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PLANNING COMMITTEE

Tuesday, 17th December, 2019 at 7.30 pm
Venue: Conference Room
Civic Centre, Silver Street,
Enfield EN1 3XA

Contact: Jane Creer / Metin Halil
Committee Administrator
Direct : 020-8132-1211 / 1296
Tel: 020-8379-1000
Ext: 1211 / 1296

E-mail: jane.creer@enfield.gov.uk
metin.halil@enfield.gov.uk
Council website: www.enfield.gov.uk

PLEASE NOTE MEETING TIME

MEMBERS
Councillors : Mahmut Aksanoglu (Chair), Sinan Boztas (Vice-Chair), Mahym Bedekova, Chris Bond, Elif Erbil, Ahmet Hasan, Tim Leaver, Hass Yusuf, Michael Rye OBE, Jim Steven and Maria Alexandrou

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 16/12/19

AGENDA – PART 1

1. WELCOME AND APOLOGIES FOR ABSENCE

2. DECLARATION OF INTEREST

3. MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 26 NOVEMBER 2019

To receive the minutes of the Planning Committee meeting held on Tuesday 26 November 2019.

(TO FOLLOW)

4. REPORT OF THE HEAD OF PLANNING (REPORT NO.161) (Pages 1 - 2)

To receive the covering report of the Head of Planning.

5. 19/00591/FUL - CHASE HOUSE, 305 CHASE ROAD, SOUTHGATE, N14 6JS (Pages 3 - 30)

RECOMMENDATION: That the Head of Development Management / the Planning Decisions Manager be authorised to
Grant planning permission subject to conditions.
WARD: Southgate

6. 19/03044/RE4 - 2 ANTHONY WAY LONDON N18 3JR (Pages 31 - 62)

RECOMMENDATION: In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be granted subject to conditions.
WARD: Upper Edmonton

7. 19/03595/RE4 - 12 NORTH WAY, LONDON, N9 0AD (Pages 63 - 74)

RECOMMENDATION: That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Development Management / the Planning Decisions Manager be authorised to grant deemed consent subject to conditions.
WARD: Lower Edmonton

Agenda Item 4

MUNICIPAL YEAR 2019/2020 - REPORT NO 161

AGENDA - PART 1	**ITEM** 4

SUBJECT -

MISCELLANEOUS MATTERS

COMMITTEE:
PLANNING COMMITTEE
17.12.2019

REPORT OF:
Head of Planning

Contact Officer:
Planning Decisions Manager
David Gittens Tel: 020 8379 8074
Claire Williams Tel: 020 8379 4372

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 201 applications were determined between 03/11/2019 and 05/12/2019, of which 152 were granted and 49 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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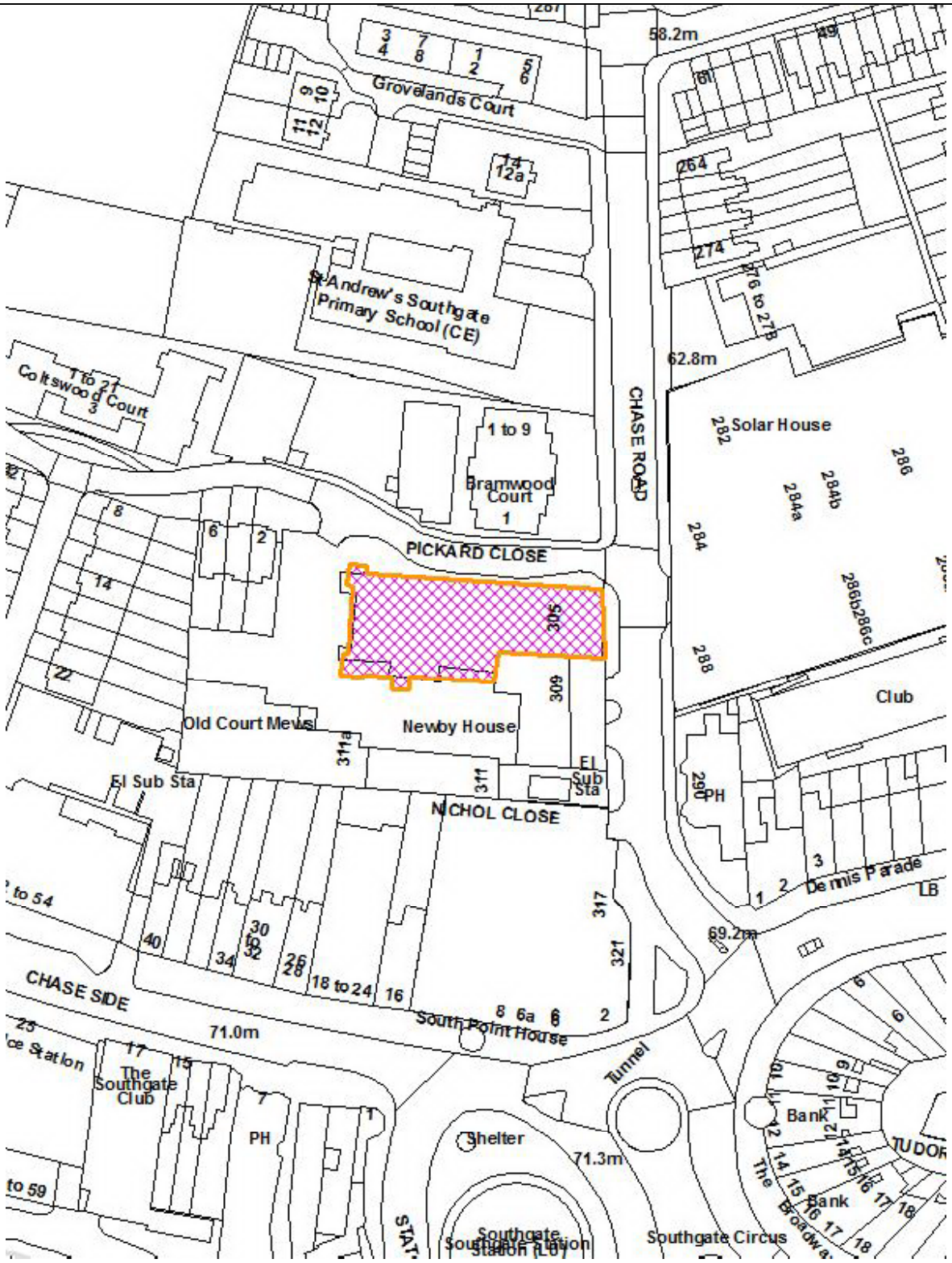
LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE	**Date:** 17 December 2019	
Report of: Head of Planning	Contact Officer: Andy Higham Claire Williams Eloise Kiernan 020 8379 2180	**Ward:** Southgate
Application Number: 19/00591/FUL	**Category**: Minor	
LOCATION: Chase House, 305 Chase Road, Southgate, N14 6JS		
PROPOSAL: Erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a),together with re-cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.		
Applicant Name & Address: c/o agent	**Agent Name & Address**: Georgia Barrett Maddox and Associates Ltd 68 Hanbury Street London E1 5JL	
RECOMMENDATION: That the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.		

Ref: 19/00591/FUL **LOCATION: Chase House, 305 Chase Road, N14 6JS,**



ENFIELD Council

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Scale 1:1250

North

1. **Note for Members**

1.1 Although a planning application for this type of development would normally be determined under delegated authority, the application has been reported to the Planning Committee for determination at the request of Councillor Levy due to the issues being raised.

2. Recommendation

2.1 That the Head of Development Management / the Planning Decisions Manager be authorised to GRANT planning permission subject to conditions:

1. Time Limit
2. Approved Plans
3. External materials including detailed drawings scaled 1:20
4. Contamination assessment
5. Contamination - If during development, contamination not previously identified is found to be present at the site then no further development is permitted until agreement in writing by the LPA for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
6. Landscaping and Biodiversity
7. Hard surfacing
8. Enclosure including the ground floor amenity space and front boundary wall serving Chase Road.
9. Construction Management Plan
10. External Lighting
11. Energy Statement
12. EPC's
13. SuDS Strategy
14. SuDS Verification Report
15. Water Efficiency
16. Considerate Constructors
17. Green Roof
18. Refuse Storage
19. Cycle Storage

20. Site Waste Management Plan

2. Executive Summary

2.1 The report seeks approval to a scheme involving the erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4 x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a),together with re- cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.

2.2 The reasons for recommending approval are:

i) The well-established office use (B1a) would be reintroduced at third and fourth floor level within a highly sustainable town centre location;
ii) The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
iii) The development would contribute good quality housing stock towards the Boroughs housing targets within a town centre location;
iv) The existing utilitarian building would be visually upgraded to incorporate a modern design whist having regard to the adjacent Southgate Circus Conservation Area and heritage assets;
v) The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;
vi) The sustainability credentials for the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy;
vii) The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy.

3. Site and Surroundings

3.1 The site is located on the western side of Chase Road within close proximity to the junction with Winchmore Hill Road and Southgate Circus on an irregular shaped plot of approximately 0.10 hectares. At this particular section of Chase Road, the ground levels are rising steeply from north to south and therefore, Newby House (no. 309) is set at a higher level and Pickard Close at a lower level. The site is located just outside the Southgate Town Centre.

3.2 Chase House is a utilitarian building of three storeys in height and finished with a hipped roof design. It is constructed of brickwork and tiles and previously served as office accommodation.

3.3 The street scene features a variety of buildings of varying design, age and character. The surrounding area is mixed in nature with retail and office uses along Chase Side and The Bourne. There are typically residential uses at upper levels above retail and office floorspace and buildings are generally of three storeys in height.

3.4 The site falls just outside the Southgate Circus Conservation Area. The Southgate Underground Station and parade to the south of the site is Grade II listed.

4. Proposal

4.1 The proposal is for the erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4 x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a),together with re-cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.

4.2 The application has been amended during its determination period to incorporate the following changes:

- Reduction from 10 to 9 units including a change in mix to comprise 3 x 3-bed, 2 x 2-bed and 4 x 1-bed). The previous mix proposed 3 x 3 bed, 2 x 2-bed and 5 x 1-bed units

4.3 The proposed design would incorporate a flat roof form with additional cladding and aluminium windows to give a contemporary appearance.

4.4 The existing use of the site is as B1a (office) and additional office floorspace would be incorporated into the overall design at third and fourth level to accommodate the implementation of the prior approval. A meeting with the applicant in November 2019 clarified that the office accommodation would be used to decant businesses from Southgate Office Village as part of the proposed redevelopment.

5. Relevant Planning History

5.1 17/04022/PRJ - Change of use of property from office (B1) to 18 self-contained flats (C3) comprising 6 x 1-bed and 12 x 2-bed – prior approval not required and not implemented

Planning history at neighbouring site, Newby House, no. 309 Chase Road

5.2 P14-00178PRJ - Change of use from Office to 12 x self-contained flats – Prior approval not required and implemented

5.3 16/01133/FUL - Construction of 2 x additional floors to building to provide 5 x 2-bedroom residential units; additional cycle parking and refuse storage – granted subject to s106 and conditions.

6. Summary of Key Reasons for Recommendation

i) The previously established office use would be reintroduced at third and fourth floor level within a highly sustainable location;
ii) The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
iii) The development would contribute to good quality housing stock within the Borough within an urban location;
iv) The development is acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing utilitarian building whilst having regard to adjacent the Southgate Circus Conservation Area and heritage assets;
v) The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy;

vi) The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;
vii) The sustainability credentials of the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy.

7. Consultation

Public:

7.1 Consultation letters have been sent to 241 neighbouring properties. In addition, notice was published in the local press. Ten responses have been received and these are summarised as follows (including a petition with 31 signatures):

- Close to adjoining properties;
- Development too high;
- Inadequate access;
- Loss of residential amenity to properties at Pickard Close, Coltswood Court and Bramwood Court. Also, loss of privacy to neighbouring properties, including no. 18 Pickard Close and surrounding rear gardens;
- More planting required to the north, east and west facing elevations;
- Improved car parking due to existing congestion arising from the nursery and St Andrews School;
- Adequate provision for refuse storage and recycling;
- Increased traffic;
- Increased pollution;
- Affects local ecology;
- Inadequate parking for 9 units and only provision for 3 disabled bays;
- Noise nuisance;
- Overdevelopment-more open space is needed on site;
- The proposed scale and design of the building are out of keeping with the surrounding area;
- Disruption due to construction works;
- Strain on existing community facilities;
- Loss of light;
- Strain on existing parking at Pickard Close and surrounding area.

7.2 The key planning matters above will be addressed within main body of the report.

External Consultees:

7.3 Thames Water: No objection.

7.4 Environment Agency: No objection.

Internal Consultees:

7.5 Traffic & Transportation: No objection subject to conditions pertaining to cycle storage required and vehicle crossovers/dropped kerbs.

7.6 Tree Officer: No objection.

7.7 SuDS Officer: No objection subject to conditions pertaining to SUDS.

7.8 Environmental Health Officer: No objection subject to a contamination condition.

8. Relevant Policies

8.1 London Plan (2016)

2.6	Outer London: vision and strategy
2.7	Outer London: economy
2.8	Outer London: transport
2.16	Strategic outer London development centres
3.1	Ensuring equal life chances for all
4.1	Developing London's economy
4.12	Improving opportunities for all
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.6	Decentralised energy in development proposals
5.7	Renewable energy
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
6.13	Parking
7.1	Lifetime neighbourhoods
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.14	Improving air quality
7.15	Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

8.2 The London Plan – Draft

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination. Of particular relevance is Policy GG5 (Growing a good economy); Policy D2 (Delivering good design); and Policy E6 (Locally Significant Industrial Sites)

8.3 Core Strategy (2010)

CP2	Housing supply and new homes
CP4	Housing quality
CP5	Housing type
CP9	Supporting community cohesion
CP13	Promoting economic prosperity

CP16	Taking part in economic success and improving skills
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP27	Freight
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP36	Biodiversity

8.4 Development Management Document (2014)

DMD3	Mix of Decent Sized Homes
DMD 6	Residential Character
DMD 8	New Residential development
DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof extensions
DMD23	New employment development
DMD25	Location for new retail, commercial and office development
DMD 37	Achieving high quality and design-led development
DMD 38	Design process
DMD 39	The design of business premises
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments
DMD 50	Environmental assessment methods
DMD 51	Energy efficiency standards
DMD 53	Low and zero carbon technology
DMD 55	Use of roof space/ vertical surfaces
DMD 56	Heating and cooling
DMD 57	Responsible sourcing of materials, waste minimisation and green procurement
DMD 58	Water efficiency
DMD 65	Air quality
DMD 66	Land contamination and instability
DMD 68	Noise
DMD 69	Light pollution
DMD 80	Trees on development sites

8.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidelines (NPPG)
- Enfield Characterisation Study
- Manual for Streets
- Mayors Transport Strategy (May 2010)
- Revised Technical Standards for Footway Crossovers (April 2013)
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- Travel Planning for new development in London 2011 (TfL)
- Manual for Streets 1 & 2, Inclusive Mobility 2005 (DfT)

9. Assessment

9.1 The main issues arising from this proposal for Members to consider are:

1. Principle;
2. Design and Appearance;
3. Impact on setting of the Southgate Circus Conservation Area and Listed Buildings;
4. Quality of Accommodation and Amenity Space;
5. Neighbouring Amenity;
6. Highways;
7. SuDS;
8. Sustainability;
9. Trees and Biodiversity;
10. Contamination; and
11. Community Infrastructure Levy.

Principle of Development

9.2 London Plan Policy 2.7 seeks to to address constraints and opportunities in the economic growth of outer London so that it can rise above its long-term economic trends. In addition, London Plan Policy 4.1 seeks to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, and support and promote outer London as an attractive location for national government as well as businesses. Additionally, at a local level, Core Strategy Policy 13 notes that the Council will protect and improve the borough's employment offer and will seek to maintain the competitiveness of employment sectors that are well established and successful in Enfield by providing support and investment to existing companies to facilitate them remaining in the borough. Meanwhile Core Strategy Policy 16 seeks to promote and protect local employment whilst Policy DMD22 seeks to protect employment by resisting the loss of or reduction of employment within the borough and DMD25 relates to office accommodation.

9.3 In principle, the provision of 913 sq.m of new office floorspace and additional residential units within close proximity to a commercial centre and a well-connected public transport network is supported. The proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides additional residential accommodation towards the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets, having regard to policies DMD3 of the DMD, CP5 of the Core Strategy and 3.8 of the London Plan, as well as the guidance contained within the National Planning Policy Framework.

9.4 Additionally, in regard to the proposed office space, policy DMD25 of the Development Management Document focuses on locations for new retail, leisure and office development and setting out criteria that must be met for town centre development to be permitted as follows:

a) The proposed use supports town centre vitality and viability;
b) The design and siting of the development promotes visual continuity with surrounding built environment;
c) The proposed use does not harm the character, appearance and amenity of the area;

d) The residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy;
e) The proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area;
f) The scale of parking is proportionate to the size of the development; and
g) An active frontage is achieved at the ground floor.

9.5 Given the existing building currently provides office floorspace, which would be lost if the prior approval permitting office to residential (ref. 17/04022/PRJ) were to be implemented, the proposals for 913 sq.m of new and improved B1a office accommodation to the third and fourth floor are welcomed within this highly sustainable location, having regard to policies DMD25 of the DMD, CP13 and CP16 of the Core Strategy and policies 2.7 and 4.1 of the London Plan.

9.6 However, this position must be appraised in relation to other material considerations including: achieving an appropriate residential mix in keeping with the character of the area; adequate internal floor space and layout; servicing; parking provision; residential amenity; as well as whether the proposal would be consistent with the objectives and targets for additional housing provision, including standards of accommodation, identified at the national, regional and local levels.

Design and Appearance

9.7 The National Planning Policy Framework specifies that design policies should concentrate on guiding the overall scale, density, massing, height, landscape, layout and materials of developments in regard to neighbouring buildings and the local area more generally. Additionally, particular architectural styles or tastes need not be imposed as this could hinder innovation, however developments should seek to promote or reinforce local distinctiveness. Furthermore, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area, and the way it functions.

9.8 Additionally, at a local level, Policy DMD13 states roof extensions will only be permitted where they are of an appropriate scale and bulk, in keeping with the character of the property and resulting in no adverse visual impacts on the street scene. Furthermore, Policy DMD 37 seeks to achieve high quality design and requires development to be suitably designed for its intended function that is also appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.

9.9 Mindful of the aforementioned policy context and aspiration, the site is located within close proximity to the Southgate Circus Conservation Area and therefore, a key consideration is the potential effect of an additional storey on views within the Conservation Area and on the setting of the Art Deco Style Grade II* Listed underground station and parade, which was designed by Sir Charles Holden.

9.10 The proposal involves two additional storeys to create a five-storey building as well as a five-storey rear extension to link to the existing building. The existing hipped roof design would be amended to incorporate a modern design with a flat roof form, cladding and additional fenestration.

9.11 A key objection raised by residents focuses on the proposed scale and design relative to the surrounding area and that the proposals represented an overdevelopment of the site.

9.12 Chase House is currently a three storey standalone building that is utilitarian in design and appearance. The existing buildings within Southgate Circus are typically three stories in height, however several commercial buildings at Chase Side have been subject to an additional storey, and the residential properties sited at Pickard Close are two/three storeys in height. Adjacent buildings such as Newby House and Southpoint House to the south are both six storeys in height.

9.13 With this in mind, it is considered that the increase in height to the building would appropriately integrate with the street scene, particularly given the changes to the gradient of Chase Road. In particular, No 309 (Newby House) has recently been granted planning permission for an additional two storeys (ref: 16/01133/FUL) and features a flat roofline with a curved green roof feature and zinc cladding. It is therefore noted that the context for the buildings to the south that meet the junction with Southgate Circus is that they progressively increase in height due to the additional storeys and changes in gradient. The tallest building is therefore South Point House, which is located at the junction with Southgate Circus and comprises a 1960's design building of six storeys in height.

9.14 It is considered that given these differences, the additional scale would appear appropriate within the context of the surrounding buildings and sympathetic to the views from the adjacent Conservation area. The bulk has been mitigated by incorporating a flat roofline and recessed elements to the upper level at approximately 2 metres from the rear facade. This is particularly important given the views obtained from the Southgate Circus Conservation Area to the south. Additionally, given the gradient levels and existing building within the vicinity, including the six storey Newby House and South Point House, it is concluded that the increased height would provide a transition between buildings and thus integrate comfortably within the established street scene. The considered opinion therefore is that the proposals would not represent an overdevelopment of the site within this highly sustainable location, having regard to the surrounding form and pattern of development.

9.15 In regard to external appearance, it is considered the proposals would improve on the existing utilitarian appearance of the building. Both the Conservation Officer and Urban Design officer provided input into the overall design and choice of materials during pre-application discussion. The front elevation would incorporate the entire stair core and feature a frameless glazing system to introduce a vertical emphasis to replicate the fenestration pattern of the adjacent building, Newby House. Additionally, the proposals would be constructed of a high-quality red brickwork to firstly match the existing building and secondly, so that it relates appropriately to the surrounding brickwork that is characteristic to the Southgate Circus Conservation Area. The building would include punched elements provided by window reveals, to ensure that there is sufficient articulation to the front and flank elevations. Additional design improvements include new aluminium fenestration and protruding aluminium cladding to break up the mass of brickwork whilst introducing visual interest. It is therefore considered that these alterations would improve the appearance of the building within Chase Road and Pickard Close, and further details could be secured by appropriate conditions having regard to policies DMD13 and DMD37 of the DMD, CP30 of the Core Strategy and 7.4 and 7.6 of the London Plan.

9.16 In regard to business premises making efficient use of land and maximising their contribution to the urban environment, Policy DMD 39 outlines a list of design criteria which proposals for business premises should seek to adhere to, including the requirement to positively address the public realm; clearly differentiate between public and private areas; provide inclusive access arrangements; sensitively screen and locate servicing, parking and refuse (to the rear where possible), mitigate potential negative impacts in surrounding uses; ensure massing and facades are visually interesting; respect the character of the surrounding area; and use high quality materials that can create, enhance or preserve the local character and identity.

9.17 It is therefore considered that the introduction of a frameless glazing system to both stairwells, as well as appropriate landscaping to the front elevation would introduce a more active frontage to both Chase Road and Pickard Close and provide a distinct separation between the commercial and residential elements. Appropriate conditions would also be attached pertaining to landscaping, enclosure and lighting to ensure a high-quality external appearance from the public realm. This was encouraged by the urban design officer at pre application stage and supported within the final design.

Impact on the setting of the adjacent Southgate Circus Conservation Area and of the Listed Buildings

9.18 In determining applications, the NPPF advises that local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

9.19 Furthermore, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

9.20 Where a proposed development will lead to substantial harm to (or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Alternatively, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

9.21 In this instance, having regard to the aforementioned policy context, the Councils Conservation officer considers there to be no impact on the significance of the

relevant heritage assets and has no objections to the proposed two additional storeys and five storey rear extension. In arriving at this conclusion, weight has been given to the design of the building and in particular, the proposed set back at upper levels and use of materials that would be sensitive to its location just south of the Southgate Circus Conservation Area and setting of the Grade II* listed Southgate Underground Station with associated listed structures.

9.22 Consequently, it is considered that the additional height would not mask views into or out of the Southgate Conservation Area and would not detract from the setting of the Grade II* listed Southgate Underground Station, having regard to current Historic England guidance (The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3 [2015]), Planning (Listed Buildings and Conservation Areas) Act, 1990, Core Policies CP31 of the Core Strategy and Policy 7.8 of the London Plan and DMD44 of the DMD.

Quality of Accommodation and Amenity Space

9.23 Policy 3.5 of the London Plan, as detailed in Table 3.3 stipulates the minimum space standards for new residential development. The proposed units will be expected to meet and where possible exceed these minimum standards as well as the design criteria in the London Housing SPG. The nationally described space standard (NDSS) was introduced on 25 March 2015 through a written ministerial statement as part of the New National Technical Housing Standards.

9.24 The floorspace was calculated from the submitted plans as follows:

Flat A1 – 3b5p flat (ground floor) 95 sq.m and 43 sq.m private terrace
Flat A2 – 1b2p (first floor) 57 sq.m and 8.5 sq.m private terrace
Flat A3 – 1b2p (first floor) 52 sq.m and 9 sq.m private terrace
Flat A4 – 1b2p (first floor) 51 sq.m and 14 sq.m private terrace
Flat A5– 1b2p (second floor) 57 sq.m and 8.5 sq.m private terrace
Flat A6 – 3b6p (second floor) 108 sq.m and 23 sq.m private terrace
Flat A7 – 2b3p (third floor) 72 sq.m and 20 sq.m private terrace
Flat A8 – 2b4p (third floor) 72 sq.m and 14 sq.m private terrace
Flat A9 – 3b6p (fourth floor) 113 sq.m and 28 sq.m private terrace

9.25 The submitted floor plans indicate that all of the proposed units would meet the minimum standards with a suitable internal layout, including the majority with dual aspect living areas. It is therefore considered that the proposed units would provide an acceptable level of accommodation, having regard to Policy 3.5 of the London Plan and the guidance contained within the Housing SPG (2012). Again, this reiterates the contended view that the proposal would not represent an overdevelopment of the site.

9.26 Additionally, DMD9 of the Management Document indicates that the following minimum private amenity space standards for individual units:

1b2p	– 5 sq.m
2b3p	– 6 sq.m
2b4p/3b4p	– 7 sq.m
3b5p	– 8 sq.m
3b6p	– 9 sq.m

9.27 Each unit would provide private amenity space in excess of the minimum standards and thus would provide a suitable form of accommodation, having regard to Policies DMD8 and DMD9.

Neighbouring Amenity

9.28 Policy 7.6 of the London Plan Policy states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Additionally, Policies DMD6 and DMD8 seek to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment: the principles contained in this policy have been applied in this case given the relationship to residential properties. Furthermore, Policy CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.

9.29 The site is located in a mixed use area with Southgate Town Centre to the south and both commercial buildings and residential properties within close proximity. The nearest residential properties are those directly south, adjacent to the application site at Newby House (no. 309 Chase Road) and bound to the rear of the site at Pickard Close located to the west. Additionally, Bramwood Court (no.1 Pickard Close) is located immediately to the north and separated by the public highway (Pickard Close). Several objection letters were received from adjacent occupiers at Pickard Close and Bramwood Court, including a petition: the key matters for consideration pertained to the loss of residential amenity in regard to increased overlooking, loss of sunlight/daylight and outlook.

Sunlight, Daylight and Overlooking

9.30 With reference to Policy DMD10, the proposal should ensure that the there is no undue overlooking to neighbouring properties to the rear or to the side. The building maintains a separation of approximately 50 metres from the rear elevations of the three storey properties sited at no's 8-22 (even) Pickard Close, which is considered acceptable. The nearest properties to the rear are no's 2-6 Pickard Close. These are three storeys and oriented, so the flank elevation is at 90 degrees to the rear building line of Chase House with a separation distance of approximately 20 metres, which is considered acceptable.

9.31 Beyond this at a distance of approximately 50 metres is the flank elevation of properties sited at 3 Pickard Close (1-21 Coltswood Court), which is also considered acceptable. In regard to the windows in the flank elevation facing no. 1 Pickard Close (1-9 Bramwood Court), there is an intervening highway which affords the existing separation between both buildings. Additionally, Bramwood Court features non-habitable or secondary windows in the flank elevation. However, notwithstanding this, it was noted that the existing arrangement already features a great proportion of fenestration to this elevation, and there is a fallback position established by the office to residential prior approval ref. 17/04022/PRJ. The new fenestration would be at fourth and fifth floor level to serve the additional two storeys and as such views would be to the roof level and beyond the site to Chase Road. The new build element of the extension would be constructed beyond the established building line of Bramwood Court and as such any views would therefore be towards the servicing and parking area associated with this building and beyond towards St Andrews Primary School.

9.32 The additional fenestration in the north elevation would predominantly have views towards the existing parking and servicing area to the rear elevation of the commercial and residential premises at no's 309 (Newby House) and the many commercial units within 311 Chase Road. The separation distances are approximately 35 metres, which is considered acceptable, particularly given that many units within no. 311 serve for commercial purposes. Additionally, the relationship between the rear elevation of the residential accommodation serving no. 309 (Newby House) and the north elevation of the application site would be at oblique angles and as such, is also considered acceptable. It is therefore concluded that the proposed extensions would not give rise to an unacceptable loss of privacy to adjacent occupiers at no. 309 Chase Road (Newby House), no. 1 Pickard Close (1-9 Bramwood Court), no. 311 Chase Road, 3 Pickard Close (1-21 Coltswood Court) or the terraces at no's 2-6 (even) Pickard Close, or 8-22 (even) Pickard Close, having regard to policies DMD8 and DMD10 of the Development Management Document.

9.33 It was noted that a daylight/sunlight assessment (January 2019) has been submitted as part of the proposals. The key buildings for consideration within this document included the residential properties at 2-6 (even) Pickard Close, 8-18 (even) Pickard Close, 4-21 Cotswold Curt, 1-9 Bramwood Court and Newby House (311 Chase Road) as well as the amenity space serving the properties at Bramwood Court and Pickard Close.

9.34 The study was assessed against the various numerical tests laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice' and local planning policy. It was concluded that the amenity values of daylight and sunlight to neighbouring residential and commercial properties would be retained to a level that satisfies BRE criteria. Additionally, the levels of sunlight and daylight availability within the proposed accommodation also meets BRE criteria.

9.35 It is therefore concluded that having regard to the submitted daylight/sunlight assessment (January 2019), the proposed extension would not be detrimental to the amenities of adjacent residential properties and their associated amenity space, having regard to policies DMD6 and DMD8 of the Development Management Document.

Noise

9.36 A number of objection letters also referred to matters such as noise and disturbance as a result of the proposed development. The applicant has submitted a Noise Impact Assessment (January 2019) to consider impacts on neighbouring occupiers. This does not identify any concerns and there is no reason why the proposed residential and office use would generate an unacceptable increase in noise. Noise during construction however., although a concern, is not a justifiable reason to refuse planning permission and an appropriate condition is attached to ensure that the development is implemented in accordance with the approved documents.

9.37 Additionally, the Environmental Health officer has no objections in regard to noise and disturbance to neighbouring occupiers, having regard to policies DMD68 of the Development Management Document, CP32 of the Core Strategy and 7.15 of the London Plan.

Highways Impact

9.38 DMD 45 relates to car parking, cycle provision and parking design while 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 and the current factory does not provide this. London Plan policy 6.13, DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function.

9.39 Chase Road is an adopted classified road within the Southgate CPZ, which is operational all day. Pickard Close is an unclassified road, which provides access to the rear of the site. The site has a high PTAL of 4/5 and Town Centre location within 150m of Southgate underground station.

Access / Egress

9.40 The existing vehicular access to Pickard Close would be retained, and the proposed pedestrian entrance to the residential units would be from Pickard Close whilst the office entrance would be located from Chase Road. Both vehicular and pedestrian access points are considered acceptable.

9.41 Additionally, amended plans 552-PL-100 P4 clearly indicate a segregated pathway of 1.5m to the Pickard Close elevation, however the segregated pedestrian routes across the site (to the rear), specifically between the disabled parking bays and cycle parking area are not clear. Following discussions with the applicant it was noted that there is not adequate space to accommodate a segregated pathway at the rear as the building extends to the common boundary of the site. However, the existing arrangement is that there is no designated pathway at any point within this large car park and servicing area which is historic and thus, on balance, the arrangement is considered acceptable, having regard to policy DMD47 of the DMD.

Car Parking

9.42 The proposed new office accommodation would serve approximately 913 sq.m of floorspace and would be car free, with 2 relocated disabled parking spaces from the previously approved prior approval scheme ref. 17/04022/PRJ and 1 new disabled parking space to serve the proposed new flats to the rear of the site. One of the proposed disabled spaces to serve the office development would be located to the front elevation but accessed from Pickard Close. The residential development apart from the disabled bays, would also be car free. It is noted that the additional 9 units and office space would add to the cumulative impact of the site, however given its high PTAL and sustainable location with excellent transport links, it is not considered that the additional movements would be so significant to give rise to detrimental highway related issues, having regard to policies DMD45 of the DMD and 6.13 of the London Plan.

Cycle Parking

9.43 The submitted plans illustrate that the residential cycle parking would be fully enclosed and located to the rear of the site to accommodate 44 cycle parking stands, including 30 long stay and a further 2 short stay within Sheffield stands. Additionally, the cycle storage would be provided to the front of the site to serve the office accommodation. A total of 7 secured and covered cycle spaces would be provided,

which is considered acceptable, however further details are to be secured by condition to ensure that the long stay residential and office parking are separated and to ensure the design is acceptable, having regard to policy DMD45 and Policy 6.9 of the London Plan.

Refuse, Waste and Recycling

9.44 Policy 5.17 of the London Plan requires suitable waste and recycling storage facilities in all new developments whilst Core Policy 22 supports the provision of a sufficient, well-located waste management facility and requires all new developments to provide on-site waste treatment, storage and collection throughout the lifetime of the development. At a local level policies DMD8 and DMD47 are relevant to secure appropriate refuse storage for new developments.

9.45 The submitted plans and Transport Statement are indicative of the location for refuse storage with commercial waste to the front of the site and residential to the rear. The arrangement would therefore be as existing and tracking details were submitted demonstrating the refuse vehicle reversing into the site from Pickard Close, which is considered acceptable, however further details regarding the design could be secured by an appropriate condition, having regard to policy DMD8 and DMD47 of the DMD.

Sustainable Drainage / Flood Risk

9.46 Policy DMD61 specifies that a drainage strategy would be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All development must maximise the use of, and where possible, retrofit Sustainable Drainage Systems (SuDS).

9.47 The Councils SuDS officer provided comments relating to drainage during the course of the application to ensure compliance with the necessary Council requirements. In light of this, it is recommended that conditions are attached to ensure that an appropriate SuDS strategy is secured, and the approved drainage/SuDS details are fully implemented, having regard to policies CP28 of the Core Strategy, DMD60 and DMD61 and 5.12 & 5.13 of the London Plan as well as the advice contained within the NPPF

Sustainability

9.48 The revised National Planning Policy Framework (2019) places an increased emphasis on responding to climate change, having regard to long-term implications for flood risk, coastal change, water supply, biodiversity and landscape, and the risk of overheating from rising temperatures. New development can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards and increase the use and supply of renewable and low carbon energy and heat. The NPPF states that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.

9.49 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 51

is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.

9.50 An Energy and Sustainability Statement (dated 18 January 2019) has been submitted, which details the baseline energy requirements for the proposed development, the reduction in energy demand as a result of energy efficiency measures and the potential to achieve further CO2 reductions using renewable energy technologies. The report outlines the feasibility of various technologies including wind turbines, solar hot water, photovoltaic systems, biomass heating, CHP (combined heat and power) and ground and air source heating and concludes that the most suitable solution to meet CO2 emissions would be by the use of a 6.6kwp PV Array and the potential use of VRF air source heat pumps for the fit-out of the offices spaces. The report sets out that the building would achieve an overall improvement in emissions over the Building Regulations Part L standards for regulated emissions of minimum of 25.41%. Additionally, the residential element achieves a reduction in emissions at 35%, in line with current GLA guidance. It is therefore concluded that an appropriate condition could be attached to ensure that the development is implemented in accordance with the approved Energy and Sustainability Statement.

9.51 Policy DMD55 requires all development to maximise the use of roof and vertical surfaces for Low and Zero Carbon Technology / Living Walls / Green Roofs. The submitted plans indicate that a green roof would be utilised as part of the design to the flat roof and this could be secured by an appropriate condition.

9.52 Policy DMD58 (Water Efficiency) expects new residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. This could be secured by an appropriate condition.

Trees and Biodiversity

9.53 Policy CP36 of the Core Strategy states that the Council will seek to protect, enhance, restore or add to biodiversity interests within the Borough, including parks, playing fields and other sports spaces, green corridors, waterways, sites, habitats and species identified at a European, national, London or local level as being of importance for nature conservation. Policy DMD81 refers to trees on development sites.

9.54 The application site is situated in a town centre environment and thus, the site has little biodiversity or ecological value at present. However, it is considered that high quality soft landscaping to the Chase Road frontage and a green roof could be integrated into the design to improve the appearance of the locality.

9.55 It is considered there would be a biodiversity enhancement as part of an overall landscaping scheme which could be secured by an appropriate condition and in particular to secure improvements to the public realm to the elevation fronting Chase Road as well as a proposed green/brown roof form.

Contamination

9.56 The revised NPPF refers to the need to enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

9.57 Having regard to past uses at the site, there is the potential for contamination to exist and as a result although Environmental Health have no objections in principle, they recommend an appropriate condition to deal with the potential for contamination at the site should the matter arise during construction. Conditions will also cover the control of dust and emissions. This approach is considered acceptable having regard to policies 5.3 and 7.14 of the London Plan, DMD64 of the DMD and CP32 of the Core Strategy.

10. CIL

10.1 This would be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and Enfield's adopted Community Infrastructure Levy Charging Schedule 2016. The payments would be chargeable on implementation of the residential development.

10.2 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 the Outer London weight of £60 together with a monthly indexation figure. It is noted as of the 1st of April 2019 Mayoral CIL has increased to £60/m².

10.3 The proposed development would involve new residential floorspace and therefore would be CIL liable. The proposed floorspace would be as follows:

913 sq. m x £60 = £54,780 x 336/223 (BCIS CIL Index Formula) = £82,538.47

10.4 On April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. The proposed Enfield CIL is as follows:

913 sq. m x £120 = £109, 560 x 283/336 (BCIS CIL Index Formula) = £92, 278.21

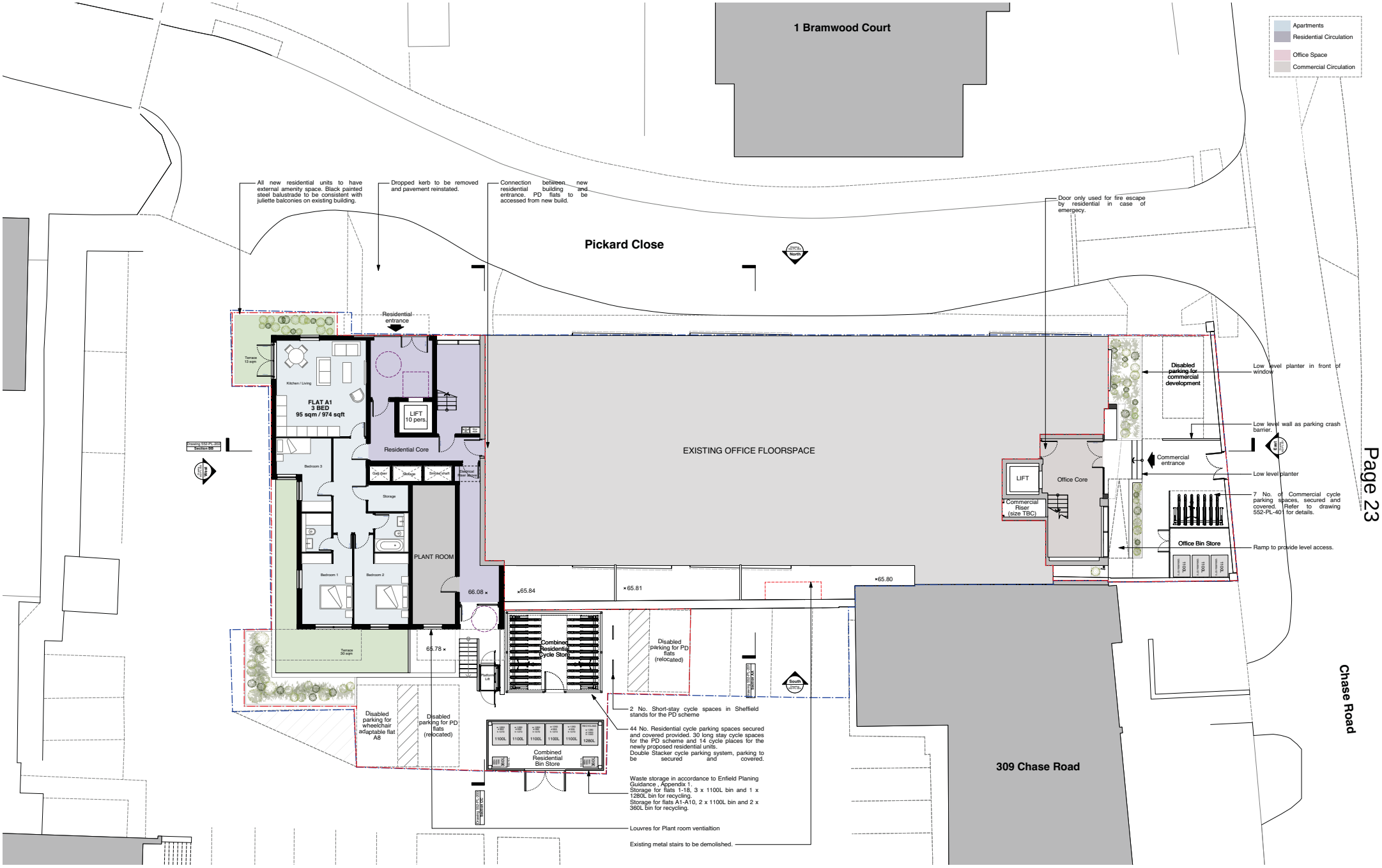
11. Conclusion

11.1 This report demonstrates that the benefits of the proposed development have been given due consideration and are sufficient enough to outweigh any perceived harm. In this respect the benefits are summarised again as follows:

- The well-established office use B1a would be reintroduced at third and fourth floor level within a highly sustainable location;
- The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
- The development would contribute good quality housing stock towards the Boroughs housing targets within a town centre location;
- The existing utilitarian building would be visually upgraded to incorporate a modern design whist having regard to the adjacent Southgate Circus Conservation Area and heritage assets;
- The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;

- The sustainability credentials for the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy;
- The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy.

11.2 Having regard also to the mitigation secured by the recommended conditions, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.



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PROPOSED GROUND FLOOR PLAN

PLANNING

P6	26/11/2019	Red Line Amended
P5	22/11/2019	Red line amended
P4	20/08/2019	Terrace Revised.
P3	16/5/19	Revised risers and shafts as per M&E comments
P2	8/4/19	Rear access. Defensible space at west elevation.
P1	04/02/19	Planning

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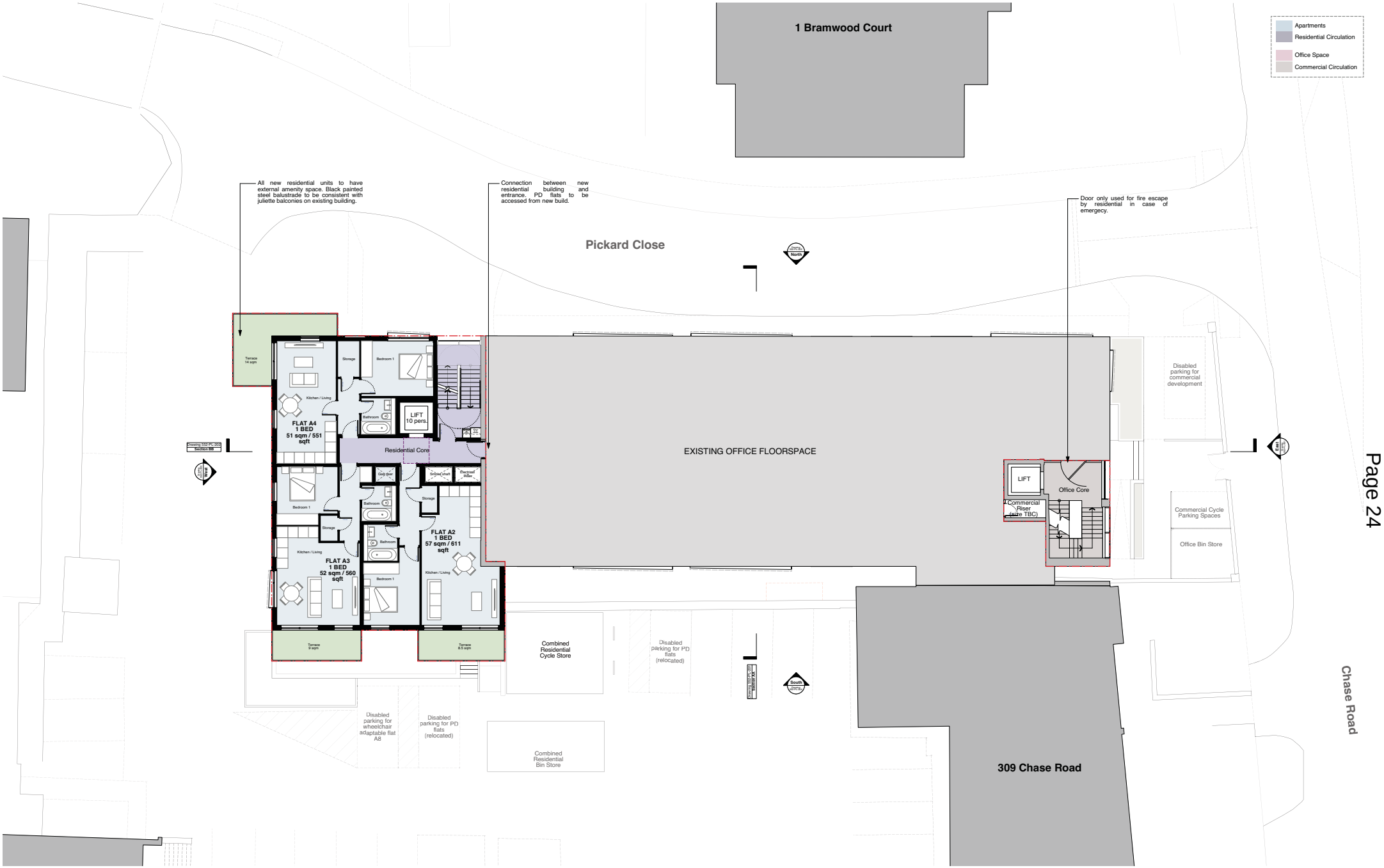
CLIENT: 305 CHASE HOUSE LTD.

DRAWING TITLE: PROPOSED GROUND FLOOR PLAN

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P6

CHKD: CB | DWG NO.: 552-PL-100

gpad architecture & interior design
T: 020 7549 2133
E: info@goadlondonltd.com
W: www.goadlondonltd.com
2nd Floor
130 Old Street
London EC1V 9BD



PLANNING

P5	26/11/2019	Red Line Amended
P4	22/11/2019	Red Line amended
P3	20/08/2019	Flat A4 terrace revised.
P2	16/5/19	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P5

CHKD.: CB | DWG NO.: 552-PL-101

DRAWING TITLE: PROPOSED FIRST FLOOR PLAN

gpad architecture & interior design
T: 020 7549 2133
E: info@gpadlondonltd.com
W: www.gpadlondonltd.com
2nd Floor
130 Old Street
London EC1V 9BD

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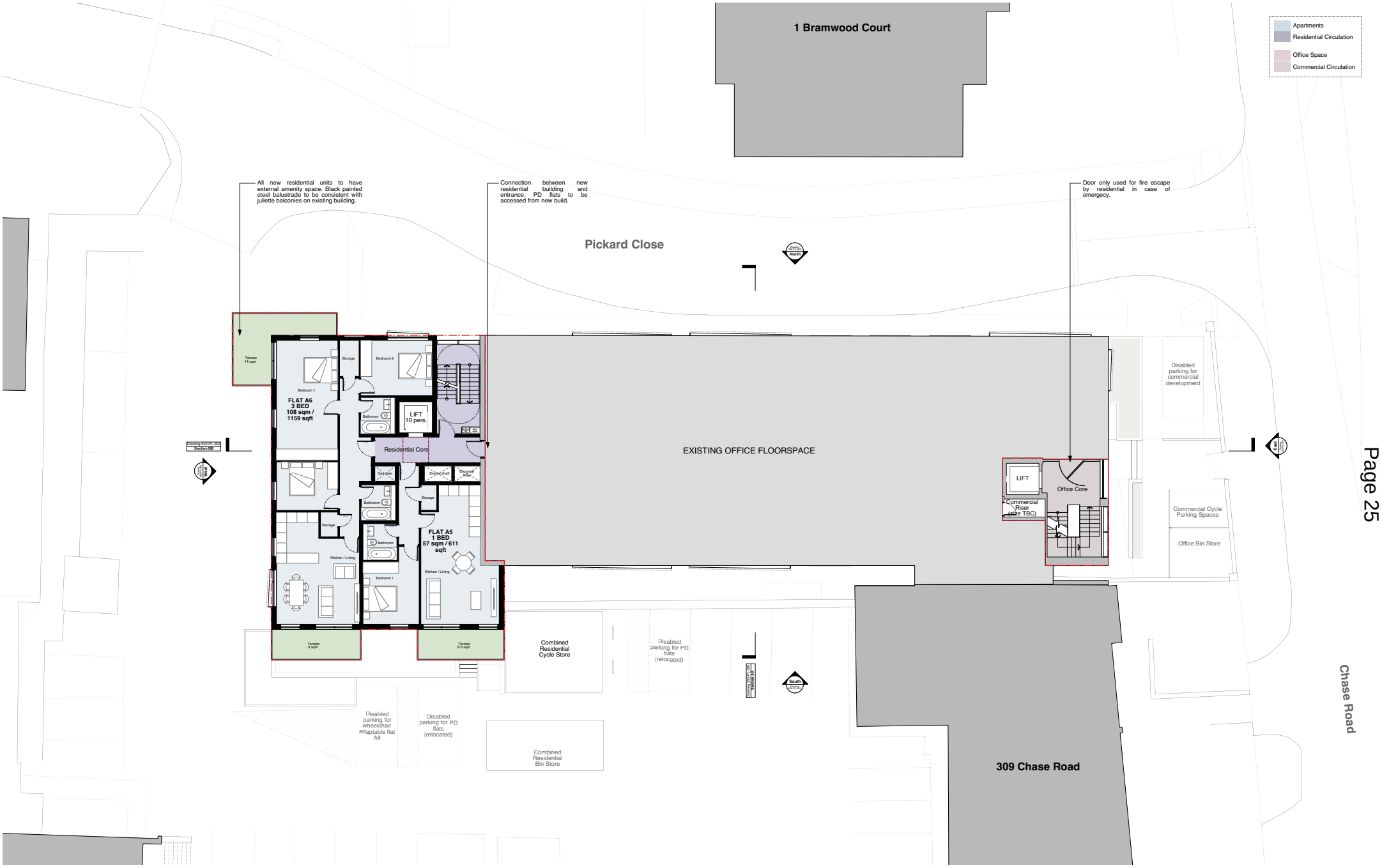
PROPOSED FIRST FLOOR PLAN



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PROPOSED SECOND FLOOR PLAN

PLANNING

P5	26/11/2019	Red Line Amended
P4	22/11/2019	Red Line amended
P3	15/08/2019	2nd Floor Revised. 3Bedroom flat and terrace.
P2	16/5/2019	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P5

CHCKD.: CB | DWG NO.: 552-PL-102

DRAWING TITLE: PROPOSED SECOND FLOOR PLAN

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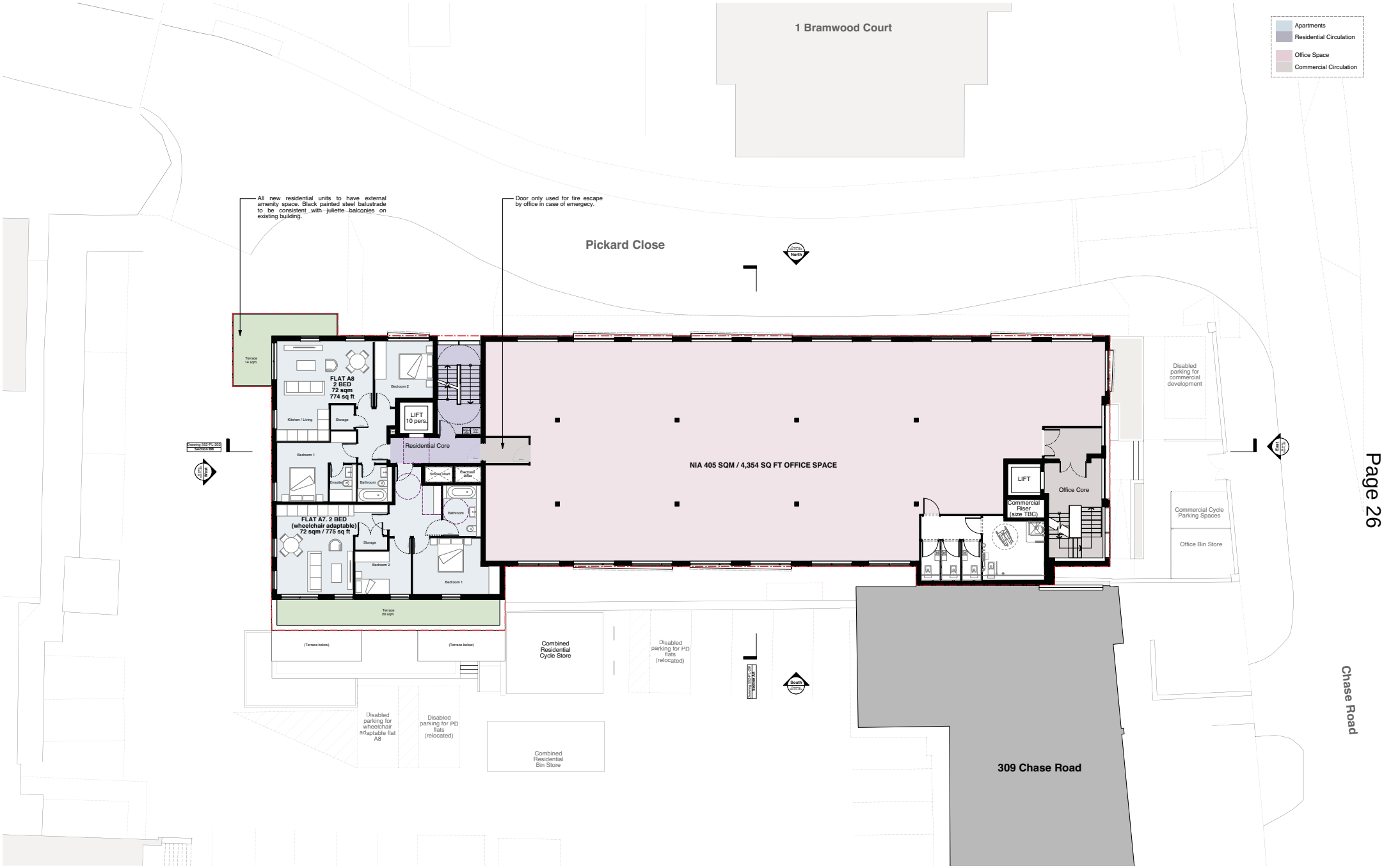

PLANNING

P4	22/11/2019	Red Line amended
P3	20/08/2019	Flat numbers and Flat A8 terrace revised.
P2	16/5/19	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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CLIENT: 305 CHASE HOUSE LTD.

DRAWING TITLE: PROPOSED THIRD FLOOR PLAN

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV: P4

CHKD: CB | DWG NO: 552-PL-103

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T: 020 7549 2133
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W: www.gpadlondonltd.com
2nd Floor
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London EC1V 9BD

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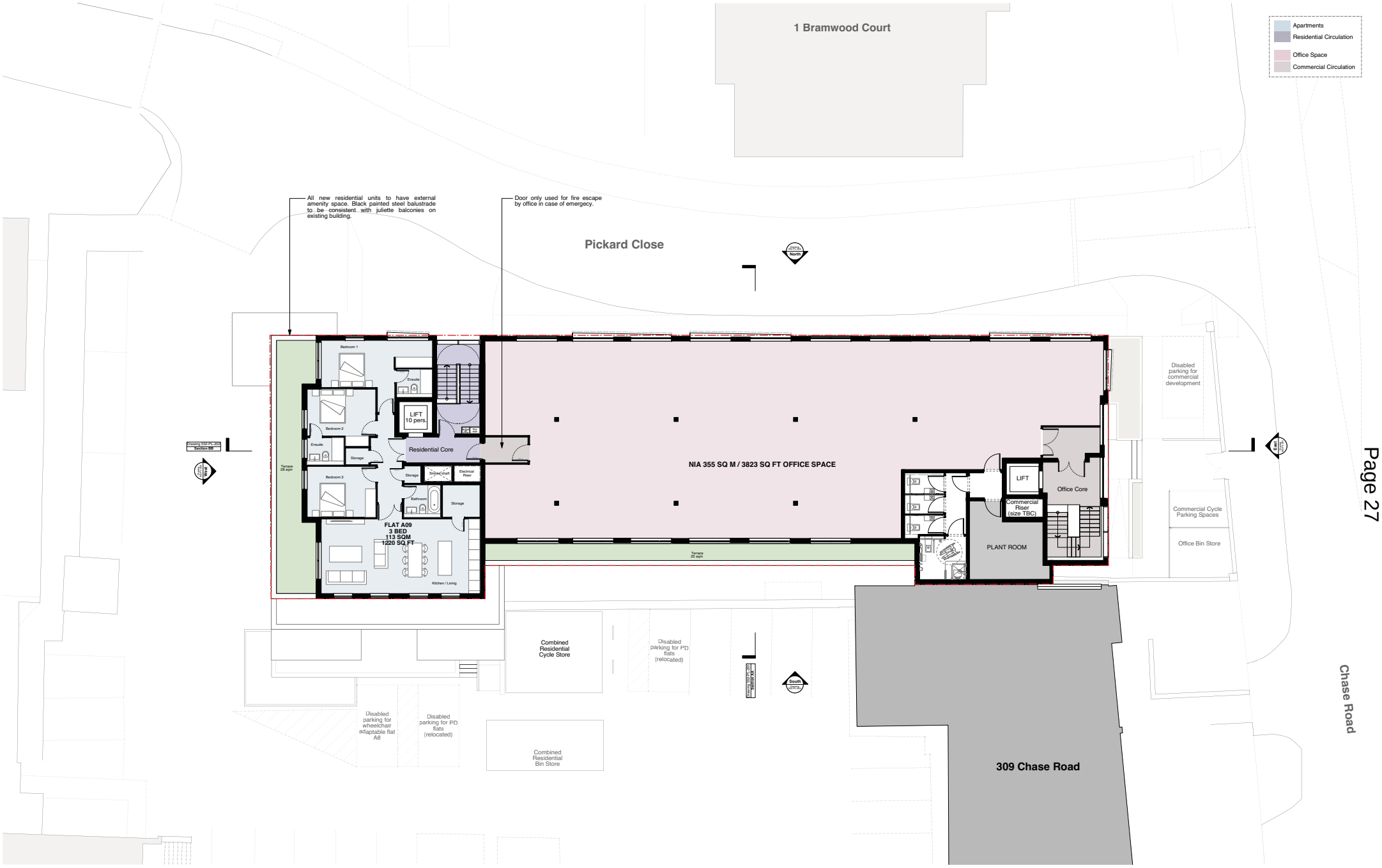
PROPOSED THIRD FLOOR PLAN



PLANNING

P4	22/11/2019	Red Line amended
P3	20/08/2019	Flat numbers revised.
P2	16/5/19	Revised risers and shafts as per M&E comments
P1	04/02/19	Planning

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CLIENT: 305 CHASE HOUSE LTD.

DRAWING TITLE: PROPOSED FOURTH FLOOR PLAN

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV: P4

CHKD: CB | DWG NO: 552-PL-104

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T: 020 7549 2133
E: info@gpadlondonltd.com
W: www.gpadlondonltd.com
2nd Floor
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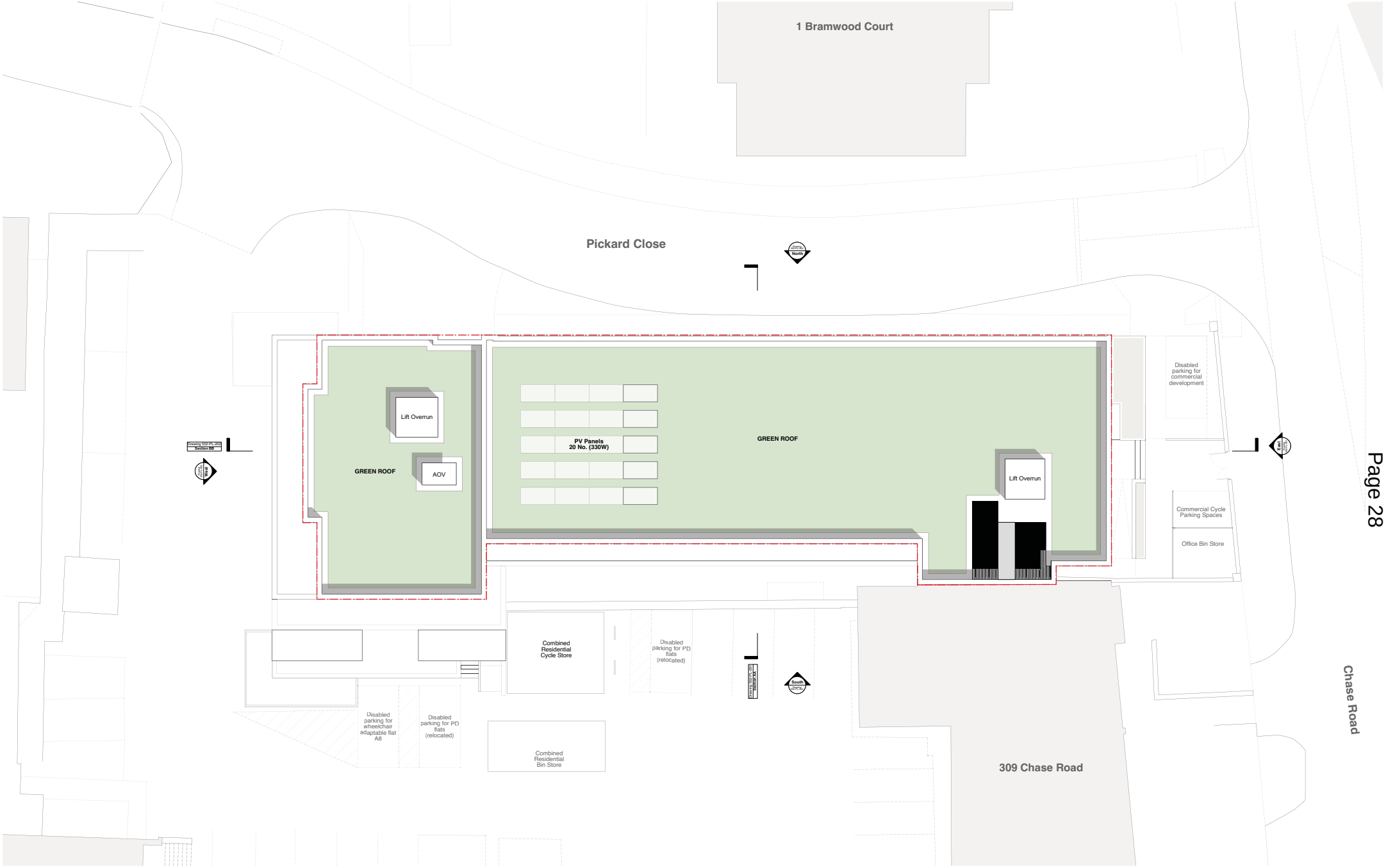
PROPOSED FOURTH FLOOR PLAN



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PROPOSED ROOF PLAN

PLANNING

P3	22/11/2019	Red Line amended
P1	04/02/19	Planning

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CLIENT: 305 CHASE HOUSE LTD.

SCALE: 1:100 @ A1 | DATE: 04/02/19 | DWG BY: MB | REV.: P3

CHKD.: CB | DWG NO.: 552-PL-105

DRAWING TITLE: PROPOSED ROOF PLAN

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W: www.gpadlondonltd.com
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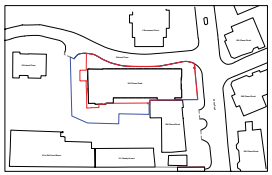
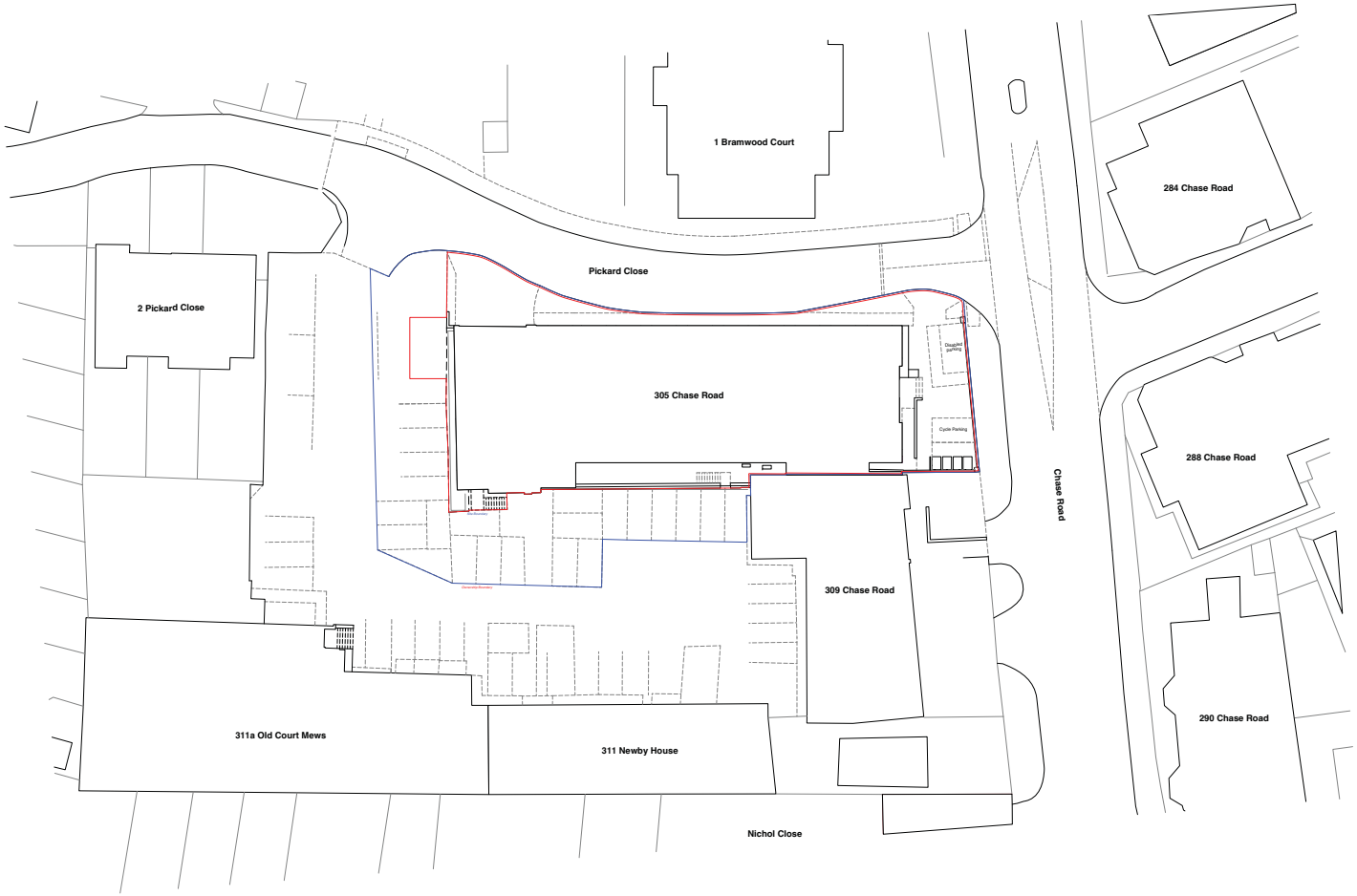


SITE LOCATION PLAN 1:1250@A1



SITE PLAN

PRELIMINARY

P2	26.11.19	Red Line amended
P1	28.07.17	Draft Permitted development plans
rev.	date	notes

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CLIENT
BROOKWAY PROPERTIES LTD.

PROJECT
305 CHASE ROAD, LONDON, N14 6LZ

TITLE
SITE PLAN

DWG NO **552-GA.02** | REV **P2**

DRAWN BY **SA** | SCALE **1:250@A1 & 1:1250 @A1**

CHECKED BY **JA** | DATE **AUGUST 2017**

T: 020 7549 2133
F: 020 7549 2144
E: info@gpadltd.com
W: www.gpadltd.com

2nd Floor
130 Old Street
Clerkenwell
London, EC1V 9BD

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FILE NAME | PRINT SIZE **A1**

Proposed New Flats

Flat 1 - 2 Bed - 63 sqm / 678 sqft
Flat 2 - 2 Bed - 65 sqm / 700 sqft
Flat 3 - 2 Bed - 67 sqm / 721 sqft
Flat 4 - 1 Bed - 42 sqm / 452 sqft
Flat 5 - 1 Bed - 46 sqm / 495 sqft
Flat 6 - 2 Bed - 91 sqm / 980 sqft
Flat 7 - 2 Bed - 65 sqm / 700 sqft
Flat 8 - 2 Bed - 65 sqm / 700 sqft
Flat 9 - 2 Bed - 67 sqm / 721 sqft
Flat 10 - 1 Bed - 43 sqm / 463 sqft
Flat 11 - 1 Bed - 46 sqm / 495 sqft
Flat 12 - 2 Bed - 91 sqm / 980 sqft
Flat 13 - 2 Bed - 65 sqm / 700 sqft
Flat 14 - 2 Bed - 65 sqm / 700 sqft
Flat 15 - 2 Bed - 67 sqm / 721 sqft
Flat 16 - 1 Bed - 43 sqm / 463 sqft
Flat 17 - 1 Bed - 46 sqm / 495 sqft
Flat 18 - 2 Bed - 91 sqm / 980 sqft

PROPOSED GROUND FLOOR PLAN

PRELIMINARY

rev	date	notes
P2	26.11.19	Red Line amended
P1	28.07.17	Draft Permitted development plans

gpad architecture & interior design

CLIENT
BROOKWAY PROPERTIES LTD.

PROJECT
305 CHASE ROAD, LONDON, N14 6LZ

TITLE
PROPOSED GROUND FLOOR PLAN

DWG NO **552-GA.03** REV **P2**

DRAWN BY **SA** SCALE **1:100@A1 1:200@A3**

CHECKED BY **JA** DATE **AUGUST 2017**

T: 020 7549 2133
F: 020 7549 2144
E: info@gpadltd.com
W: www.gpadltd.com

2nd Floor
130 Old Street
Clerkenwell
London, EC1V 9BD

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FILE NAME

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE		**Date:** 26th November 2019
Report of Head of Planning	Contact Officer: Andy Higham Sharon Davidson Josleen Ray	**Ward:** Upper Edmonton
Ref: 19/03044/RE4		**Category**: Major

LOCATION: 2 Anthony Way London N18 3JR

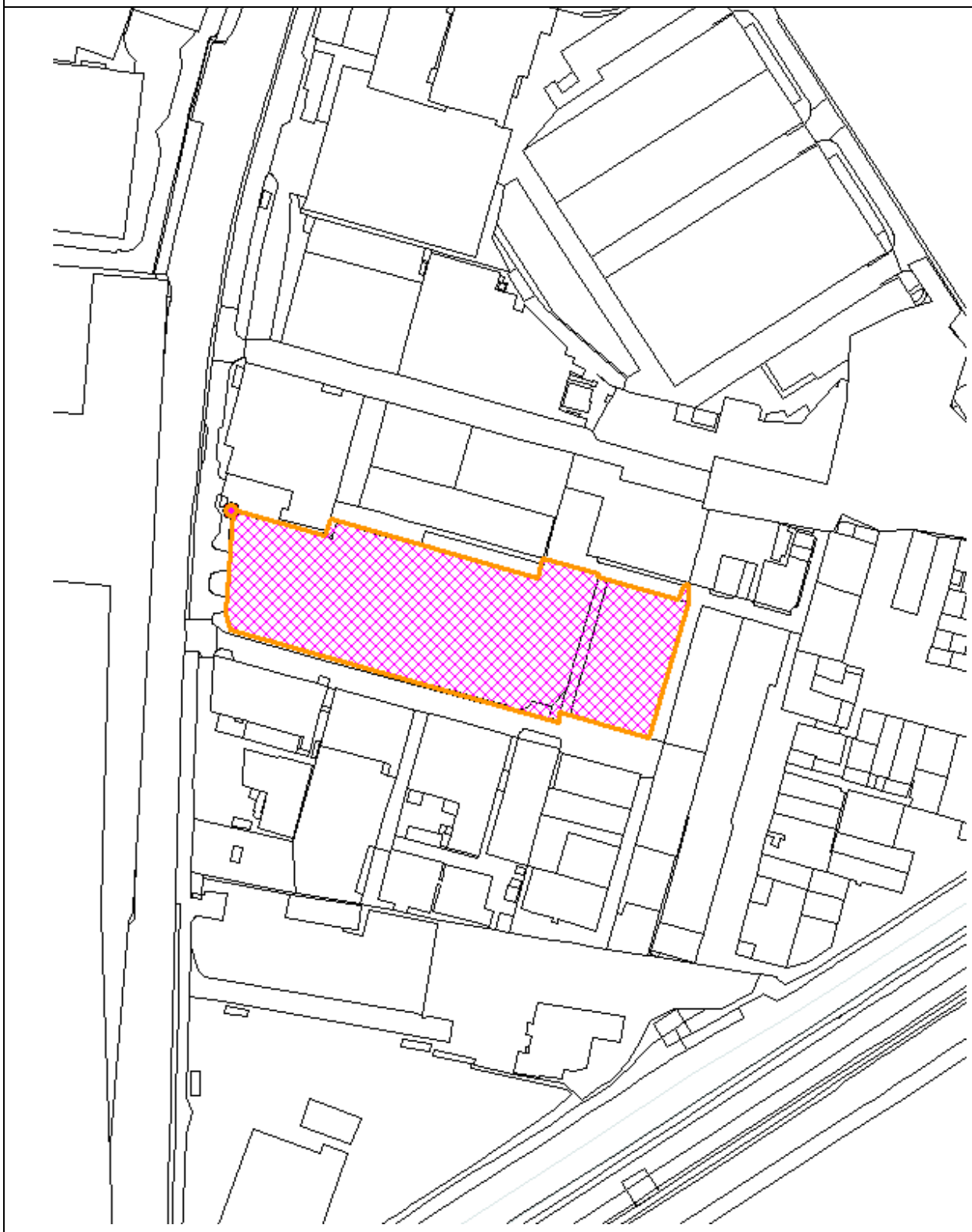
PROPOSAL: Refurbishment and alterations to a former vehicle testing building to provide light industrial workshop space and ancillary accommodation, including new cafe, erection of a new light industrial workshop building and link volume, roof canopy, with associated service yard, parking, storage area, and landscaping.

Applicant Name & Address:	**Agent Name & Address:**

RECOMMENDATION:

In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be GRANTED subject to conditions.

Ref: 19/03044/RE4 **LOCATION: 2 Anthony Way, London, N18 3JR,**



ENFIELD Council

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North

1. Note for Members

1.1 The application has been brought to the Planning Committee because the applicant is the Council, it constitutes a major development scheme and is on land owned by the Council.

2. Recommendation/Conditions

2.1 That In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be GRANTED subject to the following conditions.

1. Time Limit
2. Approved Plans
3. Fencing
4. Materials
5. Lighting
6. Landscaping
7. Retail floorspace limit
8. Delivery and service management
9. Car park management plan
10. Cycle Parking details
11. ECV details
12. Strategy for access and lighting improvements to Towpath and Towpath Road
13. Construction traffic management plan
14. Travel Plan
15. Refuse and recycling details
16. Treatment of containers
17. Full details and specification of the boiler and associated abatement/ filter
18. Air Quality mitigation
19. Full details of the frame structure to the roof terrace
20. Step-free access to be provided to the roof terrace
21. Full details of plant equipment
22. Control of dust and emissions

23, Remediation

24. Verification of remediation

25. Long-term monitoring

26. Previously unidentified contamination

27. SuDs infiltration

28, Piling and intrusive groundworks

29. Decommissioning of boreholes

30. SuDs strategy

31. SuDS verification

32. Archaeology WSI

33. BREEAM Standard Very Good

34. Clearance of vegetation and any habitats suitable for nesting should take place outside of bird nesting season

35. Bird and Bat boxes

36. Pre-commencement walkover survey required if works commence after April 2020

3. Executive Summary

3.1 The redevelopment of the site proposing flexible workspace for manufacturing and other B2 type uses is welcomed. It would bring back into use a vacant site, reusing and refurbishing an existing industrial building in a designated Strategic Industrial Location (SIL) as well as the Meridian Water Place Shaping Priority area for regeneration and would therefore re-introduce an industrial and active use on site that would intensify business activity and promote job creation in accordance with its land designation.

3.2 The coherent architectural approach to the existing and new parts of the building would contribute positively to the industrial character as well as providing an improved relationship with surrounding public realm. In particular, the enhanced visibility would improve the site's relationship with the Towpath and improve natural levels of surveillance in the area.

3.3 The use would be compatible with the surrounding business premises and would not impact on the continued successful operation of the SIL. Furthermore, it has been demonstrated that the proposals would not compromise the delivery of the proposed Central Spine Road and associated bridge infrastructure which is the subject of the Strategic Infrastructure Works planning application currently under consideration to support the Meridian Water regeneration.

3.4 With the mitigation measures secured through the conditions listed in this report, it is considered the proposals would have an acceptable impact on the environment.

4. Site and Surroundings

4.1 The application site is located on vacant industrial land to the east of the River Lee Navigation. It is bounded by Anthony Way to the south, Towpath Road to the west and Rivermead Road to the east. The site comprises the former VOSA site and part of the former Stonehill Industrial Estate. The former vehicle testing building remains on-site and would be retained and refurbished as part of the proposals. The Stonehill site is vacant with buildings on the estate being demolished between 2016-2017.

4.2 A range of existing industrial units lie to the south of Anthony Way including the existing workshop premises occupied by Building Bloqs. To the north is the largely cleared former Stonehill Estate (currently in Council ownership) while to the west of the Lee Navigation lies non-designated industrial land occupied by a range of industrial premises and currently the subject of an application for redevelopment as part of Phase 2 of the Meridian Water regeneration proposals.

4.3 The existing building on-site comprises the former inspection/maintenance workshop and a single storey wing of cellular offices. The building is surrounded by hardstanding previously used for staff parking and HGV traffic marshalling. There is a chain-link fence that secures the site.

4.4 The Stonehill portion sits to the east of the VOSA site and is 0.8m lower than the VOSA site. Previously the site accommodated a vehicle mechanics garage which fully occupied the plot. Access was from Anthony Way. While the building was demolished in 2016/17, the ground floor slab remains in place. The site is currently fenced off to prevent unauthorised access.

4.5 Vehicular access to the site is gained from Towpath Road and Anthony Way via Harbet and Hawley Road. There is a secondary access route that connects Rivermead Road to Harbet Road. However, this is not suitable for large vehicles. Pedestrian and cycle access is possible from the Towpath adjoining the River and Towpath Road.

4.6 The site is designated as Strategic Industrial Location (SIL) and is therefore safeguarded for SIL appropriate land uses e.g.B1,B2,B8. The site also falls within the Council's Meridian Water Placeshaping Priority Area for Regeneration where the delivery of new homes and jobs are promoted subject to planning consent.

4.7 The site is largely within Flood Zone 2 with the eastern most part falling in Flood Zone 3. It is also within an Area of Archaeological Importance and the River Lea Navigation is recognised as a Site of Metropolitan Importance for Nature Conservation.

5. Proposal

5.1 The proposal is to create a new and expanded workshop for a social enterprise company: Building Bloqs, who provide flexible and affordable open access workshop space. Building Bloqs currently operate from No. 4 Anthony Way but are in need of a larger premises with improved facilities. The project has funding from the GLA and is seen by the Council (in their role as applicant) as an interim project that will support the regeneration objectives at Meridian Water. Building Bloqs are expected to occupy the site for a minimum of 12 years.

5.2 The proposed development involves the following:

- Refurbishment and alterations to the existing building to provide light industrial workshop space and ancillary uses including reception, café, shop, workspace, offices and plant);
- Construction of a workshop extension with link volume to provide additional workspace space (GIA 1,200sqm) and plant areas;
- Formation of a service yard, parking and storage area on the eastern portion of the site (formerly occupied by part of the Stonehill Estate);
- Associated landscape improvements to the site, supporting the SuDS strategy for the project and improving the frontage to the Towpath and River environment.

5.3 A schedule of the proposed uses are provided below:

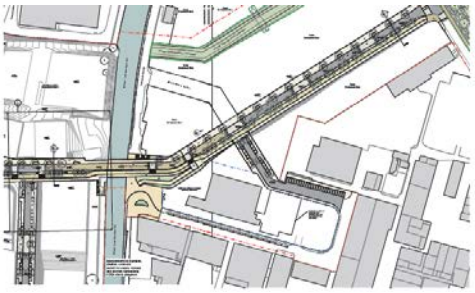
	Gross Internal Floor Area (m2)
Existing building	1,980
New workshop building and link volume (additional floorspace)	1,200
Total	**3,180**
Service yard, parking and storage area (gross area)	1,810m²
Courtyard (gross area)	232m²

5.4 The development will provide flexible workshop accommodation comprising rentable workbays and access to dedicated machine areas and other specialised making facilities. Use specific workshop studios will be provided (e.g. textiles, electronics etc) as well as areas of flexible workspace.

5.5 An on-site café is also proposed that will be for users of the site as well as being open to the public. A shop with a maximum area of 50sqm that would provide materials and consumables for the workshop users and a reception/ management office are also proposed. The site will operate from 8am-8pm and accommodate a maximum of 180 people.

5.6 The service yard to the east of the site will also accommodate container storage so that users of the workspace can store materials / other manufactured goods.

5.7 As detailed in the planning history below, there are current planning applications being considered for Strategic Infrastructure Works (SIW) to support and enable future development of the Meridian Water Placeshaping Area and the Meridian Water Phase 2 proposals. The SIW include the construction of the east/ west spine road that will connect the area and will incorporate several bridges, one of these will cross the River Lee Navigation at the Building Bloqs site. The boundary of the application site will be altered if the SIW works are consented and delivered and some of the land currently shown within the site will be given over to land requirements to deliver SIW bridge and road as shown below.



6. Relevant planning history

Application Site

6.1 15/02479/PADE – Prior Approval Not Required
Demolition of industrial buildings to include units 16, 107, 108, 3A, 3B, 4, 2, 10, J, blocks 9 and 10 and F block.
Stonehill Business Park (Unit 4 occupied the eastern part of the application site, the remaining units occupied land to the north of the application site)

6.2 19/01386/SO – EIA Not Required
Environmental Impact Assessment Screening Opinion Request under Part 2, Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to refurbishment of existing VOSA building to provide a light industrial workshop and ancillary accommodation, erection of a new light industrial workshop building and link volume, with service yard, parking and storage area.

Meridian Water – Phase 2 and Strategic Infrastructure Works

6.3 18/04932/SCOP – Scoping Opinion Issued by LPA

Request under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) for an EIA Scoping Opinion for Meridian Water Phase 2 for an outline planning application for a residential led mixed use development of approximately 2000 homes and Meridian Water Strategic Infrastructure Works including roads, bridges, remediation, earthworks, utilities and flood attenuation works.

6.4 19/02717/RE3 – Currently Under Consideration
Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leeside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leeside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works.

6.5 19/02718/RE3 – Currently Under Consideration
Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - ClassA1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved).

7. Consultation

Statutory and non-statutory consultees

Internal

Traffic and Transport

7.1 No objection subject to conditions which are included in the recommended conditions in part 2 of this report.

Environmental Health

7.2 There are unlikely to be any negative environmental impacts as a result of the development. No objection subject to conditions which are included in the recommended conditions in part 2 of this report.

SuDS

7.3 No objection subject to the imposition of a condition requiring a detailed SuDS strategy to be submitted which is included in the recommended conditions in part 2 of this report.

External

Natural England

7.4 Natural England responded advising they had no comments on the application.

Historic England GLAAS

7.5 No objections subject to condition which is included in the recommended conditions in part 2 of this report.

Environment Agency

7.6 No objections subject to conditions which are included in the recommended conditions in part 2 of this report.

Canal and River Trust

7.7 No objection is raised. However the Trust comment that Figure 2 of the applicant's Transport Statement identifies that the most direct existing cycle route between Meridian Water Station and the site is via the Enfield Designated Route that crosses the Lee Navigation to the south of the Meridian Water area. Whilst this route provides a valuable link, there is scope for improvements to be made. At present the link between the towpath and the bridge ramp is not a sealed surface which limits the attractiveness of the route in adverse weather conditions or poor visibility. The barriers to the west of the bridge would also benefit from a review and re-arrangement to better accommodate different cycling and pedestrian groups (e.g. cyclists with trailer bikes, pedestrians with pushchairs, people in wheechairs etc). We would welcome discussions with the Council about the most appropriate level of contribution from this development to local walking and cycling facilities. We suggest that such an approach is consistent wit policy 25 of the Enfield Core Strategy and policy E21 of the Edmonton Leeside AAP.

7.8 It is noted that the Transport Statement assumes the existing Building Bloqs site will not generate any trips once the proposed scheme is operational but we're not aware of any reasons why the existing site could not be operated by another company under the extant planning permission. Therefore, the estimated 46 additional cyclists, for example, may be in addition to the 13 that currently cycle to Anthony Way.

7.9 The Trust is also keen to discuss opportunities for towpath improvements to be secured through the outline and full applications for the recent applications for the next phases of the Meridian Water mixed-use regeneration.

Officer Response:

7.10 Full consideration of and response to the CRT comments are provided in section 9.4 of this report. In addition, the following comments are made:

A more comprehensive scheme for Towpath improvements is planned by the Council in connection with the regeneration of Meridian Water in addition to

the already funded central spine road subject of the SIW application (currently under consideration). The Council is therefore starting discussions with the CRT in relation to the wider programme of works that would more appropriately support the enhancements of the Towpath.

London Fire Brigade

7.11 The London Fire Commissioner has confirmed they are satisfied with the proposals.

Met Police

7.12 The applicant has met with the Met Police to discuss the security for the site and several detailed matters concerning building management security protocols that fall outside the scope of the planning application.

7.13 The Met Police recognise that the wider masterplan for surrounding plots will, on completion and to a degree during construction, offer a more active street scape which can assist with all forms of surveillance for this project.

7.14 The Met Police note that the existing structure offers challenges in regard to certified security products but are satisfied that with other mitigation a Secure by Design Commercial award could be achieved.

Thames Water

7.15 No objections.

Public

7.16 Site notices were posted close to the site on 10th October 2019. The application was also advertised in the local paper on 2nd October 2019. There were no comments received from any members of the public.

8. Relevant Planning Policies

8.1 The London Plan (2016)

4.4 Managing industrial land and premises
5.1 Climate change mitigation
5.2 Minimising carbon dioxide emissions
5.3 Sustainable design and construction
5.9 Overheating and Cooling
5.11 Green roofs and development site environs
5.13 Sustainable drainage
5.14 Water quality and wastewater infrastructure
5.15 Water use and supplies
5.16 Waste self sufficiency
5.21 Contaminated Land
6.3 Assessing the effects of development on transport capacity
6.9 Cycling
6.12 Road network capacity
6.13 Parking
7.2 An inclusive environment

7.3 Designing out crime
7.4 Local character
7.5 Public realm
7.6 Architecture
7.13 Safety, Security and Resilience to Emergency
7.14 Improving Air Quality
7.15 Reducing and Managing Noise
7.19 Biodiversity and access to nature

8.2 The London Plan – Draft

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The policies in the draft plan will grow in terms of the weight they can be given as the Plan procedures through the adoption process. The Plan has been subject to an Examination in Public and the report on individual policies is now with the Mayor for review. Certain policies if unchallenged will attract weight as a material consideration in determining applications. The following policies are of relevance:

D3 Inclusive Design
D10 Safety, security and resilience to emergency
D11 Fire Safety
D12 Agent of Change
D13 Noise
E5 Strategic Industrial Locations (SIL)
G5 Urban greening
G6 Biodiversity and access to nature
SI1 Improving air quality
SI2 Minimising greenhouse gas emissions
SI4 Managing heat risk
SI5 Water infrastructure
SI7 Reducing waste and supporting the circular economy
SI12 Flood risk management
SI13 Sustainable drainage
SI15 Water transport
SI16 Waterways – use and employment
SI17 Protecting and enhancing London's waterways
T1 Strategic approach to transport
T2 Healthy streets
T4 Assessing and mitigating transport impacts
T5 Cycling
T6.2 Office parking
T6.5 Non-residential disabled persons parking
T7 Deliveries, servicing and construction
T9 Funding transport infrastructure through planning

8.3 Core Strategy

SO2 Environmental sustainability
SO8 Transportation and accessibility
CP14 Safeguarding Strategic Industrial Locations (SIL)
CP20 Sustainable energy use and energy infrastructure

CP21 Delivering sustainable water supply, drainage and sewerage infrastructure
CP22 Delivering sustainable waste management
CP24 The road network
CP25 Pedestrians and cyclists
CP28 Manging flood risk through development
CP30 Maintaining and improving the quality of the built and open environment
CP31 Built and Landscape Heritage
CP32: Pollution
CP36 Biodiversity
CP37 Central Leeside
CP38 Meridian Water

8.4 Development Management Document

DMD19	Strategic Industrial Locations
DMD23	New Employment Development
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD39	The Design of Business Premises
DMD45	Parking Standards and Layout
DMD47	New Roads, Access and Servicing
DMD48	Assessing the Transport Implications of New Development
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD63	Protection and Improvement of Watercourses and Flood Defences
DMD64	Pollution Control and Assessment
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD75	Waterways
DMD76	Wildlife Corridors
DMD77	Green Chains
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

8.5 Other Relevant and Emerging Policy

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (2019)
- The Draft ELAAP
    - Policy EL15 Improving Existing Industrial Areas

- o Policy EL21 Improving the Quality of the Pedestrian and Cycling Environment
- o Policy EL27 Watercourses at Edmonton Leeside

9. Analysis

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

- Principle of the Development;
- Design and Appearance;
- Access, traffic generation and parking;
- Air Quality;
- Noise;
- Contamination;
- Sustainable Design and Construction;
- Biodiversity; and
- Flooding and Drainage.

9.2 Principle of the Development

9.2.1 Planning policy seeks to retain sufficient industrial, logistics and related capacity by protecting industrial floorspace capacity within Strategic Industrial Locations. The London Plan and Draft New London Plan (policies 4.4, E4 and E5) set out that appropriate industrial type activities in SIL should be supported. These include:

- storage and logistics/ distribution (Use Class B8),
- waste management and aggregates,
- utilities infrastructure,
- emerging industrial-related sectors,
- flexible (B1c/B2/B8) hybrid space to accommodate services that support the wider London economy and population.
- Low-cost industrial and related space for micro, small and medium-sized enterprises.

9.2.2 Local Plan policies CP14 *Safeguarding Strategic Industrial Locations* and DMD19 *Strategic Industrial Locations* also set out the protection that should be afforded to SIL in the Borough.

9.2.3 The proposed use of the site for affordable open access workshop space and ancillary workspace and storage would fall within B1c/B2/B8 use class categories providing low-cost industrial space for SME's. These industrial activities are wholly appropriate and encouraged within SIL as set out in the aforementioned policies. Indeed, Building Bloqs currently operate from a premise on the southern side of Anthony Way which is characterised by workshops and premises of an industrial nature.

9.2.4 The site also falls within the Upper Lee Valley Opportunity Area and the Meridian Water Placehsaping Priority area as designated in the Local Plan. As such the area is set to undergo significant regeneration growth and development over the plan period and will be in a state of flux. The Council are seeking to ensure that despite this period of change, land within the area remains productive and continues to contribute to employment which is

consistent with its current SIL designation as set out in Draft ELAAP policy EL15 *Improving Existing Industrial Areas*.

9.2.5 To facilitate the future growth of the area, the current SIW application seeks to provide strategic connections from east to west. Given the existing waterways, this also involves the construction of several bridges, one of which is proposed to cross the River Lee Navigation adjacent to the application site. This will result in some land take from the site if consented and delivered.

9.2.6 Plans have been provided to demonstrate that the business could still operate successfully with this road and bridge infrastructure in place and it would indeed provide more direct access to the site from the west. The industrial use of the site is therefore safeguarded should this strategic route be provided and similarly the proposals would not undermine the provision of better connections across the Placeshaping area to facilitate growth.

9.2.7 There are no current proposals for the redevelopment of the wider Harbet Road Industrial Estate however, the applicant anticipates that Building Bloqs will occupy the proposed buildings for a meanwhile period of around 15 years or until such time as more comprehensive redevelopment of the area may take place. Notwithstanding this, the site (and buildings) would remain capable for use by other industrial business uses and occupiers that would be compatible with the SIL designation subject to obtaining any relevant consents.

9.2.8 The proposal also seeks to provide an ancillary café and rooftop events space to support the employees on-site as well as those elsewhere within the industrial estate and will be open to the public during business hours (8am-8pm). These uses are considered to be ancillary to the functioning of the industrial use of the site and would provide a valuable supportive on-site amenity for workers at the site and in the nearby surrounding premises.

9.3 Design and Appearance

Layout

9.3.1 The proposals comprise 5 main elements;

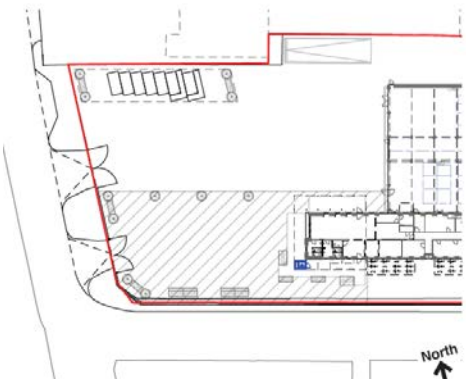
i) the re-use and upgrading of the existing maintenance building,
ii) a new purpose-built extension to provide additional workshop space,
iii) an external workshop courtyard space focused between the existing building and the new extension,
iv) a yard space (Riverside Yard) between the existing building and the entrance to the site from Towpath Road which provides some landscape enhancements and spill out space for the café
v) some additional and accessible parking, the service yard which will house container storage and provide principal servicing and delivery space.

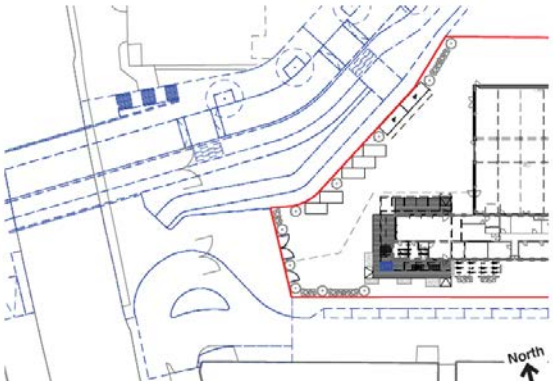
9.3.2 The layout of the site has been designed to respond to the existing and future context. On first occupation of the site, which is likely to be before the proposed SIW bridge has been constructed, the proposals would provide an improved relationship with the Towpath and River Lee Navigation. New signage would direct pedestrians and occasional vehicles into the site from

Towpath Road and a generous courtyard space would be provided adjacent to the café.

9.3.3 Whilst it is acknowledged that there is a significant set back of the existing building from the Towpath, the proposals have taken the opportunity to improve the engagement with the Towpath and water frontage as far as possible. In addition to the measures above, design features proposed to the buildings themselves also enhance the visibility and presence of the business activity at the site.

9.3.4 In the post-SIW scenario, the site boundary fronting the Towpath would be adjusted providing a closer relationship with the buildings and a reconfigured yard as shown below. The principal pedestrian entry point and vehicle access would be re-provided and the yard space reduced. The diagrams below demonstrate that the proposals would work in either scenario.





9.3.5 As shown above, parking (including accessible spaces) would still be provided in the yard in the post-SIW scenario and occasional deliveries would also still take place. A condition has been imposed to require a delivery and service management plan is put in place to control these activities at the front of the site to ensure there are no conflicts between vehicle movements and pedestrians using the spill out space and accessing the buildings.

9.3.6 The principal pedestrian entrance to the site would be on the western face of the refurbished building through the main reception and shop area. This space is predominantly glazed and provides a welcoming and legible point of arrival and entrance to the workshop.

9.3.7 The café space that projects forward of the main building would be painted to match the colour of the main workshop to improve the coherence between the different building elements. The existing half height windows on the northern façade facing Riverside Yard would be replaced with full height openable doors to provide better visual and physical connections with this space. This together with the glazed reception area, planters and signage would create a legible and prominent entrance.

9.3.8 The workshop space itself would be accessed through the reception area from Riverside Yard which provides a fully accessible entrance. A single retained roller shutter from the past use of the building located adjacent to the reception area would provide an additional entrance point if required. This

provides a core route and main circulation through the existing building and links into the new extension through the connecting link volume all the way to the delivery and servicing access.

9.3.9 Both workshop spaces would provide work bays of various sizes and specialised machine areas located either side of central circulation route marked either side by the roller shutter access points.

9.3.10 The service yard to the east of the building is 700-800mm lower than the finished floor level of the proposed new extension. As this will provide the main area for delivery and unloading it will include a loading apron for forklifts to be able to unload. A lift and external staircase are also provided however, the principal pedestrian access is from Towpath Road which is fully accessible.

Scale and Appearance

9.3.11 Local Plan policy DMD23 *New Employment Development* sets out the criteria against which new industrial development within SIL and LSIS will be permitted. This includes ensuring, amongst other matters that (c) the scale, bulk and appearance of the development is compatible with the character of its surroundings.

9.3.12 The extension would provide an additional 1100sqm of workspace compared to the existing which provides 1320sqm. This represents an intensification of the industrial use and a more efficient use of a currently vacant site which is welcomed. The proposals are able to maximise the use of the site and ensure that there is sufficient circulation and spill out space for all activities associated with the use. In particular the service yard to the east provides dedicated open work yard, servicing space and storage for workers to ensure the internal workspace can be maximised.

9.3.13 The new extension would have a mono-pitch roof that would be taller at the northern edge. It would reach a maximum height of 8.75m. The existing building has a maximum height of 7.3m with its main volume at a height of 6.1m. The link volume that connects to the existing and new spaces would have a height of 6.1m matching the existing building.

9.3.14 The resultant form is of an industrial character and scale that is compatible with the general area. Whilst the majority of buildings on former Stonehill Site have been demolished (which includes the eastern portion of this site and land immediately to the north) they are of a size and scale comparable to those that formerly occupied the land and of those found on the southern side of Anthony Way.

9.3.15 Each of the workshop elements are proposed to have a distinctive character through their detailing and use of material. In order to ensure coherence between them, a limited palette of materials is to be used all with an industrial character of profiled metal cladding and polycarbonate glazing systems.

9.3.16 The existing building frame structure will be retained. The glazing bars and wired glass would be replaced with aluminium glazing bars accommodating polycarbonate units. The existing fibre cement cladding will be replaced with black polyester powder coated profiled cladding panels. The same cladding panels will be installed in the east and west elevations (previously dominated

by roller shutter doors) with a new glazed entrance and reception area facing Riverside Yard.

9.3.17 The enhancements to the existing structure will improve its aesthetics, unify its appearance as well as enable installation of insulation while removing existing asbestos containing material. It will also provide an attractive entrance that will be viewed in conjunction with the metal frame above the café which gives the building prominence and enhanced visibility when viewed from the west announcing this industrial activity along the Towpath.

9.3.18 The new building would also be clad in a profiled aluminium cladding to build coherence between the 2 structures. Insulated polycarbonate glazing is proposed at a high level on the northern elevation and on the internal courtyard elevation. Whilst of a different finish to the refurbished building, the new workshop element would have a similar treatment in terms of materials and would have the same industrial character being proposed to the existing building.

9.3.19 The link structure between the new and existing buildings has been designed to be of a lighter weight appearance and would be finished in a coloured cellular cladding material. Large shutter doors are proposed to the northern and southern elevations which open onto the external work space and provide cross circulation.

9.3.20 Full details of materials are to be provided (as secured by condition) but the proposals are considered to be well considered providing high quality industrial buildings that would enhance the appearance of this part of the SIL and promote intensification and enhancement of the premises being provided. Furthermore, the proposals would respond well to the future road and bridge connection (should they be consented and delivered) by providing a coherent, characterful and active northern frontage that announces the industrial character of the site.

9.3.21 As discussed above the brickwork of the existing single storey wing that will accommodate the café and further workspace areas will painted. Windows on the north facing elevation will be replaced to improve the relationship of the building and the café with the rest of the site. A roof terrace is proposed on the roof of the café to provide additional amenity for users at the site. Associated with this is a new metal frame structure that would provide access to the deck via external stair and lift as well as providing an characterful feature that increases visibility of the site as well as providing an elevated area for signage for the Building Bloqs business.

9.3.22 The metal frame would be supported by a number of columns that would overhang the ground floor café and sit externally within the café spill out yard, creating further definition to potential outdoor seating areas. The structure would have an inherently industrial character and although not entirely functional would provide an interesting architectural feature signifying growth and intensification in the SIL and the Meridian Water Placeshaping Priority Area.

9.3.23 The service and delivery yard on the eastern part of the site would accommodate several double stacked containers. In contrast to the improved aesthetic of the site, the containers represent a more functional and practical requirement of the type of users promoted in SIL locations. The containers

would provide storage for users of the workshop space, where materials and works in progress could be securely stored. This facility ensures that the workshop spaces themselves are kept free of materials and clutter as far as possible and maximises workable space and area for specialised equipment.

9.3.24 Such storage facilities are not uncommon on SIL land and provide a safe and secure way of storing goods and materials. Whilst predominantly double stacked, the northern-most containers that would front a new access road should the SIW be consented, would be single level to ensure that the relationship with the footpath is not oppressive. A condition has been imposed to agree how the facades of the containers will be treated to ensure they have a coherent aesthetic to complement the rest of the structures on the site.

9.3.25 The plant for the buildings are to be sited to the south of the new workshop. They are presented as a series of oversized objects clad in corrugated aluminium sheeting.

9.2.26 The existing site is partly enclosed with a chainlink fence and in other areas by other security measure to prevent unauthorised access. The proposal includes installing matching chainlink fencing to the entire perimeter of the site. This is considered acceptable as it would provide a secure perimeter to the site as well as ensuring good visual permeability from surrounding areas ensuring an active relationship with the surrounding public realm.

9.2.27 It is anticipated that the boundary treatments will be upgraded following the delivery of the SIW if consented. A condition has been imposed to ensure details of any alternative fence and boundary treatments are submitted for approval to ensure they maintain an acceptable appearance and relationship with surrounding environs.

9.2.28 Signage on the Towpath Road facing fencing has been indicatively shown on the plans submitted. A condition has been imposed to require full details of signage on the fencing to ensure it responds positively to the Towpath and water corridor character.

9.4 <u>Traffic, Parking and Access</u>

9.4.1 Summary

Trip Generation

9.4.2 The application will see a maximum of 180 employees on site (an increase from 50 on their existing site). The Transport Statement (TS) assumes that there will be an 85% occupancy rate (as for the current site) so up to 153 employees will be on site at any time. There is then an assumption that restricting car parking onsite will limit the number of employees who can actually drive to the site to 12, which leads to 8 employee vehicle trips in each of the AM and PM peak periods. In order to ensure that this does not result in unmanaged parking on local streets a condition has been imposed to require a car parking management plan be put in place to control parking in adjoining roads.

9.4.3 TRICS data has been used to estimate delivery and servicing trips which equate to 12 per day. It is positive that travel by active and sustainable modes

(cycling, public transport and walking) is forecast to make up a significant proportion of daily trips.

9.4.4 Overall, even with higher than forecast vehicle trips, the proposed increase in trips rates, particularly considering the previous use of the site and its location adjacent to the strategic road network, is unlikely to have any significant impact on the transport network. The proposal is therefore considered acceptable in this regard.

Pedestrian and Cyclist Access

9.4.5 The site is adjacent to Towpath Road and the existing pedestrian and cycle route adjacent to the River Lee Navigation. Draft ELAAP policies 15 and 21 require that development adjacent to Towpath Road deliver improvements to the pedestrian and cycle route.

9.4.6 The proposed access is along Towpath Road and the towpath itself. This route is currently not well lit and has a prevalence of goods vehicles using the road. The Council are proposing an improved cycle route along Towpath Road to improve its safety and attractiveness to users. Given the reliance on this route for access, the applicant is required to contribute towards the delivery of enhancement measures to ensure safe access is provided.

9.4.7 Ordinarily the delivery of such enhancement measures would be secured through a legal agreement between the Council and the applicant. However, in this instance, the Council (albeit not the LPA) is the applicant and therefore unable to enter into an agreement with itself. As such a scheme for the delivery of the works would be secured by planning condition.

9.4.8 A condition has been imposed to require a detailed scheme be agreed to improve the lighting and access from the Towpath to Anthony Way to include providing priority crossing for cyclists. The scheme would include a scope of works up to a maximum of £25,000. The scheme shall also include consideration of the delivery of the SIW/ east-west spine route which will provide site access from the bridge and an improved access road and whether any interim measures should be provided.

9.4.9 The Canal and River Trust have also requested that the development contribute towards improvements to an existing bridge south of the site and some surfacing works to the towpath due to the increased use of the path by pedestrians accessing the Building Bloqs premises. These features are some distance from the site and in the context of the more comprehensive scheme for Towpath improvements that are planned by the Council in connection with the regeneration of Meridian Water, as well as the construction of the central spine road subject of the SIW (currently under consideration), it is not considered that these works are necessitated by the Building Bloqs proposal alone. The Council is in discussions with the CRT in relation to the wider programme of works that would more appropriately support the enhancements of the Towpath.

9.4.10 Various vehicle access points are proposed with the intention being that active modes should be segregated from vehicles as far as possible. This is a positive approach and is welcomed. Tracking has been provided to confirm that the access points are suitable for the largest vehicles likely to visit the site.

Car Parking

9.4.11 Policy DMD 45 seeks to minimise car parking and to promote sustainable transport options. The Council recognises that a flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets. Furthermore, a degree of flexibility is required to reflect different trip-generating characteristics.

9.4.12 The level of onsite parking being provided is below the relevant London Plan maximum so is policy compliant. This area of land is not adopted highway however, and as such any on-street parking is would not be enforced by the Council. A condition has therefore been imposed to require car parking management details are provided to ensure the uncontrolled parking is satisfactorily managed.

9.4.13 Two disabled parking bays are being provided which is in line with minimum requirements. These are sites within the Riverside Yard area and as close to the building as possible whilst allowing space for manoeuvring and occasional deliveries. In the post SIW scenario, the yard space is significantly reduced and as such a condition has been imposed to ensure delivery and servicing are managed appropriately to ensure safe pedestrian access points and circulation space around the building.

9.4.14 Electric vehicle charging provision in line with the London Plan is also required to be provided and details of the location of these spaces are secured by planning condition.

Cycle Parking

9.4.15 The provision of 46 cycle parking spaces is proposed to the south of the existing building. This is well in excess of the more stringent requirements in the Draft London Plan which is welcomed. A condition has been imposed to require full details of the secure and covered cycle parking facilities to ensure these are of a high quality as set out in the TS.

9.5 Air Quality

9.5.1 London Plan policy 7.14 and emerging London Plan policy SI1 seek to improve air quality. Development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and should ensure that where emissions need to be reduced, this is done on-site. Enfield Core Policy 32 states that the Council will work to minimise air pollution. DMD 65 states that permission will be refused for development which would have an adverse impact on air quality.

9.5.2 The application is supported by an Air Quality Assessment to assess the air quality impacts of the proposal which has been reviewed by the Council's Environmental Health Officer (EHO). The report states that the change in pollutant concentration attributable to the proposed biomass boiler is negligible for relevant pollutants (NOx and PM10).

9.5.3 However, the findings of the report are that the development is not air quality neutral for building emissions due to exceedances of NOx emissions above recommended benchmark. This is caused by the proposed biomass boiler

which would use waste wood generated on-site to heat the premises. In accordance with the Mayors SPG *Sustainable Design and Construction* mitigation measures are therefore required to be secured in the case of air quality exceedances.

9.5.4 The applicant has agreed to mitigation measures up to a cost of £15,000 to deliver permanent enhancements to air quality. These could be in the form of the installation of electric charging facilities or a green wall or other measures that improve air quality that may be agreed.

9.5.5 It is acknowledged that the proposed biomass boiler would result in emissions of NOx above the benchmark and whilst this reduces the waste produced by the business and therefore reduces transport emissions related to disposal of waste, it can have a detrimental effect on air quality. Notwithstanding this, the nearest sensitive receptors, existing residential properties on Banbury Road and Walthamstow Avenue, are far enough away from the site to conclude that the impact on these receptors would be negligible.

9.5.6 It is therefore considered that with the provision of the abatement equipment fitted to the plant for abating grit, dust, PM10, PM2.5 and nitrogen dioxide and the further mitigation measures in the form of £15,000 towards air quality enhancements, the impacts on air quality would be acceptable as confirmed by the Council's EHO.

9.6 Noise

9.6.1 Policy DMD 23 (a) states that new industrial development will be permitted in SIL where there is no adverse impact as a result of noise and disturbance.

9.6.2 A noise assessment accompanies the application. The Council's Environmental Health officer has confirmed that the proposal is acceptable in regard to noise and has raised no concerns or objections.

9.7 Contaminated Land

9.7.1 The site has a history of industrial use including joinery works, furniture works, waste disposal and timber wharf and as such there is a high risk of contamination that could be mobilised during construction to future users of the site or to pollute controlled waters. Controlled waters are particularly sensitive in this location as the site is within Source Protection Zone 1 and located on a Principle Aquifer and Secondary Aquifer A.

9.7.2 The applicant has submitted a Ground Contamination Desk Study and Preliminary Risk Assessment (Arup, Issue 1, dated May 2019), and other supporting documents. The Environment Agency have been consulted on the application and are satisfied that the information submitted demonstrates it will be possible to manage the risks to controlled waters. Further information is however required, and conditions have been imposed to require a risk assessment be carried out and an associated site investigation.

9.7.3 The Council's Environmental Health officer has reviewed the submission and is satisfied that the recommendations within the submitted report for an intrusive site investigation would address the risks posed to human health. This has been imposed as a condition within the recommendation.

9.8 Sustainable Design and Construction

9.8.1 The revised NPPF places an increased emphasis on responding to climate change, having regard to long-term implications for flood risk, coastal change, water supply, biodiversity and landscape, and the risk of overheating from rising temperatures.

9.8.2 Policy 5.2 of the London Plan, SI2 of the Draft London Plan and Enfield Core Strategy Policy 20 require major developments to include a detailed energy strategy and development proposals to minimise carbon dioxide emissions in accordance with the energy hierarchy:

1. Be lean: use less energy;
2. Be clean; supply energy efficiency;
3. Be green; use renewable energy.

9.8.3 An Energy Strategy has been submitted with the application setting out the applicant's approach to thermal comfort and modelling in regard to compliance with Approved Document L2B of the Building Regulations. Whilst the report does not include a calculation of the energy demand, it provides predicted annual carbon emissions, the Building Emissions Rate. This demonstrates that that the generation of heat through waste wood is an efficient and sustainable alternative to gas heating and provides 51% carbon emissions saving compared to a standard gas design.

9.8.4 The report includes measures used to minimise carbon dioxide emissions in accordance with the energy hierarchy. The following measures are incorporated:

- Use of natural ventilation rather than mechanical;
- Optimising solar and natural gains through glazing design.

9.8.5 Consideration has been given to the 'be clean' component of the energy hierarchy and Policy DMD52 which states major developments should connect to or contribute towards existing or planned Decentralised Energy Networks (DEN), in this case the planned heat network in the Lee Valley area. The report states that connection to the network has not been considered as it will be exclusively heated via waste wood. The volume of waste wood produced will meet the annual heating demand and it is not expected that waste/ surplus heat will be available to the DEN on the scale required by the network.

9.8.6 Local Plan policy DMD55 requires consideration of roof space for zero carbon technologies or green roofs and living walls in accordance with the 'be green' component of the energy hierarchy. The applicant has stated that other than the use of waste wood for use to heat the building, no other low or zero carbon technologies have been considered.

9.8.7 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. DMD50 and 51 require major development proposals to reach BREEAM excellent, moving towards Outstanding (expressed often as net zero carbon emissions).

9.8.8 The applicant has provided information to demonstrate that the proposal could achieve a Very Good BREEAM rating. The achievement of Excellent has been deemed by the applicant as not feasible for technical, but predominantly

financial reasons. They have stated that the significant costs (circa. £250,000 -£300,000) that would be required to achieve a higher BREEAM rating would result in the scheme being unviable.

9.8.9 The achievement of BREEAM Excellent would require significant upgrades to the existing building including retro-fitting insulation to walls and roofs and improvements to air tightness which would require replacement of the existing windows. The costs of which are deemed unviable for the project by the applicant.

9.8.10 In addition to the upgrades that would be required to the existing building, there are some credits that would be technically unachievable. These include public transport accessibility and proximity to amenities. The site location currently has poor PTAL and services given its industrial estate nature.

9.8.11 Whilst disappointing that the development could not meet a higher BREEAM rating, the financial and technical limitations are accepted. On balance it is considered that there are other benefits of reusing and adapting the existing building and requiring a higher energy performance could result in the project being abandoned. The acceptance of Very Good allows Building Bloqs to remain in the SIL and continue to provide flexible and affordable workspace for its users. Minimising running costs should ensure that costs are kept affordable for its customers.

9.8.12 The proposals are therefore considered to have been designed as far as possible to minimise energy demand and reduce carbon emissions in accordance with the local and London plan policies concerning sustainable design and construction.

Biodiversity

9.9.1 The revised NPPF states that all new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. Local Plan policy CP36 states that the Council will seek to protect, enhance or restore or add to biodiversity interests within the Borough, including green corridors and waterways, habitats and species identified at being of importance for nature conservation at a European, national, London or local level.

9.9.2 The site is adjacent to a wildlife corridor and the River Lee Navigation Site of Metropolitan Importance for Nature Conservation (SMINC) and policy DMD76 of the DMD states that development that falls within or abuts a wildlife corridor will only be permitted if the proposals protect and enhance the corridor.

9.9.3 An Ecological Impact Assessment which included a Phase 1 Habitat Survey has been submitted with the application which considers the impact of the development on the SMINC as well as protected species that may be present on or commute through the site.

9.9.4 The report found that the existing building had negligible potential to support roosting bats but noted the River Lea provides commuting features and foraging resources.

9.9.5 The scattered scrub on the site has the potential to provide suitable nesting habitats for common birds. Feral pigeons were found to be nesting in the roof

beams in the existing building. Whilst the desk study found that black redstart had been recorded within 100m of the site, the site itself provides only limited foraging opportunities for this species, and due to a lack of suitable nesting habitats (ledges on buildings or holes or crevices within walls) it is considered unlikely that this species would be utilising the site.

9.9.6 In accordance with the Wildlife and Countryside Act 1981, all habitats and features suitable for nesting birds should be removed outside of bird-breeding season (March-August inclusive). If any active nests are found they will need to be protected until the young have fledged in consultation with an ecologist. A condition has been imposed to secure this.

9.9.7 The report makes the following recommendations in relation to Biodiversity:

- A pre-commencement ecological walkover would be required in the event that the works do not commence within 12 months of the report (April 2020);
- Installation of bird and bat boxes on building facades suitable to accommodate priority species within the Enfield BAP such as house sparrow and bats.

These measures are secured by planning condition.

9.9.8 The report concludes that given the limited works proposed and the distance from the SMINC the proposals would have no adverse impacts on this or other nearby designated sites subject to standard good practice for construction.

9.9.9 With the recommendations above secured by condition the development would be acceptable in relation to biodiversity.

9.10 Drainage and Flooding

9.10.1 The revised NPPF states that all major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

i) Take account of advice from the lead local flood authority;
ii) Have appropriate proposed minimum operational standards;
iii) Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
iv) Where possible, provide multifunctional benefits.

9.10.2 Policy DMD61 specifies that a drainage strategy would be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All development must maximise the use of, and where possible, retrofit Sustainable Drainage Systems (SuDS).

9.10.3 The Flood Risk Assessment submitted with the application includes a drainage strategy and SuDS measures are included within the proposals. These include designing the service yard surface to create drainage falls as well install 3 rain gardens. Planters are also proposed to accommodate additional water storage.

9.10.4 The Council's SuDS officer has confirmed that the approach to SuDS is acceptable and has requested a detailed strategy be submitted prior to

commencement. A condition has therefore been imposed to require full details of the final strategy and a further condition to ensure that the approved strategy is implemented as agreed.

9.10.5 The site is predominantly in Flood Zone 2 with some parts of the site falling within Flood Zone 3. The NPPF states that local planning authorities should ensure that when determining planning applications flood risk is not increased elsewhere. The FRA demonstrates that flood risk from all sources can be managed and mitigated without adverse impact elsewhere. Recommendations to further minimise flood risk include:

- Maintaining existing site levels
- Critical infrastructure to be placed on plinths above the flood level with the area under the plinth allowed to flood;
- Arrangement of storage containers and their contents to be carefully considered;
- Extension to be flood resilient to allow flooding with minimal impact;
- Utilise building materials with improved resilience characteristics;
- Install electrical sockets above flood level to minimise damage; Occupants should register and sign up to the flood warning system.

9.10.6 The SuDS officer has reviewed the FRA and has confirmed that the proposals are acceptable particularly given the above ground SuDS measures would provide additional flood storage. The EA have been consulted and have raised no objections in relation to flood risk. Regard has been paid to the EA's standing advice and the proposals are considered acceptable in relation to flood risk.

9.11 Community Infrastructure Levy

9.11.1 As of the 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.

Mayoral CIL

9.11.2 Since April 2019 the Mayor of London has been charging CIL in Enfield at the rate of £60 per sqm.

In this instance the development is CIL liable. The amount of CIL payable based on 1,198sq.m of new floor space would be £108,303.498 based on the BCIS figure of 336.

Enfield CIL

9.11.3 As of 1st April 2016 Enfield has been charging CIL. In this instance the development is not CIL liable as industrial floorspace has a nil CIL charge rate.

10. Conclusions

10.1 The proposed development for industrial business use on this vacant site within the SIL is considered to be an efficient use of the site in keeping with the character of the area and consistent with its land designation. The architectural approach is of a high quality and responds well to the Council's

aspirations for the regeneration of the area and flagship new business development and intensification.

10.2 The proposals are consistent with the planning policy and in particular have no conflicts with the Draft ELAAP which continues to safeguard this site for industrial purposes as SIL as well as safeguarding the location of the central spine infrastructure.

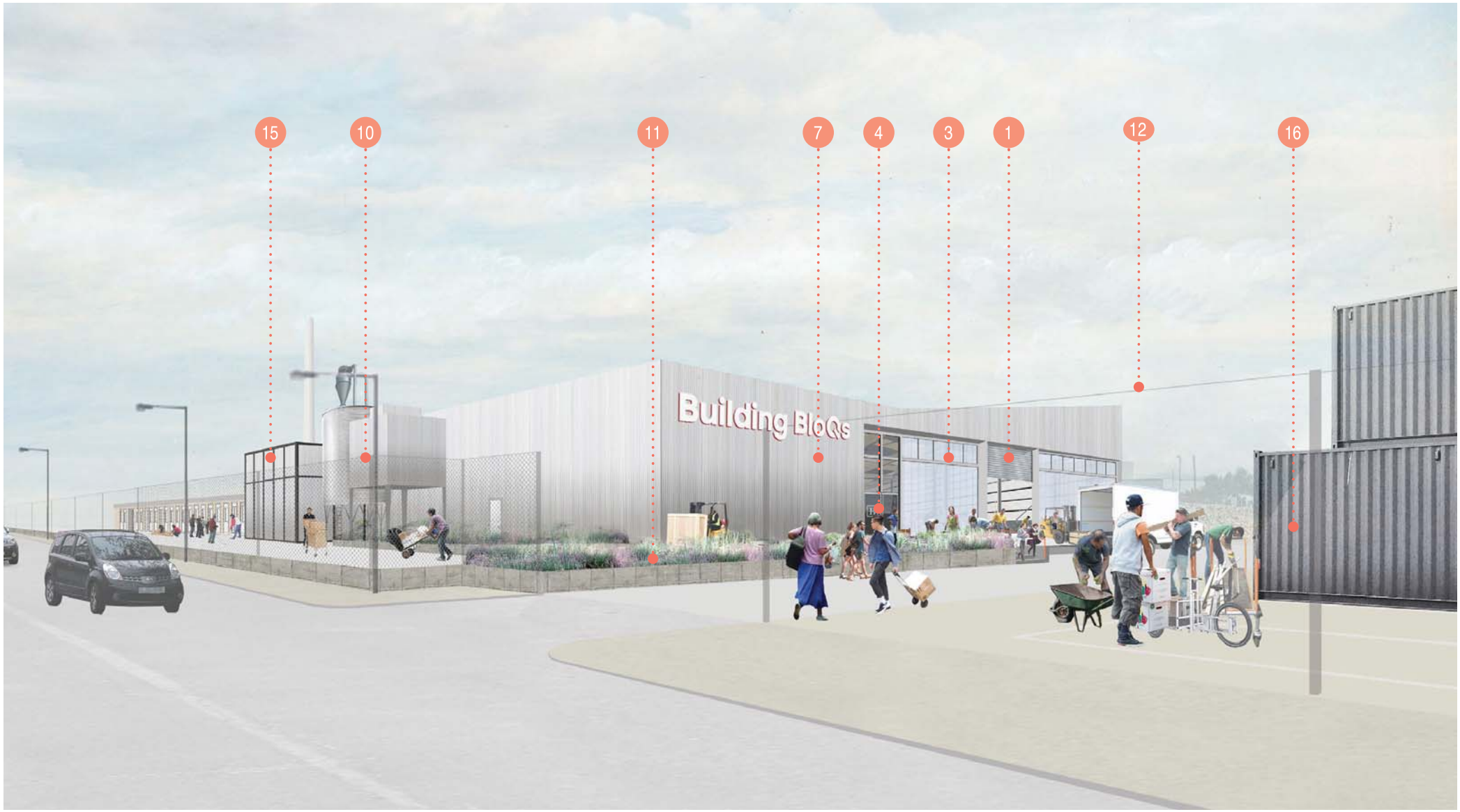
10.3 Conditions have been imposed to ensure that the development would have a limited impact on environment, including air quality and the adjoining Towpath and the ecological corridor of the River Lee Navigation.

10.4 The proposals have also demonstrated that suitable parking, access and servicing would be provided, and that the development would have no adverse impacts on the local or strategic highway network. In addition, the development has been designed to reduce its impact on climate change as far as possible within the constraints of this refurbishment project.

10.5 Having regard to the mitigation secured by the recommended conditions, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.

Cafe
Workshop

7.5 SERVICE YARD



Above: Illustrative view of the proposed new extension from the service yard

Below: Northern elevation fronting the future Access Road (looking south)

Above: Proposed interior view of the existing VOSA building looking towards the link building

Above: The VOSA site within the broader Meridian Water regeneration area.

Above: Building BloQs' existing location, the VOSA and Stonehill site within the context of Meridian Water's east bank

1. View towards the western elevation of the existing VOSA building and side wing

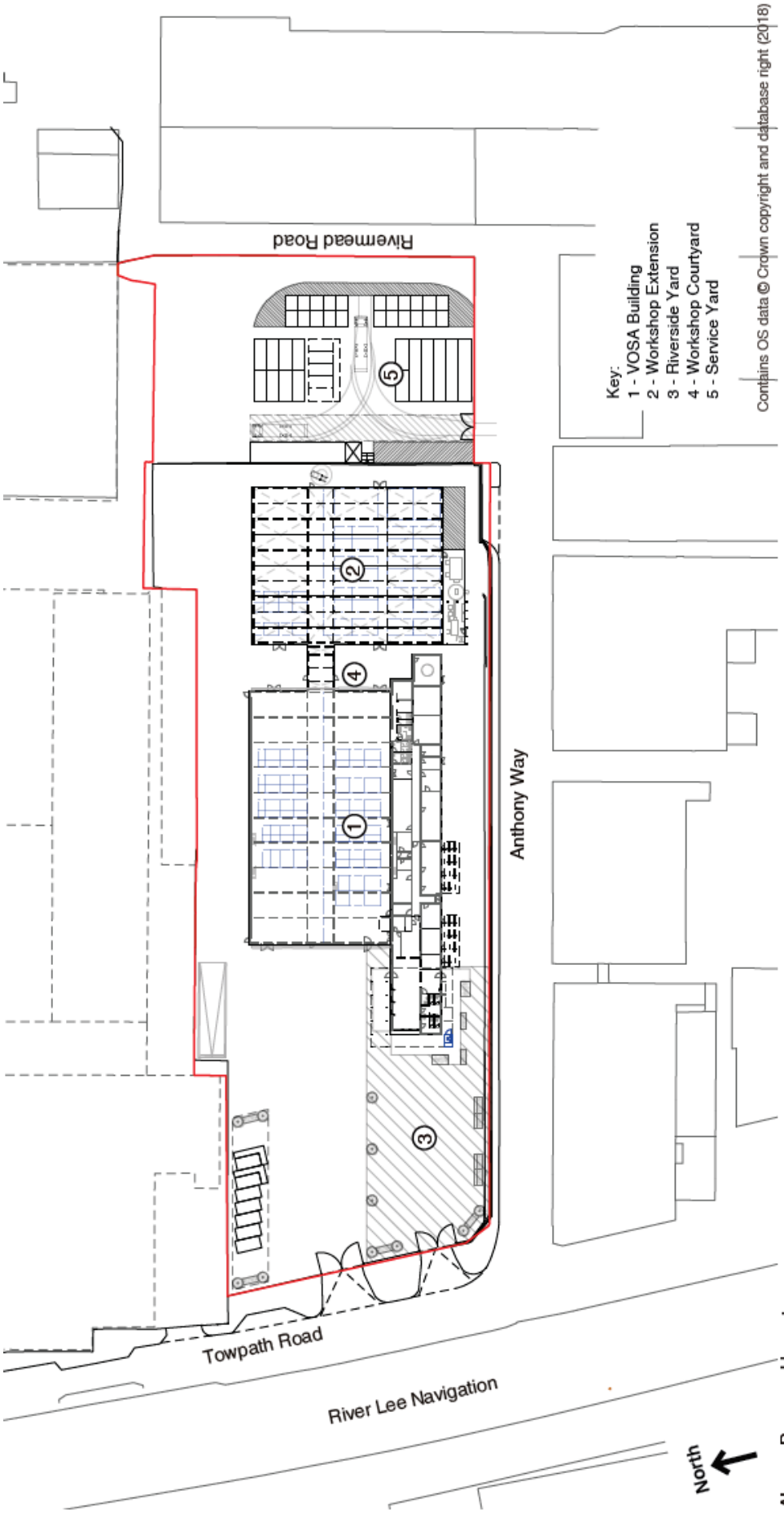
4. View towards existing VOSA building from the existing riverside entrance (source: Google).

6. View from Anthony Way looking west (source: Google).

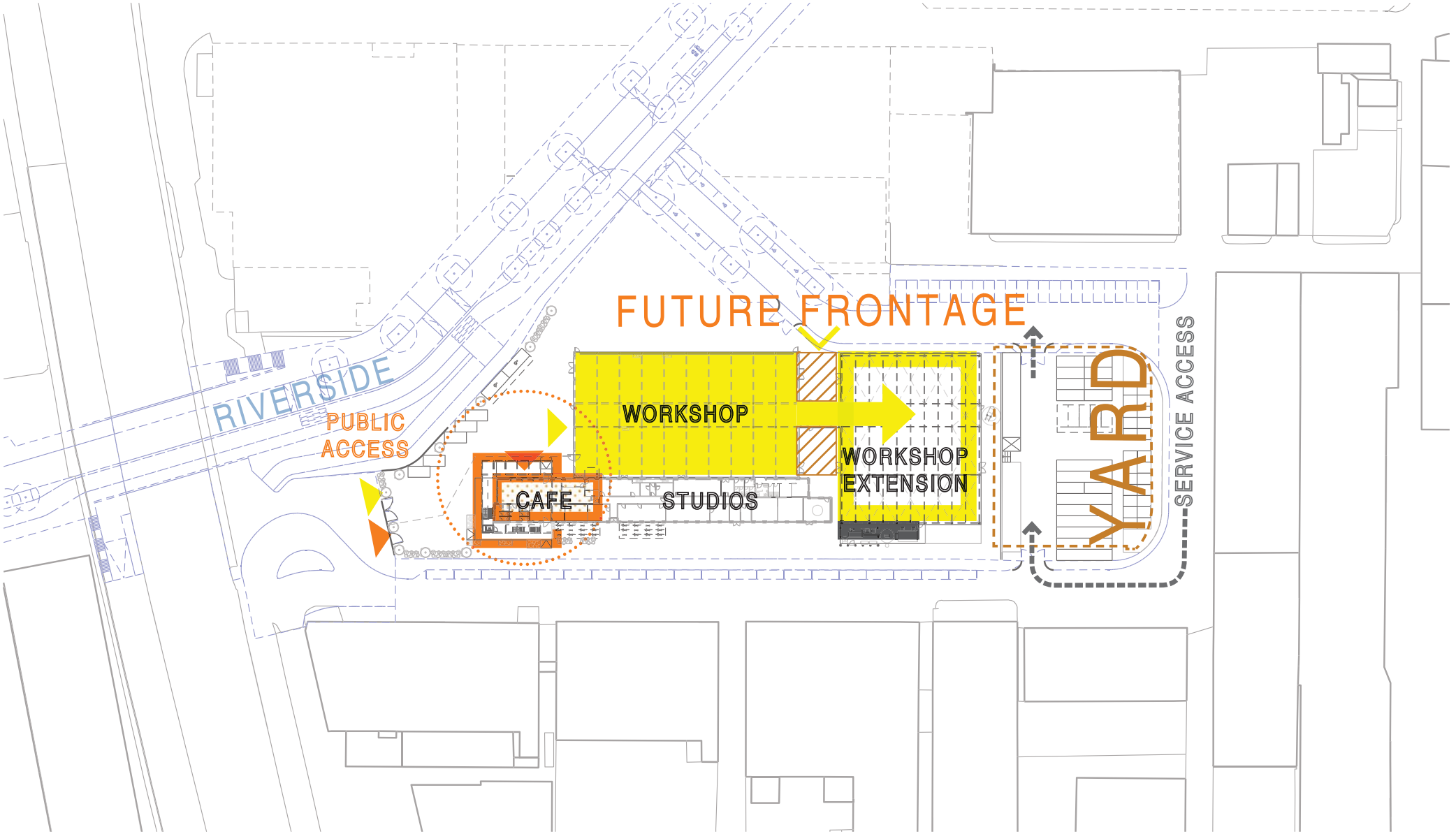
2. View towards the eastern elevation of the existing VOSA

3. View towards the northern elevation of the existing VOSA

5. View towards Towpath road looking south (source: Google).

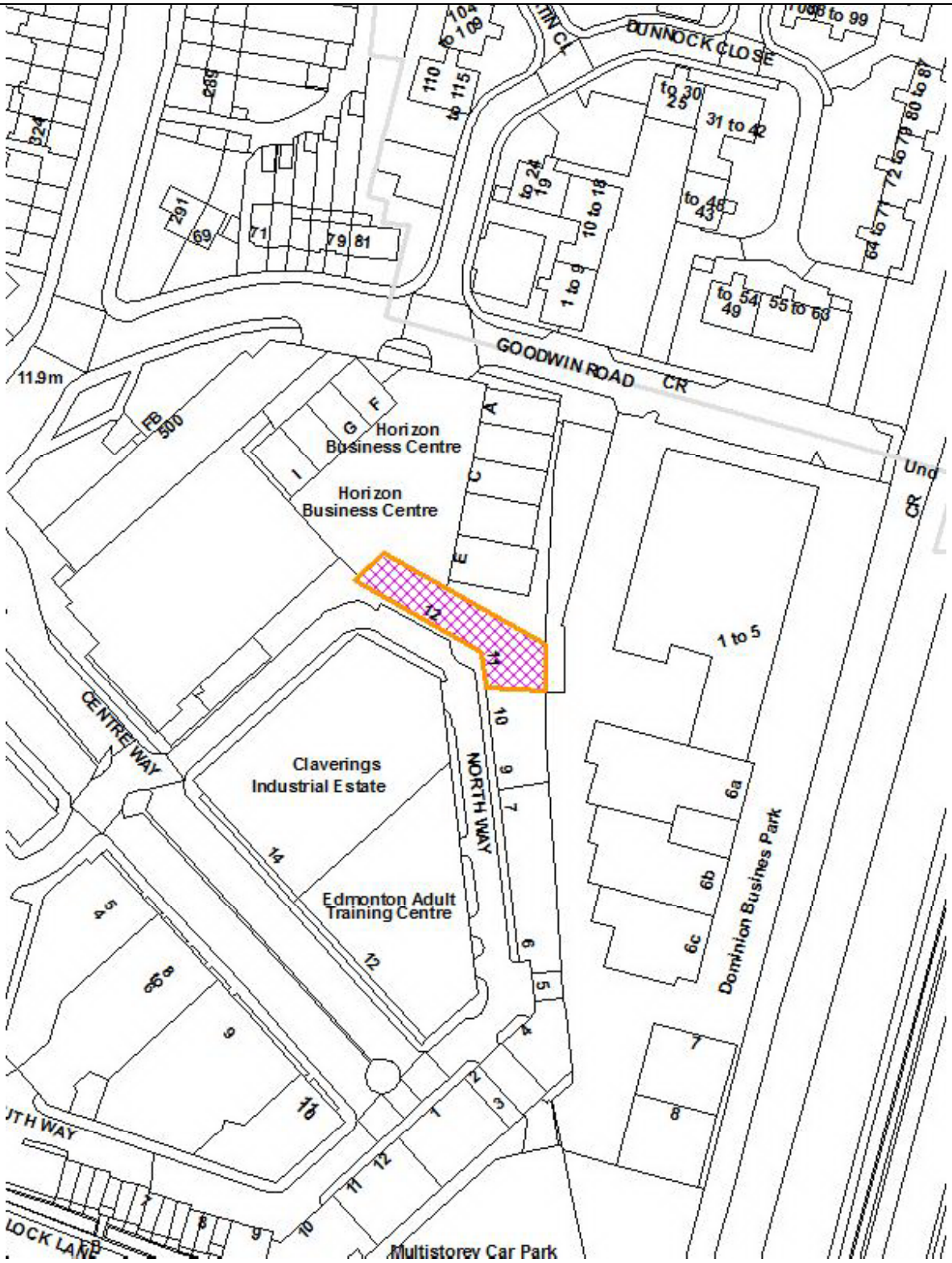


Above: Proposed layout.


FUTURE FRONTAGE
RIVERSIDE
PUBLIC ACCESS
WORKSHOP
WORKSHOP EXTENSION
CAFE
STUDIOS
YARD
SERVICE ACCESS

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE	**Date:** 17 December 2019	
Report of: Head of Planning	Contact Officer: Andy Higham Claire Williams Alex Johnson	**Ward:** Lower Edmonton
Application Number: 19/03595/RE4	**Category**: Change of Use	
LOCATION: 12 North Way, London, N9 0AD		
PROPOSAL: Change of use of ground floor from light industrial (B1) to a homeless shelter (SUI Generis) for a period of a maximum of six months.		
Applicant Name & Address: Mr Dean Butti London Borough of Enfield Silver Street Enfield EN1 3ES	**Agent Name & Address**: N/A	
RECOMMENDATION: That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** deemed consent subject to conditions.		

Ref: 19/03595/RE4 **LOCATION: 12 North Way, London, N9 0AD,**



ENFIELD Council

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Scale 1:1250

North

1. Note for Members:

1.1 Although an application of this scale and nature would normally be determined under delegated authority, the application is reported to Planning Committee because the application is submitted by the Council's Property team.

2. Recommendation

2.1 That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** deemed consent subject to the following conditions

1. Time Limited Permission – Temporary permission for a maximum of 6 months

2. Development to be carried out in accordance with approved plans and documents.

3. Executive Summary

3.1 The report seeks approval to a change of use of the existing ground floor light industrial unit (Class B1) to a shelter for homeless persons over the winter period. The permission is sought for a period of 6 months.

3.2 The reasons for recommending approval are:

i) The proposed development would provide specialist accommodation over the winter months for homeless people in Enfield for which there is an identified need.
ii) The proposal would make efficient use of the existing vacant industrial unit for a temporary period providing a beneficial meanwhile use
iii) The temporary nature of the proposed use and the vacancy of the premises, would not harm the vitality and viability of the designated locally significant industrial site
iv) The proposed change of use is not considered to detract from the function of the locally significant industrial estate nor result in any adverse effects on the amenities of nearby and neighbouring occupiers
v) The proposal raises no design or transportation considerations which would render the proposal unacceptable.

4. Site and Surroundings

4.1 The site comprises an existing vacant light industrial unit which is situated in the Claverings Industrial Estate. The application site is an irregular shaped plot located on the northern side of North Way and is surrounded by a mixture of industrial, commercial and community uses.

5. Proposal

5.1 Permission is sought for a temporary 6 month period, to change the use of the ground floor of the premises from a B1 light industrial use to a homeless shelter (Sui Generis).

5.2 In more detail, the proposal would comprise:

- Dormitory Area for up to 20 people
- Male and female restrooms
- A disabled restroom
- Shower Rooms
- Office Space
- Kitchen areas

5.3 The proposal has been submitted by the Council to address the issue of homelessness in the borough over the winter months. It is grant funded by the GLA and is a joint venture involving other key stakeholders including the NHS, Thamesreach, the Metropolitan Police, the GLA and the Ministry of Housing, Communities and Local Government. On a day to day basis, the Shelter will be run by an organisation called 'All People All Places'

5.4 The shelter will focus on addressing homelessness experienced by Central and Eastern Europe (CEE) nationals who are typically exploited in unregular and/or unregulated work or unemployed. Consequently, many end up in unsuitable living conditions and have an increased risk of substance abuse and mental illness.

5.5 The shelter would operate between 17:00-09:00 and will provide access to a communal dormitory area as well as shower and bathroom areas. Breakfast and evening meals will also be provided.

5.6 The site has been selected due to its close proximity to other Council services, transport links as well as access to parking and potential regulated employment.

5.7 During the 6 month operating period, the proposal will also provide an opportunity for rough sleepers to access further support and permanent accommodation.

6. Relevant Planning History

6.1 None.

7. Summary of Key Reasons for Recommendation

i) The principle of a homeless shelter for a temporary period of up to six months is considered acceptable and would not harm the function of the industrial estate.

ii) The hostel would provide accommodation for vulnerable homeless residents in Enfield during winter months, for which there is an identified need.
iii) The proposal would make a positive beneficial use of a vacant building
iv) There is no adverse impact on neighbouring residential amenity
v) There are no adverse effects on highway safety or traffic generation

8. Consultation

Public :

8.1 Consultation letters were sent to 55 neighbouring properties. In addition, notice was published in the local press. No comments have been received.

Internal Consultees:

8.2 *Environmental Health:* No objection. There is unlikely to be a negative environmental impact from this temporary use and in particular there are no concerns regarding air quality, noise or contaminated land.

8.3 *Transportation:* No objection.

9. Relevant Policies

9.1 London Plan (2016)

3.1	Ensuring equal life chances for all
3.2	Improving Health and Addressing Health Inequalities
3.3	Increasing Housing Supply
3.8	Housing Choice
4.4	Managing Industrial Land and Premises
5.3	Sustainable design and construction
5.12	Flood risk management
5.13	Sustainable drainage
5.17	Waste Capacity
6.3	Assessing effects of development on transport capacity
6.10	Walking
6.11	Smoothing traffic flow and tackling congestion
6.13	Parking
7.1	Lifetime neighbourhoods
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.13	Safety, Security and Resilience to Emergency
7.15	Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

9.2 The London Plan – Draft

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The current 2016 (The London Plan consolidated with alterations since 2011) is still the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions. The significance given to it is a matter for the decision makers, but it gains more weight as it moves through the process. It is anticipated that the publication of the final London Plan will be in February/March 2020, and as such its weight, as a material consideration, is increasing.

Of particular relevance is GG2 – Making the Best Use of Land and E4- Land for industry, logistics and services to support London's economic function, D11 – Fire Safety, H4 – Meanwhile Use and H14 – Supported and Specialised Accommodation

9.3 Core Strategy

CP2	Housing Supply and Locations for New Homes
CP4	Housing Quality
CP5	Housing Types
CP6	Meeting Particular Housing Needs
CP22	Delivering Sustainable Waste Management
CP24	The Road Network
CP25	Pedestrians and Cyclists
CP28	Managing Flood Risk Through Development
CP30	Maintaining and improving the quality of the built and open environment

9.4 Development Management Document

DMD15	Specialist Housing Needs
DMD20	Locally Significant Industrial Estate (LSIS)
DMD21	Complementary and Supporting Uses within SIL and LSIS
DMD 37	Achieving high quality and design-led development
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD 68	Noise

9.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidance (NPPG)
- London Plan Housing SPG

10. Assessment

10.1 The main issues arising from this proposal for Members to consider are:

1. Need
2. Impact on Industrial land / Suitability of Premises
3. Quality of Accommodation
4. Impact upon Neighbouring Occupants
5. Transport

Need

10.2 The Homelessness Act 2002 places a duty on the Council as the local housing authority to formulate a homelessness strategy, which must include provisions for securing satisfactory support for people who are homeless or those who have been housed and who need support to prevent them becoming homeless again.

10.3 There is no specific policy relating to the provision of homeless accommodation but the Councils Core Strategy outlines within Policy CP6, the importance of delivering specialised housing need across Enfield *'The Council, with its partners, will develop flexible and accessible accommodation services that meet the local housing needs of vulnerable adults'.* This extends to provision homeless accommodation.

10.4 In addition, Policy DMD15 provides further guidance on the criteria against which the acceptability of new specialist housing should be assessed. This includes

i) meetings an identifiable need;
ii) the suitability of the property;
iii) residential amenity is preserved;
iv) there is not an over concentration of such uses in the vicinity
v) the development is adaptable and fully accessible and is capable of meeting client needs;
vi) the development is well located and accessible to local community facilities and infrastructure

10.5 In terms of need, the application is accompanied by a supporting statement which summarises the need for the proposed shelter and in particular, identifies following a verified rough sleeper count in September 2019, 47 rough sleepers, 44 of which were CEE nationals, many of which were living in groups of cars and vans. It also highlights that Enfield has the fourth highest number of rough sleepers in London and the seventh highest number in England.

10.6 Enfield has seen a significant increase in rough sleepers over the last two years and one of the Councils key corporate objectives which is reflected in adopted policy, is to reduce homelessness in the Borough. It is therefore considered the proposed hostel would meet an identified specialist housing need.

10.7 In terms of location, the building is situated in an area with the highest concentration of rough sleepers and the delivery of this Shelter would assist in addressing the issue of homelessness. The Shelter will provide accommodation and support to all client groups of rough sleepers, notwithstanding the acknowledged focus on targeting, engaging and

supporting CEE rough sleepers. Those using the facility will be assisted to access longer term accommodation where appropriate.

10.8 It is considered therefore there is sufficient evidence to demonstrate an identified need for the proposed homeless shelter and thus, the proposal is considered acceptable on this ground.

Suitability of Location

10.9 The proposal is located within a designated locally significant industrial site. As a result, regard has been given to the suitability of this location and the use of light industrial premises as a homeless shelter upon the function and vitality of the industrial estate.

10.10 The London Plan advises within policy 4.4 of the importance of managing industrial land appropriately. In this respect, DMD policies provide guidance on developments affecting locally significant industrial sites and state in DMD 20 that *'Proposals involving the loss of industrial uses within LSIS will be refused, unless it can be demonstrated that the development site is no longer suitable and viable for its existing or alternative industrial use in the short, medium and long term'.* The policy goes onto advise that where this can be demonstrated, any proposal must not harm the industrial function of the area, the proposal provides elements of employment generating uses and the proposal is well designed in relation to its surroundings.

10.11 It is accepted that the proposal would involve the loss of a light industrial premises. Although contrary to the objective of DMD 20, it is felt significant weight can be given to the fact the premises are vacant and has been so for some time. In addition, the proposal is for a temporary period after which the proposal would revert to its current lawful use. Given that there are no external alterations or significant internal modifications, it is considered the proposal would not result in any long term harm to the continued industrial function of this designated locally significant industrial land. IT is also felt the use would not impact on the function of neighbouring and nearby industrial premises and it must be noted that no objection shav been received.

10.12 To reinforce this position, a condition is to be imposed requiring the use to cease after a six month period enabling the premises to revert to its current lawful use.

10.13 Given the purpose and temporary nature of the proposed use, the temporary loss is accepted without the need for any other mitigation having regard to the Council's adopted s106 SPD.

10.14 It must also be recognised that although the Claverings Industrial Estate contains a variety of light industrial uses as well some community/ commercial uses, the proposed use would not result in an over concentration of such uses detrimental to the character and function of the locality.

10.15 A further requirement of DMD 15 is that the location is accessible to local community services and infrastructure. There are local services in Town Road and the specific needs of the users of this facility will be directly met by the operators of the hostel alongside other public partners.

Standard of Accommodation

10.16 There are no policies that specify residential standards for homeless hostels. Some weight however has been given to guidance provided by the charity Shelter *'Assessing Suitability: Type, Standard and Affordability'.* In deciding whether hostels are suitable accommodation, the Code of Guidance stresses that they offer short-term accommodation. The guidance goes on to state that '*Refuges should normally be used only as a temporary measure and only for people who wish to stay in one'.*

10.17 It is noted that the proposed shelter does not provide any self-contained units but provides a shared dormitory, communal bathrooms and showers and a kitchen that would allow staff to prepare a hot evening meal and provide a breakfast for users of the shelter.

10.18 This is a temporary use and would only offer short term accommodation over the winter months. Furthermore, the applicant has clarified that users of the shelter will be encouraged to seek more permanent forms of accommodation after the shelter closes.

10.19 The proposed layout is considered to be functional and practical and would adequately meet the needs of users and staff.

Design and Appearance

10.20 The proposal involves no external alterations.

Impact on Amenity

10.21 The hostel will be open between the hours of 17:00 to 09:00 and be used by up to 20 people. Given the industrial character, it is considered the proposal would not result in any adverse noise or amenity impacts. Furthermore, Council's Environmental Health officer has raised no objections in relation to noise impacts associated with the proposed use.

10,22 It is also considered the nature of the use will not impact on the amenities and operation of neighbouring commercial / industrial users.

Transportation Impacts

10.23 No objections have been raised to the proposal given the parking serving that could be generated by the lawful light industrial use of the premises. The proposed use is likely to generate less demand for parking and serving which can be met within the estate

11. CIL

11.1 Due to the nature of the proposal, there is no CIL liability.

12. Conclusion

12.1 The proposed use of the premises as a temporary hostel for homeless persons is considered acceptable having regard to adopted policy and the

presumption set out in the National Planning Policy Framework (NPPF), in favour of sustainable development.

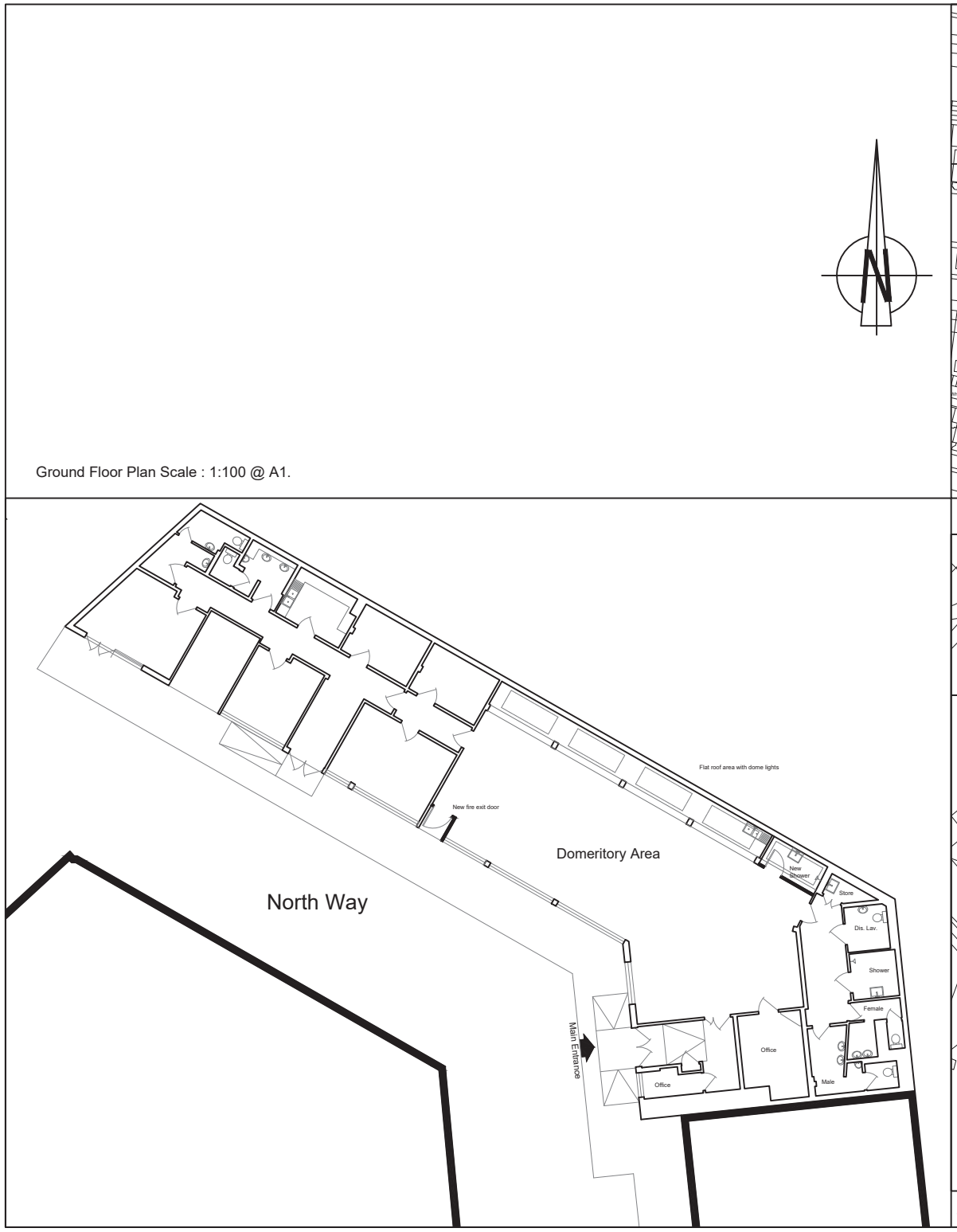
11.2 The proposed development is considered to make efficient use of currently vacant premises to make a positive contribution towards meeting specialist homeless accommodation in Enfield.

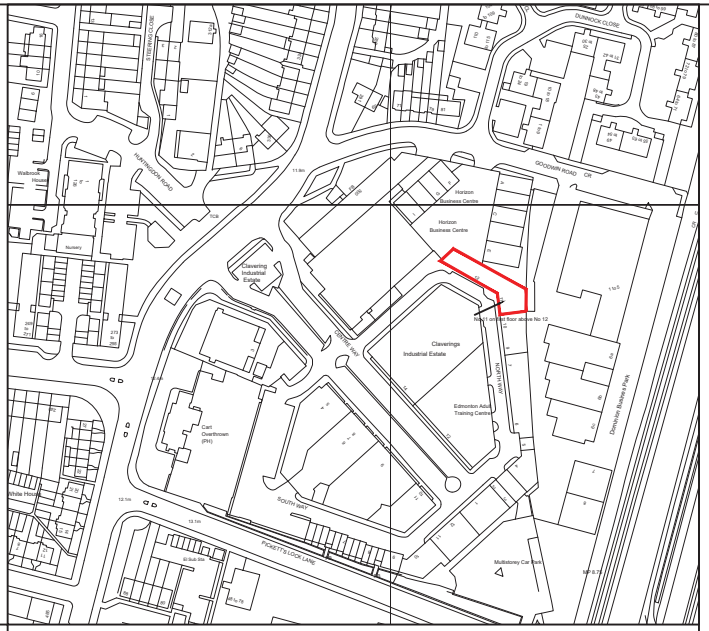
11.3 The proposal is considered acceptable in terms of land use over a temporary period, when considered against the surrounding context. The proposal is also considered acceptable in terms of its relationship to the existing industrial estate and the wider area.

11.4 This report shows that the benefits of the proposed development have been given due consideration and are sufficient enough to outweigh any perceived harm. In this respect the benefits are summarised again as follows:

- The proposal would deliver emergency shelter accommodation for the homeless during winter months for which there is an identified need.
- The temporary nature would not harm the long term role of the designated locally significant industrial land.
- The proposed change of use would be appropriately located and would not result in any harmful amenity or transportation impacts.

11.5 It is therefore considered the proposed development is acceptable and that planning permission should be granted subject to conditions





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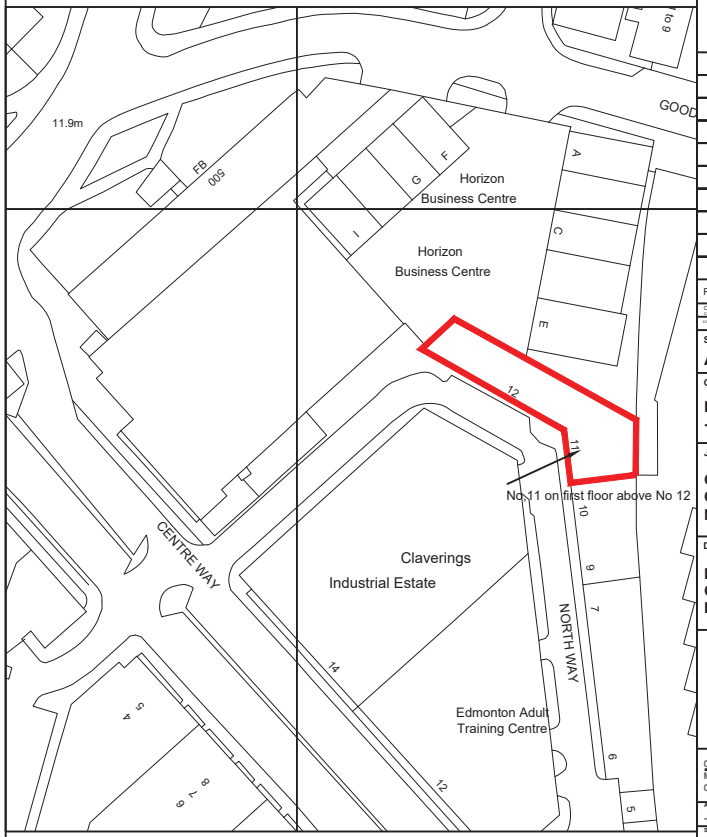

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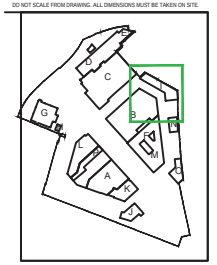

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STATUS
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London Borough of Enfield.
-

JOB TITLE
Clavering Industrial Estate Centre Way, Enfield, N0 9AP.

DRAWING TITLE
Block 1 - 12 North Way Ground Floor, Proposed Homeless Shelter.

ENFIELD Council

CORPORATE MAINTENANCE & CONSTRUCTION TEAM

London Borough of Enfield
Corporate Maintenance & Construction Team
PO Box 12
Ellen Street
Enfield
EN1 3XD
Tel: 020 8379 6700 Fax: 020 8379 6800
E-Mail: CorporateMaintenanceConstruction@enfield.gov.uk

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