

Public Document Pack



PLANNING COMMITTEE

Tuesday, 25th January, 2011 at 7.30 pm
Venue: Conference Room
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

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MEMBERS

Councillors : Andreas Constantinides (Chairman), Toby Simon (Vice-Chairman), Kate Anolue, Ali Bakir, Yusuf Cicek, Don Delman, Ahmet Hasan, Ertan Hurer, Nneka Keazor, Dino Lemonides, Paul McCannah, Terence Neville OBE JP, Anne-Marie Pearce, Martin Prescott and George Savva MBE

N.B. Any member of the public interested in attending the meeting should ensure that they arrive promptly at 7.15pm.

Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00pm on 24/01/11.

AGENDA – PART 1

1. WELCOME AND LEGAL STATEMENT
2. APOLOGIES FOR ABSENCE
3. DECLARATION OF INTERESTS (Pages 1 - 2)

Members of the Planning Committee are invited to identify any personal or prejudicial interests relevant to items on the agenda. Please refer to the guidance note attached to the agenda.

4. MINUTES OF PLANNING COMMITTEE 16 DECEMBER 2010 (Pages 3 - 14)

To receive the minutes of the Planning Committee meeting held on Thursday 16 December 2010.

5. REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 170) (Pages 15 - 16)

To receive the covering report of the Assistant Director, Planning and Environmental Protection.

5.1 Applications dealt with under delegated powers.
(A copy is available in the Members' Library.)

6. CAC/10/0008 - THE COTTAGE, 17, GAMES ROAD, BARNET, EN4 9HN (Pages 17 - 24)

RECOMMENDATION: Approval subject to conditions
WARD: Cockfosters

7. TP/10/0977 - THE COTTAGE, 17, GAMES ROAD, BARNET, EN4 9HN (Pages 25 - 46)

RECOMMENDATION: Approval subject to conditions
WARD: Cockfosters

8. LBC/10/0035 - BOWES PRIMARY SCHOOL, BOWES ROAD, LONDON, N11 2HL (Pages 47 - 54)

RECOMMENDATION: Deemed consent
WARD: Bowes/Southgate Green

9. LBE/10/0035 - BOWES PRIMARY SCHOOL, BOWES ROAD, LONDON, N11 2HL (Pages 55 - 62)

RECOMMENDATION: Deemed consent
WARD: Bowes/Southgate Green

10. TP/07/1234/REN1 - COMMERCIAL PREMISES, 5, PICKETTS LOCK LANE, LONDON, N9 0AS (Pages 63 - 74)

RECOMMENDATION: Approval subject to conditions
WARD: Jubilee

11. TP/10/0911 - 33, LONDON ROAD, ENFIELD, EN2 6DR (Pages 75 - 94)

RECOMMENDATION: Approval subject to conditions
WARD: Grange

12. TP/10/1278 - 46, CRANLEIGH GARDENS, LONDON, N21 1DS (Pages 95 - 102)

RECOMMENDATION: Approval subject to conditions
WARD: Grange

- 13. TP/10/1335 - 10, SAVILLE ROW, ENFIELD, EN3 7LD** (Pages 103 - 114)

RECOMMENDATION: Approval subject to conditions
WARD: Enfield Highway

- 14. TP/10/1547 - 6, BOURNE HILL, LONDON, N13 4LG** (Pages 115 - 122)

RECOMMENDATION: Refusal
WARD: Winchmore Hill

- 15. LBE/10/0033 - CRAIG PARK YOUTH CENTRE, LAWRENCE ROAD, LONDON, N18 2HN** (Pages 123 - 136)

RECOMMENDATION: Approval subject to conditions
WARD: Edmonton Green

- 16. TP/10/1424 - CHASE SIDE WORKS, CHELMSFORD ROAD, LONDON, N14 4JN** (Pages 137 - 164)

RECOMMENDATION: Approval subject to conditions and S106
WARD: Southgate

- 17. APPEAL INFORMATION** (Pages 165 - 166)

Monthly decisions on Town Planning Application Appeals.

- 18. SECTION 106 AGREEMENTS - MONITORING INFORMATION (REPORT NO. 171)** (Pages 167 - 194)

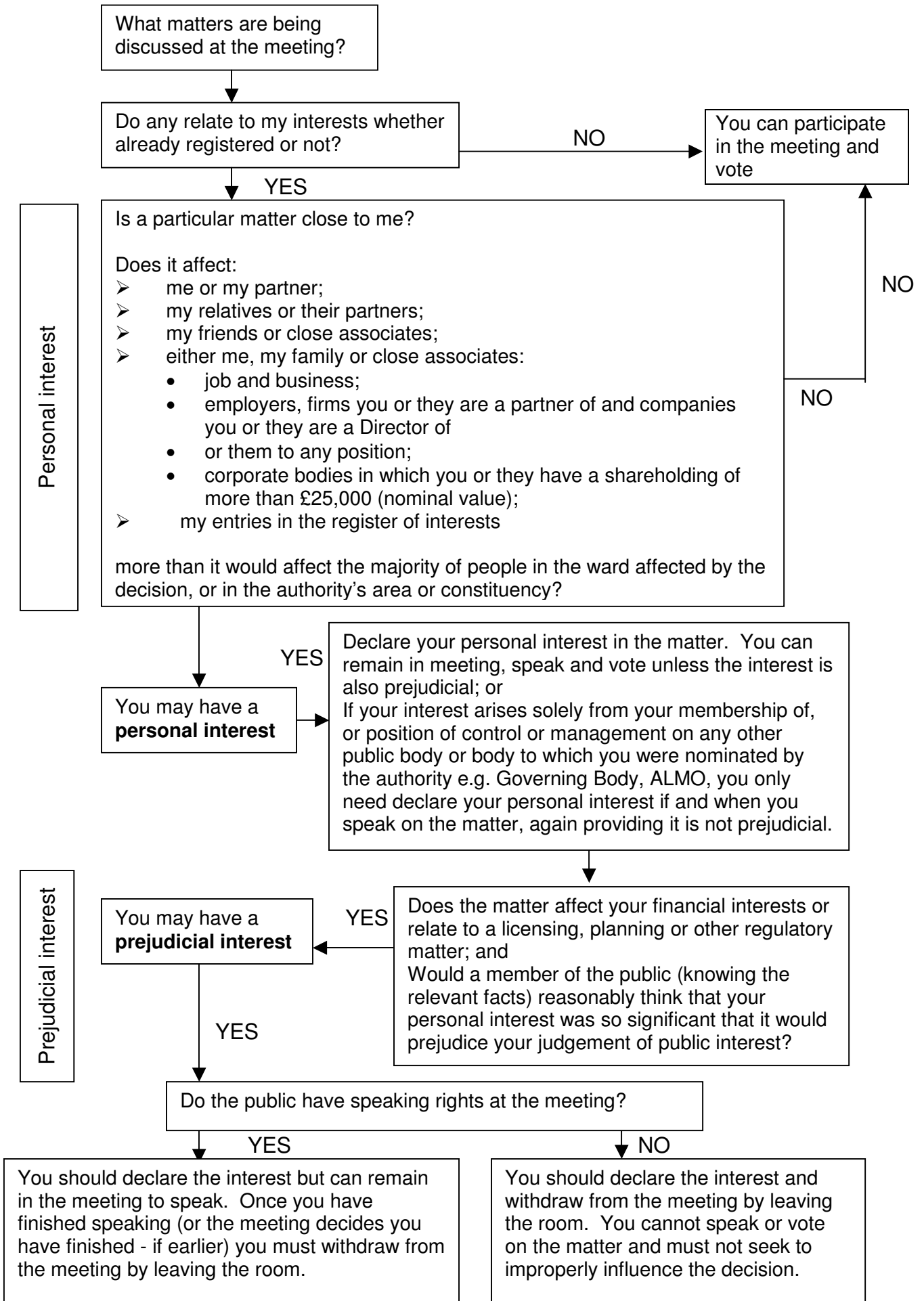
To receive the report of the Assistant Director (Place Shaping) to provide an update on the monitoring of Section 106 Agreements (s106) for information.

- 19. EXCLUSION OF THE PRESS AND PUBLIC**

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

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DECLARING INTERESTS FLOWCHART - QUESTIONS TO ASK YOURSELF



Note: If in any doubt about a potential interest, members are asked to seek advice from Democratic Services in advance of the meeting.

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PLANNING COMMITTEE - 16.12.2010

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON THURSDAY, 16 DECEMBER 2010**

COUNCILLORS

PRESENT Andreas Constantinides, Toby Simon, Yusuf Cicek, Dogan Delman, Ahmet Hasan, Ertan Hurer, Nneka Keazor, Dino Lemonides, Paul McCannah, Terence Neville OBE JP, Anne-Marie Pearce, Martin Prescott and George Savva MBE

ABSENT Kate Anolue and Ali Bakir

OFFICERS: Bob Ayton (Schools Organisation & Development), Linda Dalton (Legal Services), Bob Griffiths (Assistant Director, Planning & Environmental Protection), Andy Higham (Area Planning Manager), Steve Jaggard (Environment & Street Scene), Aled Richards (Head of Development Management) and Debbie Addison (Legal Services), Kasey Knight (Secretary) and Sandra Bertschin (Secretary)

Also Attending: Approximately 20 members of the public, applicants, agents and their representatives.
Dennis Stacey, Chairman of Conservation Advisory Group.

612**WELCOME AND LEGAL STATEMENT**

The Chairman welcomed attendees to the Planning Committee, and introduced Linda Dalton, Legal representative, who read a statement regarding the order and conduct of the meeting.

613**APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Anolue and Bakir.

614**DECLARATION OF INTERESTS**

NOTED

1. Councillor Simon declared a personal interest in application TP/10/1335 – 10, Saville Row, Enfield, as he had advised residents of the deputation process.
2. Councillors Constantinides and Prescott declared a personal interest in application TP/10/1128 – 73, Trent Gardens, London, as they had both attended annual barbecues at the Care Home in the past.

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615

MINUTES OF PLANNING COMMITTEE 23 NOVEMBER 2010

AGREED the minutes of the meeting held on Tuesday 23 November 2010 as a correct record.

616

REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 150)

RECEIVED the report of the Assistant Director, Planning and Environmental Protection (Report No. 150).

617

ORDER OF AGENDA

AGREED that the order of the agenda be varied to accommodate the members of the public in attendance at the meeting. The minutes follow the order of the meeting.

618

TP/10/1336 - 8, UPLANDS WAY, LONDON, N21 1DG

NOTED

1. The deputation of Mr Anthony Boother, neighbouring resident including the following points:

- a. He lived at number 6 Uplands Way adjoining the nursery.
- b. He was speaking on behalf of the residents of Uplands Way and the immediate area who had registered an objection in respect of the proposal.
- c. This Committee approved a proposal to increase the number of children attending the nursery from 15 to 20 just over a year ago. At that time, there was no suggestion that the storage provision at the premises was inadequate to meet the needs of this number of children.
- d. He felt that the applicant should have revealed the full implications of the application to increase the number of children attending the nursery so that the Committee and nearby residents could have judged the full impact of the proposal on the amenities of the residential area as the Committee may have turned the original application down knowing the full implications.
- e. He concluded that the drip-feeding of planning applications was a calculated move by the applicants to achieve their ambitions by stealth.
- f. He emphasised that the only part of this residential property which was permitted for use of a day nursery was the large ground floor through room for use of the children and a dedicated smaller room for use by staff only, together with shared use of ground floor communal areas. He estimated that the useable space in the larger room was not adequate to meet OFSTED legal space requirements for 20 children.
- g. OFSTED guidance states "Within this space, provision should be made (space or partitioned area) for children who wish to relax, play quietly or sleep, equipped with the appropriate furniture. This may be converted from normal

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play space providing children can rest and/or sleep safely without disturbance. In addition to the area per child stated in the requirements, there should be space within the premises to store children's records, toys and personal belongings. There should also be sufficient space to use and store specialist equipment needed for example, by disabled children." All this needs to be accommodated within the permitted area.

h. The space required for 20 children and their related storage needs is not available within the permitted area and this must have been known and, indeed, should have been disclosed when permission for more children was sought.

i. It would appear that there was unauthorised use of the garage at the premises for storage of nursery equipment even before the increase in the number of children permitted from 15 to 20 was approved. He understood that the owners had been instructed by the Planning Department to move the equipment to an authorised space. He felt that the 2 permitted rooms inside the house for nursery use were inadequate to provide the required storage space for existing equipment and together with the additional requirement created by a 33% increase in children, space has needed to be found elsewhere on the premises.

j. The building of an extension would not be an option as it would visibly increase the proportion of the premises used for commercial purposes, so this proposal for a large shed has been submitted as, he believed, an 'extension-by-stealth'.

k. The submitted plans show the floor area of the shed to be 8.5sqm which is proposed increase of approx 12.5% in space occupied by the nursery, a very significant increase in the nursery footprint.

l. The 26 objectors to the application believe it to be an unacceptable increase in the proportion of the premises used as a nursery or commercial premises rather than aesthetic concerns. There are no letters of support for this scheme.

m. He concluded that if the shed were being erected for normal domestic use this would not be an issue. He felt that this was a blatant proposal to extend the nursery.

2. The response of Miss Kelly Coutinho, the applicant's representative, including the following points:

a. An application of this nature for residential use would not usually be determined by the Planning Committee.

b. Consultation letters had been sent to 63 neighbouring properties, only 13 responses had been received. 1 letter raised no objection.

c. The proposed shed would have no visual impact to the street scene. She provided a list of objectors to the application, and highlighted that 12 of those would have no clear view of the proposed shed. The closest neighbour (at 69 Langham Gardens) had raised no objection.

d. She felt that there was a feeling of animosity towards the nursery. Residents had complained to OFSTED and the Council on numerous occasions. All complaints had been investigated. Both OFSTED and the Council were satisfied that the nursery was operating well.

e. This application was not for an extension of the nursery, the internal rooms accommodated 22 children and could house more.

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3. Concern of Members that the applicant's 'drip feed' approach was to achieve an extension to the nursery.
4. In response to a question about illegal storage, officers advised that they were not aware of any enforcement issues.
5. Confirmation of the School Organisation and Development Officer that the Early Years Team supported the proposed application and was satisfied that the nursery was operating correctly.
6. Councillor Savva moved to accept the officers' recommendation of approval, seconded by Councillor Simon. A vote was taken; 10 votes in favour of accepting the officers' recommendation of approval, 2 votes against and no abstentions.

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

619

TP/96/0971/8 - 8, UPLANDS WAY, LONDON, N21

NOTED

1. The deputation of Mr Anthony Boother, neighbouring resident, including the following points:
 - a. He lived at number 6 Uplands Way adjoining the nursery.
 - b. He was speaking on behalf of the residents of Uplands Way and the immediate area who had registered an objection in respect of the proposal.
 - c. This Committee approved a proposal to increase the number of children attending the nursery from 15 to 20 just over a year ago. At that time, there was no suggestion that the existing conditions of use of the garden for outdoor play activities would be inadequate. The applicant had assured officers that no additional time in the garden would be requested as the children were taken out for 1 hour daily walks and staffing was adequate to do this.
 - d. The applicant should have revealed the full implications of that application so that the Committee could have judged the full impact of the proposal on the amenities of this planning application.
 - e. It appeared that the drip-feeding of planning applications in this way was a calculated move by the applicants to achieve their ambitions by stealth.
 - f. On 30 November 2009, a member of this Committee led the applicants by suggesting that they should submit an application to increase garden use at a later date effectively endorsing the applicants' plan not to reveal their full intentions on the future operation of the nursery when submitting an application to increase the number of children. Advising this was inappropriate and we trust that they will not be voting on this proposal.
 - g. He was looking forward to the day when he could enjoy his garden on a more regular basis. He felt that this proposal effectively moved the nursery operation into the garden to lessen the pressure on the restricted internal space and would result in a significant increase in disturbance.

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h. The applicants proposed a 2 hour window in the morning and the same in the afternoon at their discretion. For a potential of 4 hours a day his garden would be blighted by the activities of a commercial business being allowed to function in a residential area.

i. Para 6.11 stated that the garden was of reasonable size that would permit play in areas away from the boundary. He felt that this acknowledged that there would be a considerable degree of doubt that the proposal would not cause undue disturbance to adjoining residents.

j. He questioned how the increase in noise could be modest when doubling the number of children and the amount of time in the garden.

2. The response of Miss Kelly Coutinho, the applicant's representative, including the following points:

a. She provided a list of properties operating commercial businesses in Uplands Way.

b. The children were of a young age and would be supervised in the garden for structured outdoor activities. The activity use was not akin to a school playground use.

c. This application represented possibilities to further improve a service and provide flexibility when there was inclement weather. The nursery was operating to a high standard.

d. The nursery was a well used facility running with a waiting list.

e. There would be no increase in floor space or use.

f. The staged planning applications were because the applicant had been unclear about the demand and was due to natural progression of a successful nursery.

3. Officers' clarification that the proposal was for use of the garden for a maximum of 2 hours a day, 1 hour between the hours of 10.00-12.00 and 1 hour between the hours of 14.00-16.00.

4. Suggestion of officers that if Members were so minded, planning permission could be granted on a temporary basis for 9 months to enable officers to reassess the application in September following the summer months.

5. Discussion of Members in relation to the planning history and the weight given to previous discussions relating to outdoor play. Councillors Neville and Simon indicated that they had spoken about previous applications relating to this site in the past but had not made comments in respect of this application.

6. Legal advice was provided with regard to public perception of predetermination and declarations of interest.

7. Officers recognised concerns but that on balance recommended that the application be approved.

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8. Officers confirmed that Environmental Health had received no complaints to date and that the use of the garden was considered appropriate and within the policy guidance.
9. Members' further concerns with regards to possible noise and disturbance. Members noted the need for flexibility while balancing interests of children and residents. Members were concerned that the flexible time slot would be difficult to enforce.
10. Officers confirmed that a condition relating to time could be enforced.
11. Members discussed the possibility of deferring the application in order for discussion to be had with the applicant on pursuing an alternative timing for use of the garden. A vote was taken on deferral to pursue an alternative timing which was rejected 7 votes to 6 votes.
12. A vote was taken on the officers' recommendation. On request, the names were recorded as follows:
Votes were recorded for the proposal to agree the recommendation from Councillors Simon, Cicek, Hasan, Keazor, Lemonides, Savva and Constantinides and votes against from Councillors Delman, Hurer, McCannah, Neville, Pearce and Prescott.

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

620

TP/10/0491 - 28 AND 28A, SLADES HILL, ENFIELD, EN2 7EE

NOTED

1. Introduction by the Head of Development Management with particular advice in relation to the extant planning permission.
2. Receipt of an additional letter of objection from local residents, read out by the Head of Development Management, with particular reference to invasion of privacy, density and that the proposed development would have a detrimental affect to the street scene.
3. The deputation of Mr John Davies, on behalf of Enfield Society, that consideration be given to increasing the width of the footway to improve safety for pedestrians and suggestion that the boundary line be moved back by 2-3 feet for Transport for London to erect a bus shelter. He suggested that this be secured through a section 106 agreement. Mr Davies noted that Traffic and Transportation had not commented on the issue of the bus stop.
4. The response of Mr Graham Fisher, of GF Planning, on behalf of the applicant, including the following points:
 - a. A financial contribution of £13,115 towards education had been agreed by the applicant.

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b. His clients were not opposed to incorporating a dedication of land within the application site to the highway to increase the width of the footway in principle. This would need to be explored but that was not considered necessary as officers had not considered it necessary.

c. The development would make a positive contribution to increasing London's supply of housing.

d. The revised scheme would improve the physical relationships to neighbouring occupiers.

e. He reinforced that the proposed green roof was not for recreational purposes.

5. Clarification of amenity space provision.

6. In response to Members' queries, officers' confirmation that it was not considered necessary for windows on the eastern flank elevation to be obscure glazing as they would look directly onto the blank wall of the adjoining development.

7. Advice of the Traffic and Transportation officer that there would be sufficient scope to create an adequate footway and advised that inclusion of a bus shelter would be considered by Transport for London.

8. Members voted unanimously in support of the officers' recommendation.

AGREED that planning permission be granted subject to the securing of a Unilateral Undertaking for an education contribution as outlined in section 4.2 of the report and subject to conditions set out in the report for the reasons set out in the report.

621

TP/10/1335 - 10, SAVILLE ROW, ENFIELD, EN3 7LD

NOTED

1. Introduction by the Planning Decisions Manager with particular advice in relation to the location, parking and access.

2. Receipt of an additional plan which showed the subdivision of the garden allocated to the proposed dwelling: this entailed providing an area of 50sq.m for the existing dwelling. This increased amenity space to 84sq.m (GIA 66).

3. Page 111 paragraph 6.2.1 2nd line to read 200 not 2000 and 4th line to read 200 not 250.

4. The deputation of Dr Edward Andrews, local resident, including the following points:

a. The development would not be in keeping with the character of the existing properties and the density levels would fall above the recommended amount.

b. The narrowness of the site meant that the proposal would be an over-development, unsuitable in respect of its size, design and situation to

PLANNING COMMITTEE - 16.12.2010

adjoining properties, harmful to neighbours' amenities and the character of the area.

c. There were a number of developments in the vicinity which would have a great impact on the overall area.

5. The deputation of Mr Michael Broderick, local resident, including the following points:

- a. He was speaking on behalf of other Saville Row residents.
- b. The cottages were over 100 years old.
- c. The proposed ground floor extension would project to the rear 3.09m in depth, contrary to policy recommendation of 2.8m.
- d. The recent changes to legislation removed garden land from the definition of brownfield sites.
- e. Clarification was sought on parking arrangements as it appeared inadequate.

6. The response of Mr Nick London, the applicant, including the following points:

- a. He was developing the property for his daughter and grandson.
- b. Parking was on a first come first served basis.
- c. The proposed development would comply with all policies.

7. The advice of the Planning Decisions Manager in response to points raised, clarifying the calculation of amenity space and that the proposal would retain and restore an existing property, and would include provision of a 3-bed dwelling and therefore both dwellings would have an appropriate level of amenity space. Density figures were guidance and consideration needed to be given to whether the proposal integrated with the area.

8. In response to a question about noise and disturbance arising from construction, officers advised that this was not a material planning consideration.

9. Discussion of Members on merits of the application, adequacy of proposed amenity space, weight given to proposed/approved developments taking place in the locality and the impact on the wider area.

10. Councillor Prescott moved that consideration of the application be deferred to enable Members to conduct a site visit. Councillor Hurer seconded this motion.

11. Members voted unanimously in support of deferring the application.

AGREED that a decision be deferred to a future Planning Committee meeting to enable Members to make a site visit.

622

TP/10/1128 - 73, TRENT GARDENS, LONDON, N14 4QB

NOTED

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1. Page 88 paragraph 6.6.15 to read the development would not unduly harm the safety or free flow of highway or pedestrian traffic.
2. The deputation of Mr Harold Gordon, local resident, including the following points:
 - a. He raised no objection to the proposed development subject to the inclusion of a condition stipulating the use of obscured glass to avoid overlooking.
 - b. He requested that the boundary wall be extended to ensure privacy for the residents of De Bohun Court.
3. The response of Carolyn Apcar, of Apcar Smith Planning, on behalf of the applicant, including the following points:
 - a. 75% of the Care Home was occupied by Enfield residents.
 - b. The service had improved significantly following a change in management.
 - c. The proposed extension would have angled/oriel windows to avoid direct overlooking.
 - d. The applicant would be happy to approve the extension of the boundary wall.
4. Confirmation that prior to the occupation of the development details of the glazing be submitted to and approved by the Planning Authority.
5. Discussion of Members on merits of the application and the weight given to the identified need for the service.
6. Discussion of Members regarding the terms of the financial contribution to the Primary Care Trust.
7. At the request of the Chairman, legal officers detailed the financial obligation agreed by the applicant.
8. The request of Members that officers discuss with the applicant a means of ensuring the financial contribution was available to successor body / responsible authority.
9. Members' unanimous support for the officers' recommendation.

AGREED that planning permission be granted subject to amended Unilateral Undertaking and subject to the conditions set out in the report for the reasons set out in the report.

623

TP/10/0473 - 1, CRESCENT ROAD AND 33, WAVERLEY ROAD, ENFIELD, EN2 7BN

NOTED

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1. The introduction by the Planning Decisions Manager with particular advice in relation to amenity space provision and confirmation that a contribution of £30,000 towards the enhancement of existing facilities had been identified.
2. Receipt of an additional three letters of objection.
3. In response to Members' queries, officers' advice to clarify the calculation of total useable space and confirmation that refuse storage would be provided.
4. Discussion of Members with regards to the relevance of the secured S106 mitigation.
5. Members had no objection to the development of the site in general, but this proposal was considered to be inconsistent with the Council's policies.
6. Councillor Hurer moved that consideration of the application be deferred to give Planning Officers an opportunity to renegotiate amenity space provision. Councillor Neville seconded this motion. A vote was taken; 10 votes in favour of deferring consideration of the application, 1 vote against and 1 abstention.

AGREED that consideration of application be deferred to allow officers to enter into further discussions with the applicant to increase the provision of amenity space.

624

LBE/10/0032 - CAPEL MANOR PRIMARY SCHOOL, BULLSMOOR LANE, ENFIELD, EN1 4RL

NOTED

1. Introduction by the Head of Development Management to clarify the amendment to Condition 9 stipulating the provision of 30 cycle parking spaces in line with the Greater London Authority's comments.
2. The receipt of an additional condition from English Heritage with regard to archaeology.
3. Inclusion of an additional condition regarding identification of future connection to a district heating system.

AGREED that in accordance with Regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be granted subject to conditions, for the reasons set out in the report and for the additional conditions set out below.

Additional condition from English Heritage

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a

PLANNING COMMITTEE - 16.12.2010

written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority
Reason: To safeguard archaeological heritage

Additional Condition regarding identification of future connection to a district heating system.

Details of the location for a site for a heat exchanger in connection with any future district heating system to serve the school be submitted to and approved by the local planning authority. Thereafter, the identified site be safeguarded from any future development

Reason: in the interests of promoting and safeguarding a local district heat network.

Amendment to Condition 9

That development shall not commence until details of the design and siting of 30 cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in accordance with the approved details prior to occupation of the development.

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

625

LBE/10/0034 - 192, SOUTHBURY ROAD, ENFIELD, EN1 3SD

AGREED that in accordance with Regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be granted subject to conditions, for the reasons set out in the report.

626

TP/10/1170 - ENFIELD PLAYING FIELDS ADJACENT TO QUEEN ELIZABETH STADIUM CAR PARK, DONKEY LANE, ENFIELD, EN1 3PL

NOTED

1. Dennis Stacey, Chairman of the Conservation Advisory Group, spoke on behalf of the Group to amplify their objections set out on page 101 of the agenda pack.
2. The proposal of Councillor Neville, seconded by Councillor Hurer, that planning permission be refused as the proposed development would have an adverse affect on the openness of the surroundings. A vote was taken; 9 votes in favour of refusal, 1 vote against and no abstentions.
3. Councillor Cicek was not present for the discussion and therefore did not take part in the vote.

AGREED that planning permission be refused for the reason set out below.

The proposed development due to its form and appearance, would unduly affect the open character of the surrounding Metropolitan Open Land, having

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regard to Policies 31 and 34 of the adopted Core Strategy, Policies (II)GD3 & (II)AR1 of the saved Unitary Development Plan, as well as PPS5 & PPG17.

627

APPEAL INFORMATION

NOTED the information on town planning appeals received from 10/11/10 to 30/11/10, summarised in tables as requested. Full details of each appeal could be viewed on the departmental website.

628

COMMUNITIES AND LOCAL GOVERNMENT CONSULTATION DOCUMENT ON PROPOSALS TO CHANGE PLANNING FEES (REPORT NO. 151)

NOTED the Head of Development Management's introduction to the consultation document and the recommended response, which was fully supported by Members.

AGREED the response to the consultation as set out in the report to be forwarded to Communities and Local Government.

MUNICIPAL YEAR 2010/2011 - REPORT NO 170

COMMITTEE:
PLANNING COMMITTEE
25.01.2011

AGENDA - PART 1	ITEM 5
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SUBJECT -

MISCELLANEOUS MATTERS

REPORT OF:
Assistant Director, Planning
and Environmental Protection

Contact Officer:
Planning Decisions Manager
Andy Higham Tel: 020 8379 3848

5.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

5.1.1 In accordance with delegated powers, 257 applications were determined between 03/12/2010 and 11/01/2011, of which 201 were granted and 56 refused.

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

Background Papers

To be found on files indicated in Schedule.

5.2 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 Unitary Development Plan (UDP).
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

5.3 APPEAL INFORMATION

INF

The Schedule attached to the report lists information on town planning application appeals received between 03/12/2010 and 31/12/2010 and also contains information on decisions taken during this period.

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mrs S.L. Davidson Tel: 020 8379
3841

Ward:
Cockfosters

Application Number : CAC/10/0008

Category: Conservation Area
Consent

LOCATION: THE COTTAGE, 17, GAMES ROAD, BARNET, EN4 9HN

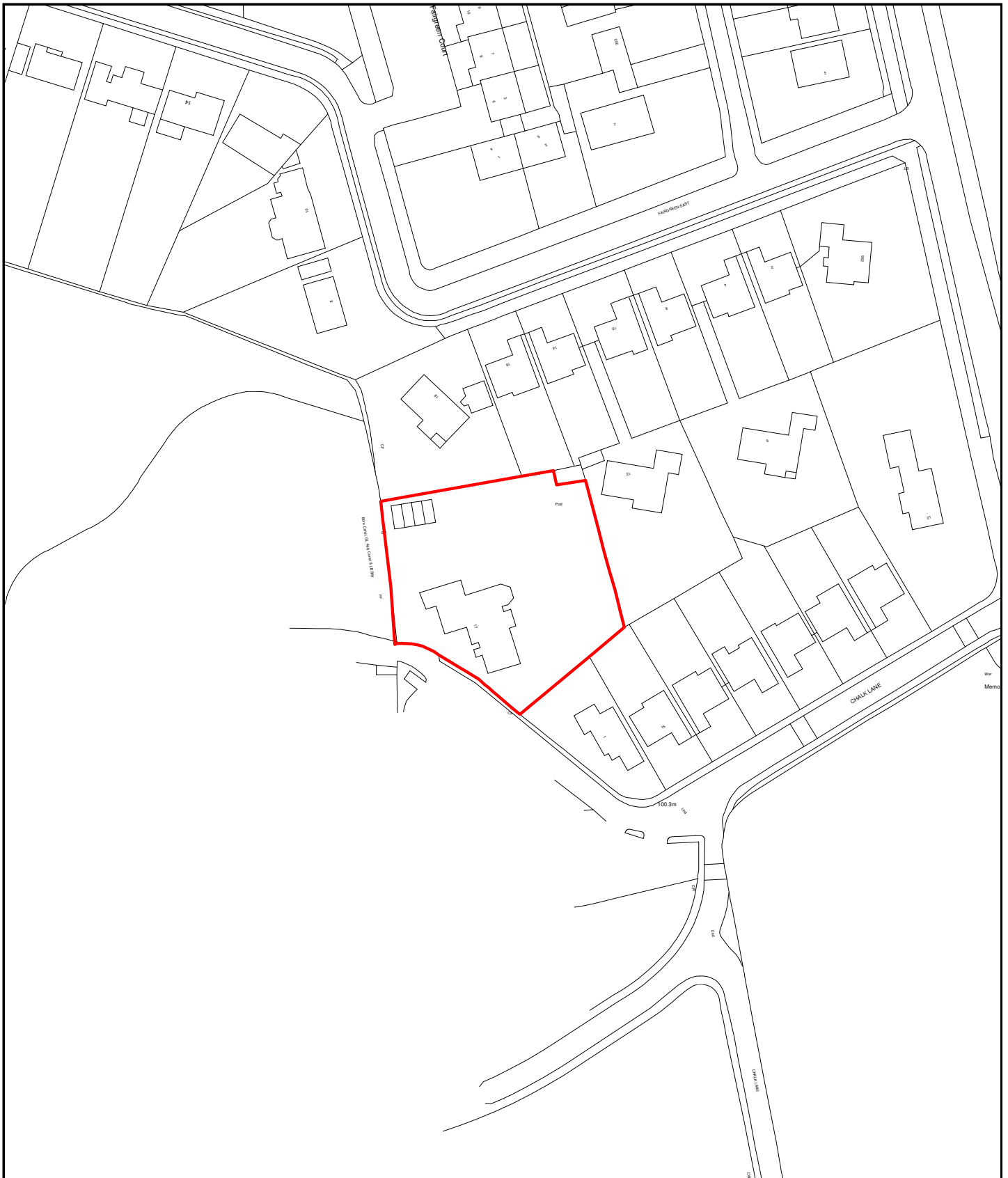
PROPOSAL: Demolition of existing building in connection with TP/10/0977.

Applicant Name & Address:

Mr Neil Cottrell,
Banner Homes Ltd
Riverside House,
Holtspur Lane,
Woodburn Mews,
Bucks,
HP10 0TJ

Agent Name & Address:

RECOMMENDATION: That Conservation Area Consent be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 13:06

Date of plot: 11/01/2011

1 Site and Surroundings

- 1.1 The application site is located on the north-east side of Games Road and comprises a two-storey detached property that has been converted to four flats. The site is located within the Trent Park Conservation Area. There are a number of trees within the gardens of the property, and towards the site boundary, although none are the subject of a Tree Preservation Order.
- 1.2 The Borough boundary runs along Games Road meaning that the land and properties to the south and south west of the site are located within the London Borough of Barnet.

2 Proposal

- 2.1 This application proposes the demolition of the existing building in connection with redevelopment of the site by the erection of a new part 2, part 3 storey building providing 5 x 2 bed flats and 1 x 4 bed attached house, together with the erection of detached garage block (5 garages) with a two bedroom self-contained flat over (TP/10/0977), which is reported elsewhere on this agenda.

3 Relevant Planning Decisions

- 3.1 TP/09/0221 Planning permission refused for the redevelopment of site to provide 7 residential units involving a 2-storey block with rooms in roof and front and rear balconies to first and second floor incorporating 5 x 3-bed self contained flats and 1 x 3-bed attached dwelling with garage and a detached building comprising 5 garages at ground floor and a 2-bed self contained flat within roof space involving front, rear and side gable ends.
- 3.2 CAC/09/0002 Consent refused for the demolition of the existing building on the basis that as there was no acceptable scheme for the redevelopment of the site, the demolition of No 17 Games Road, within the Trent Park Conservation Area was considered premature and would represent an act harmful to the established amenities and environment of the area.
- 3.3 TP/10/1701 Planning permission refused for the redevelopment of site involving demolition of existing building to provide 7 residential units comprising a part 2, part 3-storey block of 5 x 2-bed flats and 1 x 3-bed attached house and a detached garage block with a 2-bed self contained flat over for the following reasons:
 - 1 The proposed development, by reason of its size, scale, bulk and massing will be dominant and overbearing in the street scene detrimental to the character and appearance of this part of the Trent Park Conservation Area. In this respect the development is contrary to Policies (I)C1, (II)C28, (II)C30, (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.
 - 2 The proposed development, having regard to its size and scale would be dominant and overbearing when viewed from No.1 Games Road detrimental to the amenities of the occupiers of the property. In this respect the development would be contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan.
 - 3 The proposed Coach House, having regard to its size and siting would be dominant and overbearing when viewed from No.18 Fairgreen East

and would result in overlooking and loss of privacy for the occupiers of Nos. 16 and 18 Fairgreen East, detrimental to the amenities of the occupiers. In this respect the development would be contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan.

3.4 The associated application for Conservation Area Consent (CAC/09/0015) was also refused for the following reason:

1 In the absence of an acceptable scheme for the redevelopment of the site, the demolition of No 17 Games Road, within the Trent Park Conservation Area is considered premature and would represent an act harmful to the established amenities and environment of the area, contrary to the advice contained in PPS 5 'Planning for the Historic Environment' and to Policies (I)C1 and (II)C26 of the Unitary Development Plan.

3.5 An appeal was lodged against the refusal of both applications. Whilst the appeals were dismissed, the Inspector commented as follows:

"I am aware that the existing house has a history in that it was the home of Captain Lightroller DSC. However, from the evidence before me, I am not convinced that there is anything of particular historical significance about the house itself. The fact that Captain Lightroller used to live there could be commemorated in some other way and in my view does not provide an overriding reason to require the retention of the house.

"I consider that the house and proposed coach-house would sit satisfactorily on the site and the wider area and would complement the area at least as much as the existing house does now. I conclude that the proposal would preserve the character and appearance of the Conservation Area and would comply with saved Policies (I)C1, (II)C30, (I)GD1, (I)GD2 and (II)GD3 of the London Borough of Enfield Unitary Development Plan."

4 **Consultations**

4.1 Statutory and non-statutory consultees

4.1.1 The London Borough of Barnet has not responded to consultation but has previously raised no objections to the proposed development.

4.2 Conservation Advisory Group

The Group agreed that notwithstanding its neutral status in the Trent Park Character Appraisal, the existing building sits better in the streetscape than the proposed scheme.

The revised scheme does not overcome the previous objections to mass and bulk. The side and rear elevations are far too big and did not reflect the smaller scale of the area.

Concerns were raised about the impact on trees and shrubs

4.3 Public

4.3.1 Consultation letters have been sent to the occupiers of 36 adjoining and nearby properties. In addition, the application has been advertised on site and in the local press. Twelve letters of objection have been received, including letters from the Chalk Lane Area Residents Association, the Trent Park Conservation Committee, The Monken Hadley Common and Monken Hadley and Wood Street Conservation Area Advisory Committee. The objections raised can be summarised as:

- the existing building is one of the oldest in Cockfosters and fits harmoniously into its immediate surroundings
- the property was home to Commander Charles Lightoller, 2nd Officer of the Titanic and the most senior survivor
- The deterioration of the existing building is superficial and its condition would appear to be the result of wilful and constructive neglect

The objections raised to the replacement development are set out in full in the report under reference TP/10/0977.

4.3.2 In addition, the Southgate District Civic Trust considers that there is not much difference between this application and the last one, and it continues to have an effect on neighbouring properties in Games Road and Fairgreen East. There is a lack of information as to how it fits into the street scene, because there are no views available taken from the road. There is no significant reduction in height and mass of the proposed development and there will be a loss of trees and shrubs that at present screen existing properties. The Dilapidation Report of the existing cottage does not seem to justify demolition of the building. They do point out that removal of the detached garage block/flat above and repositioning the proposed block, may reduce the impact of it, and any proximity to the nearest house.

5 **Relevant Policy**

5.1 Local Development Framework

The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

Core Policy 31 Built and landscape heritage

5.2 Unitary Development Plan

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

(II)C26 To resist the demolition of any unlisted building or structure, or part thereof, which contributes to the character of a conservation area.

(II)C27 To ensure that buildings or groups of buildings of architectural, historic or townscape interest within a conservation area are retained and that their character and setting are protected.

(II)C28 To ensure development proposals in conservation areas do not result in the inappropriate development or use of areas of hard or soft

landscape important in the make up of the character or appearance of the area.

(II)C30 New buildings within conservation areas to replicate, reflect or complement the traditional characteristics of the area..

5.3 London Plan

4B.12 Heritage conservation

5.4 Other Material Considerations

PPS15 Planning for the Historic Environment

Trent Park Conservation Area Character Appraisal

6 Analysis

6.1 Principle of demolition

6.1.1 The Trent Park Conservation Area Character Appraisal considers that the existing building makes little contribution to the streetscape and has been damaged by inappropriate alterations. . In considering the recent appeals against the earlier refusal of planning permission and conservation area consent, the Inspector supported this view and considered that the “main contribution that the existing site makes to the character and appearance of the Conservation Area comes from the strong hedge line along the road frontage. The house itself is understated and simple and sits unobtrusively behind this hedge.” He also commented that “The house is also visible from Monken Hadley Common to the north-west, from where it appears as an unremarkable introduction to the built –up area beyond the Common”. He was not convinced that there was anything of any particular historic significance about the property and that the fact that it was once occupied by Captain Lightoller could be commemorated without requiring retention of the property.

6.1.2 Residents have pointed out that the Barnet Character Appraisal for the area identifies the building as a ‘key building’. This has previously been pursued with Barnet Council who advise that the current appraisal document for the Monken Hadley Conservation Area only makes brief mention of it – “The offices face a 1960’s house and The Cottage on the Enfield boundary” and they have not raised any objections to the demolition of the existing building.

6.1.3 In the circumstances, policy would allow the demolition of the building subject to any replacement development preserving or enhancing the character or appearance of the Conservation Area.

6.2 Impact of the replacement development on the character and appearance of the Conservation Area

6.2.1 The impact of the development on the character and appearance of this part of the Trent Park Conservation Area is fully considered in the report under reference TP/10/0977. In summary, and in the light of the Inspector’s comments on the earlier planning appeal, it is considered that the replacement development preserves the character and appearance of the Conservation Area.

7 **Conclusion**

- 7.1 Notwithstanding the objections raised, the Trent Park Character Appraisal considers that the existing building makes little contribution to the streetscape and therefore no objection is raised to its demolition. The revised replacement development now proposed is considered to address the previous reasons for refusal and would preserve the character and appearance of this part of the Trent Park Conservation Area.

8 **Recommendation**

- 8.1 That Conservation Area Consent be **GRANTED** subject to conditions.
- 1 That demolition shall not take place until a contract for the carrying out of works of redevelopment approved under reference TP/10/0977 has been entered into, unless otherwise agreed in writing by the Local Planning Authority. Reason: To safeguard the character and appearance of the Trent Park Conservation Area.
 - 2 C55A Time Limited permission – Conservation Area Consent

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of

Assistant Director, Planning & Environmental Protection

Contact Officer:

Aled Richards Tel: 020 8379 3857
 Andy Higham Tel: 020 8379 3848
 Mrs S.L. Davidson Tel: 020 8379 3841

Ward:

Cockfosters

Application Number : TP/10/0977

Category: Dwellings

LOCATION: THE COTTAGE, 17, GAMES ROAD, BARNET, EN4 9HN

PROPOSAL: Redevelopment of site to provide 7 residential units comprising a part 2, part 3-storey block of 5 x 2-bed flats and 1 x 4-bed attached house and a detached garage block with a 2-bed self contained flat over.

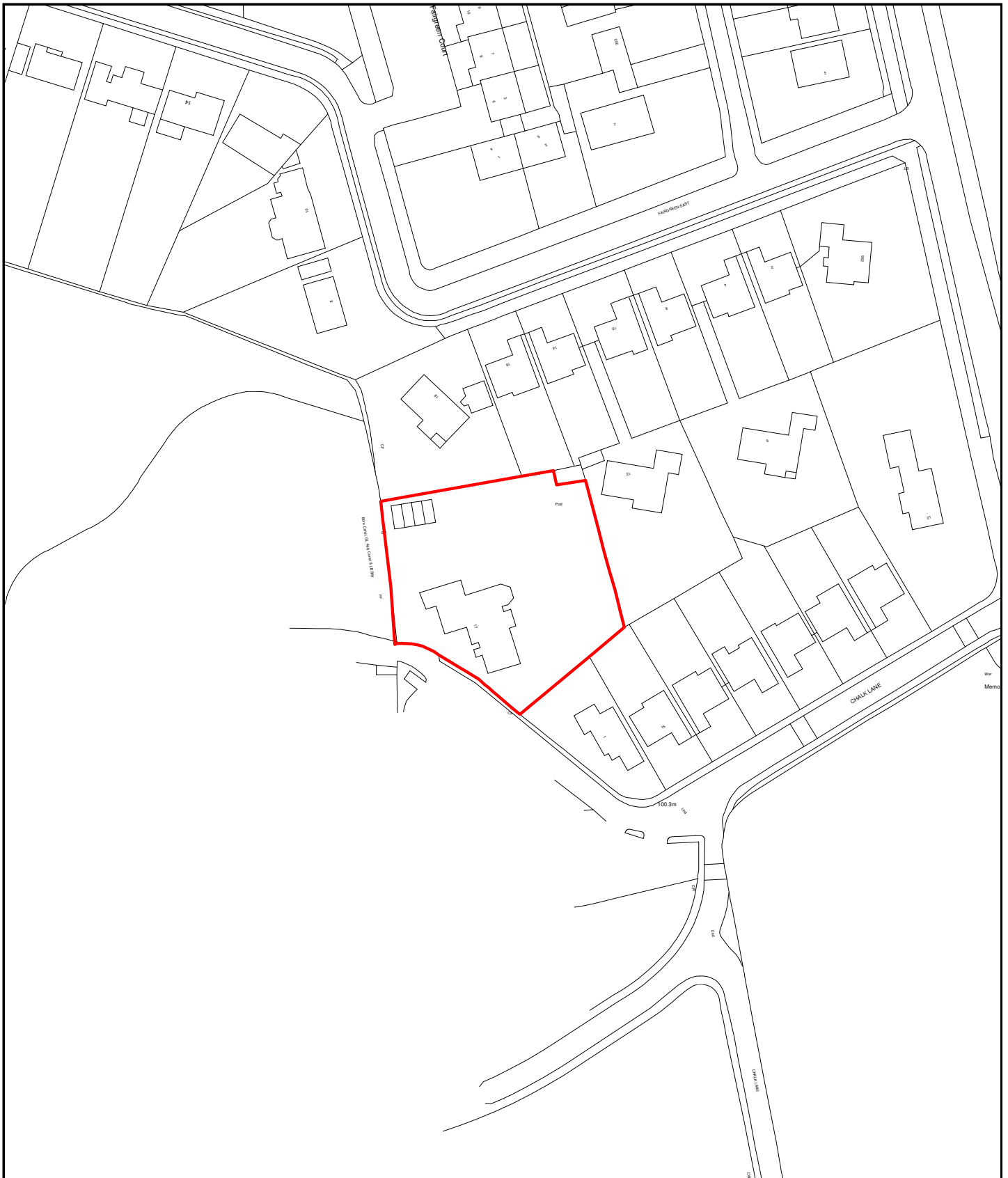
Applicant Name & Address:

Mr Neil Cottrell,
 Banner Homes Ltd
 Riverside House,
 Holtspur Lane,
 Woodburn Mews,
 Bucks,
 HP10 0TJ

Agent Name & Address:

RECOMMENDATION:

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



Development Control



Scale - 1:1250
Time of plot: 13:08

Date of plot: 11/01/2011

1 Site and Surroundings

- 1.1 The application site is located on the north-east side of Games Road and comprises a two-storey detached property that has been converted to four flats. The site is located within the Trent Park Conservation Area. There are a number of trees within the gardens of the property, and towards the site boundary, although none are the subject of a Tree Preservation Order.
- 1.2 The Borough boundary runs along Games Road meaning that the land and properties to the south and south west of the site are located within the London Borough of Barnet.

2 Proposal

- 2.1 This application proposes the demolition of the existing building and the erection in its place of a new part 2, part 3 storey building providing 5 x 2 bed flats and 1 x 4 bed attached house, together with the erection of detached garage block (5 garages) with a two bedroom self-contained flat over. Access to the site remains as existing from Games Road, although widened. A total of 7 parking spaces are proposed, 5 garages and 2 open parking spaces. There is space for a further car to park in front of each garage space.

3 Relevant Planning Decisions

- 3.1 TP/09/0221 Planning permission refused for the redevelopment of site to provide 7 residential units involving a 2-storey block with rooms in roof and front and rear balconies to first and second floor incorporating 5 x 3-bed self contained flats and 1 x 3-bed attached dwelling with garage and a detached building comprising 5 garages at ground floor and a 2-bed self contained flat within roof space involving front, rear and side gable ends.
- 3.2 TP/09/1701 Planning permission refused for the redevelopment of site involving demolition of existing building to provide 7 residential units comprising a part 2, part 3-storey block of 5 x 2-bed flats and 1 x 3-bed attached house and a detached garage block with a 2-bed self contained flat over for the following reasons:
 - 1 The proposed development, by reason of its size, scale, bulk and massing will be dominant and overbearing in the street scene detrimental to the character and appearance of this part of the Trent Park Conservation Area. In this respect the development is contrary to Policies (I)C1, (II)C28, (II)C30, (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.
 - 2 The proposed development, having regard to its size and scale would be dominant and overbearing when viewed from No.1 Games Road detrimental to the amenities of the occupiers of the property. In this respect the development would be contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan.
 - 3 The proposed Coach House, having regard to its size and siting would be dominant and overbearing when viewed from No.18 Fairgreen East and would result in overlooking and loss of privacy for the occupiers of Nos. 16 and 18 Fairgreen East, detrimental to the amenities of the occupiers. In this respect the development would be contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan.

- 3.3 The associated application for Conservation Area Consent (CAC/09/0015) was also refused for the following reason:

1 In the absence of an acceptable scheme for the redevelopment of the site, the demolition of No 17 Games Road, within the Trent Park Conservation Area is considered premature and would represent an act harmful to the established amenities and environment of the area, contrary to the advice contained in PPS 5 'Planning for the Historic Environment' and to Policies (I)C1 and (II)C26 of the Unitary Development Plan.

- 3.4 An appeal was lodged against the refusal of both applications. Whilst the appeals were dismissed, the Inspector commented as follows:

"I am aware that the existing house has a history in that it was the home of Captain Lightoller DSC. However, from the evidence before me, I am not convinced that there is anything of particular historical significance about the house itself. The fact that Captain Lightoller used to live there could be commemorated in some other way and in my view does not provide an overriding reason to require the retention of the house.

"I consider that the house and proposed coach-house would sit satisfactorily on the site and the wider area and would complement the area at least as much as the existing house does now. I conclude that the proposal would preserve the character and appearance of the Conservation Area and would comply with saved Policies (I)C1, (II)C30, (I)GD1, (I)GD2 and (II)GD3 of the London Borough of Enfield Unitary Development Plan."

- 3.5 The Inspector went on to consider the impact of the proposed development on the amenities of the occupiers of adjoining properties in terms of light, outlook and privacy. He concluded that the main building would have no undue impact in these respects. However, he commented:

"The appeal proposal also involves the erection of a two storey coach-house building in the north-western corner of the site. It would be constructed at a slight angle to the boundary with the rear garden of 18 Fairgreen East and would as a result be between 4 and 6 metres from that boundary. This coach-house would have a rear elevation facing No.18 of a blank wall nearly 18 metres long and nearly 5 metres high. Above that, a pitched roof would slope back away from the site boundary, bringing the total height of the building to over 6.5 metres.

"I saw on my site visit that No.18 has rooms at the rear, a rear garden and a sitting-out area that currently benefit from an outlook over the appeal site. There is a tree on the appeal site, close to the common boundary, which could be retained. However, it has a fairly high crown and would do little to screen views of the coach-house. I appreciate that the proposed coach-house has been made lower, and is further away from the boundary, than in a previous scheme that was refused permission. However, it is my view that the construction of a structure of the height and width proposed, between 4 and 6 metres from the boundary, would appear unduly overbearing when seen from the rear rooms, sitting-out area and rear garden of 18 Fairgreen East"

- 3.6 The Inspector also commented on issues of privacy but considered that, save for the need for a condition should permission be granted to require a privacy screen to the balcony to balcony on the east facing elevation of the coach-house, the building as designed and positioned would not result in unreasonable overlooking.
- 3.7 The Conservation Area Consent appeal was dismissed on the basis that demolition in the absence of an acceptable scheme would leave a vacant site that would not preserve or enhance the character or appearance of the Conservation Area.

4 Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Duchy of Lancaster have no observations to make concerning the proposed development
- 4.1.2 EDF Energy advises that the development is in close proximity to a substation and advise that the distance between buildings and sub-stations should be more than 7m and buildings should be designed so that rooms of high occupancy i.e. bedrooms and living rooms do not overlook or have windows opening out over the substation. The proposed building is in excess of 13m from the sub-station.
- 4.1.3 London Borough of Barnet have not provided formal comments on this application but have previously raised no objections to the proposed development.
- 4.1.4 Traffic and Transportation comment that although the site has a PTAL rating of 2, it is within reasonable walking distance of public transport facilities and the centre of Cockfosters. Pedestrian routes to and within the site are acceptable and cycle routes are provided nearby. Therefore, the site is considered to be accessible by modes of transport other than the private car.

The vehicular access into the site is via the existing access, which is to be widened by some 3m to provide a 7m wide access leading to a 4.8m wide access road. The use of the existing access and the proposed layout is considered acceptable.

As no formal footways are provided, it is assumed that the internal access road will be shared use. As a result, it is important that proper pedestrian inter-visibility splays from the proposed access road can be achieved and are provided. It is considered that this can be provided through the provision of appropriate boundary treatments and as a result, this matter could be dealt with by condition.

Whilst a width of 3m would be desirable for each garage, it is considered that the dimensions of the proposed garages (2.75m x 5.7m) would be sufficient to meet modern day standards for an average sized car. Therefore the garages can be included within the overall proposed parking provision of 1 space per dwelling, which is acceptable in accordance with London Plan standards. As with the previous scheme there is sufficient space at the front of the garages for vehicles to park without obstructing access. Although this was not raised as an issue in the previous scheme, it is noted that the forecourt area in the

current scheme appears to be of the same surface material as the two uncovered formal spaces. This arrangement could give the impression that formal parking to the front of the garages is also available for residents resulting in a potential overall parking provision within the site of 12 spaces, which would exceed London Plan standards.

No provision is made for refuse storage or cycle parking although this matter can be addressed through a condition, there being adequate capacity on site.

In conclusion it is considered that the proposed development has addressed the previous highways and transportation reasons for refusal.

4.2 Public

4.2.1 Consultation letters have been sent to the occupiers of 36 adjoining and nearby properties. In addition, the application has been advertised on site and in the local press. Twelve letters of objection have been received, including letters from the Chalk Lane Area Residents Association, the Trent Park Conservation Committee, The Monken Hadley Common and Monken Hadley and Wood Street Conservation Area Advisory Committee. The objections raised can be summarised as:

- the existing building is one of the oldest in Cockfosters and fits harmoniously into its immediate surroundings
- the property was home to Commander Charles Lightoller, 2nd Officer of the Titanic and the most senior survivor
- out of keeping with the local area, much larger than the existing building
- sprawls across the entire width of the site
- volume approximately 2.5 times that of the present building
- 3 storeys in place, will obscure various views and the vista from surrounding land and properties, as well as dominate surrounding residential properties
- It is a mixture of rendered and non-rendered brickwork, a device used to disguise and break up the true monolithic size of structure
- The development would not preserve or enhance the character or appearance of the conservation area
- The application lacks a heritage assessment in accordance with the advice contained in PPS5
- The deterioration of the existing building is superficial and its condition would appear to be the result of wilful and constructive neglect
- Overlooking and loss of privacy
- loss of attractive and green gardens which would impact on local wildlife
- lack of car parking this will lead to overspill parking on street causing sever problems
- removal of the hedge
- lack of proper protection for trees and those on adjoining land
- the changes to the development since the previous refusal are insignificant
- the mass of the coach house is unchanged and would loom large in relation to adjoining properties
- overshadow the low level cottages opposite

- substantial loss of mature trees and shrubs that presently screen the existing building
- changes in PPS3 remove garden land such as this from the definition of brownfield sites
- risk of damage to the listed gates in Games Road by construction vehicles
- the existing brick boundary wall to Monken Hadley Common should be retained
- loss of light

4.2.2 Following the receipt of the appeal decision referred to above, revised plans have been received modifying the height and width of the proposed 'coach-house'. Following further consultation on these revised plans a further 5 letters of objection have been received reiterating many of the above concerns but also raising the following issues:

- The changes to the plans are insubstantial and would not appreciably reduce the height and mass of the building.
- The garage block should be single storey with no first floor accommodation.
- Proper protection should be given for trees on this site and in adjacent gardens during construction.
- The landscaping scheme proposed to the boundary with Nos 16 & 18 Fairgreen East is inadequate with unsuitable species.
- Landscaping should be provided to the boundary with No.1 Games Road.
- The height of the hedge to the Games Road frontage should be maintained
- The windows to the south elevation of the building should be permanently restricted so they are fixed and obscure glazed.
- External lighting should be restricted across the site to safeguard neighbours amenities and wildlife
- Need to be satisfied that the utility company can still access the sub-station.

4.2.1 In addition, Southgate District Civic Trust considers that there is not much difference between this application and the last one, and it continues to have an effect on neighbouring properties in Games Road and Fairgreen East. There is a lack of information as to how it fits into the street scene, because there are no views available taken from the road. There is no significant reduction in height and mass of the proposed development and there will be a loss of trees and shrubs that at present screen existing properties. The Dilapidation Report of the existing cottage does not seem to justify demolition of the building. They do point out that removal of the detached garage block/flat above and repositioning the proposed block, may reduce the impact of it, and any proximity to the nearest house.

4.3 Conservation Advisory Group

4.3.1 The Group agreed that notwithstanding its neutral status in the Trent Park Character Appraisal, the existing building sits better in the streetscape than the proposed scheme.

The revised scheme does not overcome the previous objections to mass and bulk. The side and rear elevations are far too big and did not reflect the smaller scale of the area.

Concerns were raised about the impact on trees and shrubs.

5 Relevant Policy

5.1 Local Development Framework

5.1.1 The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

Core Policy 4	Housing Quality
Core Policy 5	Housing Types
Core Policy 20	Sustainable Energy Use and Energy Infrastructure
Core Policy 28	Managing flood risk through development
Core Policy 30	Maintaining and improving the quality of the built environment.
Core Policy 31	Built and landscape heritage
Core Policy 36	Biodiversity

5.2 Unitary Development Plan

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

- (II)C26 To resist the demolition of any unlisted building or structure, or part thereof, which contributes to the character of a conservation area.
- (II)C27 To ensure that buildings or groups of buildings of architectural, historic or townscape interest within a conservation area are retained and that their character and setting are protected.
- (II)C28 To ensure development proposals in conservation areas do not result in the inappropriate development or use of areas of hard or soft landscape important in the make up of the character or appearance of the area.
- (II)C30 New buildings within conservation areas to replicate, reflect or complement the traditional characteristics of the area.
- (II)C38 To resist developments that result in the loss of acknowledged public amenity value.
- (II)C39 Replacement planting where trees lost as a result of development
- (II)GD3 Design and character
- (II)GD6 Traffic implications
- (II)GD8 Access and servicing
- (II)H8 Privacy and overlooking
- (II)H9 Amenity space
- (II)T13 Access onto public highway

5.3 London Plan

- 3A.1 Increasing London's housing supply
- 3A.3 Maximising the potential of sites

- 3A.5 Housing choice
- 3A.6 Quality of new housing provision
- 3C.21 Improving conditions for cycling
- 3C.23 Parking strategy
- 3D.14 Biodiversity and nature conservation
- 4A.1 Tackling climate change
- 4A.2 Mitigating climate change
- 4A.3 Sustainable design and construction
- 4A.9 Adaption to climate change
- 4A.14 Sustainable drainage
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment
- 4B.8 Respect local context and communities
- 4B.12 Heritage conservation

5.4 Other Material Considerations

- PPS1 Delivering sustainable development
- PPS3 Housing
- PPS5 Planning for the historic environment
- PPG13 Transport
- PPS25 Development and Flood Risk

Trent Park Conservation Area Character Appraisal

6 Analysis

6.1 Principle of demolition

- 6.1.1 The Trent Park Conservation Area Character Appraisal considers that the existing building makes little contribution to the streetscape and has been damaged by inappropriate alterations. In considering the recent appeals against the earlier refusal of planning permission and conservation area consent, the Inspector supported this view and considered that the “main contribution that the existing site makes to the character and appearance of the Conservation Area comes from the strong hedge line along the road frontage. The house itself is understated and simple and sits unobtrusively behind this hedge.” He also commented that “The house is also visible from Monken Hadley Common to the north-west, from where it appears as an unremarkable introduction to the built –up area beyond the Common”. He was not convinced that there was anything of any particular historic significance about the property and that the fact that it was once occupied by Captain Lightoller could be commemorated without requiring retention of the property.
- 6.1.2 Residents have pointed out that the Barnet Character Appraisal for the area identifies the building as a ‘key building’. This has previously been pursued with Barnet Council who advise that the current appraisal document for the Monken Hadley Conservation Area only makes brief mention of it – “The offices face a 1960’s house and The Cottage on the Enfield boundary” and they have not raised any objections to the demolition of the existing building.
- 6.1.3 In the circumstances, policy would allow the demolition of the building subject to any replacement development preserving or enhancing the character or appearance of the Conservation Area.

6.2 Impact on the character of the surroundings area

6.2.1 The development proposed as part of this application is very similar to the development considered by the Inspector in respect of the recent appeals, particularly in terms of the design, size, siting, bulk and mass of the main building. The changes proposed as part of this application largely relate to the siting of the coach house building and the parking arrangement. The Inspector considered that the “house and proposed coach-house would sit satisfactorily on the site and the wider area and would complement the area at least as much as the existing house does now”. He concluded that the development would preserve the character and appearance of the Conservation Area. It is considered that the modest changes to the main building, together with the changes to the siting of the coach-house and the parking arrangement do not fundamentally change the impact of the development on the character or appearance of the Conservation Area and therefore the development remains acceptable in this respect.

6.2.2 The development allows for the retention of the majority of the strong hedge line to the Games Road frontage and the boundary trees, which do make a contribution to the character of the Conservation Area. A limited amount of the hedge would need to be removed to allow for the widening of the access to the site, but this would not undermine its function in providing a strong sense of enclosure to the road frontage. Conditions are recommended requiring that the trees and the hedgerow are protected during construction.

6.3 Impact on neighbouring properties

6.3.1 The Inspector considered in respect of previous appeal that the main building would have no undue impact on the amenities of the occupiers of adjoining properties in terms of light, outlook or privacy. The building as now proposed has a similar and indeed marginally improved relationship with site boundaries and therefore the main building remains acceptable.

6.3.2 The Inspectors main concern, and the reason for dismissing the earlier appeal, was the size and siting of the proposed coach house and its overbearing impact on the occupiers of 18 Fairgreen East. This application has sought to address this concern by moving the building further away from the site boundary, reducing the height of the building and marginally reducing its length.

6.3.3 As previously proposed the building was positioned between 4m and 6m to the common boundary with No.18 Fairgreen East, reflecting the taper in the boundary and the orientation of the proposed coach-house. It was to stand 5m to eaves/top of parapet and 6.8m to the top of the mansard roof; the building was 17.8m in length. As now proposed the building would be sited approximately 5.8m and 7.8m from the common boundary. The design of the building has been modified to remove the parapet wall and thus reduce the eaves height to approximately 3.3m and the height to the top of the mansard to 6m. The building has been reduced in length by approximately 0.5m. The applicants have also provided details of additional landscaping that can now be provided in the space between the proposed building and the boundary.

6.3.4 It is noted that residents consider these amendments to be ‘insubstantial’. However, the re-siting of the building almost 2m further away from the

boundary, taken with the significant reduction in the mass of the building through its redesign, the removal of the parapet design and the consequential reduction in eaves height from 5m to 3.3m, together with the opportunity for additional landscaping, it is considered sufficient to ensure that it would not be unduly overbearing when viewed from No.18 Fairgreen East. Whilst the landscaping scheme proposed could be improved, this can be addressed by condition. Accordingly, it is considered that the revised proposals now address the Inspectors concerns.

- 6.3.5 The current proposal does not include provision for a balcony on the east facing elevation of the coach-house. A balcony is proposed on the west facing elevation. Given this orientation and the relationship of building to the boundary, it is not considered that use of this balcony will give rise to undue overlooking of No.18 Fairgreen East.

6.4 Highway safety

- 6.4.1 The existing property is already occupied as 4 flats. The provision of an additional 3 units on the site would not result in a significant increase in traffic generation from the site. The main access to the site is as existing and this is acceptable. The garages have been increased in width since a previous refusal and are now considered acceptable to meet modern day standards for an average sized car. The level of car parking provision is acceptable given the location of the site.

- 6.4.2 No details are provided of cycle storage. However, there is adequate capacity on site to provide covered and secure facilities and this matter could be dealt with by condition should planning permission be granted.

- 6.4.3 Concerns raised through public consultation about construction traffic are noted. A condition is recommended requiring the submission of a construction methodology setting out such matters construction access, wheel cleaning etc.

6.5 Sustainable Design and Construction

- 6.5.1 Conditions are recommended to ensure the development achieves a minimum of Code Level 3 for Sustainable Homes and appropriate sustainable drainage techniques are employed.

6.6 Other issues raised through consultation

- 6.6.1 The comments of EDF are noted. The proposed development is sited a minimum of 13m away from the sub-station. The applicant has provided information demonstrating the easement that EDF presently have to access the sub –station. This allows vehicle access over the garage court with pedestrian access to the sub-station itself. The proposals would achieve broadly the same arrangement.

7 Conclusion

- 7.1 Notwithstanding the objections raised, the Inspector in considering the previous appeal considered that the development was acceptable in all respects with the exception of the size and scale of the proposed coach house and its relationship with the common boundary of the site with No.18

Fairgreen East. It is considered that the amendments introduced through this application address these concerns and approval is therefore recommended for the following reasons:

- 1 The Trent Park Conservation Area Character Appraisal notes that the existing building makes little contribution to the streetscape and has been damaged by inappropriate alterations. The proposed development, having regard to the size, scale and design of the buildings and the retention of existing landscape features which contribute to the character of the Conservation Area, would preserve the character and appearance of this part of the Trent Park Conservation Area. In this respect the development would comply with Core Policy CP31 of the Core Strategy, Unitary Development Plan policies (II)C26, (II)C27, (II)C28, (II)C30 and (II)C38 and London Plan policy 4B.12
- 2 The proposed development achieves a more efficient use of the site whilst having regard to the character and appearance of the area and the amenities of the occupiers of adjoining properties. In this respect the development complies with Core Policy CP30 of the Core Strategy, Unitary Development Plan policies (II)H8 and (II)H9 and London Plan policies 3A.1, 3A.3, 4B.1 and 4B.8.
- 3 The proposed development would be provided with appropriate access and parking facilities and conditions require the provision of cycle parking facilities. In this respect the development would comply with Unitary Development Plan policies (II)GD6, (II)GD8 and (II)T13 and London Plan policies 3C.21 and 3C.22.

8 Recommendation

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

- 1 C07 Details of materials.
- 2 That development shall not commence on site until detailed drawings, including sections, to a scale of 1:20 or larger of a sample panel through the building showing the proposed windows, window reveals, cills, arches and all elevational detailing have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation.

Reason: To safeguard the character and appearance of this part of the Trent Park Conservation Area.

- 3 C09 Details of hard surfacing
- 4 C10 Details of levels
- 5 C11 Details of enclosure
- 6 That development shall not commence on site, including the demolition of the existing building, until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain: a photographic condition survey of the adjoining roads and footways around the site; details of construction access, arrangements for vehicle servicing and turning areas; arrangements for wheel cleaning; arrangements for the storage of materials; and details of hours of work. The development shall then be undertaken in accordance with the approved

construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the implementation of the development does not lead to damage to existing roads and the listed gate, prejudice highway safety or the free-flow of traffic on adjoining highways, and to minimise disruption to neighbouring properties.

- 7 Notwithstanding the details shown on drawing number PL/010677/02 Rev G, the development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

Reason: To ensure that the development complies with Unitary Development Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

- 8 C15 Private vehicles only – garages

- 9 C16 Private vehicles only – parking areas

- 10 C59 Cycle parking spaces

- 11 Notwithstanding the details shown on drawing number BAN 16934 09, the development shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

- 12 C18 Details of Tree Protection

- 13 C19 Details of Refuse Storage & Recycling Facilities

- 14 The glazing to be installed in the southern elevation of the development indicated on drawing Nos. PL/010677/03, 04 and 06 shall be fixed and in obscured glass. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

- 15 C25 No additional Fenestration

- 16 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings, including roof extensions shall be erected on the proposed four bed attached house without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties

- 17 The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in

Appendix F of PPS25, London Plan Policy 4A.14 and SUR1 of the Code for Sustainable Homes. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

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

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, Policy 4A.14 of the London Plan 2008 and PPS25.

18 Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than '3' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

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

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

19 C51a Time Limited Permission



- - - Indicates outline of previous application TP/09/1701 & CAC/09/0015
- - - Indicates footprint of existing building

Rev	Date	Description
A	25.07.10	Existing Building Outline Shown

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BANNER HOMES LIMITED
 Riverside House, Holtspur Lane, Wooburn Green
 High Wycombe, Buckinghamshire, HP10 0TJ
 Tel: 01628 536200 Fax: 01628 536201
 DX: 123610 Wooburn Green E-mail: info@banner-homes.co.uk

Project
**Games Road
 Hadley Wood**

Drawing title
Site Plan

Scale 1:500	Dwg No. PL/010677/02
Date 05.07.10	Rev
Drawn N.Millin	A



Appeal Decision

Site visit made on 1 October 2010

by **Michael J Muston BA(Hons) MPhil**
MRTPI

an Inspector appointed by the Secretary of State
for Communities and Local Government

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

☎ 0117 372 6372
email: enquiries@pins.gsi.gov.uk

Decision date:

29 October 2010

Appeal A Ref: APP/Q5300/A/10/2125519

17 Games Road, Hadley Wood, Barnet EN49 9HN

- The appeal is made under Section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Neil Cottrell, Banner Homes Ltd against the decision of the Council of the London Borough of Enfield.
- The application ref TP/09/1701, dated 11 November 2009, was refused by notice dated 16 March 2010.
- The development proposed is the demolition of the existing house and the erection of 6 flats plus attached dwelling, the provision of a flat above the garage building and the provision of a vehicular access.

Appeal B Ref: APP/Q5300/E/10/2125524

17 Games Road, Hadley Wood, Barnet EN49 9HN

- The appeal is made under Section 78 of the Town and Country Planning Act 1990 against a refusal to grant conservation area consent.
- The appeal is made by Mr Neil Cottrell, Banner Homes Ltd against the decision of the Council of the London Borough of Enfield.
- The application ref CAC/09/0015, dated 11 November 2009, was refused by notice dated 16 March 2010.
- The development proposed is the demolition of the existing house and garage.

Decision - Appeal A

1. I dismiss the appeal.

Decision - Appeal B

2. I dismiss the appeal.

Main Issues – Appeal A

3. I consider the main issues in Appeal A to be:-
 - whether the proposal preserves or enhances the character or appearance of the Trent Park Conservation Area,
 - the effect of the proposal on the living conditions of occupiers of adjacent residential properties.

Main Issue – Appeal B

4. I consider the main issue in Appeal B to be whether the proposal preserves or enhances the character or appearance of the Trent Park Conservation Area.

Reasons and Conclusion – Appeal A*Conservation Area*

5. The appeal site is within the Trent Park Conservation Area. The Council has adopted a Character Appraisal (CA) of the Conservation Area. The Conservation Area is centred on the mansion and the formal landscape surrounding it, which now forms the core of the Middlesex University Campus. The CA explains that the Conservation Area falls into five discernible areas. The appeal site falls within Character Area 5: Chalk Lane.
 6. The CA notes in paragraph 3.9.7 that this part of the Conservation Area has little intrinsic architectural or historic interest and that its most significant characteristic in terms of the wider Conservation Area is the way in which the open space of the sports ground provides a green backdrop to the western entrance to Trent park. It says that the existing building makes little contribution to the streetscape and has been damaged by inappropriate alterations. It notes that good screening by trees and hedges neutralises the impact of what it describes as “these generally unattractive structures”.
 7. The Council suggests that the house’s impact on the Conservation Area is limited. I agree with the Council on this point and that the main contribution that the existing site makes to the character and appearance of the Conservation Area comes from the strong hedge line along the road frontage. The house itself is understated and simple and sits unobtrusively behind this hedge.
 8. The house is also visible from Monken Hadley Common to the north-west, from where it appears as an unremarkable introduction to the built-up area beyond the Common.
 9. The proposal would involve the replacement of the existing house with a larger building of neo-Georgian design. The building would have a larger footprint, and be higher than the existing house. However, the site is of a good size and the proposed building would in my opinion still retain an appropriate setting and space around it. The siting of the building would also allow the existing trees around the edge of the site to be kept, as well as the retention or suitable replacement of the existing boundary treatment onto the road frontage, which contributes positively to the character of the area.
 10. I am aware that the existing house has a history in that it was the home of Captain Lightroller DSC. However, from the evidence before me, I am not convinced that there is anything of particular historical significance about the house itself. The fact that Captain Lightroller used to live there could be commemorated in some other way and in my view does not provide an overriding reason to require the retention of the house.
 11. I consider that the house and proposed coach-house would sit satisfactorily on the site and the wider area and would complement the area at least as much as the existing house does now. I conclude that the proposal would preserve the character and appearance of the Conservation Area and would comply with saved Policies (I)C1, (II)C30, (I)GD1, (I)GD2 and (II)GD3 of the London Borough of Enfield Unitary Development Plan.
-

Living conditions of neighbours

12. On my site visit, I was able to view the appeal site from the house and garden of 1 Games Road. At present, the existing house is visible through young trees at the bottom of No 1's garden. The appeal proposal would locate the southerly two storey wing of the proposed building closer to No 1, a little over 20 metres from the two storey part of the house, and about 8 metres from the common boundary. It would also be higher than the existing house.
 13. I accept that the new building would be more visible and more dominant than the existing house from No 1's house and garden. However, I consider that the retention of a significant gap between the new building and the boundary with No 1 would prevent the proposal from having an unacceptably overbearing effect on the occupiers of No 1, when using their rear rooms or rear garden.
 14. The windows at first floor level in the side elevation of the building facing towards 1 Games Road would be obscurely glazed and fixed shut. The balcony on the rear elevation of this part of the building would have a side wall preventing overlooking in the direction of No 1. This would prevent any material loss of privacy from resulting. In my view, the proposal would not unacceptably harm the living conditions of the occupiers of 1 Games Road.
 15. The proposed building would also be closer to 12 Fairgreen East but would still be over 15 metres away from the common boundary. A number of windows and balconies would face in this direction. However, a combination of the retention of trees close to that boundary and the distances involved mean that in my opinion no unacceptable overlooking or overbearing effect would result.
 16. The northerly wing of the new building would bring the new building much closer to Nos 16 and 18 Fairgreen East than the existing house. However, it would still be over 10 metres away from the site's boundary with either of these two properties. The proposal would impact significantly on the views currently obtained over the site from Nos 16 and 18. However, the protection of such private views are not a material consideration and I cannot give them any weight. Nor do I consider, with the proposed building over 10 metres from the boundary, that any unacceptable overbearing effect on these two properties or their gardens would result.
 17. The northern side elevation of this wing would not contain any windows, so no overlooking of Nos 16 or 18 would result. I do not consider that the construction of the main building would unacceptably affect the living conditions of the occupiers of Nos 16 and 18 Fairgreen East.
 18. The appeal proposal also involves the erection of a two storey coach-house building in the north-western corner of the site. It would be constructed at a slight angle to the boundary with the rear garden of 18 Fairgreen East and would as a result be between 4 and 6 metres from that boundary. This coach-house would have a rear elevation facing No 18 of a blank wall nearly 18 metres long and nearly 5 metres high. Above that, a pitched roof would slope back away from the site boundary, bringing the total height of the building to over 6.5 metres.
 19. I saw on my site visit that No 18 has rooms at the rear, a rear garden and a sitting-out area that currently benefit from an outlook over the appeal site.
-

There is a tree on the appeal site, close to the common boundary, which could be retained. However, it has a fairly high crown and would do little to screen views of the coach-house. I appreciate that the proposed coach-house has been made lower, and is further from the boundary, than in a previous scheme that was refused permission. However, it is my view that the construction of a structure of the height and width proposed, between 4 and 6 metres from the boundary, would appear unduly overbearing when seen from the rear rooms, sitting-out area and rear garden of 18 Games Road.

20. The coach-house would also feature a balcony outside the living room on its eastern side elevation. This would allow views towards the rear gardens of Nos 16 and 18 Fairgreen East. The views over No 18's garden in particular would be at a distance of only a few metres and would in my opinion result in unacceptable overlooking. However, if I were minded to allow the appeal, this problem could be dealt with by a condition requiring the erection of a screen similar to that employed on the sides of the balconies in the main house.
21. The windows lighting the building have in my opinion been positioned in locations and at heights that would avoid unacceptable overlooking of nearby properties.
22. I do not consider that the main building would unacceptably impact on the living conditions of the occupiers of any of the neighbouring properties. However, in my view the proposed coach-house would have an unacceptable overbearing effect on the occupiers of 18 Fairgreen East when enjoying their home. I consider that this outweighs the lack of harm from the main building. I conclude that the proposal would have an adverse effect on the living conditions of occupiers of the adjacent residential properties, contrary to saved Policies (I)GD1 and (I)GD2 of the London Borough of Enfield Unitary Development Plan.

Other matters

23. I am told by third parties that the white gates adjacent to the site are a listed structure. The proposal would move development slightly farther away from these gates and the retention of this degree of open space would in my view preserve their setting.

Conclusion – Appeal A

24. I have concluded that the proposal would preserve the character and appearance of the Trent Park Conservation Area. However, I have also concluded that it would have an adverse effect on the living conditions of neighbours. I consider this to be sufficient reason to warrant dismissing the appeal.

Reasons and Conclusion – Appeal B

25. The proposal to demolish the existing dwelling on site would leave a vacant site and would not in my opinion preserve or enhance the character or appearance of the Conservation Area, unless an acceptable development proposal had first been permitted. As I have dismissed Appeal A, I conclude that the proposal would neither preserve nor enhance the character or appearance of the Trent
-

Park Conservation Area, contrary to saved Policies (I)C1 and (II)C26 of the London Borough of Enfield Unitary Development Plan.

Michael J Muston

INSPECTOR

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Ms E. Kiernan Tel: 020 8379 3830

Ward: Bowes
Southgate Green

Application Number : LBC/10/0035

Category: Listed Building Consent
to Alter/Demolish

LOCATION: BOWES PRIMARY SCHOOL, BOWES ROAD, LONDON, N11 2HL

PROPOSAL: Extension to west of playground involving removal of section of the existing wall, erection of new boundary wall with brick piers and railing together with construction of vehicular access from Stanley Road.

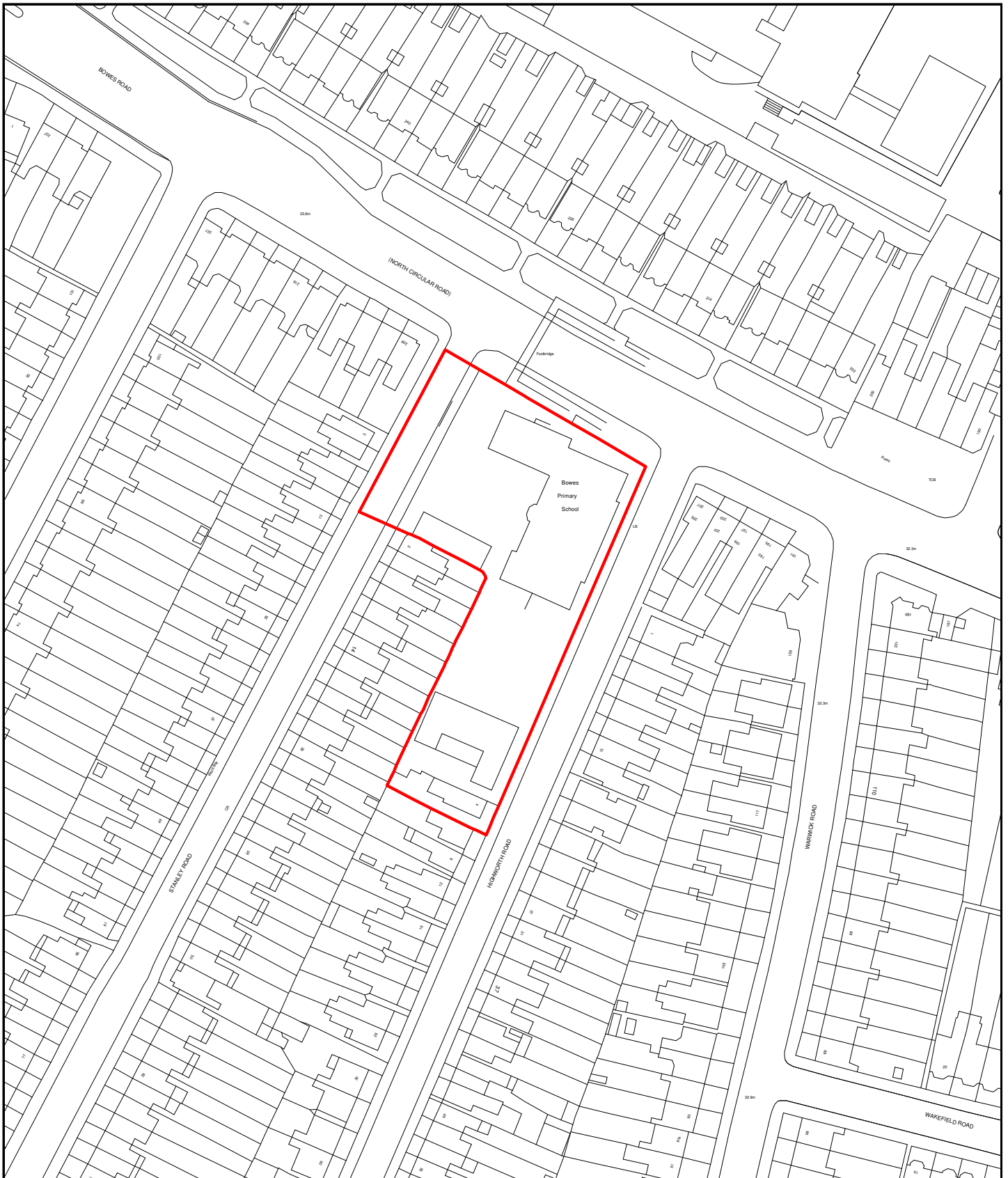
Applicant Name & Address:

Mr Andrew Fraser,
ECSL,
London Borough of Enfield
Civic Centre,
Silver Street,
Enfield,
Middx,
EN1 3XQ

Agent Name & Address:

Mr John West,
Asset Management Unit,
London Borough of Enfield
Civic Centre
Silver Street
Enfield
EN1 3XQ

RECOMMENDATION: That following the expiration of the consultation period and subject to the application being referred to the Secretary of State for Communities and Local Government and no objection being raised, planning permission be deemed to be **GRANTED** in accordance with Regulation 4 of the Town & Country Planning (General) Regulations 1992, subject to conditions



Development Control



Scale - 1:1250
Time of plot: 14:16

Date of plot: 11/01/2011

1. Site and Surroundings

- 1.1 The site is situated on the southern side of the North Circular Road with access off Stanley Road. The School is a Grade II listed three storey late Victorian building. The existing playground is to the south and west (which fronts Stanley Road)
- 1.2 The surrounding area is predominantly residential with two storey dwellings and in particular, No 2 Stanley Road situated adjoining the southern boundary.

2. Proposal

- 2.1 Consent is sought for alterations to the school curtilage in connection with the repositioning of a previously approved turning head closer to 2 Stanley Road and enlargement of the playground.
- 2.2 In more detail this would involve:
 - a) removal of part of the existing listed brick and railing boundary wall and gates fronting Stanley Road;
 - b) the formation of the turning head on part of the existing playground adjacent to 2 Stanley Road;
 - c) extension of school play ground incorporating area of existing footway and highway to side of 209 Bowes Road.
 - d) erection of new brick wall with railings to enclose new area of school play ground on three sides together with turning head matching the height, design and materials of existing wall;
 - e) relocate pedestrian gate of 2.9 metre high and 0.4 metres wide entrance gate to extended school yard area with details to match existing boundary wall and railings
- 2.3 This differs from the previously granted scheme LBC/06/0039 in that the turning head has been relocated further south along Stanley Road and the western section of the wall fronting the North Circular (A406) would be enclosed to a maximum height of 2.9 metres with no railings.
- 2.4 An application to obtain planning permission for the works is considered elsewhere on this Agenda under ref LBE/10/0035

3. Relevant Planning Decisions

- 3.1 LBC/06/0039 - Alterations to boundary wall of school involving demolition of existing sections on Stanley Road to facilitate the creation of a turning head and the erection of replacement wall 2.5 metres high enclosing the northern end of Stanley Road (at its junction with Bowes Road to effect its closure to vehicles) adjacent to no. 209 Bowes Road – granted with conditions
- 3.2 LBC/10/0035 – Extension to west of playground involving removal of section of the existing wall, erection of new boundary wall with brick piers and railing together with construction of vehicular access from Stanley Road – withdrawn

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 English Heritage has been involved in discussions regarding the proposals contained in this application and raise no objection commenting that the *application* should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.'

4.1.2 Any other comments received will be reported at the meeting

4.2 Public

4.2.1 Consultation letters have been sent to 14 neighbouring properties. A Site notice was also posted at the site and published in the local press. One representation was received raising the following planning considerations:

- Loss of parking space and increased congestion within Stanley Road
- Additional noise and disturbance from extended playground nearer to properties
- Parking restrictions are required

4.2.2 These issues are not material to the assessment of the works to the listed building and are considered as part of the assessment of LBE/10/0035 which is reported elsewhere on this Agenda.

5. Relevant Policy

5.1 Local Development Framework

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

CP8: Education

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

CP31: Built and landscape heritage

5.2 Saved UDP Policies

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

(II)GD3 Aesthetics and functional design

(II)C17 Development within the curtilage of a listed building

(II)C18 Preservation of historic form character and use of listed buildings

5.3 The London Plan

Policy 4B.1 Design principles for a compact city

Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.11	London's built heritage
Policy 4B.12	Heritage conservation
Policy 4B.13	Historic conservation-led regeneration

5.4 Other Relevant Considerations

PPS1:	Sustainable development
PPS5:	Planning for the historic environment

6. **Analysis**

6.1 Background

As part of the approved safety and environmental improvement for the North Circular Road, the vehicular access to the North Circular Road was closed and a turning head provided which encroach upon the existing school playground. Due to the under provision of play space associated with Bowes Primary School, the opportunity was taken to consider the option to extend the playground utilising this approved "greensward" area. An application for this work was approved under LBC/06/0039. However upon further review with TfL, the opportunity exist to further increase the are of playground by repositioning the turning head has resulted in these current applications

6.2 Impact on a Grade II Listed Building

6.2.1 When assessing proposed alterations to a listed building, special regard must be given to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

6.2.2 The proposed alterations affect the boundary walls and not the main building. The statutory listing refers to them as:

"Attached gate piers and wall. Stock brick, stone copings; shaped undulating profile to wall between brick piers with pyramidal stone caps, stone coping wall linked to stone band on piers".

6.2.3 Consequently, the boundary walls therefore play an important functional and visual role providing unity, enclosure and visual harmony fundamental tot he setting of the listed building. Any alterations therefore must not undermine this quality.

6.2.4 The existing boundary wall on the frontage with Stanley Road would be reconfigured to allow the re positioning of the new turning head to serve Stanley Road within an area of the exiting school yard adjacent to the flank wall of No 2 Stanley Road.

6.2.5 An area of replacement playground would be formed by the enclosure of an enlarged area at the northern end of Stanley Road. Replacement walling enclosing this and the repositioned turning head would match in every respect the existing walling. Consequently, it is considered this element would not harm the intrinsic value of the boundary to the setting of the listed building. Additionally, it is also considered that the alterations to the western section of

the wall fronting the North Circular (A406) involving the removal of railings and the complete infill of the wall panel to improve security and safety would not be detrimental to the character and appearance of the listed building and its setting.

7. Conclusion

- 7.1 It is considered on balance that the scope of the proposed works are acceptable ensuring compatibility with wider educational need while having appropriate regard to the architectural and historic interest of this Grade II Listed Building. The proposal is therefore considered acceptable for the following reasons:

The proposed works would not result in a form of development which is detrimental to the special character and appearance of the Grade II Listed Building having regard to Policies (II)GD3, (II) C17 and (II) C18 of the Unitary Development Plan, Policies CP30 and CP31 of the Core Strategy as well as the objectives contained within PPS5.

8. Recommendation

- 8.1 That following the expiration of the consultation period and subject to the application being referred to the Secretary of State for Communities and Local Government and no objection being raised, planning permission be deemed to be GRANTED in accordance with Regulation 4 of the Town & Country Planning (General) Regulations 1992, subject to conditions:
- 1 No development shall commence until details of the materials to be used in the development hereby approved, have been agreed in writing to the Secretary of State. The details shall set out a methodology to maximise the reuse of materials from the existing walls to be demolished. The work shall be carried out in accordance with the approved details.

Reason:
(a) To ensure a satisfactory external appearance and to safeguard the special architectural and historic interest of the listed building.

(b) In the interests of promoting sustainable construction practice having regard to the Council's sustainable design and construction policy.
 - 2 Before the development hereby approved is commenced, a brick sample panel shall be constructed on site for approval by the Secretary of State authority. The sample panel to include the use of an appropriate mortar mix / colour

Reason: To ensure a satisfactory external appearance and to safeguard the special architectural and historic interest of the listed building.
 - 3 The development shall not commence until details of the surfacing materials to be used within the development have been submitted to

and approved in writing by the Secretary of State. The surfacing shall be carried out in accordance with the approved detail.

Reason: To ensure a satisfactory external appearance and to safeguard the special architectural and historic interest of the listed building.

- 4 C53A – Time Limit – Listed Building Consent

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Ms E. Kiernan Tel: 020 8379 3830

Ward: Bowes
Southgate Green

Application Number : LBE/10/0035

Category: Other Development

LOCATION: BOWES PRIMARY SCHOOL, BOWES ROAD, LONDON, N11 2HL

PROPOSAL: Extension to west of playground involving removal of section of the existing wall, erection of new boundary wall with brick piers and railing together with construction of vehicular access from Stanley Road.

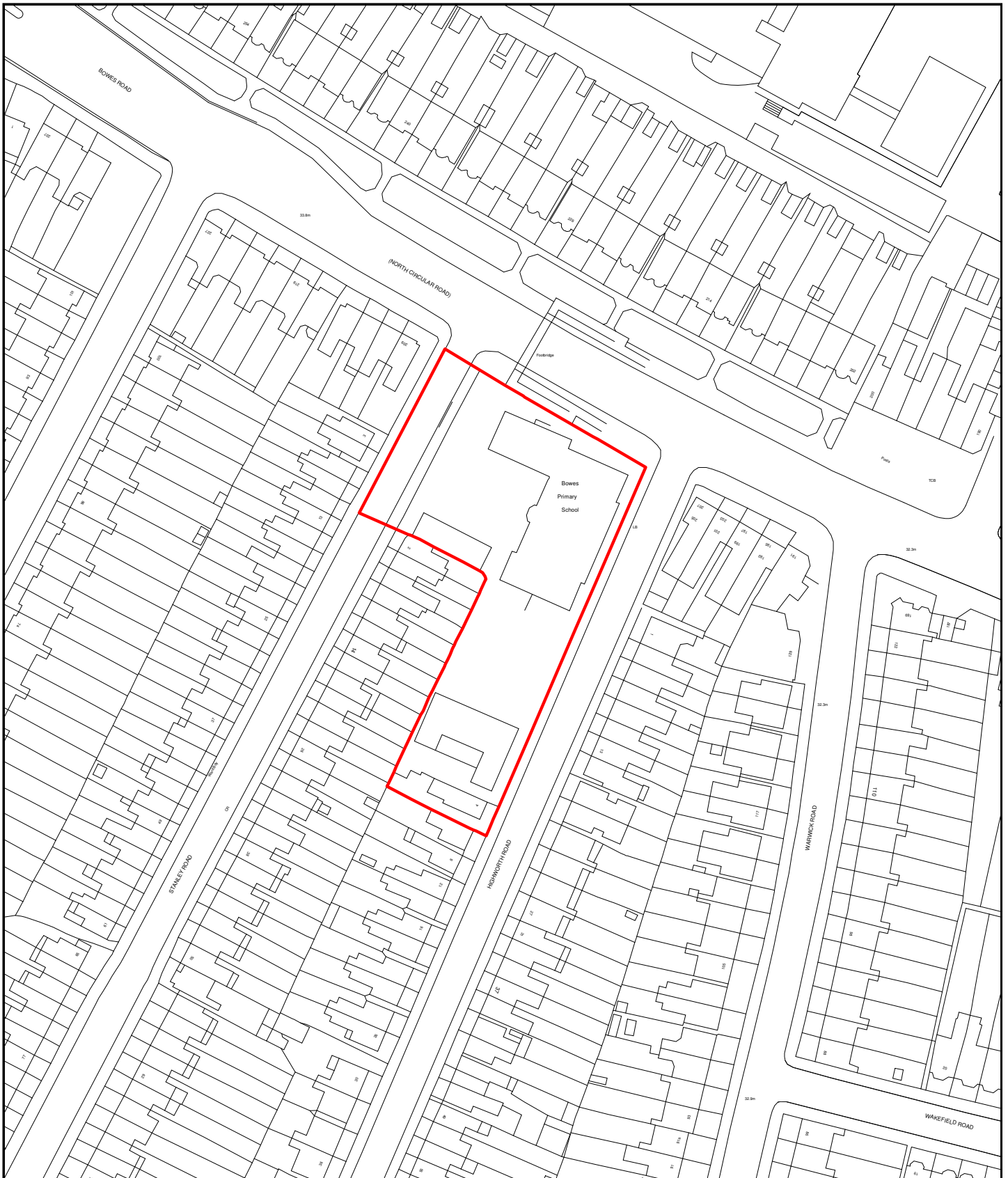
Applicant Name & Address:

Mr Andrew Fraser,
ECSL,
London Borough of Enfield
Civic Centre,
Silver Street,
Enfield,
Middx,
EN1 3XQ

Agent Name & Address:

Mr John West,
Asset Management Unit,
London Borough of Enfield
Civic Centre
Silver Street
Enfield
EN1 3XQ

RECOMMENDATION: In accordance with Regulation 3 of the Town and Country Planning Regulations 1992, planning permission be deemed to be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 14:13

Date of plot: 11/01/2011

1. Site and Surroundings

- 1.1 The site is situated on the southern side of the North Circular Road with access off Stanley Road. The School is a Grade II listed three storey late Victorian building. The existing playground is to the south and west (which fronts Stanley Road)
- 1.2 The surrounding area is predominantly residential with two storey dwellings and in particular, No 2 Stanley Road situated adjoining the southern boundary.

2. Proposal

- 2.1 Consent is sought for alterations to the school curtilage in connection with the repositioning of a previously approved turning head closer to 2 Stanley Road and enlargement of the playground.
- 2.2 In more detail this would involve:
 - a) removal of part of the existing listed brick and railing boundary wall and gates fronting Stanley Road;
 - b) the formation of the turning head on part of the existing playground adjacent to 2 Stanley Road;
 - c) extension of school play ground incorporating area of existing footway and highway to side of 209 Bowes Road.
 - d) erection of new brick wall with railings to enclose new area of school play ground on three sides together with turning head matching the height, design and materials of existing wall;
 - e) relocate pedestrian gate of 2.9 metre high and 0.4 metres wide entrance gate to extended school yard area with details to match existing boundary wall and railings
- 2.3 This differs from the previously granted scheme LBC/06/0039 in that the turning head has been relocated further south along Stanley Road and the western section of the wall fronting the North Circular (A406) would be enclosed to a maximum height of 2.9 metres with no railings.
- 2.4 An application to obtain listed building consent for the works is considered elsewhere on this Agenda under ref LBC/10/0035

3. Relevant Planning Decisions

- 3.1 LBC/06/0039 - Alterations to boundary wall of school involving demolition of existing sections on Stanley Road to facilitate the creation of a turning head and the erection of replacement wall 2.5 metres high enclosing the northern end of Stanley Road (at its junction with Bowes Road to effect its closure to vehicles) adjacent to no. 209 Bowes Road was approved in December 2007

4. Consultations

- 4.1 Statutory and non-statutory consultees
 - 4.1.1 Traffic and Transportation comment that the turning head is acceptable subject to the road being kept clear and therefore waiting restrictions would

be required along part of Stanley Road in addition to a Stopping Up Order, which would both require consultation.

- 4.1.2 Highway Services advise in respect of the street tree that its retention is preferable within this location and that any tree works would need to be approved in accordance with the Highways Tree Strategy
- 4.1.3 The Biodiversity Officer has no objections on ecological grounds
- 4.1.4 English Heritage has been involved in discussions regarding the proposals contained in this application and raise no objection commenting that the *application* should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.'
- 4.2 Public
 - 4.2.1 Consultation letters have been issued to 14 neighbouring properties. Press and site notices were also posted. One representation was received raising the following planning considerations:
 - Loss of parking space and increased congestion within Stanley Road
 - Additional noise and disturbance from extended playground nearer to properties
 - Parking restrictions are required

5. **Relevant Policy**

5.1 Local Development Framework

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

CP8: Education

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

CP31: Built and landscape heritage

5.2 Saved UDP Policies

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

- (II)GD3 Aesthetics and functional design
- (II)C17 Development within the curtilage of a listed building
- (II)C18 Preservation of historic form character and use of listed buildings
- (II)GD8 Site Access and Servicing

5.3 The London Plan

- Policy 3A.17 Addressing the needs of London's diverse population
- Policy 3A.18 Protection and enhancement of community infrastructure and community facilities
- Policy 4A.3 Sustainable design and construction
- Policy 4B.1 Design principles for a compact city
- Policy 4B.3 Enhancing the quality of the public realm
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.8 Respect local context and communities
- Policy 4B.11 London's built heritage
- Policy 4B.12 Heritage conservation
- Policy 4B.13 Historic conservation-led regeneration

5.4 Other Relevant Considerations

- PPS1: Sustainable development
- PPS5: Planning for the historic environment
- PPG17: Planning for Open Space, Sport and Recreation

6. Analysis

6.1 Background

As part of the approved safety and environmental improvement for the North Circular Road, the vehicular access to the North Circular Road was closed and a turning head provided which encroach upon the existing school playground. Due to the under provision of play space associated with Bowes Primary School, the opportunity was taken to consider the option to extend the playground utilising this approved "greensward" area. An application for this work was approved under LBC/06/0039. However upon further review with TfL, the opportunity exist to further increase the are of playground by repositioning the turning head has resulted in these current applications

6.2 Impact on the Character and Appearance of the Area

- 6.2.1 As discussed in the report supporting the recommendation to grant listed building consent, the proposed alterations to the listed wall enclosing the playground and main school building, are considered acceptable. Mindful of this, it is considered that the appearance of the boundary wall including the introduction of "solid" elements in the North Circular Road frontage, and the repositioning of the turning head are considered visually acceptable. The proposal would not therefore detract from the character and appearance of this residential locality.

6.3 Impact on Neighbouring Properties

- 6.3.1 The main issue to asses is the effect of repositioning the tuning head closer to No 2 Stanley Road. This property has not flank windows and although the position of the turning head would result in vehicle movements occurring closer to the rear amenity space, the separation and exiting boundary treatment are considered sufficient to avoid their being any undue impact on the levels of amenity available to this property

6.3.2 The alterations to the walls have no impact on 2 Stanley Road and although the proposed wall would also extend across the end of Stanley Road towards the flank boundary with 209 Bowes Road, its height, taken together with that of the existing boundary treatment which encloses the rear garden, would not give rise to any loss of amenity to that property. Moreover, although the playground would now be closer to this property, given the background noise levels, the effect is considered minimal on the residential amenities of this property

6.3.3 It should also be noted that the enlarged playground and enclosing wall would also be visible from the front of 3 & 5 Stanley Road. The view would though be oblique and on balance, it is considered there would be no loss of outlook.

6.4 Highway and Pedestrian Safety

6.4.1 The application shows a turning head capable of allowing a large refuse vehicle to turn (length of the vehicle is 11.2m). Although the size of the amended turning head is acceptable, it would only work if the road was kept clear, so waiting restrictions are still required along part of Stanley Road. Based on the drawings submitted with the application, these would run approximately 7.0m either side of the entrance on both sides of the road. In addition to the waiting restrictions, the road also needs to be 'Stopped Up', so that the public highway status of the road is extinguished and the ownership can be passed on to the school (subject to agreement with the owners of the subsoil).

6.4.2 An objection letter raised concerns regarding the further loss of parking as a result of the repositioning of the turning head and the resultant increased congestion.

6.4.3 Whilst this is acknowledged, this has to be balanced against the benefits to the school arising from the increased playground area. Moreover, it is noted that Traffic and Transportation have no objections commenting that parking is not dedicated on the public highway and that the scheme would improve the existing highway. Consequently, taking these factors into account, it is considered that the proposals would not adversely prejudice levels of on-street parking or lead to increased congestion. Having regard to Policies (II) GD6 and (II)GD8 of the Unitary Development Plan and PPG13.

6.3.1 Of note is that both the stopping up order and the waiting restrictions are subject to highways consent, separate to the planning process and involve further public consultation. Two directives would be attached to any consent, should the scheme be granted.

6.3.2 In regards to the loss of the three street trees, these were previously identified for removal as part of the TFL scheme and therefore, it is considered acceptable subject to a condition to secure replacement planting.

7. **Conclusion**

7.1 Having regard to the above considerations, it is considered the proposal is acceptable and would not unduly prejudice the character, appearance and residential amenities of the surrounding area or have detrimental impacts on highways, parking or pedestrian safety.

8. Recommendation

8.1 In accordance with Regulation 3 of the Town and Country Planning Regulations 1992, planning permission be deemed to be GRANTED subject to the following conditions and directives.

1. No development shall commence until details of the materials to be used in the development hereby approved, have been agreed in writing to the Secretary of State. The details shall set out a methodology to maximise the reuse of materials from the existing walls to be demolished. The work shall be carried out in accordance with the approved details.

Reason:

(a) To ensure a satisfactory external appearance and to safeguard the special architectural and historic interest of the listed building.

(b) In the interests of promoting sustainable construction practice having regard to the Council's sustainable design and construction policy.

2. Before the development hereby approved is commenced, a brick sample panel shall be constructed on site for approval by the Secretary of State authority. The sample panel to include the use of an appropriate mortar mix / colour

Reason: To ensure a satisfactory external appearance and to safeguard the special architectural and historic interest of the listed building.

3. The development shall not commence until details of the surfacing materials to be used within the development have been submitted to and approved in writing by the Secretary of State. The surfacing shall be carried out in accordance with the approved detail.

Reason: To ensure a satisfactory external appearance and to safeguard the special architectural and historic interest of the listed building.

4. Details of three replacement trees shall be submitted to and agreed in writing by the Local Planning Authority within 3 months from the date of this decision notice. This should include details of location, species and size and following written agreement by the Local Planning Authority, shall be implemented in accordance with the approved details during the next available planting season.

Reason: To secure suitable replacement planting and to maintain the Borough's stock of amenity trees

5. C51A – Time Limited Permission

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of

Assistant Director, Planning & Environmental Protection

Contact Officer:

Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mr R.W. Laws Tel: 020 8379 3605

Ward: Jubilee

Application Number : TP/07/1234/REN1

Category: Change of Use

LOCATION: COMMERCIAL PREMISES, 5, PICKETTS LOCK LANE, LONDON, N9 0AS

PROPOSAL: Change of use from storage and distribution (Class B8) to a Waste electrical and electronic equipment (WEEE) De-manufacturing facility (renewal of unimplemented permission under ref: TP/07/1234).

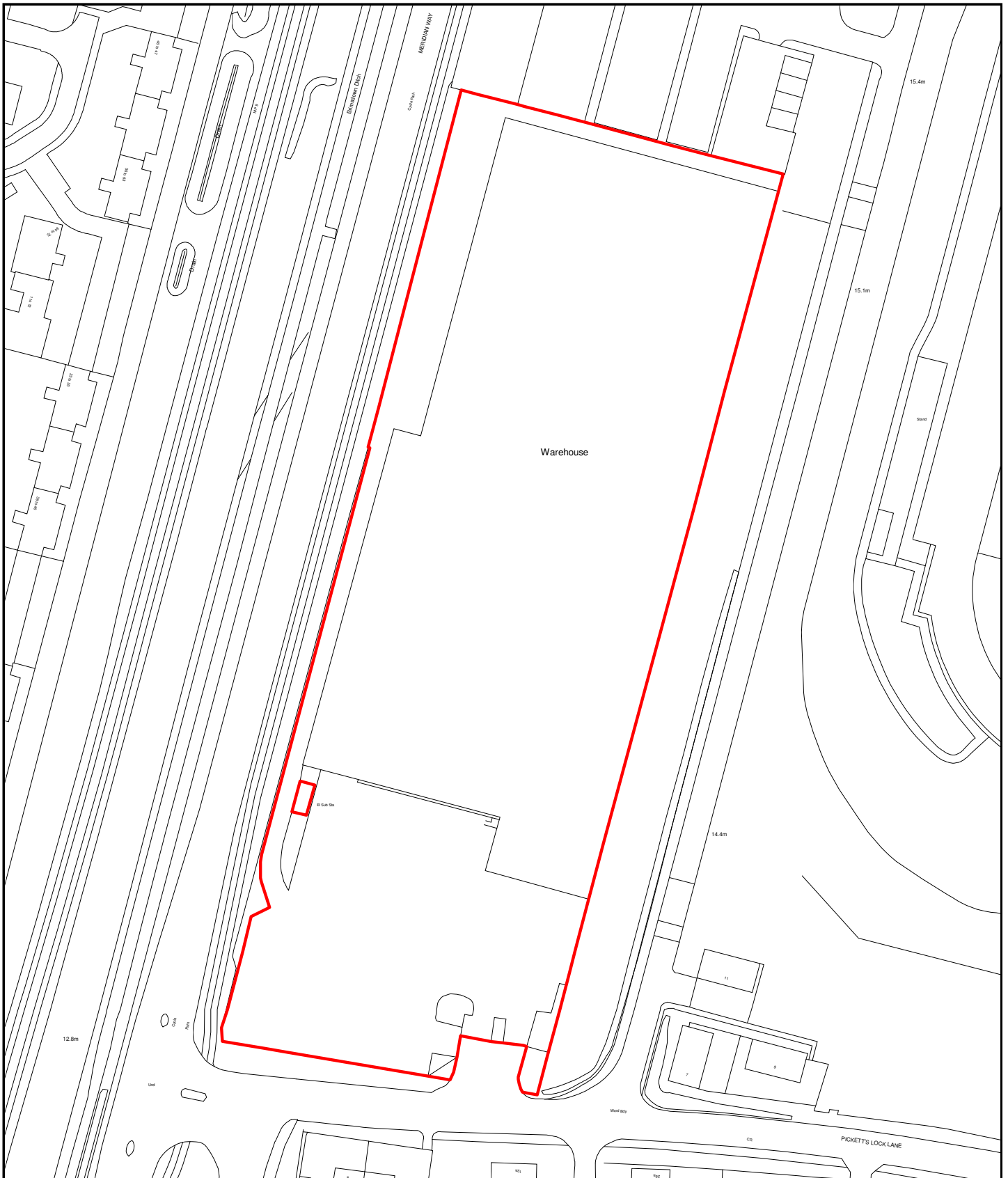
Applicant Name & Address:

Whittington Jersey Property Fund,
C/O Henderson Global Investors
C/O AGENT

Agent Name & Address:

Ms Aoife Conacur, Indigo Planning Ltd
42, Brook Street
London
W1K 5DB

RECOMMENDATION: That planning permission be **GRANTED** subject to the following conditions.



Development Control



Scale - 1:1250
Time of plot: 14:12

Date of plot: 11/01/2011

1.0 Site and Surroundings

- 1.1 The application site is vacant but was formerly used by Coca Cola for the storage and distribution of soft drinks. The site extends approximately 1.8ha and is located immediately to the north east of the junction of Pickett's Lock Lane and Meridian way. The existing industrial building on site has a gross floor area of approximately 11,800m². Vehicular and pedestrian access to the site is gained directly from Picketts Lock Lane.
- 1.2 A vehicle parking area and service yard is located on the southern part of the site, between the large Industrial Building and Picketts Lock Lane. A second, smaller service yard is located in the north- western part of the site; vehicular access to this service yard is gained via an access road, which runs, within the site, along the western side of the industrial building.
- 1.3 Immediately to the south of the site, on the southern side of Picketts Lock Lane, there are two storey residential properties. To the north and east is the extensive Lee Valley Leisure complex together with the Regional Athletic Stadium which is also designated Green Belt and an Area of Special character within the Lee Valley Regional Park. The recent adopted Core Strategy also designates the "Complex" as a Major Developed Site within the Green Belt. To the west of Meridian Way is the London- Stanstead railway line, with a series of four storey residential apartment blocks beyond.

2. Proposal

- 2.1 The application is a renewal of an unimplemented permission TP/07/1234 change of use from storage and distribution (Class B8) to Waste Electrical and Electronic Equipment (WEEE) de-manufacturing facility so as to extend the time limit of the permission.
- 2.2 The proposal involves a change of use of the existing premises at 5 Picketts Lock Lane from (Use Class B8) storage and distribution to a Waste Electrical and Electronic Equipment (WEEE) de- manufacturing facility. Waste Electrical and Electronic Equipment consists of items such as fridges, freezers, washing machines, televisions, cookers, cathode tubes etc. Before the de manufacturing process takes place, the incoming waste will be sorted inside the building and those larger items which are capable of repair and reuse will be withdrawn. The repair of these items will be undertaken off site by a Social Enterprise Business.
- 2.3 The proposed de- manufacturing process will take place entirely within the building and will enable 95% of incoming waste to be recycled. It is anticipated that the majority of incoming waste will be scoured from North London, within the M25 corridor. The proposed de – manufacturing facility is not a scrap yard type operation. The use involves the processing of waste electrical and electronic equipment in order to recover recyclables. All storage and processing of waste will be carried out within the building and there will be no tipping or stockpiling of waste on either the yard area which fronts Picketts Lock Lane or on the yard area in front of the Meridian Way loading bay. Approximately 60, 000 tones of waste equipment will be processed per annum. The proposed use would not lead to the storage of any hazardous materials in notifiable quantities on site.

- 2.4 The use would operate 24 hours per day/7 days a week. The proposed use is likely to generate approximately 63 two way movements of incoming delivery vehicles per day and approximately 17 two way movements of outgoing vehicles per day. The majority of deliveries to the site (up to 95%) will take place between 07.00 and 19.00, Mon to Friday. The proposed use will employ approximately 150 semi skilled staff.
- 2.5 No external alterations to the building are proposed. Thirty five car parking spaces along with parking for HGV vehicles would be provided within the existing Yard fronting Picketts Lock Lane. The applicants have also provided a Planning Statement, Noise assessment and Transport statement in support of their proposal.

3.0 Relevant Planning Decisions

- 3.1 TP/07 /1234 an application for the change of use from Storage and Distribution (Class B8) to a Waste Electrical and Equipment (WEEE) de-manufacturing facility was granted planning permission in October 2007.

4.0 Consultations

4.1 Statutory and Non Statutory Consultees

- 4.1.1 The Greater London Authority comment that the proposal does not raise any new strategic planning issues that were not previously raised. The Mayor does not need to be consulted further on the application and the Council can proceed to determine the application without further reference to the GLA.
- 4.1.2 Lee Valley Regional Park Authority raises no material considerations regarding the proposed application.
- 4.1.3 English Heritage (Archaeological) and the Environment Agency raise no objection.
- 4.1.4 Environmental Health does not raise any objection. In particular, they comment that the proposed noise assessment demonstrates that there should be no impact on the nearest residential properties from the operation of the proposed facility.

4.2 Public

- 4.2.1 Consultation letters were sent to 284 neighbours. In addition, notices were displayed at the site and advertised in the local press. No letters of objection were received.

5 Relevant Policies

5.1 Local Development Framework

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

- CP22 Delivering Sustainable Waste Management
- CP24 The Road Network
- CP25 Pedestrians and Cyclists
- CP30 Maintain and Improving the quality of the built and Open Environment
- CP32 Pollution
- CP33 Green Belt and Country Side
- CP35 Lee valley Regional Park and Waterways
- CP37 Central Lee side

5.2 Unitary Development Plan

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

- (II)GD6 Traffic Generation
- (II)GD8 Site Access and Servicing
- (II) E15 Environmental safeguards
- (II) G20 Developments in Proximity to Green Belt

5.3 London Plan

- 3C.1 Integrating Transport and development
- 3C.17 Tackling congestion and reducing traffic
- 3B.10 Environmental Industries
- 3B.11 Improving Employment opportunities for Londoners
- 3C.1 Integrating Transport and development
- 3C.17 Tackling congestion and reducing traffic
- 3C.23 Parking Strategy
- 4A.21 Waste Strategic policy and targets
- 4A.22 Spatial policies for waste management
- 4A.23 Criteria for the selection of sites for waste management and disposal
- 4A.26 Numbers and types of recycling and waste treatment facilities
- 4A.27 Broad locations suitable for recycling and waste treatment facilities
- 4B.8 Respect local context and communities
- 5B.1 Strategic priorities for north London

5.4 Other Material Considerations

- PPS1 Delivering Sustainable Development
- PPS 10 Planning for Sustainable waste Management
- PPG 13 Transport
- PPG 24 Noise

Draft North London waste Plan

6. **Analysis**

6.1 Principle

- 1.1 The principle of the change of use of the premises from storage and distribution (Class B8) to a Waste Electrical and Electronic Equipment (WEEE) de manufacturing Facility has previously been established by the granting of TP/07/1234. This permission seeks to renew the unimplemented consent by extending the time limit.
 - 1.2 The site is located within the London- Stanstead- Cambridge corridor in the London Plan where both employment and housing are to be encouraged. The site is also located within the Central Leaside area action plan where CP 37 is now relevant. The site is not designated as an employment site in the UDP or LDF Core Strategy. The principle of the use would accord with Planning Policy Statement 10 (Planning for sustainable waste), and the Mayors Policy for Waste in London Plan (Policies 4A.21, 22, 23 26 and 27).
 - 1.3 In addition, although the site is not identified in the draft London Waste Plan as an existing or potential future waste site, this does not preclude the acceptance of this proposal albeit, following an assessment against the Council's own policies and the individual merits of the proposal: specifically CP 32 of the adopted Core Strategy and the emerging Central Leaside Area Action Plan. Nevertheless, taking these considerations into account since the original grant of planning permission, it is considered that the proposal would meet the objectives of delivering sustainable waste management (CP22) and the regeneration of Central Leaside.
 - 1.4 The main issues of consideration are traffic, access, noise as well as impact on neighbouring residential amenity.
- 6.2 Traffic Generation/ Access/ Parking and Servicing
- 6.2.1 In support of the proposal, the original transport assessment has been provided and this following consultation with Transportation is considered sound in the absence of any material change in circumstances.
 - 6.2.2 The previous usage of the site generated in order of 280 HGV movements each day. This would represent an overall reduction in heavy goods movements compared with the previous use. Fifty percent of these vehicles are expected to come from Civic Amenity Sites in the North London Area within the M25 while the remaining 50% would come from businesses, which would also for the most part be located in North London within the M25. The site would not accept waste electrical/ electronic material directly from the general public. The type of vehicle would vary from vans to large skips. These vehicles movements equate to a throughput of approximately 60,000 tonnes per annum.
 - 6.2.3 The plant will operate 24 hours a day 7 days a week with three shifts rotation patterns. Sixty staff would work between 06.00 to 14.00, 60 staff between 14.00 to 22.00 and 30 staff will work overnight from 22.00 to 06.00. A total of 35 parking spaces together with 7 HGV loading bays are to be provided within the service yard area. There is therefore a shortfall in parking given that 60 persons could be on site at any one time and during shift changes. This could result in some overspill parking on to the adjacent highway namely Picketts Lock Lane. Although this highway could accommodate the additional parking without compromising highway safety or the free flow of traffic. Given the proximity to the junction of Meridian Way a Grampian condition is proposed that the use shall not commence until a scheme for highway improvements

along the site access and junction with Meridian Way to restrict parking, has been submitted to and approved in writing by the LPA. In addition a condition regarding a work place travel plan is to be imposed to encourage alternative sustainable transport methods to the site. In the light of these measures, the parking provision is considered sufficient to ensure issues of highway safety. Moreover, although Picketts Lock Lane serves residential properties, the number of residential dwellings fronting the highway is minimal and it is considered any on street parking would not affect residential amenity. In summary subject to appropriate conditions no objections are raised on highway grounds.

6.3 Noise

- 6.3.1 The proposed use would operate 24 hours a day 7 days a week. The applicants in support of their application have produced a noise assessment report. Environmental Health are satisfied with the noise assessment and have raised no objection.
- 6.3.2 All the storage and processing of the waste material will be carried out within the building. It is considered that the noise level generated within the building is unlikely to result in any adverse noise during the day or night. The majority of deliveries to and from the site up to 95% will take place between 07.00 and 19.00, Mon- Fri. However, to retain flexibility of deliveries outside of these hours in order to satisfy the needs of particular customers (e.g. food retailers wishing to remove and replace chillier/ freezer equipment outside normal trading hours, the applicant seeks 24 hour operation
- 6.3.3 Given that the previous use operated by Coca cola operated 24 hours a day/ seven days a week and that the total number of lorry movements and timing of movements would be less than the previous use it is not considered the proposed use would adversely impact on the residential amenities of adjoining properties in Picketts Lock lane in terms of adverse noise.

6.4 Green Belt and Lea Valley Regional Park

- 6.4.1 The site adjoins Green Belt and also falls within the Lea Valley Regional Park where Core Policies 33 and 35 are relevant as well as UDP Policy (II) G20. Furthermore, the Core Strategy designates the Lea Valley Centre as a “Major Developed Site” within the Green Belt.
- 6.4.2 As all the proposed operations are to be carried out internally within the building and there is no external storage outside the building, it is not considered that the proposed use would have any significant detrimental impact on the character and setting of the adjacent Green Belt or the Lea Valley Regional Park.

6.5 Economic/ Regeneration Impact

- 6.5.1 The proposed change of use of the premises to a Waste Electrical and Electronic Equipment De manufacturing Facility would also employ approximately 150 semi skilled full time staff consistent with the objectives of Core Policy13.

7.0 Conclusion

7.1 The principle of the change of use of the premises to an Electrical Equipment (WEEE) de- manufacturing facility has previously been granted and in the absence of any material change in planning policy pertaining to the site or material change in the circumstance of the site, there would be no ground to resist. Accordingly the further extension of the time limit of this permission is considered not to adversely impact on the surrounding roads in terms of traffic generation or highway safety, or adversely impact on the amenities of adjoining residents in terms of adverse noise and disturbance. The proposal is therefore considered acceptable for the following reasons:

1. The proposed change of use of the building to a Waste Electrical and Electronic Equipment (WEEE) de- manufacturing facility would accord with policies to promote the recycling and reuse of waste having regard to Planning Policy Statement 10 (Planning for Sustainable Waste Management), Policies 3B.10, 4A.21, 22, 23 and 26 of the London Plan and Core Policy 22.
2. The proposed change of use of the building to a (WEEE) de manufacturing facility subject to appropriate conditions would not adversely impact on the surrounding highway network having regard to CP24 and CP25 , UDP Policies (II) GD6 and (II) GD8 London Plan Policy 3C.23 and having Regard to PPG13.
3. The proposed change of use of the building to a (WEEE) de manufacturing facility would not adversely impact on the residential amenities of surrounding residents in terms of noise having regard to CP30 and PPG24.
4. The proposed change of use of the building to a (WEEE) de manufacturing Facility would have appropriate regard to its surroundings having regard to London Plan Policy 4B.8 and Core Policy CP30.
5. The proposed change of use of the building to a (WEEE) de manufacturing Facility would not have a detrimental impact on the adjacent Green Belt or the Lea Valley Regional Park having regard to Core Policies CP 33 and CP35 and (II) G20 of the UDP.

8.0 Recommendation

8.1 That planning permission be GRANTED subject to the following conditions

1. C60- Approved Plans
2. C12- Details of parking/ Turning
3. C.13 Details of Loading/ Unloading/ Turning Facilities
4. No use of the premises shall commence until a scheme for highway improvement works along Pickett Lock Lane, that includes road markings and road signage to the highway between the site access and junction with Meridian Way to restrict parking at any time has been submitted to and approved by the LPA. These works shall then be implemented prior to the commencement of use or otherwise agreed in writing by the LPA.

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

5. The use hereby approved shall not commence until such time as the full scope and content of a Travel Plan and Management Plan which shall include a delivery and servicing strategy as well as encouragement of car sharing, walking and cycling in the travel plan has been submitted to and approved in writing by the LPA and Transport for London. The approved travel Plan and management plans shall thereafter be implemented, monitored and reviewed.

Reason: In the interests of sustainability and due to the level of on site parking, to ensure that traffic generated from the site is minimised.

6. Prior to the commencement of the use regarding the provision of secure, covered and lockable cycle parking Facilities (minimum 24 spaces) shall be submitted to and approved in writing by the LPA.

Reason: To ensure the satisfactory provision of facilities and to accord with the principles of sustainable modes of transport.

7. All storage and processing of the waste electrical and electronic equipment shall be carried out within within the existing building and there shall be no tipping, stockpiling or storage of the waste electrical and electronic equipment or any storage containers within any open part of the site.

Reason:

(i) In the interests of visual amenity and to protect the character and appearance of the surrounding area and in particular, the special characteristics of adjoining Green Belt and the Lee Valley Regional Park.

(ii) In the interests of protecting the residential amenities of the surrounding area.

8. The facility hereby approved shall not be open to the general public and no members of the public shall be allowed to deposit Electrical and Electronic Equipment direct at the premises.

Reason: To ensure the operation accords with the operations set out in the Planning Statement and to ensure the use does not give rise to conditions prejudice to highway safety on the adjoining roads or residential amenity of the surrounding area.

9. The development shall not commence until details of and additional or alterations to the existing external lighting have been submitted to and approved in writing by the LPA. The lighting shall be installed in accordance with the approved details and thereafter maintained as such.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers.

10. The change of use hereby approved shall be occupied as one business unit and shall not be subdivided and occupied by separate businesses unless otherwise agreed in writing by the LPA.

Reason: To ensure that the development complies with the adopted parking and servicing standards and does not give rise to conditions prejudicial to highway safety on the adjoining roads or residential amenity of the surrounding area.

11. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) or any amending Order, the premises shall only be used as a Waste Electrical and Electronic de manufacturing facility and shall not be used for any other purpose within use Class B2, or for any other purpose.

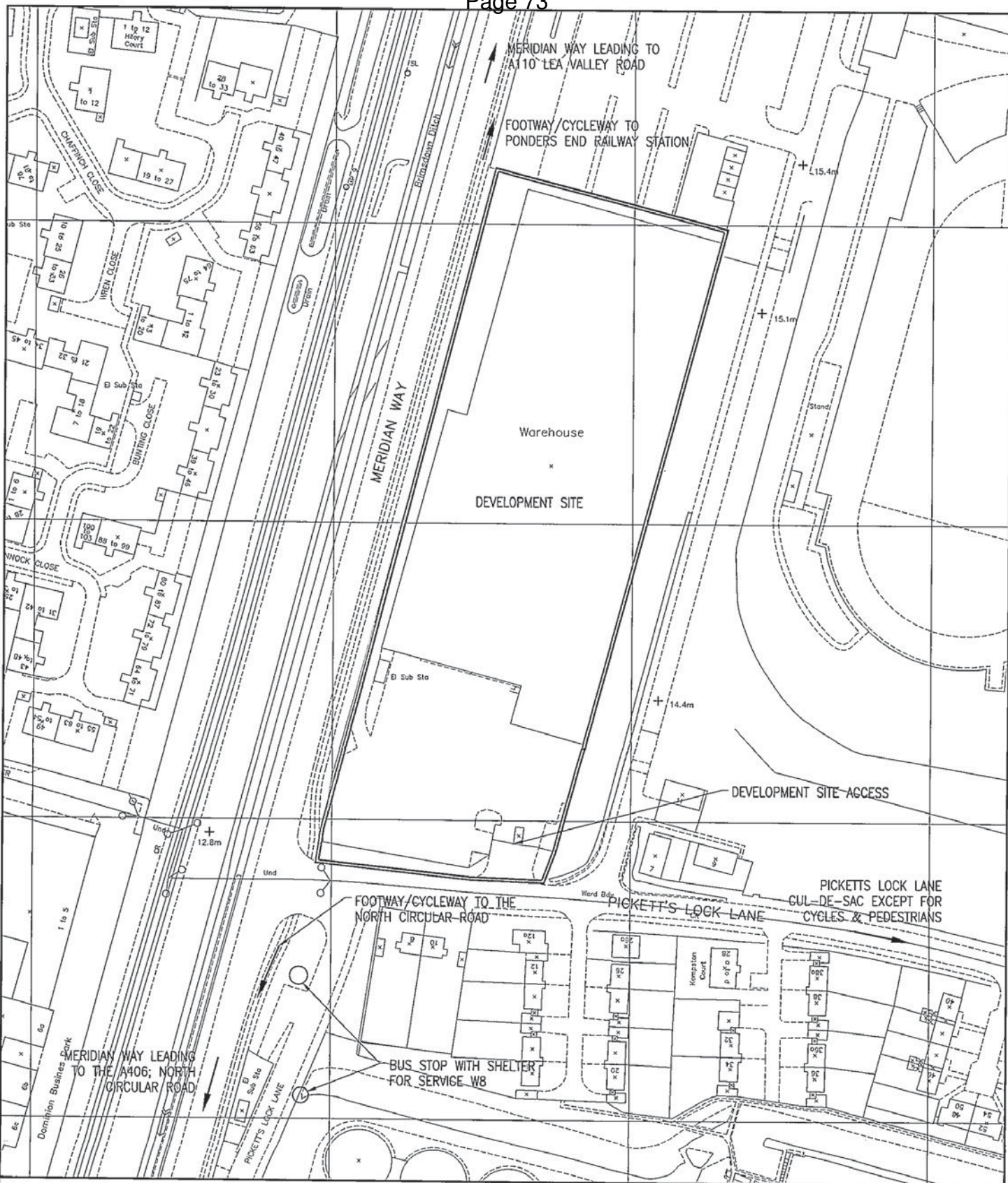
Reason :To ensure the use of the premises remains appropriate and does not give rise to conditions prejudicial to the appearance of the premises when voved from the adjoining Green Belt, Lee Valley Regional Park or the surrounding area, residential amenity or the free flow and safety of traffic using the adjoining highways.

12. Details shall be submitted to and approved in writing by the LPA to ensure that local residents and businesses benefit from job opportunities created by the development, in both construction (internal alterations to the existing building) and operational phases of the development

Reason: To help ensure that local people benefit from the employment of the site in accordance with London Plan Policy 3B.11


13. C51-a Time Limit

Informative: The works on the highway on Picketts Lock Lane can only be undertaken by the Council in its capacity as local highway Authority. The applicant is therefore advised to contact the Councils Highway Services to arrange for an estimate to be prepared and for works to be programmed. In this case the estimate will include a sum to cover new line markings, road signage and project management costs.



NOTES

1. THIS PLAN CONTAINS ORDNANCE SURVEY MAP DATA REPRODUCED WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONARY OFFICE, CROWN COPYRIGHT @ LICENCE No AL100036676)

<p>PROPOSED W.E.E.E. DE-MANUFACTURING FACILITY</p>		<p>5, PICKETTS LOCK LANE, MERIDIAN WAY, ENFIELD</p>		<p>FIGURE 2 - DEVELOPMENT PROPOSALS</p>				
<p>DRAWN BY AS</p>	<p>CHECKED BY HJ</p>	<p>APPROVED BY HJ</p>	<p>DATE 14.05.2007</p>	<p>SCALE @ A3 1:1250</p>	<p>ISSUING OFFICE PEOVER</p>	<p>DRAWING NUMBER 2540.FIG2</p>	<p>ISSUE -</p>	<p>REVISION -</p>

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

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

Ward: Grange

Application Number : TP/10/0911

Category: Change of Use

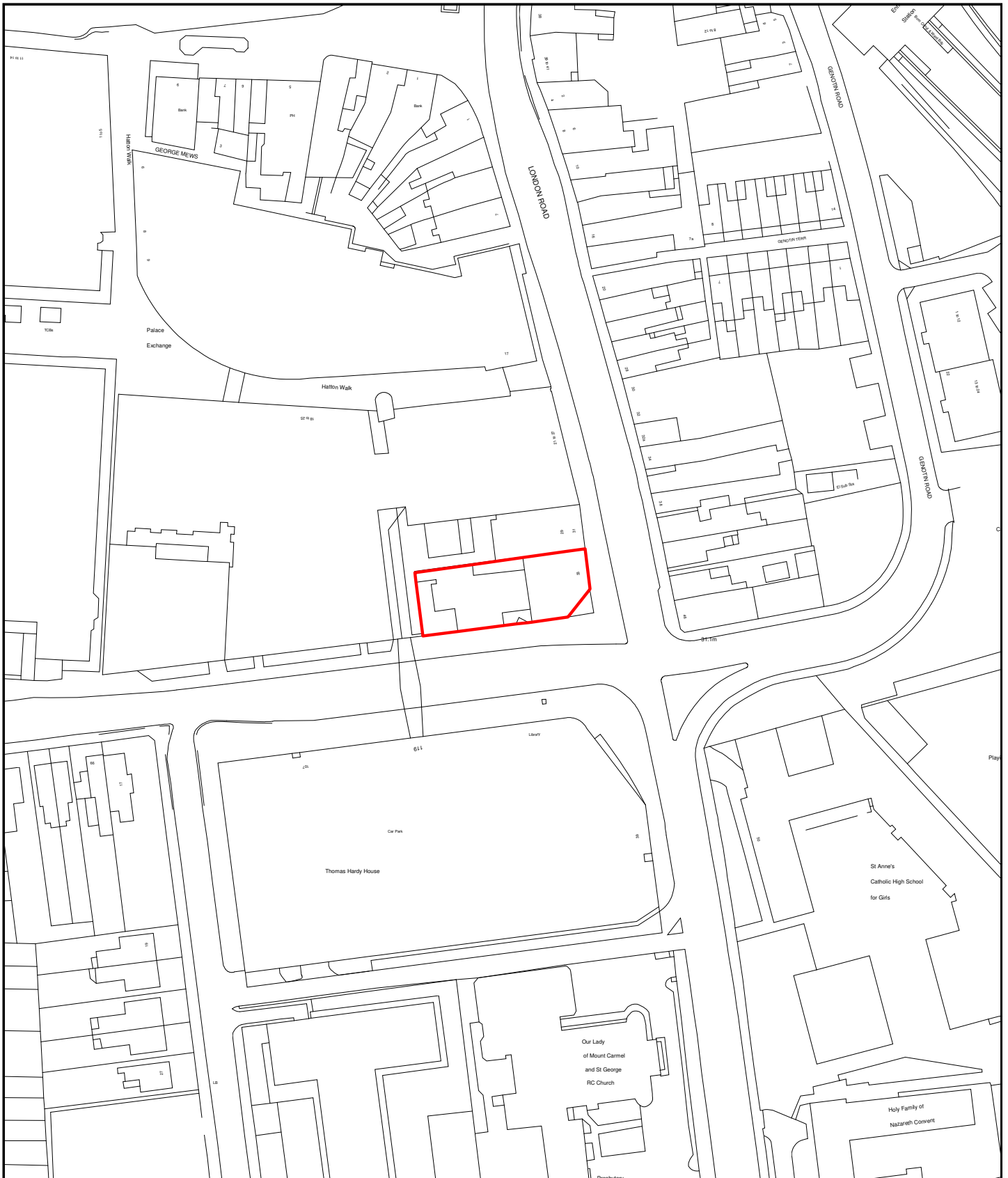
LOCATION: 33, LONDON ROAD, ENFIELD, EN2 6DR

PROPOSAL: Change of use of office building class B1 to a 56-bed Hotel (C1) with restaurant at ground floor (A3/A5) and external alterations to form a new entrance to North east elevation.

Applicant Name & Address:
Arima Leisure Ltd
C/O Agent

Agent Name & Address:
Mr Nick Jenkins,
Savills (L&P) Limited
23, Furzton Lake
Shirwell Crescent
Furzton
Milton Keynes
MK4 1GA

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



Development Control



Scale - 1:1250
Time of plot: 14:11

Date of plot: 11/01/2011

1. Site and Surroundings

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

2. Proposal

- 2.1 Permission is sought for the change of use of the building from B1(a) to a 56-bed hotel (C1) with a restaurant at ground floor level (A3/A5) and alterations to form a new entrance to the south-east elevation.
- 2.2 The proposed restaurant will be independent of, although complimentary to, the proposed hotel as the hotel does not provide any catering facilities. There will be seating for approximately 46 covers.
- 2.3 The proposed hotel will retain the existing entrance on the eastern elevation, providing access to the lobby from which guests will use either the stairs or the lift to the first floor reception. The first floor will provide 17 rooms, one of which will be a wheelchair accessible room. The second and third floors will each contain 19 rooms, inclusive of one wheelchair accessible room.
- 2.4 In terms of employment, it is estimated that there will be 10 full-time and 16 part-time employees or 18 full-time equivalents (FTE).

3. Relevant Planning Decisions

- 3.1 None.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic & Transportation comment that there is no objections to the change of use in principle but concerns exist regarding the allocation of car parking between the hotel and restaurant use, the pedestrian linkage between the car

park and the hotel (i.e. no direct access) and the potential congestion arising from taxi drop off / pick ups occurring on Cecil Road or London Road.

- 4.1.2 To address these it is accepted that a new on-footway lay-by for short term use by taxi / mini cabs would ameliorate the main concern and a S106 agreement will secure this improvement in addition to necessary alterations to waiting restrictions (& associated modifications to the CPZ) with additional guard railing close to the junction to deter kerbside waiting at an unacceptable location. In addition, a Travel Plan would better emphasise to hotel guests the public transport options to reach the hotel + routes to the stations.
- 4.1.3 With regard to the linkage between the car park and hotel, further information on the layout and internal levels demonstrate that no direct link is possible. No objection is thus raised on this ground.
- 4.1.4 Thames Water comment that there is no objections in relation to sewerage and water infrastructure and that where a connection I proposed to the public sewer, the prior approval of TW Development Services is required.
- 4.1.5 Environmental Protection & Regulations advise that there are no objections. In addition, conditions have been suggested to ensure that any neighbouring residential occupiers are not unduly affected by noise and dust emissions.
- 4.1.6 Economic Development comment
- this relatively modern 4 storey office building in the core of Enfield Town centre has been substantially occupied until very recently. With a floor space of around 20,000 sq feet it has the capacity to provide office jobs for around 100 people who could reasonably be expected to provide regular support to the town centre retail /leisure/hospitality sectors. The building does not appear to have been vacant for sufficiently long to gauge with accuracy the level of demand for continued office use.
 - The applicant states that the proposed development would provide 18 full-time equivalent jobs - substantially less than the number generated by an office development. Moreover the hotel jobs are likely to be mainly low skilled and relatively low paid.
 - There are, however, strong reasons to support the proposal in terms of its contribution to bringing inward investment into the borough. Clearly, a town centre hotel would boost the number of visitors to Enfield Town, bringing additional spending power to the local shops and restaurants. The provision of a new restaurant on the ground floor would also add to the offer of the town centre, as well as enlivening that prominent stretch of road frontage.
 - In providing only 56 rooms, the hotel would appear to be smaller than what is normally regarded as the minimum needed to achieve the level of profitability to attract one of the bigger hotel-chain operators. I understand that no operator is currently signed up to run the hotel. There may be a requirement therefore to add an additional storey to make the scheme viable.

4.2 Public

- 4.2.1 Consultation letters have been sent to 26 neighbouring and nearby properties. No replies have been received.
- 4.2.2 Comments have been received from the Enfield Town Conservation Area Group. The Group advises that there are no objections in principle but that there are difficulties with parking at the front entrance in London Road.

4.3 Conservation Advisory Group

It is advised that there are no objections although there is concern for the need of a set down for cars and the need for detailed drawings of the new entrances to ensure that they are not inappropriate or prominent

5. **Relevant Policy**

5.1 Local Development Framework

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

- CP11: Recreation, leisure, culture and arts
- CP12: Visitors and tourism
- CP13: Promoting economic prosperity
- CP17: Town centres
- CP18: Delivering shopping provision in Enfield
- CP19: Offices
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25 Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP31: Built and landscape heritage
- CP32: Pollution
- CP36: Biodiversity
- CP42: Enfield Town
- CP46: Infrastructure contributions

5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and

updates policies and development standards within the Development Management Document. The following are of relevance:

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

5.3 The London Plan

Policy 2A.1	Sustainability criteria
Policy 3A.3	Maximising the potential of sites
Policy 3C.22	Cycling strategy
Policy 3C.23	Parking strategy
Policy 3D.7	Visitor accommodation and facilities
Policy 3D.14	Biodiversity and nature conservation
Policy 4A.1	Tackling climate change
Policy 4A.2	Mitigating climate change
Policy 4A.3	Sustainable design and construction
Policy 4A.6	Decentralised Energy: heating, cooling and power
Policy 4A.7	Renewable energy
Policy 4A.9	Adaptation to climate change
Policy 4A.16	Water supplies and resources
Policy 4B.1	Design principles for a compact city
Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.8	Respect local context and communities
Policy 4B.11	London's built heritage
Policy 4B.12	Heritage conservation

5.4 Other Relevant Policy

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

6. **Analysis**

6.1 Principle

- 6.1.1 The general approach of planning policy is to encourage development in sustainable locations with good accessibility to a range of public transport options. Enfield Town is designated as a major centre and has a PTAL rating of 5. As a result, the location would be consistent with this approach.

- 6.1.2 There is a general need for a range of hotel accommodation across the Borough which is recognised in Policy 12 of the Enfield Plan Core Strategy. In addition, the proposed hotel represents a complementary use to the retail function of Enfield Town and would add to its vitality and viability whilst also strengthening the role of the town centre and its attractiveness to a range of retail, commercial, leisure and other related uses.
- 6.1.3 Overall therefore, the principle of a hotel in this location is considered to be consistent with planning policy for this town centre location having regard to Policies 11, 12, 13 and 17 of the Enfield Plan Core Strategy as well as Policy 3D.7 of the London Plan and PPS4.
- 6.1.4 The introduction of a hotel however must also be weighed against the loss of office space, as Core Policy 19 of the Enfield Plan Core Strategy confirms that the Council will protect and enhance Enfield Town as the main location for new office development in the Borough, including the renewal and modernisation of existing offices. In addition, Core Policy 42 also confirms that the loss of office accommodation in Enfield Town will be resisted whilst also recognising that there will be a focus on the growth of jobs in the hospitality and retail sectors.
- 6.1.5 The introduction of a non-retail use on the ground floor must also be weighed against the desire to protect the main function of the Town Centre as a focus for shopping and complementary activities.
- 6.2 Loss of office accommodation
- 6.2.1 As indicated above, there is a presumption against the loss of office accommodation within Enfield Town Centre. Whilst this is a key consideration, the loss of such space must be weighed against the benefits of bringing the building back into a beneficial and appropriate use.
- 6.2.2 The ground floor A2 unit has been vacant for three years and the offices (B1) occupying the upper floors have been vacant since the Council vacated from the building 2 years ago. It remains vacant despite marketing by a local and a central London estate agent.
- 6.2.3 In addition, information provided indicates that where there is demand for office accommodation, it is more for smaller flexible office units inclusive of those above retail units, rather than for the size and nature of the existing office space. Furthermore, it is advised that whilst the building could be refurbished for office accommodation, the expenditure involved when compared to the expected rent yield would make this unviable, lending more weight to a change of use.
- 6.2.4 On balance, it is therefore considered that the loss of office accommodation can be supported in this instance as there is no clear demand for this level of office space. Moreover, the intended use is compatible with the town centre location and would also support one of the aims of Core Policy 42 which is to focus on the growth of jobs in the hospitality sector.
- 6.3 Introduction of Non Retail Ground Floor Use

6.3.1 The use of the ground floor into a restaurant with takeaway facility (from A2) will not further harm the vitality and viability of Enfield Town Centre. There are a range of uses along London Road and the introduction of a restaurant would compliment the area and introduce an element of night time activity that can only be beneficial to the Town Centre in terms of economy and security. Moreover, the proposed use is also complementary to the adjacent proposed hotel.

6.4 Integration with Character and Appearance of Surrounding Area

6.4.1 The proposal does not involve any extensions to the building footprint. Whilst reference is made in the comments received that an additional floor may be required to ensure the viability of the scheme, the application must be assessed on the plans submitted. Should a further application be submitted to include an additional floor, then that application would be assessed against all of the relevant planning considerations.

6.4.2 With this in mind, the external appearance of the building will not be altered significantly. A new entrance is proposed beneath the diagonal undercroft to provide access into the proposed restaurant. The overall design of the proposed entrance doors is considered acceptable and should not detract from the character and appearance of the building or the surrounding conservation area. A condition will be imposed however, to secure details of the entrances.

6.5 Impact on Neighbouring Properties

6.5.1 As there is no increase in the size of the building, the proposal will not lead to any loss of light or overshadowing to neighbouring properties. Furthermore, although the proposal involves a change in the use, it is considered that there would not be any undue loss of privacy or overlooking when compared to the former use as an office.

6.4 Traffic Generation

6.4.3 Whilst a multi-modal trip generation forecasting has been provided, (using data from similar hotel schemes at Battersea Travelodge (Wandsworth) and Express Holiday Inn (Newham)) and compared with the existing office use. The most pressing concern from the proposed scheme is the potential increase of vehicular traffic to and from the site (servicing is discussed below). The results of this analysis indicate that the proposed hotel is forecast to generate 26 fewer vehicle trips between 7am and 6pm than the existing office use. This confirms that the proposed trip generation would not be unacceptable.

6.5 Access

6.5.1 Vehicular traffic can only approach from an easterly direction as Cecil Road is a one-way street. Similarly, vehicles can only exit in a westbound direction. The access will remain unaltered and is still considered acceptable for the intended uses.

6.5.2 There is no internal link between the car parking area and the hotel / restaurant for guests. Whilst this is not ideal, the very confined space provided on the ground floor within the hotel and restaurant elements would not enable a separate guest entrance. Hotel guests using the car park would have a distance of approximately 50m to traverse and diners will have approximately 40m to cover. This is not an unacceptable distance.

6.6 Parking

6.6.1 The site currently has eighteen parking spaces located in the basement and ground floor levels, although the two spaces nearest to the entrance will be lost to provide a refuse storage area. In addition, two of the remaining sixteen spaces will be marked out for disabled parking. The site is also in close proximity to pay and display parking, although it is expected that the majority of visitors would either use public transport or taxis. It is therefore considered that due to the highly sustainable location of the proposed hotel, a relaxation of parking standards would be acceptable.

6.6.2 The 16 parking spaces are supplemented by numerous public car parks in the vicinity should the need arise. A framework travel plan has been submitted and a full travel plan will be submitted once the hotel becomes operational, which will then be monitored for a five year period. In addition to this eight cycle spaces proposed are considered acceptable.

6.6.3 The applicant is unable to submit a full travel plan until an operator and staffing levels have been confirmed. In addition to the measures that will be introduced to staff, sustainable travel information will be provided to hotel guests through promotional literature, the hotel's website, at the time of booking, and at the hotel reception.

6.6.4 The above measures are considered acceptable and will be secured by way of a suitably worded condition. A staff travel plan will be sought by way of condition to demonstrate that sustainable travel patterns will be achieved.

6.6.5 An initial concern of the scheme centred on the high probability of taxis stopping on either Cecil or London Roads to pick up / drop off passengers and the impact this would have on the free flow of traffic. To address this, the Applicant has agreed to the imposition of a Grampian condition that would require entering into a S278 Agreement to secure the implementation of a drop off/ pick up lay-by and CPZ changes prior to occupation of the development.

6.7 Servicing

6.7.1 Due to the hotel not providing any catering facilities, the Transport Assessment estimates the following servicing programme for the development:

- Laundry deliveries/collections to be carried out by 7.5T MGV with tail lift (maximum four per week);

- Hotel supplies (including vending machines, stationery, and consumables) to be carried out by 7.5T MGV with tail lift (maximum two per week);
- Refuse collections by private contractor using euro / paladin bins and medium size refuse vehicles; and
- For a small A3/A5 town centre unit a maximum of four service trips.

6.7.2 There is provision for on-street servicing in the vicinity, with marked loading bays on the eastern side of London Road, which restrict loading to a maximum 20 minute stay between 8am and 6:30pm Monday to Friday. On the western side of London Road, there is no restriction outside of the aforementioned times beyond the area immediately around the junction. Cecil Road is not suitable for loading / unloading due to double loading blips and double yellow lines. It is however, the stated aim of the developer to undertake all servicing within the designated area within the basement / parking area. This would therefore result in no adverse impact in terms of the free flow and safety of traffic, on the adjoining roads. Similarly, there should be no impact on pedestrian traffic using the adjoining footpaths.

6.8 Sustainable Design and Construction

BREEAM

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

Energy

6.8.2 London Plan policy adopts a presumption that developments will achieve a reduction of emissions of 20% from site renewable energy sources, unless it can be demonstrated that this is not feasible.

6.8.3 An Energy Statement has been submitted with the application, demonstrating the following:

Fabric energy efficiency measures will achieve approximately 15% CO₂ savings compared with the Building Regulations notional building. This is achieved via:

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

Additionally, the proposed combined heat and power (CHP) system is estimated to deliver CO₂ savings of 20.8%. A further 3.3% saving is estimated with the proposed use of PV cells.

Overall, it is claimed that the development will achieve CO₂ reductions in excess of 32% on the Notional Building requirements an additional 12% of the requirement Target Emission Rate. It is also advised that included in the

development, there is a figure of 32 KgCO₂/M².annum displaced due to the use of renewable energy sources.

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

7. Conclusion

- 7.1 It is considered that the provision of a hotel in this sustainable town centre location would help to contribute to the vitality and viability of Enfield Town Shopping Centre and would add to the range of facilities available. It would also assist in bringing new activity to this part of the town centre.
- 7.2 In addition the development would help to attract and retain visitors to Enfield Town as well as creating further jobs within the local community.
- 7.3 Notwithstanding the socio economic benefits, it is considered that the development would be appropriately located, and the minor alterations to the entrances would sympathetically integrate with the existing building and not harm the character and appearance of the surrounding conservation area.
- 7.4 Accordingly, it is recommended that planning permission be granted for the following reasons:
1. The proposed change of use from an office building (B1) to 56-bed hotel is an appropriate use for this sustainable town centre location with good access to a range of public transport option and would both add to the range of facilities on offer while also strengthening the role, vitality and viability of Enfield Town Centre having regard to Core Policies 11, 12, 13 & 17 of the Enfield Plan Core Strategy, and Policies 2A.1, 3C.2 and 3D.7 of the London Plan.
 2. The proposed change of use of the vacant ground floor office accommodation (A2) to restaurant (A3/A5) would not harm the vitality and viability of Enfield Town Centre, is appropriately located and would not be detrimental to the residential amenities of adjoining occupiers, having regard to Core Policies 11, 13, 17 & 18 of the Enfield Plan Core Strategy, Policy (II)GD3 of the Unitary Development Plan, Policies 2A.1, 3C.2 and 3D.7 of the London Plan.
 3. The proposed external alterations to the building due to its design would have an acceptable appearance within the street scene and would serve to preserve the character and appearance of the surrounding Conservation Area having regard to Core Policy 31 of the Enfield Plan Core Strategy, Policies (II)C29, (II)C30, (II)GD3 of the Unitary Development Plan and Policies 4B.1, 4A.3, 4B.5, 4B.8 and 4B.12 of the London Plan.
 4. The proposed hotel building would not have any undue impact on the amenities and operation of the neighbouring residential and commercial occupiers having regard to Policies (II)GD3, of the Unitary Development Plan and London Plan Policies 4B.1, 4A.3, 4B.5 and 4B.8 of the London Plan.

5. The development would not have any adverse effect on the free flow and safety of traffic and pedestrians using the adjoining highways due to the town centre location, the availability of nearby car parks, good access to public transport and the on site cycle parking having regard to Policies (II)T1, (II)GD6, (II)GD8 of the Unitary Development Plan and Policies 2A.1, 3C.2, and 3C.23 of the London Plan.
6. The propose development, by virtue of the measures proposed and conditions imposed, should achieve an acceptable level of sustainable design and construction having regard to Policies 4A.1, 4A.2, 4A.3, 4A.7, 4A.9 and 4A.16 of the London Plan as well as PPS1.

8. Recommendation

8.1 Planning permission is granted subject to the following conditions:

1. C60 Approved Plans
2. C08 Materials to Match
3. C16 Private vehicles only – Parking Areas
4. C19 Details of Refuse Storage & Recycling Facilities
Notwithstanding the submitted plans, the development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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

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

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

6. C35 Opening Hours Restriction-Rest/Takeaways
The restaurant with ancillary takeaway element of the development hereby approved shall only be open for business between the hours of 07:00 hrs and 23:00hrs Monday to Sunday; and all activity associated with the use shall cease within 1 hour of the closing time specified above. Reason: To safeguard the amenities of the occupiers of adjoining and nearby residential properties and having regard to the opening times proposed.

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

- 7. C37 Restricted hours – Deliveries (07:00hrs and 20:00hrs Mon to Sat)
- 8. C41 Details of external lighting
- 9. C48 Restricted Use Classes
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the ground floor commercial unit of the development hereby approved shall only be used as a restaurant (A3) with ancillary takeaway (A5) and shall not be used for any other purpose, without the prior written approval of the Local Planning Authority.

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

- 10. C59 Details of Cycle Parking
- 11. NSC1 Finishing Details - Entrances
That development shall not commence until detailed drawings, including sections to a scale of 1:20 or larger, of the proposed entrances have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation.

Reason: To safeguard the character and appearance of the Enfield Town Conservation Area.

- 12. NSC2 Restriction of Shutter Boxes / Security Grills
That no roller shutter boxes or security grills shall be applied to any external face of the building hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of this part of the Enfield Town Conservation Area.

- 13. NSC3 External Plant, Fittings, Plumbing or Pipes
Unless required by any other condition attached to this permission, no external plant, fittings, plumbing or pipes other than those shown on the approved drawings shall be fixed to any external element of the buildings unless otherwise approved in writing by the Local Planning Authority in advance of any work being carried out.

Reason: To ensure a satisfactory appearance to the development and to preserve the character and setting of the Conservation Area.

- 14. NSC4 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by

the Local Planning Authority. The construction methodology shall contain:

- (i) a photographic condition survey of the roads, footways and verges leading to the site
- (ii) details of construction access, associated traffic management and vehicle routing to the site
- (iii) arrangements for vehicle servicing and turning areas
- (iv) arrangements for the parking of contractors vehicles
- (v) arrangements for wheel cleaning
- (vi) details of the site compound and the layout of temporary construction buildings
- (vii) arrangements for the storage of materials
- (viii) hours of work
- (ix) A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall then be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

15. NSC5

BREEAM

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

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

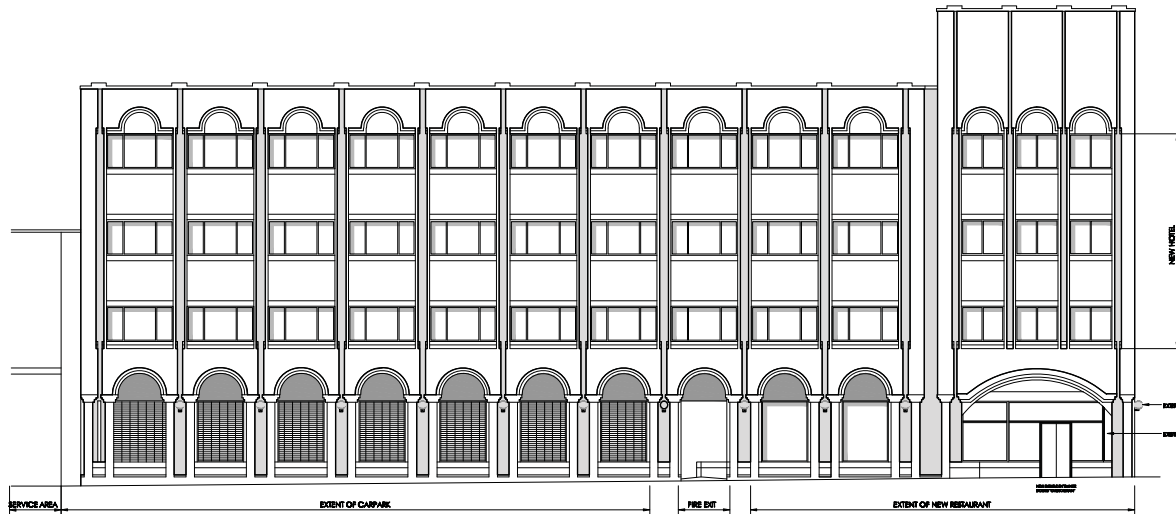
The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

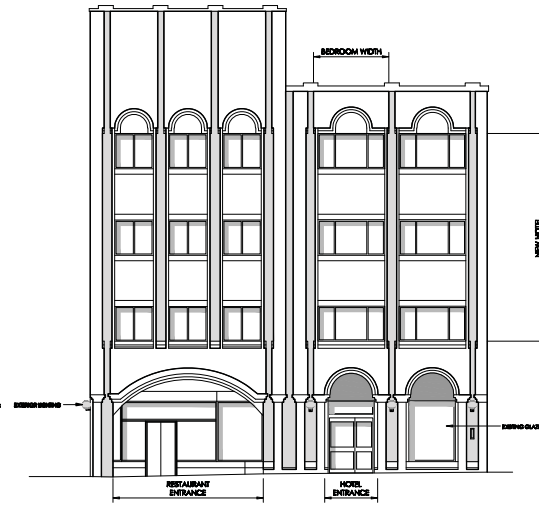
16. NSC6 Footway works
The development authorised by this permission shall not commence until the applicant has entered into a Section 278 agreement under the Highways Act 1980 with the Council (as local planning authority and local highway authority) to secure the provision of a pick up / drop off lay-by to serve the development and guard railings as appropriate in accordance with a location and a scheme to be submitted to and approved in writing by the Local Planning Authority Thereafter the defined Section 278 works shall be completed to the satisfaction of the local highway authority prior to occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.
- Reason: To ensure that the development does not prejudice the free flow and safety of vehicular and pedestrian traffic on the adjoining highways.
17. NSC7 Travel Plan
Within 3 months of occupation, a Travel Plan shall be submitted to the Local Planning Authority for approval in writing. The Travel Plan shall include measures identified within the submitted Framework Travel Plan. The approved Travel Plan shall thereafter be implemented and adhered to and reviewed by the site occupiers including ongoing monitoring for a period of not less than 5 years. The Local Planning Authority shall be notified of the reviews to be set down in the Travel Plan, with the recommendations to be approved or refused as appropriate, with revised recommendations being resubmitted within 1 month of refusal and all recommendations being implemented within 1 month of approval or such longer time as may be agreed in writing with the Local Planning Authority.
- Reason: To ensure that the development establishes as a sustainable entity by seeking to reduce car borne trips and promoting the use of sustainable transport modes.
18. NSC8 Disabled Parking
The disabled car parking spaces hereby approved shall only be used for the exclusive use of disabled persons unless otherwise agreed in writing by the Local Planning Authority. The disabled car parking spaces are to be constructed / laid out in accordance with the approved plans prior to the first occupation of the buildings or commencement of use and shall thereafter be retained.
- Reason: To ensure that the development complies with adopted standards and to ensure that future occupiers and visitors to the site have access to and exclusive use of the car parking facilities provided within the development.
19. C51A Time Limited Permission
- Directive 1: Thames Water advises that where the developer is proposing to discharge to a public sewer, prior approval from Thames

Water Developer Services will be required. They can be contacted on 0845 850 2777, quoting their DTS Reference: 20068.

Directive 2: You are advised that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take into account this minimum pressure in the design of the proposed development.



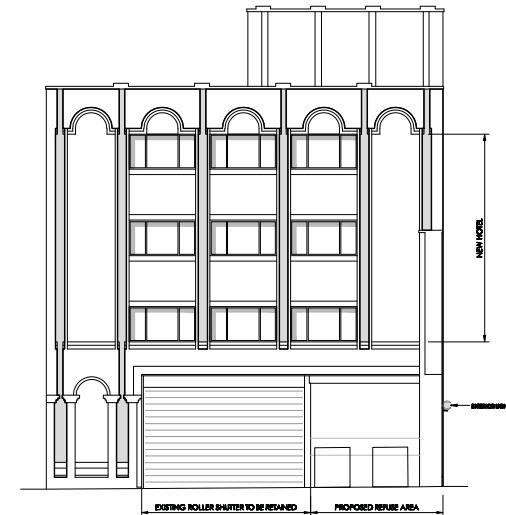
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

Revision _____ JWA Date _____ by _____

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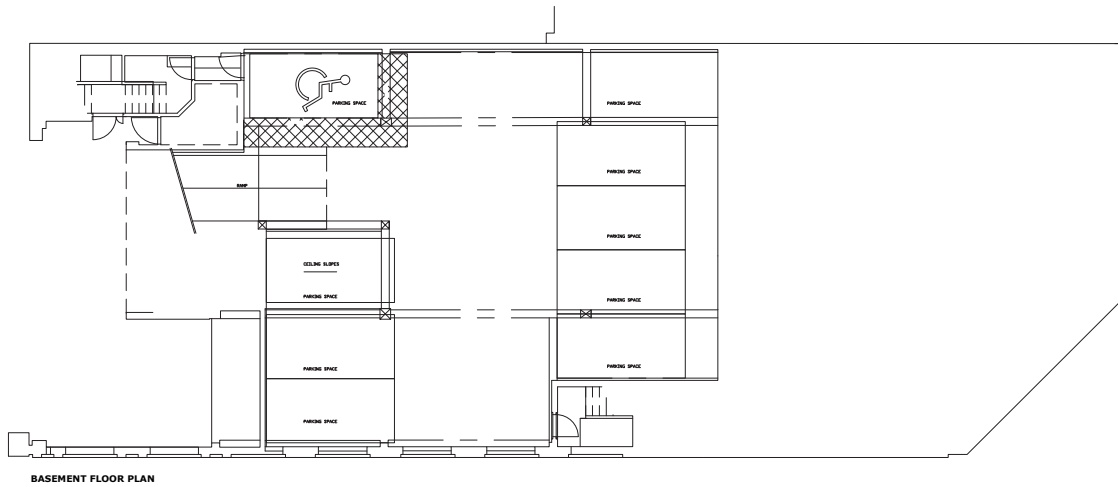
Client
ARIMA LEISURE LTD

Project
**PROPOSED HOTEL
33 LONDON ROAD
ENFIELD**

Drawing
**PROPOSED
ELEVATIONS**

Scale 1:100@A1	Date 14.04.10	Drawn SPB
CAD Ref 06	Checked	
Dwg No. H7139/10	Revision	

PLANNING



BASEMENT FLOOR PLAN

B FURTHER REVISED TO CLIENTS --- 17.06.10 SCS
 COMMENTS: A CAR PARKING REVISED/ANNOTATED --- 17.06.10 SCS
 Revision: JWA/1009 By:



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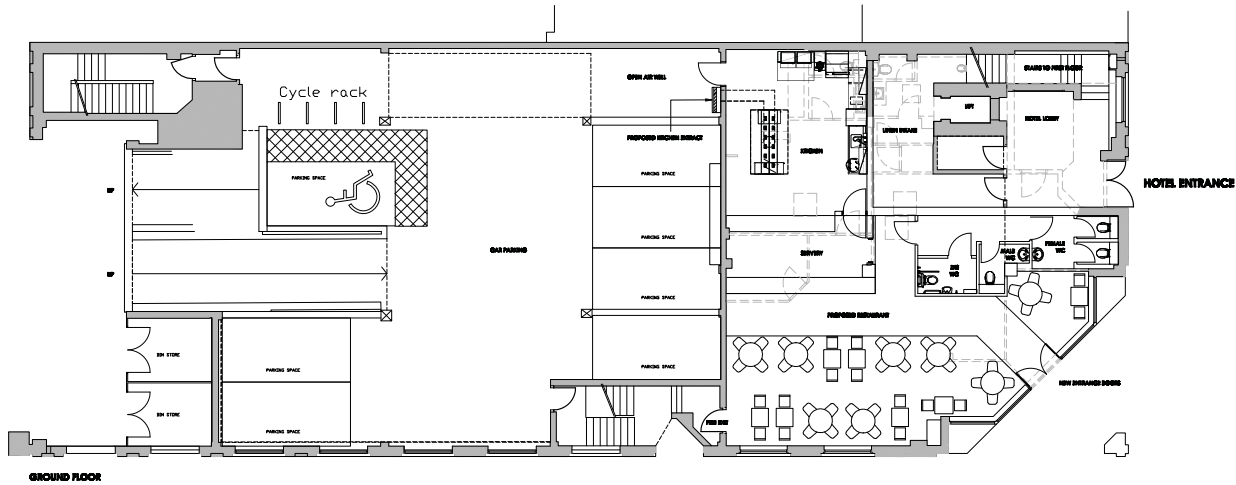
PLANNING

Client
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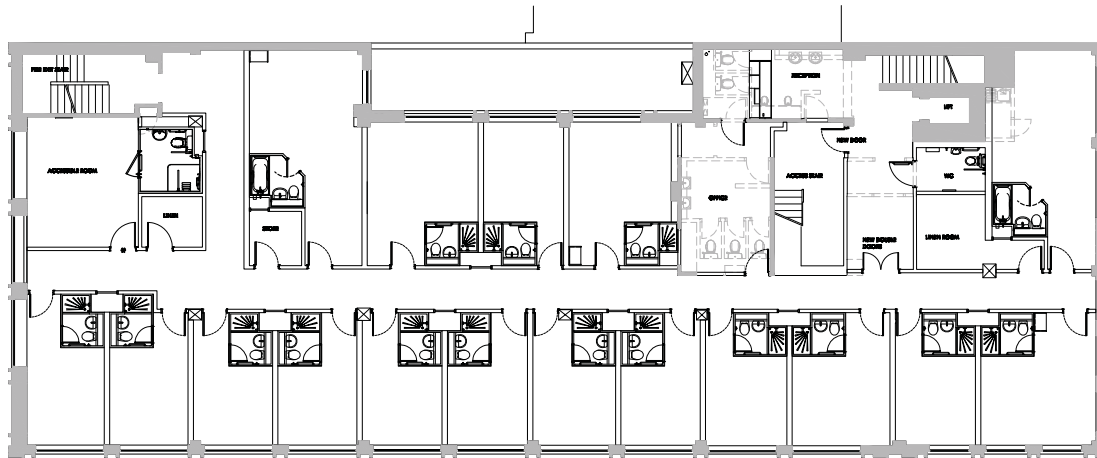
Project
 PROPOSED HOTEL
 33 LONDON ROAD
 ENFIELD

Drawing
 PROPOSED
 BASEMENT PLAN

Scale	Date	Drawn
1:100@A1	FEB 2010	BC
CAD Ref		Checked
H7139		
Dwg No.		Revision
H7139-09		B



GROUND FLOOR



FIRST FLOOR: 18 BEDROOMS

C BIN STORES INCORPORATED. --- 21.06.10 SCS
 B FURTHER REVISED TO CLIENTS --- 17.06.10 SCS
 COMMENTS: --- 17.06.10 SCS
 A CAR PARKING REVISED/ANNOTATED --- 17.06.10 SCS
 Revision: JWA/1005 - BY



JWA Architects Limited
 Robert Treston House, Clifton, Market Harborough,
 Leicestershire LE16 9UZ
 T 444 83 188 2348
 F 444 83 188 2327
 W www.jwa-architects.co.uk

PLANNING

Client ARIMA LEISURE LTD		
Project PROPOSED HOTEL 33 LONDON ROAD ENFIELD		
Drawing PROPOSED GROUND FLOOR LEVEL PLAN FIRST FLOOR LEVEL PLAN		
Scale 1:100@A1	Date FEB 2010	Drawn BC
CAD Ref H7139	Checked	
Dwg No. H7139-07	Revision C	

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mr A. Jarratt Tel: 020 8379 3842

Ward: Grange

Application Number : TP/10/1278

Category: Householder
Developments

LOCATION: 46, CRANLEIGH GARDENS, LONDON, N21 1DS

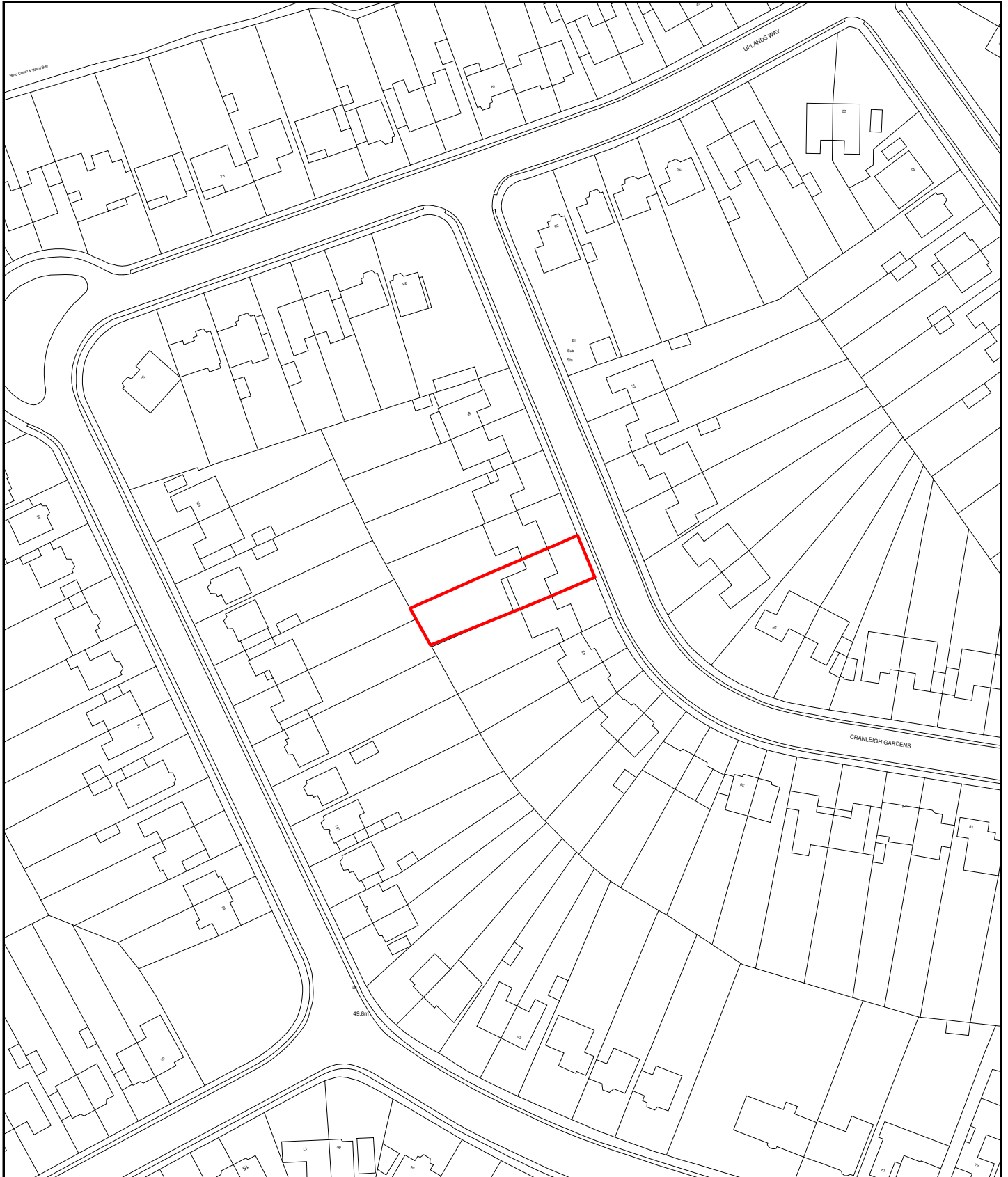
PROPOSAL: Single storey side / rear extension (RETROSPECTIVE).

Applicant Name & Address:
M Laurie
46, CRANLEIGH GARDENS,
LONDON,
N21 1DS

Agent Name & Address:
Mr Seumas Moran
30, RIVERWAY
LONDON
N13 5LJ

RECOMMENDATION:

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



Development Control



Scale - 1:1250
Time of plot: 14:10

Date of plot: 11/01/2011

1 Site and Surroundings

- 1.1 The application site comprises a semi detached bungalow which originally had an attached garage to the side, located on the boundary with the adjacent number 48. However, the single storey rear and side extensions (which replace the garage) have already been constructed.
- 1.2 The site's neighbouring properties consist of the adjacent number 48 Cranleigh Gardens and the adjoining number 44. Number 48 has an attached side garage as well as a single storey rear extension and conservatory to its flank elevation, adjacent to the subject site. There is a slight change of levels between the subject site and the adjacent number 48, as indicated by the difference in height between the eaves on the original subject dwelling and the eaves on the adjacent property.
- 1.3 The surrounding area is residential in character.

2. Proposal

- 2.1 Permission is sought for the retention of the single storey side and rear extensions.
- 2.2 The application has been submitted in order to regularise the extensions which have not been built in accordance with the previously approved plans (TP/10/0538) for a single storey side and rear extension. The single storey side extension differs from the previously approved plans, in that the front element of the side extension is 0.9 metres wider and 2 metres deeper than that originally approved. Furthermore, the roof over the front element of the side extension has been altered from a dummy pitched roof to a flat roof with a maximum height of 3 metres.

3. Relevant Planning Decisions

- 3.1 TP/10/0538 – Demolition of existing garage and erection of a single storey side and rear extension was granted in April 2010

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 None

4.2 Public

- 4.2.1 Consultation letters were sent to 2 neighbouring properties. One objection was received, stating:

- The ground level has been raised prior to construction
- Guttering on north elevation looms above the boundary
- Outbuildings built in the garden

5. Relevant Policy

5.1 Local Development Framework

5.1.1 The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

Policy 30 Maintaining and improving the quality of the built environment

5.2 Unitary Development Plan

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

(II)GD3 character and appearance
(II)H8 overlooking and privacy
(II)H12 residential extensions

5.3 The London Plan:

Policy 4B.8 Respect local context and communities

5.4 Other Material Considerations

PPS1 Delivering sustainable development

6. Analysis

6.1 Character and Appearance of the area

6.1.1 The single storey side extension occupies the area between the flank wall and the common boundary with No 48 Cranleigh Gardens, formerly occupied by the attached garage. This element has a depth of 2.8 metres which extends rearwards along the common boundary.

6.1.2 Although visible within the street scene, the extension as built is considered to have appropriated scale and regard to the character and appearance of the original dwelling house. Moreover, the alteration to the roof is acceptable and sympathetic to the appearance of the property in the street scene while the principal of the extension abutting the common boundary is acceptable due to the siting of the original attached garage. Therefore, it is considered that the single storey side extension does not detract from the character and appearance of the surrounding area, in accordance with policies (II)GD3 of the Unitary Development Plan, CP30 of the adopted Core Strategy and Policies 4B.1 and 4B.8 of the London Plan.

6.2 Residential Amenity

- 6.2.1 As approved previously, the side extension in its entirety was positioned approx 0.9 metres off the common boundary with No 48. However, it was constructed with the front element (7 metres) extending up to the common boundary.
- 6.2.2 In principle, it is possible for an extension to abut the common boundary due to the fact previous existence of the original garage. What has to be assessed is the additional harm to the amenities of the adjoining occupier beyond that that caused by the original garage.
- 6.2.3 When compared to this, the additional rearward projection is 2 metres. In addition, the height of this element at 3 metres is no greater than the height of the garage or the eaves level for the pitched roof originally approved. Consequently, it is considered that any harm can only be assessed against this additional element.
- 6.2.4 No 48 has a single storey conservatory to the side and it is acknowledged that the extension as built is now closer to this structure. However, despite the additional depth on the common boundary, the enlarged extension would not project beyond the rear of the conservatory. In addition, although the application property is at a higher level, the “additional” element does not exceed 3 metres in height matching that of the garage and previously approved. Taking these factors into account, it is considered that the extension does not block an unreasonable level of light to the adjacent conservatory, or give rise to an undue impact on the level of amenity available to the neighbouring property
- 6.3 Issues raised by Objectors
- 6.3.1 In response to the consultation processes, an objection was received, citing a number of concerns: namely; the ground level had been raised, the guttering on the north elevation projects over the boundary, that other outbuildings had been constructed in the garden, that the building works had resulted in damage and flooding to the adjacent garage and that windows in the north elevation were openable which were contrary to the originally approved plans.
- 6.3.2 In terms of ground level, it should be noted that the side extension’s height matches the eaves height of the original main building, as indicated on the submitted plans, and therefore whilst the floor height may have been raised above that of the original garage, the side extension’s height as built is consistent with the submitted plans and that previously approved. Furthermore, the submitted plans do not show any encroachment and although encroachment is a civil matter, the Applicant will be reminded that the application was submitted on the basis that no part of the extension involves land not in his ownership.
- 6.3.3 Outbuildings in the garden can be built as permitted development but will be assessed by planning enforcement. In any event, any issues here cannot be taken into account as part of our assessment of this planning application.
- 6.3.4 The windows in the north elevation are present on the submitted drawings and on the originally approved drawings. The original approval restricted by condition that the windows should be obscure glazed. The condition did not require the windows to be non-opening. Following a site visit, it was confirmed that the windows currently on site were obscure glazed.

7 Conclusion

7.1 In the light of the above, the proposal is considered acceptable for the following reason:

- 1 The single storey side and rear extension, by virtue of its siting, depth, height, separation and relationship with the existing building line set by neighbouring developments, does not it is considered have a detrimental impact upon the character and appearance of the subject property, surrounding area or cause on unreasonable level of harm to the residential amenities of neighbouring properties with regard to Policies (II)GD3, (II)H8 and (II)H12 of the Unitary Development Plan, CP30 of the Enfield Plan Core Strategy and Policies 4B.1 and 4B.8 of the London Plan.

8. Recommendation

8.1 That planning permission be GRANTED subject to the following conditions

- 1 C25 – No fenestration
- 2 C26 – No balcony

TP/101278



LOCATION PLAN 1:1250

LONDON BOROUGH OF ENFIELD
 17 SEP 2010
 DEVELOPMENT SERVICES

MORAN ARCHITECTS
 30 RIVERWAY
 LONDON N13 5LJ
 Tel: 07984-857809
 Fax: 0208-882-7977
 E-Mail: Moranseumas@yahoo.co.uk

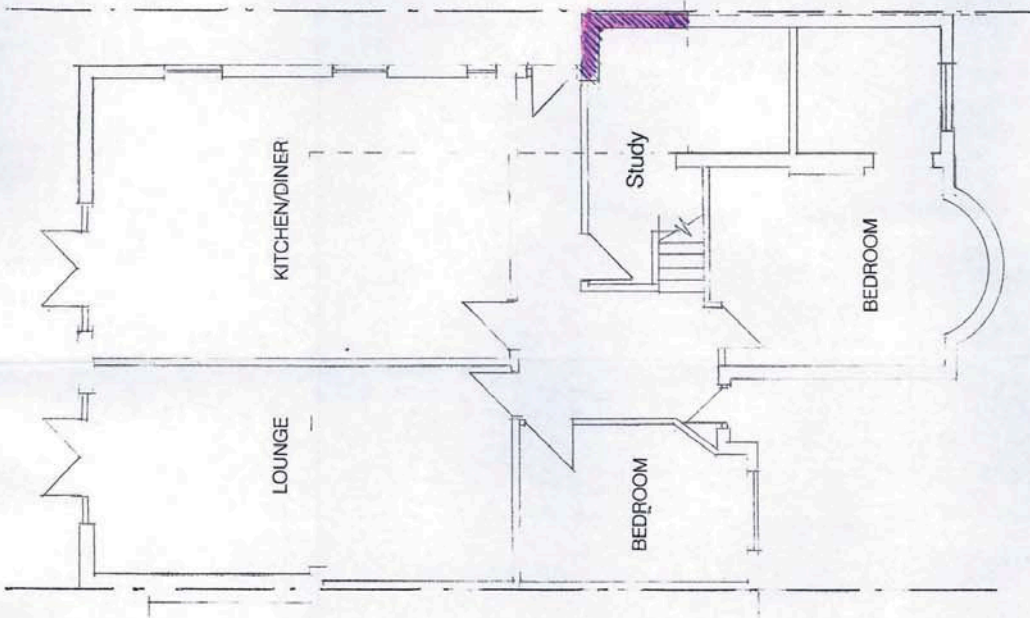
Client:
 Mr & Mrs Laurie
 46 Cranleigh Gardens
 Enfield N21 1DS.

Project:
 Ground floor side
 and rear extension

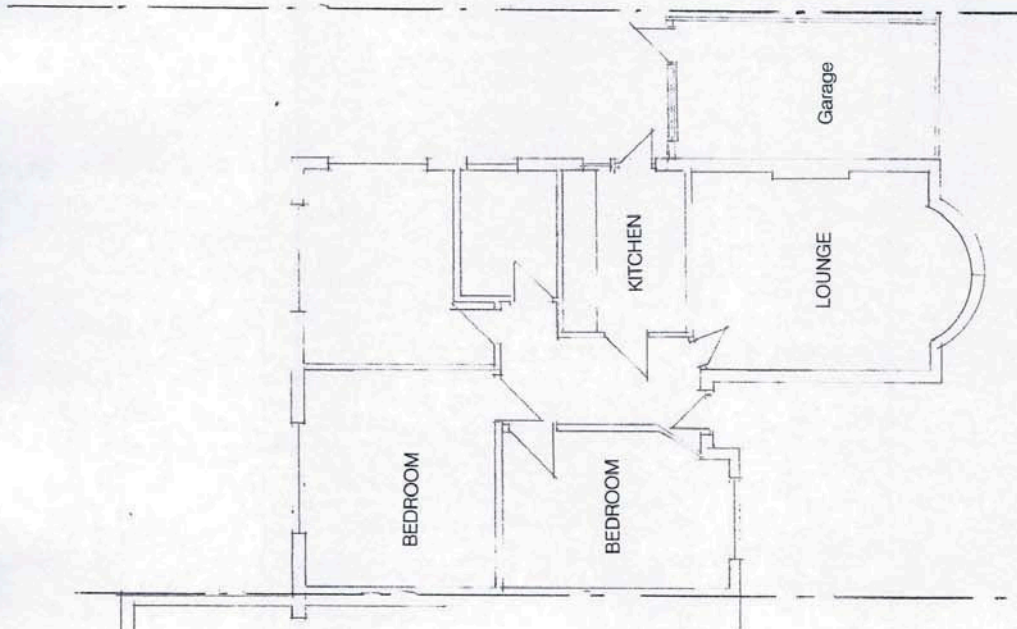
Drawing:
 Existing and proposed
 Ground floor plans

Scale: 1:100/1:1250

Dwg No. 4610 Date: April 2010

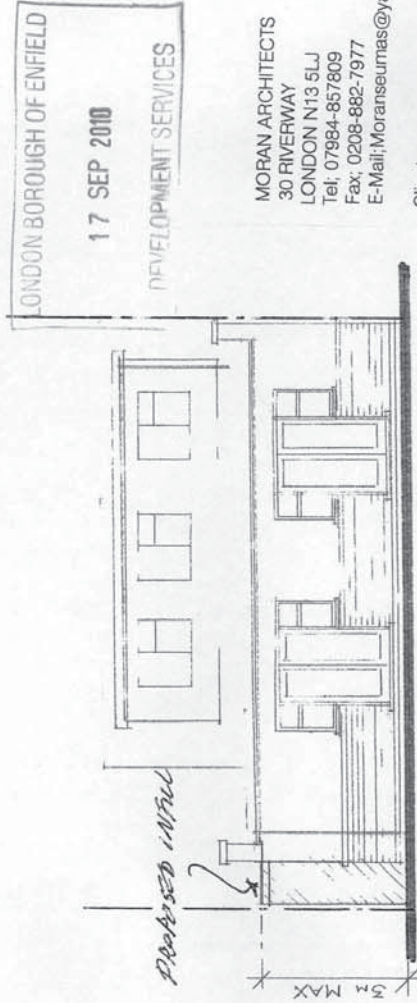


PROPOSED GROUND FLOOR



EXISTING GROUND FLOOR

TP10/1278



LONDON BOROUGH OF ENFIELD
17 SEP 2010
DEVELOPMENT SERVICES

MORAN ARCHITECTS
30 RIVERWAY
LONDON N13 5LJ
Tel: 07984-857809
Fax: 0208-882-7977
E-Mail: Moranseumas@yahoo.co.uk

Client:
Mr & Mrs Laurie
46 Cranleigh Gardens
Enfield N21 1DS.

Project:
Ground floor side
and rear extension

Drawing:
North/West elevations.
Scale: 1:100

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th December 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mr R. Singleton Tel: 020 8379 3837

Ward: Enfield
Highway

Application Number : TP/10/1335

Category: Dwellings

LOCATION: 10 SAVILLE ROW, ENFIELD, EN3 7LD

PROPOSAL: Subdivision of site and erection of 1 x 3-bed single family dwelling

Applicant Name & Address:
Mr N London
N London Construction Co.UK Ltd.
5 AYLANDS ROAD
ENFIELD
EN3 6PW

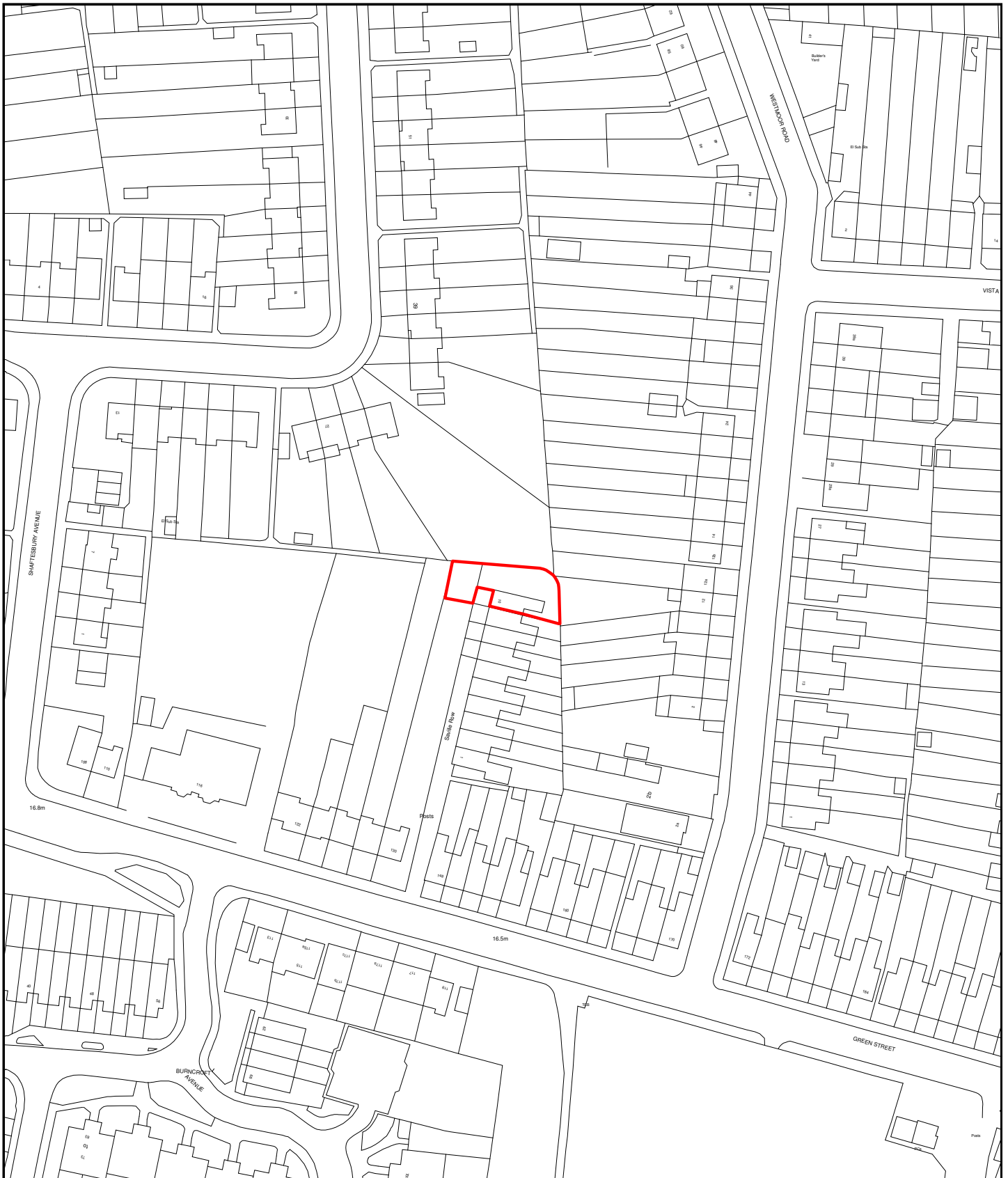
Agent Name & Address:
Mr Alan Cox
Alan Cox Associates
59A HIGH STREET
BARNET,
EN5 5UR

RECOMMENDATION:

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

Note for Members

Although an application of this nature would normally be determined under delegated authority, due to the concerns raised by local residents, Councillor Simon requested the application was reported to Planning Committee for consideration. Members will recall that at the meeting on 16th December 2010, the application was deferred for a member site visit. This took place on Saturday 8th January and the application is reported here for further consideration in the light of this visit.



ENFIELD
Council



Development Control



Scale - 1:1250
Time of plot: 11:16

Date of plot: 12/01/2011

1. Site and Surroundings

- 1.1 The site is a two storey end of terrace single family dwelling situated on the east side of Saville Row, a small residential mews to the rear of Green Street heralding from the early 20th century. The mews is characterised by small residential dwellings of uniform design and appearance.

2. Proposal

- 2.1 Permission is sought for the subdivision of the site occupied by No.10 Saville Row and the erection of a two storey 3-bed single family dwelling to the side.

3. Relevant Planning Decisions

- 3.1 TP/10/0733 – Subdivision of site and erection of 1 x 3- bed single family dwelling, including room in loft space – Withdrawn (17/08/10)

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Any comments from Traffic and Transportation, Education or Place Shaping will be reported at the meeting.

4.2 Public

- 4.2.1 Consultation letters were sent to 14 surrounding properties (including all of the attached terraced properties lining Saville Row). In response, 8 letters of objection were received raising all or some of the following concerns:

- Increase in parking demand without dedicated off-street provision.
- Out of character with the remainder of the terrace.
- Unacceptable impact on summer house.
- Noise, disturbance and access issues during construction.

- 4.2.2 In relation to the final point raised, noise and disturbance arising from construction is not a material planning consideration: controls exist in separate legislation beyond the remit of planning.

5. Relevant Policy

5.1 Local Development Framework – Core Strategy

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

Core Policy 4: Housing quality

Core Policy 5: Housing types

Core Policy 6: Housing need

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

5.2 Unitary Development Plan

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

(II)GD3	Aesthetic and functional design
(II)GD6	Traffic generation
(II)GD8	Access & servicing
(II)H6	Size and tenure of new developments
(II)H8	Privacy
(II)H9	Amenity space
(II)H10	Replacement garage/car parking
(II)H12	Residential extensions
(II)H14	Continuous façade
(II)H15	Roof extensions

5.3 London Plan

Policy 3A.1	Increasing London's supply of housing
Policy 3A.2	Borough housing targets (see also table 3A.1)
Policy 3C.21	Improving Conditions for Cycling
Policy 3C.23	Parking strategy (see also Annex 4)
Policy 4A.6	Sustainable Design and Construction
Policy 4A.12	Flooding
Policy 4A.13	Flood risk management
Policy 4B.3	Maximising the potential of sites (see also Table 4B.1)
Policy 4B.8	Respect local context and communities
Annex 4	Parking standards.

5.4 Other Material Considerations

PPS1: Delivering Sustainable Communities
 PPS3: Housing
 PPG13:Transport

6. **Analysis**

6.1 Principle

- 6.1.1 The proposal would be compatible with Policies 3A.1, 3A.2 and 4B.3 of the London Plan and Core Policy 5 of the Core Strategy insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets and indeed the Strategic Housing Market Assessment (2010) that would seek to encourage the provision of larger family dwellings. However, regard must be given to recent changes to PPS3:Housing (June 2010) that sees a reclassification of 'brownfield development' to exclude types of development that fall within private residential gardens. Thus, while strategic guidance adopts a general presumption against development defined as 'greenfield' by default, each case needs to be assessed on its merits having regard to the compatibility of the proposed development with the surrounding area

6.1.2 With this in mind the context of the site and scope of the scheme carries significant weight and it is considered on balance that due to the regular size of the plot with ample street frontage and consistent footprint, the compatible configuration of the subdivided plots, as well as the design merits of the scheme that sees a wider integration to the attached dwelling with comparable proportions, the principle for development can be established having regard to Policy PPS3:Housing.

6.2 Density

6.2.1 The site has a PTAL rating of 1b and with reference to the London Plan, an appropriate density range would be 150-2000 hrph. The proposal would result in 225.5 habitable rooms per hectare. This falls above the recommended amount of 150-250 hrph and suggest an overdevelopment of the site. However, it must be acknowledge that advice contained in PPS1 and PPS3 suggests a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area.

6.2.3 In this regard, the proposed dwelling would be attached to the end of the existing two storey terraced property. Saville Row and the surrounding area is characterised by two storey terraced properties with hipped roofs of uniform design. Following revisions to the scheme, the development now draws from many of the key elements of the attached terrace and is of an overall bulk and mass comparable to the remaining properties ensuring that the development sufficiently integrates into the former terraced group albeit with a modest increase in the overall width of the frontage. However, within the context of the terrace, it is considered that this is not discernable. Moreover, it is clear that in relation to the pattern and type of development indicative of the area with narrow frontages and uniform plot sizes, the imposition of a further terraced unit would sufficiently integrate with the surrounding properties, street scene and prevalent character of the area.

6.3 Effect on Residential Amenity

6.3.1 In the determination of this application due regard must be given to the potential impact of the new residential development on the amenities enjoyed by neighbouring properties. The scheme would secure a common alignment of built form to the front elevation and first floor rear elevation. At ground floor a modest projection to the rear extends some 3.09m in depth. Policy (II)H12 of the Unitary Development Plan seeks to ensure that residential extensions do not exceed 2.8m in depth or where site conditions permit a larger extension should a line taken at 45-degrees from the midpoint of the neighbours' nearest first floor window.

6.3.2 That proposed would not comply with this requisite albeit by a marginal amount. However, Appendix A.1.8 states that in exceptional circumstances a greater depth may be justified to secure the common alignment of rear extensions. In this regard the rear projection would be of the same depth as the original house thus securing common alignment and avoiding any impact on residential amenity.

6.3.3 In relation to the remainder of the built form, it is noted that the residents of No.31 Swan Road have objected on the basis of a perceived impact of the

built form to a summer house located to the rear of there garden and some 6m from the shared boundary. However, the ancillary nature and function of this outbuilding coupled with extensive vegetation to the shared boundary measuring some 6m in height ensures that the impact of the built form will be significantly reduced and would not as a result unacceptably impact upon residential amenity to this property.

6.4 Amenity Space

- 6.4.1 With regards to the provision of amenity space, Policy (II)H9 refers to Appendix A1.7 of the Unitary Development Plan, which requires in the case of new housing that amenity space provision should be of a size equal to 100% of the total GIA of the building or a minimum of 60sqm, whichever is the greater in area. As originally submitted, the u-shaped configuration of the plot with tapering rear boundary shows relatively limited amenity provision to the rear of the property, which while not inconsistent with the limited garden areas of the surround, to a degree has been mitigated by the provision of dedicated and screen amenity space to the side and front of the proposed unit. In addition, a revised plan has been received which retains an element of amenity space for the existing dwelling in front. Consequently, the level of amenity space for both units is considered acceptable in relation to adopted policy.

6.5 Privacy

- 6.5.1 The proposal involves the subdivision of an existing garden. It is considered that in relation to the existing adjoining and adjacent properties at Nos.10 Saville Row, 31 Swan Road and notably to 10 & 12 Westmoor Road, given the siting, orientation and separation of the proposal the additional unit would not give rise to conditions prejudicial to amenities of the neighbouring properties, nor would it give rise to undue overlooking in excess of what is currently experienced having regard to Policy (II)H8 of the Unitary Development Plan.

6.6 Parking and Access

- 6.6.1 As submitted, the scheme is incapable of providing dedicated off-street parking. This arrangement is common to the properties on Saville Row. Having regard to the site and its surround with unrestricted on-street parking on the majority of roads in the area, it is considered that an absence of provision is acceptable in this instance.

6.7 Sustainability

- 6.7.1 Policy 4A.6 of the London Plan (2008) relates to sustainable design and construction seeking to ensure that the design and construction of the proposed development has regard to environmental sustainability issues such as energy and water conservation, renewable energy generation, and efficient resource use. The Council would adopt a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. In this regard, accreditation through the BRE Environmental Assessment Method: The Code for Sustainable Homes should seek to achieve a Code 3 rating or above.

6.7.2 In accordance with London Plan Policy 3A.5: Housing Choice, advice given in the London Plan: Accessible London SPG and PPS3: Housing, the Council promote the provision of inclusive design and accessible housing, through building to Lifetime Home standards.

6.7.3 Details relating to the achievement of wider Council objectives for sustainable design and construction have been omitted from the scheme. In this regard, a condition will be levied to ensure compliance to the satisfaction of the Local Planning Authority.

6.8 Other Matters

6.8.1 The majority of concerns from residents received by Council related to construction nuisance and access associated with the build. While these concerns are covered by other pieces of legislation beyond the remit of the Planning Authority, it is prudent to exercise our legislative remit to secure details of construction methodology to ensure any potential impacts are addressed at the earliest possible point and adequate measures to minimise harm be secured.

7. **Conclusion**

7.1 The proposed scheme is acceptable and would provide for an efficient use of the land which through overall design, bulk mass and scale would serve to integrate with the pattern of development that defines this small mews.

7.2 It is considered, therefore, that the proposals are acceptable for the following reasons:

1. The proposed new dwelling would contribute to increasing the overall housing stock of the Borough and contribute to London-wide strategic housing targets having regard to Policy CP5 of the Core Strategy and Policies 3A.1 and 3A.2 of the London Plan.
2. The proposed new dwelling by virtue of its size, siting and design would satisfactorily integrate into the street scene as well as providing an acceptable level of amenity space for both the existing and proposed dwelling having regard to Policy CP30 of the Core Strategy and Unitary Development Plan Policies (II)GD3 and (II)H9.
3. The proposed new dwelling due to its size, siting and design does not unduly affect the amenities or privacy of adjoining or nearby residential properties having regard to Policy CP30 of the Core Strategy and Unitary Development Plan Policies (II)H8 and (II)H12.
4. The proposed development provides sufficient parking for the new dwelling and the existing dwelling and thus does not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways having regard to Policies (II)GD6 of the Unitary Development Plan, 3C.23 of the London Plan and PPG13.

8. **Recommendation**

8.1 That planning permission be GRANTED subject to the following conditions:

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

08/01/RG/47LR/02
08/01/RG/47LR/02 A
08/01/RG/47LR/02 B
08/01/RG/47LR/04

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

2. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

3. The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

5. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

6. The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

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

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

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

8. Notwithstanding Classes A, B, C, D and E of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings shall be erected at the proposed new houses or within their curtilages without the prior approval in writing of the Local Planning Authority.

Reason: In order to protect the amenities of the adjoining properties and to ensure adequate amenity space is provided.

9. Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than 'Level 3' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

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

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

10. The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

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

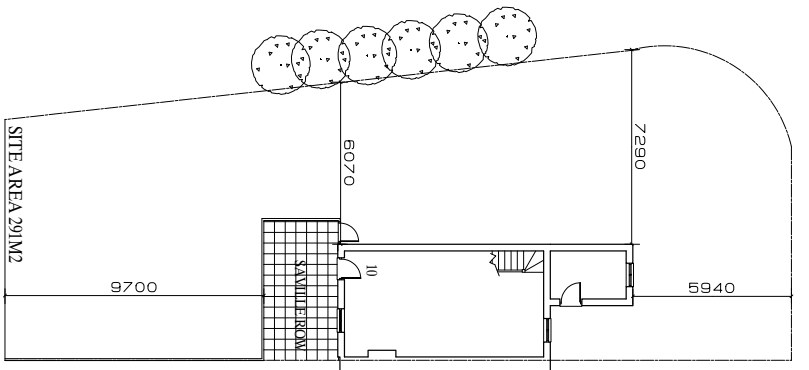
Reason: To ensure the implementation of the development does not lead to damage to the existing roads and to minimise disruption to neighbouring properties.

12. That development shall not commence on site until a construction methodology has been submitted to and approved in writing by the LPA. The construction methodology shall contain: (i) photographic condition survey of the roads and footways leading to the site of construction, (ii) details of construction access and vehicle routing to the site, (iii) arrangements for vehicle servicing and turning areas, (iv) arrangements for the parking of contractors vehicles, (v) arrangements for wheel cleaning, (vi) arrangements for the storage of materials, (vii) arrangements for deliveries, (viii) hours of work, and, (ix) any and all works to maintain and make good the existing private access to the site both during and following construction. The development shall then be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

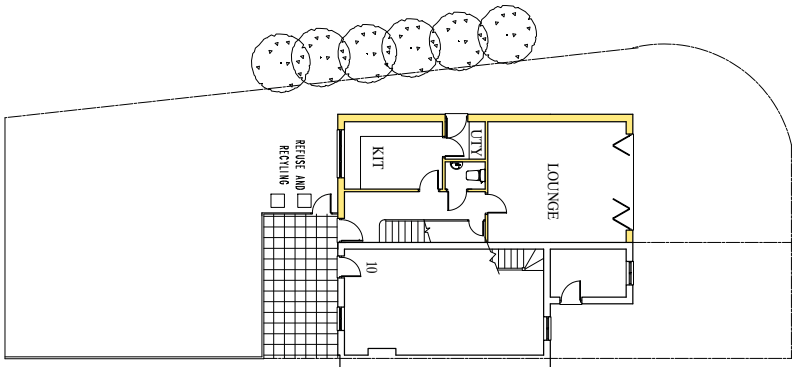
Reason: To ensure the implementation of the development does not lead to damage to the existing roads and to minimise disruption to neighbouring properties.

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

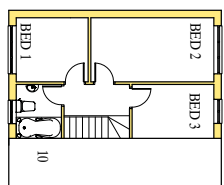
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.



EXISTING GROUND FLOOR AND SITE PLAN



PROPOSED GROUND FLOOR AND SITE PLAN

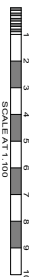


PROPOSED FIRST FLOOR



LOCATION PLAN 1:500

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No.	Date	By	Comments

Site Address
 10 SAVILLE ROW
 ENFIELD
 EN3 7LD

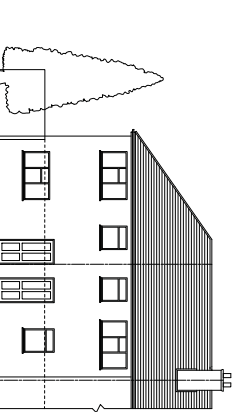
PROJECT TITLE
 ERECTION OF ATTACHED HOUSE

Project Title	Scale	Date	Drawn By
PLANNING SCHEME	1:100	04/10	AJC

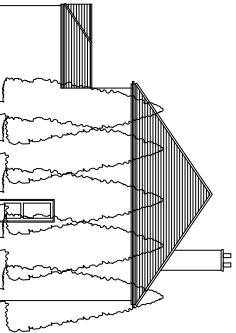
Alan Cox
 associates
 ARCHITECTURAL & PLANNING CONSULTANTS
 TEL: 020 - 8440 - 2777
 FAX: 020 - 8364 - 9556

Drawn: 375110 Rev: A

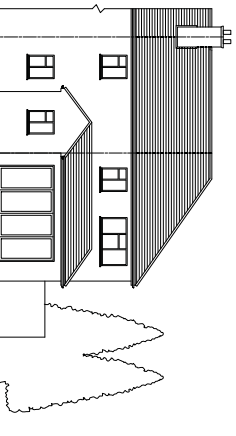
PROPOSED FRONT ELEVATION



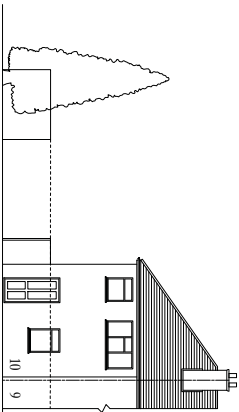
PROPOSED SIDE ELEVATION



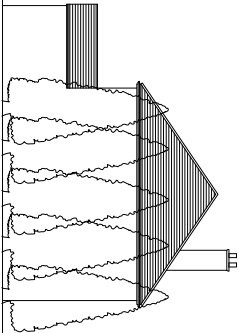
PROPOSED REAR ELEVATION



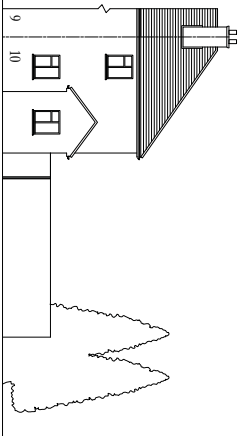
EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION



EXISTING REAR ELEVATION



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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Ms E. Kiernan Tel: 020 8379 3830

Ward:
Winchmore Hill

Application Number : TP/10/1547

Category: Change of Use

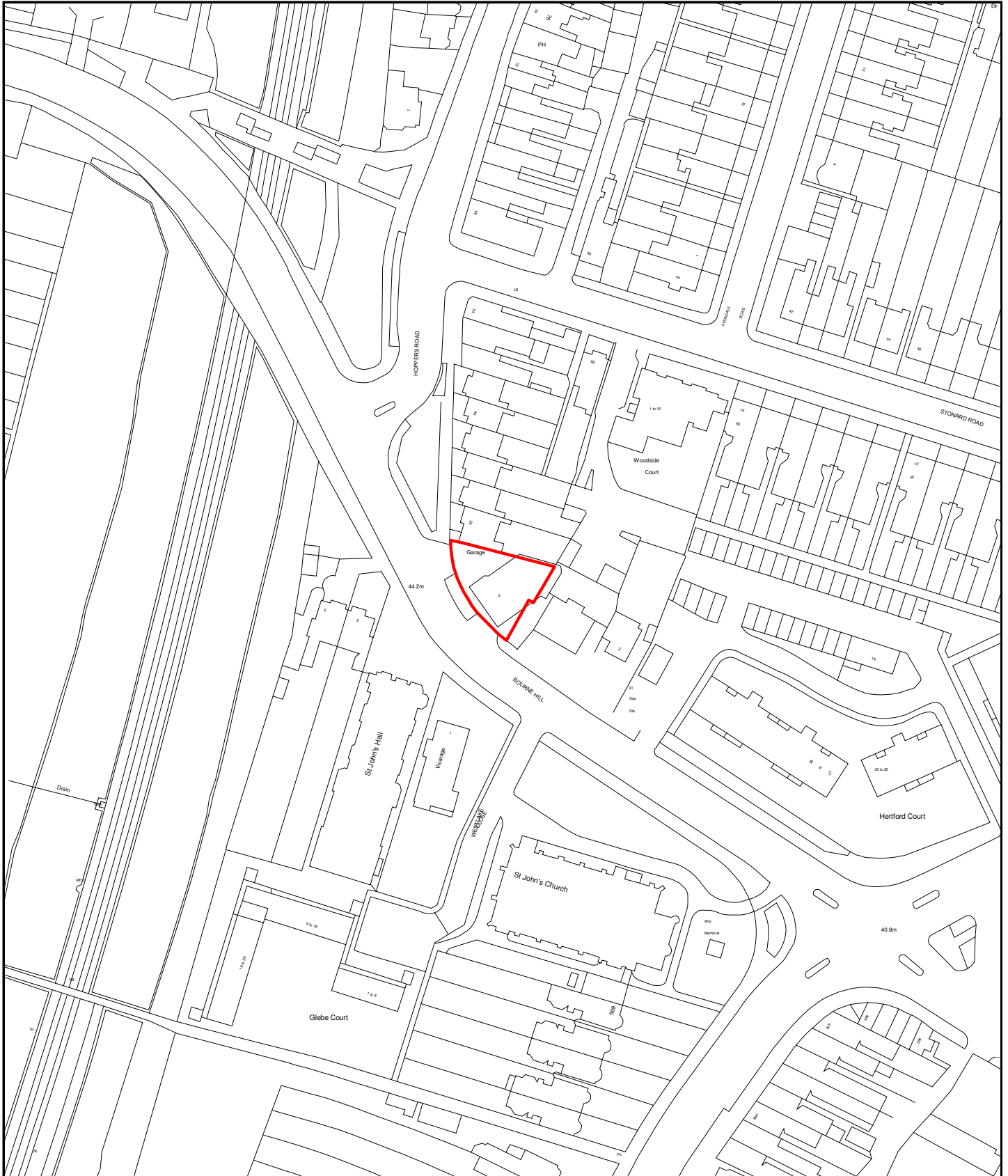
LOCATION: 6, BOURNE HILL, LONDON, N13 4LG

PROPOSAL: Change of use of petrol station and shop to a hand car wash facility (revised scheme).

Applicant Name & Address:
Mrs Androulla Michaelides
6, BOURNE HILL,
LONDON,
N13 4LG

Agent Name & Address:
Mr David Cooper
12, CORRI AVENUE
LONDON
N14 7HL

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



Development Control



Scale - 1:1250
Time of plot: 13:44

Date of plot: 11/01/2011

1. Site and Surroundings

- 1.1 The site is located close to the junction of Hoppers Road and Bourne Hill and just to the west of the junction between Bourne Hill, Green Lanes and Hedge Lane. The application site is a Petrol Filling Station with a hand car wash operation occupying part of the forecourt. The surrounding area is predominantly residential.

2. Proposal

- 2.1 Permission is sought to change the use of the petrol station and shop to a hand car wash facility with shop and customer seating area. This is a revised scheme following on from previous refusals and enforcement action.
- 2.2 This application differs from the previously refused scheme because the site area has been reduced due to land ownership issues and therefore both the car waiting and drying areas are smaller than granted under TP/06/0427

3. Relevant Planning Decisions

TP/06/0427/DP1 – Details of site management plan, external lighting and surface water drainage system, submitted pursuant to conditions 02, 04 and 05 - refused

TP/06/0427 - Change of use of petrol station and shop to a hand car wash facility with shop and customer seating area – approved subject to an S106 agreement

TP/05/1656 – an application for the use of part of petrol filling station for hand car wash together with installation of canopy, brick wall and noise insulating panels to boundary with 38 Hoppers Road (Revised scheme - retrospective) - refused December 2005.

TP/05/0562 – an application for use of part petrol filling station for hand car wash together with installation of canopy adjoining 38 Hoppers Road (retrospective) - withdrawn October 2005.

TP/03/1589 – an application for the retention of the car wash - refused in August 2004.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation object to the proposal as the manoeuvring space has been reduced.
- 4.1.2 Thames Water have no objection to the planning application, however state that a Trade Effluent Consent would be required and have no objections in regards to water infrastructure

4.2 Public

4.2.1 Consultation letters were sent to 37 neighbouring and nearby properties. Notice was also published in the local press and displayed at the site. Two representations were received raising the following issues relevant to planning:

- Land ownership
- Noise and disturbance to adjacent occupiers
- Highway concerns in regards to queuing traffic and vehicles being able to enter and exit the site
- Inappropriate location for a car wash, which impacts on the character of the area
- Traffic implications as cars queue and park haphazardly

4.2.2 Winchmore Hill Residents Association welcome the application, which appears to address the existing problems and formalise them.

5. Relevant Policy

5.1 Local Development Framework

5.1.1 The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

Policy 30	Maintaining and improving the quality of the built environment
Policy 32	Pollution

5.2 Unitary Development Plan

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

(II)GD3	Character and Appearance
(II)GD6	Traffic generation
(II)GD8	Site Access and Servicing

5.3 London Plan

3C.23	Parking Strategy
4B.8	Respect Local Context and Character

5.4 Other Material Considerations

PPS1	Delivering Sustainable Communities
PPG13	Transport
PPG24	Planning and Noise

6. Analysis

6.1 Background

6.1 The current use of the site is as hand-operated car wash, which was granted under planning permission TP/06/0427.

- 6.2 The granted scheme had four bays for cars waiting to be washed, four bays for cars being washed, and two bays for cars drying. The shop remained within the same place as existing, with a customer seating area to front of the shop.
- 6.3 The main issues for consideration are whether the proposed alterations to the car wash are acceptable in regards to highways safety, their character and appearance within the street scene and impact on neighbouring amenities, having regard to the previously granted scheme TP/06/0427 and national, regional and local level policies.
- 6.2 Impact on Neighbouring Properties
- 6.2.1 The surrounding area is predominantly residential and the site bounds residential dwellings to the north and east.
- 6.2.2 A number of objections have been received in regards to the inappropriate siting of the car wash and detrimental impact on residents in regards to noise and disturbance. However the principle of the development was established under planning permission TP/06/0427 and therefore given that the use and layout of the site are comparable to the approved scheme, the proposal does not differ substantially and therefore would not be detrimental in regards to its impact on neighbouring occupiers.
- 6.3 Highway and Pedestrian Safety
- 6.3.1 Prior to the determination of TP/06/0427, a number of traffic surveys were carried out seeking to establish the impact of the proposal on the free flow and safety of traffic using this section of Bourne Hill.
- 6.3.2 The surveys demonstrated that in connection with the current use of the site, there was regular queuing to gain access to the site waiting for capacity in the washing bays often involving manoeuvring on to / over the highway. It was noted that an attendant would occasionally be present to move vehicles on. These adverse conditions were exacerbated by the alignment of Bourne Hill along this section of the road, the junction with Hoppers Road and the level of on street parking which often exists.
- 6.3.3 Additionally, a number of conditions were attached to the planning permission to safeguard the impact on the highway network. This included the implementation of a Management Plan, which could incorporate measures to control visiting cars by the use of barriers, an electronic display board and video surveillance so that the cars entering the site can be viewed from inside the office, this could help mitigate these issues. In addition, a zebra crossing was planned to the north west of the site, close to the junction with Hoppers Road. This would include zigzag white lines painted across the frontage of the entrance to the site restricting cars from waiting in this area. Also, by making good the footway that is between the entrance and exit to the site, this would improve the safety for pedestrians. The cost of these works was £23,000 and the applicant paid the necessary financial contribution in recognition of the need to improve safety through these measures.
- 6.3.4 However, the current scheme has reduced the manoeuvring space for both car waiting and car drying areas, which would lead to a slower turn over of cars being washed and subsequently, an increase in queuing and

indiscriminate parking of vehicles along Bourne Hill. Furthermore, the lack of enclosure to the front of the site would encourage vehicles to cross the footway to gain access to the site, or park on the footway itself, and although controlled barriers and bollards are proposed, this is not considered sufficient to mitigate the problem entirely.

- 6.3.5 There have been a number of more recent surveys carried out at the site, which show the vehicles queuing up to the access of the car wash restricting the free flow of traffic along the classified, Bourne Hill. It is therefore considered that the revised layout would exacerbate the existing situation to an unacceptable level, resulting in unsafe vehicle manoeuvres, prejudicial to pedestrian and highway safety.

7. Conclusion

- 7.1 It is considered that the proposed reduction in site area serving the car wash including the reduction in the manoeuvring space combined with the intensity of use of the forecourt and lack of off-street car parking would give rise to kerbside parking and queuing in the adjacent streets, prejudicial to the free flow and safety of vehicles, cyclists and pedestrians using the adjoining highway. This is contrary to policies (II) GD6 of the Unitary Development Plan and 3C.23 of the London Plan in addition to the guidance contained within PPG13

8. Recommendation

- 8.1 That planning permission be refused for the following reason:
- 1 The hand car wash operation, due to the reduction in the manoeuvring space on site combined with the intensity of use of the forecourt and lack of off-street car parking would give rise to kerbside parking and queuing in the adjacent streets, prejudicial to the free flow and safety of vehicles, cyclists and pedestrians using the adjoining highway. This is contrary to policies (II) GD6 of the Unitary Development Plan and 3C.23 of the London Plan in addition to the guidance contained within PPG13

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mr R. Lancaster Tel: 020 8379 4019

Ward: Edmonton
Green

Application Number : LBE/10/0033

Category: Minor

LOCATION: Craig Park Youth Centre, Lawrence Road, London, N18 2HN

PROPOSAL: Part 2-storey, part 3-storey extension to south elevation involving demolition of a single storey building and refurbishment of external facade involving new recessed windows, translucent polycarbonate covering to external walls at first and second floor level and new boundary fence.

Applicant Name & Address:

Stefan Cadek,
LBE Property Services,
P.O. Box 51,
Civic Centre,
Silver Street,
Enfield,
EN1 3XB

Agent Name & Address:

Peter Morris
Curl la Tourelle Architects,
80, Lambie Street,
London,
NW5 4AB

RECOMMENDATION:

That in accordance with Regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be deemed to be **GRANTED** subject to conditions.

1 Site and Surroundings

- 1.1 The site comprises the Craig Park Youth Centre at the corner of Lawrence and Baxter Road. Adjacent to the south is Craig Park Recreation Ground, to the west is St. Mary's Church, to the north is a new block of flats and to the east behind the MUGA are 2-storey houses.
- 1.2 The site lies within a designated Flood Zone (2).

2 Proposal

- 2.1 Permission is sought for a 2-storey extension of the southern elevation towards the Park facilitated by the demolition of a single storey element of the building. A 6m high tower structure will be constructed on the roof. The external façade to the entire building would be renovated.
- 2.2 The works facilitate a 273sqm extension to the facility to provide a more flexible layout and space to provide nursery services to young children.

3 Relevant Planning Decisions

- 3.1 None relevant.

4 Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transport raise no objections subject to conditions
- 4.1.2 Environment Agency advise that due to the low flood risk that the Council are able to determine the application based on the Flood Risk Standing Advice.

4.2 Public

- 4.2.1 Consultation letters have been sent to 50 neighbouring properties and a Notice was erected on a lamp post nearby to the site. No objections have been received.

5 Relevant Policy

5.1 Local Development Framework

- 5.1.1 The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

CP9	Supporting community cohesion
CP20-21	Sustainable Development
CP28	Managing flood risk through development

CP30	Maintaining and improving the quality of the built and open environment
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5.2 Unitary Development Plan

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

- (II)CS2 Community services and the effective use of land
- (II)CS3 Facilities provided in the optimum location
- (II)GD3 Aesthetic and functional design
- (II)GD6 Traffic generation
- (II)GD8 Access and servicing

5.3 London Plan

- 2A.1 Sustainability criteria
- 3A.18 Protection and enhancement of community infrastructure and community facilities
- 3C.17 Tackling congestion and reducing traffic
- 3C.23 Parking strategy
- 3D.13 Children and young people’s play and informal recreation strategies
- 4A.1-4A.9 Renewable Energy
- 4B.1 Design principles for a compact city
- 4B.8 Respect local context and communities

5.4 Other Material Considerations

- PPS1 Delivering sustainable development
- PPG13 Transport
- PPG23 Planning for open space, sport and recreation

6 Analysis

6.1 Impact on character and appearance of the area

6.1.1 The proposal involves a two-storey extension of the existing building to the south towards the park together with the renovation to the existing building along with new fenestration and 6m tower structure on the roof which will be used as an internal climbing frame. It is proposed that in the future a lighting scheme projected onto the tower structure will highlight the Centre as a focal point of the community

6.1.2 The proposed building will have a mix of clear and opal translucent polycarbonate fenestration. The polycarbonate fenestration will show the silhouettes of the dancers and other users in the multi-purpose hall. The site will be enclosed by vertical metal posts without a horizontal element to allow views through and increase the Centre’s ‘welcoming’ appearance. Low-level planting will be used to soften the appearance of this boundary enclosure. It is considered that the extension together with the renovation of Craig Park Youth Centre will enhance the appearance of the building in the street scene and bring attention to the Centre as a focal point in the community, which can potentially be further enhanced through a lighting scheme. Moreover the fenestration particularly at the corner of the park and Baxter Road as well as the relationship of the building to the Park is considered to provide natural surveillance and a sense of ownership, which hopefully make the Park a more welcoming place, particularly in the evenings.

6.1.2 The proposed tower structure will be six metres high and shaped like a funnel to a ship. It has the advantage of bringing attention to the Centre and provide a visual reference to its internal function. However there is a concern that it will appear bulky when viewed from surrounding public vantage points. It is considered that with the use of appropriate materials, it will be possible to create a multi-faceted appearance for the structure which will break up its bulk and add visual interest to the structure. Therefore subject to conditions it is considered that this element of the proposal.

6.1.3 In summary the proposal is considered to improve the appearance of the building and site, raise the profile of the community centre and enhance the character of the area.

6.2 Impact on Neighbours

6.2.1 There are no conditions limiting the current use of the premises as a social club. However, the extensions will result in a greater intensity of use and thus, consideration must be given to potential noise and disturbance for residential properties which abut the site or are located nearby. This effect must be balanced against the benefits of the facility to the community and the natural surveillance of the Park (which experiences some anti-social behaviour problems) that the Centre would imbue. In addition, there are no reports that the operation of the existing premises has generated any complaints from neighbours.

6.2.2 Weighing up these issues, it is considered that a condition limiting the hours of use from 09.00 to 22.00 hours Monday to Sunday with the use of the external MUGA at the rear of the site limited to 20.00 hours, would be appropriate to control the effects and attain satisfactory balance between the se issues.

6.2.3 In terms of the impact of the extended and altered building on neighbouring residential amenity such as outlook and privacy, it is considered that the proposal would not have a detrimental impact, by virtue of its size and height of the proposed building, siting of fenestration and relationship to surrounding residential properties.

6.3 Traffic Generation

6.3.1 The site is located on a corner of Lawrence Road and Baxter Road, both local access roads. The PTAL of the site is borderline 2/1b. There are no parking restrictions adjacent to the site.

6.3.2 There are currently 21 members of staff (6 full-time and 15 part-time) and 5 to 8 staff are on-site at any one time. The number of staff is not expected to increase with this proposal. The operating hours would be: 9am to 10pm including weekends, activities for young people are presently scheduled from 7pm to 10pm (Mon-Sat). Between 9am and 12noon the Centre offers a children's nursery facility. Presently, some 50 to 70 persons visit the Centre each day, on average. This number is predicted to increase to a maximum 200 people per day. The catchment area for visitors to the centre is within postcodes N9 and N18 which are located within a two mile radius of the Centre. This suggests that visitors can walk or cycle to the Centre. Some of the staff live further afield; however, six presently live within walking distance

of the Centre. At present approximately three to four minibuses drop visitors at the Centre each day.

6.3.4 It is proposed that during the day, the Centre will provide learning and training facilities for young people who are not working or learning, as well as a community facility. In the evening and at weekends this will become a youth centre space for arts, drama, dance, sports and 'chill-out' activities. It is also proposed to use the premises for venue hire events (i.e. weddings, etc).

6.3.5 Taking these factors into account, it is considered that the highway is suitable to cope with the expected demand on the road network at this location and thus no objection is raised.

6.4 Access

6.4.1 The existing access for deliveries and fire engines to the east and west of the site is to be retained. There will be a new level access to the building provided for pedestrians. All floors will be wheelchair accessible.

6.5 Parking

6.5.1 Whilst the existing site does not offer any off street parking at the moment, it appears that the frontage of the site has a dropped kerb and is used for informal vehicle parking.



According to the London Plan car parking standards, *D1 – non-residential institutions* such as Day Centres should be assessed on an individual basis as part of the TA process.

6.5.2 An on-street parking survey was conducted for roads within a 300m radius of the Centre on Thursday 16th September 2010 between 8pm and 9pm. The parking survey results revealed that some 150 parking spaces were available during this one-hour period which means that there will be adequate car parking provision for staff and visitors during the week.

6.5.3 Notwithstanding the conclusions of this survey, as a one off exercise at a specific time, there is concern regarding how indicative it is during weekend periods when wedding / parties may be held. However given the on street availability identified, it is recommended that the number of visitors be restricted to a maximum of 200 for public events

6.5.4 The proposals do not include any parking for disabled. According to the London Plan developments should have a least one accessible on or off street car parking bay designated for use by disabled people, even if no general parking is provided. However, there is capacity to achieve this and thus a condition is recommended.

6.4.5 With regard to cycle parking, two surveys were conducted at the Centre. They showed that 1 out of 31 persons cycled to the Centre and that 11 persons would consider cycling as an alternative mode of travel. It is also proposed to install a covered and secure facility for 5 Sheffield cycle stands at the front of the site. This provision is acceptable and complies with TfL cycle parking standards. Furthermore, as part of the extension to the Centre, showers, changing rooms and locker facilities will be provided on-site in order to encourage both staff and visitors to travel to and from the Centre by sustainable modes.

6.5. Refuse storage

6.5.1 A secure bin store is provided to the north east of the site to Local Authority size standards and within 25 metres to the main entrance.

6.6 Sustainability

6.6.1 The applicant has submitted a pre-stage BREEAM assessment indicating that the scheme will meet no less than a 'very good' rating and an energy assessment indicating that the scheme will offset more than 20% of CO₂-equivalent emissions from on-site renewables. Conditions are recommended requiring that these measures are implemented.

6.7 Flood Risk

6.7.1 The Environment Agency has advised that the site is within an area of low flood risk and the submitted FRA indicates that the level of vulnerability of the site / use can be adequately mitigated through raised finished floor levels and registering with the Environment Agency's flood warning service. Conditions will be attached to ensure these measures and therefore it is considered that given the risk of flooding, its potential impacts can be adequately mitigated.

7 Conclusion

7.1 The proposed development would be acceptable for the following reasons.

- 1 The proposal would result in improved community facilities to the benefit of community cohesion, having regard to (II)CS2 and (II)CS3 of the Unitary Development Plan and Policy 9 of the Core Strategy.
- 2 The proposed extensions, by virtue of their separation from neighbouring properties, size and design would not result in a loss of residential amenity or cause undue detriment to the character and appearance of the surrounding area, with regard to Policies (II)CS2, (II)CS3, (II)GD3 and (II)H8 of the Unitary Development Plan as well as Policies 4B.1 and 4B.8 of the London Plan and Policies CP9 and CP30 of the Core Strategy.
- 3 The proposal would not give rise to undue levels of on-street parking that would be to the detriment of the safety or free flow of highway traffic, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development, Policies 24 and 25 of the Core Strategy and London Plan Policies 3C23 as well as PPG13.

8. Recommendation

8.1 That planning permission be **GRANTED** subject to the following conditions.

- 1) Notwithstanding the submitted details, no development shall commence until such time as details of the external finishing materials including that of the tower structure and the fabric canopy facing Baxter Street are submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is occupied.

Reason: To ensure a satisfactory appearance.

- 2) C09 Details of Hard Surfacing

- 3) Notwithstanding the submitted details, no development shall commence until such time as details of the existing and proposed floor levels are submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented thereafter.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

- 4) Notwithstanding the submitted details, no development shall commence until such time as details of the means of enclosure are submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the details before the development is occupied and maintained thereafter.

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

- 5) C17 Details of Landscaping

- 6) C19 Details of Refuse Storage & Recycling Facilities

- 7) C20 Details of Fume Extraction

- 8) C22 Details of Const. Vehicle Wheel Cleaning

- 9) C25 No additional Fenestration

- 10) C26 Restriction of Use of Extension Roofs

- 11) Deliveries and collections to and from the premises shall only take place between the hours of 08.00 hours to 19.00 hours Monday to Saturday and at no other time.

Reason: To safeguard the amenities of the occupiers of nearby residential properties.

- 12) The premises shall only be open for business and working between the hours of 09.00 to 22.00 Monday to Sunday including Bank Holidays.

Reason: To safeguard the amenities of the occupiers of nearby residential properties.

- 13) Between the hours of 20.00 to 22.00 Monday to Sunday including Bank Holidays, the external areas of the site, including the area described as 'Existing MUGA' marked on drwg number: 888 P 14, shall only be used for access, egress and for emergencies and not for any other purpose.

Reason: To safeguard the amenities of neighbouring residential occupiers.

- 14) C41 Details of External Lighting

- 15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the premises shall only be used for the purposes of a community youth centre and for no other purpose.

Reason: In the interests of highway safety, residential amenity and providing sufficient facilities for the Borough's young people.

- 16) The development shall not be occupied until plans showing at least one disabled bay, off-street or on-street, have been submitted to and approved in writing by the Local Planning Authority. The details shall be implemented thereafter.

Reason: In the interests of disabled visitors and highway safety.

- 17) The development shall not be occupied until the redundant point of access to the north of the site has been closed and the footway reinstated.

Reason: To confine vehicle movements to the permitted points of access, to enable additional kerb-side parking to the roadway and to improve the condition of the adjacent footway.

- 18) The number of non-staff occupiers of the site shall not exceed 200 at any time.

Reason: In the interest of highway safety and neighbouring occupiers' amenities.

- 19) The development shall not be occupied until junction protection markings have been introduced at the junctions of Lawrence Road/Argyle Road/Baxter Road

Reason: In the interests of highway safety.

- 20) Prior to occupation of the development, hereby approved, the manager of the Youth Centre shall sign up to the Environment Agency's Flood Warning Service. As long as the Youth Centre operates it shall continue to use this service or its successor(s).

Reason: In the interests of mitigating the impact of potential flooding.

- 21) The finished floor levels of the ground floor of the development hereby approved shall be at least 300mm above the level of the highway.

Reason: To prevent overland flows from the sewers entering the building.

- 22) The energy efficiency measures and on-site renewable provision identified in the 'Energy Assessment' shall be implemented in accordance with those details submitted prior to occupation and maintained thereafter. Before the development is first occupied, the developer shall submit to the Local Planning Authority for written approval a statement confirming that the development hereby approved has been so carried out.

Reason: In the interest of sustainability.

- 23) Evidence confirming that the development achieves a BRE AAM Assessment of no less than 'very good' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

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

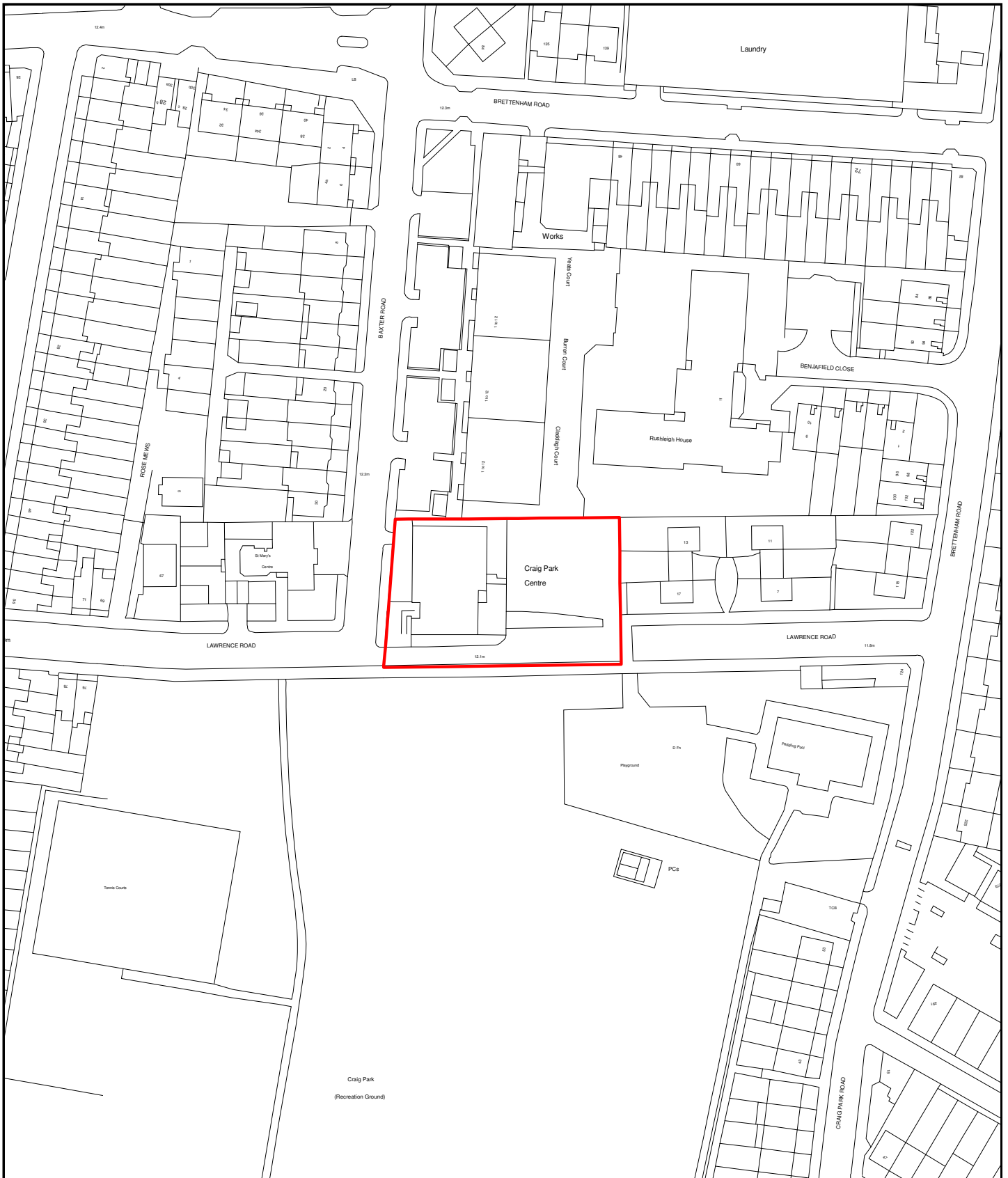
The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

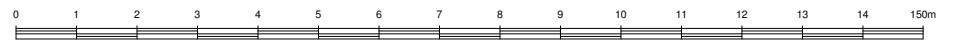
- 24) C59 Cycle parking spaces

25) C51A Time Limited Permission

Directive: All gates must open inward to prevent danger to pedestrians.



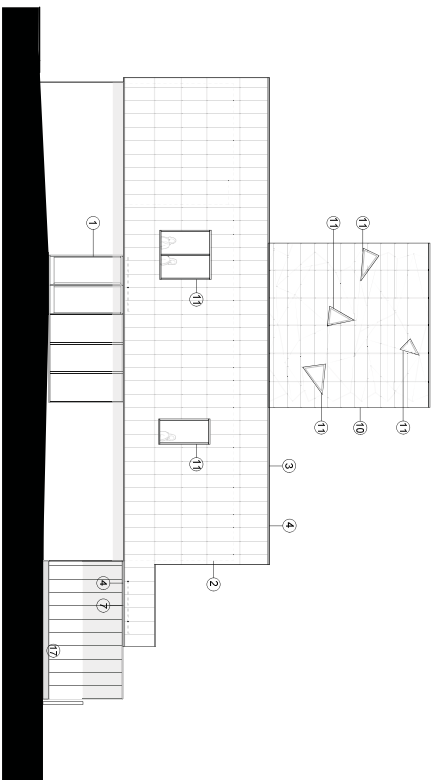
Development Control



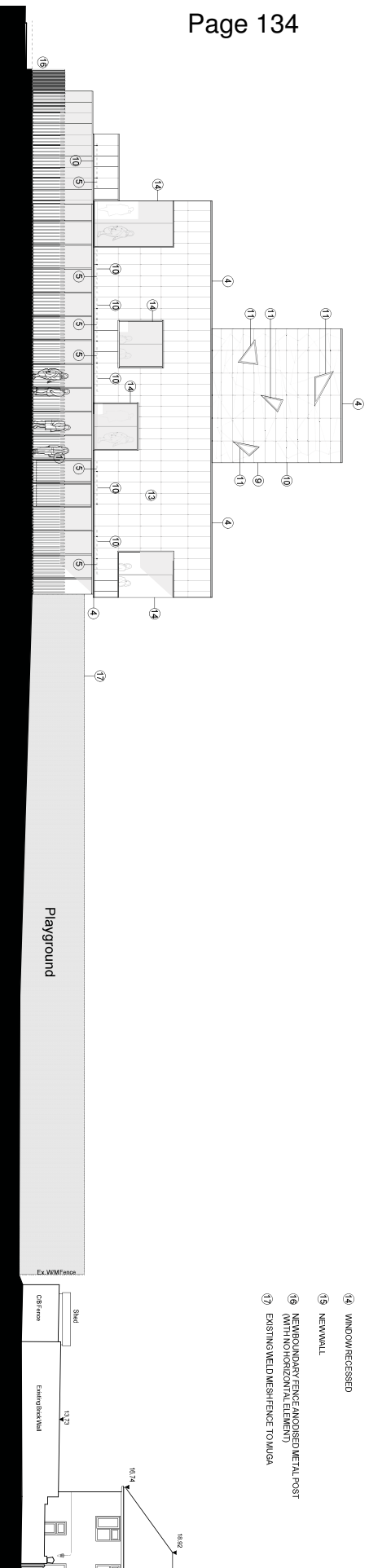
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Time of plot: 13:55

Date of plot: 11/01/2011

PROPOSED SOUTH ELEVATION



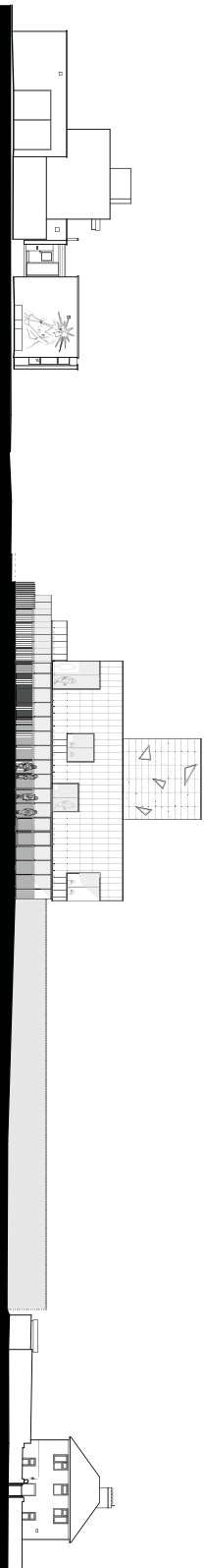
PROPOSED SOUTH ELEVATION



- 1 FOLDING SLIDING DOUBLE GLAZED SCREEN OPENING FLOOR
- 2 EXISTING BRICK WALL BEHIND OPAL TRANSLUCENT POLYCARBONATE WITH INSULATION INSIDE MEN
- 3 NEW POLYCARBONATE WALL WITH PARAFET WALL BEHIND
- 4 POWDER COATED ALUMINIUM FRAME
- 5 OPAL TRANSLUCENT POLYCARBONATE TO UNDERSIDE OF CANOPY WITH LIGHTING INSIDE
- 6 DOUBLE GLAZED OPENING WINDOWS WITH POWDER COATED ALUMINIUM FRAME
- 7 POLYCARBONATE CANOPY (DRAINAGE BEHIND LEANING AGAINST WALL)
- 8 MAINTENANCE DOORS
- 9 POLYCARBONATE WALL TO CLIMBING CAVE
- 10 BACKLIT POLYCARBONATE
- 11 DOUBLE GLAZED FIXED WINDOWS WITH POWDER COATED ALUMINIUM FRAME
- 12 OPAL TRANSLUCENT POLYCARBONATE TO LIGHTING BEHIND
- 13 DOUBLE LAYER OF OPAL TRANSLUCENT POLYCARBONATE
- 14 WINDOW RECESSED
- 15 NEW WALL
- 16 NEAR SECONDARY FENCE ANCHORED METAL POST (WITH NO HORIZONTAL ELEMENT)
- 17 EXISTING WELD MESH FENCE TO MUGGA



PROPOSED SOUTH STREET VIEW ELEVATION 1:200 @ A1, 1:400 @ A3



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NOTES
Any discrepancies on this drawing with other contract documents shall be resolved immediately by the Contract Administrator or other designated person.

Job: Craig Park Youth Centre
 PAXTER ROAD
 EDMONTON
 N1S 2N1

Drawing Title: PROPOSED NORTH AND SOUTH ELEVATIONS

Scale: 1:200 @ A3

Date: 30.09.2010
 Drawn: TQ
 Issued: TQ
 Checked: PM

Dwg. No: 888 P 09

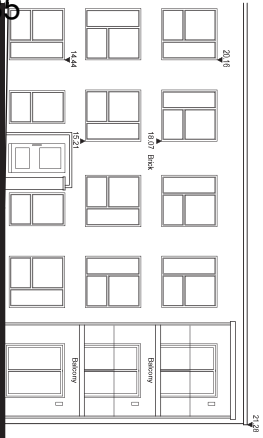
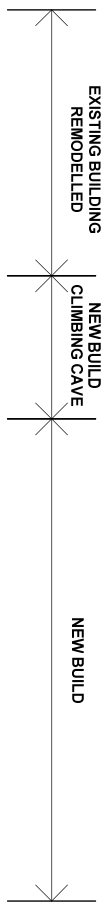
Rev: -

Client: CURI - I/A TOURELLE - ARCHITECTS
 80 LAMBLE STREET LONDON, NW6 4AB
 TEL 020 7267 0055 FAX 020 7284 0860
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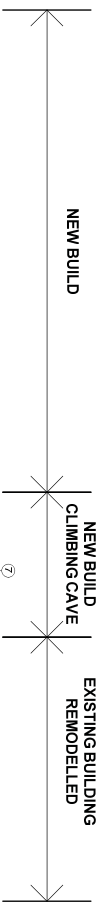
Client: London Borough of Enfield

PLANNING ISSUE

1m 5m 10m 20m



PROPOSED WEST ELEVATION



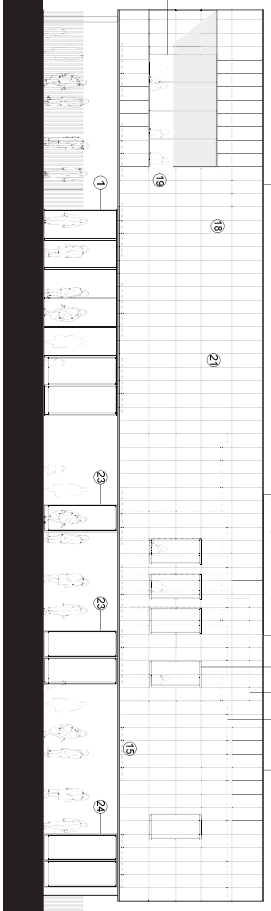
- 1 FOLDING SLIDING DOUBLE GLAZED SCREEN WITH POWDER COATED FRAME AND OPENING DOOR
- 2 NEW BRICK STORE
- 3 EXISTING BRICK BOUNDARY WALL
- 4 EXISTING BRICK WALL BEHIND OPAL TRANSLUCENT POLYCARBONATE WITH INSULATION BEHIND
- 5 EXISTING WINDOW BEHIND
- 6 POLYCARBONATE FRAGMENT WALL
- 7 POWDER COATED ALUMINIUM FRAME
- 8 ROOF LIGHT BEHIND
- 9 OPAL TRANSLUCENT POLYCARBONATE TO UNDERSIDE OF CANOPY WITH LIGHTING INSIDE
- 10 DOUBLE GLAZED OPENING WINDOWS WITH POWDER COATED ALUMINIUM FRAME
- 11 POLYCARBONATE CANOPY (DRAINAGE BEHIND LEARNING ZONE WALL)
- 12 MAIN ENTRANCE DOORS
- 13 POLYCARBONATE WALL TO LEARNING ZONE
- 14 POLYCARBONATE WALL TO CLIMBING CAVE
- 15 BACKLIT POLYCARBONATE
- 16 DOUBLE GLAZED FIXED WINDOWS WITH POWDER COATED ALUMINIUM FRAME
- 17 OPAL TRANSLUCENT POLYCARBONATE TO UNDERSIDE OF FIRST FLOOR OVERHANG WITH LIGHTING BEHIND
- 18 OPAL TRANSLUCENT POLYCARBONATE WITH NEW BUILD WALL BEHIND
- 19 DOUBLE LAYER OF OPAL TRANSLUCENT POLYCARBONATE
- 20 WINDOW RECESSED
- 21 NEW WALL
- 22 NEW BOUNDARY FENCE (1000x1500mm) YELLOW UNCOLOURED POST WITH NO HORIZONTAL ELEMENT
- 23 DOUBLE GLAZED DOOR WITH POWDER COATED FRAME
- 24 SOLID POWDER COATED DOOR

PLANNING ISSUE

Job
Crag Park Youth Centre
BAXTER ROAD
EDMONTON
N18 2HN

Client
London Borough of Enfield

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PROPOSED EAST ELEVATION

PROPOSED ELEVATIONS EAST AND WEST

Dwg No.	888 P	10	Rev	-
Scale	1:200/400@A3			
Date	30.09.2010	Drawn	Issued	Checked
	TQ	TQ	PM	

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NOTES
This proposal is subject to the contract documents to be reported immediately to the Contract Administrator for consideration.

PROPOSED GROUND FLOOR SITE PLAN



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 NOTES
 All dimensions to be checked on site

Job
 Craig Park Youth Centre

Client
 London Borough of Enfield

Drawn by
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Drawing Title
 PROPOSED GROUND FLOOR

Scale
 1:200 @ A3

Date
 30.09.2010

Drawn
 TQ

Issued
 TQ

Checked
 PM

Dwg No
 888 P

Rev
 07

PLANNING ISSUE

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2011

Report of

Assistant Director, Planning &
Environmental Protection

Contact Officers:

Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Robert Lancaster Tel: 020 8379
4019

Ward:

Southgate

Application Number : TP/10/1424

Category: Small Scale Major:
Dwellings

LOCATION: Chase Side Works, Chelmsford Road, London, N14 4JN

PROPOSAL: Redevelopment of site to provide 53 residential units comprising 8 * 4-bed houses in two terraces with accommodation in the roof and attached 3-storey block of 3*2-bed flats and a 3-storey block of 42 flats (9 * 1-bed, 10 * 2-bed, and 23 * 3-bed) with accommodation in the roofspace, balconies and terraces together with provision of associated bicycle and car parking with access to Linden Way and Chelmsford Road.

Applicant Name & Address:

Sorbon Homes Ltd,
Sorbon,
Aylesbury End,
Beaconsfield,
Bucks,
HP9 1LW

Agent Name & Address:

Sorbon Homes Ltd,
Sorbon,
Aylesbury End,
Beaconsfield,
Bucks,
HP9 1LW

RECOMMENDATION:

That planning permission be **GRANTED** with conditions subject to a S.106 Agreement in respect of the heads of terms as detailed in the report.

1. Site and Surroundings

1.1 Site

- 1.1.1 The site, Chase Side Works, is 0.58 hectares in size. It is situated 75m off Chase Road, and is bounded by Chelmsford Road to the south, Linden Way to the west, The Rye to the north and by the rear gardens of the houses on Chelmsford Road to the east. The site is currently in industrial use (Class B2) comprising 3814sqm in 16 units of 1 & 2-storey accommodation. The use is predominately car repair and MOT services with some storage and office uses. As a result of the industrial use of this land it is contaminated due to the previous industrial uses, including a dye works and paint factory.
- 1.1.2 The land is highest on the south-western corner of the site at the junction of Chelmsford Road and Linden Way. The levels fall away along Chelmsford Road for approximately 55m before rising again. The levels fall away along Linden Way before rising upwards after the junction with The Rye. From the south-west junction the land falls away diagonally across the site to the north-east before rising towards the new development on The Rye. Furthermore the site is approximately 0.8-1m below pavement level. The results of these undulating ground levels means that the site sits in a 'sink', with a visually prominent corner at the junction of Chelmsford Road and Linden Way with the new development at Nos12-29 The Rye prominent over the top of the existing industrial buildings.
- 1.1.3 A culverted main river, Hounsden Gutter, runs north-west to south-east across the site. The applicant indicates that the Environment Agency has advised that a 7m easement is required. On the south-western edge of the site is an EDF electricity sub-station bounded by 1.8m high wooden fencing and a metal gate.
- 1.1.4 On the western boundary of the site are 13 Lime Trees which are protected under Group Tree Preservation Order (TPO), LBE Order No. 28 (3) 1971.
- 1.1.8 As existing there are 34 off-street parking spaces, however the intensity of use is such that it results in overspill parking onto the adjoining highways during work hours. The surrounding streets are double parked, and as a result the useable carriageway width is relatively narrow, giving rise to difficult access conditions for an industrial site.

1.2 Surroundings

- 1.2.1 The surrounding area is residential in character, containing mainly 2-storey terraced properties. To the west of the site, on Linden Way, there are 2-storey 1930's terraced properties in rows of four, set back from the highway with off-street parking to the front. To the north of the site is a 2-storey detached property with a detached garage to the rear, which is part of the new development on The Rye. To the north east is the main part of this new development containing 3-storey townhouses. The new development was completed in approximately 2003 and was formerly part of the industrial site. To the east of the site is a terrace of Victorian 2-storey houses on the northern side of Chelmsford Road and to the south of the site, on the southern side of Chelmsford Road is a long terrace of Edwardian 2-storey houses. There are also the occasional 3 or 4-storey purpose built block of flats in the locality.

2. Proposal

- 2.1 Permission is sought for the comprehensive redevelopment of the site, demolishing the industrial units and providing 53 residential units comprising 8 * 4-bed houses and 45 flats (9 * 1-bed, 13 * 2-bed and 23 * 3-bed). With associated amenity space and 55 vehicular parking spaces.
- 2.2 The houses, approximately 9.3m high, would be 2-storeys with habitable accommodation in the roof space and would be provided in two terraces. Plots 1-4 would be on the street frontage adjacent to No.135 Chelmsford Road and plots 5-8 would be at the back of the site in broad alignment with No.20 The Rye.
- 2.3 The flats would be provided in two blocks with 3 * 2-bed open-market flats in the 10.25m high Block D adjoining the house on plot 4, with accommodation over three floors. The central feature of the redevelopment would be the contiguous Blocks A-C which fronts both Chelmsford Road and Linden Way. The highest point would be at the corner junction and would be 12m high. The development falls away in height to approximately 10m at the two ends. Accommodation is provided across four floors including accommodation in the roof space. The 'with grant' option would provide 12 socially rented flats within Block A , 4 'intermediate' flats with Block B and 29 open-market flats with Blocks C and D. The 'without grant' option would provide 8 socially rented flats and 3 intermediate flats in Block A and 34 open-market flats elsewhere.
- 2.4. The proposal provides for 55 parking spaces broadly arranged into two parking areas. A new vehicular access is proposed to Linden Way providing access to parking area on the northern edge of the site adjacent to No.25 Linden Way. The other parking area which also requires a new vehicular access is sited at the eastern end of the site between Blocks C and D. There are two other vehicular accesses to Chelmsford Road and Linden Way to double parking bays. 84 cycle spaces are provided across the site, at a ratio of 1 space for each 1 and 2-bed flat and 2 spaces for the 3 and 4-bed units.
- 2.5 Communal amenity space is provided to the rear of the main block and to the front of the development. The eight houses each have private rear amenity space.

3. Relevant Planning Decisions

- 3.1 PRE/10/0034: Proposed residential redevelopment. Advice despatched 09-Jun-2010
- 3.2 TP/09/1875: Redevelopment of site to provide 65 residential units comprising 8 x 4-bed houses and 57 flats (3 x 1-bed, 35 x 2-bed and 19 x 3-bed) with 62 parking spaces and new vehicular access to Linden Way and Chelmsford Road (OUTLINE - access, landscaping, layout and scale with some matters reserved). Refused 26-Apr-2010. Appeal Withdrawn 21-Oct-2010. The refusal reasons were:

- 1) The proposal by reason of its scale, layout, design and density results in a cramped form of development, detrimental to character and appearance of the area, the living conditions of and amenity space for future occupiers and highway safety contrary to London Plan Policy 4B.3 and PPS3.
- 2) The proposal fails to provide satisfactory quality amenity space for the occupiers of the flats resulting in substandard amenity provision, detrimental to the living conditions of future occupiers and the quality of residential accommodation available in the Borough, contrary to Policy (II)H9 and Appendix A1.7 of the Unitary Development Plan and the objectives of PPS1 and PPS3.
- 3) The proposal by virtue of its layout results in refuse bin enclosures and parking areas in visually prominent locations to the detriment of the appearance of the development and character of the area, contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.
- 4) The proposed appearance of the scheme by virtue of its bulk and design is considered to be detrimental to the character of the area. In particular the main 3 and 4-storey block is not considered to take advantage of the visually prominent corner location, block A is considered to be unduly bulky, block D and the end elevation of block A by virtue of their design and chamfered edges are considered to have a visually awkward and contrived appearance, the proposed roof design of the main block with protruding lift shafts is considered to be unduly bulky and as viewed from the north and east, has a contrived and formless design, contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.
- 5) The proposal does not provide an adequate range of dwelling sizes or any wheelchair accessible units to the detriment of meeting the diverse housing needs of future occupiers, contrary to Policies (I)GD1, (I)GD2 and (II)H6 of the Unitary Development Plan, Policy 3A.5 of The London Plan and PPS3: Housing.
- 6) The application fails to provide sufficient information to assess the useable floor areas of the flats in the roof. In the absence of such information it is considered that the proposal would provide cramped accommodation in these units, detrimental to the future occupier's living conditions and contrary to Policy (II)H16 of the Unitary Development Plan, Supplementary Guidance on Flat Conversions, Draft London Plan Supplementary Planning Guidance: Interim Housing Guidance (2009). Draft London Plan Supplementary Planning Guidance: Housing Design Guide (2009).
- 7) The proposed layout of the dwellings is considered to result in a poor form of accommodation. In particular the flats within Block A, B & C with a single aspect facing either north or east would receive low levels of natural light and have limited outlook, the open plan living arrangements for all of the flats and houses fails to adequately reflect the diverse accommodation needs of potential occupiers and the landscaped buffer between the communal amenity space and fenestration of the ground floor flats would result in a loss of privacy and undue disturbance to the

potential occupiers. Contrary to Policies (I)GD1, (I)GD2, (II)H8 and (II)H9 of the Unitary Development Plan, London Plan Policies 3A.5, 3A.6, 3A.13 and 3A.17 and Draft London Plan Supplementary Planning Guidance: Housing Design Guide (2009).

- 8) The siting of the proposed car parking areas in relation to the ground floor Flat 1 within Block E, Flat A1 within Block A and bedroom 2 of Flat C6, results in a contrived design whereby the kitchen of Flat 1 in Block E does not have any fenestration, detrimental to the outlook and levels of light for the potential occupiers and the occupier's of bedroom 2 of Flat C6 and bedroom 3 of Flat A1 would be unduly affected by light pollution from vehicle headlights, noise and disturbance and a poor level of outlook. Contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan as well as 3A.6 of the London Plan and Draft London Plan Supplementary Planning Guidance: Housing Design Guide (2009).
- 9) The proposed development provides inadequate and insufficient levels of off-street vehicular parking and would result in the potential for on-street parking on the surrounding highways, resulting in an unacceptable increase in the demand for kerbside parking to the detriment of safety and free flow of traffic on the highway contrary to Policies (II) GD6 and (II) GD8 of the Unitary Development Plan and Policy 3C.23 of the London Plan.
- 10) The proposal by virtue of its layout prejudices the ability of the site to satisfactorily provide adequate and acceptable access, circulation routes and general site permeability for pedestrians and people with disabilities and does not provide facilities in accordance with standards contrary to Policies (II)GD3, (II)GD11 and (II)T16 of the Unitary Development Plan and Manual for Streets 2007.
- 11) The proposal fails to make adequate provision for the reduction of CO² emissions resulting from the development by on-site renewable sources as required by London Plan Policies 4A.1, 4A.3 and 4B.6 and the objectives contained within PPS1, the climate change supplement to PPS1 and PPS22.
- 12) The submitted Flood Risk Assessment (FRA) does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS: 25). The submitted FRA does not, therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular the FRA fails to consider all aspects of flood risk, adequately address the potential effects of the development on the Hounsdon Gutter Culvert, and, demonstrate that any damage to the Hounsdon Gutter Culvert resulting from the proposed development will be rectified. Contrary to Unitary Development Plan Policies (I)EN6, (II)GD12 and (II)GD13 as well as PPS25.
- 13) The information submitted is considered insufficient to justify the level of Affordable Housing provision as contained within the applicant's Three Dragon's Toolkit. In the absence of such information it is considered that the proposal fails to provide a sufficient level of affordable housing, contrary to Policies 3A.8, 3A.9 and 3A.10 of the London Plan.

14) The proposal makes no provision to off-set the impact of the proposal on the ability of local schools to provide for the additional pupils resulting from this development, contrary to Policy 3A.2 of the London Plan and PPS1 and PPS3.

- 3.3 PRE/09/0051: Proposed erection of 65 residential units, comprising 57 self-contained flats in 3 blocks and 8 houses within 2 terraces. Advice dispatched 27-Oct-2009.
- 3.4 PRE/07/0044: Proposed redevelopment of site to provide 54 residential units with 54 car parking spaces. Request received 27-Feb-2007.
- 3.5 TP/01/1464: 1-23, Linden Way, London, N14. Erection of 18 x four bedroom townhouses in 4 three storey blocks and a detached 3 bedroom house together with widening of access road (The Rye), provision of associated car parking and removal of 16 trees. Refused 07-Jun-2002. Appeal allowed subject to conditions 17-May-2003.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Thames Water

Advise that their approval is required for new buildings across public sewers and that petrol interceptors should be fitted to the car parking areas. They have no objections on the basis of the impact on the water infrastructure.

4.1.2 EDF Energy

Advises that the distance between the sub-station and the proposed buildings footings should be greater than 7m and that habitable rooms should be sited should not have windows opening out over the sub-station.

4.1.3 Environment Agency

The Agency raises no objections subject to conditions.

4.1.4 LFEPA

The Brigade raises no objections to the proposal.

4.1.5 Traffic and Transportation

Transportation raises no objections to the proposal subject to conditions and s106 agreement.

4.1.6 Environmental Health

Environmental Health raises no objections subject to a number of conditions regarding contaminated land, restrictions on construction times and activities and details of a Construction Management Plan.

4.1.7 Education

Education calculates that the development would generate the need for six additional primary school places and 2 additional secondary school places. This burden on local schools should be offset through a s106 contribution.

4.1.8 Arboricultural Officer

No objections to the scheme are raised and advises that the TPO's can be retained.

4.1.9 Housing

Housing objects to the scheme on the basis of the mix of affordable housing units.

4.1.10 Economic Development

Raise no objections subject to a s106 agreement requiring the developer to enter into a Local Labour in Construction Agreement to provide opportunities for local people to gain employment/training.

4.1.11 Urban Design Team

The Team supports the application however suggest improvements in relation to the layout, design, use of amenity space, living conditions for future occupiers and permeability of site.

4.1.12 Ecology Officer

The Officer raises no objections to the revised ecology report subject to conditions.

4.2 Public

4.2.1 Consultation letters were sent to 200 neighbouring properties. Three notices were erected adjacent to the site and a notice placed in the local press.

4.2.2. At the time of writing there have been 16 responses by letter, signed to be 20 people including the Directors of The Rye Management Company and the Southgate Civic District Trust. All of the responses contained objections to the scheme.

4.2.3 A summary of the objections is as follows:

- Due to the height and set back of the development results in overshadowing, a loss of light to the houses on the other side of Chelmsford Road.
- Balconies result in a loss of privacy and noise to the houses on the other side of Chelmsford Road.
- Lack of parking resulting in increased on-street parking demand.
- Access and entrance points to Block C will cause a noise disturbance.
- Development will be detrimental to the character and appearance of the area.
- The proposal is an overdevelopment of the site.
- The new blocks of flats are excessive in height, size, bulk and massing.

- Proposal would, due to its height and scale result in Chelmsford Road being a 'dark alley' and result in increased opportunity for crime.
- The proposed ground floor flats would be single aspect and receive little natural light.
- Lack of amenity space for proposed development.
- The proposed scheme should have houses not flats.
- Detrimental impact on free flow of traffic and highway safety due to siting of proposed accesses/egresses.
- Noise and disturbance from pedestrian traffic, proximity of entrances to existing houses and other activities associated with an overly dense development.
- Out of character with surrounding Edwardian and Victorian properties.

4.2.4 In addition, the Southgate Civic District Trust comments that the proposed development will adversely impact on their quality of life, visual appearance and on street parking. In particular, they are concerned about the impact of overlooking on the residential properties located on the opposite side of the road and the scale of the development is out of keeping with the surroundings particularly the Victoria terraces opposite the site. Taken together, they consider the proposal represents overall development. The Group are also concerned about the effect on street parking and insufficient provision will impact on the on street spaces available to existing residents,

5. Relevant Policy

5.1 Local Development Framework

5.1.1 The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

- CP2 Housing Supply
- CP3 Affordable Housing
- CP4 Housing Quality
- CP5 Housing Type
- CP6 Meeting Housing Need
- CP8 Education
- CP9 Community Cohesion
- CP13 Promoting Economic Prosperity
- CP16 Economic success and improving skills
- CP20 Sustainable Homes
- CP21 Sustainable water, drainage and sewage
- CP25 Pedestrian and Cyclists
- CP26 Public Transport
- CP28 Flood Risk
- CP29 Flood Risk Infrastructure
- CP30 Built and Open Environment
- CP32 Pollution
- CP46 Infrastructure Contributions

5.2 Unitary Development Plan

5.2.1 After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and

updates policies and development standards within the Development Management Document. The following are of relevance:

(II)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)H6	Size and tenure of new developments
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)T13	Access onto Public Highway
(II)C35	Tree Preservation Orders
(II)C36	Replacement planting
(II)C38	Resist development that entail loss of trees of public

5.32 London Plan

- 2A.1 Sustainability criteria
- 3A.1 Increasing London's supply of housing
- 3A.2 Borough Housing Targets
- 3A.3 Maximising potential of sites
- 3A.5 Sustainable Design and Construction
- 3A.6 Quality of new housing provision
- 3A.13 Special needs and specialist housing
- 3A.17 Addressing the needs of London's diverse population
- 3A.20 Health objectives
- 3C.21 Improving Conditions for Walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking Strategy
- 4A.1 Tackling Climate Change
- 4A.3 Sustainable Design and Construction
- 4A.4 Energy Assessment
- 4A.5 Heating and Cooling Networks
- 4A.7 Renewable Energy
- 4A.9 Adapting to Climate Change
- 4B.1 Design principle for a compact city
- 4B.3 Maximising the potential of sites (see also Table 4B.1)
- 4B.5 Creating an inclusive environment
- 4B.6 Sustainable design and construction
- 4B.8 Respect local context and communities

Annex 4 Parking standards

London Plan Supplementary Planning Guidance: Children and Young People's Play and Recreation

London Plan Supplementary Planning Guidance: Sustainable Design and Construction (2006).

Draft London Plan Supplementary Planning Guidance: Interim Housing Guidance (2009).

5.4 Other Material Considerations

- PPS1 Sustainable Development
- PPS1 Supplement Climate Change

PPS3 Housing
PPS4 Planning for Sustainable Economic Growth
PPG13 Transport

Supplementary Planning Guidance: Flat Conversions

Manual for Streets (2007)

Wheelchair Housing Design Guide (2nd Edition), Stephen Thorpe, Habinteg Housing Association (2006)

Halcrow's Employment Land Study 2006.

6. Analysis

6.1 Principle

6.1.1 The site's designation as secondary or locally significant industrial land has been removed by the recently adopted Core Strategy. Notwithstanding its designation however, it is recognised that such premises provide a source of local employment and an opportunity for new small businesses to become established in the Borough. The units are also suitable for service trades which need to be located amongst the community they serve. Many do not act to the detriment of the local environment and make a valuable contribution to the Borough's economy and employment opportunity. However, it is also recognised that many of these units, as well as the site as a whole, are outdated and do not meet modern needs leading to pressures for redevelopment. In such cases, regard will be had to the suitability of the site for residential or for continued business/industrial use, and to the current availability of land for housing and business uses.

6.1.2 More recent work regarding future designation and the need for industrial land has been undertaken in support of the Core Strategy. In particular, the Halcrow's Employment Land Study (2006) indicates that the Borough can meet its industrial employment land requirements potentially without the contribution of this particular site, which it describes as follows:

'a collection of high density buildings with almost no parking or none kerbside access. It appears to be constructed in part at the turn of the century with additional buildings circa 1930's. The site is only accessible via residential streets and is surrounded by established residential areas.'

6.1.3 The reports assessment is that it is *'ideal for a change of planning use due to the lack of modern facilities, poor access both physically and via the road network.'* Furthermore the Cluster appraisal results rank Chase Side Works 23rd out of Enfield's 23 industrial sites.

6.1.4 Given the Study's assessment of the site, highlighting its lack of modern facilities, its poor accessibility, that it is sited adjacent to existing residential areas, has limited off-street parking and gives rise to significant overspill on-street parking on the adjoining highways, it is considered that the loss of this industrial site and its use for residential purposes is acceptable subject to a s106 obligation supporting the Construction Web initiative. In principle, therefore, the proposed land use is acceptable.

6.2 Impact on Character and Appearance of Surrounding Area

6.2.1 *Density*

6.2.2 The London Plan Density Matrix advocates a density of up to 75 units per hectare (u/ha) or 300hrph (net), given the site's suburban location, its PTAL rating and the density of the surrounding development. The site area is 0.58 ha, the scheme proposes 53 units with 203 habitable rooms, resulting in a density of 91 u/ ha and 350 hrph. However it is acknowledged that an assessment should not solely be a numerical calculation, but also include a qualitative appraisal of the scheme.

6.2.3 *Layout*

6.2.4 The basic layout of the scheme maintains the established building lines on Chelmsford Road and Linden Way and provides a strong street frontage with vistas through to The Rye. Furthermore the landscaping between the proposed blocks and back edge of the footway is considered to provide a comfortable setting for the development.

6.2.5 Moreover the revisions to the scheme (from the originally refused proposal) contribute to an assessment of the proposal as satisfactorily integrating with the surrounding area with particular regard to its bulk and design. In particular the increased proportion of amenity space to built form is considered more appropriate in this suburban location. Moreover the revised siting, layout and design of refuse/recycling enclosures and parking areas are such that they would not be as prominent in the street scene and the revised layout now provides a good level of site permeability for pedestrian and disabled persons. Furthermore the scheme provides quality of accommodation and satisfactory consideration has been given to avoiding undue noise and disturbance to the occupiers of the property at No.25 The Rye.

6.2.6 Turning to each of these issues in detail, the amenity space requirements for flats according to UDP Policy (II)H9 are 75% of the Gross Internal Area (GIA). Here, the GIA is 4150m² leading to a requirement for amenity space of 3112m². The proposed amenity space is calculated as 980m² to rear, 580m² to front and 150m² of balcony space producing an overall figure of 1710m² or 55% of the GIA. The proposed amenity space is thus below that normally required, but having regard to the functionality of the space, including balconies, patio areas to the front of the development and seating and children's play area to the rear amenity space, it is considered sufficient in terms of quality and quantity of the amenity space and contributes to a high standard of residential accommodation for future occupiers.

6.2.7 With regard to the proposed houses; 100% of their GIA should be provided as amenity space. The GIA of the eight houses is 904m² whilst the amenity space to the rear is 451m². Therefore the amenity space to the rear would be 50% of GIA. Whilst this is below standard, given its regular shape and a large proportion being private amenity space, it is considered acceptable.

6.2.8 The revised siting of the parking area to the north and additional landscaping on the boundary with No.25 Linden Way is considered to adequately mitigate against the potential for undue noise and disturbance resulting from the parking area to the occupiers of No.25.

- 6.2.9 The site is considered to have a good standard of pedestrian permeability including for disabled persons having regards to the path widths, the siting of the disabled parking bays, pedestrian visibility at the access points to the car park, the internal routes for people and especially disabled persons between the amenity space and the blocks' entrances.
- 6.2.10 The revised relationship between the parking areas and the ground floor flats is not now considered to result in undue light pollution (from headlights), noise disturbance or poor levels of outlook.
- 6.2.11 Furthermore it is considered that the vegetative buffer between the communal amenity space and windows of the ground floor flats would ensure that there is not an undue loss of privacy or undue disturbance to the future occupiers.
- 6.2.12 The proposed landscaping scheme is considered to contribute to the scheme's spacious and suburban appearance and sufficiently softens the appearance of the hard surfaced areas.
- 6.2.13 The boundary treatments are 1.5-1.8m high metal black railings to Chelmsford Road and Linden Way frontage, 1.8m timber fencing to rear of proposed houses, and along the northern and eastern boundary the high wall/fence is to be retained to Linden Square. However it is not clear what the front boundary treatment to the houses would be. Given that details of the boundary treatments can be dealt with under the condition, it is considered appropriate to deal with this element of the scheme at a later stage.

6.2.14 Height and Design

- 6.2.15 The proposed blocks of flats are between 9-13m high and the proposed houses are approximately 9.3m high. The surrounding houses are approximately 8.25m high on Chelmsford Road, 10.8m high for houses between No.12 to 29 The Rye and No.25 Linden Way is approximately 9m high to its main ridge. It is considered that the proposed building heights are appropriate for the area and in terms of eaves and ridge heights and building lines relate well to the Chelmsford Road terrace starting at No.135.
- 6.2.16 The gable ends to Blocks C & E, enclosing the Chelmsford Road access, are considered to providing an appropriate 'book end' form of development. Furthermore the windows on this end elevation are considered to provide a sufficiently active frontage.
- 6.2.17 The street elevation design, whilst different to existing development in the area, is considered to pleasantly contrast with the street scene. In particular the design at the focal point at the junction of Chelmsford Road and The Rye is considered to be successful in providing a 'landmark feature'.
- 6.2.18 As viewed from the North and East (rear) Elevations, the revised roof design is such that it appears less complicated. Furthermore the revised roof design, including the revised siting of the lift shafts is such that it does not appear unduly bulky as perceived from the street.

6.3 Impact on Neighbouring Properties

- 6.3.1 The most sensitive residential properties in relation to this development are No.135 Chelmsford Road, Nos.20 – 27 The Rye and No.25 Linden Way.

Given the objections further consideration is also given to the houses between Nos.98-126 Chelmsford Road.

- 6.3.2 In terms of the impact on No.135 Chelmsford Road, the following considerations are taken into account:
- The proposed house on Plot 1 does not breach the front or rear building line of No.135.
 - There are no flank windows on No.135 and only obscured glazed windows on the flank wall of the proposed house at Plot 1.
 - Appendix A1.7 of the UDP contains standards for the minimum length of rear gardens, to ensure, amongst other things, that new houses would not unduly overlook the gardens of existing properties and vice-versa. It recommends a minimum distance of 11m. The proposed rear windows of the house on Plot 5 would be 15.75m away from the rear garden of No.135 and from the rear windows of the house at Plot 6 would be 15m away.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of No.135.

- 6.3.3 In terms of the impact on No.25 Linden Way, the following considerations are taken into account:
- No.25 has one first floor flank window which appears to serve a non-habitable room.
 - The closest distance between the flank wall of No.25 and the flank wall of the proposed Block A is 18m.
 - The scheme proposes to retain the 2m+ fence on the boundary with No.25 along with a substantial landscaping scheme.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of No.25.

- 6.3.4 In terms of the impact on No.20 The Rye, the following considerations are taken into account:
- The proposed building line of the house on Plot 8 would not extend beyond the building line of No.20.
 - The proposed house on Plot 8 would only have obscure glazed windows in the flank elevation facing No.20.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of No.20.

- 6.3.5 In terms of the impact on Nos.21 - 27 The Rye, the following considerations are taken into account:
- The UDP Appendix A1.7 contains standards for the minimum length of rear gardens, to ensure, amongst other things, that new houses would not unduly overlook the gardens of existing properties and vice-versa. It recommends a minimum distance of 11m. The distance between Block A and the rear boundary of No.21 is 14.1m. The distance increases for the other properties on the Rye.
 - The UDP Appendix A1.7 contains standards for the minimum distance between buildings to safeguard privacy, the admission of light and outlook. Block A's highest facing windows/balconies are 3-storeys high,

whilst the houses on the The Rye are also 3-storeys high, therefore the UDP criteria recommend a minimum distance of 30m. The distance between Block A and the rear windows of No.21 is 28m. The distance increases for the other properties on the Rye. However it is recognised that the development on The Rye is on substantially higher ground than that of the proposed Block, therefore the distance is considered to be acceptable.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of Nos 21-27.

6.3.6 In terms of the impact on Nos.98-136 Chelmsford Road, the following considerations are taken into account:

- The distance between the proposed block and the houses on the opposite side of Chelmsford Road is 17 / 18m and separated by the footways and highway of Chelmsford Road.
- The front of the proposed block is facing the front of the houses on Chelmsford Road.
- The development, albeit higher and with balconies, is no closer than other houses opposite each other on Chelmsford Road and not untypical on residential suburban roads.
- The noise associated with the Block entrances and balconies to flats is not likely to result in undue disturbance or generate noise complaints.

6.4 Quality of proposed accommodation

6.4.1 Having regard to the proposed units' floor areas, floor to ceiling heights, layout, aspect and fenestration, it is considered that they would be fit for purpose, sufficiently spacious, receive good levels of natural light and have a satisfactory outlook in accordance with Enfield's supplementary guidance as well as the principles of the draft London Housing Design Guide. Moreover, the revised scheme has now provided a mix of open-plan and traditional layouts which adequately reflects the varied needs of potential occupiers.

6.4.2 The revised layout has been altered so that the ground floor units' standard of accommodation has now improved as the ground floor windows are not unduly impinged upon by the close proximity of parking spaces and the communal amenity space. Thus it is considered that these flats are not unduly affected in terms of noise, disturbance, light pollution or loss of privacy.

6.5 Highway Safety

6.5.1 *Observations*

6.5.2 There are no formal parking restrictions along the Linden Way and Chelmsford Road frontages. There is double yellow line waiting restrictions on the southern edge of The Rye. Images provided within the planning application show extensive on-street parking along both sides of the Linden Way and Chelmsford Road frontages. The Rye, Linden Way and Chelmsford Road are public adopted highways. There is a Primary School located approximately 100m east on Trinity Street which may mean heavy traffic volumes and parking demand at school opening/closing times. The site has a PTAL of 2, although it is noted that Chelmsford Road has a PTAL of 3.

Nearest underground station is Southgate with 850m south east of the site. Bus stops served by 1 daytime and 1 night route are located within a reasonable walking distance on Chelmsford Road, south east of the site.

6.5.3 The existing site has some 34 parking spaces – the proposals include the provision of 55 car parking spaces (an increase of some 20 spaces), which equates to an overall provision of 1.04 spaces per unit. The existing use is general industrial – 3,814sqm. There are two existing vehicular accesses located on Chelmsford Road and an existing vehicular access on the north western corner of the site onto Linden Way. The proposals include the provision of new vehicular access on Chelmsford Road and Linden Way together with new crossover access to disabled parking located on these frontages. Redundant crossovers are to be reinstated.

6.5.4 Existing pedestrian access into the site is to be via the existing vehicular accesses and also frontage entrances on Chelmsford Road. The proposals include the provision of a number of new pedestrian access points from Chelmsford Road and Linden Way.

6.5.5 *Traffic Generation*

6.5.6 It is considered that the proposed development will not generate significantly greater number of trips in the peak periods compared to the existing land uses and as such, the proposed development is unlikely to have a material impact on the capacity or operation of the surrounding highway network.

6.5.7 *Vehicular and Cycle Parking*

6.5.8 Parking Standards within Annex 4 of the London Plan (2008) recommend less than 1 space per flat and 1.5 spaces per 4-bed house. The proposal provides 55 parking spaces. Two of the houses have one dedicated parking space, the others do not. The proposal is therefore below the maximum standards advised within the London Plan, however at more than 1 parking space per unit should not lead to undue levels of overspill parking.

6.5.9 Therefore it is considered that the proposal provides suitable off-street car parking provision, which would not create significant additional on-street car parking and is a net benefit over the existing on-street parking demand generated by the Industrial Estate.

6.5.10 The proposal contains secure and covered cycle spaces, including dedicated provision for six of the eight houses, TfL standards recommend a minimum of 63 spaces for this type and size of development. Confirmation will be required that a Right of Way exists over the path adjacent to No.135 and how cycle parking is provided for the houses on plots 2 & 3. However it is considered that these can be appropriately dealt with at the conditions stage. The cycle parking provision is acceptable in principle.

6.5.11 *Car Parking - Layout*

6.5.12 The residential car parking layout is indicated on Drawing Number 101/A and has been revised since the previous application to take account of the Council's concerns. The bays conform to the standard requirement of 2.4m x 4.8m bays with a minimum aisle width of 6.0m width. Furthermore, the disabled spaces which require a minimum 1.2m area of hard-standing

adjacent to each bay have been provided. Therefore, the proposed layout and provision of off-street car parking is in accordance with Policies (II)GD6 and (II)GD8 of the Unitary Development Plan.

6.5.13 Vehicular accessibility

6.5.14 The development proposals include the provision of two new vehicular accesses on Chelmsford Road and Linden Way. It would appear that the access on Chelmsford Road will be a formal priority junction to allow access for refuse vehicles, whilst the new access on Linden Way will be in the form of a vehicular crossover. This is no different to the existing situation and as such is considered acceptable in principle.

6.5.15 Similarly, the proposed vehicular crossovers associated with the disabled parking to be accessed directly from Chelmsford Road and Linden Way are in accordance with the relevant standards and as such, are also acceptable in principle.

6.5.16 Whilst visibility along the carriageway is provided at each access and vehicular crossover, it is important to note that a minimum pedestrian inter-visibility of 2.0m x 2.0m at the back of footway should also be provided. Any structures and/or landscaping within the inter-visibility splays must have a maximum height of 0.6m. In order to ensure that this is provided it is recommended that planning condition requiring further details should be implemented were permission to be granted.

6.5.17 Pedestrian accessibility

6.5.18 Pedestrian access into and through the site should form a fundamental part of the schemes development. It is considered that given the revised layout and the altered pedestrian routes into and through the site, shown on Drawing Number 101A, are satisfactory and furthermore are of a width that are in accordance with the guidance set out within the Department for Transport Manual for Streets (MfS) document, in that all shared/communal footpaths into and through the site should have a minimum width of 2.0m or in the case of footways into individual residential properties have a minimum width of 1.5m.

6.5.19 Furthermore, it is noted that the revised layout is such that the car parking areas are now closer to the properties (and their entrances) they are meant to serve.

6.5.20 It is noted that the proposed development will increase footfall on the existing footways of Chelmsford Road and Linden Way. Whilst the widths of the existing footways are considered sufficient, they are currently block paved and in a relatively poor condition. Therefore, a S106 contribution for off-site highway improvement works, including footway improvements within the vicinity of the site would be required.

6.6 Housing Mix and Affordable Housing

6.6.1 Housing Mix

6.6.2 The proposed housing mix is:
9 * 1-bed flats

10 * 2-bed flats
 23 * 3-bed flats
 8 * 4-bed houses

- 6.6.3 With the subsequent adoption of the Core Policy however, Policy 5 seeks to ensure that new developments plan for the following borough-wide mix of housing:

	1 & 2 bed flats	2 bed house	3 bed house	4+ bed house
Market	20%	15%	45%	20%
	1 & 2 bed units	2 bed units (4 person)	3 bed units	4+ bed units
Social	20%	20%	30%	30%

- 6.6.4 The objection is to secure 80% of new market housing to be houses across the Borough: in this instance 8 houses are proposed which equates to 22%. In addition, the Policy seeks to ensure that 30% of social housing is 4+ bed units: no 4+ bed units are proposed for social rent. Therefore the proposed mix of units does not meet the Core Strategy's targets for a suitable mix of housing and this is highlighted by Housing.
- 6.6.5 Nevertheless the evolution of this scheme has occurred over some duration and advice on the mix has been based on the Unitary Development Plan and Housing Needs Survey (2005), that over 50% of the proposed units should contain three or more bedrooms. With this in mind, the current scheme proposes that 31 of the 53 units (58.5%) would have three or more units and thus well in excess of what had been requested.
- 6.6.6 In the light of our discussions and notwithstanding the adoption of the Core Strategy, there is a legitimate expectation from the Applicant that as such an advanced stage, the Council is consistent in its approach to avoid abortive costs and a fundamental redesign. Thus, whilst the change in Policy is a significant material consideration, it is considered that given the above points that the proposed mix of housing makes suitable provision to meet the varied needs of the Borough's current and future population.
- 6.6.7 Moreover, and as will be covered in more detail in later sections, it would appear that a mix of housing in accordance with the Core Strategy would have a significant effect on the viability of a residential re-development of the site and hinder the likelihood of terminating the non-conforming industrial use in this location and bringing a housing scheme forward.
- 6.6.8 *Affordable Housing and Viability*
- 6.6.9 The scheme proposes to provide 30% Affordable Housing in the 'with grant' option and 21% Affordable Housing in the 'without grant' option. The grant is from the Homes and Communities Agency (HCA) in order to provide additional Affordable Housing than would otherwise be the case. It is directed to the relevant Registered provider (RP) and the level of grant affects the amount the RP can afford to pay the developer for each affordable unit and

subsequently has a significant affect on the viability of the scheme as a whole.

6.6.10 The 'with grant' option would provide 16 affordable units as follows:

- 2 * 1-bed social rented flats
- 3 * 2-bed social rented flats
- 7 * 3-bed social rented flats
- 4 * 2-bed shared ownership flats

6.6.11 The 'without grant' option would provide 11 affordable units as follows:

- 2 * 1-bed social rented flats
- 2 * 2-bed social rented flats
- 4 * 3-bed social rented flats
- 3 * 2-bed shared ownership flats

6.6.13 In order to interrogate whether the proposed level of affordable housing is the most the site / development can provide; a viability analysis, in the form of a Three Dragon's Toolkit', has been submitted along the application,

6.6.14 A viability analysis broadly contains five main elements. The Existing Use Value (EUV) of the site; the build / construction costs; financing costs; developer return and the sale value of the open-market units along with the RP payment. From the last four of elements a residual value for the site can be produced which in turn is compared to the EUV. Simply put, if the residual value exceeds the EUV, the development can potentially make greater contributions towards affordable housing: if the residual value is below the EUV then this implies that the proposed redevelopment is unviable. Thus it can be seen that where the residual value is broadly equal to the EUV the scheme is both viable and the Council achieves the maximum possible level of affordable housing.

6.6.15 With this in mind, following consideration the viability assessment demonstrates that, at current sale prices, the residual value is below the EUV in both the with and without grant options. Thus no more affordable housing can be sustained by the development.

6.6.16 In order to corroborate this approach and the number of affordable housing units being supported, an independent surveyor was retained to assess the viability report. This largely supported the values and assumptions contained in the viability assessment only identifying a 3.5% potential increase in the open market valuation. However, it is considered that this 3.5% difference is within the vagaries of any valuation and do not indicate a significant underestimation in the original assessment and therefore it is considered that the submitted values are robust. Consequently, it is considered that the proposal of 21% affordable housing without grant and 30% affordable housing with grant is a good offer for the Council, especially in current market.

6.6.17 However, it is recognised that if sale prices (given Government changes to social rent) are significantly higher when the units are actually sold or RP offer made; then clearly the scheme has the potential to make a further contribution to affordable housing provision. Thus the Council has negotiated overage / claw back clauses to the s106. The 'with grant' option has a 7.5% buffer to the Gross Development Value (Total Scheme Revenue TSR) and then a claw back of 50% of the revenue above this buffer. The total amount subject to claw back is 50% of £1,000,000 (the cap).

6.6.18 The without grant option has a 10% buffer to the Gross Development Value (Total Scheme Revenue TSR) and then a claw back of 50% of the revenue above this buffer. The total amount subject to claw back is 50% of £2,000,000 (the cap). It is considered that these overage clauses provides the Council with a reasonable slice of additional revenues for affordable housing purposes if the residential housing market was to significantly improve.

6.7 Sustainable Design and Construction

6.7.1 Policies 4A.4 - 4A.7 of the London Plan requires that the CO²-equivalent emissions rate (after energy efficiency measures) is reduced by a minimum of 20% by on-site renewable unless it can be demonstrated that it is unfeasible or unviable to do so. The submitted Energy Statement and its addendum indicate that the development would reduce CO² emissions by 12.1% from Building Regulations Target Emission Rate (TER). On-site renewable provision through the use of a Combined Heat and Power (CHP) system and photovoltaic (pv) and solar water heating panels would reduce emissions from this energy-efficient baseline by 16.1%.

6.7.2 It is noted therefore that the development fails to achieve the 20% reduction by on-site renewable technologies. In this case the onus is on the applicant to demonstrate that why it is unfeasible to go further in this respect. An addendum demonstrated the following;

- a) there is no further space on the flat-roof parts of the roof for pv and solar water heating panels;
- b) the panels could not sited on the sloping element of the roof due to maintenance and warranty concerns;
- c) air source heat pumps would likely have resulted in aesthetic and noise concerns;
- d) the culvert running through the site and the (low) amount of unshaded ground areas made ground source heat pumps unviable / ineffective; and,
- e) an extension of the CHP system would not have significantly further reduced CO² emissions.

Therefore it is considered that in this instance it has been adequately demonstrated that reductions greater than the 16.1% level is not feasible in this instance.

6.7.3 The scheme will meet a minimum of Level 3 on the Code for Sustainable Homes (CfSH) Assessment. A condition will be attached to any approval requiring that a design and post-construction stage are submitted to be approved by the LPA to ensure compliance.

6.7.4 The development will accord in full with the Lifetime Homes standards. Furthermore 5 units on the ground floor across a mixture of tenures and sizes will be Wheelchair Accessible units in accordance with the London Plan and details set out within 2nd edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006. Conditions or clauses within the s106 agreement will be attached requiring the development meets these standards.

6.8 Refuse Storage

6.8.1 The siting of refuse/ recycling areas and parking areas are considered to be situated in locations that are convenient for future occupiers, meet Refuse Department standards and do not harm the street scene and the appearance of the development.

6.9 Flood Risk

6.9.1 The Environment Agency raises no objections to the proposal on the basis of the submitted Flood Risk Assessment (FRA) and addendum. In particular the submitted FRA adequately addresses all aspects of flood risk, in particular the potential effects of the development on the Hounsden Gutter Culvert which runs through the site. Suitable imposed conditions are appropriate to deal with rectifying any potential damage to the Hounsden Gutter Culvert resulting from the development.

6.10 Environmental Impact Assessment (EIA) Regulations

6.10.1 The site is greater in area than 0.5ha and therefore qualifies under Schedule 2 of the EIA regulations. A Screening Opinion was not sought by the applicant. The key concern in this instance is the proposed residential use on contaminated land. A Contaminated Land Study and Remediation Scheme have been submitted with the application for assessment by Environmental Health Officers. Given the above it is not considered that an EIA is required. A fuller screening opinion note is on file.

6.11 Contaminated Land

6.11.1 The issue regarding contaminated land has been assessed by Environmental Health and is considered to be able to be appropriately dealt with via conditions.

6.12 S106 requirements

6.12.1 Due to the nature of the development proposed, it is considered a S106 legal agreement is required to secure necessary mitigation as follows:

- a) a financial contribution of circa £118,000 towards education provision in the locality;
- b) a financial contribution of no more than £15,000 towards footway and highway works improvements;
- c) the provision of 30% affordable housing or 21% if there is no HCA grant; along with overage clauses
- d) a contribution to the Council's Construction Web Training Initiative, which seeks to increase employment and training for local workers in the construction of the development.

7. Conclusion

7.1. It is therefore considered that the scheme has overcome the previous reasons for refusal and thus it is recommended that planning permission be granted for the following reasons:

1. The proposed redevelopment is not considered to harm the Council's objective of maintaining and improving its stock of employment-generating industrial land, having regard to Policies 13 and 16 of the Core Strategy as well as the objectives of PPS4: Planning for Sustainable Economic Growth.
2. The proposed development would contribute to increasing the range of the Borough's housing stock, having regard to London Plan Policies 3A.1 and 3A.2, as well as providing range of units of an acceptable size, quality and mix with an acceptable standard of amenity provision having regard to Policies 2, 3, 4 and 5 of the Core Strategy, Policies (II)GD3, (II)H9 and (II)H16 of the Unitary Development Plan, adopted Supplementary Planning Guidance on Flat Conversions and Policies 3D.2 and 3D.3 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPS4.
3. The proposed development by virtue of its layout, scale, density, size and design is considered to satisfactorily integrate in the locality and not harm the character and appearance of the surrounding area, having regard to Policy 30 of the Core Strategy, Policies 3A.3 and 4B.8 of the London Plan and PPS3: Housing
4. The proposed development would not unacceptably impact on the amenities of nearby residents having regard to Policy 30 of the Core Strategy, Policy (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
5. The proposed development would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13.
6. The proposed makes satisfactory provision for sustainable design and construction and reduction of carbon dioxide-equivalent emissions, having regard to Policy (II)GD3 of the Unitary Development Plan, Policy 20 and 21 of the Core Strategy and National Guidance PPS1 and PPS1 supplement.

8. Recommendation

- 8.1 That the application be APPROVED with the following conditions and subject to a signed s106 agreement with the following heads of terms:

1. C07 Details of Materials
2. C09 Details of Hard Surfacing
3. C10 Details of Levels
4. C11 Details of Enclosure
5. C16 Private Vehicles Only - Parking Areas
6. C17 Details of Landscaping
7. C19 Details of Refuse Storage & Recycling Facilities
8. C25 No additional Fenestration
9. C51A Time Limited Permission
10. C59 Cycle parking spaces
11. T001 British Standard 3998

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no balustrades or other means of enclosure shall be erected on any of the flat roof elements of the development. No roof of any part the flat roof elements of the development shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

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

13. Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than Level 3 shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:
 - a design stage assessment, conducted by an accredited and licensed Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,
 - a post construction assessment, conducted by and accredited and licensed Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

14. The development shall not be occupied until such time as the energy efficient and renewable energy measures outlined in the submitted Energy assessment have been installed and are operational. They shall be retained thereafter.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

15. The entirety of the development shall be built to Lifetime Homes Standards.

Reason: In the interests of providing for the varied needs of future residents.

16. No development shall take place until such time as a Construction Environmental Management Plan (CEMP) written in accordance with London's Best Practice guidance is submitted to, and approved in writing by, the Local Planning Authority. The (CEMP) will address the following issues:

- (i) Noise and mitigation measures
- (ii) Control of site drainage and surface water run-off
- (iii) Storage and removal of material including excavation/ demolition material
- (iv) a photographic condition survey of the roads and footways leading to the site
- (v) details of construction access
- (vi) The siting of work compounds together with loading and unloading
- (vii) Contractors' parking
- (viii) Wheel washing facilities and methodology
- (ix) Construction traffic routing and hours of operation
- (x) arrangements for vehicle servicing and turning areas
- (xi) Control of dust and air quality during demolition and construction
- (xii) Hours of work

The CEMP shall nominate a Construction Manager to oversee the management of these issues and the CEMP shall detail mechanisms for addressing complaints, monitoring, public liaison, prior notification works. The CEMP shall be adhered to at all times and regular monitoring and auditing performance shall be carried out in accordance with a schedule to be agreed with the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing roads, prejudice highway safety or the free-flow of traffic and to minimise disruption to neighbouring properties.

17. No development shall take place until such time as an air quality impact assessment of the effects of the Combined Heat and Power plant on the local air quality levels has been submitted to, and approved in writing by, the Local Planning Authority. Should the assessment show that the plant will have a negative impact upon air quality, mitigation measures shall be submitted to, and approved in writing by the Local Planning Authority. The mitigation measures, thereby approved, shall be fully implemented prior to first occupation of the development.

Reason: In the interests of local air quality.

18. Soil remediation shall be carried out in accordance with the submitted scheme. A verification report shall be provided, in writing, to the Local

Planning Authority providing details to demonstrate that the works are complete and will identify any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, which shall be adhered to thereafter.

Reason: In the interests of sustainable water drainage and sewerage

19. If, during development, contamination not previously identified is found to be present at the site, then all further development shall cease until such time as the developer has submitted and the Local Planning Authority approved an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The amended remediation strategy shall be adhered to thereafter.

Reason: In the interests of sustainable water drainage and sewerage

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (As amended by Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008). No buildings or extensions to buildings shall be erected under Article 3 and Schedule 2, Part 1, Classes A, B, D or E without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the character and appearance of the area and the amenities of neighbouring occupiers.

21. Prior to the occupation of the development, the ecological enhancements detailed in Section 6 of the revised ecological report (Phase 1 Habitat Survey and Report dated 22nd November 2010) shall be installed, and thereafter maintained for a minimum of five years, as per the specifications given in this report.

Reason: To enhance the site's biodiversity value in line with PPS 9.

22. No demolition shall take place until such time as a suitably qualified ecologist has been engaged to oversee the removal of features that have the potential to support roosting bats. Should bats or signs of bats be found, all works on-site will stop and The Local Planning Authority and Natural England shall be informed in writing. Works shall not re-commence until such time as either a Licence from Natural England for development works affecting bats has been obtained or the applicant has demonstrated in writing to the Local Planning Authority that a licence would not be required. In any case a closing-out letter detailing the methodology used and any signs of bats found will be submitted to and approved in writing by the council.

Reason: To ensure that protected species are not adversely affected by the proposed redevelopment.

23. The redevelopment, hereby approved, shall be only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 1st December 2009 and FRA addendum dated 1st October 2010 and the following mitigation measures with those documents:
- Reducing the surface run-off generated by the 1 in 100 year critical storm, taking into account the effects of

climate change, to a maximum of 257 litres per second, to minimise the risk of flooding off-site.

- Provision of a 7 metre wide built development buffer around the Hounsden Gutter Culvert.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site; and to ensure the structural integrity of and means of access to Hounsden Gutter Culvert.

24. No development shall take place until such time as a method statement detailing how the Hounsden Gutter Culvert will be protected from adjacent works has been submitted to, and approved in writing by, the Local Planning Authority. A post-construction survey of the culvert shall also be undertaken and submitted to, and approved in writing by, the Local Planning Authority, in order to determine any damage caused by the works. Identified damage shall be rectified to pre-development standards to the satisfaction of the Environment Agency.

Reason: To ensure the structural integrity of the Hounsden Gutter Culvert.

25. Prior to first occupation of development details shall be submitted to and approved in writing by the Local Planning Authority of how the amenity space shall be provided and managed, with particular regard to the seating area and children's play area to the rear and the layout and manner of division/enclosure/landscaping of the amenity areas between the proposed flatted block and footways on Chelmsford Road and Linden Way.

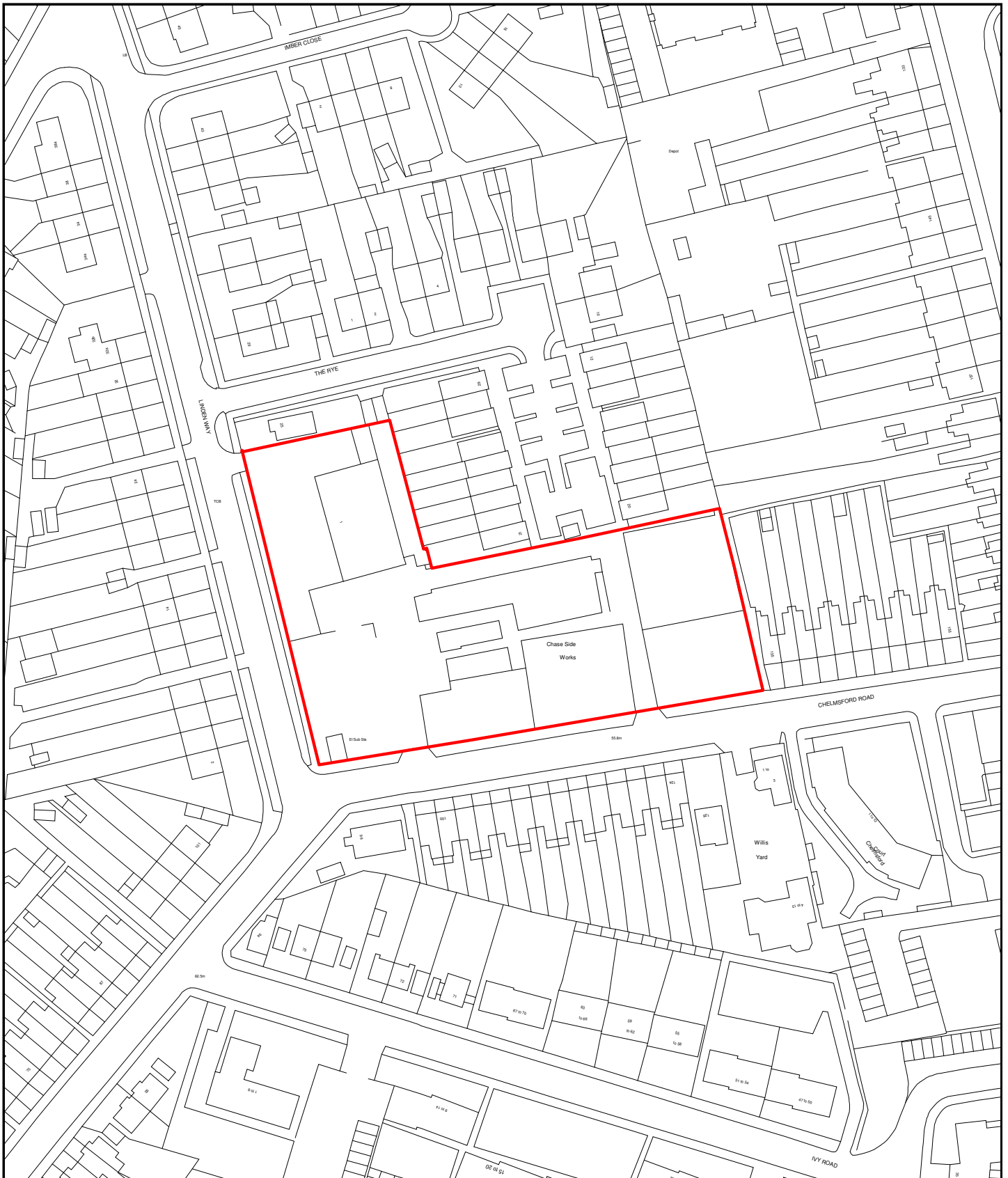
Reason: To provide a satisfactory level of amenity space and in the interests of providing a high quality level of residential accommodation.

26. Prior to first occupation of the development details shall be submitted to and approved in writing by the Local Planning Authority of the allocation of parking spaces to particular flats and houses.

Reason: In the interests of the occupiers of the wheelchair units and in the interests of the amenities of ground floor units.

The s106 agreement shall include the following:

1. Education contribution of £118,214.
2. Highways contribution of £15,000 for footway / highway improvements.
3. Employment strategy contribution (Construction Web Initiative) of £10,000 per £1,000,000 of construction expenditure.
4. Affordable Housing of 16 units (30%) for the 'with grant' option including an overage clause on Total Scheme Revenue (TSR) split 50:50 with a 7.5% buffer above submitted TSR capped at £1m.
5. Affordable Housing of 11 units (21%) for the 'without grant' option including an overage clause on Total Scheme Revenue split 50:50 with a 10% buffer above submitted TSR capped at £2m.



Development Control



Scale - 1:1250
Time of plot: 14:08

Date of plot: 11/01/2011

SITE PLAN



● 10m Archibeds
 (indicated by the number of archibeds per plot area)

● 10m Archibeds
 (indicated by the number of archibeds per plot area)

KEY
 - - - Existing site lines
 - - - Proposed site lines
 [30.00] Ground floor floor levels

Reference:
 Project: CHASSISE WORKS
 CHELMSFORD ROAD
 SOUTHWEST
 Title: PROPOSED SITE PLAN - OPTION 10
 Date: 05/10/20
 Drawn: BY/CA
 Checked: 12/29/20
 Scale: 1:250
 Drawing No: 1288/101

KTTA
 Architects
 Keith Tilly Associates Limited
 Horizon House, 69 High Street
 Histon, Cambridge CB3 9ET
 Telephone: 01853 243 2865

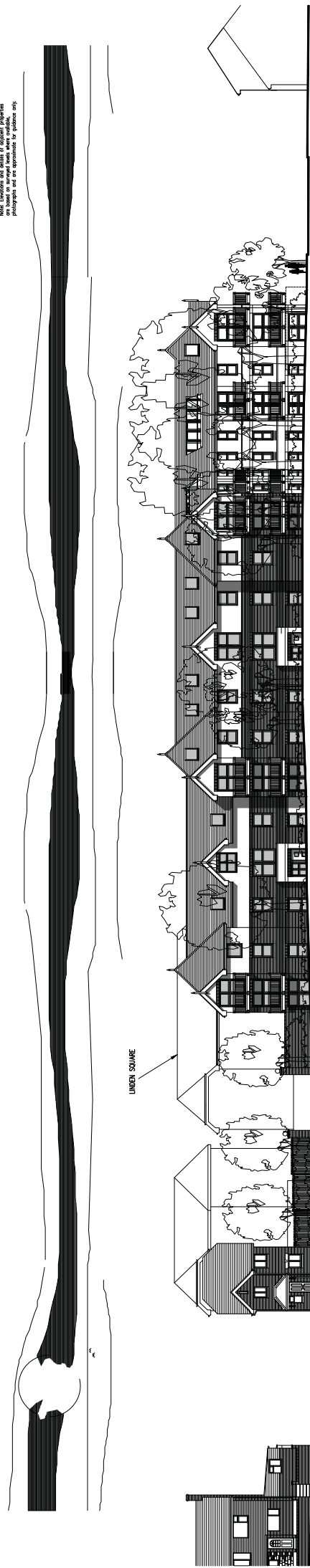
Block	Plot No.	Area (m ²)	Volume (m ³)
BLOCK A	PLA.01	2	79.3
	PLA.02	3	62.4
	PLA.03	1	57.0
	PLA.04	3	91.7
	PLA.05	3	89.3
	PLA.06	3	83.9
	PLA.07	3	91.7
	PLA.08	3	89.3
BLOCK B	PLB.01	2	80.0
	PLB.02	2	82.4
	PLB.03	2	75.2
	PLB.04	2	72.8
	PLB.05	2	75.2
	PLB.06	2	76.0
	PLB.07	2	83.4
	PLB.08	2	76.0
BLOCK C	PLC.01	1	45.2
	PLC.02	1	80.0
	PLC.03	1	83.2
	PLC.04	1	45.0
	PLC.05	1	80.0
	PLC.06	1	80.0
	PLC.07	1	45.2
	PLC.08	1	80.0
BLOCK D	PLD.01	2	83.4
	PLD.02	2	80.0
	PLD.03	2	83.2
	PLD.04	2	80.0
	PLD.05	2	80.0
	PLD.06	2	83.2
	PLD.07	2	80.0
	PLD.08	2	80.0
BLOCK E	PLE.01	2	83.4
	PLE.02	2	80.0
	PLE.03	2	83.2
	PLE.04	2	80.0
	PLE.05	2	80.0
	PLE.06	2	83.2
	PLE.07	2	80.0
	PLE.08	2	80.0
BLOCK F	PLF.01	2	83.4
	PLF.02	2	80.0
	PLF.03	2	83.2
	PLF.04	2	80.0
	PLF.05	2	80.0
	PLF.06	2	83.2
	PLF.07	2	80.0
	PLF.08	2	80.0
BLOCK G	PLG.01	2	83.4
	PLG.02	2	80.0
	PLG.03	2	83.2
	PLG.04	2	80.0
	PLG.05	2	80.0
	PLG.06	2	83.2
	PLG.07	2	80.0
	PLG.08	2	80.0
BLOCK H	PLH.01	2	83.4
	PLH.02	2	80.0
	PLH.03	2	83.2
	PLH.04	2	80.0
	PLH.05	2	80.0
	PLH.06	2	83.2
	PLH.07	2	80.0
	PLH.08	2	80.0
BLOCK I	PLI.01	2	83.4
	PLI.02	2	80.0
	PLI.03	2	83.2
	PLI.04	2	80.0
	PLI.05	2	80.0
	PLI.06	2	83.2
	PLI.07	2	80.0
	PLI.08	2	80.0
BLOCK J	PLJ.01	2	83.4
	PLJ.02	2	80.0
	PLJ.03	2	83.2
	PLJ.04	2	80.0
	PLJ.05	2	80.0
	PLJ.06	2	83.2
	PLJ.07	2	80.0
	PLJ.08	2	80.0
BLOCK K	PLK.01	2	83.4
	PLK.02	2	80.0
	PLK.03	2	83.2
	PLK.04	2	80.0
	PLK.05	2	80.0
	PLK.06	2	83.2
	PLK.07	2	80.0
	PLK.08	2	80.0
BLOCK L	PLL.01	2	83.4
	PLL.02	2	80.0
	PLL.03	2	83.2
	PLL.04	2	80.0
	PLL.05	2	80.0
	PLL.06	2	83.2
	PLL.07	2	80.0
	PLL.08	2	80.0
BLOCK M	PLM.01	2	83.4
	PLM.02	2	80.0
	PLM.03	2	83.2
	PLM.04	2	80.0
	PLM.05	2	80.0
	PLM.06	2	83.2
	PLM.07	2	80.0
	PLM.08	2	80.0
BLOCK N	PLN.01	2	83.4
	PLN.02	2	80.0
	PLN.03	2	83.2
	PLN.04	2	80.0
	PLN.05	2	80.0
	PLN.06	2	83.2
	PLN.07	2	80.0
	PLN.08	2	80.0
BLOCK O	PLO.01	2	83.4
	PLO.02	2	80.0
	PLO.03	2	83.2
	PLO.04	2	80.0
	PLO.05	2	80.0
	PLO.06	2	83.2
	PLO.07	2	80.0
	PLO.08	2	80.0
BLOCK P	PLP.01	2	83.4
	PLP.02	2	80.0
	PLP.03	2	83.2
	PLP.04	2	80.0
	PLP.05	2	80.0
	PLP.06	2	83.2
	PLP.07	2	80.0
	PLP.08	2	80.0
BLOCK Q	PLQ.01	2	83.4
	PLQ.02	2	80.0
	PLQ.03	2	83.2
	PLQ.04	2	80.0
	PLQ.05	2	80.0
	PLQ.06	2	83.2
	PLQ.07	2	80.0
	PLQ.08	2	80.0
BLOCK R	PLR.01	2	83.4
	PLR.02	2	80.0
	PLR.03	2	83.2
	PLR.04	2	80.0
	PLR.05	2	80.0
	PLR.06	2	83.2
	PLR.07	2	80.0
	PLR.08	2	80.0
BLOCK S	PLS.01	2	83.4
	PLS.02	2	80.0
	PLS.03	2	83.2
	PLS.04	2	80.0
	PLS.05	2	80.0
	PLS.06	2	83.2
	PLS.07	2	80.0
	PLS.08	2	80.0
BLOCK T	PLT.01	2	83.4
	PLT.02	2	80.0
	PLT.03	2	83.2
	PLT.04	2	80.0
	PLT.05	2	80.0
	PLT.06	2	83.2
	PLT.07	2	80.0
	PLT.08	2	80.0
BLOCK U	PLU.01	2	83.4
	PLU.02	2	80.0
	PLU.03	2	83.2
	PLU.04	2	80.0
	PLU.05	2	80.0
	PLU.06	2	83.2
	PLU.07	2	80.0
	PLU.08	2	80.0
BLOCK V	PLV.01	2	83.4
	PLV.02	2	80.0
	PLV.03	2	83.2
	PLV.04	2	80.0
	PLV.05	2	80.0
	PLV.06	2	83.2
	PLV.07	2	80.0
	PLV.08	2	80.0
BLOCK W	PLW.01	2	83.4
	PLW.02	2	80.0
	PLW.03	2	83.2
	PLW.04	2	80.0
	PLW.05	2	80.0
	PLW.06	2	83.2
	PLW.07	2	80.0
	PLW.08	2	80.0
BLOCK X	PLX.01	2	83.4
	PLX.02	2	80.0
	PLX.03	2	83.2
	PLX.04	2	80.0
	PLX.05	2	80.0
	PLX.06	2	83.2
	PLX.07	2	80.0
	PLX.08	2	80.0
BLOCK Y	PLY.01	2	83.4
	PLY.02	2	80.0
	PLY.03	2	83.2
	PLY.04	2	80.0
	PLY.05	2	80.0
	PLY.06	2	83.2
	PLY.07	2	80.0
	PLY.08	2	80.0
BLOCK Z	PLZ.01	2	83.4
	PLZ.02	2	80.0
	PLZ.03	2	83.2
	PLZ.04	2	80.0
	PLZ.05	2	80.0
	PLZ.06	2	83.2
	PLZ.07	2	80.0
	PLZ.08	2	80.0

AMENITY SHADE
 House: 62.8 sq m
 (Including balconies and roof terraces)
 Total: 2375.3 sq m

* Net buildable floor area (NBA)
 (Please to show areas for the entire 200m x 100m)

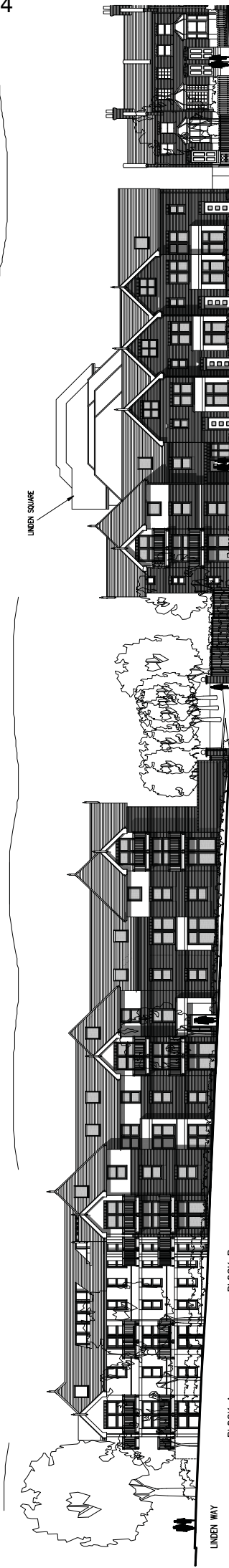
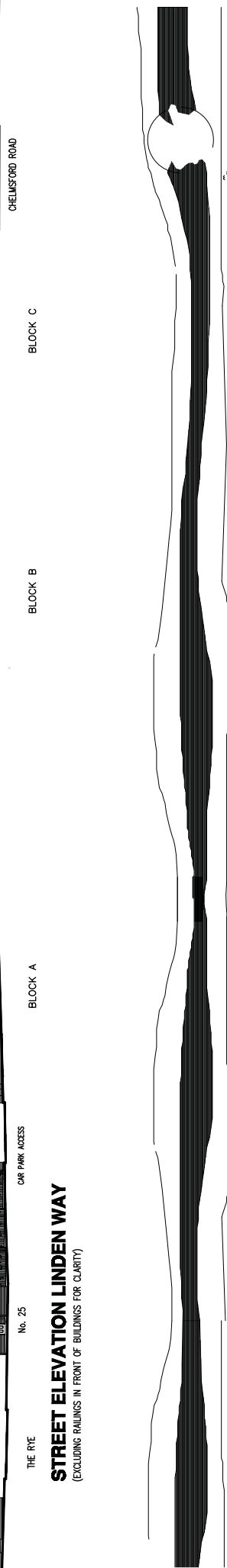
Open parking spaces:
 Street: 2375.3 sq m

● NVA Architects
 All elevations and details are preliminary.
 All dimensions and materials are approximate.
 Photographs are approximate for guidance only.



THE RYE
 No. 25
 CAR PARK ACCESS
 BLOCK A
 BLOCK B
 BLOCK C
 CHELMSFORD ROAD

STREET ELEVATION LINDEN WAY
 (EXCLUDING RAILINGS IN FRONT OF BUILDINGS FOR CLARITY)



LINDEN WAY
 BLOCK A
 BLOCK B
 BLOCK C
 BLOCK D
 ACCESS ROAD
 PLOT 1
 PLOT 2
 PLOT 3
 PLOT 4
 CHELMSFORD ROAD

STREET ELEVATION CHELMSFORD ROAD
 (EXCLUDING RAILINGS IN FRONT OF BUILDINGS FOR CLARITY)

Revisions: Rev. 0: 01.11.17: Refer to Block B Linden Way Direction.
 Rev. 1: 01.11.17: Refer to Block B Direction.
 Project: CHASESIDE WORKS
 CHELMSFORD ROAD
 SOUTHGATE
 Client: SHANLY HOMES
 Title: STREET ELEVATIONS
 Drawn: CA/ST Date: Sept 10 1259 Jmgs
 Scale: 1:150 Drawing No: 1288/1028
 KIVA architects
 Kiva Interiors Associates Limited
 Newport House, 65 High Street
 Hampton Wick, Surrey KT11 4BB
 Telephone: 0181-894 2966
 Facsimile: 0181-894 2966



Monthly Decisions on Town Planning Application Appeals

- 1.1 Between the 3rd December and the 31st of December 2010, 14 appeal decisions had been received from the Planning Inspectorate. One of those was withdrawn. The table below confirms how many appeals were upheld and how many were dismissed. Details of each appeal can be viewed on the departmental website.

OVERALL PERFORMANCE

APPEALS RECEIVED	DISMISSED	ALLOWED	WITHDRAWN	PERCENTAGE DISMISSED
14	9	4	1	70% Not including invalid appeal

- 1.2 Of the overall number of appeals these have been divided between delegated decisions, i.e those made by officers under the scheme of delegation and committee decisions. It will be noted that no appeals of refusals at committee had been determined.

DELEGATED DECISIONS

No. of APPEALS	DISMISSED	ALLOWED	WITHDRAWN	PERCENTAGE DISMISSED
14	9	4	1	70%

COMMITTEE DECISIONS

	No. of APPEALS	DISMISSED	ALLOWED	WITHDRAWN	PERCENTAGE DISMISSED
Refusal as per officer recommendation	0	0	0	0	Not applicable as no appeals decided
Refusal against officer recommendation	0	0	0	0	Not applicable as no appeals decided

Key Issues raised with Planning Inspector

Members will be interested to note the outcome of one of the appeals which allowed an appeal on an application refused by officers on the 30th March 2010. The application was at 4 St Andrews Road, Enfield, EN1 3UB and proposed the conversion of a single family dwelling house into 2 self contained flats comprising of 1 and 2 bed flats. The department refused the application as the net internal floor area of the existing dwelling is below the minimum standards for the creation of a one and two-bed units and the subsequent loss of a 3 bedroom single family dwelling, would result in an over intensive use of the property and unacceptable residential mix not in accordance with the Enfield Strategic Housing Assessment 2010) which identifies a need for large family size residential accommodation and an oversupply of smaller single person accommodation. Moreover, the department felt that the development would result in the loss of a property more appropriately occupied as a single family dwelling house which contributes to the availability of a full range and size of dwellings in the Borough's housing stock.

The inspector whilst acknowledging that the proposal would conflict with Core Strategy Policy CP5 felt that as the conversion would result in a net increase in the housing stock of one dwelling and therefore felt that this factor was sufficient to outweigh the conflict with the Core Strategy. He also felt that the proposed extension could be included in the overall calculation of gross internal floorspace.

The Inspectors decision is disappointing and appears inconsistent with other appeal decisions which have placed a great deal of weight on safeguarding against the loss of family housing. The department feels that notwithstanding the fact that the proposal would lead to an increase in the housing stock the loss of the family unit which there is a particular shortage of should have been the defining issue as safeguarding against its loss should have outweighed any benefits accrued by the additional 1 bed flat.

MUNICIPAL YEAR 2010/2011 REPORT NO. **171**

COMMITTEE:
PLANNING
 - 25/01/11

REPORT OF:

Assistant Director (Place
 Shaping)
 Contact Officer: Mike Brown
 Tel: 020 8379 3865 or email:
 MIKE.BROWN@enfield.gov.uk

AGENDA – PART 1	ITEM 18
SUBJECT - S106 AGREEMENTS – MONITORING INFORMATION WARDS: ALL	

1. SUMMARY

The purpose of this report is to provide an update of the monitoring of section 106 Agreements (s106) categorised by constituency, including the type and amount for financial obligations agreed and subsequently received, details of funds that have been allocated for spend and their current status, an available balance as of 1 January 2011, and any spend deadlines.

2. RECOMMENDATION

2.1 That the report including Appendix be noted.

3. BACKGROUND

3.1 The last report submitted was February 2009. This report seeks to update Members on the latest position relating to all outstanding section 106 agreements and obligations and will be provided on a 6 monthly basis with new entries provided in italics and updates on existing entries provided in blue.

4. CURRENT POSITION

The Appendix is made up of 3 sections considered by constituency that the land relating to the s106 agreement falls within i.e. Edmonton, Enfield North and Southgate:

4.1 Paragraphs in red are summarised details of the obligations included within the s106 agreement relating to a particular head of term.

4.2 Information highlighted in blue are updates on various current s106 projects, identifying trigger points for payments that have not been received as yet and seek to highlight any unallocated funds that are available for expenditure.

4.3 I would draw Members attention to note any spend deadlines that may have surpassed; extensions to these deadlines have been negotiated by the relating Council department/officer with the relevant developer.

Background Papers

Corresponding section 106 agreements

LBE PLACE SHAPING & ENTERPRISE

Planning Committee 25th January 2011

Appendix to Report of Assistant Director (Place Shaping)

**CURRENT S.106 PLANNING AGREEMENTS
WITH FINANCIAL OBLIGATIONS**

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Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Date Agreement Signed	Financial Obligation	Sum received to date (including interest where accrued)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/05/2010	Spend Deadline
St. Modwen Development(Edmonton) Ltd	TP/00/0500 TP/02/0400 TP/02/0400/1 Land at and adj. Edmonton Green Shopping Centre. EDMONTON GREEN	Extension and new build to form accommodation for shopping (including food and drink uses and financial and professional services), leisure, offices and ancillary uses together with new access, servicing, parking and landscaping including a new bus facility.	Implementation of Controlled Parking Zone means : a scheme for the control of on-street parking in the Edmonton Green Area	18.09.00	£200,000	£156,285.38	1st CPZ instalment of £150,000 received Second payment of £50,000 not yet received Monies committed to carry out CPZ programme. DAR being circulated for use of S106 funds to enable consultation on the CPZ	David Taylor Traffic & Transportation	£150,000	£20,064.04 A200261 CT0210 drawn down 09/10	A200261 £30,000 for CPZ Survey £120 to implement work on receipt of DAR.	£142,638.96 (CT0210)	15 months after practical completion of food store i.e. Feb 2010 On going negotiations taking place to secure an extension
St Modwen continued...			Community benefits contribution means : the landscaping and improvement to the existing open space in the vicinity of the application site and the provision of a purpose built children's play area/community facility Community benefits contribution means : the landscaping and improvement to the existing open space in the vicinity of the application site and the provision of a purpose built children's play area/community facility revision to scheme secures additional monies through Deed of Variation means : for the creation or improvement of recreational provision or other amenity space within the vicinity of the Land to compensate for the lack of external amenity space in the Proposed Development as the Council may deem necessary or appropriate		£200,000	£200,000	£100,000 allocated to Multi User Games Area at Angel, Edmonton (No A Code) £10,000 allocated to Craig Park Design Fees (A200202), £3778 allocated to Grant to Friends of the Park (A200205), £15,000 allocated for Craig Park Feasibility Study £45,000 allocated to Green Towers Project A200292 Sept 10 spend deadline is April 2012 Request for £170K to be used for Montagu Recreation Building has been authorised. spend deadline is April 2012 Unallocated - Possibly towards Green Towers project spend deadline is January 2012	Tony Corrigan Parks & Open Spaces	£125,000	£108,464	£26,000 Drawn down in 07/08 for Craig Park Design Fees. £82,463.74 drawn down in 07/08 for the MUGA at Angel Community Centre (CT0170).	£111,119.52 CT0170	April 2012 April 2012 Jan 2012

Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Date Agreement Signed	Financial Obligation	Sum received to date (including interest where accrued)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/05/2010	Spend Deadline
St Modwen continued...			On site provision of affordable housing 20 affordable rented units to be provided by MHT 40 affordable rented units to be provided by L&Q HT 65 shared ownership units to be provide by MHO 51 shared ownership units to be provided by Tower Homes Other benefits include car park management strategy, shopmobility accommodation, provision of replacement leisure facility, highway works and green travel plan										
Ikea Ltd	TP/99/0866 Land at Glover Drive N18 UPPER EDMONTON Meridian Water Place Shaping Area	Construction of two-storey non-food retail unit with ancillary uses, car parking, access works and landscaping together with employment development (B1, B2 and B8) ,all linked by a new spine road.	- Industrial land contribution- rec'd 03/05 means : such measures as the Council considers appropriate to encourage Industrial regeneration along the Lea Valley Corridor within the borough of Enfield, including without limitation industrial regeneration of the Montagu and Kenninghall Industrial Estates and the Harbet Road Industrial Area and environmental improvements along the length of Meridian Way and Mollison Avenue - Highways improvements - rec'd 06/04 means: Landscape works along Meridian Way, traffic calming measures in the vicinity of the Property to safeguard the amenity of local residents, improvements to pedestrian access to the Property, including links with public transport, improvements to the cycle network	25.09.02	£500,000 £245,000	£598,878.85	Unallocated. Consideration is currently being given to upgrading the Claverings estate. Awaiting a stock condition survey (being led by property) before making a recommendation. Still awaiting Property to complete the condition stock survey of premises on the estate. Other options will also be reviewed including the scope to make infrastructure and environmental improvements to the Councils other industrial estates to improve their operational capacity and enhance their image with a view to attracting further inward investment. Spend deadline - March 2012	John Haslem Economic Development	-	-	NIL	£623,496.39 (CT0166)	March 2012
							Allocation being reviewed Highway works - Tesco & IKEA Glover Drive - being looked at together. Defer allocation until position at Meridian Water firms up - Draft version with consultants should be ready for consultation in the new year. Linda Dalton working on amendment to the agreement. Waiting to hear back from Ikea. Spend deadline June 2009.	David Taylor Traffic and Transportation	£10K allocated to IKEA Feasibility (A200186) £11K allocated to Montagu Rd Cycle Link (A200187)		NIL	£281,032.22 (CT0152)	June 2009. Negotiations currently taking place for extension period.

Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Date Agreement Signed	Financial Obligation	Sum received to date (including interest where accrued)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/05/2010	Spend Deadline
Ikea continued...			<p>Employment scheme Implementation of the Employment scheme approved under clause 12.1 of the S106 Agreement</p> <p>Sustainable transport plan means - establish a sustainable Transport Plan approved by the Glover Drive Steering Group</p> <p>Public Art means : contribution to a piece of artwork to be commissioned by the Council within the vicinity of the Development</p>		£60,000	£65,049	£40,000 from employment contribution spent on Construction Web Initiative. Originally intended to contribute to JCP's costs in assisting the recruitment for the store. JCP later confirmed it was not allowed to use such monies. IKEA since has agreed to it being spent on an Urban Futures job brokerage scheme to facilitate the second wave do recruitment at the store but IKEA appear unwilling to take advantage of the arrangement. JH suggested to request IKEA to agree to the money being spent on them delivering an Apprenticeship training programme to employ local people from Edmonton. Awaiting response. no spend deadline	Chris Stockman Policy Performance & Client Management	£40,000 (A200155) CT0141	£40,000 drawn down 07/08	IKEA Construction web	£27,536.69 (CT0141)	No spend deadline
North Middx University Hospital	TP/02/0785 North Middx University Hospital, Sterling way N18 UPPER EDMONTON	Demolition, refurbishment, alteration and extension of existing buildings together with new development for healthcare purposes including a creche, library, offices, clinics, consulting rooms and training centre. Provision of new infrastructure, including car parking for 698 vehicles, internal estate roads and landscaping together with identification of 1.95 hectares of land for residential purposes.	<p>Education contribution means : intended to be expended by the Council upon the provision of school places within its area</p> <p>CPZ Stage 1 for consultation and investigation with regard to the feasibility of bringing into effect a Controlled Parking Zone within the existing streets in the vicinity of North Middlesex University Hospital-</p> <p>Funding for pedestrian improvements Highway to be used for the provision of measures on the highway to improve conditions for pedestrians between the land and Fore Street</p> <p>Road Contribution (Allocated for Zebra Crossing in Bull Lane) for provision of a controlled pedestrian crossing in the vicinity of the junction of Bull Lane and Bridport Road (Green Transport Plan) (Affordable Housing Provision- 45 units proposed)</p>	22.04.03	£61,000	£20,581	<p>Monies not yet received</p> <p>5 years from receipt of payment - July 2012</p> <p>CPZ works within the existing streets in the vicinity of North Middlesex University Hospital</p> <p>5 years from receipt of payment - July 2012</p> <p>Unallocated. Meeting with TfL, this amount is committed.</p> <p>5 years from receipt of payment - July 2012</p>	David Taylor Traffic & Transportation	£3,000 (A200270) £7,000 (A200284) £10,275.63 (A200268)	£3,000 Drawn down 09/10	A200256 Enfield Town CPZ Works - £17,275.63 authorised September 2010	£17,275.63 CT0212 - Allocated	July 2012
Brixton plc	TP/03/0837 Gt. Cambridge Industrial estate, Lincoln Rd Enfield JUBILEE	Demolition of existing buildings and erection of three blocks of 16 units for B1 (b), (c), B2 and/or B8 uses (business, general industrial and/or storage/distribution uses) (total of 8928 sq.m) with associated car, lorry and cycle parking.	Highway improvements in the vicinity of the land	16.01.04	£135,000 (to be paid to TfL)	£135,000	Payment made to TfL 20/10/06	Stephen Skinner Highway Services	£28,000	£25,237.46	NIL	£18,604.22 (CT0214)	July 2012
			Works to Progress Way or contribution		£95,625	No monies received yet	To progress zebra crossings and Bull Lane and Wilbury Way . Waiting for North Middlesex to confirm plans before this funding is allocated to a specific project.	David Taylor Traffic & Transportation			£3,723 drawn down 07/08 £6,241 drawn down 08/09 £15,273.46 drawn down 08/09	£24,049.55 CT0213	July 2012

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Tesco Stores Ltd	TP/02/0790 Glover Drive N18 UPPER EDMONTON Meridian Water Place Shaping Area	Enlargement of existing store by extension to eastern and western elevations involving an increase of 2,439 square metres of retail and ancillary floor space involving reduction in car parking spaces together with other ancillary works.	Highway improvements means - to fund traffic calming and traffic management works in the vicinity of the site, improvements to pedestrian and cycle links, landscaping improvements in the vicinity of the site Public transport contribution means - implementation of the Sustainable Transport Plan or other public transport improvements agreed with the Developer	24.05.04	£120,000	£136,914	Street lighting feasibility investigation underway - being looked at in conjunction with IKEA works. Highway works - Options report under consideration £34,000 released to T & T for improvements to cycle way 25/08/2008 Remaining amount to be married with £50K Lea Valley Park & £210K from Mayors Olympic route fund. Joint initiative. The monies is being used by T&T & combined with Mayors Olympic Routes funding & LVRPA grant monies to secure ped/cycle improvements along the R.Lea towpath in Edmonton, in conjunction with BW & LVRPA + adjoining land owners/occupiers. 5 years from receipt spend deadline - May 2009 Unallocated Deferred until Meridian Water Masterplan firms up.	David Taylor Traffic & Transportation	£34,000 A200239 £10K A200247	£8,733.81 A200239 drawn down 09/10 £129,279.36 drawn down and transferred to CT0231	A200247 Feasibility Study re Harbet Road Towpath A200239 Improvements to cycle facilities	£19,482.87 CT0148	May 2009	
London Borough of Haringey	TP/03/0457 Sports Ground W. Side of Bull Lane N18 UPPER EDMONTON	Use of Part of site (up to 2 hectares) for residential development with access from Bull Lane involving works to improve the remainder of the open space at Bull Lane and the facilities available at Pasteur Gardens together with the provision of a pedestrian link with Weir Hall Open Space to serve Devonshire Hill School and Weir Hall Road (outline).	Provision of affordable housing on site delivery of improvements to Bull Lane and Pasteur Gdns Footpath link Land transfer of Bull lane and Pasteur Gdns Maintenance and improvements Highway improvements Outline application		N/A		Planning permission not issued Legal preparing draft S106 agreement 08/05 Position under review - S106 agreement currently being negotiated 01/2009				Cllr Stafford to ask Haringey			
GB Consortium 1 Ltd	TP/03/2327 St Joseph Rd N9 LOWER EDMONTON	Demolition of part of existing building, and redevelopment of site to construct a part two-storey, part three-storey, new Primary Health Care Centre, incorporating a pharmacy and associated car parking.	Mitigating impact on street parking - rec'd 12/04 means - contribution towards the cost of mitigating the impact of on street parking	25.04.04	£25,000	£27,803	Wait until development is complete and identify any problems and resolve. Possibly parking. Being revised due to impact on trees, so waiting restriction option being reviewed. The initial scheme drawn up was abandoned as utility services would make it too costly & alternative details are worked on. Fresh waiting restrictions being worked up. No spend deadline	David Taylor Traffic & Transportation	£27,803.16 A200279	£1,062.09 drawn down 09/10	Part of works to mitigate on street parking carried out. Job is unfinished.	£29,500.80	No spend deadline	
	TP/05/2304 Former works at Breitenham/Baxter Road Edmonton Green	Demolition of industrial buildings and erection of a part single, part 3-storey block of 36 x 2 bedroom residential flats with vehicular accesses from Baxter Road and associated car parking.	Contribution towards monitoring of construction web		£3,600	£4,052	Unallocated. This was allocated for the monitoring of the Construction web project, managed by Urban Futures, which aimed to promote local labour in construction. That project is now moribund. JH suggests to use monies to support the work of the jobsnet team or contribute to the costs of the Council's apprenticeship training scheme for 2011-12 (which at present is not funded at all). No spend deadline					£4,068.65 CT0197	No spend deadline	
	TP/08/0893 289-291 Fore Street Edmonton Green	Redevelopment of site by the erection of 25 residential units in a part 4, part 5-storey block (4 x 1-bed, 17 x 2-bed, 4 x 3-bed, incorporating 10 units of affordable housing) with balconies to front and rear, roof terrace, landscaping, cycle and car parking and associated access to Fore Street.	1)Conservation Area Enhancements 2) Education Contribution		£30,000 £45,992		No payments received as yet. Payments are due on commencement of development. Spend deadline is 10 years from receipt of payment							
Kennet Properties Ltd	TP/93/0244 Part of Deephams Sewage works Picketts Lock Lane N18 LOWER EDMONTON	Redevelopment of site for B1, B2, B8 uses and/or uses for waste reduction, recycling, processing, reprocessing and a Depot for parking and maintenance of cleansing/waste disposal vehicles, ancillary offices and other support services. (Outline)	Contribution towards regeneration issues at Innova Park means - for the purpose of assisting companies locating to and expanding within Phase 1 of the London Science Park at Innova Park	02.06.00	£200,000	£224,700	Scheme now in place. Sustainable Communities will be responsible for spend in accordance with S106 Agreement 07/2008 - monies currently in escrow JH has requested transfer and is officer responsible for spend - monies already being spend on Innovators Scheme	John Haslem Economic Development	£224,700 over 8 S106 Authorisations to spend A200246	£74,950.14 drawn down 09/10	Enfield Innovators Award Scheme - Ongoing	£97,982.16 (CT0227)	No spend deadline	
Edmonton Islamic Centre Almasjid	TP/05/0629 20-34 Raynham Road N18 UPPER EDMONTON	Change of use of 2-storey offices and single storey factory to a mosque, and change of use of 4-storey factory to an education and community centre, together with the provision of 20 car parking spaces.	Works to site access in Wakefield Street Works on revised waiting restrictions	28.05.06	£2,000 £5,000	£2,000 £5,000	Works to site access any unspent money to be returned on implementation of revised waiting restrictions	David Taylor Traffic & Transportation	£2,000 A200274, £5,000 A200275 - Closed. A200290 authorised for £7,981.91	Not yet	Waiting Restrictions on Raynham Road authorised Oct 2010 - A200290	£5,695.06 CT0194 £2,286.85 CT0193	£5,695.06 CT0194 £2,286.85 CT0193	

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Kuan Leng, Parritt Leng	TP/07/0631 57 Fore Street Edmonton LOWER EDMONTON	Demolition of existing buildings and erection of a part 3-storey, part 9-storey block (total height 29.5m) comprising two retail units on ground floor (520 sq.m. Class A1 use) and 24 residential units above (22 x 2-bed, 2 x 3-bed) with associated basement cycle and car parking accessed via Grove Street.	Education means - £20,744 primary education and £15,848 secondary education Highway Works means - all works necessary to form pedestrian and safety improvements in the vicinity of the site to be carried out by the Council at or in the vicinity of the junction of Fore Street and Grove Street as described in the Fourth Schedule of the Agreement	12.12.07	£30,000 £36,000		Agreement Signed - No monies received to date. Payments are due on commencement of development. Checked on Building Control database and no record of works starting as yet. spend deadline will be 5 years from receipt of payment						
George Wimpey North London	TP/07/0921 Land off Montagu Road end of Zambezi Drive London N9 0FT LOWER EDMONTON	Construction of access road and redevelopment of site by the erection of 55 residential units within two 3-storey and one 4-storey blocks and 15 terraced houses, comprising a total of 40 x 2-bed flats to blocks A, B & C, a terrace of 6 x 4-bed 3-storey houses with garages, a terrace of 4 x 3-bed 2-storey houses with accommodation in roof space and front dormer windows and a terrace of 5 x 3-bed 2-storey houses (3 with accommodation in roof space and front dormer windows), incorporating 17 affordable housing units, together with associated cycle and car parking, refuse stores and landscaping.	Education contribution Affordable housing units plots 5-21 are ready for occupation as of 19/12/2008 - awaiting confirmation from housing that units are of required standard	13.11.07	£83,556	£83,556	Allocated to Education Spend deadline - 7 years from receipt	Bob Aylon Education	£83,205.70 C100871	Ongoing	ECSL Primary School Programme - Ongoing	£88,205.7 CT0216	7 years from date of receipt 10.01.2015
Uni global Ltd	Land adj. To Coach House PH, 173 Alma Rd Enfield PONDERS END 98/1519	Redevelopment of site to provide a 3-storey block of 10 two-bed flats and 2 one-bed disabled persons flats, all for Housing Association use, together with provision of associated car parking spaces and vehicular accesses onto Alma Road and Scotland Green Road North.	Contribution towards highway works (X112/91B)CT0080 Traffic Management works at junction of Alma Road/Duramis Rd authorised 01/04- programmed for completion by 04/05- now complete 08/05	31.03.00	£2,000	£2,000	Unallocated. Awaiting implementation of alternative development scheme nearby & need for any works/or waiting restrictions. P/Permission granted for nearby unrelated development & money held pending need for any particular local works arising from that scheme.	David Taylor Traffic & Transportation	£2,000 A200094	Ongoing	Traffic Management Works	£2,198.55	March 2010
London Industrial Partnerships Limited	44-47 East Duck Lees Lane & 3-4 Ponders End Industrial Estate PONDERS END 06/1264	Part redevelopment and part refurbishment of site to provide 35 units for B1 (Business), B2 (General Industry) and B8 (Storage / Distribution) uses incorporating mezzanine floors, associated car parking, access and landscaping.	Installation of Woodscope Furniture in area edge red on Plan No. 2 or such other location in the Brimsdown Business Area	13.06.07	£15,000		Not yet received. Payment due on commencement of development. Building Control database does not indicate works have started. Spend deadline is before 5th anniversary of payment.						
Meridian Business Association	Meridian Business Park PONDERS END JUBILEE	To be added	Works at Meridian Business Park - contribution for regeneration works originally from MK Works Dyson Road S106 Agreement	9/12/08	£100,000	£100,000	Monies transferred as follows: From: £56,717.35 from CT0132 £43,282.65 from CT0176 To: CT0215	John Haslem	£100,000 C200983 Capital	Ongoing	Regeneration works - Ongoing	£353.70	No deadline
LBE & Hillview Industrial Developments Limited	Unit 6 Riverside Industrial Estate, Morson Road, Enfield EN3 4NQ PONDERS END TP/08/0293	Construction of estate road and erection of 3 x 2-storey blocks comprising 27 business units for use within classes B1(c), B2 and B8 (light industrial, general industrial and storage / distribution uses) with associated landscaping, car parking, and accesses to Morson Road.	Highway improvement works: works to Morson Road to include (but not limited to) the: * Implementation of revised loading/unloading and parking restrictions * Provision of new signage * The installation of measures to assist cyclists and pedestrians	27/04/09	40,000		Not yet received. Payment due on commencement of development. Building Control database indicates that works have not started yet. Spend deadline is 5 years from receipt of payment						5 years from receipt of obligation

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Action Housing Association Ltd	Estelle House, 30 Pickwick Mews N18 HASLEBURY TP/04/1969	Demolition of existing building and erection of a part 3, part 4-storey block of 30 two-bed affordable residential flats (incorporating 3 wheelchair user flats), with associated cycle parking, car parking and access via Pickwick Mews and Dorrit Mews.	Education provision -CT0171 BACS rec'd 29.04.05 30 units on site affordable housing	26.04.05	48,000	48,000	For the provision of education in the Borough	Bob Aytton Education	£48,000 CT0171	£48,000	ECSL Primary School Programme - Ongoing	£0	No Deadline
Brixton plc	Great Cambridge Industrial estate, Lincoln Rd EN1 03/0837	Demolition of existing buildings and erection of three blocks of 16 units for B1 (b), (c), B2 and/or B8 uses (business, general industrial and/or storage/distribution uses) (total of 8928 sq.m) with associated car, lorry and cycle parking.	Green Travel plan -highway improvements in the vicinity of the site (to be paid to TfL.(payable on implementation) -works to Progress Way or financial contribution (prior to occupation of units) Traffic management measures in Lincoln Rd CT0174 Cheque rec'd	16.01.04	135,000 96,625 3,000	3,000	Planning permission issued 16.01.04 Payments awaiting scheme progress.	David Taylor Traffic & Transportation	£3,000 CT0174	£3,000	Traffic management measures in Lincoln Road	£0	No Deadline
Christian Action Housing	Car Park adjacent to 1-53 St Josephs Road London N9, 8NF JUBILEE TP/04/2617	Erection of a terrace of 4 x 3-storey 4-bed houses with associated car parking and access to St. Josephs Road.	Education Contribution	11/09/09	£14,580	£14,580 Received 09/06/2010 CT0245	Provision of Education in the Borough	Bob Aytton Education	£14,580 C10087	£14,580	ECSL Primary School Programme - Ongoing	£14,580	No Deadline
Grandvale Limited	Land at and adjacent to 54-56 Elm Park Road, Winchmore Hill, N21 2HS BUSH HILL PARK TP/05/2277	Demolition of existing garages and erection of two 2-storey semi detached houses	Highways Services	27/06/07	£2,720	£2,720 CT0211	Traffic & Transportation - Allocated	Steve Jaggard	£2,720 A200276 Awaiting site completion	£2,950.46	Dedication works to include widening of footway - A200254	£2,950.46	No Deadline
Green Horizons	TP/99/1320 Barbot Estate Redevelopment		Cycle/Pedestrian works at Salmons Brook	No S106 Agreement	£35,000	£48,013.94	Specific allocation for Cycle/Pedestrian works at Salmons Brook with EPI T&T notified.		£65,000 Ref 002 14415	Nil	None as yet	£49,987.60 (CT0151)	No spend deadline
Green Horizons	TP/99/1320 Barbot Estate Redevelopment		Pedestrian/cycle link Plevna Road Ped/Cycle link Salmons Brook Parking Controls Open/space community specifically Montague Road Area	No S106 Agreement	£232,000	£246,929.70	Specific allocation within vicinity of Montague Road in agreement with EPI £17, 189 for Montague Park Feasibility Study Prior to development of the My Place bid for Craig Park, a decision was made at senior level to provide LBE match funding to increase our chances of success for the bid and show commitment. This has been through the appropriate channels and subsequently agreed. *Not S106 Money*	Judy Flight	£17, 189 (A200243) £200,000 allocated to My Place - match funded	£17,189	£17,189 Drawn down 08/09	£239,833.71 (CT0205) £39,833.71 unallocated (although is hoped to fund fixtures for Green Towers	No spend deadline

***WITHIN THE VICINITY = 1.2km radius of Development Site (see attached plan)

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£150,000	£150,000	Enfield Town VMS signs Environmental improvements/enhancement to Enfield Town Centre and its immediate surroundings	David Taylor	Balance transferred from CT0006 to CT0173 to allow for £204,403.27 to be authorised under A200231 for Enfield Town VMS signs	All monies have been drawn down and CT0006 closed.	£0	5 years after the store opening
£75,000	£79,202.03	Cars Lane Footpath - A200289 Authorisation approved by ST Sept 2010 A200289, works started.	David Taylor	CT0002 £7,000 Cars Lane Footpath (A200249) £65,000 A200289 Cars Lane Footpath	£6,486.03 A200249 Cars Lane Footpath	£72,716 (£65,000 allocated)	10 years from the date of the Agreement
£2,000	£2,000	£2k Air Monitoring CT0024	Sue McDaid	£2k A200030 EEC Air Monitoring	CT0024 Closed.	£0	May-12
£10,000	£12,052.04	£10K Air Monitoring & £15K Comm. Benefit CT0033		£27,030.85 A200039 EEC A M	CT0033 Closed.	£0	
£150,000	£163,132.42	£118K Air Monitoring CT0048 £45,346.42 Unallocated. Sue McDaid actively pursuing.		£23K A200058 EEC A M	£117,786K spent in total (pre-2007)	£45,346.42 CT0048	
£15,000	£15,000	CT033		CT033	CT033	£0	
£240,000	£252,900	£252,900K Economic Regeneration CT0046	Brimsdwn Regeneration Programme	£252,900 Economic Regeneration CAPITAL	£116.6K (CT0046 closed no further detts on file)	£0	
£150,000	£150,000	£150K Environmental Improvements CT0047	Philip Ayres	-£20K Landscaping of extension to Pof W Open Space A200131 £24K Enhancement around end of Swan & Pike Road A200132 £65K Ex MoD Railway Bridge A200151 £40K Maintenance Fund	C200734 Capital Green Spaces Project	£10,331.41 (CT0047)	
£40,000	£40,000	£40K Street Lighting CT0049	?	-£40K Street Lighting	All funds have been drawn down CT0049 closed.	£0	
£150,000	£156,016.52	£156,016.52 K Community Benefits CT0050 £7,330 unallocated	Property Services	£10,762 A200165 Enfield Highway Community Centre £10,910.00 & £12,580 £18,500 A200060 Grants to Brimsdown £16,536 A200224 EHCA Car Park Improvements. No further details on file.	On file, states by July 2007 £144,785.62 had been spent.	- £7,330 CT0050	
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-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

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£20,000 x 9	£253,209.87	£253, 209.87 Community Benefits £96,291.55 Spent pre July 2007 (no further details on file) £50,000 transferred to CT0091 £0 Spent post July 2007 £156, 918.32 available to spend - CT0084 No new authorisations since 2005.	Jane Tebutt Phillip Ayres David Taylor David Day Jane Tebutt Jane Tebutt David Day N/A Grant App.	A200098 £2K Grant to Enfield Turkish School A200166 £13,300 Swan & Pike Scheme A200169 £3,300 Signage for Enfield Island Village - - A200172 £10K Albany Park Bowls Club Fencing A200106 £10K Grant to Enfield Lock Project - - A200179 £11,300K Grant to St James Parochial Church Council - A200185 £3,000 Albany Park MUGA - tender fees No code £7,310 Brimsdown Junior School - Shelters	Jane Tebutt Phillip Ayres David Taylor David Day Jane Tebutt Jane Tebutt David Day N/A Grant App.	£98,291.55 dd pre 2007 in total.		£154, 918.32 CT0084 - - £57,776.80 CT0091 (allocated)	
£3,000	£3,298	£3,000 General Environmental Improvements Has been allocated to TfL for A10 Central Reservation Work. Funds should be drawn down at the end of 2010/11	David Taylor	£3,000 A200163 A10 Central Reservation Environmental Improvements	David Taylor	£0	£0.00	£3,297.83	No spend deadline

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£10,000	£10,508 CT0218	£10,506 Off Site Open Play Space Unallocated. Tony Corrigan notified.	Tony Corrigan		£0	£0.00	£10,508 CT0218	06/02/13
£200,000	£221,492.15	£200K moved into LBE account in preparation to install 'MOVA' at the A1055/Ordnance Rd/Smeaton Road T/Signals. MOVA involves replacing both T/S controller hardware & software. This maximises the efficiency of the junction. T&T has issued a PO to TfL, who (as TS managers) will first undertake the analysis before any installation takes place. Subject to the outcome of the analysis it is not known what scale of physical works may also be recommended, so at this stage we would wish to hold the full amount.	T&T				£221,492.15 (Escrow & LBE)	01/01/2010
£10,000	£10,466.14	£10,466 Improvements at A10 Junction	TfL				£10,466.14	06/02/13

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£50,000	£50,000	£15K Enfield Lock No details on file.	T&T	£50,000 Pedestrian cycle routes (no further details on file)	£50,000	All monies have been spent and CT0056 closed.	£0	n/a
£110,000 x3	£330,000	All 3 payments received. £330K used for funding additional public transport to serve residents within Innova Park.	T&T	£220K A200241 Public Transport Improvements to Innova Park £110K A200291 Funding additional services for route 491 Approved Sept 2010	£214,471.93 dd £0 as yet.	£214,471.93 £0	£5,528.07(CT0220) £110,000 (CT0252) allocated	September 2013
Based on DfES Formulae	Not received as yet	Payment due upon first occupation units on plot 5	Bob Ayton	N/A	£0	£0		
£80,000 x 3	Not received as yet	First payment due on occupation of the secondary school	T&T	N/A	£0	£0	£0	
£300,000	£300,000	Leisure Reprovision CT0053		£200K allocated to CLF at Southbury Road 10/99 transferred to capital June 2002 £100K allocated to Capital Green Paper BHP Fellowship hut (£10,000) £107,000 allocated to New River loop 09/05 balance to Oakwood library.	£300,000	All monies have been spent and CT0053 closed.	£0	8 years from the date of payment
£30,000	£30,000	Pedestrian /Cycle improvements - CT0052-		Pedestrian /Cycle improvements - (+s.278 £98.5K) (x112/63) CT0052 scheme agreed.	£30,000	All monies have been spent and CT0052 closed.	£0	

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£3,454,150	£3,454,150	Replacement amenity facilities including community leisure development		Replacement amenity facilities including community leisure development - new pool transferred to capital June 2002 (X112/94B)CT0083 (Used in capital scheme)	£3,454,150	Replacement amenity facilities capital scheme	£0	No deadline
-	-	-	-	-	-	-	-	-
£300,000	£300,000	Highways works	T&T	Highways works (capital code 70797) £240k spent on area traffic calming balance being held for CPZ following re consultation - use of balance under review. Authorisation approved for additional funding from London buses. Scheme consulted on - Decision approved. (X112/93B) CT0082(Interest accruing account) Remaining balance has been spent A200250 to be dd this year.	£300,000	Highways works (capital code 70797) £240k spent on area traffic calming	£4,414.18 CT0082 (spent to be dd 10/11)	
£25,000	£25,000	£25K highways Works in the vicinity of the site	T&T	CT0070 closed. No details on file	£25,000	£25,000 No details on file	£0	No deadline
£105,000	£105,000	£100,000 towards Education in schools that serve the area	Bob Ayton	CT0071 closed. No details on file	£105,000	£105,000 No details on file	£0	
£183,000	£183,000	£183,000 to part fund the Plough Site, Turkey Street and part fund the acquisition of 38 Suffolk Road	Sarah Carter	£183,000 to part fund the Plough Site, Turkey Street and part fund the acquisition of 38 Suffolk Road	£183,000	£183,000 dd 01/02	£0	
£35,000	£48,532.60	Land & Maintenance monies	Property Services	Unallocated. Property Services notified.	£0	£0	£48,532.60 CT0109	
£12,000	£12,000	Provision of Education in the area	Bob Ayton	Provision of Education in the area	£12,000	£12,000 01/02	£0	

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£25,000	£25,000	£25,000 towards the promotion of green transport in the area	Amelia Lynch	£11,800 A200141 Millmarsh Lane Lighting Improvements £3,750 A200142 Brimsdown Station Signage £3,125 A200146 Brimsdown Timetable Book £2,305 A200148 Brimsdown Station Signage £9,750 A200149 Footpath Lighting	£25,000	£25,000 CT0104 closed. No details of spending on file.	£0	Within 3 years of receipt of payment
£100,000	£136,422.45	£100,000 Maintenance of Riverside Walk	£100,000	£100,000 allocated towards maintenance of Riverside Walk. There is a project team working on Mossops Creek/Delta Park area including producing a maintenance and management scheme for the entire money. Ongoing.	£0	£0	£136,422.45 CT0125	The term of 25 year lease.
£6,500	£6,500	£6,500 towards Council's Green Travel Plan	Andy Bell	£3,100 A200217 Brimsdown Business Connections £2,500 A200197 Makro Riverside Walk Design Fee	£3,100 £2,500	£3,100 A200217 dd 07/08 £2,500 A200197 dd 06/07	£0.00	No spend deadline
£25,000	£25,000	Paid to EBRA 16.05.05	EBRA	Paid to EBRA 16.05.05	N/A	N/A	N/A	N/A
£52,000	£79,369.76 CT0173	Highways Improvements within vicinity of site	David Taylor	Allocated under A200231 Enfield Town VMS Signs (approved in Feb 2008). T&T Notified for an update on progress.	£	£	£79,369.76 CT0173	May 2010
-	-	-	-	-	-	-	-	-
£90,000	£101,203.21 CT0162	Enfield Town Shop mobility	David Taylor	£101,203.21 A200238 Enfield Town Shop mobility. Further Enfield Town shop mobility costs have been off-set against remaining £43,998.75 to be dd this year.	£60,203.21	£60,203.21 A200238 dd 07/08	£43,998.75 CT0162 (allocated)	Either a) 5 yrs from grant of planning permission of the new shop mobility (21.12.11) or 10 years from signing of agreement (25.08.14)
£20,000	£20,806	Public transport improvements in the vicinity of the land and within the Brimsdown area. £14,221.77 unallocated. T&T are aware, advise that BBA allocating re Green Travel (Emailed SJJ)	Glyn Jones Robin Lafosse Robin Lafosse Mehnoor Khan	£5K A200117 Green Travel Initiatives £900 A200117 Brimsdown Public Transport Works £4,400 A200121 Brimsdown Public Transport Works £4,343 A200190 Brimsdown Timetable Book	£5,387.12 £281.94 £0 £3,808.90	£5,387.12 A200117 dd 02/03 £281.94 A200117 dd 03/04 £0 £3,808.90 A200190 dd 05/06	£14,221.77 CT0105 (includes £2,893.55 transferred from CT0087)	No spend deadline

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£29,498.00	£29,498	£29,498 towards traffic management works	Liam Mulrooney	£29,498 A200120 Raised junction at Hadley Road /Oak Avenue	£29,498 A200120 dd 02/03	£0	Within 5 years of the receipt of payment
£2,500	£2,886	£2,500 Management of or educational matters	Russell Hart	£2,886 A200194 Turkey Brook Clean up	£2,866 A200194 dd 06/07	£0.00	Within 5 years of the receipt of payment
£10,000	£10,000	Highways Improvements including street lighting and associated environmental improvements	Steve Jaggard	£9,750 A200149 Footpath lighting from Bancroft Way North to Turkey Street Footbridge £7,565.42 A200266 Footway Works in the vicinity of Millmarsh Lane Street lighting complete - new lighting scheme in Millmarsh Lane being investigated.	Need to check with finance as no details on file £1,049.98 A200266 dd 09/10	£6,545.35 CT0138 (allocated)	No deadline
£50,000	£58,967.94	Highways Improvements within the vicinity of the site	T&T	£26K A200191 Works to Turkey Street Footbridge £26K A200160 Turkey Street Zebra Crossing	£25,967.84 £33,000.07 transferred to CT0143	£0	5 years from date of commencement of development
£18,000	£18,808.53	Education Provision	Bob Ayton	£18,808.53 Provision of primary education provision	- £18,808.53 dd 04/05	- £0	
£263,000	£275,236.98	Elsinge Open Space	Tina Heather David Breckenridge	£200K Elsinge Golden Jubilee Park Project £73K Elsinge Jubilee Park	£198,236.98 £77K Capital dd 08/09	- £0	

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£24,500	£26,000	£24,500 allocated to Off site Highways Works	Ed Jefferson	£26,000 A200191& A200160 Turkey Street Zebra Crossing	£14,591.23 £11,408.77	£14,591.23 A200191 dd 08/09 £11,408.77 A200160 dd 09/10	£0	No spend deadline
£100,000	£100,000	£100,000 allocated towards provision of Education	£100,000	£100,000 allocated towards provision of Education	£100,000	£100,000	£0	
£52,000	£58,834.33	£58,834.33 towards footpath improvements	£52,000	£56,397 A200198 Aylands Footpath Works £23,691.83 A200267 Works to Turkey Street Footbridge (Dec 2009) Monies spent to be drawn down 10/11	£35,142.50 £0	£35,142.50 A200198 dd 06/07 £0	£23,691.83 CT0145 (allocated)	
£54,000	£54,000	£18,599.19 unallocated. Notified Tony Corrigan of available funding.	£54,000	No details on file.	£?	No dets on file	£18,599.19 CT0146	
£3,000	£3,306	£3,305.89 available to spend on CPZ alterations within vicinity of land	Dave Oxley	£3,305.89 A200212 Amendment to yellow lines/CPZ alterations Land adjacent to 18 Ladysmith Road Authorisation approved in September 2009 to use remaining funds in CT0202 under A200287 for Enfield Town CPZ Works (CT0209 & CT0191 - total amount £61,854)	£323	£323 A200212 dd 05/06	£2,982.86 CT0202 (allocated)	No deadline
£40,000	£40,053.33	£40K available for Highways Improvements	Steve Jaggard	£40K A200268 Footway works to the land at Jeffrey's Road Works are being currently undertaken	£0		£40,033.30 (allocated)	No deadline

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
N/A	N/A	N/A	Sarah Carter	To be added	To be added	To be added	To be added
£62,590	£62,590	Transport	Steve Jaggard				
£99,100	£99,100	Provision of Education within the Borough	Bob Ayton				
£12,520	£12,520	Lighting scheme	tbc				
£5,000	£6,181	£6,181 available towards Traffic improvements within the vicinity of the site	Dave Oxley	£5,000 A200258 Road markings at Crown Road and Baird Road Scheme still awaiting progression, T&T are aware of the situation.		£6,181 CT0156 (allocated)	No deadline
£100,000	£117,656	Mova System	David Taylor	£47K A200293 Addition of MOVA at junction A1055/A1010. Authorisation approved in October 10		£117,656 CT0224 (£40K allocated)	3 years with in the date of the payment being received. 31.03.2012
£10,000	£10,070.92	Traffic Study	TfL	Been allocated to TfL to spend.		£10,070.92 CT0225	

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
N/A	N/A	N/A	Sarah Carter	n/a	N/A	n/a	n/a	
£50,000	£50,000	Highways Improvements	Steve Jaggard	£50,000 A200193 Road Safety Measures on Green Street - Feasibility £41,000 A200201 Ladysmith Rd Pedestrian/Cycle Improvements Further details to be added	£50,000	£3,532 A200193 Road Safety Measures CT0175 dd05/06 £16,017.15 A200201 Ladysmith Rd CT0175 dd05/06	£0 CT0175 closed.	5 years from the date payment received. 21.06.10
£158,000	£158,000	Provision of Education within the Borough	Bob Ayton	Provision of Education within the Borough Further details to be added	£158,000	Provision of Education within the Borough	£0 CT0177 closed.	
£250,000	£250,000	Industrial Land Regeneration	John Haslem	Industrial Land Regeneration	£250,000	Industrial Land Regeneration	£62,355.51 (CT0176)	
£32,000	£91,033.07	Harbet Road Project	John Haslem	£106,000 C020045 Harbet Road Project programme of industrial estates infrastructure improvement projects. DAR approved March 2009	£?	£?	£91,033.07 CT0200	Within 5 years of the date of receipt of payment August 2011
£6,500	£6,500	Highways improvements	T&T	Highways improvements within the vicinity of the land	£6,500	£6,500 (no details on file) CT0199 closed.	£0	
£25,786	£25,786	Provision of education within the Borough	Bob Ayton	£25,786 C100871 EC SL Primary Capital Programme	£25,786	£25,786 dd 06/07 CT0198 closed.	£0	
£25,000	£27,094.00	Works around the vicinity of the roundabout Old Park Road/Windmill Hill	Edward Jefferson	£2k A200215 Design Fees for proposed works £5K A200216 Detailed design for new zebra crossing /traffic island £19,879.61 A200282 Zebra crossing/traffic island in vicinity of roundabout Old Park Road Amended to authorise remaining balance of £17,099. Under construction.	£2,000K £7,677.46 £0	£2,000 dd £248 dd 08/09 £7,429.46 dd 09/10 (Overspend)	17099.83 CT01	The fifth anniversary of the first occupation of the development being in use.

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£66,000	£66,000	Education provision within the Borough	Bob Ayton	£66,000 C100871 EC SL Primary Capital Programme	£66,000	£66,000 C100871 dd 08/09. Remaining £3,183.57 interest transferred to S106 Education Contingency Account CT0301	£0.00	No deadline
£16,500	£5,571.26	Provision of education within the vicinity of the site	Bob Ayton	£5,571.26 C100871 EC SL Primary Capital Programme. Authorisation approved July 10.	£0		£5,571.26 CT0221 (allocated)	Within 36 months after last occupation of open market housing.
£16,500	£0	Second payment due before all of the Open Market Housing Units are occupied. Reduced payment required due to Deed of Variation and fewer total units being provided.						
£30,000	£31,691	Environmental improvements - Package of works including fencing around Forty Hill	Parks/HS & T&T	£15K A200207 Design Fees & implementation of carrying out general environmental improvements in vicinity of site £704.76 A200208 Provision of costings for proposed works £24K A200213 Environmental Improvements in vicinity of the site £6K A200214 Extension to rose garden footpath in Forty Hill £15,226.70 A200281 Fencing around Forty Hill	£6,834.74 £704.76 £2,924.80 £6,000 £15,226.70	£6,834.74 dd08/09 £704.76 dd 06/07 £2,924.80 dd 04/05 £6,000 dd 08/09 £15,226.70 dd 09/10	£0.00	Within 5 years of the date of receipt of payment
£100,000	£0	Payments are due prior to commencement of development. Similar scheme later approved - either scheme may be implemented.						
£18,000	£19,612.41	CPZ Works in the vicinity of Florence Avenue Car Park	David Oxley	£18,000 A200272 CPZ works. Authorisation approved January 10 Loading bay installed and wider CPZ review commencing now.	£0		£19,612.41 CT0209 (Allocated)	No deadline
£35,000	£35,000	Request for payment shall be made after preliminary works have taken place.	T&T	£34,500 A200273 CPZ works				Within 5 years of receipt of payment
£43,000	£45,036	Education provision within the Borough	Bob Ayton	£43,000 C100871 EC SL Primary Capital Programme	£43,000.00	£43,000 C100871 dd 06/07. Remaining £2,036.30 interest transferred to S106 Education Contingency Account CT0301	£0.00	No deadline

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£36,000	£0	Payments are due on commencement of development					£0.00	No deadline
£50,000								
£40,038.50	£41,471	CPZ and access closure works in the vicinity of Southbury Road	T&T	£6,850 A200196 97-101 Southbury Road £34,500 A200273 CPZ works T&T are progressing wider CPZ review commencing	£2,210.45 £0	£2,210.45 A200196 dd 06/07 £0	£39,260.53 CT0191	17.05.2011
£35,000	£0	Payment due prior to commencement of development					£0.00	Within 5 years of the date of receipt of payment
£28,395	£28,395	Primary Education Provision	Bob Ayton	£28,395.00 C100871ECSL Primary Capital Programme Authorisation approved in July 2010	£0		£28,395.00 CT0251	30.07.2012
£15,000	£0	Payment due on or before Implementation					£0.00	Within 5 years of the date of receipt of payment
£10,000								

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£140,000	£141,182.64	Highway & Safety improvements to Whitewebbs Lane to facilitate the access and operational needs to allow the THFC training ground to function	Steve Jaggard & David Cowan	£140K A200253 THFC Off Site Highway Works Approved August 2009 The main works to Whitewebbs are substantially finished, with some white lining & 40mph repeater signs being done now. The balance for potential improvement to the WwL/Bulls Cross,Bullsmoor Lane junction was being held until the impact of the opened Training Ground can be gauged	A200253 dd 09/10	£130,709 CT0232 (allocated)	Within 5 years of the date of receipt of payment
£120,000	£121,017	To enable TfL to undertake works to the A10/Bullsmoor Lane traffic signal junction to deliver the traffic mitigation works arising from the nearby THFC training ground being developed.	TfL	£120K A200254 THFC A10 Improvement Works Approved August 2009 This is for utilisation by TfL		£121,017 CT0233 (allocated)	Within 5 years of the date of receipt of payment
£60,000	£0	Payment to prior to occupation of 50%of the Development				£0.00	
£40,000		Payment to prior to commencement of development of Block A					
£157,000		Payment to prior to occupation of 50%of the Development					

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£25,000	£0	Payment due prior to occupation of 1st Residential unit					£0.00	Within 3 years from the date of receipt of payment
£12,500								
£161,636								
£75,000								
£1,500 tbc	£0	Payment due on commencement of development					£0.00	No deadline
£50,000								
£25,000	£0	Payment due on commencement of development					£0.00	Within 3 years from the date of receipt.

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£110,000	£0	Payments are due prior to commencement of development					£0.00	Within 5 years from the date of receipt of payment
£45,000	£0	Payments are due prior to commencement of development		£0	£0		£0.00	Within 5 years of the date of receipt of payment
£5,000								
£72,222								
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
£4,267	£4,267	£4,267 Education	Bob Ayton	£4,267 C100871 EC SL Primary Capital Programme Authorisation approved in July 2010	£0	£0 as yet	£4,267 (CT0243) allocated	no deadline

Financial Obligation	Sum received to date (including interest where)	Funds allocated/available for spend	Department /Officer responsible for spend	Funds Authorised for Spend	Funds Spent	Details of Spending	Available balance as of 01/11/2010	Spend Deadline
£6,502	£6,502	£6,502 Education	Bob Ayton	£6,502 C100871 EC SL Primary Capital Programme Authorisation approved July 2010	£0	£0 as yet	£6,502 CT0247 Allocated	no deadline

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