with good survival of stratification, be of considerable significance, able to shed light on the regional evolution of small holdings of medieval origin. This view is corroborated by the findings of the Archaeological Desk-based assessment, which identified the presence of post-medieval to modern features within the Site and an undated ditch to the south of the Site recommended that an archaeological watching brief may be undertaken during the groundworks for the proposed development.

Impact on Designated and Non-Designated Heritage Assets

- 7.54 Heritage Officers and Historic England were not adverse to the principle of development on the site but made clear that any proposed new development would need to take into account its sensitive location in the immediate setting of a listed building and structures. From the outset, Officers were keen that a development scheme for the site should be considered in tandem with proposals put forward in the Options Appraisal for Salisbury House, to ensure that the future of the building was not seen as an ‘after thought’ and left at a disadvantage by any developments. It was made clear that the heritage concerns did not solely revolve around the preservation and enhancement of the setting of the listed building and structures, but also in ensuring that the development contributed to and did not prejudice the viable future preservation of the heritage asset itself.

- 7.55 Advice from Heritage Officers has been predominantly guided by the Council's Management Plan for Salisbury House (2013). The Key Recommendations contained within this document are outlined below:

Key recommendations: Salisbury House Conservation Management Plan (2013)

Policy 1: When formulating proposals for development within the setting of Salisbury House, advice will be sought at an early stage from the Council's Conservation Officer and English Heritage.

Policy 6: Any new buildings or structures within the curtilage will be carefully designed to respect the setting of Salisbury House and, so far as possible to recover elements of the character of its historic setting. Special regard must be paid to matters of siting, bulk and massing, and the use of high quality, sympathetic, durable materials is essential.

Policy 10: The Council will ensure that works to improve access and accessibility do not harm, and preferably will enhance, the significance of Salisbury House.

Policy 13: Proposals for the future of the Council's depot on Bury Street should seek to enhance the setting and potential for use of Salisbury House, and consider the possibility of acquisition by agreement of the bungalow to the east of Salisbury House in order to do so.

Policy 14: The Council will review management practices in terms of grounds maintenance and prepare and implement a plan for the improvement of the setting of Salisbury House, including the removal of visually intrusive trees and management of hedges, ensuring the recovery of its prominence in street and public views.

Policy 15: The Council will seek to re-establish the spatial division between the western forecourt of Salisbury House and the recreation ground to the south, including, subject to archaeological evaluation, a new building of subsidiary scale on the footprint of Bury Lodge, if necessary to secure a sustainable use for the house.

Policy 23: Archaeological investigation and excavation of the Bury Lodge/Farm site will be encouraged and must be undertaken if development is proposed.

- 7.56 However, it was recognised that any development would have some impact on the significance of existing designated heritage assets and result in some harm to their setting, particularly that of Salisbury House. On balance, this harm was deemed to be less than substantial.
- 7.57 In line with the NPPF, where a development will lead to less than substantial harm, the harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use (para. 134). The NPPF states that heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including local listing) as stated in Appendix 2.
- 7.58 Working closely with Historic England and the Architectural Team, Officers agreed several mitigating measures to offset this harm. A key concern was that any proposals should remove the existing bungalow (which was considered to greatly detract from the setting of Salisbury House and impact on key views into and out of the site), and return the original garden back within the control of the House. This was to be supported by a comprehensive landscaping proposal, to further secure

enhancements to the setting of the listed building. A business plan was proposed to consider in detail how the new garden space could be better utilised by Salisbury House as a future revenue stream.

- 7.59 The reinstatement of the original extent of Salisbury House Garden was also in line with recommendations made in the Salisbury House Conservation Management Plan, which states,

“To the east, the surviving part of the early 18th century garden does have a positive, historic relationship to the house. It should not be compromised by extension, and ideally the full extent of the garden on this side recovered, although that presents problems, since the bungalow occupying the eastern half is no longer in the Council’s ownership.”

- 7.60 Further mitigation measures proposed included:

Agreement on a design in place of the existing bungalow that would enhance the view towards Salisbury House

- Gardens to back onto the boundary with Salisbury House, to increase the green buffer zone between the extended garden and proposed development;
- A soft boundary using traditional planting to the south and east of the site on the Salisbury House side to improve the immediate setting of the listed building;
- The design near the site entrance should respect and enhance the setting of the listed brick garden wall and must ensure that no historic fabric would be impacted;
- Agreement that the proposed new development on the west side of the entrance way would be set back from the listed wall and also staggered back from the proposed development Opposite, to ensure that in views along Bury Street West from east and west that the listed wall would retain its prominence and its visual association with Salisbury House could still be read in context; and
- Parking spaces to be located on the western side of the access road creating views through to the back of Salisbury House and across the Bowling Green. These are views that have previously not been available to the public and better enable the building to be seen ‘in the round’ as originally intended.

Analysis

- 7.61 What must therefore be determined is whether any of the elements proposed will harm the significance of the heritage assets. If any harm is identified, great weight must be given to that harm. Further to this, as advised above, if substantial harm or total loss to significance is identified, it would need to be established whether there are any substantial public benefits that would outweigh the identified harm or loss or the tests identified at para.133 of the NPPF are met. If there is less than substantial harm, the harm is to be weighed against the public benefits of the proposal, and for undesignated heritage assets, a balanced judgement must be made having regard to the scale of any harm or loss and the significance of the heritage asset. It should be

noted that benefits are not limited to heritage benefits but to all material planning benefits capable of meeting the policy tests.

- 7.62 The proposed development of the site would involve the removal of the existing bungalow building, which is noted as detracting from the setting of Salisbury House and the extension of the garden to the east, locating the eastern boundary approximately 27 metres from Salisbury House. In addition to providing much needed 'breathing space' to the listed building (and wall) the proposals also show a large lawn area which can be used for events associated with the current use of Salisbury House. It should be noted that a business plan for Salisbury house in order to provide revenue streams which could contribute to the maintenance of the buildings is currently being worked up.
- 7.63 The form and style of the design of the proposed development has been driven by the desire to avoid a heritage pastiche and create a simple, low maintenance space from which the listed building can be appreciated. The ongoing maintenance of Salisbury House has been raised a number of times by local groups, however such funding is not within the capacity this application to address and the above mentioned business case and events should address the sustainable future use of the building. However the development, will deliver a robust landscape infrastructure on which longer term and detailed plans for Salisbury House can be supported.
- 7.64 Historic England Officers working closely with the Council have been significantly involved throughout the evolution of the scheme, both in historic building terms, and also the point of acknowledging the sensitivity and importance of the landscape to the wider setting and MOL openness. Historic England raised a number of issues regarding the principle of the boundaries and general arrangements and through working collaboratively with the Council together with the architects, concerns have been addressed.
- 7.65 Having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72) the proposal has been assessed against the identified heritage asset as set out above. It is considered that the development proposals will not lead to any harm to the designated heritage assets and would provide beneficial effect to these assets and their setting through the increased gardens surrounding Salisbury House, having regard to Policy 7.8 of the London Plan, Core Policy 31, Policy DMD44 of the Development Management Document, and with section 12 of the NPPF. The development proposals must therefore now be assessed against any other material considerations, in accordance with s.38 (6) of the 2004 Act and s.70 (2) of the T&CPA 1990.

Summary

- 7.66 Although it is acknowledged that the proposals do lead to a degree of 'less than substantial' harm to the setting of the listed building and structures, the proposed scheme is of a high quality and sensitive in its approach, whilst providing tangible public benefits and enhancements to the immediate setting of the designated heritage assets.
- 7.67 Specifically, the enhancements include the reinstatement of the original garden to Salisbury House and the implementation of a new, more appropriate landscaping scheme, supported by a business plan for its commercial use; the replacement of poor quality buildings and the former Council Depot with a high quality housing; and the opening up new views towards Salisbury House. On balance, the benefits and

enhancements proposed under the Scheme are considered to outweigh the less than substantial harm caused as a result of development in this area.

Landscape and Visual Assessment

- 7.68 As set out above, one of the critical considerations in the overall assessment of the development proposals, given the MOL designation and the sensitivities of the site, is an understanding of the impact that they would have on openness of the site. As such a Townscape and Visual Impact Assessment (TVIA) was submitted as part of the application.
- 7.69 The purpose of the TVIA was to assess the likely effects of the proposed development on townscape features and the extent to which it would be visible. The purpose of the MOL Assessment was to assess whether the depot Site could be redeveloped without compromising the purposes for which the MOL was designated.
- 7.70 In relation to the Bury Street Depot site, the assessment identifies a number of significant beneficial landscape and visual effects associated with the development, relating to the removal of poor quality vegetation, disparate buildings, boundary treatments and structures with a commercial character and in varying states of repair, the public open space enhancements to the Salmon's Brook corridor and their replacement with well-designed homes of appropriate layout and form and an overall reduction in the extent of hardstanding and surfaces.
- 7.71 The wider Bury Street area would also see enhancements from the proposal, as the existing listed wall would be retained forming the frontage to Bury Street West and the existing depot entrance would be replaced with a new access road into the site and residential dwellings either side of the entrance would form an extension to the built edge on the south side of Bury Street West. Once the proposed street trees have matured the visual assessment concludes that the proposed development would create an enhanced frontage to Bury Street West which would have a residual effect of Minor significance, and a beneficial nature of change, on the townscape character of the Bury Street West Urban Area.
- 7.72 In terms of the Metropolitan Open Land, the development would have no physical effect on the Wider Local MOL. The proposed development would result in a change of Low magnitude and Moderate significance at year one, reducing to Very Low magnitude and Minor significance by year 20 once planting within the site has begun to establish. Given the nature of the change experienced, removal of various disparate buildings and structures within the depot and their replacement with a well-designed housing scheme accompanied by a comprehensive landscape scheme, it is considered that the nature of such changes would be Neutral and that, in the longer term, they would provide a net beneficial gain to the character of the Wider Local MOL Area.
- 7.73 In terms of the Grade II* Listed Salisbury House the Heritage Statement shows that the removal of buildings and structures associated with the depot and the refurbishment of the Salisbury House garden, would result in an overall net benefit to the setting of the listed building.
- 7.74 Overall officers agree with the conclusions of the Townscape and Visual Impact Assessment and consider that the visual impact of the proposed development would enhance the area and retain the MOL openness. The visual assessment confirmed that, while the introduction of the quantum of development proposed will mean that there will be a change in the character of the locality, that change will overall be a

beneficial one and the development will not have a greater impact on views than the existing buildings and on this basis the scheme can be supported.

Design and Appearance

- 7.75 Planning Policy from the Enfield Core Strategy and Development Manage Document to the London Plan places great importance on the need for development, most importantly residential, that are of high quality design, and highlights the role that this can play in creating successful sustainable communities.
- 7.76 The National Planning Policy Framework identifies that good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making place better for people (paragraph 56). The NPPF states that planning decisions should aim to ensure that developments will function well and add to the overall quality of the area, establish a strong sense of place, respond to local character, create safe and accessible environments, and ensure good architecture (paragraph 58). It also outlines that decisions should seek to ensure that developments optimise the potential of sites (paragraph 58).
- 7.77 London Plan policy 7.1 states that the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood. Policy 7.2 goes on to say that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design. The principles of inclusive design which seek to ensure that developments achieve London Plan Policy 7.2 have been addressed throughout the evolution of the proposed development through substantial work with the architects, the GLA, Historic England and the Councils officers.
- 7.78 In general design terms, London Plan policy 7.4 states that developments should have regard to the form, function and structure of an area, including the scale, mass and orientation of surrounding buildings. The policy further states that buildings should provide contemporary architectural responses that:
- Have regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass;
 - Contribute to a positive relationship between the urban structure and local natural landscape features;
 - Are human in scale;
 - Allow existing buildings and structures that make a positive contribution to the character of a place to influence the existing character of the area; and
 - Are informed by the surrounding historic environment.
- 7.79 Enfield Core Strategy policy 30 and DMD 37 require all developments and interventions in the public realm to be high quality and design-led, having special regard to their context. They should promote attractive, safe, accessible, inclusive and sustainable neighbourhoods, connecting and supporting communities and reinforcing local distinctiveness.
- 7.80 As previously mentioned, the proposed development has been undertaken with significant care and consideration to deliver the highest quality design and proposals being considered, are a result of an extensive design process which officers consider are fully compliant with the design principles in national, regional and local policy guidance.

- 7.81 The proposed new dwellings, located to the north of the site with a close relationship to the existing urban area on Bury Street West, are detached or semi-detached modern style homes arranged around informal streets. The houses are spaced and with generous rear gardens to retain a sense of openness required by the MOL designation of the land and the semi-rural character is unique to the location, reflecting the special characteristics of the site in the setting of Salisbury House. This layout has been developed to allow views through the site and a feeling of openness.
- 7.82 The proposed houses are sited at a generous distance from Salmons Brook, allowing an area of new publicly accessible land adjacent to the SUDS Park and views towards Bury Lodge Gardens. The currently inaccessible Bury Street Depot will be opened up to the public with new public walking and cycling routes connecting into the Greenway where there will also be a new publicly accessible open space across the southern end which will be accessible to all future residents and the existing community. The proposal would deliver a flexible meadow which would provide space for a mix of activities, including informal play and recreation, exercise and temporary events.

Layout

- 7.83 A landscape led approach to the design has been taken to ensure the opportunities to enhance the MOL and setting of Salisbury House are at the forefront of the layout design. The overall strategy is to maximise the amount of public open space and create an informal, open setting for the new homes. Large private gardens are provided for all houses, and the streets are designed to appear as an integrated part of the landscape.
- 7.84 The proposed dwellings would be fully integrated within the wider green space and new meadow landscape. Soft landscape and tree planting will be directly in front of the homes with longer views to the landscape emphasised. The informal street pattern and treatment will ensure traffic calming, creating a pedestrian and cycle friendly environment around the new homes. Parking spaces will be integrated with the housing and arranged to minimise their impact on the street scene. The landscape will be designed to help define the public and private areas.

Scale and Mass

- 7.85 The proposed scale and massing has been carefully considered to optimise and make best use of this important brownfield site, whilst respecting the surrounding context, maintaining the openness of the MOL, and avoiding adverse impacts on neighbours. The proposed dwellings would range from between two and three storeys, with two storey dwellings located towards the edge of the site adjacent to the A10, the entrance and bowling green, with larger three storey dwellings located in the less sensitive areas in terms of openness. The massing is broken down by the spacing and pitched roofs, allowing for views between the buildings and interspersed tree planting.
- 7.86 The new homes are designed to an very high standard; meeting and exceeding internal space standards, providing generous private gardens, between 1 and 2 dedicated car parking spaces for each home, and decided cycling facilities for each dwelling. The high quality brick material, landscaping and environmental attributes are considered to result in a modern, high quality and attractive place to live. Parking is integrated into an informal street layout, which is defined with a high level of active frontage, clearly defined, to avoid cluttering the streets and minimise visual impact.

- 7.87 As mentioned in the heritage section of this report, the existing condition of the former depot provides a poor setting to Salisbury House and the character of the new development, with low rise houses of semi-rural nature set within open spaces, would provide a much more appropriate setting, which enhances its historic significance. The new layout will remove the insensitive bungalow, replacing it with houses which allow new views of Salisbury House and are subservient in scale.
- 7.88 The character and layout of the scheme will substantially enhance the setting of the Grade II* listed Salisbury House and will contribute towards its long term sustainability. By locating the new homes further to the east, a large area of the former Salisbury House garden is restored. Furthermore, the eastern side of the garden will be upgraded in an appropriate manner to provide an improved, flexible and low maintenance outdoor space.

Residential Design Standards

- 7.89 Members will be aware that minimum space standards for new development are set down in Policy 3.5 of the Mayor's London Plan. The purpose of this is to ensure that new homes are adequately sized, with room layouts which are well laid out, functional and fit for purpose. In this case, the proposed development will deliver all 50 units in accordance with, or in excess of, these space standards in full compliance with the London Plan.
- 7.90 The applicants have confirmed that the detailed design of the houses has been designed to take account of the Mayor's Housing SPG (2016), London Housing Design Guide and it will also meet Lifetime Homes. All dwellings will receive good levels of daylight/sunlight and officers consider that the development would provide the highest quality of new homes, meeting or exceeding good practice standards set out in the London Plan Housing Design SPG.

Residential Amenity Space

- 7.91 In addition to the internal space proposed for the dwellings within the development, there is also sufficient external amenity space to meet the likely demands of future residents. The proposal incorporates communal and private amenity space in accordance with London Mayor and Enfield standards, as set down in Policy DMD 9. As previously mentioned there would be a significant amount of public open space delivered by this development which could also be fully utilised by future residents.
- 7.92 In relation to private amenity space, this will be provided by private gardens for all the proposed units which would significantly exceed the guidance standards. Officers consider that a combination of the quantity and quality, of internal space and the external amenity area will ensure that the future residents all benefit from the highest quality of accommodation.

Children's play space

- 7.93 Policy 3.6 of the London Plan requires developments that include housing to make provision for play and informal recreation based on the expected child population generated by the scheme and an assessment of future needs. Further detail is provided in the Mayor's supplementary planning guidance 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10 sq.m. of useable play space to be provided per child, with under-fives play space provided on-site as a minimum.

- 7.94 The Councils Core Strategy policy 34 seeks provision of new and improved play spaces to address existing deficiencies and to meet future needs, with priority given to those areas where the deficiency of play space is considered most significant as identified in the Enfield Open Space Study (2010-2020). DMD policy 73 states that within areas deficient in children's play space, developments with estimated child occupancy of ten children or more will be required to incorporate on-site play provision to meet the needs arising from the development.
- 7.95 As the site is not within an area of deficiency of children's play space, there is no requirement to provide children's play space to address existing local need or to meet the additional needs arising from the development, however playspace has been fully considered within the development.
- 7.96 The development includes a large area of new publicly accessible open space to the southern end of the site which is designed to be informal and as a meadow type environment. This space will be flexible to allow informal play by children of all ages. The new calm residential streets within the development will also be informal and available for use informally by children on the doorstep of their homes.

Public Open Space

- 7.97 The London Plan promotes the provision of new green infrastructure which is integrated into the wider network and links green infrastructure to improve accessibility. In accordance with London Plan policy 7.18, the Mayor will support the creation of new open space in London to ensure satisfactory levels of local provision to address areas of deficiency. This is supported by Policy 2.18 which highlights the importance of protecting, promoting and expanding London's network of Green Infrastructure.
- 7.98 Enfield Core Strategy policy 34 states that the Council will protect and enhance existing open space and seek opportunities to improve the provision of good quality and accessible open space in the Borough. This will be achieved by requiring improvements to open space provision through increasing the access to, quantity and quality of publicly accessible open spaces and supporting the community use of non-public open spaces. Policy DMD 72 requires all new major residential development to be accompanied by proposals to improve open space provision.
- 7.99 As previously mentioned the proposals include a new large publicly accessibly open space, approximately 4,830 sqm across the southern part of the site. New public entrances from Bury Street West to the north and across a new footbridge to the south will open up the site to the public and provide access to the new public open space for new residents and those from the local neighbourhood.
- 7.100 Officers consider that this public open space will improve the quality of public open space availability in the local area, as well as more than meeting the needs of the future residents in terms of the amount available.

Impact on Trees

- 7.101 The Council's Tree Officer has been involved throughout the planning process in the discussions relating to the development of the site and is able to support the scheme. He feels that when considered as a whole, the development provides many significant benefits and enhancements when compared to the existing environment in terms of arboricultural amenity and biodiversity.

- 7.102 London Plan policy 7.21 considers, existing trees of value should be retained and any loss as the result of development should be replaced. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species. Enfield policy DMD 80 also resists the loss of or harm to trees covered by Tree Preservation Orders or trees of significant amenity or biodiversity value. Where there are exceptional circumstances to support the removal of such trees, adequate replacement must be provided.
- 7.103 The planning application was supported by a Tree Survey and Arboricultural Implications Assessment which recommends the removal of the existing generally low-quality trees to allow a well-considered, robust and sustainable tree planting scheme to be implemented. The objective for the proposed design has been to retain as many trees as possible, removing only trees due to ill health/safety reason or where they pose an insurmountable barrier to sustainable development.
- 7.104 It is proposed to remove twenty-nine Retention Category B trees along with approximately ninety Retention Category C trees and fourteen Retention Category U trees. The Retention Category C and U trees are mostly small self-sown trees and are hidden from public vantage points. The Retention Category B trees are slightly better quality specimens but also do not have a high amenity value due to being located away from public vantage points.
- 7.105 One tree (T89) requires minimal pruning to enable clearance from the nearest proposed building and a new hard surface is proposed within the RPA of two trees within G86. Given that a small percentage of the RPA's will be affected, the Arboricultural Assessment concludes that the impact will be minimal and no specialist construction methods are considered necessary.
- 7.106 All existing trees that are removed will be replaced with as much high quality tree planting as possible, planted at a generous size, and with species that assist in climate change mitigation and align with the local landscape character. Tree protection measures are specified in Arboricultural Implications Assessment that will ensure no negative impact on retained trees due to construction activity.
- 7.107 The removal of existing trees within the site will enable the redevelopment of vacant Brownfield land for a high quality housing scheme. In accordance with national and local planning policy, these benefits are considered to outweigh the loss of existing trees and will enable a high quality landscaping scheme to be implemented as part of the comprehensive development.

Ecology

- 7.108 The National Planning Policy Framework states the commitment of the Government to minimising impacts on biodiversity and providing net gains in biodiversity where possible. It specifies the obligations that the Local Authorities and the Government have regarding statutory designated sites and protected species under UK and international legislation and how this is to be delivered in the planning system.
- 7.109 London Plan Policy 7.19 states that indirect impacts of development need to be considered alongside direct impacts such as habitat loss. New development should improve existing, create new habitats or use design through the use of green or living roofs/walls etc, to enhance biodiversity and provide for its on-going management. The Councils Core Strategy Policy 36 states that the Council will seek to protect, enhance, restore or add to biodiversity interests within the Borough. Development

that has a direct or indirect negative impact upon important ecological assets will only be permitted where the harm cannot reasonably be avoided and it has been demonstrated that appropriate mitigation can address the harm caused (DMD 78).

7.110 The ecological interest of the application site was previously assessed through a Preliminary Ecological Appraisal carried out in June 2014. A scoping survey was conducted on 10 August 2016 to re-assess the site prior to works for protected species, invasive plants, trees and any other ecological features which may be impacted by the proposed work. The ecological scoping survey comprised an assessment of the potential of the site to provide habitat suitable for legally protected species, from field observations. As part of the application reports, this was inspected for field signs indicative of the presence of protected species. The purpose of this assessment was to identify potential constraints associated with protected species.

7.111 The potential for the habitats to support the following protected species was re-assessed:

- Bats;
- Badgers;
- Breeding birds;
- Water Vole;
- Great Crested Newt; and
- Reptiles.

7.112 As ascertained in the Preliminary Ecological Appraisal, the habitats within the proposed development footprint consisted of amenity grassland, bare earth and ephemeral short perennial vegetation, broadleaved woodland, buildings and hard standing, dense scrub, flowing water, hedges, introduced shrub, scattered mature trees, poor semi improved grassland and tall ruderal. The presence of three newly created ponds to the south of Salmon's Brook was of notable importance as they could be suitable for Great Crested Newts.

7.113 Based on the conclusions of the ecological scoping survey, the following mitigation measures are recommended to ensure the development complies with the relevant biodiversity legislation and policy:

- If any scrub or tree clearance is required in as part of the works, this should be carried out outside of the bird nesting season (October to February, inclusive). Where this is not possible, any vegetation to be cleared must be checked by an ecologist prior to clearance. If any nests are found, a buffer of vegetation must be retained until an ecologist has confirmed that young have fledged the nest.
- Works can proceed within the mown grassland over winter as there is a low population of reptiles on site. However, if works do not commence until early 2017, the area should be maintained as short grassland until works commence. If the scope of works change or further work is required, additional surveys may be required.
- The new ponds have suitability to support great crested newts (GCN), however, as they were only installed in the spring of 2016, it is unlikely that GCN will have colonised them. If works start in spring 2017 then no surveys will be required but exclusion fence will need to be installed around the works footprint to exclude GCN from the site as a precautionary measure. The fence will also be required to exclude reptiles during the construction phase. If the

works are delayed and do not start in 2017, it may be necessary to carry out GCN surveys of the ponds before the start of works. If GCN are found to be present, a mitigation licence from Natural England may be required.

- 7.114 These mitigation measures would be conditioned to ensure compliance with Enfield and London Plan policies.

Impact on Amenities of adjoining occupiers

- 7.115 The proposed development would create 50 new dwellings which range from 2 to 3-stories in height, comparable to the height of the surrounding properties. The vast majority of the proposed dwellings would be significantly far away from the adjoining closest residential properties Alder Lodge and Lynford Terrace, as to have no impact in terms of residential amenity.
- 7.116 However a small number of properties proposed at the entrance of the proposed development could have an impact on Alder Lodge. The four proposed semi-detached properties backing on to Alder Lodge face the flank elevation of this adjoining block of flats. At the closest point, the entrance house would be approximately 10m from the closest corner to approximately 15m from the other corner of the block, in relation to the second set of semi-detached dwellings.

Daylight/Sunlight

- 7.117 The BRE Guidelines specify that the daylight and sunlight results be considered flexibly and in the context of the site. Clearly there would be a higher expectation for daylight and sunlight in a rural or suburban environment than in a dense city centre location. The important factor in all cases is that the levels of daylight and sunlight are appropriate, taking into account all the planning policy requirements of the site.
- 7.118 As part of the application submission a daylight/sunlight report analysing the potential impact of the development on neighbouring properties. In relation to no.1 Lynford Terrace, due to the location and distance, the report indicates that the proposal is likely to have no material impact on the daylight and sunlight to this property or those on Bury Street West.
- 7.119 To the west of the site are the Bury Lodge Bowls Club and Salisbury House, an arts centre. The recommendations in the BRE Guidelines are primarily designed for residential properties, rather than non-residential premises, where there is usually a greater use of artificial lighting. However, the assessment states that these buildings are unlikely to be materially affected, since the outlook for the primary north and south facades of the Bury Lodge Bowls Club remains will remain largely open and Salisbury House is located at a sufficient distance from the proposal to avoid any particular reduction in light.
- 7.120 In relation to Alder Lodge, in terms of daylight, the analysis indicates that there would be a minor impact to a window serving a bedroom at ground floor level. However, the daylight distribution percentage would remain unchanged in the proposal, with 87% of the room still able to see the unobstructed sky at desk height, which is one of the daylight tests. Overall, therefore, this room would continue to receive a good level of daylight with the proposal in place, and any reduction in daylight would be likely unnoticeable by the occupants. The daylight and sunlight for the other rooms and windows within this property would be fully compliant with the BRE Guidelines.

- 7.121 Overall, therefore, most of the properties surrounding the site are located at such a distance that there will be no noticeable reductions in daylight and sunlight. Alder Lodge, located closer to the proposal, will experience small reductions in daylight and sunlight, which will be compliant with the BRE Guidelines, or sufficiently close to be considered acceptable. At the distances involved, officers consider the assessment to be an accurate reflection of the impacts and as such consider this acceptable.

Privacy

- 7.122 It is noted that while the owners of this block have objected to this development due to the impact on residential amenity, the occupiers of the blocks have not objected/commented to this development, however as the block includes both bedroom and Livingroom windows facing onto the rear of the proposed development, this has been fully assessed.
- 7.123 Along the side of Alder Lodge facing onto the rear elevations of the proposed semi-detached dwellings, is the vehicular access for the block of flats, as such it is considered that the existing arrangement is active and therefore privacy is limited for the ground floor units already. It is therefore considered that at ground floor level, the proposed dwellings would have no greater impact on privacy than the existing on site activity of the vehicular access. At first floor level there is a small single window onto the secondary bedrooms, while this would introduce a window at first floor level, being a small secondary windows, it is not likely that this would have a significant impact on neighbouring privacy, over the existing vehicular access impact. As such, in terms of privacy the proposed development is considered to have a minimal impact on neighbouring amenity, complying with Council policy.
- 7.124 In relation to Lynford Terrace the distances from the closest points, dwelling to dwelling would be approximately 25m, with an area sectioned off for trees and a proposed substation separating the properties, however the rear garden of Unit 30, does adjoin the rear garden of no.1 and as such it is considered that in terms of the amenity of the use of the garden would potentially have a minor impact as the existing garden adjoins the vacant depot. In terms of privacy as there would be a typical garden fence between the properties, the impact on the rear end of the garden is considered to be minimal and as the properties would be approximately 25m at the closest point, there would be sufficient distance to have no impact from potential overlooking/loss of privacy.

Highway Considerations

- 7.125 The application site has a Public Transport Accessibility Level (PTAL) level of 2 (poor) which indicates that the area is not well connected to public transport services. There is no controlled parking zone (CPZ) in the locality, however the existing site access located on Bury Street West, which is a classified road, has waiting restrictions to stop vehicles obstructing the access. The site has good access to the A10 trunk road linking to the A406 North Circular and the M25.
- 7.125 The proposed development has been designed through an extensive and detailed process to ensure that the trips generated as a result of the proposed quantum of development and amount of car parking can be accommodated safely within the existing highways infrastructure. Discussions on this matter have taken place with the Councils Transport department, the GLA and TfL who agree that it is not necessary to make any upgrades to highways infrastructure improvements surrounding the site.

- 7.126 As part of the submitted application a full Transport Assessment that assesses the impact of the Proposed Development on the local transport network. During the period in which the site was fully operational as a council depot it generated over 200 vehicles daily, consisting mainly of large goods vehicles (HGVs). In comparison the proposed development would produce a lower vehicle trip generation, therefore it is considered that it would have a negligible impact on surrounding roads. Whilst the trip generation forecasts indicate a small net increase in vehicular trips during the AM peak (equating to an average 1 additional vehicle on the network every 20 minutes), a net reduction will occur during the PM peak. It should also be noted that the vehicle trips would be private cars rather than HGV's.
- 7.127 When compared to the site in its current (vacant) condition, the Transport Assessment concludes that any highways impact would be negligible. Bury Street West currently experiences 10,772 vehicles per day and the proposal, should planning permission be granted, once complete and fully occupied, is expected to generate 121 vehicle (12 hour) trips, representing an increase in existing traffic levels of less than 1% which is considered acceptable.
- 7.128 The transport assessment concludes a negligible impact on highways. Responses received throughout the pre-application and formal application process show that the highway implications of the current proposal are one of the key areas of concern in relation to the planning application. As such, Officers have spent a significant amount of time seeking to understand how the development would impact on traffic movements and to provide a sufficient level of parking within the development for future residents. It should be noted that while the PTAL of the site is low, in an effort to promote sustainable transport initiatives and reduce the numbers of cars on our roads, the applicant has provided parking in line with the London Plan Standards.

Public Transport Impacts

- 7.129 Consideration has been given to the current and future capacity and demand for public transport in the area. It is estimated that the proposed development would generate a total of 64 passengers daily via the train and overground services, including an estimate of only 15 passengers on both the morning peak hour and the evening peak hour. As there are approximately four trains per hour in each direction serving the Bush Hill Park railway station there is sufficient capacity in the rail network to accommodate the proposal and mitigation is not considered necessary.
- 7.130 The site offers a good level of accessibility to pedestrians and cyclists who will benefit from an enhanced public realm within the development with improved connections to the surrounding pedestrian and cycle network through infrastructure investments. The application site is also currently served by frequent bus services (Routes 192, 217 and 231) which are located on Cambridge Road/Bury Street. These services provide links to Enfield Town Centre to the north and Waltham Cross and Tottenham Hale to the south. Two additional services (617 and W8) can be accessed from Bury Street. Bush Hill Park and Edmonton Green Railway Stations are also both easily accessible on foot, by bicycle or via a short bus journey. This demonstrates the accessibility of the site and the opportunities for travel by non-car modes.
- 7.131 It is estimated that there will be a daily total of 26 additional passenger trips on bus services, or passenger trips in the morning peak and 3 passenger trips in the evening peak. As there are approximately 18 buses during the morning and evening peak periods by the three routes in the vicinity of the site there is sufficient capacity in the bus network to accommodate the development and again mitigation is not necessary.

Servicing and Refuse

- 7.132 Policy 47 of the Councils Development Management Document indicates that, new access and servicing arrangements must be included in the detailed design of the scheme from the outset and must ensure that vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists. New developments will only be permitted where adequate, safe and functional provision is made for refuse collection, emergency service vehicles and delivery/servicing vehicles.
- 7.133 Refuse vehicles will service the development using the existing access from Bury Street West. The layout of the proposed development have been fully considered in relation to larger refuse and servicing vehicles and the submitted transport assessment demonstrates that vehicle manoeuvres for the purpose of deliveries and servicing can be satisfactorily accommodated within the site. Vehicle swept path analysis to demonstrate that the access is able to facilitate the entry and exit of servicing and delivery vehicles were included within the application submission.
- 7.134 According to the Manual for Streets (MfS), Planning Authorities should ensure that new developments make sufficient provision for waste management and promote designs and layouts that secure the integration of waste management facilities without adverse impact on the street scene. The proposed refuse and recycle storage should blend in with the proposed layout and landscaping; complementing the street scene.
- 7.135 The standards require the design to ensure that residents are not required to carry waste more than 30m to the storage point, waste collection vehicles should be able to get to within 25 m of the storage point and the bins should be located no more than 10m from kerbside for collection. Detailed designs of the refuse and recycle storage must comply with these standards and the Refuse and Recycle Storage Guide Enfield (ENV 08/162).
- 7.136 Each dwelling would be provided with a refuse and recycling store within the property curtilage and integrated into the staggered layout of the housing, with collection taking place along each of the new proposed streets with the main point of access provided at the site entrance. Each store is designed to provide sufficient space for 3 wheeled bins including a 140litre (refuse), 240litre (recycling) and 240 litre (garden and food) bins, as required by Enfield's guidance. Each dwelling also includes internal storage provision within the kitchens.
- 7.137 In light of the need to ensure that servicing activity is carried out efficiently and does not create any adverse impact on the adjacent highway network, officers would require a condition for the submission and implementation of a Delivery Servicing Management Plan for development.

Walking and Cycling

- 7.138 Enfield planning policy and the London Plan promote development which encourages walking and cycling. The site is currently completely inaccessible and is proposed as part of this development to be opened up to the public, inviting pedestrians into the site to use the new public open space and encouraging pedestrian and cycle movements through the site to the new Greenway to the south of Salmon's Brook.

- 7.139 Access to the cycle parking areas will be taken via the existing access on Bury Street West and the proposed new pedestrian/cycle access to the south of the development, which will link into the proposed Great Cambridge Road/Salmon's Brook Crossing cycle route, which in turn will be able to access all the Enfield Quietway routes and enhance safer cycle access across the Borough. Based on the increased trip generation by the proposed use, the proximity of the site to a major Cycle Enfield route a financial contribution of **£118,125** will be secured via Unilateral Undertaking (UU) towards the provision of the neighbouring quietway.
- 7.140 In terms of the walking and cycling network, it is forecasted to generate 25 two way net walking trips on the network daily. A PERS (Pedestrian Environment Review System) Audit has been undertaken for the local area concluding that the existing pedestrian footways in the vicinity, and linking to key local bus stops, can support the additional walk trips and mitigation is not therefore required.
- 7.141 A draft Travel Plan is submitted as part of the application setting out further measures that will be adopted to encourage sustainable modes of travel and to ensure the promotion of sustainable transport measures, the submission of a full travel plan would be conditioned should planning permission be granted.

Parking Provision

- 7.142 The proposed parking provision has been carefully considered having regard to policies seeking to reduce reliance on the private car, policies setting maximum parking standards in relation to the accessibility of the site, reducing the impact on local highways, and meeting the likely demands arising from the proposed development. This has been considered in conjunction with the drive to deliver a high quality development scheme and residential environment which maximises open space.
- 7.143 A total of 74 car parking spaces are proposed. This is the most that the development can provide in accordance with the maximum parking standards in the London Plan. The spaces will be dedicated to the homes, with the breakdown being in full accordance with policy as follows:
- 1 space per 2-bed house;
 - 1.5 spaces per 3-bed house;
 - 2 spaces per 4-bed house. In accordance with policy the Proposed Development will also provide:
 - 7 Disabled Spaces (10%);
 - 14 Spaces (equipped with electric vehicle charging facilities); and
 - 14 Spaces (enabled with passive provision). There are 4 additional disabled parking spaces allocated for Bury Lodge Bowls Club, located directly adjacent to the new entrance from the site.
- 7.144 100 secure residential cycle parking spaces are also provided with each dwelling, with secure storage space for 2 bicycles in the rear gardens. A further 18 Sheffield bicycle stands, a total of 36 bicycle spaces, are also provided across the site for visitors parking.
- 7.145 A balance has been struck between providing enough spaces to meet the demands of future occupants, whilst ensuring that the number of car trips generated by the development will not adversely impact on local highways. The number of parking spaces is the maximum that could be provided without impacting on the quality of the streets within the scheme and without losing important public open space.

- 7.146 The scheme is designed to encourage more sustainable modes of travel other than private car, including walking and cycling, by creating new and attractive routes that connect into the future Greenway. Designing to discourage use of the private car is in accordance with Enfield's Core Strategy and London Plan objective to reduce travel by private car.
- 7.147 In line with the London Plan (March 2016), 20% of the total parking spaces should be provided as active electric vehicle (EV) charging points; with a further 20% passive EV charging spaces. This level of provision would be distributed across the entire site and would be required as part of the conditioned sustainable travel plan.
- 7.148 A car club bay should be provided within the development as part of the scheme. The car club scheme is an effective way of managing parking on site as well as ensuring and promoting sustainable transport as part of the development. The location of any car club bay needs to be identified and provided on a plan. In addition to encourage take up, there should be 2 years membership and suitable driving credit offered to every household. Evidence of the correspondence and the subsequent agreement with any of the providers would be required as part of the sustainable travel plan condition.
- 7.149 A detailed parking layout plan which shows the proposed location of all parking spaces including residential disabled bays, location of bowling club spaces, active and passive electric charging point bays and car club bays (as agreed with the car club operators within the borough) would also be secured by condition to demonstrate that all parking spaces would be provided according to the appropriate design standards.
- 7.150 Although a further 10%-20% of the total parking provision could be included to accommodate visitor parking, in this instance it is considered that there is spare capacity on street to cater for the demand for visitor parking. Officers consider that in transport and highways terms the proposed development has been well designed to deliver a development which would promote sustain transport within the borough.

Construction Logistics Plan

- 7.151 In order to ensure that the construction traffic generated by the proposed development does not affecting the functionality of the surrounding local highway network, a Construction and Logistics Plan will be required by condition.
- 7.152 Officers consider that the proposed development has been well considered in relation to the highways and transport implications on the surrounding area and future users of the site. The sustainable transport initiatives mentioned will be secured by condition to ensure the promotion of reduced private car use by future occupiers, in line with the Council policy and London Plan aspirations.

Sustainability and Renewable Energy

- 7.153 The National Planning Policy Framework states that development proposals are expected to comply with local requirements and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and increase the use and supply of renewable and low carbon energy.

- 7.154 London Plan policy 5.2 states that development proposals should make the fullest contribution to minimising carbon dioxide (CO₂) emissions in accordance with the following energy hierarchy:
- Be Lean: use less energy;
 - Be Clean: supply energy efficiency; and
 - Be Green: use renewable energy. From 2016 the London Plan requires major developments to be zero carbon (Policy 5.2) in terms of 5.153 the improvement on 2010 Building Regulations.
- 7.155 Future policies within the London Plan seek sustainable design and construction (Policy 5.3), require evaluation of the feasibility of decentralised energy (Policy 5.6), reduction in emissions through the use of onsite renewable energy (Policy 5.7) and promote innovative energy technologies (Policy 5.8). Policy 5.9 requires developments to minimise overheating through consideration of the cooling hierarchy.
- 7.156 Enfield's DMD policy 49 requires the highest sustainable design and construction standards, having regard to technical feasibility and economic viability. These policies require new developments to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently and using energy generated from renewable sources (Core Strategy Policy 20 and DMD51), seeking zero carbon developments (DMD50), using decentralised networks where feasible (DMD52), and providing on-site renewable energy generation to make-up any shortfall where feasible (DMD53).
- 7.157 The potential to minimise energy usage has been considered throughout all stages in the developments design. An Energy Assessment was submitted as part of this application using the standard methodology in Part L1A of the Building Regulations and the London Plan.
- 7.158 Following the energy hierarchy defined by the London Plan and local planning policy, the assessment demonstrates that a 47% reduction in carbon can be achieved on-site. This would be achieved by minimising energy usage, through energy efficiency, including through passive design, active measures and measures to reduce overheating.
- 7.159 CHP within the development was considered however due to the small scale of the proposal this was deemed not to be viable and the distance from the Council energy centres was considered too great to be connected up to a decentralised heat and power network, however it is feasible to incorporate renewable energy generation via PV panels and, taken collectively, this leaves 45 tonnes/CO₂/annum in remaining emissions. This is considered an very good level of emissions reduction achieved through the most appropriate measures for the site.

Flood Risk

- 7.160 The National Planning Policy Framework requires a Flood Risk Assessment (FRA) to be submitted with planning applications for all development sites over one hectare in area and development sites of any size within Flood Zones 2 and 3. The FRA should determine the risks of flooding at the Site from all sources including rivers, the sea, sewers and groundwater.
- 7.161 London Plan Policy seeks to minimise flood risk issues in a sustainable way Enfield's Core Strategy states that they will take a risk-based approach to development and

flood risk, directing development to areas of lowest risk (Core Strategy Policy 28). The Council's Development Management Document Policy 59 states that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere. DMD Policy 60 states that site specific Flood Risk Assessments will be required for development proposals of 1 hectare or greater in Flood Zone 1.

- 7.162 In accordance with the NPPF and DMD Policy 60 a Flood Risk Assessment has been submitted as part of the planning application. It confirms that the site is not located within a flood zone, but that the Environment Agency's Flood Zone Map shows a limited area surrounding Salmon's Brook is located within the NPPF Zone 2 'Moderate Probability' and 3 'High Probability' flood envelope. The Environment Agency has provided modelled fluvial flood levels for Salmon's Brook for a number of flood events based on a 1 in 20 year, 1 in 100 year (plus climate change) and 1 in 1000 year event. The FRA concludes that, it is evident that any flooding would be confined within Salmon's Brook without encroaching onto the site. Furthermore the development has been pulled away from Salmons Brook as part of the open space within the development and as such the proposed dwellings should be sufficiently spaced to avoid any impact from this flooding.
- 7.163 There have been no recorded incidents of groundwater flooding at the site, despite permeable soil types being present and there is a limited potential for groundwater flooding to occur across the majority of the site. Borehole logs indicate that the water table is below 2.80m below ground level which is considered to be a sufficient depth below the Site and is not expected to rise and breach the ground surface during periods of heavy or prolonged rainfall.
- 7.164 There have been no historical incidents of surface water or sewer flooding at the site. However, it should be noted that the Depot has been subject to localised surface water flooding atop on top of the tarmac, the proposed hard landscaping would be permeable, reducing the potential of this taking place in future. The Environment Agency's Surface Water Flooding Map indicates that there is a very low to moderate flood risk across the site and as such officers are satisfied that the proposal would minimise flood risk.

Developer Contributions

- 7.165 A unilateral undertaking for the Sustainable Transport contribution of £17,365 and the Cycle Enfield contribution of £118,125 will be sought together with the other sustainable transport initiatives secured by condition.

Community Infrastructure Levy

- 7.166 As of the April 2010, new 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 floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.
- 7.167 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (£20/sqm) and a monthly indexation figure.

- 7.168 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.
- 7.169 This would result in a Mayoral CIL contribution of 5,370 sq.m x £20 = £107,400 x (BCIS CIL Index Formula)
- 7.170 This would result in a Borough CIL contribution of 5,370 sq.m x £120 = £644,400 x (BCIS CIL Index Formula)

8. Conclusion

- 8.1 The proposed development would provide a high quality residential environment for all future occupiers. All of the new dwellings have been designed to meet the Mayor's London Housing Design Guide in terms of size and layout. In addition, all of the new units would be designed and constructed to the Lifetime Homes Standards as far as is practicable.
- 8.2 The proposal is well considered in design terms and responds sensitively to the constraints of the site including the surrounding area and Metropolitan Open Land. It optimises the development potential while avoiding impact on the openness of the site. The design is of a high quality and will not have a detrimental effect on local or strategic views, or cause harm to local amenity in relation to an unacceptable loss of daylight/sunlight, sense of enclosure or loss of privacy. It is also considered that it would not harm conditions of on-street parking or prejudice conditions of the free flow of traffic and highway safety.
- 8.3 This is a sustainable development that would deliver substantial public benefit in terms of additional homes and much needed affordable housing. The development would be in general compliance with Council policy and there are no material considerations of sufficient weight that would suggest that the application should be refused. Officers are therefore recommending approval of the scheme in accordance with the presumption in favour of sustainable development as set out by the National Planning Policy Framework (NPPF).

9. Conditions

3 Years

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 approved plans, as set out in the attached schedule which forms part of this notice.

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

Construction Management Plan

3. That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
 - 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. Arrangements for the loading and unloading of plant and materials;
 - h. Scheme for recycling/disposing of waste resulting from demolition and construction works;
 - i. Enclosure hoarding details; and
 - j. Measures that will be taken to control dust, noise and other environmental impacts of the development in accordance with '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.

Contamination

4. Prior to the commencement of building works, a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority and the development shall then proceed in strict accordance with the measures approved.
 - a. A desk study identifying: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; potentially unacceptable risks arising from contamination at the site;
 - b. Site investigation scheme, based on (1) to provide information for an assessment of the risk to all receptors that may be affected, including those off site;
 - c. The results of the site investigation and risk assessment (2) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken.
 - d. A verification report on completion of the works set out in (3) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

Any changes to these agreed elements require the express consent of the Local Planning Authority.

Reason: In order to ensure that the development does not pose an unacceptable risk to the quality of the groundwater.

Sustainable Drainage Strategy

5. 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 should be in line with our DMD Policy SuDS Requirements:
 - 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; and
 - f. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features.

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 and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.

6. Prior to occupation of the development, 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;
 - b. Level surveys of completed works;
 - c. Photographs of the completed sustainable drainage systems;
 - d. Any relevant certificates from manufacturers/ suppliers of any drainage features;
 - e. A confirmation statement of the above signed by a chartered engineer.

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 and Policies 5.12 & 5.13 of the London Plan and the NPPF.

Detailed Drawings

7. Detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:
 - a. Schedule and sample of materials used in all elevations, should also include brick/cladding sample board (bonding and pointing);
 - b. Details of all windows and doors at scale 1:10, windows shall be set at least 115mm within window reveal scale 1:10;

- c. Construction details of all external elements at 1:20 scale (including sections). This should include: entrances and exits, glazing, masonry, weathering and flashings, balustrades and parapets, roof, plant and plant screening, health and safety systems;
- d. Full drawn details (1:20 scale elevations, 1:2 scale detailing) of the railings and gates (including hinges, fixings, locks, finials).

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.

Samples and Materials

- 8. Prior to commencement of development above ground, a sample panel and a schedule of materials to be used in all external elevations including walls, doors, windows front entrances and balconies 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.

Surfacing Materials

- 9. Prior to commencement of development above ground, details and design of the 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.

- 10. Prior to commencement of development above ground, a Landscape and Public Realm Strategy for all external public realm areas within the curtilage of the site hereby approved shall be submitted to and approved by the Local Planning Authority. This Strategy is to include, amongst other things, details of proposed plant and tree maintenance, paving materials, pedestrian priority materials and shared surface treatments, plant species, ground levels, green roofs, boundary treatments and water features. The development shall be in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed landscaping areas are of a high quality and for consistent treatment of the public realm.

Soft Landscaping

- 11. Prior to commencement of development above ground, details of trees, shrubs, grass and all other soft landscaped areas of internal and external amenity spaces 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.

Refuse Stores

12. 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.

Cycle Parking

13. The development shall not be occupied until details of the siting, number and design of secure/covered cycle parking spaces 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.

Energy Statement

14. The development shall not commence until a detailed 'Energy Statement' and relevant SAP calculations has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide a significant reduction in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2010 in line with Council and London Plan Policy. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

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 in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

Energy Performance Certificate

15. Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority prior to occupation of the development.

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 in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

No Pipes

16. No pipes or vents (including gas mains and boiler flues) shall be constructed on the external elevations unless they have first been submitted to the Local Planning Authority and approved in writing. Any pipes and vents shall be installed as approved.

Reason: Such works would detract from the appearance of the building and would be detrimental to the visual amenities of the locality.

Servicing Management Plan

17. Prior to occupation of the development, full details of a servicing management strategy for the management of deliveries and servicing of the development, shall be submitted to and approved by the Local Planning Authority. Servicing shall thereafter be carried out solely in accordance with the approved details.

Reason: In order that the Local Planning Authority and Transport for London may be satisfied as to the effects of the scheme on the adjacent road network so as to avoid hazard or obstruction to the public highways.

Travel Plan

18. A Sustainable Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the use hereby permitted commencing. The measures approved in the Travel Plan shall be implemented prior to the residential use hereby permitted commencing and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: To ensure that the travel arrangements to the residential development are appropriate and to limit the effects of the increase in travel movements.

Wheelchair Adaptable Housing

19. At least 10% of the residential flats hereby permitted shall be designed so that they can be easily adaptable to meet the Wheelchair Housing standard.

Reason: To secure appropriate access for disabled people.

Lifetime Home Standards

20. All the units shall comply with Lifetime Home standards in accordance with details to be submitted to and approved in writing by the Council. 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.

Crime Prevention Strategy

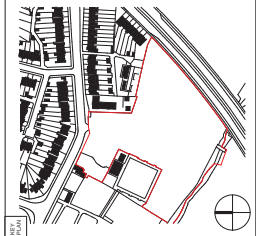
21. Notwithstanding the details of the development, hereby approved, a detailed crime prevention management and maintenance strategy detailing how the development will minimise opportunities for crime including details of a controlled access system, CCTV and external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.

Reason: To ensure that the development protects community safety.

Waste Water

22. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.



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APPLICANT'S BOUNDARY

2	Planning Application	25/01/2017
1	Incorporating Amendments	20/01/2017

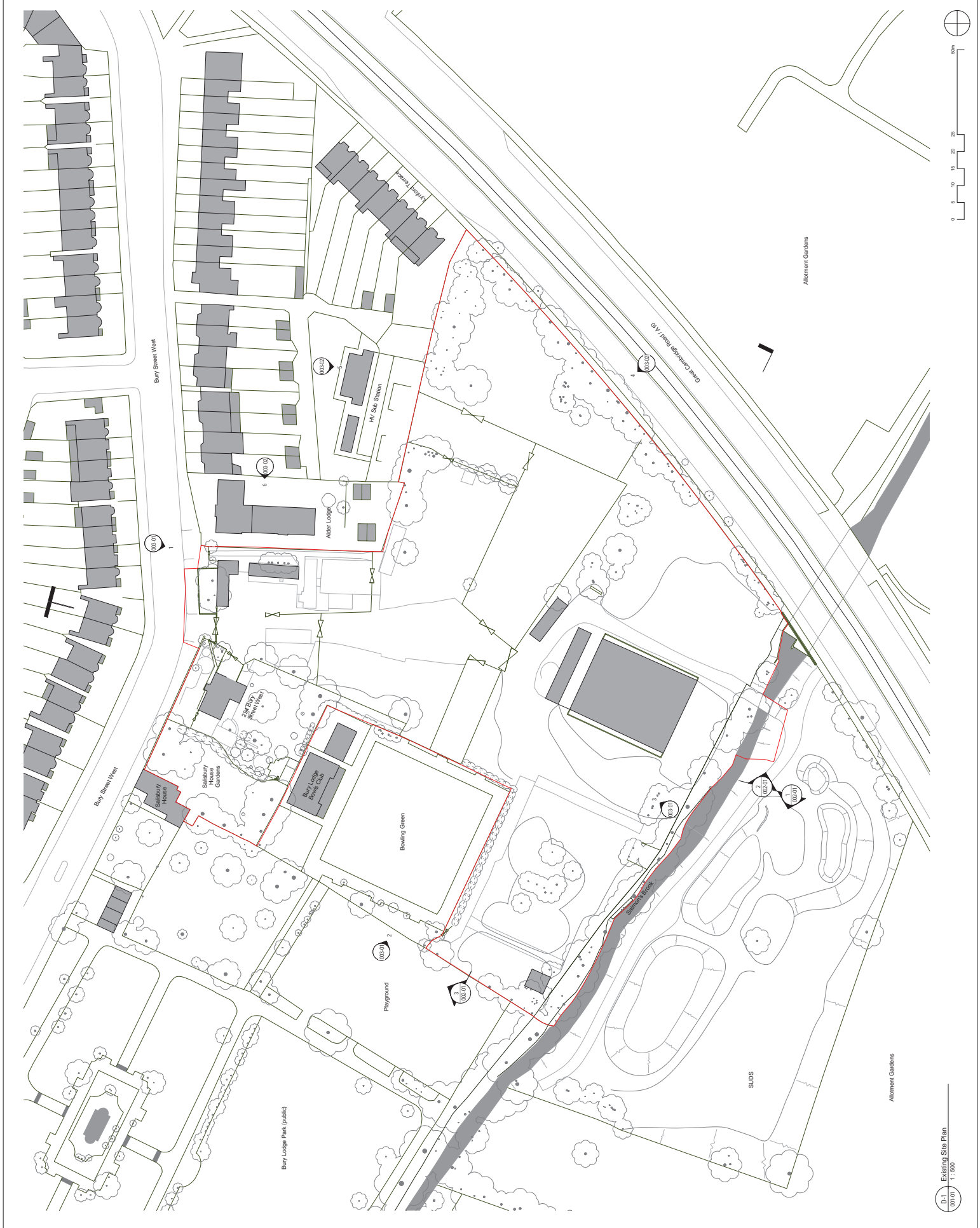
Karakusevic Carson Architects
Unit 803
100 Chancery Road
London EC4A 3DF
www.karakusevic-carson.com (0207 864 6000)

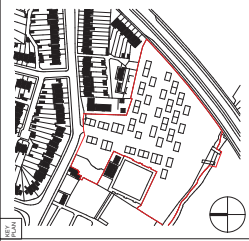
Bury Street West
Bury, NS 9LA

Existing Site Plan

250-AP-001-01

2	PLANNING
25/01/2017	25/01/2017
20/01/2017	20/01/2017
22/12/2016	22/12/2016
250	250





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APPLICANT'S SIGNATURE

1	Planning Application	15/01/2017
2	Planning Application	20/01/2017
3	Planning Application	22/12/2016

Karakusevic Carson Architects

Unit 103
100 Chesham Road
Chesham, Bucks HP8 4JG
enfield@karakusevic-carson.com (01897) 864 000

Bury Street West
London, N9 9LA

Proposed Site Plan

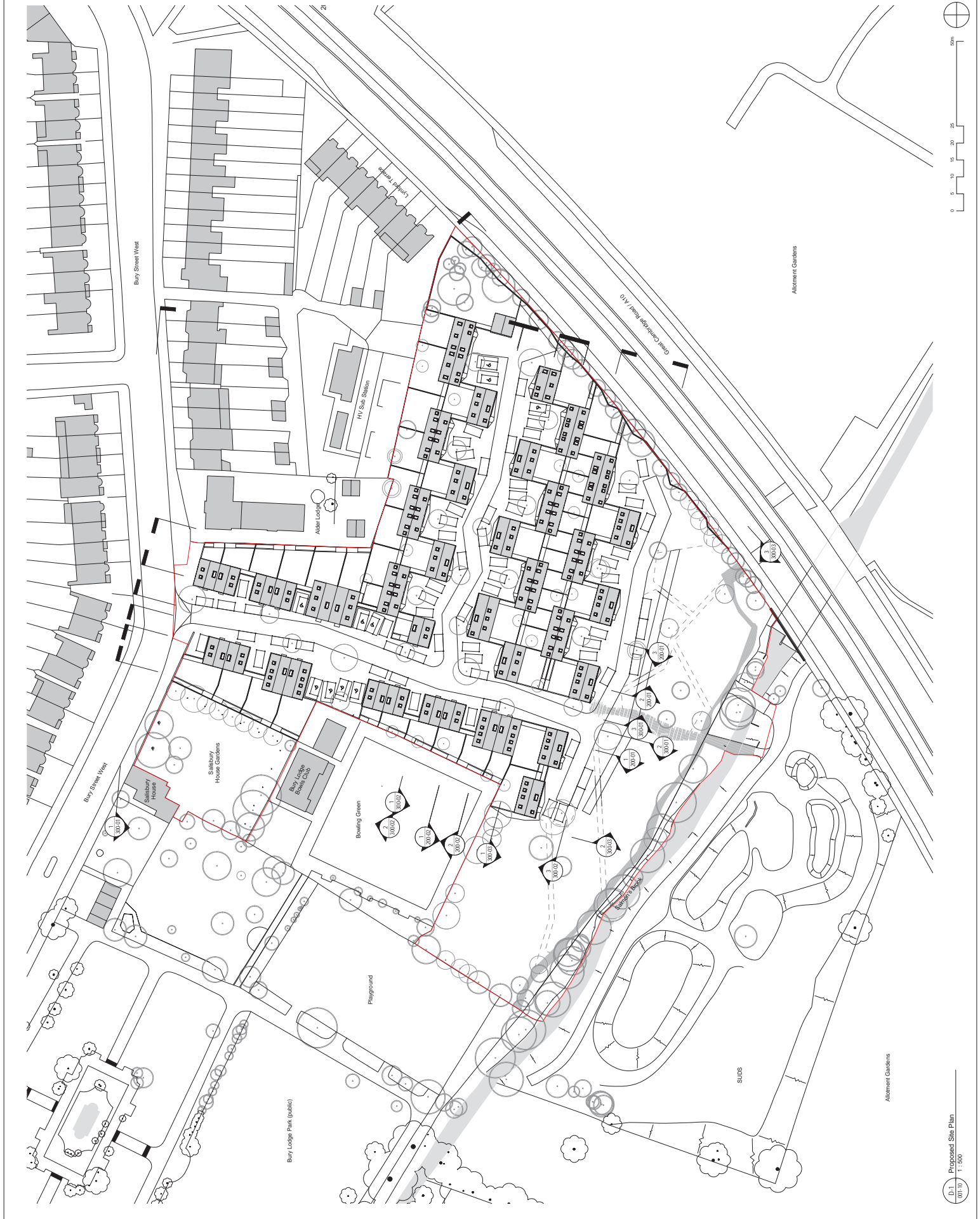
250-AP-001-10

3

PLANNING

19/12/2016

500 @ A1







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APPLICANT'S ADDRESS

2	Planning Application	25/01/2017
1	Incorporating Amendments	20/01/2017

Karakusevic Carson Architects

Unit E03
100 Chiswick Road
Uxbridge, Middlesex UB8 3PH
enfield@karakusevic-carson.com (01895) 864 000

PROJECT
Bury Street West
London, N9 9LA

TITLE
Proposed First Floor Plan

250-AP-100-01

2

PLANNING

25/01/2017

250





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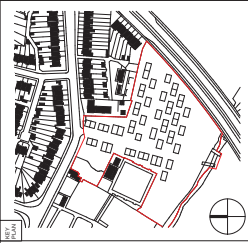
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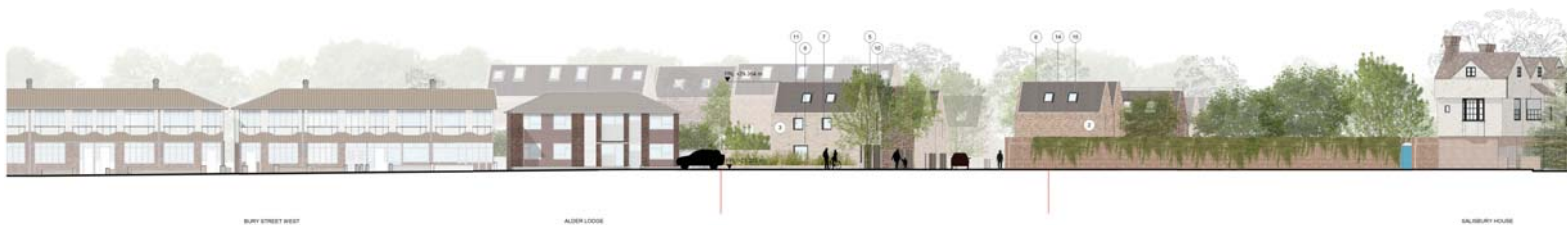
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APPLICANT'S NAME
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CONTACT INFORMATION



D.1 Proposed Roof Plan
1:250

2	Planning Application	25/01/2017
3	Incorporating Amendments	20/01/2017
4	Final	
Karakusevic Carson Architects		
Unit E03 100 Chancery Road London, EC4A 3DF enfield@karakusevic-carson.com (0207 864 6000)		
PROJECT		
Bury Street West London, N9 9LA		
TITLE		
Proposed Roof Plan		
REVISIONS		
2	250-AP-100-03	REVISION
PLANNING		
2	250-AP-100-03	REVISION
1	250-B A1	REVISION
250	250	REVISION



D-1 Proposed Elevation 1
300-01 1:250



D-2 Proposed Elevation 2
300-01 1:250



D-3 Proposed Elevation 3
300-01 1:250

MATERIAL KEY

- 1 BRICK TYPE 01 (dark) - Facing brick stretcher bond with flush mortar joints (samples and sample panel to be approved)
- 2 BRICK TYPE 02 (medium) - Facing brick stretcher bond with flush mortar joints (samples and sample panel to be approved)
- 3 BRICK TYPE 03 (light) - Facing brick stretcher bond with flush mortar joints (samples and sample panel to be approved)
- 4 Half brick deep recessed brickwork detail
- 5 Half brick deep, full brick wide vertical recessed brickwork detail
- 6 Brick faced precast concrete lintel, bricks laid header bond
- 7 Brick string course cill, bricks laid header bond
- 8 Brick coping to roof edge, bricks laid vertical stretcher bond
- 9 Engineered hardwood timber entrance door and frame, colour TBC
- 10 Galvanneal steel entrance door cover and side panels with dark bronze metallic PPC finish to match window frames
- 11 'Schuco' (or similar approved) dark bronze colour anodised aluminium framed glazed window/door unit. Full brick reveals
- 12 Composite Curtain Walling to Staircases, Aluminium and Timber curtain walling with vertical timber fins
- 13 Metal insulated acoustic louvers, anodised dark bronze colour to match window frames, to be flush with brickwork
- 14 Natural slate roof tiles
- 15 Flush fitting PPC steel frame rooflights, flush fitting glazed opening rooflight with internal bricks. Colour TBC
- 16 Photovoltaic (PV) Tiles to south facing roof
- 17 Metal box with dark bronze metallic PPC finish to match window frames, to be flush with brickwork unit. Full brick reveals
- 18 Galvanneal steel planter with dark bronze metallic PPC finish to match window frames
- 19 Brick external bin and bike stores with precast portland cement concrete top
- 20 Timber fence on top of bin store
- 21 Timber fence with low level brick upstand
- 22 Brick pavers to patio
- 23 Rainwater butt in garden within galvanneal steel enclosure with dark bronze metallic PPC finish to match window frames and planter



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NOTES
APPLICATION SITE BOUNDARY

4	Coloured Elevations	07/02/2017
3	Planning Application	25/01/2017
2	Incorporating Amendments	20/01/2017
1	Incorporating Amendments	22/12/2016

Rev Reason for issue Date

Karakusevic Carson Architects
Unit E03
The Broom Factory
100 Clements Road
London SE20 6DD
mail@karakusevic-carson.com | 0207 548 6300

PROJECT
Bury Street West
London, N9 9LA

TITLE
Proposed Elevations

DRAWING NUMBER
250-A-P-300-01

STATUS
PLANNING

REVISION DATE
07/02/2017

DESIGNED BY
SMC

PROJECT NUMBER
250



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NOTES:
APPLICATION SITE BOUNDARY

4	Coloured Elevations	07/02/2017
3	Planning Application	25/01/2017
2	Incorporating Amendments	20/01/2017
1	Incorporating Amendments	22/12/2016

Rev: Reason for issue Date

Karakusevic Carson Architects
Unit E03
The Broom Factory
100 Clements Road
London SE16 4GG
mail@karakusevic-carson.com | 0207 569 6300

PROJECT
Bury Street West
London, N9 9LA

TITLE
Proposed Elevations

DRAWING NUMBER	250-A-P-300-02	REVISION	4
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DATE	07/02/2017	DRAWN BY	SB/AMM	SCALE	1: 250 @ A1
PROJECT DATE	19/12/2016	CHECKED BY	EMC	PROJECT NUMBER	250



GREAT COMMONS ROAD / A10

D-1 Proposed Elevation 4
300-02 1: 250



BURY LODGE BOWLS CLUB

D-2 Proposed Elevation 5
300-02 1: 250



D-3 Proposed Elevation 6
300-02 1: 250



MATERIAL KEY

- BRICK TYPE 01 (dark) - Facing brick stretcher bond with flush mortar joints (samples and sample panel to be approved)
- BRICK TYPE 02 (medium) - Facing brick stretcher bond with flush mortar joints (samples and sample panel to be approved)
- BRICK TYPE 03 (light) - Facing brick stretcher bond with flush mortar joints (samples and sample panel to be approved)
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- Half brick deep, full brick wide vertical recessed brickwork detail
- Brick faced precast concrete lintel, bricks laid header bond
- Brick eaving course cill, bricks laid header bond
- Brick coping to roof edge, bricks laid vertical stretcher bond
- Engineered hardwood timber entrance door and frame, colour TBC
- Galvanised steel entrance door cover and side panels with dark bronze metallic PPC finish to match window frames
- Schuco (or similar approved) dark bronze colour anodised aluminium framed glazed window/door unit. Full brick reveals
- Composite Curfen Walling to Staircases, Aluminium and Timber curtain walling with vertical timber line
- Metal insulated acoustic looses, anodised dark bronze colour to match window frames, to be flush with brickwork
- Natural slate roof tiles
- Flush fitting PPC steel frame rooflights, flush fitting glazed opening rooflight with internal brids, Colour TBC
- Photovoltaic (PV) Tiles to south facing north
- Motor box with dark bronze metallic PPC finish to match window frames, to be flush with brickwork
- Galvanised steel planter with dark bronze metallic PPC finish to match window frames
- Brick external bin and take stores with precast Portland cement concrete top
- Timber fence on top of bin store
- Timber fence with low level brick upstand
- Brick pavers to patio
- Reinwater butt in garden within galvanised steel enclosure with dark bronze metallic PPC finish to match window frames and planter



D-1 Proposed Elevation 7
300-03 1:250



D-2 Proposed Elevation 8
300-03 1:250



D-3 Proposed Elevation 9
300-03 1:250

MATERIAL KEY

- 1 BRICK TYPE 01 (dark) - Facing brick stretcher bond with flush mortar joints (samples and sample panel to be approved)
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- 23 Rainwater butt in garden with galvanneal steel enclosure with dark bronze metallic PPC finish to match window frames and planter

0 2.5 5 7.5 10 12.5 25m



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NOTES
APPLICATION SITE BOUNDARY

4	Coloured Elevations	07/02/2017
3	Planning Application	25/01/2017
2	Incorporating Amendments	23/01/2017
1	Incorporating Amendments	22/12/2016

Rev Reason for issue Date

Karakusevic Carson Architects
Unit E03
The Broom Factory
100 Clements Road
London SE20 8DD
mail@karakusevic-carson.com | 0201 568 6300

PROJECT
Bury Street West
London, N9 9LA

TITLE
Proposed Elevations

DRAWING NUMBER
250-A-P-300-03

STATUS
PLANNING

REVISION DATE
07/02/2017
DRAWN BY
SBJAH/SM
SCALE
1:250 @ A1
PROJECT NUMBER
250



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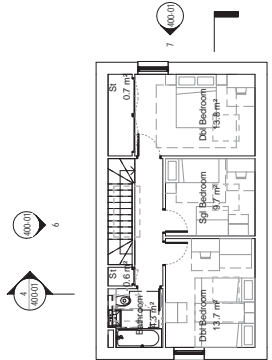
APPLICABLE TO THE PROPOSED DEVELOPMENT

2	Planning Application	25/01/2017
1	Incorporating Amendments	20/07/2017
Drawn by: [Name]		

Karakusovic Carson Architects
Unit 100, 100 Colindale Avenue, Colindale, London, N9 9LA
Tel: 0208 855 1100
Email: info@carsonarchitects.com

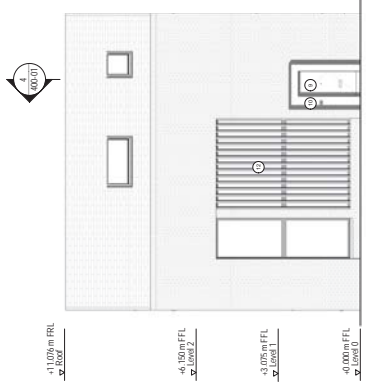
Bury Street West
London, N9 9LA

REVISION	2				
DRAWING NUMBER		250-AP-400-01		DATE	
PLANNING					
REVISION NO	25/01/2017	DESIGNED BY	SCALE		
		SB/AMM	1: 100 @ A1		
FIRST SUBM		CHECKED BY	PROJECT MANAGER		
22/12/2016		SMc	250		

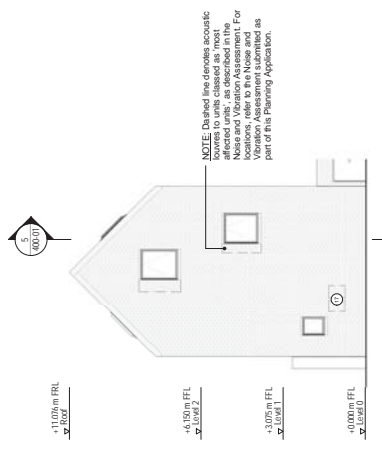


D-3 4B7P Second floor
1:100

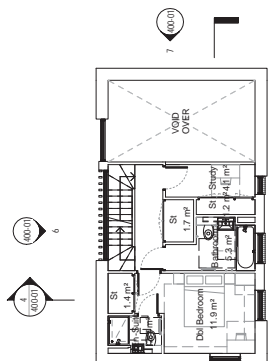
Note: For proposed roof plan please refer to drawing 250-A-P-100-03



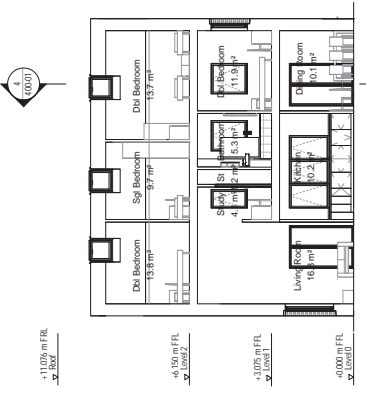
D-6 4B7P Entrance Elevation
1:100



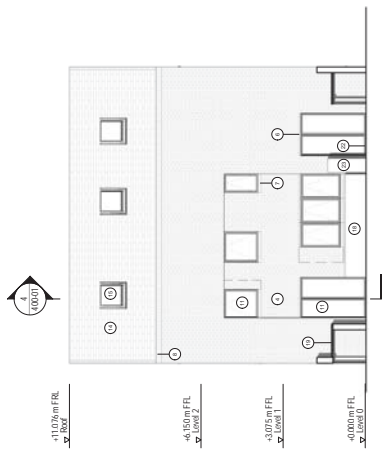
D-9 4B7P North-West Elevation
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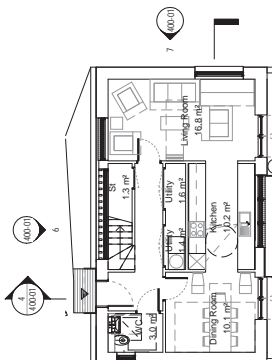
D-2 4B7P First floor
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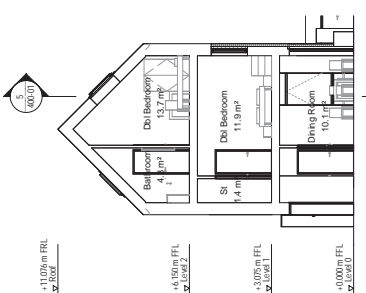
D-5 4B7P Section BB
1:100



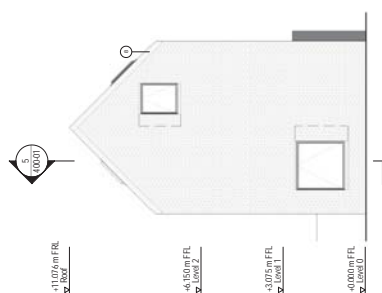
D-8 4B7P Rear Elevation
1:100



D-1 4B7P Ground floor
1:100

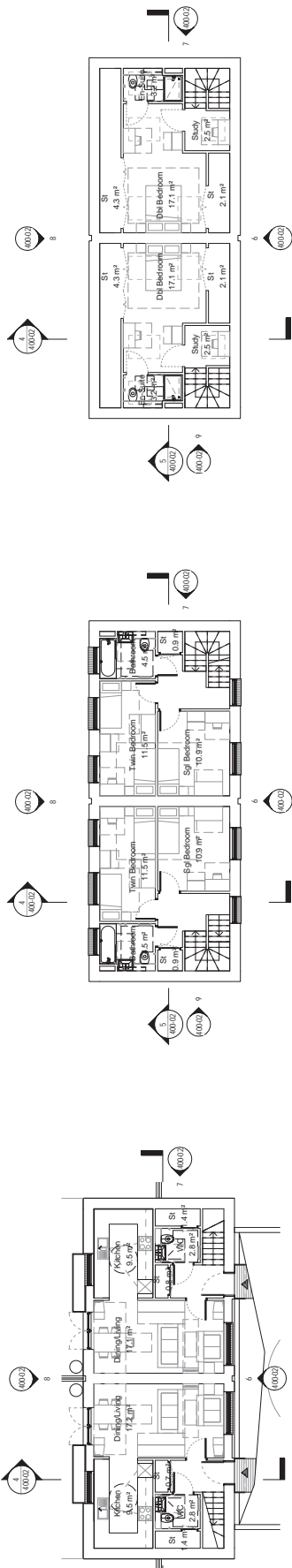


D-4 4B7P Section AA
1:100



D-7 4B7P South-East Elevation
1:100

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D-3	3B5P (3st)	Second floor
400.02	1 : 100	

Note: For proposed roof plan please refer to drawing 250-A-P-100-03

D-2 3B5P (3st) First floor
40002 1 : 100

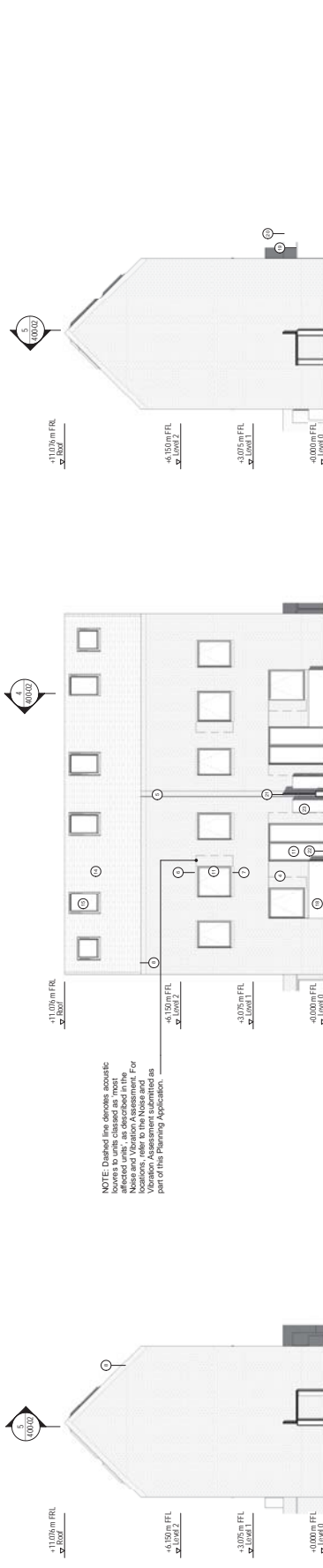
D-1 3B5P (3st) Ground floor
400-02 1 : 100



D-6 3B5P (3st) Entrance Elevation
400+02 1 : 100

D-5 3B5P (3st) Section BB
400:02 1 : 100

D-4 3B5P (3st)_Section AA
400-02
1 : 100



D-9 3B5P (3st) North-West Elevation
400-02 1 : 100

D-8	3B5P (3st)	Rear Elevation
400:02	1 : 100	

D-7 3B5P (3st) South-East Elevation
400-02 1 : 100

NOTE: Dashed line denotes acoustic louvers to units classed as 'most affected units', as described in the Noise and Vibration Assessment. For Noise and Vibration Assessment locations, refer to the Noise and Vibration Assessment submitted as part of this Planning Application.

- [illegible]



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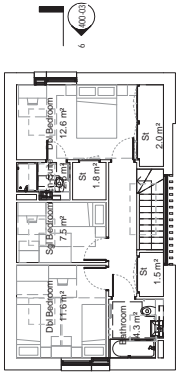
APPLICANT'S SITE BOUNDARY
PROPOSED ROAD TO BE LOCATED
ON-SITE FOOTPATH ROUTE

2	Planning Application	25/01/2017
1	Incorporating Amendments	20/07/2017
Date		
Karakusevic Carlson Architects		
Unit 250-A-P-400-03		
100 Chesham Road		
London, N9 9LA		
enr@karakusevic-carlson.com (0207) 864 6000		

PROJECT
Bury Street West
London, N9 9LA

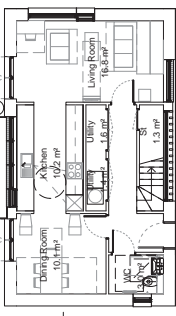
UNIT
Unit Types_3BSP detached house

250-A-P-400-03	2
PLANNING	
25/01/2017	1:100 @ A1
22/12/2016	250



D-2 3BSP First floor
400/3 1:100

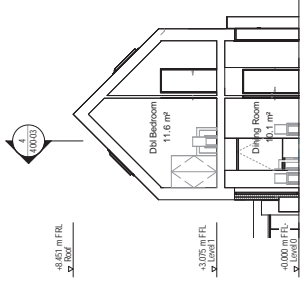
Note: For proposed roof plan please refer to drawing 250-A-P-100-03



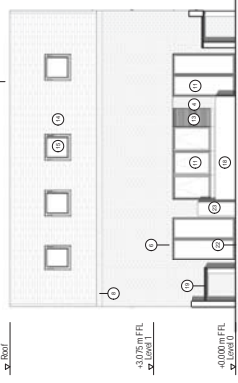
D-1 3BSP Ground floor
400/3 1:100



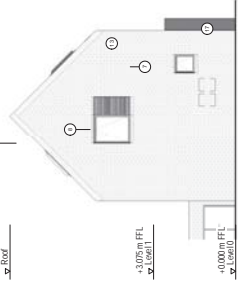
D-4 3BSP Section BB
400/3 1:100



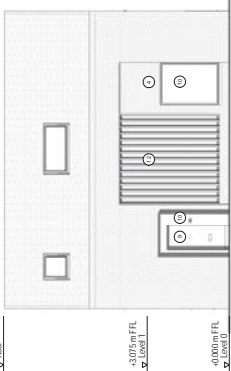
D-3 3BSP Section AA
400/3 1:100



D-7 3BSP Rear Elevation
400/3 1:100

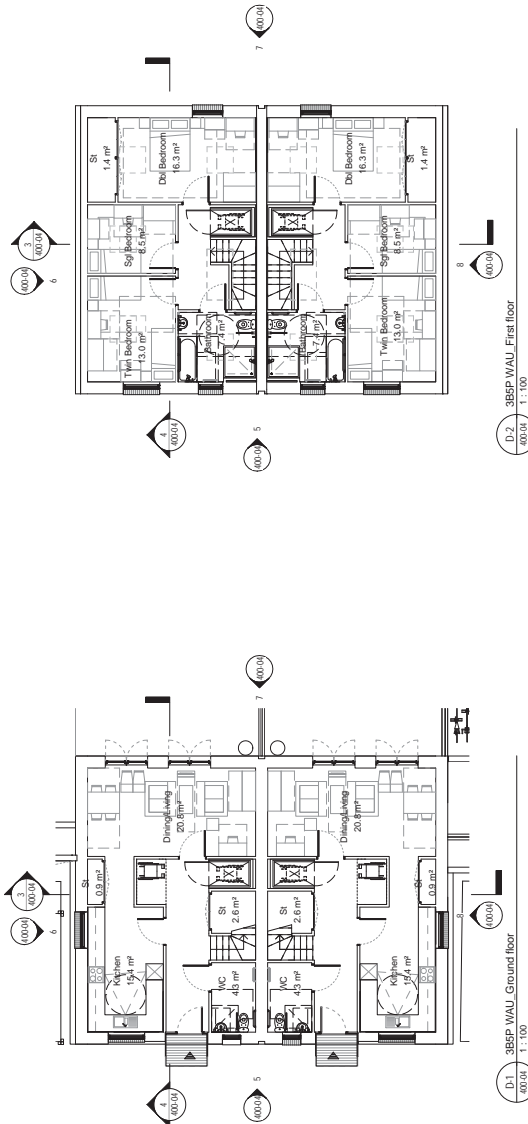


D-8 3BSP North-West Elevation
400/3 1:100

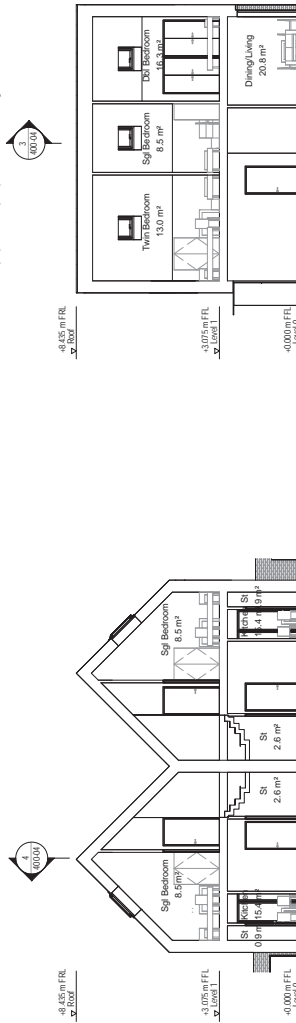


D-5 3BSP Entrance Elevation
400/3 1:100

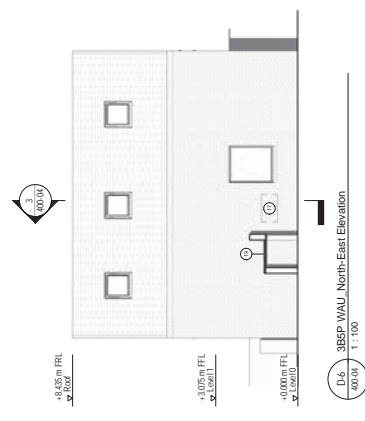
- NOTES
1. All dimensions are in meters.
 2. All dimensions are to the center of the element unless otherwise stated.
 3. All dimensions are to the finished surface unless otherwise stated.
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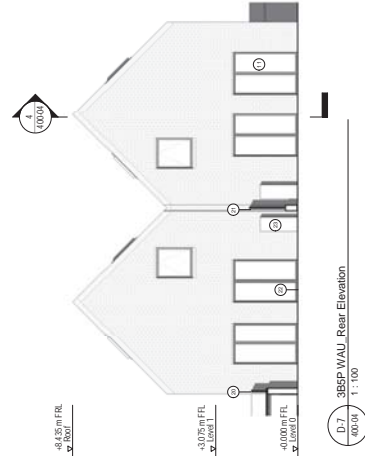
Note: For proposed roof plan please refer to drawing 250-A-P-100-03



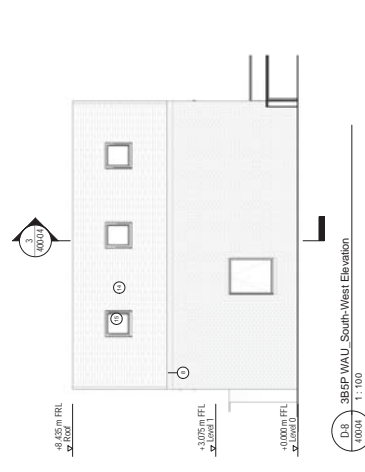
D-3 3B5P WAU_Section AA
400.04 1 : 100



D-4 3B5P WAU_Section BB
40004 1:100



D-5 3B5P WAU_Entrance Elevation
400.04 1 : 100



D-6 3B5P WAU North-East Elevation

D-8 385P WAU South-West Elevation

MATERIAL KEY

- [illegible]



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THIS DRAWING IS A PRELIMINARY DESIGN. IT IS NOT TO BE USED FOR CONSTRUCTION. ANY CHANGES TO THE DESIGN SHALL BE THE RESPONSIBILITY OF THE CLIENT. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

APPLICANT'S SITE BOUNDARY
PROPOSED ROAD TO BE LOCATED
ON-SITE FOOTPATH ROUTE

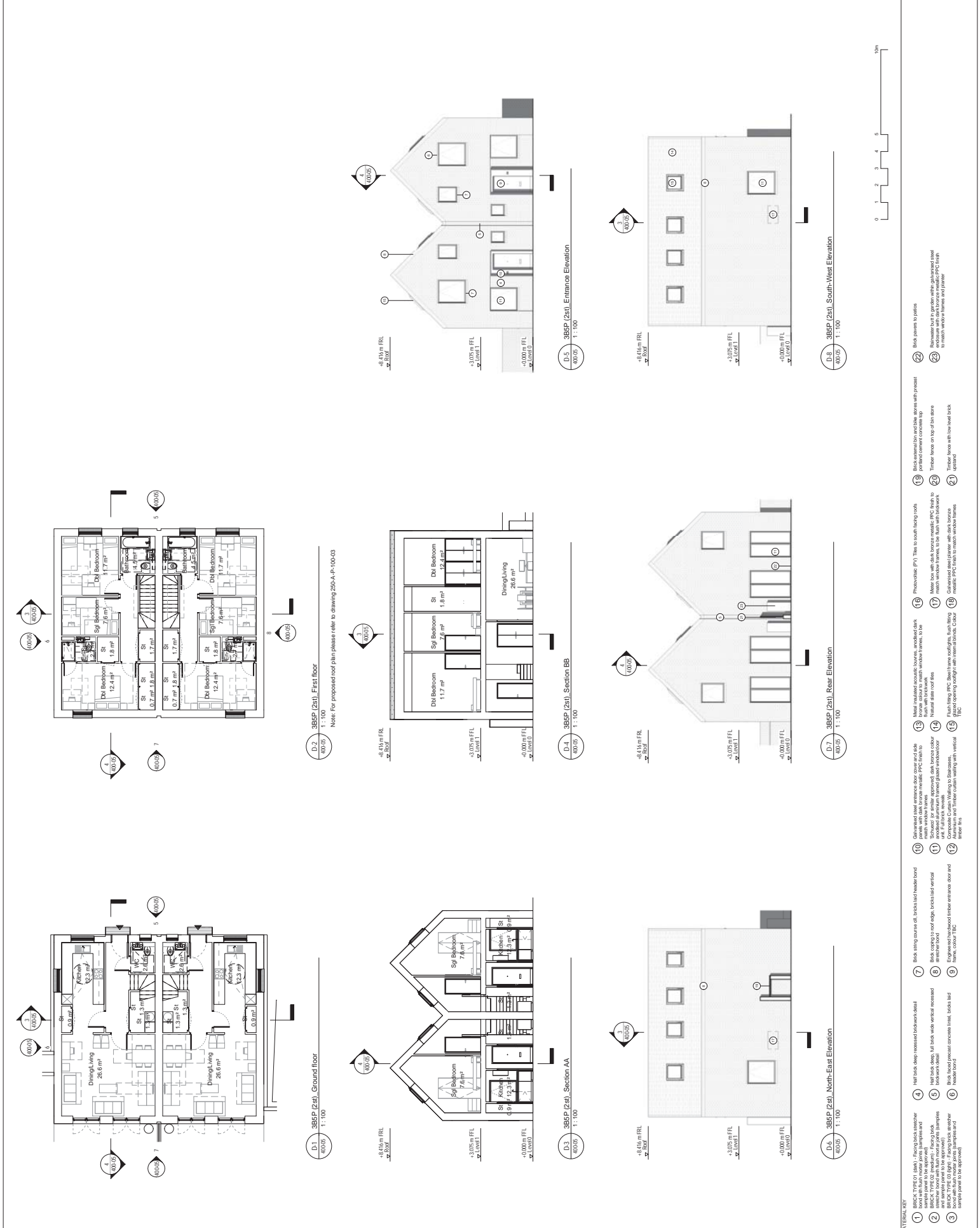
2	Planning Application	25/01/2017
1	Incorporating Amendments	20/01/2017

Karakusevic Carson Architects
Unit E03
100 Chancery Road
London EC4A 3DF
enr@karakusevic-carson.com (0207 864 0000)

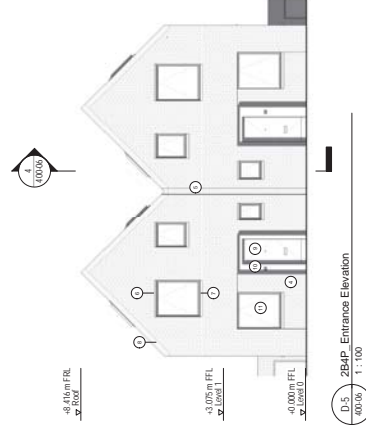
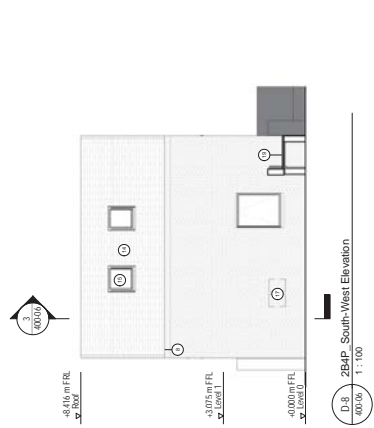
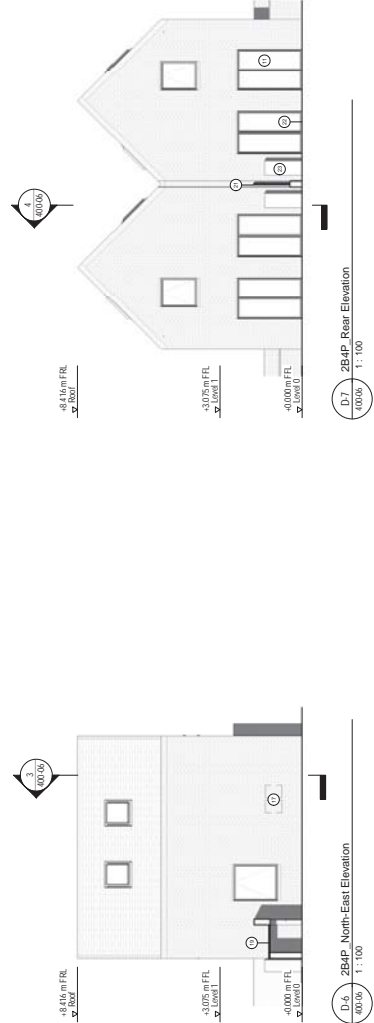
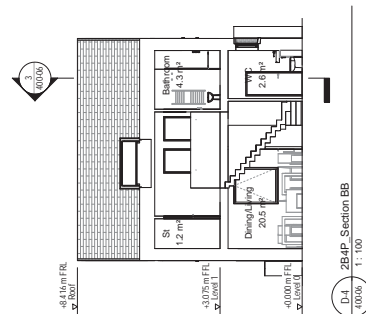
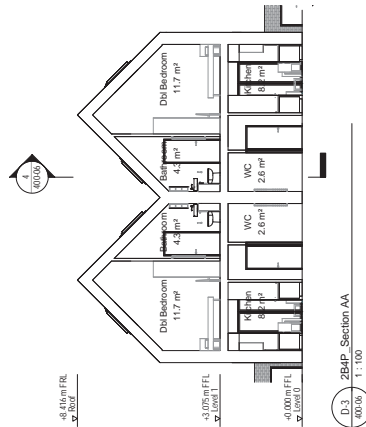
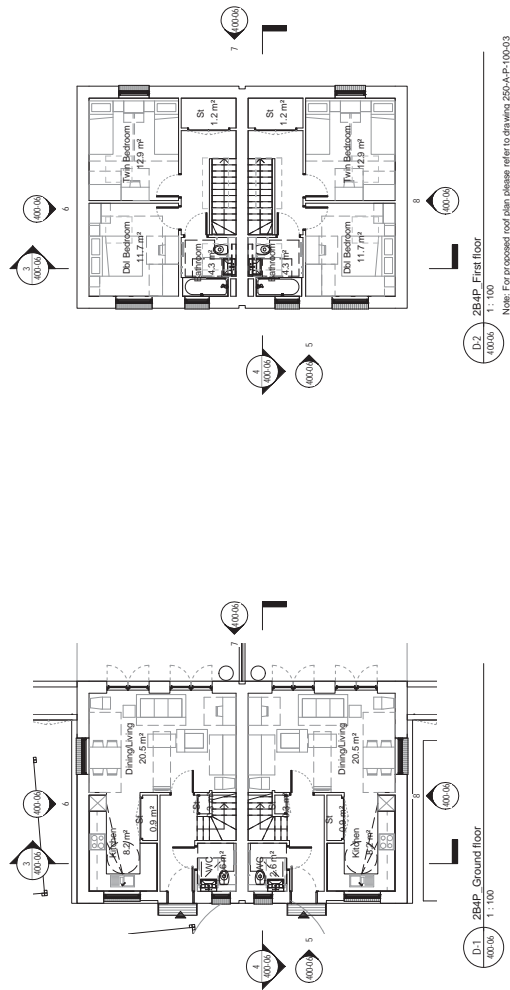
Bury Street West
London, N9 9LA

Unit Types: 3BSP semi-detached house (2 storey)

250-A-P-400-05	2
PLANNING	
25/01/2017	1:100 @ A1
22/12/2016	SN: 250



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- 100. Black paint to joints



- [illegible]

DO NOT SCALE FROM THIS DRAWING.
THE DRAWINGS BASED ON DIMENSIONS. SURVEY INFORMATION PROVIDED BY
OTHERS. THE ARCHITECT CANNOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OF
THIS SURVEY INFORMATION.
ALL DIMENSIONS ARE SHOWN IN METRIC.
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NOTES.

APPLICATION SITE BOUNDARY

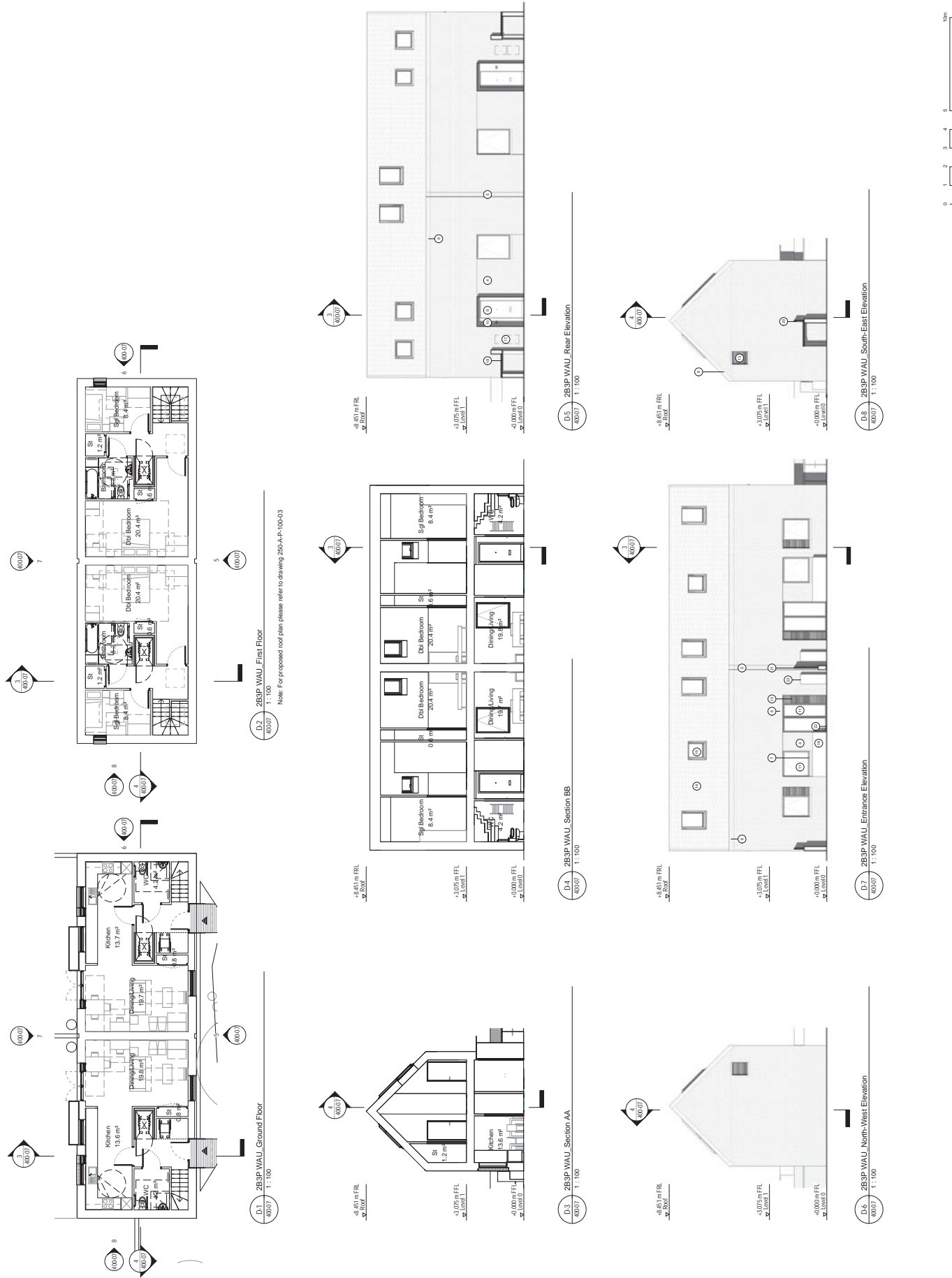
2	Planning Application	25/01/2017
1	Incorporating Amendments	20/01/2017
Rev	Reason for Issue	Date

Karakusevic Carson Architects
Unit E03
The Biscuit Factory
100 Clements Road
London SE16 4DG
Tel: 020 7546 4300
www.karakuseviccarson.com

PROJECT
Bury Street West
London, N9 9LA

Unit Types_2B3P WAU
semi-detached house

DRAWING NUMBER	250-A-P-400-07	REVISION	2
STATUS			
PLANNING			
REVISION DATE	DATE	QUANTITY	SCALE
25/01/2017		SB/AHAMM	1 : 100 @ A1
22/12/2016		CHECKED BY	PROJECT NUMBER
		SMc	250



MATERIAL KEY	
1	BLACK TYPE 1 (A661) - Rising brack water sample point to be approved
2	BLACK TYPE 2 (A661) - Rising brack water sample point to be approved
3	BLACK TYPE 3 (A661) - Rising brack water sample point to be approved
4	Half brick deep recessed between deck
5	Half brick deep, full brick over vertical recessed
6	Brick, laid precast concrete brick, laid in random pattern
7	Brick, using a row of, bricked laid header bond
8	Brick, using a row of edge, bricked laid vertical
9	Engineered wood timber entrance door and frame, 1200mm x 2000mm

