

Public Document Pack



PLANNING COMMITTEE

Wednesday, 16th February, 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, Anne-Marie Pearce,
Martin Prescott, George Savva MBE and Tom Waterhouse

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 15/02/11.

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 25 JANUARY 2011** (Pages 3 - 14)

To receive the minutes of the Planning Committee meeting held on Tuesday 25 January 2011.

CIRCULATED UNDER SEPARATE COVER

5. REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 187) (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. LBE/10/0031 - HONILANDS PRIMARY SCHOOL, LOVELL ROAD, ENFIELD, EN1 4RE (Pages 17 - 36)

RECOMMENDATION: Approval subject to conditions
WARD: Turkey Street

7. LBE/10/0037 - HIGHMEAD ESTATE, FORE STREET & CAR PARK TRAFALGAR PLACE, LONDON, N18 2SL (Pages 37 - 72)

RECOMMENDATION: Approval subject to conditions and S106 Agreement
WARD: Upper Edmonton

8. LBE/10/0039 - MERRYHILLS PRIMARY SCHOOL, BINCOTE ROAD, ENFIELD, EN2 7RE (Pages 73 - 80)

RECOMMENDATION: Approval subject to conditions
WARD: Highlands

9. TP/10/0473 - 1, CRESCENT ROAD AND 33, WAVERLEY ROAD, ENFIELD, EN2 7BN (Pages 81 - 96)

RECOMMENDATION: Approval subject to S106 completion
WARD: Grange

10. TP/10/0601/MM1 - MAIN BUILDING, ST MICHAELS C OF E PRIMARY SCHOOL, BRIGADIER HILL, ENFIELD, EN2 0NB (Pages 97 - 104)

RECOMMENDATION: Approval subject to conditions
WARD: Chase

11. TP/10/0880 - WATER TOWER, 405, THE RIDGEWAY, ENFIELD, EN6 5QT (Pages 105 - 112)

RECOMMENDATION: Approval subject to conditions
WARD: Chase

12. TP/10/1392 - ENFIELD COLLEGE, 73, HERTFORD ROAD, ENFIELD, EN3 5HA (Pages 113 - 128)

RECOMMENDATION: Approval subject to conditions
WARD: Enfield Highway

13. **TP/10/1424 - CHASE SIDE WORKS, CHELMSFORD ROAD, LONDON, N14 4JN** (Pages 129 - 158)

RECOMMENDATION: Approval subject to conditions and S106 Agreement
WARD: Southgate

14. **TP/10/1477 - 88 AND 90, HOPPERS ROAD, LONDON, N21 3LH** (Pages 159 - 170)

RECOMMENDATION: Approval subject to conditions
WARD: Winchmore Hill

15. **TP/10/1725 - 173, GREEN LANES, LONDON, N13 4UR** (Pages 171 - 180)

RECOMMENDATION: Approval subject to conditions
WARD: Palmers Green

16. **TP/11/0026 - GALLIARD PRIMARY SCHOOL, GALLIARD ROAD, LONDON, N9 7PE** (Pages 181 - 186)

RECOMMENDATION: Approval subject to conditions
WARD: Jubilee

17. **TP/11/0028 - GALLIARD PRIMARY SCHOOL, GALLIARD ROAD, LONDON, N9 7PE** (Pages 187 - 194)

RECOMMENDATION: Approval subject to conditions
WARD: Jubilee

18. **APPEAL INFORMATION** (Pages 195 - 196)

Monthly decisions on Town Planning Application Appeals.

19. **SECTION 106 AGREEMENTS - MONITORING INFORMATION (REPORT NO. 188)** (Pages 197 - 226)

To receive the report of the Assistant Director (Place Shaping) to provide an update on the monitoring of Section 106 Agreements (S106) for information.

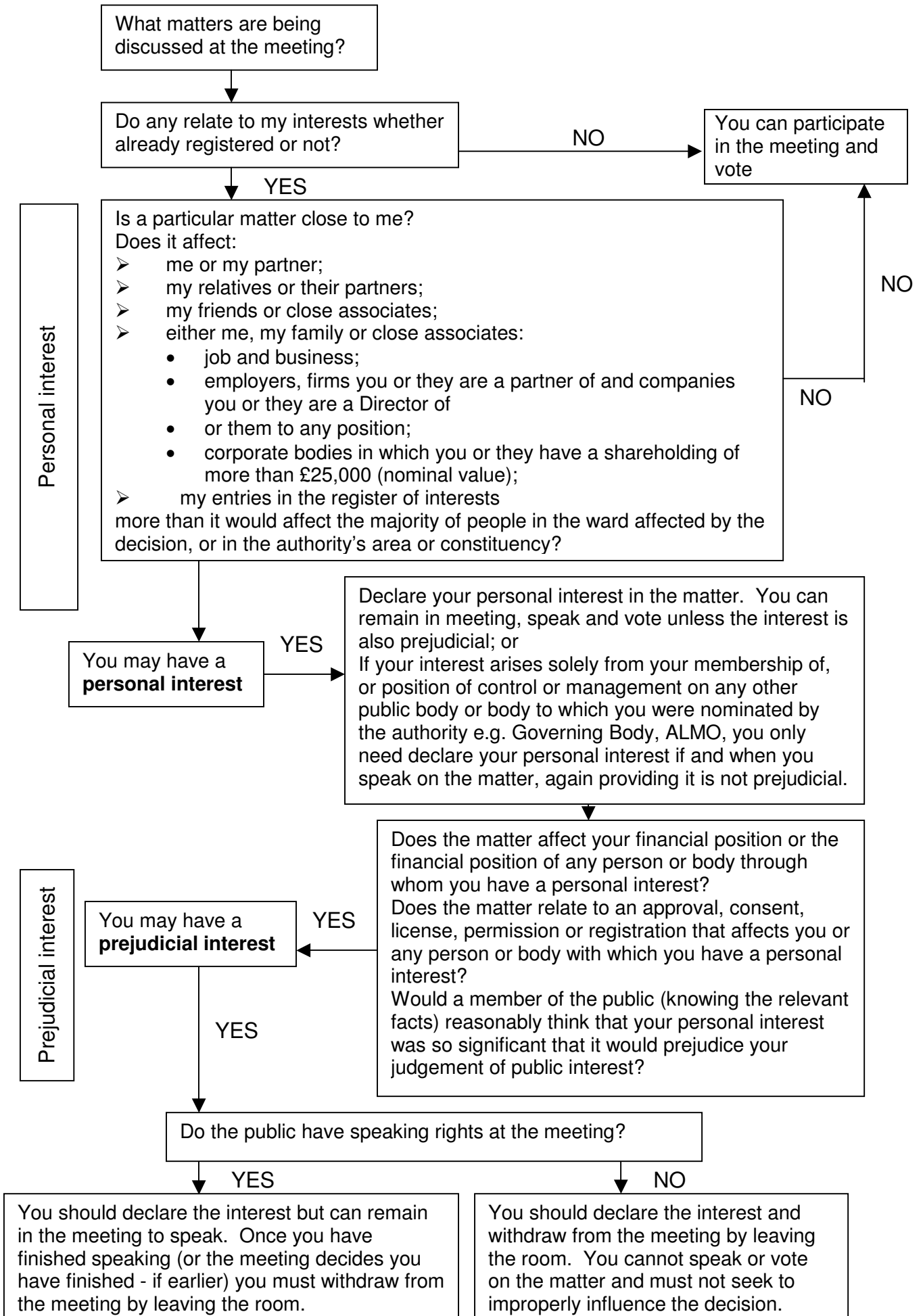
20. **PROTOCOL FOR CABINET MEMBER FOR REGENERATION AND IMPROVING LOCALITIES TO ATTEND PLANNING COMMITTEE (REPORT NO. 189)** (Pages 227 - 230)

To receive the report of the Director of Finance and Corporate Resources to seek the agreement of Members to the draft protocol for the Cabinet Member for Regeneration and Improving Localities to attend Planning Committee in his capacity as a Cabinet Member.

21. 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)

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 - 25.1.2011

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 25 JANUARY 2011**

COUNCILLORS

- PRESENT** Andreas Constantinides, Toby Simon, Kate Anolue, 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** Ali Bakir
- OFFICERS:** Linda Dalton (Legal Services), Debbie Addison (Legal Services), Andy Higham (Planning Decisions Manager), Steve Jaggard (Environment & Street Scene) and Aled Richards (Head of Development Management) Jane Creer (Secretary) and Kasey Knight (Secretary)
- Also Attending:** Approximately 25 members of the public, applicants, agents and their representatives.
Dennis Stacey, Chairman of Conservation Advisory Group.
Councillor Alan Sitkin.
Dr Eliot Finer, Independent Member of Standards Committee.

690**LONDON PLANNING AWARDS**

NOTED the Committee recorded their congratulations to the Planning Department and Sharon Davidson (Principal Planning Officer) in particular, on winning the Best Built Project award at this year's London Planning Awards for Enfield Town Library, and it was suggested that Sharon Davidson be invited to full Council meeting.

691**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.

692**APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Bakir and from Bob Griffiths (Assistant Director, Planning & Environmental Protection).

693**DECLARATION OF INTERESTS**

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NOTED

1. Councillor Simon declared a personal interest in application TP/10/1335 – 10, Saville Row, Enfield, as he had advised residents of Planning Committee procedures.
2. Councillor Neville declared a personal interest in application TP/10/1278 – 46, Cranleigh Gardens, London as he had requested that it be considered by the Planning Committee after having been contacted by the adjacent property owner.

694

MINUTES OF PLANNING COMMITTEE 16 DECEMBER 2010

NOTED the amendment to Minute 620 requested by the Planning Decisions Manager and the amendment to Minute 619 requested by Councillor Neville with the agreement of Councillor Simon.

AGREED the minutes of the meeting held on Thursday 16 December 2010 as a correct record, subject to the amendments as above.

695

REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 170)

RECEIVED the report of the Assistant Director, Planning and Environmental Protection (Report No. 170).

696

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.

697

LBC/10/0035 - BOWES PRIMARY SCHOOL, BOWES ROAD, LONDON, N11 2HL

NOTED

1. The two applications in respect of Bowes Primary School would be discussed together.
2. In respect of application LBC/10/0035, a letter had been received from English Heritage raising no objection.

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3. In respect of application LBE/10/0035, a letter of support had been received from Councillor Yasemin Brett, Bowes Ward Councillor and longstanding governor of Bowes School, read in full to the Committee.
4. The deputation of Mr Steven Williams, neighbouring resident of Stanley Road, including the following points:
 - a. The original proposals had minimal impact on neighbouring properties, but the additional parking restrictions in this application would have a substantial effect, and residents had not been consulted.
 - b. Nine households would no longer be able to park outside their homes in Stanley Road, and 209 Bowes Road would also be affected. It was already difficult to find a parking space in the vicinity and property values would fall.
 - c. Concerns about the look of bricked off garages alongside 209 Bowes Road.
 - d. The tree which shielded his view from the North Circular Road would be removed.
5. The statement of Councillor Alan Sitkin, Bowes Ward Councillor, including the following points:
 - a. He was also speaking on behalf of the school, and he supported the points made by Councillor Brett.
 - b. Bowes Primary School children had disproportionately few amenities and any measure to give them access to more playground space should be taken.
 - c. Further distancing of the children from the traffic and fumes was welcome.
 - d. He understood local residents had concerns regarding child noise, but considered traffic noise had a greater effect.
6. The advice of the Traffic and Transportation officer in respect of the extension of parking restrictions into Stanley Road, and confirmation that there was likely to be an additional loss of around six parking spaces in a heavily parked road, but on balance this was felt to be outweighed by the benefits of the scheme.
7. The advice of the Planning Decisions Manager in respect of the Notting Hill Housing Trust owned property at 209 Bowes Road.
8. Members' support for tree planting within the new playground to replace lost street trees, and for the benefits of the scheme to the school children.
9. Members' unanimous support in favour of the officers' recommendations.

AGREED 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 the conditions set out in the report, for the reason set out in the report.

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LBE/10/0035 - BOWES PRIMARY SCHOOL, BOWES ROAD, LONDON, N11 2HL

NOTED that the application was discussed in conjunction with application LBC/10/0035 and noted in Minute 697 above.

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

Additional Condition

No development shall take place until details of a scheme to introduce waiting restrictions around the turning head have been submitted to and approved by the Local Planning Authority: the approved details to be implemented in accordance with an agreed timescale.

Reason: To ensure the turning head remains unobstructed and available for use in the interests of highway safety.

699

CAC/10/0008 - THE COTTAGE, 17, GAMES ROAD, BARNET, EN4 9HN

NOTED

1. The two applications in respect of the site were discussed together, but voted on separately.
2. Two adjoining residents had written to advise that, notwithstanding their objections to the massing and scale of the development, the increasing gentrification of the area and inadequate provision of car parking, they had met with the developer and would be prepared to waive their objections if matters which they had agreed with the developer could be secured through planning condition.
3. Confirmation of the Planning Decisions Manager that further conditions would be added in consultation with local residents to cover the points raised.
4. The deputation of Mrs Margaret Redman on behalf of Monken Hadley Conservation Advisory Committee, including the following points:
 - a. This application was changed very little from the previous one.
 - b. The property fitted well into the area, together with the cottages opposite, on one of the oldest roads in England.
 - c. This development would be too big for the site, its height and depth would be detrimental to other properties, and there were concerns about how long the features would remain as fitted.
 - d. There would be a loss of garden space and trees which made the area delightful.
 - e. The Planning Inspector appeared to ignore the views of local residents and the developer had done nothing to lower the scheme's height and bulk.

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5. The deputation of Mr Philip Redman on behalf of Chalk Lane Area Residents Association, including the following points:
 - a. They objected to the demolition of the property and replacement with a vast bulky building 2.5 times greater in footprint.
 - b. There may be 16 people living in the development and potentially at least 16 vehicles and visitors' cars. Parking provision would be inadequate, there was no parking availability in Games Road and the extra traffic would result in blockages and pollution.
 - c. The single exit/entrance was a potential hazard for emergency vehicles.

6. The response of Mr Colin Bull, neighbouring resident of Fairgreen East, including the following points:
 - a. He was speaking on behalf of residents of nos. 14, 16 and 18 Fairgreen East and no. 1 Games Road; the four properties that had boundaries with the development site.
 - b. They had concerns regarding the scale, parking provision and effect on visual amenities and views, but recognised the Planning Inspector's conclusions.
 - c. If approval was granted, he would want the plan agreed by residents and Banner Homes to be implemented and the suggested conditions to be followed through on, including screening by evergreens and not permitting floodlighting at the rear.

7. The response of Mr Neil Cottrell, Planning Manager, Banner Homes Ltd, including the following points:
 - a. He confirmed there had been very positive discussions with Mr Bull and the other neighbours and Banner Homes had no objections to their requests.
 - b. The appeals were dismissed on the unacceptable effect of the coach-house on 18 Fairgreen East. The Planning Inspector fully accepted the principle of demolition and replacement of the property.
 - c. The design and setting of the coach-house had been amended, and the development would preserve the character of the conservation area.
 - d. There was satisfactory parking provision and the proposals were acceptable from a highways viewpoint.

8. The Planning Decisions Manager's assurance that conditions would cover refuse storage and tree protection and consultation with local residents would take place in respect of the landscaping and external lighting.

9. The statement of Mr Dennis Stacey, Chairman of the Conservation Advisory Group (CAG) advising that the group had considered the site on a number of occasions and consistently advised that the side and rear elevations were too big. Though not locally listed, this was a charming building, appropriate in scale and setting in the area. The proposal would be out of keeping and should be rejected.

10. Members' discussion commending the developer and neighbouring residents for working constructively together, and recognising the principles established by the Planning Inspector's report.

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11. Officers' confirmation that the emergency service access, the extra traffic generation, and the density were considered satisfactory, and distance from the electricity substation was sufficient.

12. Councillor Simon's request for additional detail to break up the expanse of blank wall.

13. Councillor Delman's continuing concerns that the new proposal was only marginally different, would not enhance the conservation area and that the Council had strong grounds for rejecting this application.

14. The support of the majority of the Committee for the officers' recommendation; 10 votes for and 3 votes against.

AGREED that Conservation Area Consent be granted, subject to the conditions set out in the report, for the reasons set out in the report.

700

TP/10/0977 - THE COTTAGE, 17, GAMES ROAD, BARNET, EN4 9HN

NOTED

1. The application was discussed in conjunction with the associated application CAC/09/0015 and noted in Minute 699 above.

2. The support of the majority of the Committee for the officers' recommendation, with amended and additional conditions; 10 votes for and 2 votes against with 1 abstention.

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

Amended Conditions

Condition 1 The development shall not commence until details of amended flank elevations to incorporate improved detailing and the external finishing materials to be used in the scheme 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.

Condition 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 incorporate evergreens (for immediate screening) and indigenous species and 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.

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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.

Additional Conditions

Condition 19 The development shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

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

701

TP/10/1547 - 6, BOURNE HILL, LONDON, N13 4LG

NOTED

1. Receipt of an additional consultation response from Environmental Health advising they had no objection.
2. The deputation of Mr David Cooper, the agent, including the following points:
 - a. The description in the report incorrectly described the premises as a petrol filling station, which had not been the case for at least three years.
 - b. As part of the 2007 planning permission, a S106 Agreement was entered into and £23,000 paid to provide a pedestrian cross-over and road markings considered imperative at the time. This money had not been spent, the Council had failed to meet its part of the undertaking and it was wrong for this application to be resisted on highways grounds.
 - c. The business had functioned successfully during its period of operation; it managed a sequential flow of vehicles through the bays and there had been no accidents or road blockage. Members were welcome to visit and see the operation.
 - d. Noise levels had been checked by Environmental Health who confirmed there was no problem.
 - e. The applicant would provide barriers to restrict access when the site was full, and an electronic board could be installed if necessary.
3. The response of Mr Denis Mayer, local resident, including the following points:
 - a. There were outstanding issues regarding land ownership and boundaries.
 - b. The kiosk, garage and storage had gone and the site looked ugly in what was a beautiful residential area.
 - c. From his garden, the hoovers and power washers could be heard operating non-stop, and spray came over the walls.

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4. The response of Ms Pauline Monaghan, local resident, including the following points:
 - a. Every morning when she walked by she was unable to pass this site easily because of the number of cars there and she had to wait for them to move.
 - b. Soaping and pressure hosing spray went over the pavement and operators had to stop the hoses to let people pass.
 - c. Drying of cars took place on the pavement area because of the restricted space.
5. Members' concern in respect of the unspent S106 monies and advice of the Traffic & Transportation officer regarding an ongoing review of traffic issues in the wider area and that the Council had not wanted to bring the S106 scheme forward in isolation before this review was concluded.
6. Members' discussion regarding the business operation, ways of mitigating effects on local residents, traffic conditions in the area, and suggestions that the application may offer some improvement on the current situation.
7. Planning officers' advice, if Members were minded to approve the application, regarding conditions, which could be delegated to officers for rewording to take into account the residents' concerns. Officers agreed to amend conditions appropriately to deal with water spillage and noise.
8. Planning officers' confirmation that Environmental Health had raised no objection and the Public Health Team had received allegations but none were substantiated, and advice in respect of boundary walls.
9. The proposal that planning permission be approved, with reworded conditions, supported by a majority of the Committee, 9 votes for and 5 votes against.
10. Councillor Neville's request that concern regarding the S106 Agreement be referred to the appropriate Cabinet Member.

AGREED that planning permission be granted, subject to conditions delegated to Officers.

702

TP/10/1278 - 46, CRANLEIGH GARDENS, LONDON, N21 1DS

NOTED

1. In response to Members' queries, the Head of Development Management's advice regarding inspections of building works, and confirmation that in this instance the visit was made by an approved inspector rather than a Council Building Control officer, and that approved inspectors were self regulated.
2. Members' discussion, expressing disappointment that the application was retrospective, comments that it was in keeping with the street scene, but

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concerns regarding the impact on the adjacent property, and officers' advice regarding determination of this application, and on forthcoming legislation and the Localism Bill.

3. The support of the majority of the Committee for the officers' recommendation; 9 votes in favour, 2 against with 2 abstentions.

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

703

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

NOTED that Members had made a very useful site visit on 8/1/11, and hoped that neighbours would be able to work together to enable the development to be built with minimum disruption.

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

704

TP/07/1234/REN1 - COMMERCIAL PREMISES, 5, PICKETTS LOCK LANE, LONDON, N9 0AS

NOTED

1. Confirmation that Lea Valley Regional Park Authority had no objection in principle but wished to be consulted on details regarding highway alterations.

2. In response to Members' queries, confirmation of the Traffic and Transportation officer that the service yard should accommodate turnover of vehicles on site and he was satisfied there should not be undue problems with HGVs parking or waiting. Condition 5 covered traffic management and required an approved travel plan and management plan.

3. In response to queries regarding materials to be processed, the Planning Decisions Manager's advice on the de-manufacturing proposed and that Condition 7 ensured that all storage and processing must be carried out inside the building, and that before the operation started a waste licence must be obtained from the Environment Agency which would ensure that appropriate processes were in place.

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

705

TP/10/0911 - 33, LONDON ROAD, ENFIELD, EN2 6DR

NOTED

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1. An amendment to Condition 16 to remove the reference to guard railings, in the interest of street furniture de-cluttering.
2. Councillor Neville's reservations about the hotel operation and lack of catering provision, and the loss of potential office jobs.
3. The advice of the Head of Development Management that this would be a typical budget hotel, many of which did not provide restaurant facilities. That people would not be catered for would be good for the businesses of Enfield Town and there was a recognised shortage of hotel accommodation in the borough.
4. In response to discussion regarding possible use of the hotel as a hostel which was felt inappropriate for this location, agreement to a new condition controlling use.
5. The support of the majority of the Committee for the officers' recommendation; 12 votes for and 1 against.

AGREED that planning permission be granted, subject to the conditions set out in the report, and amended condition and additional condition below, for the reasons set out in the report.

Amended Condition

Condition 16 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 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.

Additional Condition

The hotel element of the development hereby approved shall be occupied solely as a hotel within Use Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall not be used for any other purpose whatsoever.

Reason: In order to ensure the use of the hotel element remains appropriate to its town centre location and supports the vitality and viability of the town centre.

706

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LBE/10/0033 - CRAIG PARK YOUTH CENTRE, LAWRENCE ROAD, LONDON, N18 2HN

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

707

TP/10/1424 - CHASE SIDE WORKS, CHELMSFORD ROAD, LONDON, N14 4JN

NOTED

1. Receipt of two additional letters of objection from neighbours, listing concerns including inadequate separation from existing properties, does not meet distancing standards, excessive height, balconies affecting privacy, overbearing, out of keeping in the street scene, inadequate parking provision, and poor design.
2. Receipt of an objection from Councillor Bambos Charalambous, Palmers Green Ward Councillor, raising concerns including insufficient distancing, the height and mass represented overdevelopment, not in keeping with the area, loss of privacy, and pressure on local public services.
3. Members' discussion in respect of the impact on parking.
4. Councillor Delman's proposal, seconded by Councillor Prescott, that the decision be deferred to give Members the opportunity to make a site visit to assess parking, amenity space, bulk and size, and impact on neighbouring properties, supported by a majority of the Committee; 7 votes for and 6 against with 1 abstention.

AGREED that consideration of the application be deferred to allow Members to make a site visit.

Reason: In order to enable Members to review the relationship / scale of the development to neighbouring properties and to assess levels of on street parking.

708

APPEAL INFORMATION

NOTED the information on town planning appeals received from 03/12/2010 to 31/12/2010, summarised in tables. Full details of each appeal were available on the departmental website.

709

SECTION 106 AGREEMENTS - MONITORING INFORMATION (REPORT NO. 171)

PLANNING COMMITTEE - 25.1.2011

RECEIVED the report of the Assistant Director (Place Shaping) (Report No. 171).

NOTED that the Chairman had asked for the report to be resubmitted to the next meeting of the Planning Committee, as the information had been reproduced incorrectly in the printed agenda pack and Members would like to see other information included within the appendix.

710

COUNCILLOR NEVILLE

NOTED that Councillor Neville would no longer be a Member of the Planning Committee, and the Chairman's thanks for his contribution to the Committee.

MUNICIPAL YEAR 2010/2011 - REPORT NO 187

COMMITTEE:
 PLANNING COMMITTEE
 16.02.2011

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, 180 applications were determined between 12/01/2011 and 03/02/2011, of which 144 were granted and 36 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 : 16th February 2011

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: Turkey
Street

Application Number : LBE/10/0031

Category: Other Development

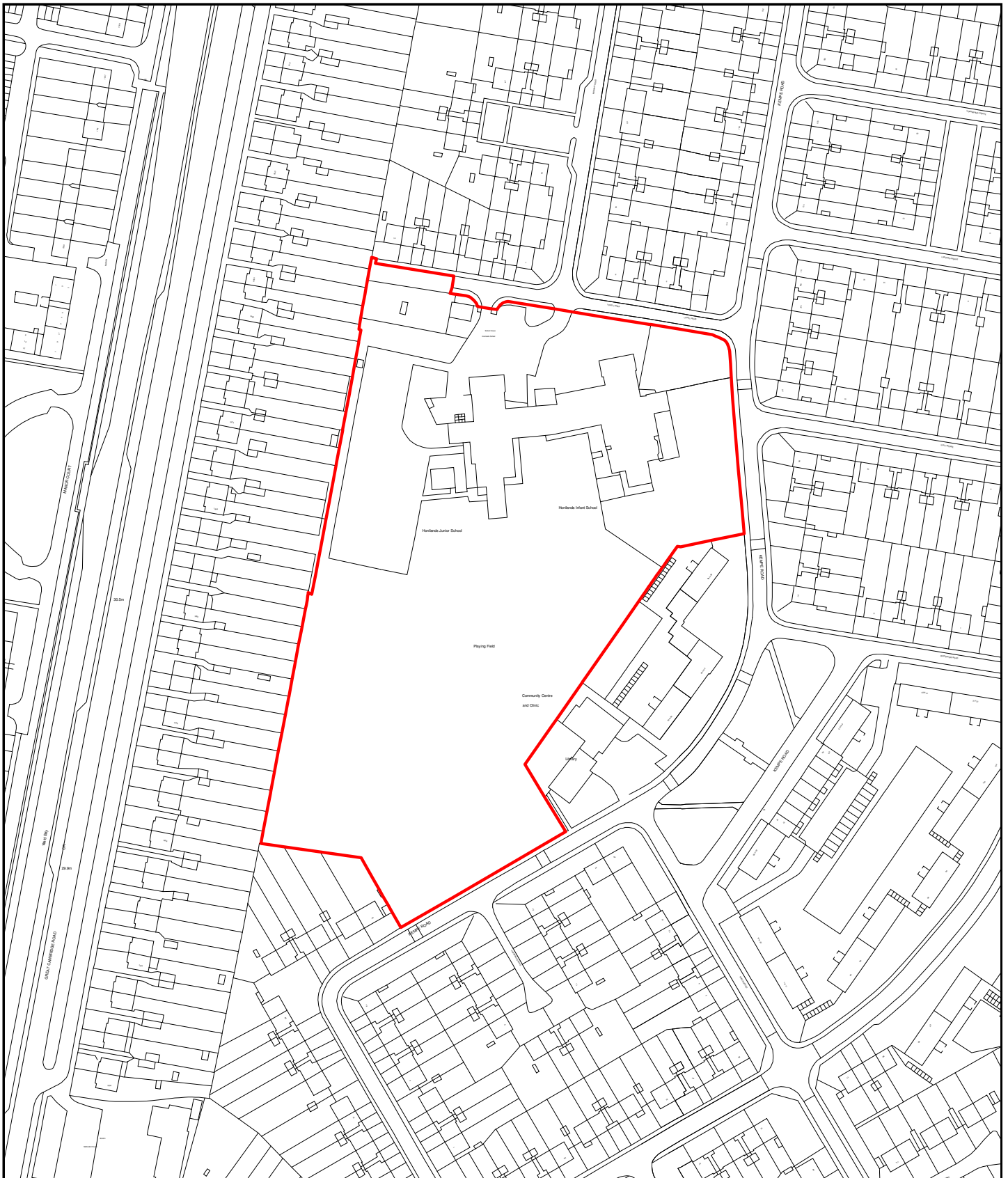
LOCATION: HONILANDS PRIMARY SCHOOL, LOVELL ROAD, ENFIELD, EN1 4RE

PROPOSAL: Two storey side extension, single storey front extension to provide a new entrance lobby, new car park at side and associated landscape works.

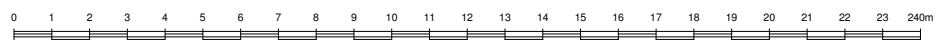
Applicant Name & Address:
London Borough of Enfield
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Agent Name & Address:
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RECOMMENDATION: That in light of the objection raised by Sport England to the loss of playing fields and therefore, subject to the views of the Government Office for the West Midlands, planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions:



Development Control



Scale - 1:2002
Time of plot: 16:16

Date of plot: 02/02/2011

1. Site and Surroundings

- 1.1 Honilands Primary School is bounded by Lovell Road to the north and Kempe Road to the east and south. To the west are 2-storey semi-detached dwellings fronting the Great Cambridge Road (A10) whilst on Kempe Road to the east and Lovell Road to the north, are small terraced.
- 1.2 The surrounding area is predominantly residential in character, with the rear gardens of the aforementioned semi-detached dwellings and to the southeast by three-storey flats and an associated community hall and library.

2. Proposal

- 2.1 Permission is sought for the erection of a two storey side extension, single storey front extension to provide a new entrance lobby, new car park at side and associated landscape works.

Two storey extension

- 2.2 The proposed building is made up of three oblongs in a staggered formation, with a 2-storey link between the existing and proposed buildings. The 2-storey extension will provide a total footprint of approximately 513sqm and a floor area of approximately 950sqm. This element of the development will be to a maximum height of approximately 7.5m to the top of curved roofs.
- 2.3 At the gables on both ends of the oblong, the facades are mostly fenestration serving as the main windows of the teaching areas inside. To the northeast, the rooms face the nature area courtyard while to the southwest, they face the playing field. There are generous roof overhangs on the southwest gable ends to provide solar shading and opaque insulated panels within the fenestration.

Single storey extension

- 2.4 The proposed extension will be sited on the northern elevation of the existing school buildings, and is effectively an infill extension as it will be positioned between the hall and the Head Teacher's office.
- 2.5 It will be between 6.3m and 7m deep, 19m wide, and will have a vaulted roof approximately 4m in height.
- 2.6 This area will accommodate a new entrance lobby, an enlarged office/admin area and a large meeting room.

Car Park

- 2.7 The proposed new car park will be located in the north-west corner of the school and will cover an area of approximately 480sqm.
- 2.8 It will provide additional parking for an additional 25 vehicles, including 1 disability bay.

Landscaping

- 2.9 The existing hard play area will extend towards the new extension and south of the existing hutted classroom. The immediate area surrounding the existing mature ash tree will be covered with permeable resin-bound gravel.
- 2.10 A new footpath will extend southwards along the Nursery and Children Centre boundary fence to the entrance gate along Kempe Road.
- 2.11 A structured soft landscape zone is provided along the Nursery and Children Centre boundary fence.

3. Relevant Planning Decisions

- 3.1 An application for a single storey infill extension to provide additional offices and staffroom (TP/05/0804) was granted planning permission on 24th June 2005. In addition, a temporary classroom to the east of the site (LBE/09/0017) was granted a limited period permission (expiring on 24th June 2014) to provide teaching space whilst building works are completed to the main school building.
- 3.4 Planning permission was granted on 27 July 2010 for the erection of a single storey detached building to south east of site to provide a Nursery with canopy to both sides and front and new pedestrian and vehicle access to Kempe Road and 5 parking bays adjacent to existing Library (ref: LBE/10/0022).

4. Consultations

- 4.1 Statutory and non-statutory consultees
 - 4.1.1 Traffic and Transportation advises that there are no objections but make the following observations:
 - The application is part of an ongoing plan to expand the Borough's schools. The school has been selected for expansion based on its suitability to accommodate an increase in pupils. However, whilst the school may have sufficient space to expand, there could still be a considerable impact on the neighbouring roads in terms of parking provision and traffic generation.
 - Although the school is expanding gradually, the application should be assessed on the ability of the school and surroundings to cope with the total increase in pupils which will peak in Sep 2015.
 - Parking for staff has been addressed by the proposed new car park, which will provide a total of 49 spaces for the total of 95 staff (on completion of the expansion project), which is acceptable and in line with London Plan parking standards, although the travel plan will also be applicable to the staff.
 - In order to address the existing problems and safety concerns then the TA proposed a number of mitigation measures and there is already a 20mph

zone in place. In total six schemes have been proposed, with the three most important ones being identified as:

- Option 6 – CCTC, and Option 2 (eastbound one way arrangement on Lovell Road) – essential
 - Option 1 - Turning head and or increased on street parking on Lovell Road – high priority
 - Option 3 – Parking on Marryat Road, and Option 5, new lay-by on Masons Road – low priority.
- Following discussions with Traffic, it is considered that the schemes that allow for more parking and increase the attractiveness of driving to the school need to be balanced against the objectives of reducing the need to travel by car. Additionally, in terms of road safety around the school, then the eastbound one way arrangement on Lovell Road may not necessarily increase road safety due to the perception that traffic will be unobstructed which may result in increased speeds. Therefore should approval be granted then the measures needed to mitigate against parking problems and road safety will need to be revised.

Conclusion

- The proposal will result in an increase in both vehicular and pedestrian traffic. The TA accompanying the application predicts the worst case scenario for the school, which is based on the modal split from 2009 continuing throughout the five years of the schools expansion. However, the existing Travel Plan surveys and its subsequent review in 2010 has shown that the modal split is slightly below the percentage used to predict future trips, and lends confidence to the 'soft measures' currently being implemented to reduce car journeys to the school. Hard measures have also been proposed, but the exact package of works required has not been determined yet, although the school should be prepared to fund some mitigation measures should they be necessary.

4.1.2 Environmental Protection & Regulations advise that there are no objections.

4.1.3 Sport England object to the proposed development on grounds relating to the loss of playing field..

4.1.4 Thames Water advise that in relation to sewerage and water infrastructure, there are no objections to the proposal.

4.2 Public

4.2.1 Consultation letters have been issued to 92 neighbouring and nearby occupiers. No comments have been received.

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
- CP9: Supporting community cohesion
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25 Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP36: Biodiversity

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)GD6 Traffic
- (II)GD8 Site access and servicing
- (II)H8 Privacy
- (II)H8 Privacy

5.3 The London Plan

- Policy 2A.1 Sustainability criteria
- Policy 3A.18 Protection and enhancement of community infrastructure and community facilities
- Policy 3A.24 Education facilities
- Policy 3C.17 Tackling congestion and reducing traffic
- Policy 3C.23 Parking strategy
- Policy 3D.13 Children and young people's play and informal recreation strategies
- 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 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

5.4 Other Relevant Policy

- PPS1: Sustainable development
- PPG13: Transport
- PPG17: Planning for open space, sport and recreation

6. Analysis

6.1 Principle

6.1.1 As an existing school, it is considered appropriate for this site in principle, to be utilised to provide additional education development to meet the Boroughs identified need for such accommodation. However, this must be weighed against the presumption of loss of some playing field and also against the potential for increased traffic pressures within the vicinity.

6.2 Loss of Playing Field

6.2.1 Paragraph 15 of PPG17, advises that development on playing fields should not be allowed unless:

- i. the proposed development is ancillary to the use of the site as a playing field (e.g. new changing rooms) and does not adversely affect the quantity or quality of pitches and their use;
- ii. the proposed development only affects land which is incapable of forming a playing pitch (or part of one);
- iii. the playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity and quality and in a suitable location
- iv. the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field

6.2.2 The proposed 2-storey extension will be constructed upon existing playing fields and the objection in principle from Sport England is noted. A justification for the expansion of the school onto the playing fields has therefore been provided and can be summarised as below:

- The school has been identified by the London Borough of Enfield as being suitable for expansion as there is no alternative to expanding Honilands.
- The Education (School Premises) Regulations 1999 sets out the statutory minimum total team playing fields area that should be provided for a school of Honiland's proposed pupil numbers as 20,000sqm.
- Building Bulletin 99: Briefing Framework for Primary School Projects notes that in confined sites, the sports pitch area may be provided on a nearby site and/or through a single all-weather pitch.
- The site has a total site area of 27,508.8sqm. The existing total pitch area available for team sports is 14,628m² as broken down in the following table:

	Existing (sqm)	Proposed (sqm)	Building Bulletin 99 (sqm)
Hard play areas	4261	5492	
All weather MUGA	536	536	
Grassed playing field	9831	8940	
Total pitch area	14,628	14,968	12,600-14,925

- The new extension at the school has been designed as a two storey extension to minimise its footprint and impact on the playing field.
- The hard play area has been enlarged to accommodate the increased pupil numbers by incorporating some grassed area that is not part of the playing field area.
- The existing all weather MUGA has been retained
- The proposed grass playing field area is 8,940. There is sufficient space to accommodate a 200m running track during summer and a junior sized football pitch during winter.
- Although the proposals for the extension do reduce the area of playing field, the additional school accommodation cannot be provided in an alternative fashion

6.2.3 The above analysis clearly demonstrates that whilst there will be some loss of existing playing field, this will be compensated for by the increase in size of the 'hard play areas', in accordance with subparagraph iii identified above. It is therefore considered that whilst the objection from Sport England is acknowledged, there is no material harm to on site sports provision and that on balance, taking into account the educational need underpinning this application, the increase in useable playing area compensates for the loss of some open field.

6.3 Impact on Character of Surrounding Area

6.3.1 The proposed 2-storey extension is of a good contemporary design, which will provide a focal point when viewed from the playing fields to the south. The use of materials, to be secured via condition, to complement the existing structures will provide a visual link to those existing structures whilst the building will also appear 'detached' due to the 2-storey glazed link. Furthermore, the design of the single storey infill element will also integrate well with the appearance of the existing building.

6.3.2 All elements are considered appropriate to the context of the site and surroundings.

6.4 Impact on Neighbouring Properties

6.4.1 The nearest residential units are within the 3-storey block approximately 35m to the south east, with the new nursery/ children's centre in-between. To the west, the nearest element of the proposed two storey extension to the rear boundaries of those properties is approximately 50m, with a further 35m to the dwellings. Distancing is therefore considered to be acceptable.

6.4.2 Due to distancing level detailed above, it is considered that there will be no impact on neighbouring occupiers in terms of loss of light and outlook.

6.5 Access and Traffic generation

6.5.1 An additional 180 pupils will generate an increase in both pedestrian and vehicular traffic. In order to predict the impact of the proposed increase in numbers then some form of comparison with baseline conditions is required. The TA in para 3.3 states that baseline studies were informed by a detailed site audit conducted on Tuesday 30th June 2009, desktop research carried out

between June and July 2009 and updated in 2010, and through an additional traffic and transport workshop held at the school on Monday 6th July 2009.

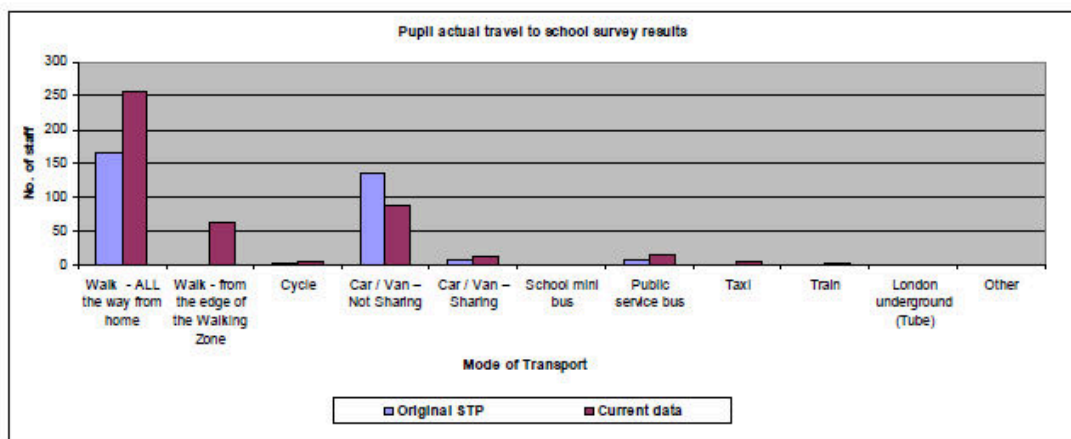
6.5.2 Although the TA details the existing parking restrictions of the site, no data is provided on the actual levels of on street parking during the dropping off and the collection times of the school. The evidence presented in the TA may be accurate but it is mainly anecdotal as opposed to containing quantitative figures on parking levels and available spaces around the school.

6.5.3 The TA does include the modal split and the predicted modal split for the future increase in pupil numbers, using figures taken from the Travel Plan. The data in the Travel Plan is from 2009, although there is more recent data from 2010 contained in the Travel Plan 1st Annual Review, which is shown below:

- Pupils: Nursery 57; Reception 87; Year 1 60; Year 2 56; Year 3 60; Year 4 58; Year 5 58; Year 6 60; TOTAL = 496
- Staff: Full time 22; part time 57

Table showing modal split of pupils 2009 and 2010:

Pupil actual mode of transport to school	Original STP	Current data	Modal Split percentage (actual travel) Original STP Data	Modal Split percentage (actual travel) Current Data	Modal Shift + / - %
Walk - ALL the way from home	165	255	52.1	57.6	5.5
Walk - from the edge of the Walking Zone	0	62	0.0	14.0	14.0
Cycle	1	5	0.3	1.1	0.8
Car / Van – Not Sharing	135	87	42.6	19.6	-22.9
Car / Van – Sharing	8	13	2.5	2.9	0.4
School mini bus	0	0	0.0	0.0	0.0
Public service bus	8	14	2.5	3.2	0.6
Taxi	0	5	0.0	1.1	1.1
Train	0	2	0.0	0.5	0.5
London underground (Tube)	0	0	0.0	0.0	0.0
Other	0	0	0.0	0.0	0.0
TOTAL	317	443	100.0	100.0	0.0



Pupil survey Figure 2

6.5.4 The “Original STP” as referred to in the data above is the data from the original surveys done in 2009. The results show that progress, in terms of reducing both the percentage of car journeys to the school and the total number of trips by car, has been positive. Car use has reduced in real terms

from 135 trips to 97 trips, with the 97 trips representing a modal split of 19.6% of all trips. The reduction of the vehicular trips is made up by the increase in walking trips, which increased by a total of 20% (including walking trips from the edge of the walking zone).

- 6.5.5 The figures included in the TA are from 2009, and the modal split for this year is used to predict the future trip patterns. The predicted future trip patterns are shown below (taken from 6.11 of the TA).

Table 6.11 Future Inbound Pupil Trips

Time Period	Number of Person Trips by Mode							Total
	Car	Bus	Walk	Rail	Car Share	Cycle / Scooter	Park & Stride	
School Day / Nursery (first session) Start (08:30–08:50)	288	17	351	0	17	0	2	675
Nursery (second session) Start (12:10-12:25)	19	1	24	0	1	0	0	45
Total Daily Arrivals	307	18	375	0	18	0	2	720

Source: Derived from Honilands CE Primary School STP, January 2009; Note: Arithmetic errors due to rounding.

- 6.5.7 The total number of pupils is set at 720 as this is the level expected after all the years fill up, including the nursery. The percentage modal split of the above application is based on the existing figures from the 2009 surveys, not the more recent 2010 surveys. The modal split used in the predictions is 42% car, and 52% for walking, when the latest modal split suggests approx 20% arrive by car and 70% walk.
- 6.5.8 As the existing modal split percentage of walking is slightly higher than the split used in the predictions, then there is some degree of confidence that if the Travel Plan is continually reviewed and improved that the resulting number of trips by car after five years will be below those predicted. If the 20% modal split is maintained then the number of car trips would be 122 out of 720, which is fewer than the original surveys done in 2009 for when the school had 317 pupils.
- 6.5.9 There are a number of other factors that could influence the modal split, such as the catchment area for future pupils. The TA suggests in para 5.6 that most pupils live in the EN1 postcode, and that the majority of the intake for September 2009 lived within 2km of the school (although the figures mentioned in 5.3 are not included in the TA). The TA states in para 5.7 that the catchment area for future pupils will be closer to the school than is existing, but this is only based on the September 2009 intake. It is not possible to predict the intake for the future years, and the increase in numbers over the next few years increases the chance of pupils living outside the existing catchment area, and therefore being more likely to arrive by car.
- 6.5.10 The hours of use of the school must also be taken into account when considering the trip generation, as the school operates staggered hours and therefore not all the vehicles will be arriving at the same time. The TA details the operating times of the school which are stated as:

- 8:00am – Pupils arrive for breakfast club;
- 8:30am – Pupils arrive at school;
- 8:50 am – Majority of pupils arrive at school;
- 11:25am - School day ends for nursery (first session);
- 12:25pm - School day starts for nursery (second session);
- 2:55pm - School day ends for nursery (second session);
- 3:00pm - Key Stage 1 (KS1)(Reception and Years 1 & 2) School day ends;
- 3:05pm - Key Stage 2 (KS2)(Reception and Years 3, 4, 5 & 6) School day ends; and
- 4:20pm - Afterschool activities end (approx. 20 pupils)

6.5.11 The nursery has staggered hours, with one session starting 8.50 and finishing at 11.25, and then another session starting at 12.25 and finishing at 2.55. The rest of the school generally finishes between 2.55 and 3.05. It is during the school finishing times that parents are most likely to park and wait to collect their children, which can lead to illegal parking causing problems for local residents. It is also noted that the school is providing a separate entrance in the south east of the site from Kempe Road (in association with the approved nursery / children's centre), which may result in traffic intensity falling as parents will be able to park further away from the existing access.

6.5.12 It is proposed that a suitably worded condition is imposed to secure the mitigation measures as proposed within the Transport Assessment.

6.6 Parking

6.6.1 The development will provide for 25 additional parking spaces (inclusive of x1 disability space), leading to the access onto Lovell Road. Parking for staff has been addressed by the proposed new car park, which will provide a total of 49 spaces for the total of 95 staff (on completion of the expansion project), which is acceptable and in line with London Plan parking standards, although the travel plan will also be applicable to the staff.

6.7 Sustainable Design and Construction

6.7.1 A BREEAM Pre-Assessment has been submitted, indicating that the scheme is aiming to achieve a minimum rating of 'Very Good'. This is encouraged and a condition is recommended to secure this.

6.7.2 The London Plan stipulates that an Energy Assessment must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (20%) from energy efficiency and renewable energy measures incorporated into the development (Policy 4A.4).

6.7.3 Whilst the nursery building is not considered a 'major scheme', it is a permanent new building that is part of an expansion programme at the school and therefore should demonstrate a commitment to sustainable design and construction.

6.7.4 A Sustainability Assessment Form has been submitted. Proposed Energy saving measures includes the following:

- Trickle vents;

- The installation of a Heat exchange system;
- Insulation of hot water pipes and tanks;
- Insulation for walls, roof and under-floor to meet with minimum building regulations requirements;
- Time controlled lighting

6.7.5 Whilst the above measures are welcomed, a condition is suggested to establish that the development will achieve energy efficiency in accordance with the above savings target.

6.8 Trees

6.8.1 A tree survey has been conducted of the site, with information provided indicating the species, BS categorisation (quality of the tree), those that are to be retained, the root protection area radius, and tree protection.

6.8.2 Seven trees in total are identified for removal as they will be most impacted upon during the development. The loss of these unprotected trees can be mitigated through a condition requiring additional plantings, particularly within the 'ecological zone' to the north-west of the proposed 2-storey extension.

6.9 Ecology

6.9.1 An ecological assessment has been submitted as part of the application. It identifies the site as having minimal

6.9.2 Enhancements proposed include the provision of bat / nest boxes, brown roofs, insect boxes positioned on walls, new landscaping, and the provision of standing deadwood / log piles around the pond to create hibernacula for common reptile and amphibian species.

6.9.3 The above measures are welcomed as they not only increase the ecological value of the site but also provide a valuable and visible educational tool. A condition will be imposed to secure ecological enhancements of the site.

7. **Conclusion**

7.1 The proposed development will improve facilities at the school in terms of teaching accommodation and in the provision of playing areas. Moreover, the design of the extensions are unique when viewed against the existing structures, with the proposed entrance providing a new focal point from Lovell Road and the 2-storey extension providing a focal point from vantage points to the south of that element. The development should also, through measures proposed, not lead to unacceptable impact on parking and traffic safety within the immediate vicinity of the school. Mindful of these, it is also considered that the educational need and the overall effect on playing field provision having regard to Sport England's objection, is not sufficient to render the scheme unacceptable and thus, the proposed development is considered acceptable and approval is recommended for the following reasons:

1. The proposed development, having regard to the amount of playing field lost to accommodate the extensions and having regard to the increased provision of playing fields, is considered to comply with Core Policies 8 and 34 of the Core Strategy, Policies (II)GD3, (II)CS2 and (II)CS3 of the

Unitary Development Plan, Policies 3A.24, 3D.8 and 3D.13 of The London Plan, with PPS1: Sustainable Development and PPG17: Planning for Open Space, Sport and Recreation.

2. The proposed extensions improve teaching facilities at Honilands Primary School as well as providing for additional teaching space for which there is a recognised shortage within the Borough. It is considered that the proposed development complies with Core Policies 8 and 9 of the Core Strategy, Policies (II)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan, Policies 3A.18, 3A.24, 3D.13 4B.1, 4B.8 of The London Plan, and with PPS1: Sustainable Development.
3. The proposed extensions having regard to their design, size and siting do not unduly affect the amenities of adjoining or nearby residential properties having regard to Core Policy 30 of the Core Strategy, Policies (II)GD3 and (II)H8 of the Unitary Development Plan and with Policies 4B.1 and 4B.8 of The London Plan.
4. The proposed development should not lead to conditions prejudicial to the free flow and safety of traffic, including pedestrian traffic, on the adjoining highways. In this regard, the proposal is considered to comply with Policies (II)GD6 and (II)GD8 of the Unitary Development Plan and with Policy 3C.23 of The London Plan.

8. Recommendation

- 8.1 That in light of the objection raised by Sport England to the loss of playing fields and therefore, subject to the views of the Government Office for the West Midlands, planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to the following conditions:

1. C06 Details of phasing of construction
 2. C07 Details of materials
 3. C09 Details of hard surfacing
 4. C10 Details of levels
- The development shall not commence until details of a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed landscaping scheme shall include the following details:
- a. a revised Access Statement detailing routes through the landscape and the facilities it provides;
 - b. an ecological report detailing how the landscaping scheme maximises the ecological value of the site;
 - c. existing and proposed underground services and their relationship to both hard and soft landscaping;
 - d. proposed trees: their location, species and size;
 - e. soft plantings: including grass and turf areas, shrub and herbaceous areas;
 - f. topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;

- g. enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;
- h. hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and
- i. any other landscaping feature(s) forming part of the scheme.

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

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

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Policies CP30 and CP36 of the Core Strategy, the Biodiveristy Action Plan and Policies 3D.14, 4A,3 and 4B.5 of the London Plan 2008.

- 5. C11 Details of enclosure
- 6. C12 Parking and turning facilities shall be provided in accordance with Drawing No.051 rev.2 unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development complies with adopted standards and does not prejudice conditions of safety or traffic flow on the adjoining highway or the internal circulation of the car park.

- 7. C14 Details of access and junction
- 8. C16 Private vehicles only – Parking areas
- 9. C17 Details of landscaping
- 10. C18 Details of tree protection
- 11. C21 Construction servicing area
- 12. C22 Details of construction vehicle wheel cleaning
- 13 NSC1 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 roads, prejudice highway safety or the free-flow of traffic on the adjoining highways, and to minimise disruption to neighbouring properties.

14. NSC3 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.

15. NSC7 No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment

have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

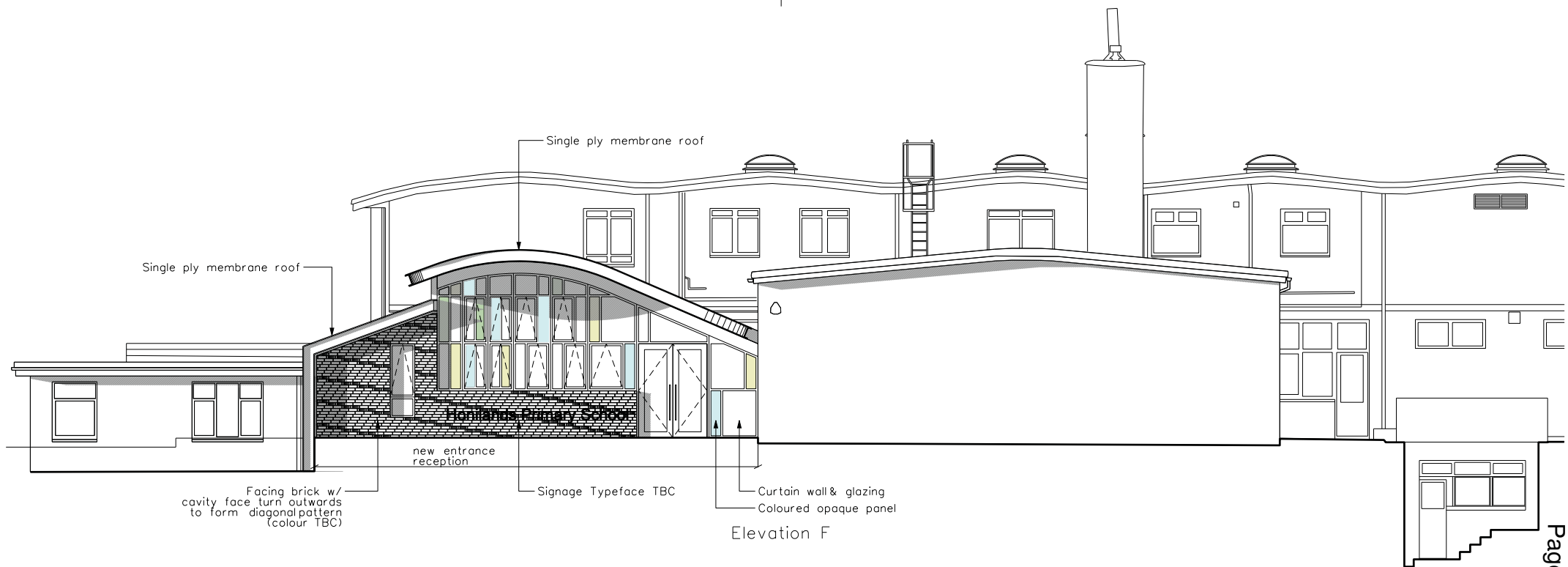
Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

16.NSC8 Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the local planning authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the local planning authority concludes that a SUDS scheme should be implemented, details of the works shall specify:

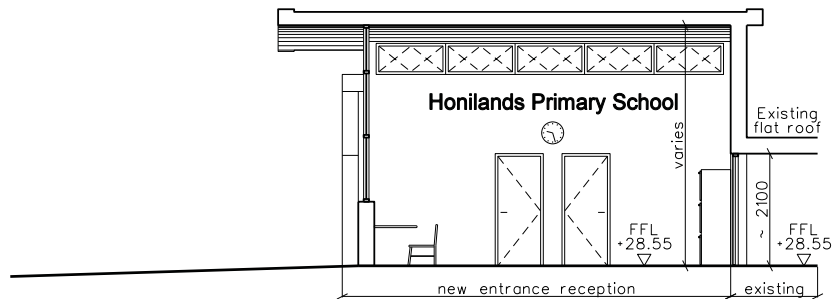
- i) a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- ii) the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure implementation and adequate maintenance to ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

- | | |
|----------|------------------------------|
| 17. C25 | No additional fenestration |
| 18. C41 | Details of external lighting |
| 19. C51A | Time limited permission |



Elevation F



Section E



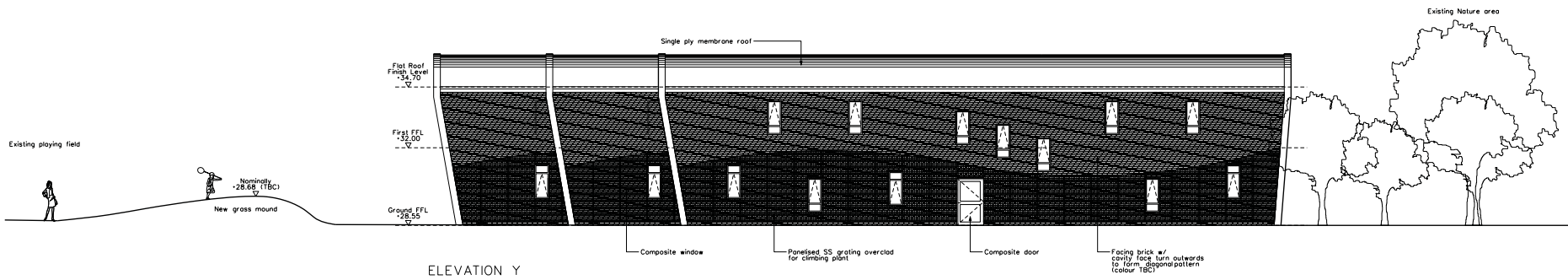
rev	date	description	by
02	24/08/10	Issue for Planning application Aluminium standing seam roof replace with single ply membrane. Roof corner profile amended.	BC
01	25/08/10	General amendment	BC
00	03/08/10	Drawing originated / Initial Issue	BC
drawing amendments			

Shepherd Epstein Hunter
Architecture Planning Landscape

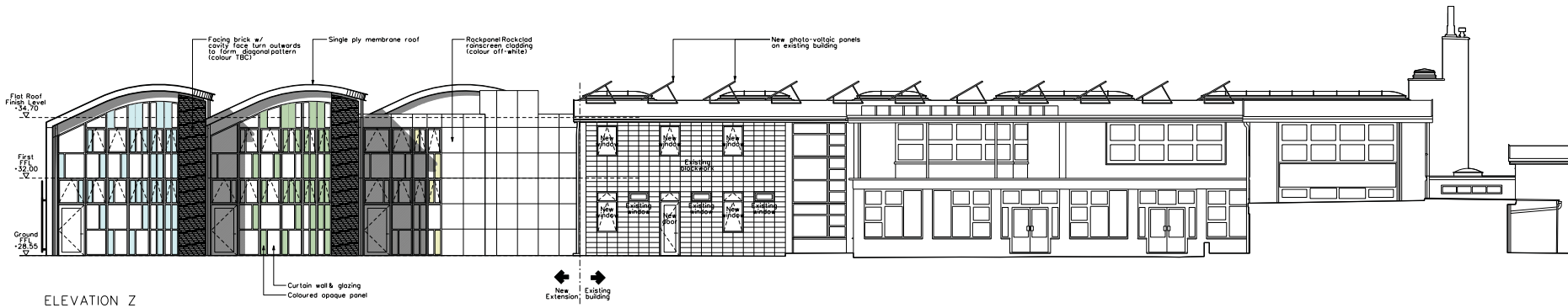
Phoenix Yard, 65 Kings Cross Road, London WC1X 9LW
tel: 020 7841 7500 fax: 020 7841 7575
email: architecture@seh.co.uk web: www.seh.co.uk

project	Honilands Primary School
client	London Borough of Enfield

drawing status	Planning	scale	1:100	size	A3
drawing	Proposed Entrance Reception Elevation & Section	job no.	10007		
		drawing no.	026	rev.	02



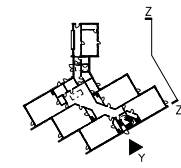
ELEVATION Y



ELEVATION Z



- Notes**
1. Do not scale from this drawing
 2. Work to figured dimensions where shown
 3. Confirm dimensions on site before fabrication or construction - report any discrepancies to CA



00	24/08/10	Issue for Planning application (drawing issued revised). PV panels on existing roof indicated. Aluminium standing seam roof replace with single ply membrane. Roof corner profile amended.	BC
04	18/08/10	Elevation Y mesh overlaid changed to grating overlaid.	BC
03	24/08/10	All glazed boundary panels amended & opaque panels added. Platform terminals added. Building materials indicated.	BC
02	16/08/10	Table and elevation amended. Roof profile amended.	BC
01	27/06/10	All chimney window created. Plans current board cladding suggested. Roof valley ridge added.	BC
00	25/06/10	Drawing originated / initial issue	BC
rev	date	description	by

Drawing amendments

Shepherd Epstein Hunter
 Architecture Planning Landscape

Phoenix Yard, 65 Kings Cross Road, London WC1X 9LW
 tel: 020 7841 7500 fax: 020 7841 7575
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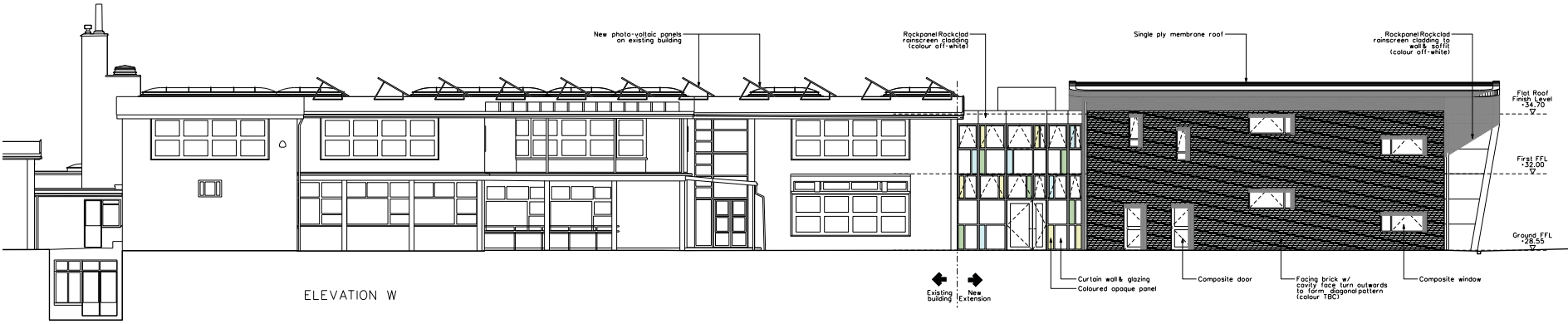
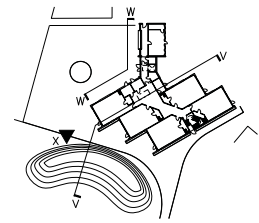
Project
Honilands Primary School

Client
London Borough of Enfield

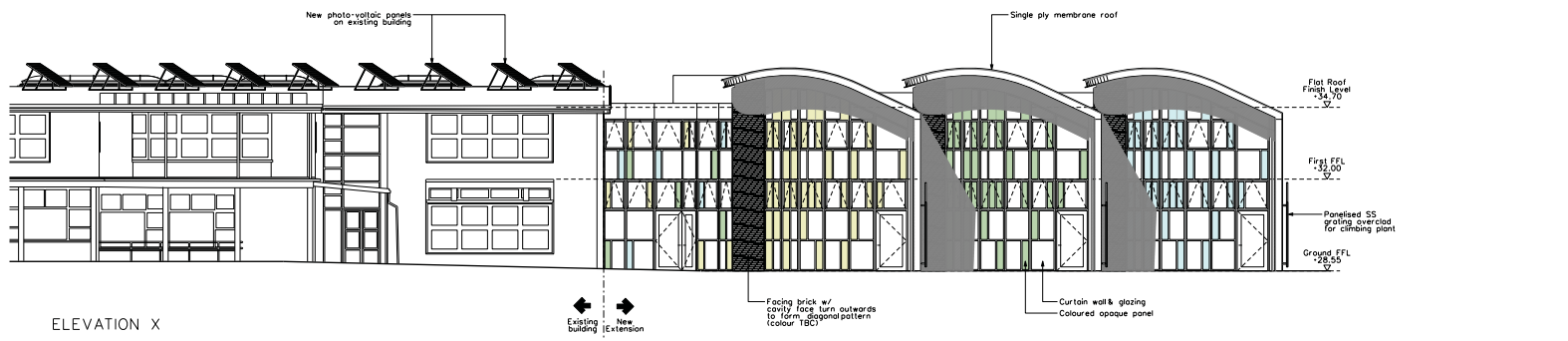
Drawing status	scale	size
Planning	1:100	A1
Drawing	job no.	
Proposed Extension	10007	
Elevation 2 of 2	drawing no.	rev.
	022	05

Notes

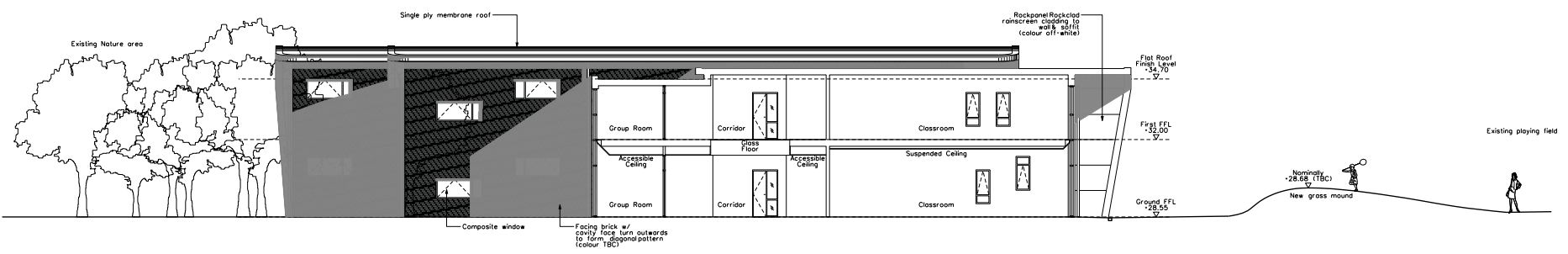
1. Do not scale from this drawing
2. Work to figured dimensions where shown
3. Confirm dimensions on site before fabrication or construction - report any discrepancies to CA



ELEVATION W



ELEVATION X



ELEVATION V



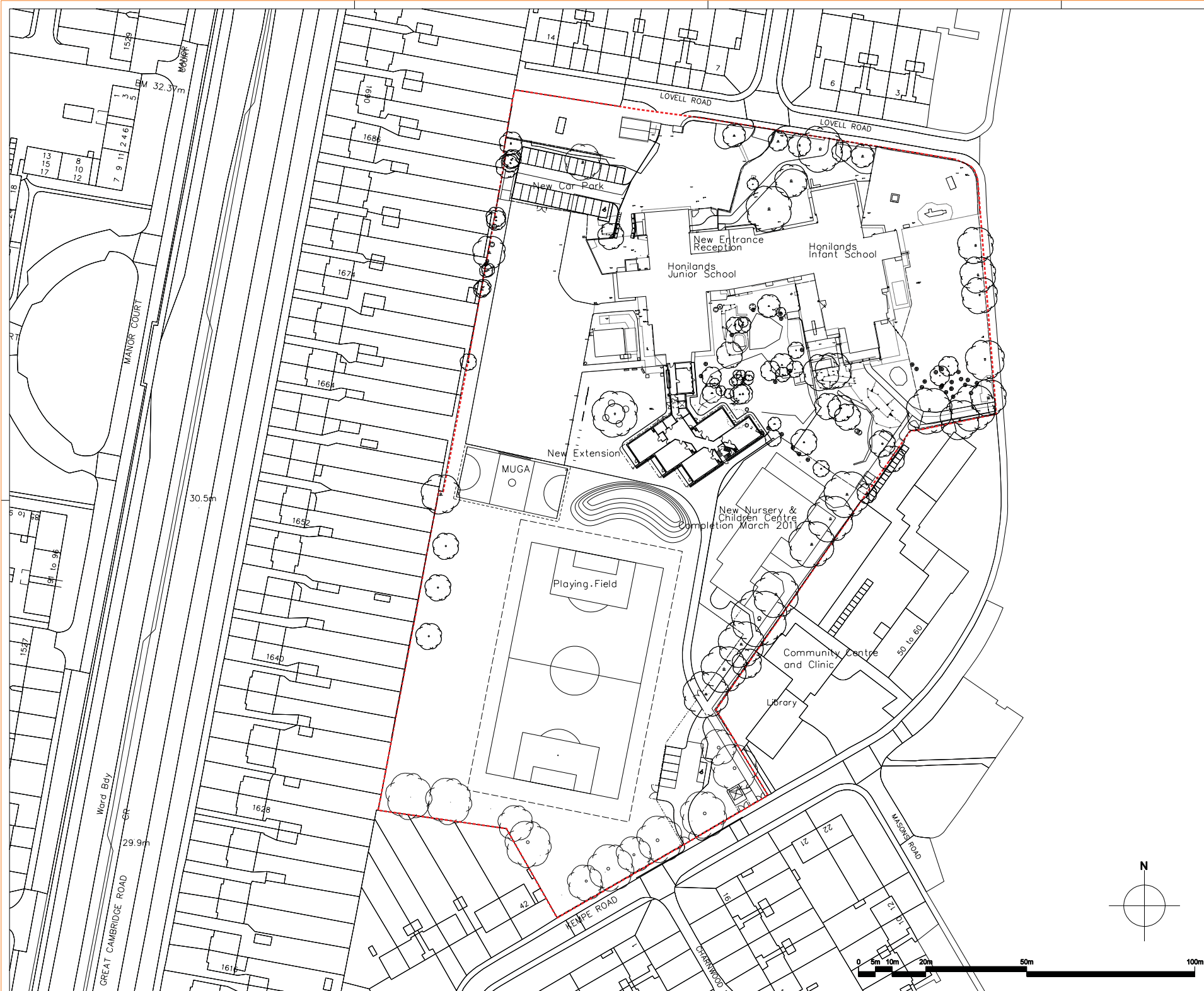
rev	date	description	by
04	24/09/10	Issue for Planning application	BC
03	24/09/10	Drawing layout revised. PVC panels on existing roof indicated. Aluminium cladding panels roof replaced with single ply membrane. Elevation V added. Roof corner profile amended.	BC
02	24/09/10	All glazed window panels amended & opaque panels added. Plantroom Terminal added. Building materials indicated.	BC
01	27/06/10	Table and elevation amended. Roof profile amended.	BC
00	28/09/10	Final current board cladding suggested. Roof valley ridge added.	BC

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Project: **Honilands Primary School**
Client: **London Borough of Enfield**

Drawing status	scale	size
Planning	1:100	A1
Drawing	10007	
Proposed Extension Elevation 1 of 2	021	04



- Notes
1. Do not scale from this drawing
 2. Work to figured dimensions where shown
 3. Confirm dimensions on site before fabrication or construction - report any discrepancies to CA

 Site Boundary

01	24/09/10	Issued for Planning Application	BC
02	28/09/10	Football pitch updated to LRB comments	AL
03	24/08/10	New extension footprint indicated	BC
02	20/09/10	Drawing originated / initial issue	BC
rev	date	description	by
drawing amendments			

Shepherd Epstein Hunter
Architecture Planning Landscape

Phoenix Yard, 65 Kings Cross Road, London WC1X 9LW
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project	Honilands Primary School		
client	London Borough of Enfield		

drawing status	scale	size
Planning	1:500	A1
drawing no.	job no.	rev.
Proposed Site Plan	10007	03
drawing no.	job no.	rev.
004	10007	03

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

Report of

Assistant Director, Planning
& Environmental Protection

Contact Officers:

Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
David Warden Tel: 020 8379 3931

Ward:

Upper
Edmonton

Application Number : LBE/10/0037

Category: Smallscale Major
Dwellings

LOCATION: Highmead Estate Fore Street & Trafalgar Place Car Park,
London, N18 2SL

PROPOSAL: Redevelopment of site to provide 4 commercial and 120 residential units (comprising a part 6-storey, part 8-storey block of 1092 sqm of commercial floorspace (A1 Retail, A2 offices, A3 Restaurant and A4 Drinking establishments) at ground floor, 3 x 3-bed maisonettes, 45 x 1-bed, 33 x 2-bed and 17 x 3-bed flats with balconies to front and rear and 3 blocks of 5 x 3-storey, 4-bed terraced houses with balcony at second floor rear, 1 block of 6 x 3-bed part 2-storey, part 3-storey town houses with integral garages and sun terrace at second floor rear and 1 x 2-bed single family dwelling, a 3-storey block of 180 sqm of community space (D1 non residential institutions), vehicular access to Alpha Road, landscaping works and 28 car parking spaces and 137 cycle parking spaces and change of use of car park at Trafalgar Place from public to private parking.

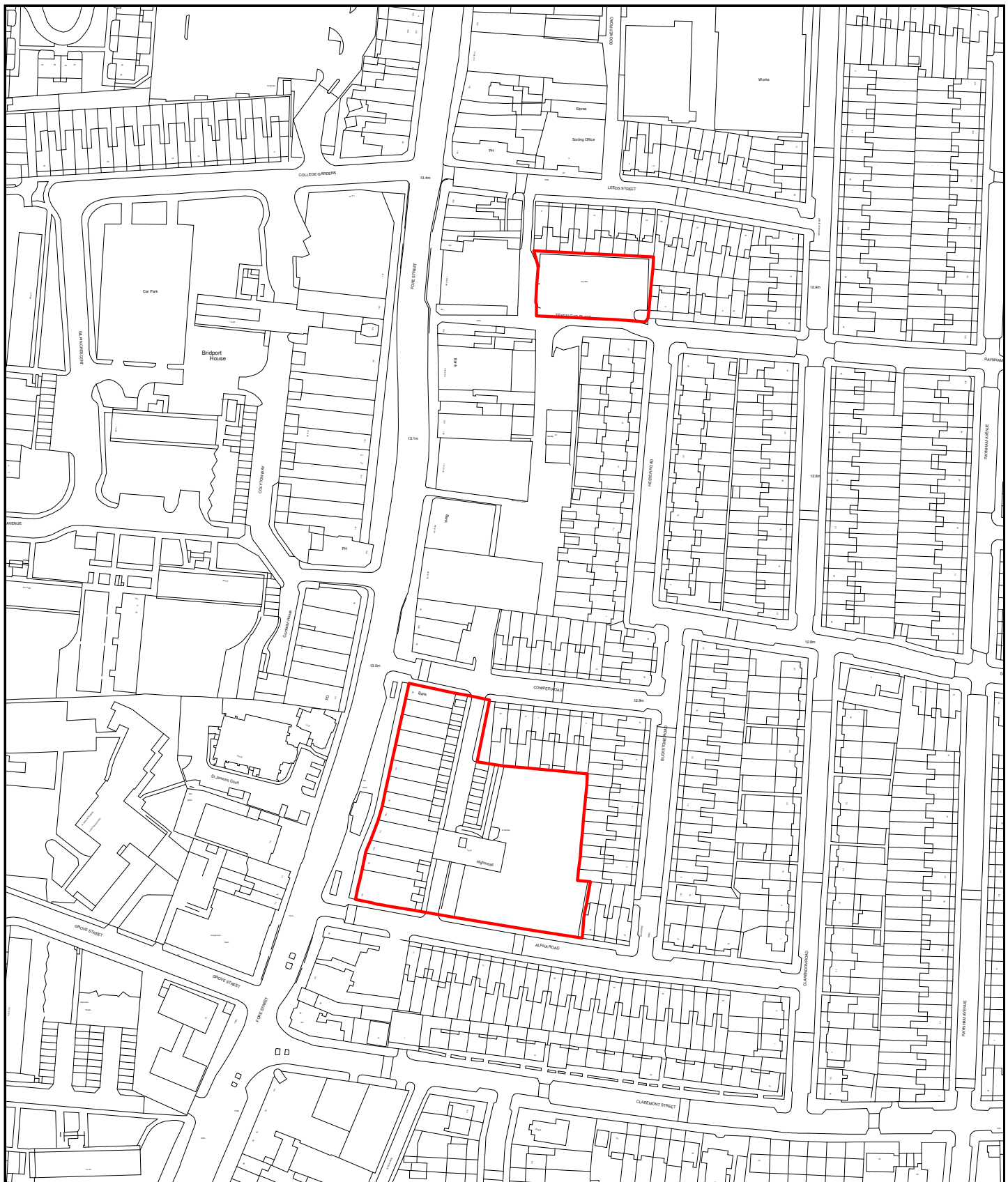
Applicant Name & Address:

London Borough of Enfield
c/o agent

Agent Name & Address:

Andrew Boyd
Savills
Lansdowne House,
57, Berkeley Square,
London
W1J 6ER

RECOMMENDATION: That in accordance with Regulation 4 of the Town & Country Planning General Regulations 1992, and subject to the completion of a S106 Agreement, planning permission be deemed to be **GRANTED** subject to conditions.



Development Control



Scale - 1:2002
Time of plot: 16:12
Date of plot: 02/02/2011

1. Site and Surroundings

1.1 Site

- 1.1.1 The main application site ('the site') is located on eastern site of Fore Street between Cowper Road to the north and Alpha Road to the south. The site currently comprises a mix of residential and retail uses. This includes 61 residential properties comprising: a series of 3 bed maisonettes that are located above a north-south parade of 14 shops which front Fore Street; 10 flats over floors one and two of the 11 storey tower and 40 maisonettes above third floor level. The residential properties are in poor condition and have been vacant since July 2010.
- 1.1.2 To the rear of the Fore Street block is a service road servicing the premises. The site also has a private play area and grassed area to the rear of the site, which is surrounding by high perimeter fencing, is in a relatively poor condition and has not been used since the former Highmead residents have vacated the site.
- 1.1.3 The other element of the application site is comprises the Trafalgar Place Car Park. This is an existing surface level pay and display public car park located behind the rear gardens of properties facing Leeds Street and to the north of Trafalgar Place. Surveys have concluded that there is currently limited use of these facilities.

1.2 Surroundings

- 1.2.1 The surrounding area comprises retail and commercial uses fronting Fore Street with an increasingly residential character moving away from the District centre to the east or west. To the north of the site lie a mixture of two and three storey retail/commercial premises fronting Fore Street along with two storey terraced dwellings fronting Cowper Road and Hester Road, followed by the Trafalgar Place Car Park. To the east and southwest are two storey terraced dwellings fronting Buckstone Road and Alpha Road. To the south and west fronting Fore Street are further two and three storey retail/commercial premises, along St James Court a Church building converted residential. Further south is petrol station where planning permission has previously been granted for a nine storey block. Further west lies St John & St James Primary School, St James Open Space and taller residential blocks extending to nine storeys fronting Joyce Avenue.
- 1.2.2 The site is within walking distance of Silver Street station, which is approximately 500 metres walking distance to the northwest. Fore Street provides immediate access to bus stops and local facilities.
- 1.2.3 The Fore Street frontage is located within the Upper Edmonton (Angel) District Centre. The Fore Street South Conservation lies opposite and to the south of the application site. However, the site is not itself located within a Conservation Area, nor are any of the buildings listed.

2. Proposal

- 2.1 The application proposes the demolition of the existing buildings and redevelopment of the site to provide commercial units fronting Fore Street along with 120 residential units and a community space.
- 2.2 The main building fronting Fore Street would rise to 8 storeys in height, with retail uses at ground floor comprising of 1092 sq m of retail floor space. This building can be divided into Plot 1, comprising 22 affordable homes and Plot 2 including 74 private market flats and 2 affordable maisonettes. Collectively they provide 3 x 3-bed maisonettes, 45 x 1-bed, 33 x 2-bed and 17 x 3-bed flats.
- 2.3 On the rear part of the site, on Plot 3, 22 terraced houses are proposed comprising of 7 x 3 bed units and 15 x 4 bed units. These are arranged as two terraces of 5 dwellings facing Alpha Road, a further terrace of 5 dwellings facing north to south fronting the courtyard and a terrace of 7 dwellings facing east to west again fronting the courtyard.
- 2.4 A three storey community building is proposed in the south western corner along Alpha Road, providing 180 sq m of D1 floor space. A courtyard space is provided to the rear to be used in conjunction with the community space.
- 2.5 The areas around the blocks provide small front gardens matching those already found in Alpha Road, private rear gardens to each of the houses and a central courtyard provide parking and open space. Vehicular accesses are provided from Cowper Road and Alpha Road, but do not provide a through route. Pedestrian access is direct from Fore Street, Alpha Road, Cowper Road or from within courtyard. Servicing of the commercial units is via rear service corridors accessed from Cowper and Alpha Road.
- 2.6 The proposal includes the change of use of Trafalgar Place Car Park from a pay and display public car park to a private car park for the exclusive use of Highmead redevelopment residents. Improvements to the car park will include perimeter fencing, lighting and CCTV.
- 2.7 The scheme provides 26 on-site parking spaces, which will be allocated to the family housing. Two car club bays would also be available on-site, which evidence suggests are equivalent to approximately 20 parking spaces. A further 45 parking spaces are provided in the proposed private car park at Trafalgar Place. Together, these elements provide for a total of 91 spaces or 76% provision. The scheme provides 130 cycle parking spaces across the site.
- 2.8 The application is submitted on behalf of Council following a series of Cabinet decisions to decant existing tenants, demolish the building and regenerate the site. A Statement of Consultation has also been provided confirming consultation workshops and events, along with two separate questionnaires to 1,000 local residents. The statement confirms that the events informed changes to the design of the scheme including the provision of outdoor space to the community unit, car parking, a secure perimeter and the height of the proposed houses on Alpha Road reduced so that they are no higher than the existing dwellings.

3. Relevant Planning Decisions

- 3.1 None relevant to the proposed redevelopment of this site.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Thames Water does not object to the proposal and provides guidance for the applicant in respect of surface water and foul drainage. However, they note that the water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development and request a planning condition to address the magnitude of any new additional capacity requirement along with a suitable connection point.
- 4.1.2 EDF Energy raises concerns regarding the proximity of the new dwellings to the retained Highmead substation site. Guidance is provided on the potential for noise and vibration impacts, as well as construction safety requirements.
- 4.1.3 The Metropolitan Police Crime Prevention Design Advisor comments that pre-application meetings have been held and that the development appears capable of achieving Secured by Design recognition.
- 4.1.4 The Housing Enabling Team fully support the Highmead application stating it meets the following key objectives in the emerging Estate Renewal strategy;
- Increase supply of good quality affordable housing in the borough
 - Meets an identified housing need
 - Tackle deprivation on housing estates that combines physical, social and economic deprivation
 - Support sustainable mixed communities across the borough
- 4.1.5 The Urban Design Team welcome the generally clean and simple form of the development and acknowledge the following essential design criteria, listed below, which have been fulfilled:
- A landmark building forming a beacon on centre of Fore Street
 - Mixed tenure but externally tenure blind
 - Provision of community space
 - Consolidates and forms good high street
 - Ground floor retail units on Fore Street
 - Range of home types within 1, 2 or 3+ bed
 - Catalyst for regeneration
 - Complementary civic/ community uses for the area to be incorporated
 - Active edges to rear streets
 - Some residential access from high street
 - No blank gable ends to transverse streets
 - Corner retail units to have glazed façade wrapping around corners
 - Pedestrian dominant public realm, integrated with traffic calming
 - Maximise natural light
 - Integrate with existing street and building fabric to front, sides and rear
 - Maximise massing towards high street

- Set principles for future high street (50-100 yrs) - massing, height, rhythm, etc
- Achieve Place Shaping, as well as physico-spatial and socio economic objectives

4.1.6 The School Organisation and Development Officer confirms that due to deficiencies in the area financial contributions in respect of education will be required. These are calculated based upon the net increase when compared with the existing building:

Primary	- 6 places x £13,115 per place = £78,690
Secondary	- 2 places x £19,762 per place = £39,524
Total	= £118,214

4.1.7 The Sustainable Design Officer raises concerns that the scheme does not currently meet Code Level 3 for the flats and 4 for the houses. However, it is noted that a number of the issues can be readdressed to realise additional credits and recommends that the application be conditioned to secure both interim and final certification of the scheme to achieve these standards. In addition, conditions are requested to ensure the commercial and community elements of the development achieve a BREEAM rating of 'Very Good'.

4.1.8 The Arboricultural Officer does not object to the scheme and supports the proposed replacement trees surrounding the site.

4.2 Public response

4.2.1 Consultation letters were sent to 341 neighbouring properties. At the time of writing no responses have been received.

4.3 Conservation Advisory Group

4.3.1 The Group were, on balance, in favour of the scheme, despite some concern over the 8 storey Fore Street block. There were also concerns regarding the design such as roof form and materials and fenestration proportions.

5. **Relevant Policy Considerations**

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:

SO1	Enabling and focusing change
SO2	Environmental sustainability
SO3	Community cohesion
SO4	New homes
SO5	Education, health and wellbeing
SO6	Maximising economic potential
SO7	Employment and skills
SO8	Transportation and accessibility
SO9	Natural environment

SO10	Built environment
CP1	Strategic growth areas
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP6	Meeting particular housing needs
CP7	Health and social care facilities and the wider determinants of health
CP8	Education
CP9	Supporting community cohesion
CP11	Recreation, leisure, culture and arts
CP13	Promoting economic prosperity
CP16	Taking part in economic success and improving skills
CP17	Town centres
CP18	Delivering shopping provision across Enfield
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
CP28	Managing flood risk through development
CP30	Maintaining and improving the quality of the built and open environment
CP31	Built and landscape heritage
CP32	Pollution
CP34	Parks, playing fields and other open spaces
CP36	Biodiversity
CP46	Infrastructure contributions

5.1.2 In particular, Core Policy 4 states:

An Estates Investment Management Strategy will be undertaken to inform the future management and priorities for investment across the Council's own housing stock. The Council will facilitate the renewal of the Ladderswood Way and Highmead estates as early phases of this programme, undertaking feasibility studies and working with local residents to identify the most appropriate solution for renewal, taking into account potential for refurbishment and comprehensive redevelopment.

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	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)H12	Residential Extensions
(II)H14	Terracing
(II)H15	Roof Extensions
(II)T13	Creation or improvement of accesses
(II)T16	Adequate access for pedestrians and disabled persons
(II)C38	Loss of trees of public amenity value
(II)C39	Replacement of trees
(II)S8	Non-retail uses
(II)S18	Food and drink uses
(II)S19	Shop fronts

5.3 London Plan

2A.8	Town centres
2A.9	The Suburbs: Supporting sustainable communities
3A.1	Increasing Supply of Housing
3A.2	Borough Housing Targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3A.8	Definition of affordable housing
3A.9	Affordable housing targets
3A.10	Negotiating affordable housing in individual private residential and mixed-use schemes
3A.11	Affordable housing thresholds
3A.17	Addressing the needs of London's diverse population
3C.1	Integrating transport and development
3C.21	Improving Conditions for Cycling
3C.23	Parking Strategy
3D.2	Town centre development
3D.3	Maintaining and improving retail facilities
4A.3	Sustainable Design and Construction
4A.12	Flooding
4A.13	Flood risk management
4A.19	Improving air quality
4A.20	Reducing noise and enhancing soundscapes
4B.1	Design principles for a compact city
4B.2	Architectural design
4B.8	Respect the context of local 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	Delivering Sustainable Development
------	------------------------------------

PPS1	Supplement Climate Change
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning for the Historic Environment
PPS9	Biodiversity and Geological Conservation
PPG13	Transport

6. Analysis

6.1 Principle

- 6.1.1 The site is located within Upper Edmonton District Centre. A mixed retail and residential scheme would be consistent with the surrounding character of the area. The provision of additional residential units in this sustainable location would increase the supply of housing, which would assist in the attainment of the Borough's housing targets.
- 6.1.2 Policy 4 of the recently adopted Core Strategy makes it clear that the renewal of the Highmead estate should be carried out in the early phases of the plans implementation and that this includes the potential for comprehensive redevelopment. Refurbishment of the building has been previously discounted by the Council due to the cost implications and the regeneration benefits of a comprehensive scheme.
- 6.1.3 As such, subject to the resolution of the matters below regarding the scale of development, impact on neighbouring properties and access matters, the principle of the development of the site for residential purposes is considered acceptable.

6.2 Impact on Character of Surrounding Area

Density

- 6.2.1 As previously stated the site lies within the Upper Edmonton (Angel) district centre, along a main arterial route and within close proximity to public transport links. The surrounding area is characterised by a mixture of commercial and residential properties including terraced houses and high rise blocks of flats with a strong urban character. As such, for the purposes of the London Plan's density matrix, it is considered the site lies within an urban area. Moreover, the site has a PTAL of 4/5. Thus the density matrix suggests a range 200 to 700 habitable rooms and 55 to 225 units per hectare. Having regard to the sites primary location, a density towards the top of this range would seem appropriate. However, the need to reduce the form of development on the eastern part of the site to reflect adjoining housing will provide a limitation. Having regard to these factors, a density in the region of 600 habitable rooms and 200 units per hectare is considered appropriate for this site.
- 6.2.2 The application proposes 120 units and 373 habitable room providing a proposed density of 196 u/h or 610hrph. The area of the Trafalgar Place Car Park has not been included. These fall within the range considered acceptable, as set out above. However, advice contained in PPS1 and PPS3, states that a numerical assessment of density must not be the sole test of acceptability and must also depend on the attainment of appropriate

scale and design relative to character and appearance of the surrounding area.

6.2.3 In this instance, the bulk of the proposed development fronts Fore Street reinforcing its primary position as a District Centre with the elements to the rear of the site designed to provide the appearance of two storey buildings with accommodation in the roof. The scale of the existing building to be demolished is noted, as are the supportive comments of the Urban Design Team. Whilst there are some concerns regarding the height and bulk of frontage building, which will be discussed further below, overall it is considered, that the scale of development is appropriate for this prominent urban location.

6.2.4 Having regard to these matters, as well as the surrounding patterns of development, the extent of site coverage and the numerical assessment details above, it is considered that the proposed density is acceptable and would not result in an overdevelopment of the site.

Layout

6.2.5 The layout of the proposed development has emerged from a number of options considered at pre-application stage. The site naturally lends itself to a larger block fronting Fore Street and to the provision of family housing to the rear. The family housing enables the site to integrate well into the surrounding pattern of development.

6.2.6 It is noted that the Urban Design Team support the scheme commenting that there is a well designed internal mews layout to the rear in a dense urban setting with positive overlooking of the communal amenity space.

6.2.7 The hard and soft landscaping scheme will need to ensure that parking does not dominate the areas around the buildings. This will be secured by condition.

6.2.8 Overall, the proposed layout is considered acceptable.

Design

6.2.9 The scheme provides for a contemporary design emphasising the strong angles of the building, whilst seeking to break up its mass through the use of variations in plane, projecting balconies, projecting upper floors and the use of materials.

6.2.10 There are some concerns regarding the bulk of the frontage block. However, the combination of the above factors mean that it will not be read as a continuous mass and is, on balance, considered acceptable. In addition, there are concerns regarding the overall height of the building and whether 8 storeys is greater containment than Fore Street requires. However, planning permission has previously been granted for a 9 storey block within the vicinity of the site, there are tall buildings nearby and the building provides a mixture of storey heights with the majority of the upper two floors recessed from the main façade. Again, on balance, this element of the scheme is considered acceptable.

- 6.2.11 The proposed terraced houses reflect the scale of the surrounding dwellings and provide similar eaves and ridge heights. However, they still provide a contemporary feel in their detailing and roof design. Overall, it is considered this is a successful approach.
- 6.2.12 The scheme includes a relatively simple palette, but with considerable interest added through the use of brick patterns. Often this is simply a mixture of light and dark bricks with either one or the other in significantly greater proportion than the other. In other places within the scheme it involves the use of a dark brick plinth to the main block with light brick string detailing and a hit and miss patterned parapet.
- 6.2.13 The scheme includes the loss of existing trees within the site. However, the Arboricultural Officer has accepted the loss of these trees provided suitable replacements are secured.
- 6.2.14 It is essential in schemes of this nature to ensure there is a consistent approach from the end users of the proposed retail units in respect of shop fronts and signage. A condition will, therefore, secure a Signage and Shop Frontage Strategy. This will ensure that the fabric of the building supports commonality in the shop frontage detailing.
- 6.2.15 A condition will be required to provide a central satellite to avoid individual satellite dishes from adversely affecting the design.
- 6.2.16 Overall, it is considered that the proposal provides for a strong design that breaks up the massing of the frontage block and integrates well with the surrounding terraced dwellings.

Amenity space

- 6.2.17 The adopted standard requires the provision of 100% of the gross internal area (GIA) for houses, 75% for flats with 2 or more bedrooms and 50% for those with one bedroom.
- 6.2.18 The proposal incorporates approximately 2,583 square metres of amenity space of which 1065 square metres is in the form of private gardens, 848 square metres is balconies/terraces, while 670 square metres is communal garden and patio. This equates to a 53% provision for the houses and maisonettes and a 21% provision for the flats. In addition, significantly more than 15% is provided in the form of terraces and balconies.
- 6.2.19 Taking each element in turn, the gardens proposed are of similar sizes to those present in serving the surrounding terraces properties. They are of a regular shape and a reasonable depth (between 9 and 11 metres). Compared with the form and layout of neighbouring residential properties, this quantum of provision is consistent with this and, in the context of this and the desire for regeneration, is considered to provide high quality private amenity space in what is an urban environment. As a result, it is not considered the shortfall in respect of the housing would warrant the refusal of this application.
- 6.2.20 In respect of the maisonettes, these units are provided with large private roof terraces of 35 square metres and have the use of the communal garden and patio space. In addition, with regard to the flats, where design consideration permit, the vast majority of the flats benefit from private balconies in excess of

5 square metres. The communal space is of a regular shape, benefits from natural surveillance and is considered to provide a usable space. Nevertheless, is recognised that the scheme is deficient against the normally applied amenity space standards.

- 6.2.21 In mitigation of this, it must be noted that the site is located within a town centre location where there would normally be a degree of flexibility in the provision of amenity space especially where accommodation is being provided above commercial premises. In addition, the site benefits from being in close proximity to both Florence Hayes Adventure Playground and St James Open Space. Having regard to the sites location, guidance within PPS1 and PPS3 provides for a more flexible approach to planning standards. It is therefore considered that off site improvements to improve local open space could address the reduced level of on site provision. Moreover, it is considered that such a contribution, provided it is appropriately allocated, would meet the tests of Circular 05/05 and would accord with the objectives of the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation.
- 6.2.22 Such a contribution would need to address the immediate shortfall, in particular in children's play space. In light of this it is considered that improvements to St Johns Open Space, which is opposite the site and within a couple of minutes walk, should be sought. In this instance, having regard to the extent of the deficiency, it is considered that a sum of £50,000 will be required by a S106 agreement to improve the facility.
- 6.2.23 Having regard to all of the above considerations, on balance, it is considered the proposed amenity space provision, on and off site, is acceptable.

6.3 Effect of Retail on Upper Edmonton District Centre

- 6.3.1 The scheme includes the provision of 1,092 square metres of retail floor space, this represents a reduction of approximately 400 square metres from the retail floor space being demolished. However, the space provided is more usable and has been produced to meet the needs of retailers in respect of plot width and depth. Consequently, this level of provision is considered acceptable.
- 6.3.2 The retail floor space has been designed to allow a number of different divisions of this space; this includes a double height section at the southern end of the frontage block. The plans show the retail space as four units, but it is likely to be further divided into a larger number of smaller units when let. In respect of the double height unit, this may be occupied by a small supermarket. There is no objection to such a flexible approach but it is considered important to limit the maximum floor area of the units to ensure that such a premises does not harm the existing retail offer within the centre.
- 6.3.3 With this in mind, the existing parade has a strong retail offer with approximately 65% of the retail uses remaining within A1. This is consistent with saved objectives of the Policy (II)S8. It will therefore be necessary to control the mix of uses to ensure that there remains a strong retail offering but allows a range of uses to aid variety. It is considered that a restriction of 65% of the floorspace to A1 uses, along with a further restriction that there should be no more than one A4 use and two A3 uses within the parade is an acceptable balance to ensure the vitality and viability of the parade.

6.3.4 Further conditions will be required in respect of opening hours, delivery hours, plant and air conditioning equipment and noise controls for any A3 or A4 uses.

6.3.5 Overall, subject to the conditions set out above, the retail impact of the scheme is considered acceptable.

6.4 Community Use

6.4.1 The scheme includes a 180 square metre community building. The submitted details indicate that a competition will be run in the local area to find a suitable community group for the building. It is considered this element of the scheme has a significant public benefit. It will be necessary to secure the long-term future of the community building within the legal agreement. The proposed community is considered acceptable.

6.4.2 Having regard to each of the above sections, it is considered the proposed development would have an acceptable impact on the character of the surrounding area.

6.5 Impact on Neighbouring Properties

6.5.1 The site benefits from the fact that commercial properties and their associated rear car parks front Fore Street to the north and south of the application site. As a result, the bulk of the frontage building has a far more limited impact on the surrounding properties due to the separation distances involved. In addition, the removal of the existing 11 storey block provides for significant improvements to the surrounding properties.

6.5.2 There are some concerns regarding overlooking from the terraces serving the maisonettes to the rear gardens of the existing terraced properties fronting Cowper Road. However, there is separation of 14 metres at the nearest point and it is considered the situation would be an improvement over the more direct overlooking that occurred from the existing high rise tower. Whilst there would undoubtedly be further views from the rear of the proposed block fronting Fore Street of these rear gardens and the surrounding buildings, it is considered having regard to both increased separation distances involved that on balance, the views from the existing tower block and the sites urban context, the level of amenity available to these properties would not be unduly prejudiced.

6.5.3 Turning to the relationship between the existing and proposed properties on the opposite side of Alpha Road, there would be window to window distances of only 16 metres, against a standard of 22-25 metres. However, the proposed houses reflect the existing building line of the street and such views would be across a public road rather than private gardens. In such situations, distancing standards are always applied more flexibly and largely dictated by prevailing urban layouts and whilst there are some concerns that the proposed scheme includes second floor windows, these are set back between 1 to 1.5 metres from the front façade. In this urban and public realm context, the relationship is considered acceptable.

6.5.4 The dwelling proposed adjacent to no. 29 Alpha Road has been revised as a result of pre-application discussions to ensure that it does not breach a 30

degree line taken from the nearest window of no. 29. As a result, it is considered the proposal would not unacceptably affect the outlook from this property.

- 6.5.5 The proposed courtyard dwellings facing east to west would have window to window distances to the rear of the existing dwellings fronting Buckstone Road of between 18 and 24 metres. Whilst not wholly compliant with normally applied standards, particularly as the scheme includes second floor windows in line with the rear façade, the garden depths mirror those of the existing properties and the pattern of the surround area.
- 6.5.6 In respect of the residential properties on the opposite side of Fore Street, including no. 79 Fore Street which is currently being refurbished for residential purposes and the previously converted St James Court, again, given the proposed height of the frontage element, there would be the potential for overlooking from the proposed development to these surrounding properties, especially as there are balconies proposed on the front elevation. However, these views would be across a busy road within a District Centre and having considered the relevant relationships, it is considered there would be no unacceptable loss of privacy to these properties.
- 6.5.7 A Daylight and Sunlight Assessment has been submitted with the application to show the impact of the taller elements of the building on the surrounding residential properties. The report confirms that there will be some impact from the development on the surrounding properties, in particular the Vicarage at St James Court and Corolwian House. However, the extent of the impact is limited and is with the BRE guideline levels; the report confirms that the properties are afforded relatively generous lighting level levels for such an urban environment. Having regard to the surrounding context of the site, and, in particular, that the scheme has been designed to minimise such impacts, this element of the scheme is considered acceptable.
- 6.5.8 The access to Cowper Road reflects the existing situation. Moreover, there would likely be a reduction in its impact due to the closing off of the through route from Alpha Road.
- 6.5.9 It is considered that the residential elements of the proposal would not result in an unacceptable level of noise and disturbance to nearby residents. In respect of the commercial elements, conditions are proposed to control such impacts in the retail section below.
- 6.5.10 In respect of the concerns raised regarding disruption during construction, this is not a basis upon which planning permission could be refused. However, a condition is proposed requiring a construction management plan to be submitted for approval which will seek to management the potential effects.
- 6.5.11 Overall, it is considered the proposal will not have an unacceptable impact on the amenities of neighbouring properties.
- 6.6 Standard of Residential Accommodation
- 6.6.1 The proposed units have been designed to meet the London Housing Design Guide and the 2008 Housing Quality Indicator standards for the affordable and private units respectively. With very few minor exceptions, these

standards meet or exceed the Council's own guidance on minimum unit sizes. All of the units meet the lifetime homes standards.

6.6.2 There are concerns that some of the units are single aspect. However, where possible this has been avoided. Where it does occur the aspect is either east or west rather than north.

6.6.3 The spatial relationship between blocks / dwellings is good thus creating acceptable levels of outlook and daylight for individual units. The closest relationship concerns the 8 metre separation distance between the rear of the properties fronting Alpha Road and the flank elevation of one of the courtyard blocks and the siting of the courtyard block that is situated at 90 degrees to the Fore Street block. However, having regard to the urban context of the site, and the fact that this relationship relates to new build, it is considered sufficient to provide an acceptable residential environment.

6.6.4 The application is accompanied by a detailed noise assessment. The report highlights significant noise levels, particularly at night-time, from traffic on Fore Street. This will have the greatest impact on the western façade of the building, which will essentially screen much of the remainder of the development. The noise levels at the western façade fall within PPG24 categories C and D, for day-time and night-time respectively. Within these categories PPG24 provides that planning permission could be refused unless appropriate mitigation is included. In this case, the report suggests mitigation measures in the form of thermal double glazing to reduce the impact of the noise to within guidance levels. Although opening windows would reduce the effectiveness of this mitigation, it is noted that this reflects the existing situation of properties along Fore Street, many of which will have far protection against noise and is not an uncommon situation for development in town centres where residential accommodation exists above retail / commercial activities. Comments are awaited from the Environmental Health Officers and will be reported at the meeting, but these are likely to support the case that appropriate mitigation measures can be secured by condition.

6.6.5 EDF Energy note that the development would involve residential accommodation being in close proximity of the existing substation within the site. It is not viable to relocate the substation and having regard to all of the other factors limiting the layout, it is considered that the most effective method of addressing this constraint is mitigation through the construction process. This will be secured by condition, which will require an examination of the noise and vibration impacts from the substation, with associated mitigation measures.

6.6.6 The development is capable of achieving Secured by Design recognition and a condition is proposed securing a further assessment to seek to obtain this accreditation.

6.6.7 Overall, the quality of the proposed accommodation is considered acceptable.

6.7 Traffic Generation

6.7.1 Details of the predicted traffic generation associated with the proposed development are included within Section 6 of the Transport Assessment. The predicted traffic flows have been derived from the TRAVL database and then due to the small sample size of comparable sites the TRAVL data have been

supplemented with data from the London Travel Demand Survey 2005-2008 (LTDS) for the Borough of Enfield. This is deemed acceptable to T&T.

Table 6.3: Net Change in Residential Trips by Mode

Mode	Residential Trips		Net Change
	Existing	Proposed	
Car	82	151	+69
Car Passenger	45	82	+37
Motorcycle	1	1	0
Taxi	2	3	+1
Bus	45	82	+37
National Rail	9	17	+8
Bicycle	1	2	+1
Walk	73	136	+63
Total	258	474	+216

According to the table above the proposed residential element will generate approximately 151 daily two-way trips. This trip generation is acceptable.

- 6.7.2 With regard to the proposed commercial and community uses, due to the scale of change in floor area, no trip generation assessment for the commercial and community elements has been conducted as it is highly likely that in fact there will be a net decrease in trips to these land uses. This approach is considered acceptable.
- 6.7.3 Concerns have been raised regarding construction traffic and the submitted Transport Assessment does not include any information on a proposed construction traffic management. It is therefore recommended that a condition be imposed for the provision of a Construction Traffic Management Plan to demonstrate how the needs traffic related to demolition and new build will be catered for. The Plan should also include a contractors parking strategy.
- 6.8 Access and Servicing
- 6.8.1 It is proposed that the southern section of the adopted road and its access to Alpha Road will be formally stopped up and a new private site access provided to the east of the existing adopted road/Alpha Road junction. This will service the residential units in the south and eastern section of the site and will also be used by service vehicles for this section of the site.
- 6.8.2 The access from Cowper Road will remain open but the road will be transformed into a private gated cul-de-sac, only for the use of the residents and vehicles servicing the north-western section of the development. It is proposed that both site access points will be gated and waiting bays (5m long) will be assigned for each access so that vehicles wishing to enter the site can do so without disrupting the flow of traffic.
- 6.8.3 Whilst the general idea of the site access arrangement is considered acceptable for smaller vehicles visiting the site the primary concern relates to access for refuse, small delivery and emergency vehicles and whether they would be able to turn into the site from Alpha and Cowper Roads and reverse back again onto the public highway without compromising highway safety or creating congestion on these narrow roads. Vehicle tracking analysis undertaken for both access points determined that whilst a large car will not

have difficulty completing the turning movements necessary to access the site it failed to show whether emergency and large refuse vehicles will be able to do so. This position needs to be clarified and a swept path analysis undertaken and thus a condition is requested requiring the tracking movements of a large refuse and emergency vehicle to be provided..

6.8.4 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 can be achieved and are provided. The pedestrian inter-visibility of 2.0m x 2.0m at the back of footway provided at the east of the southern access appears to be compromised however it is considered that this can be achieved through the provision of appropriate boundary treatments and as a result, this matter could be dealt with by condition should planning permission be granted.

6.9 Vehicular & Cycle Parking

6.9.1 The number of spaces that can be provided within the site needs to be assessed against the relevant parking standard and any departure from standards needs to be justified in terms of satisfying predicted demand.

6.9.2 The current planning application proposes a total car parking provision of 29 (of which 2 will be car club bays, 6 will be in garages and the rest will be dedicated for the use of house/maisonette units). No dedicated parking will be provided for flats; however future residents will be encouraged to use the Trafalgar Place Car Park. The intention within the application is that this car park is passed to the private owner to manage as a satellite car park for Highmead residents.

6.9.3 The parking standard for residential, as set out in Table A4.2 of The London Plan, for sites with a PTAL of 4 such as the proposed site is:

Predominant housing type	4+ bed units	3 bed units	1 – 2 bed units
Car parking provision	2 – 1.5 spaces per unit	1.5 – 1 space per unit space	1 to less than 1 per unit*

Against this standard, the maximum number of parking spaces that should be provided is 128 spaces and what needs to be assessed to whether the 29 parking spaces are sufficient based on site circumstances and access to public transport.

6.9.4 To inform this, a Parking Impact Assessment for the site has been undertaken based on the levels of car ownership. The results showed that 95 flats will create demand for 84 car parking spaces whilst 25 houses and maisonettes would require 19 parking spaces, leading to a total demand of 103 parking spaces. Bearing in mind the fact that only 26 spaces will be provided on-site, this means that 77 spaces would still need to be accommodated on street or at Trafalgar Place Car Park, which can accommodate 45 cars.

6.9.5 In order to establish the impact of an increase in on-street parking demand could have on the surrounding streets, parking surveys were undertaken in August and November 2010 which revealed that between 159 and 213 on-street parking spaces were available within a 5 minute walk of the site on a

weekday. At the weekend between 125 and 205 spaces were available within the same distance (table below).

Table 3.3: On-street Parking Availability within Survey Area

Date	Day	Time	Parking Availability (number of spaces)
9 th August 2010	Monday	14.30	159
9 th August 2010	Monday	18.00	183
11 th November 2010	Thursday	19.30	213
28 th August 2010	Saturday	11.00	125
28 th August 2010	Saturday	18.00	158
13 th November 2010	Saturday	19.30	205

6.9.6 The on street parking results revealed in the Transport Assessment show that this demand can be accommodated on the surrounding streets. Moreover the submitted Transport Assessment proposes the following parking mitigation measures:

- car club bays- there will be 2 car club bays provided on-site which have the potential to reduce parking demand by 20 spaces.
- Trafalgar Place Car Park- this car park located to the north of the site is currently underutilised and as it was revealed by the parking survey has a potential of accommodating up to 45 car parking spaces.

6.9.7 The proposed parking provision and mitigation methods are considered acceptable on the basis that the proposed residential flats will have a car free element involved. A strong Travel Plan can be secured by conditions and Section 106.

6.9.8 It is noted that the proposed car parking provision includes 3 disabled spaces, which the Design and Access Statement states have been located as near as possible to their intended units. This overall provision of disabled spaces within the site is acceptable; however these should have a 1.2m clear area to the side and rear which is not indicated on the proposed layout drawing. This can be secured by a condition

6.9.9 With reference to the parking layout, this is generally acceptable and meets the required standards. However, around the sub station, there is a need to review the position of the adjoining car park.. A condition is therefore proposed to ensure this is addressed

6.9.10 It is considered that there is also a potential for informal parking to occur within the site which may result in vehicles not being able to gain access, or having to reverse out if the turning space is unavailable. In order to address this issue a Parking management plan demonstrating preventive measures against illegal parking as well as explaining spaces assignment will be required by a condition.

6.10 Cycle Parking

6.10.1 It is proposed that the development will provide 137 cycle parking spaces in total. This is in accordance with the cycle parking standards as set out in Council's Cycle Action Plan. Details of the design of the secure/covered cycle parking spaces, their siting and number/phasing can be addressed through the implementation of a condition.

6.10.2 Whilst the number of the proposed cycle parking spaces appears to be acceptable the location of some of the wall mounted cycle facilities within in the same enclosure is not ideal. To explore opportunities to minimise this occurrence, a condition is suggested

6.11 Affordable Housing Provision

6.11.1 The scheme includes the provision of 24 affordable units (20% of the overall scheme) comprising 9 one bed, 3 two bed and 8 three bed flats and 2 three bed maisonettes. This falls short of the 40% affordable housing target set by Core Policy 3. This is a Borough wide target and a detailed viability assessment has been provided with the application and the report concludes that the scheme cannot sustain additional affordable housing; indeed it is clear that the viability of the scheme is very finely balanced such that additional S106 contributions or affordable housing would render the scheme unviable.

6.11.2 Moreover, the number of affordable units is based upon the scheme receiving grant funding. The Highmead scheme is listed as a specific priority for such funding. In the event that a lesser sum is available to facilitate affordable housing on this site, it will be necessary to include a clause within the legal agreement that allows for a reduction in affordable units commensurate with the relative reduction in grant obtained.

6.11.3 Whilst there will be two three bed maisonettes, there are concerns that none of the houses will be affordable. However, because of the difference in values of each unit type, if houses were put forward as affordable the overall number of affordable units would need to be reduced to ensure the scheme remained viable. The resultant level of affordable housing has been arrived at in discussion with the Housing Enabling Officer. The sites location in an area with a high proportion of existing social housing also suggests that the introduction of a larger proportion of private accommodation has the potential to provide a more balanced community.

6.11.4 Overall, therefore, the 24 intermediate affordable units proposed, including a cascade mechanism, is considered acceptable.

6.12 Housing Mix

6.12.1 The Enfield Strategic Housing Market Assessment (2010) identifies a significant need for larger sized 3 and 4 bedroom units. Core Policy 5 of the emerging Core Strategy seeks to secure market housing at in the following proportion: 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses , (5-6 persons), 20% 4+ bed houses (6+ persons).

6.12.2 The submitted scheme provides 45 one bed (37.5%), 32 two bed (27%), 28 three bed (23%) and 15 four bed units (12.5%). Twenty two houses are proposed and three maisonettes or 21% of the scheme.

6.12.3 There are concerns that the scheme lacks sufficient family sized units to comply with the Core Policy 5. Although this falls below the desired level of family sized housing, this is a Borough wide target. Taking into account its town centre location, the mixed nature of the scheme and the wider regeneration objectives, it is considered that higher proportions of one and

two bedroom units are justifiable. In addition, the maximum amount of houses possible within the constraints of the site has been provided; houses would not be appropriate on the Fore Street frontage. The scheme includes 6 affordable and 6 private units, 10% of the total, that are designed to meet the Wheelchair Design Guidance Notes, which will be secured by condition.

6.12.4 Overall, on balance, the proposed mix of housing is considered acceptable.

6.13 Sustainable Design and Construction

6.13.1 The application includes both a renewable energy assessment and a Code for Sustainable Homes Pre-Assessment. The Sustainable Design Officer has raised concerns does not currently meet Code Level 3 for the flats and 4 for the houses, which were the standards agreed at pre-application stage. Whilst a code 4 across the site would have been preferable, this is more difficult to achieve where there is limited roof space relative to the amount of accommodation proposed and where the viability of the scheme is finely balanced. It is considered the outstanding matters to achieve the requisite credits are attainable and can be addressed through planning conditions to secure both interim and final certification of the scheme.

6.13.2 The commercial and community elements of the scheme are required to achieve BREEAM rating of 'Very Good', which will be secured by condition.

6.13.3 The scheme includes an Energy Assessment that concludes that photovoltaic panels provide the most effective renewable energy solution for the site. These achieve a carbon saving of 9.6%, which does fall below the 20% London Plan target. As justification, a detailed explanation of the competing priorities for roof space, for amenity and brown roofs is provided within the submitted planning statement and it is noted that taller buildings present problems with such installations due to the ratio of roof space to internal accommodation. Alternatives technologies have had to be discounted due the viability of the scheme. It is further noted that the Sustainable Design Officer confirms that 10% renewables are required for CfSH credits. Having regard to all the above matters, it is considered, on balance, that a requirement of 10% is an acceptable level of renewables for this site. This will be secured by condition.

6.13.4 The scheme includes a Site Waste Management Plan, which confirms that a target for the site has been set that less than 9.2 cubic metres of waste will be generated per 100 square metres of floor area.

6.13.5 The application includes Site Investigation reports in respect of potential land contamination. The report identifies a number of potential contaminants and linkages that may result in harm to health. Mitigation measures are identified including the importation of clean topsoil. However, a condition requiring the mitigation measures set out in the report to be completed is proposed.

6.13.6 The application incorporates a Sustainable Urban Drainage System approach and this will be secured by condition.

6.13.7 Thames Water has advised that works will be necessary to provide additional water supply infrastructure to meet the needs of the development. In accordance with their request, a condition proposed requiring reports to be provided including the identification of a suitable connection point.

6.13.8 Overall, having regard to all of the above factors, the proposed sustainable design features are considered acceptable.

6.14 Biodiversity

6.14.1 The application is accompanied by a Phase 1 Habitat Survey. Formal comments are awaited from the Biodiversity Officer, which will be reported at the committee meeting. However, the report concludes that there is limited potential for the buildings to support bats and the trees low potential to shelter small numbers of bats during summer months. The report notes signs of birds, in particular feral pigeons, and that the building has the potential house breeding birds. The report provides mitigation measures for the felling of the trees and demolition of the building.

6.14.2 The report also recommends brown roofs and integral bat and bird boxes should be incorporated within the building. It is noted that roof space is at a premium in respect of the provision of photovoltaic panels. However, a condition will secure a report to integrate these features, including brown roofs where possible. Moreover, the report will examine opportunities for biodiversity improvements to the open spaces across the site. The Sustainable Design Officer confirms this will also improve the CfSH scores.

6.14.3 Overall, mitigation measures will prevent unacceptable impacts on protected species and a further report will secure biodiversity improvements.

6.15 S106 Matters

6.10.1 For the reasons set out within the report above, an agreement under S106 will be required to secure the following, along the relevant monitoring fees:

- An education contribution of £118,214
 - Primary 6 places x £13,115 per place = £78,690
 - Secondary 2 places x £19,762 per place = £39,524
- Affordable housing
 - The provision of 24 units of affordable housing (intermediate) in accordance with accommodation schedule, but subject to a cascade mechanism based upon the availability of grant funding
- Employment and Training Initiative
- Open space contribution of £50,000
 - Toward improvements to local open space
- Community Use
 - Provision of 180 square metres of community floorspace
- Highway improvements works
 - Junction Works at Alpha Road and Cowper Road
 - Reinstatement of disused crossover
 - Provision of a loading/unloading bay
- Restriction that prevents occupiers of the units owning residents parking permits
- A travel plan for future residents
- Provision and Management of a Car Club
- - Management / Linkage/ Continued Availability of Trafalgar Place car park

7. Conclusion

7.1 It is considered the scheme provides for an appropriate scale of development having regard to its sustainable location. The brings forward a development that is identified with the Core Strategy and regard must be had to the wider regeneration benefits to the surrounding are which results in a significant planning gain from the development proceeding. In this respect, whilst acknowledging the scheme is finely balanced financially, it is considered significant weight must be afforded to achieving the Core Strategy objectives set out above and the viability of the scheme which leads to 20% intermediate affordable housing and an overall high quality development. The impact on neighbouring properties has been considered acceptable. The S106 contributions will address the impact of the proposal on local infrastructure. In light of the above, it is considered that the proposed development is acceptable for the following reasons

1. The proposed development would contribute to increasing the range of the Boroughs housing stock, having regard to London Plan Policies 3A.1 and 3A.2, as well as providing units of an acceptable size and quality having regard to Policies (I)GD1, (I)GD2, (II)GD3 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.
2. The proposed development would not have an unacceptable impact on the character and appearance of the area having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)GD3 of the Unitary Development Plan as well as the objectives of PPS1 and PPS3.
3. The proposed development would not unacceptably impact on the amenities of nearby residents having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
4. 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.

8. Recommendation

8.1 That in accordance with Regulation 4 of the Town & Country Planning General Regulations 1992, and subject to the completion of a S106 Agreement, planning permission be deemed to be GRANTED subject to conditions:

1. Twelve of the units shall be built to Wheelchair accessible standards, in accordance with the Councils Wheelchair Design Guidance Notes.

Reason: In the interests of providing for the varied needs of future residents.

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 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.

4. 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.

5. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority, this shall include the provision of low walls and railings to aid natural surveillance of communal areas. 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.

6. The parking area(s) forming part of the development shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development complies with Unitary Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

7. The development shall not commence until details of trees, shrubs and grass to be planted on the site and along the surrounding street frontages 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.

8. 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.

9. The development shall not commence on site until a Site Management Plan has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain: a photographic condition survey of the roads and footways leading to the site, details of construction access and vehicle routing to the site, arrangements for vehicle servicing and turning areas, arrangements for the parking of contractors vehicles, arrangements for wheel cleaning, arrangements for the storage of materials and 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 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.

10. 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.

11. The development shall not commence until a scheme to insulated the building against noise and vibration from the adjacent substation has been submitted to and approved in writing by the Local Planning Authority. The building(s) shall be constructed in accordance with the approved detail before the development is occupied.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

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

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

13. Detail of the proposed works to Trafalgar Place car park including perimeter fencing, external lighting, surfacing and CCTV, shall be submitted to and approved by the local planning authority. No part of the residential hereby approved shall be occupied until the approved measures have been implemented unless otherwise agreed by the local planning authority.

Reason: in order to ensure adequate parking is available to serve the development and to avoid conditions prejudicial to the free flow and safety of traffic on the adjoining highway.

14. Details of the proposed play equipment and other furniture within the development including details and specification for its future management shall be submitted to and approved by the local planning authority. The approved equipment shall be installed prior to the occupation of the first residential unit unless otherwise agreed in writing and thereafter, shall be maintained for such purpose..

Reason: in the interests of providing a high quality residential environment and to ensure adequate facilities are provided for the benefit of future residents having regard to the Council' adopted amenity space standards.

15. The development shall not commence until details of the security features 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.

16. Details of a shop front and signage strategy for the ground floor commercial units on the Fore Street Frontage, shall be submitted prior to the commencement of the development. The development shall be carried out in accordance with this strategy unless otherwise agreed in writing by the local planning authority.

Reason: in the interests of maintaining the appearance of the development and the visual amenities of the street scene.

17. No less than 65% of the retail floor space as shown on submitted plans shall be for uses falling within Class A1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and no more than one A4 use and two A3 uses shall be permissible within the approved retail parade at any one time

Reason: To ensure the vitality and viability of the parade.

18. The restaurant and hot food take away premises permitted (with reference to Condition 17) shall only be open for business between the hours of 08:00 and Midnight Monday to Saturday and 09:00 to 23:00 on 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 prop

- 19 Deliveries and collections to and from the premises shall only take place between the hours of 07:30 and 18:00 Monday to Saturday and at no other times.

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

- 20 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no statalite dishes shall be affixed to the external elevations of the development.

Reason: in order to maintain the integrity of the design and the visual appearance of the development within the surroung area.

- 21 Prior to any of the reatil premises being occpuied for purposes within Use Class A3 or A4 (see Condition 17), the use shall not commence until details of measures to insulate the unit to minimise the transfer of noise to residetial accomodation on the upper floors have been submitted to and approved in writing by the Local Planning Authority. The units shall be fitted out in accordance with the approved detail before the development is occupied.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

- 22 No development shall commence until details of the specification and appearance of any fume extraction and/or ventilation plant required in connection with the use have been submitted to and approved in writing by the Local Planning Authority: the necessary plant to be incorporated in to the fabric and design of the building. The plant shall be installed in accordance with the approved details before the use commences.

Reason: To ensure a satisfactory appearance and safeguard amenity.

- 23 Details of a strategy for incoporating providing a communal satalite telecommunications system for the benefit of all residents, shall be submitted to and approved by the local planning authority. The development shall be carried out in accordance with this approved strategy unless otherwise agreed in writing by the local planning auhtority.

Reason: in order to maintain the integrity of the design and the visual appearance of the development within the surroung area.

- 24 No development shall commence until details of a Sustainable Urbans Drainage scheme have been submitted to and approved in writing by the local planning authority. The developemtn to be implemeted in accordance with these approved details.

Reason: in the interests of sustainable development and minimising surface water run off into the main sewerage system

- 25 Details of the mitigation measures identified in the Biodiversity Phase 1 Habitat Survey including a strategy for securing biodiversity improvements to the open spaces across the site shall be submitted to and approved by the local planning authority prior to any development commencing. The development to be carried out in accordance with the approved details / strategy.

Reason: in the interests of safeguarding and improving the biodiversity value of the site and the wider locality.

- 26 With reference to the submitted noise assessment report, details of a scheme of mitigation to include thermal double glazing and whole house ventilation systems where necessary shall be submitted to and approved by the local planning authority. prior to any development commencing. The development to be carried out in accordance with the approved details / strategy

Reason: in order to ensure an adequate level of residential amenity for future residents.

- 27 The development shall not commence until a scheme to deal with contamination of the site including an investigation and assessment of the extent of contamination and the measures to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

Reason: To avoid risk to public health and the environment.

- 28 No plant, machinery, goods, products or waste material shall be deposited or stored on any open part of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and the appearance of the site.

- 29 Notwithstanding the provisions of Classes A-E of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings shall be erected to the houses hereby approved without the prior approval in writing of the Local Planning Authority.

Reason: in order to safeguard the appearance of the development and to preserve adequate levels of residential amenity.

- 30 No development shall commence until details of any works necessary to address the additional demands associated with the development on the water / sewerage infrastructure and / or agreement with Thames Water have been submitted to the local planning authority and

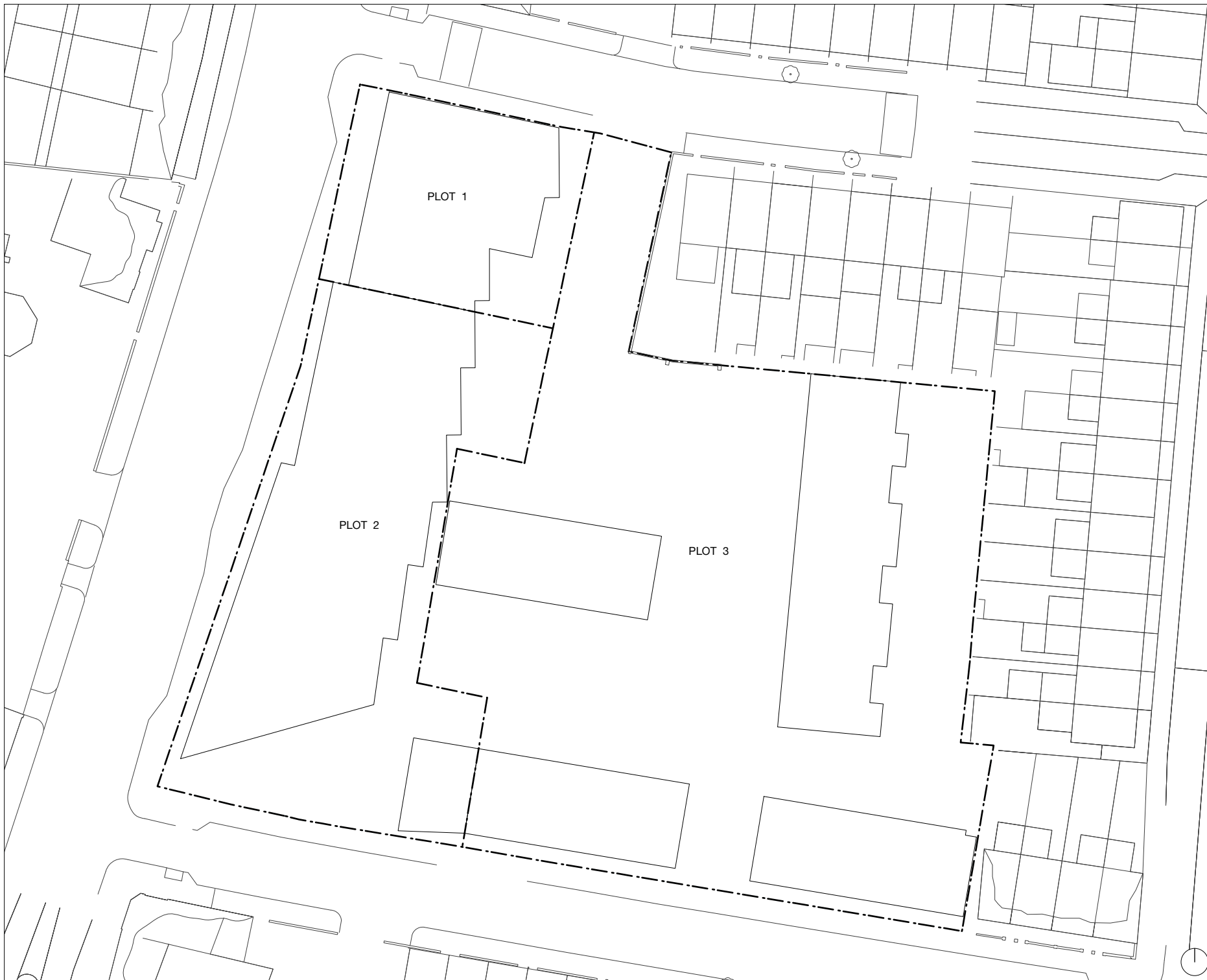
approved. The development to be carried out in accordance with these details.

Reason: In order to ensure the necessary water infrastructure exists to serve the development

infrastructure has insufficient capacity to meet the additional demands for the proposed development and request a planning condition to address the magnitude of any new additional capacity requirement along with a suitable connection point.

- 31 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.



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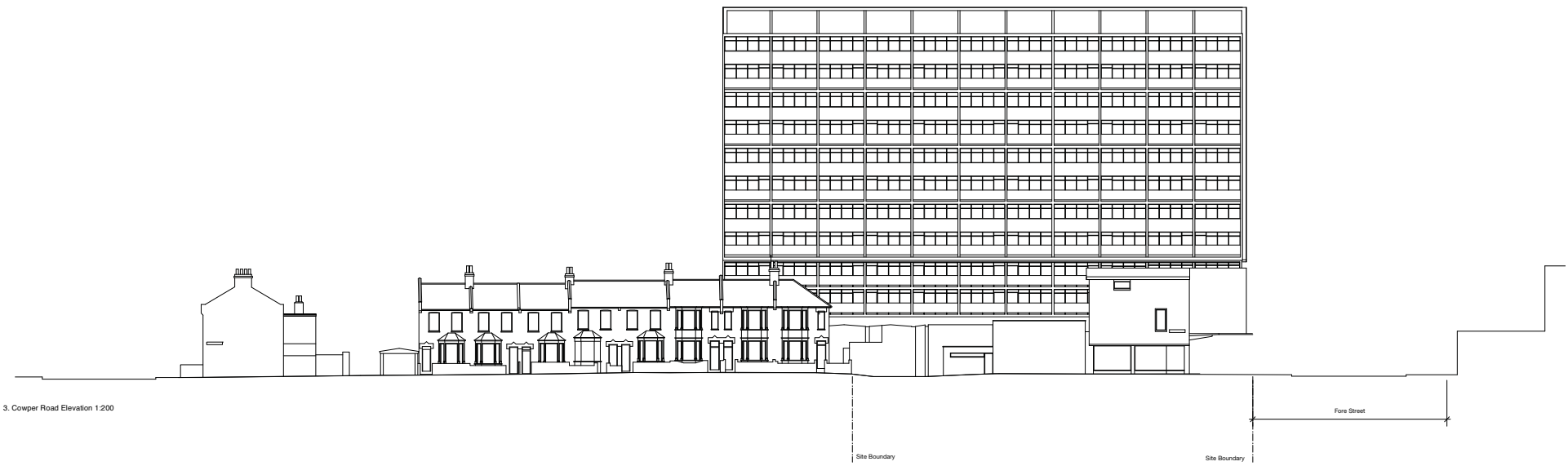
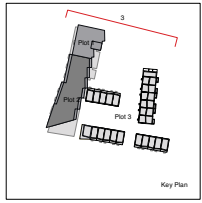
Revisions		
P1	Issued for Planning	26/11/10

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Project
Highmead, Enfield

Drawing
Proposed Block Plan

Scale at A1 (A3)	Date
1:200	November 2010
Drawn by	Checked by
NH	
Job Number	Status
1266	Planning
Drawing No.	Rev
PL_101	P1



3. Cowper Road Elevation 1:200

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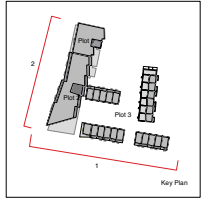
Scale at A1 (A3)	Date
1:200 (1:400)	Nov 2010
Job Number	Status
1266	Planning
Drawn by	Checked by
AS	DC

Project
Highmead, Enfield
Drawing
Existing Site Elevations

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Drawing No.	Rev
PL_131	P1

KEY

- | | | |
|---|---|---|
| 1. Light brick Type 1 with small percentage dark brick | 11. Metal Door | 20. Anodised aluminium mesh cladding to existing electricity substation |
| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | 21. Light brick Type 2 for banding |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 22. Garage door |
| 4. Dark brick | 14. Parapet with decorative pattern of omitting bricks | 23. Aluminium framed sliding door |
| 5. Polished aluminium with strung wire for ivy/planters | 15. Glazed entrance | 24. Aluminium framed sliding door |
| 6. Black painted steel railing | 16. Anodised aluminium window box for planting | 25. Charcoal grey single ply membrane with integrated photovoltaic panels |
| 7. Recessed balcony | 17. Charcoal grey fibre cement panels | 26. Black painted steel security gates |
| 8. Aluminium framed window | 18. Timber entrance door with anodised aluminium surround and cover | 27. Aluminium edging panel |
| 9. Aluminium framed shop front with integral signage | 19. Timber fence | 28. Metal ventilation panel |
| 10. Glazed residential entrance with anodised aluminium surround. | | |



1. Alpha Road Elevation 1:200



2. Fore Street Elevation 1:200

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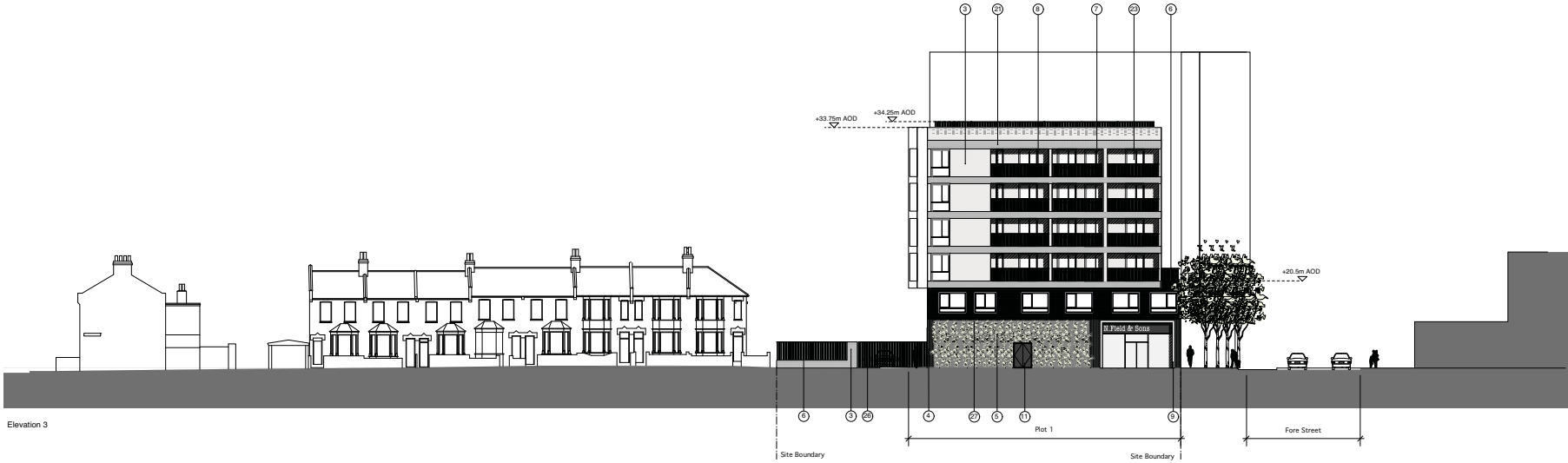
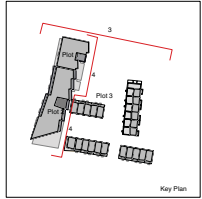
Scale at A1 (A3)	Date
1:200 (1:400)	Nov 2010
Job Number	Status
1266	Planning
Drawn by	Checked by
AS	DC

Project	Highmead, Enfield
Drawing	
Proposed Elevations Plots 1, 2 + 3	

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Drawing No. PL_230	Rev P1

KEY

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| 1. Light brick Type 1 with small percentage dark brick | 11. Metal Door | 20. Anodised aluminium mesh cladding to existing electricity substation |
| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | 21. Light brick Type 2 for banding |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 22. Garage door |
| 4. Dark brick | 14. Parapet with decorative pattern of omitting bricks | 23. Aluminium framed sliding door |
| 5. Polished aluminium with strung wire for ivy/planters | 15. Glazed entrance | 24. Aluminium framed folding door |
| 6. Black painted steel railing | 16. Anodised aluminium window box for planting | 25. Charcoal grey single ply membrane |
| 7. Recessed balcony | 17. Charcoal grey fibre cement panels | 26. Black painted steel security gates |
| 8. Aluminium framed window | 18. Timber entrance door with anodised aluminium surround and cover | 27. Aluminium edging panel |
| 9. Aluminium framed shop front with integral signage | 19. Timber fence | 28. Metal ventilation panel |
| 10. Glazed residential entrance with anodised aluminium surround. | | |



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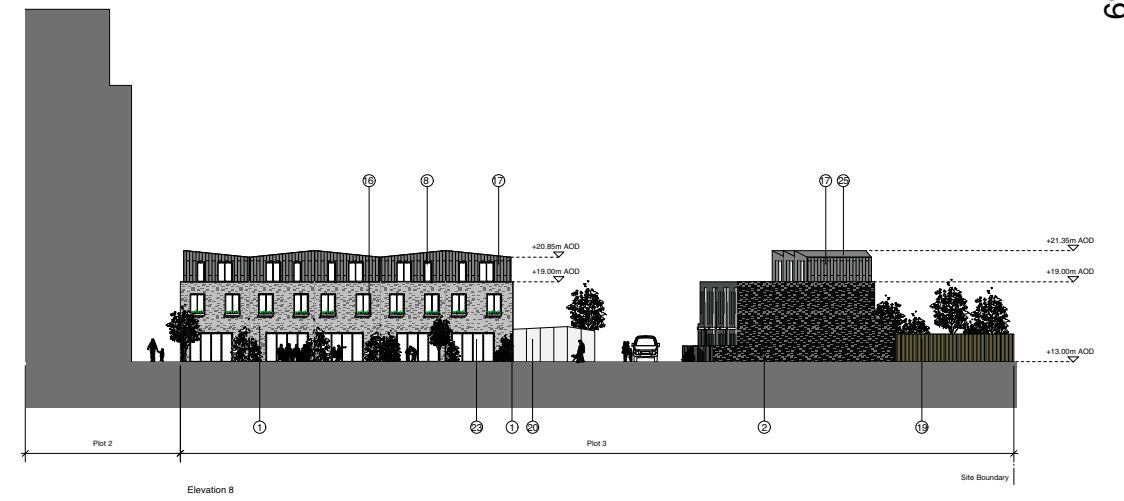
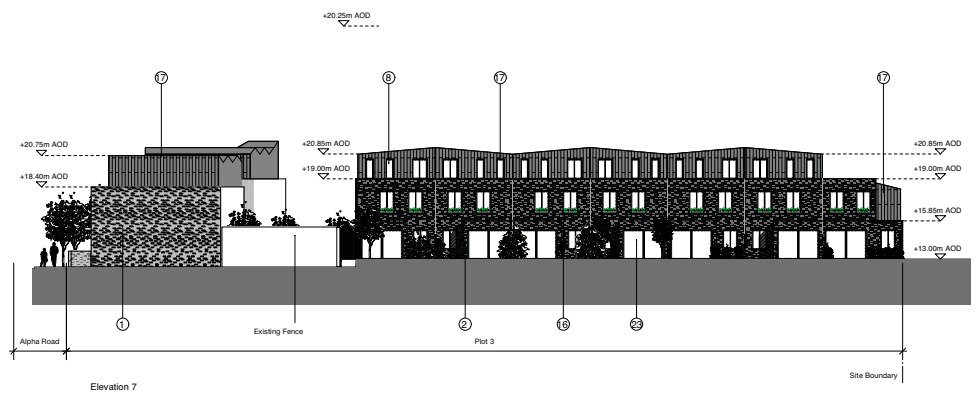
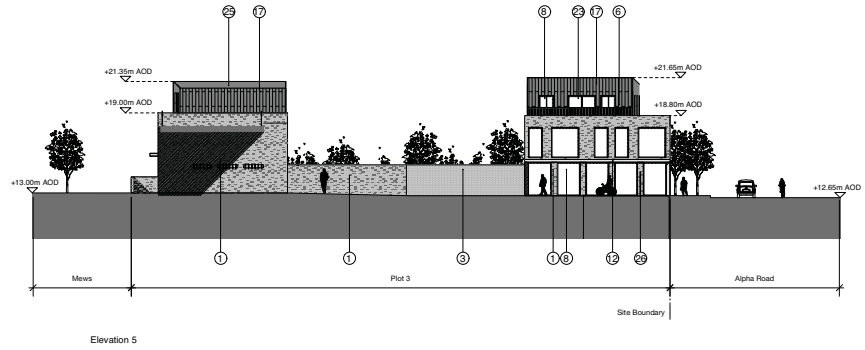
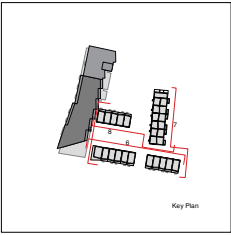
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Job Number	Status
1266	Planning
Drawn by	Checked by
AS	DC

Project	Highmead, Enfield
Drawing	
Proposed Elevations Plots 1 + 2	

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Drawing No. PL_231	Rev P1

KEY

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| 1. Light brick Type 1 with small percentage dark brick | 11. Metal Door | 20. Anodised aluminium mesh cladding to existing electricity substation |
| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 21. Light brick Type 2 for banding |
| 4. Dark brick | 14. Parapet with decorative pattern of omitting bricks | 22. Garage door |
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| 6. Black painted steel railing | 16. Anodised aluminium window box for planting | 24. Aluminium framed liding door |
| 7. Recessed balcony | 17. Charcoal grey fibre cement panels | 25. Charcoal grey single ply membrane |
| 8. Aluminium framed window | 18. Timber entrance door with anodised aluminium surround and cover | 26. Black painted steel security gates |
| 9. Aluminium framed shop front with integral signage | 19. Timber fence | 27. Aluminium edging panel |
| 10. Glazed residential entrance with anodised aluminium surround. | | 28. Metal ventilation panel |



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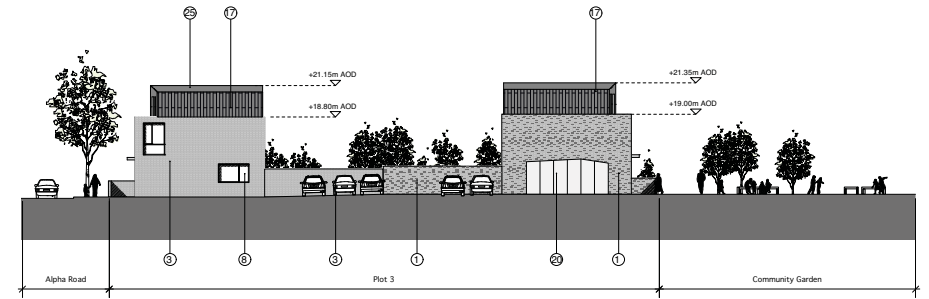
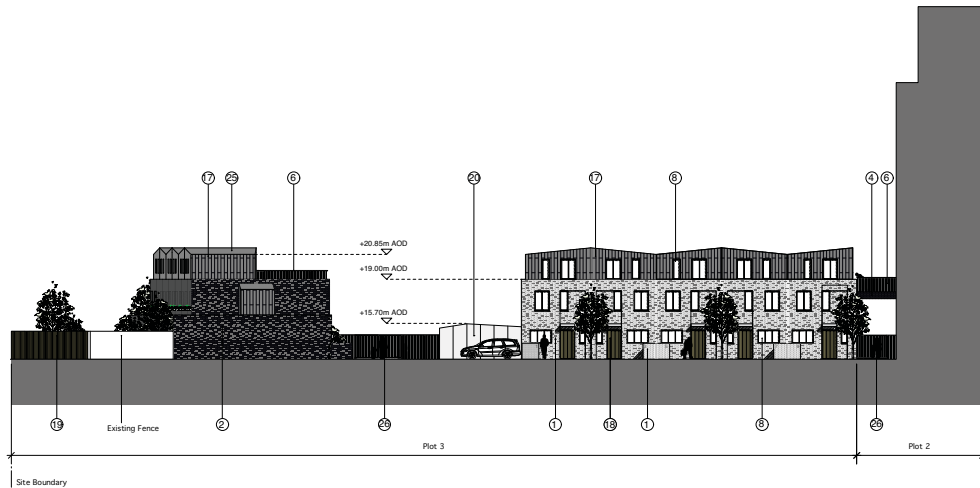
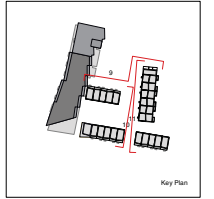
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Job Number	Status
1266	Planning
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Project	Highmead, Enfield
Drawing	
Proposed Elevations Plot 3	

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Drawing No. PL_232	Rev P1

KEY

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|---|---|---|
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| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | 21. Light brick Type 2 for banding |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 22. Garage door |
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| 10. Glazed residential entrance with anodised aluminium surround. | | |



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Scale at A1 (A3) 1:200 (1:400)	Date Nov 2010
Job Number 1266	Status Planning
Drawn by AS	Checked by DC

Project
Highmead, Enfield

Drawing
Proposed Elevations Plot 3

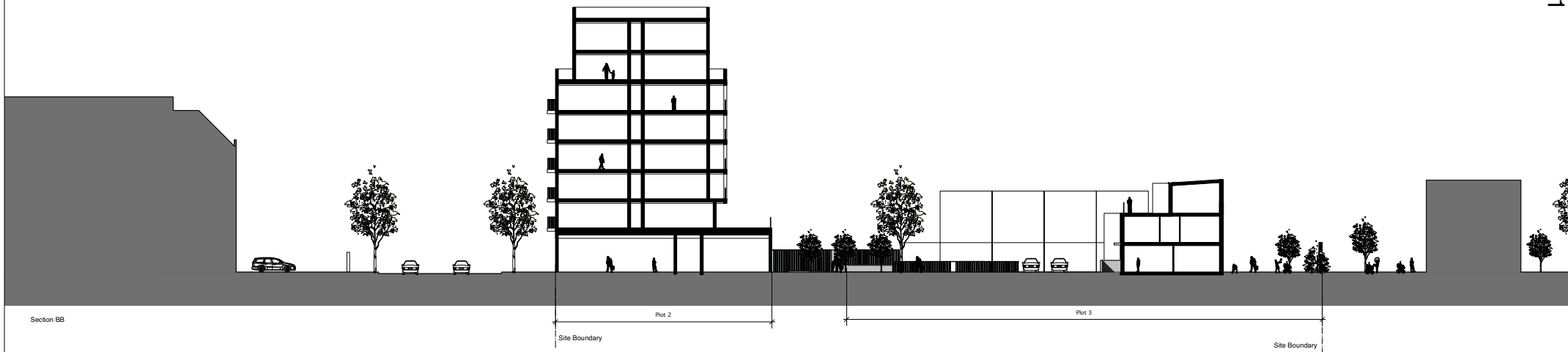
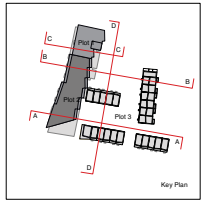
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PL_233

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P1



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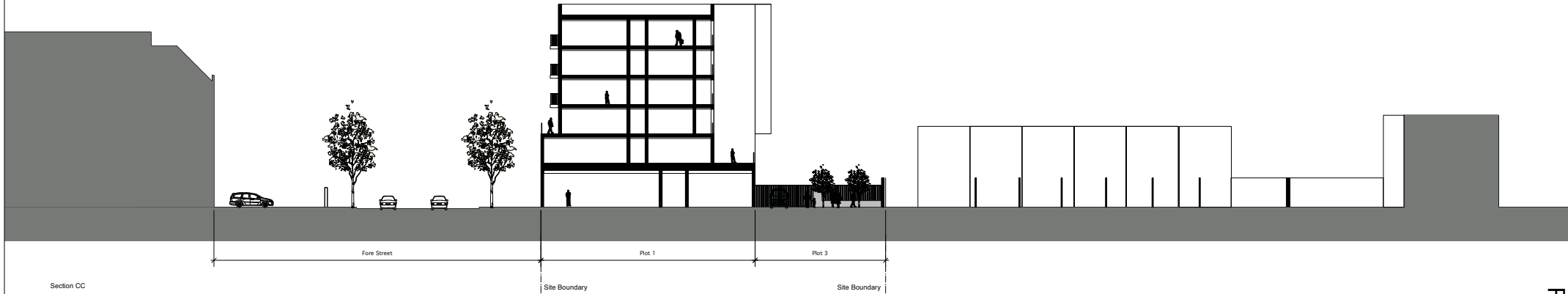
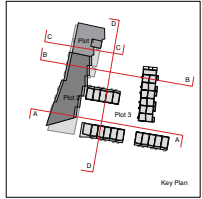
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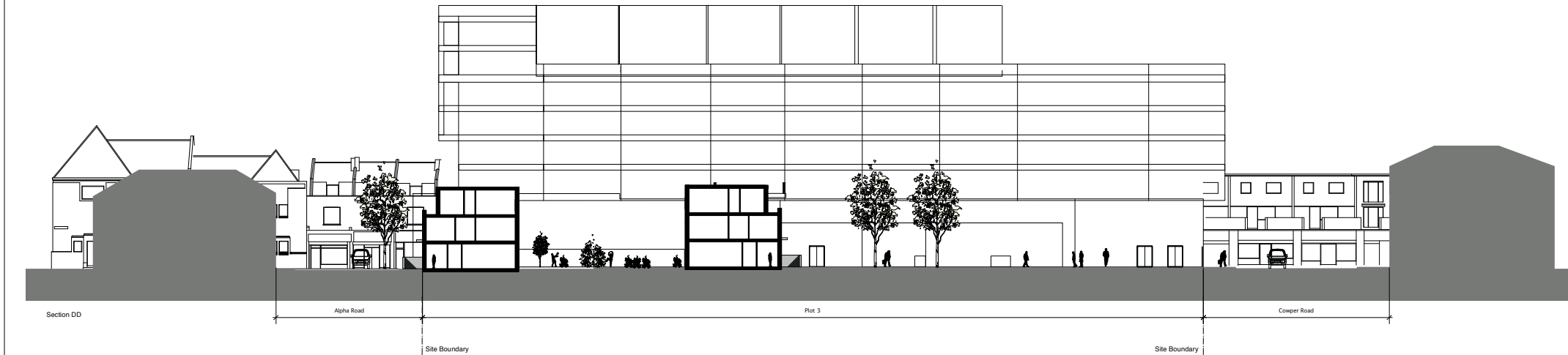
Scale at A1 (A3)	Date
1:200 (1:400)	Nov 2010
Job Number	Status
1266	Planning
Drawn by	Checked by
AS	DC

Project	Highmead, Enf eld
Drawing	
Site Section	

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Section CC



Section DD

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Scale at A1 (A3)	Date
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Job Number	Status
1266	Planning
Drawn by	Checked by
AS	DC

Project	Highmead, Enfield
Drawing	
Site Section	

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Drawing No. PL_251	Rev P1

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mrs J. Tebbutt Tel: 020 8379 3849

Ward: Highlands

Application Number : LBE/10/0039

Category: Other Development

LOCATION: MERRYHILLS PRIMARY SCHOOL, BINCOTE ROAD, ENFIELD, EN2 7RE

PROPOSAL: Construction of a MUGA (multi-use games area) to the south of the main building.

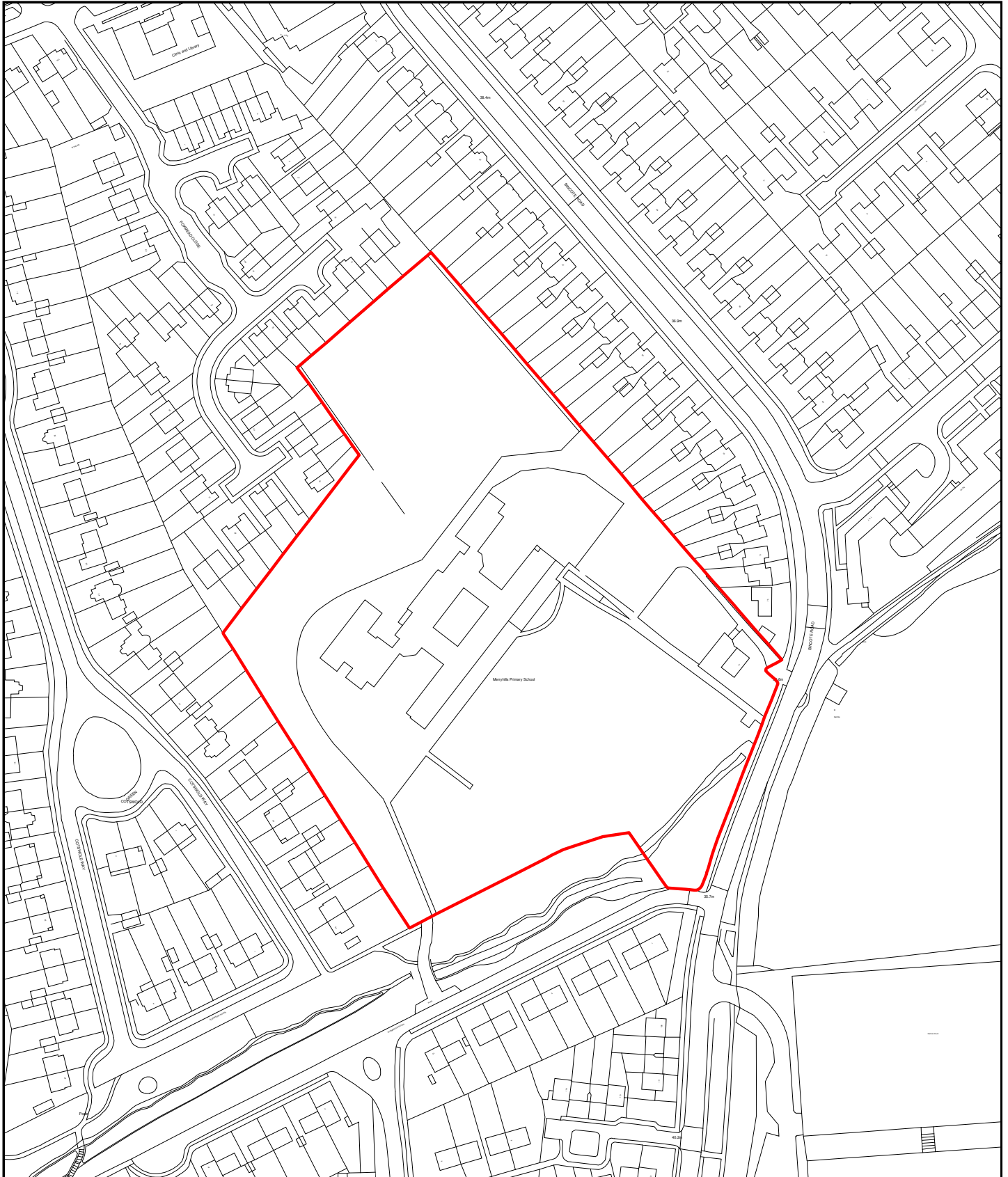
Applicant Name & Address:

Andrew Fraser,
Director of ECSL
P.O. Box 51,
Civic Centre,
Silver Street,
Enfield,
EN1 3XB

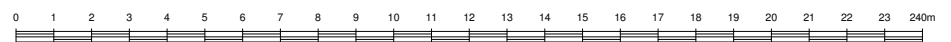
Agent Name & Address:

Michael Florides,
BHP Architects
NICHOLAS HOUSE
12, RIVER FRONT
ENFIELD
EN1 3TR

RECOMMENDATION: That in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, planning permission be deemed to be **GRANTED** subject to conditions:



Development Control



Scale - 1:2002
Time of plot: 16:29

Date of plot: 02/02/2011

1 Site and Surroundings

- 1.1 Merryhills School covers an area of approximately 3 hectares accessed from Bincote Road and Glenbrook South and comprises a mixture of single storey and two storey buildings situated towards the centre of the site. The school grounds are of an irregular shape with the land sloping down from the school buildings towards Bincote Road and a small brook which runs to the south of the school boundary. The school is bordered on three sides by residential development.

2 Proposal

- 2.1 Permission is sought for the provision of an all-weather Multi-Use Games Area (MUGA) positioned to the south of the site on an existing grassed playing field. Netball courts would be marked on the area for formal and structured activities. The site coverage would be 36 metres in width and 45 metres in length. The floor area to be constructed of a green porous tarmac. A temporary contractor's site access road 3.5 m in width would need to be constructed to provide temporary access to the site area. The excavated grass and turf to be reinstated upon completion.

3 Relevant Planning Decisions

- 3.1 TP/09/1631- Installation of an all weather multi use games area to south side of school field. Granted 19 January 2010.
- 3.2 LBE/10/0012-Installation of a temporary building to provide 2 classrooms to North East of site and additional parking area to south of existing parking area. Granted 16 July 2010.

4 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Environment Agency raise no objection.

4.1.2 Any comments from Sport England will be reported at the meeting

4.1.3 Highway Services (Structures & Watercourses) comment that as the new games area is to be constructed using permeable surfacing material with sub surface storage and a discharge control they are satisfied that it will not have a negative impact on flood risk either on or off the site.

4.2 Public

4.2.1 Consultation letters have been sent to 67 neighbouring properties. 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:

CP8	Education
CP28	Managing flood risk through development
CP29	Flood management infrastructure
CP30	Maintaining and improving the quality of the built and open 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	Aesthetic and functional design
---------	---------------------------------

5.3 London Plan

3A.24	Education facilities
3D.13	Children and young people's play and informal recreation strategies
4B.8	Respect local context and communities

5.4 Other Material Considerations

PPS1	Delivering sustainable development
PPG17	Sport and recreation

6 **Analysis**

6.1 Impact on character and appearance of the area

- 6.1.1 The proposed MUGA would be situated on the school playing field to the south of the main school buildings. No enclosure is proposed around the hard surfaced area and no flood lighting proposed. Access to the games area would be by way of a hard surfaced path approximately two metres in width linking into the main pedestrian foot path from Bincote Road .The proposed green coloured hard surfaced area would retain the open nature of the site and would not be detrimental to the character and appearance of the surrounding area when viewed from Glenbrook South. There are 9 mature trees lying approximately 15 metres to the south of the reception classrooms and they will be unaffected by the proposed works.

6.2 Impact on Neighbours

- 6.2.1 The proposed development is on the south side of the school and would have no direct impact on the amenities of neighbouring residential properties. The MUGA would be sited on the school playing field which is already used by the children as a play area apart from in the winter months when the grass becomes too wet. Apart from the use of the site by the school there is already occasional existing community use of the site. There is no proposal for any flood lighting .It is acknowledged that there is already a level of noise due to

the use of the play ground and playing fields. Whilst the MUGA is likely to give rise to a slightly more intensified use in this section of the school grounds it is not considered that this would not be out of character with the use of the area and would not adversely affect the residential amenities of nearby properties.

6.3 Flood Risk

- 6.3.1 The Environment Agency has no objection to the proposed development. The main flood element risk issue at this site is the management of surface water run off and ensuring that the drainage from the development does not increase flood risk either on site or elsewhere. The London Borough of Enfield Strategic Flood Risk assessment dated February 2008 identifies an area prone to surface water flooding along Bincote Road in the vicinity of the school site. However, the report notes that the highway flooding was due to blockage in a culverted watercourse and a lack of regular maintenance was recognised as a cause. The applicant has submitted a sustainable drainage system (SUDS) for the Multi use games area. Highway Services (Structures and Watercourses) are satisfied that the proposal will not have a negative impact on flood risk either on or off the site. A condition is recommended requiring that these measures are implemented.

7 **Conclusion**

- 7.1 In the light of the above assessment it is considered that the proposed MUGA will provide additional and enhanced play facilities for the school. It is not considered that the proposal will cause undue loss of residential amenities to the occupiers of surrounding residential properties or detract from the appearance of the area. It is therefore recommended that planning permission be granted for the following reason.

1. The siting of the proposed Multi-Use Games Area represents appropriate development on this school site and has appropriate regard to its surroundings. In this respect the proposal complies with Policies CP 28 and 30 of the Core Strategy, Policy (II) GD3 of the Unitary Development Plan and Policies 3A.24 and 4B.8 of the London Plan.

8. **Recommendation**

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

- 1 The site shall be drained in accordance with the drainage details submitted on drawing No. C100 P1 dated 17th December 2010 .The development shall be constructed in accordance with the approved details.

Reason: To ensure that the development has regard to surface water run off.

2. The reinstatement of the site access road and compound shall be carried out within 2 months of the completion of the development.


Reason: To ensure that the site is returned to a satisfactory appearance.

- 3 C51A Time Limited Permission

Notes:
1. No dimensions are to be scaled from this drawing

KEY

Site Boundary ———



EXISTING BUILDINGS

MUGA
Permeable macadam to Multi Use
Games Area to be supplied and
installed by specialist contractor.



LONDON THROUGH A CANAL
17 DEC 2010

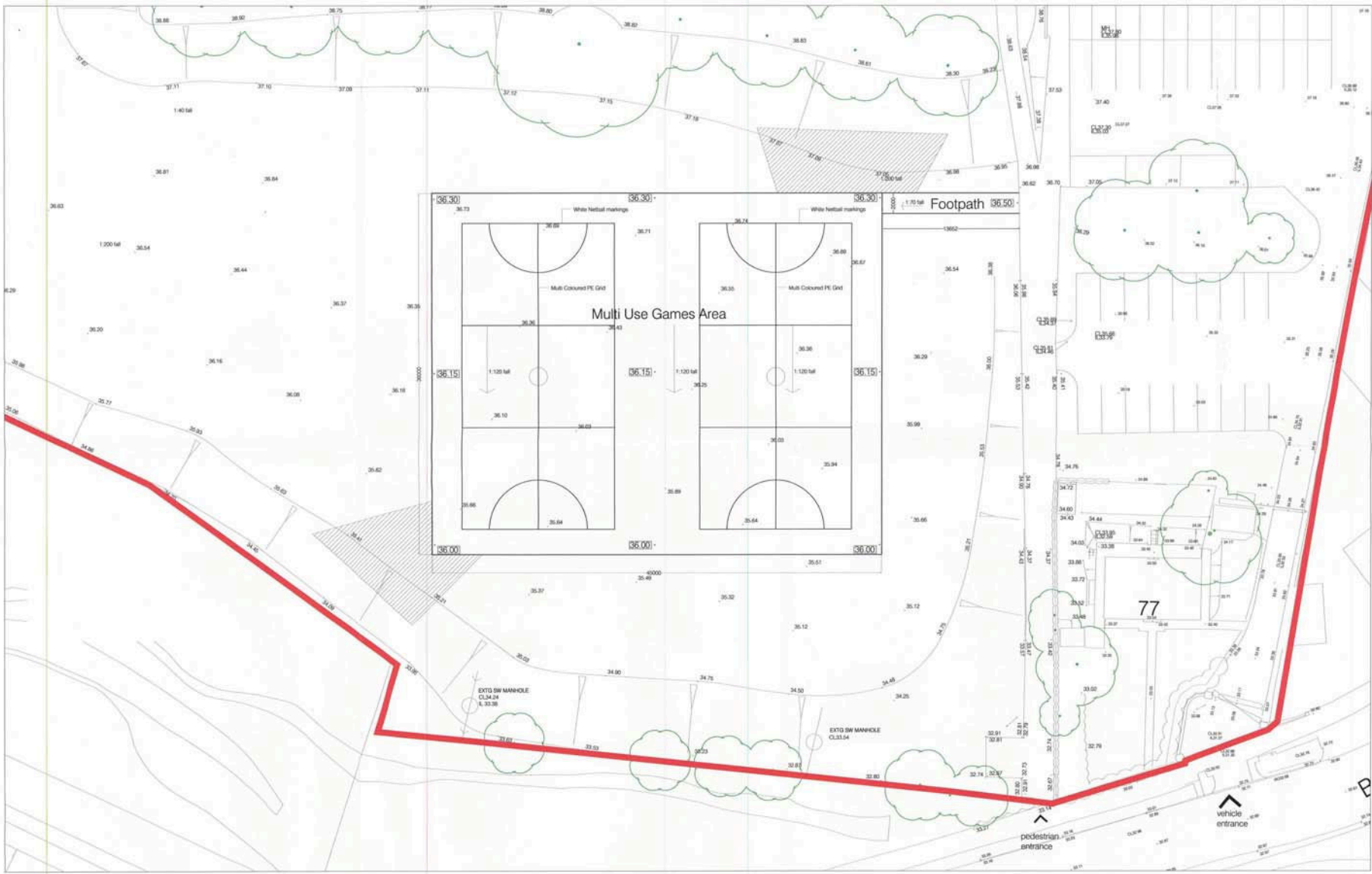
Rev.	Date	Description	Name
------	------	-------------	------

bhp architects
Nicholls House River Front Enfield Middlesex EN1 3TP
1 + 44 (0) 208 367 8000 1 + 44 (0) 208 363 3608 • info@bhparchitects.com

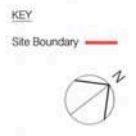
MERRYHILLS PRIMARY SCHOOL
BINCOTE ROAD
ENFIELD
EN2 7RE

drawn	MC	file	1 Merryhills - 642
date	June 2010	scale	@ A1 1:500

PROPOSED SITE PLAN



Notes:
1. No dimensions are to be scaled from this drawing



Notes:

MUGA
Permissible macadam to Multi Use Games Area

+ 26.10 Existing Levels
□ 26.10 Proposed Levels

Area of banking to be re-shaped locally to accommodate new levels.

See SE drawing C100 for Drainage Layout & Drainage Details.



Rev.	Date	Description	Name
------	------	-------------	------

bhp architects

Nicholas House River Front Enfield Middlesex EN1 3TF
t +44 (0) 208 367 8000 f +44 (0) 208 363 3006 e info@bhparchitects.com

MERRYHILLS PRIMARY SCHOOL
BINCOTE ROAD
ENFIELD
EN2 7RE

Drawn	MC	By	Merryhills 642
Date	Sept 2010	Scale	1:1000 1:5

MUGA & FOOTPATH
SETTING OUT PLAN

PLANNING ISSUE	642	0-511
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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

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: Grange

Application Number : TP/10/0473

Category: Dwellings

LOCATION: 1, CRESCENT ROAD and 33, WAVERLEY ROAD, ENFIELD, EN2 7BN

PROPOSAL: Redevelopment of site to provide a 3-storey block of 9 self contained flats (comprising 7 x 2-bed and 2 x 4-bed) involving accommodation in roof with dormer windows to front and side and a roof terrace, balconies to all sides and basement parking with access to Crescent Road.

Applicant Name & Address:

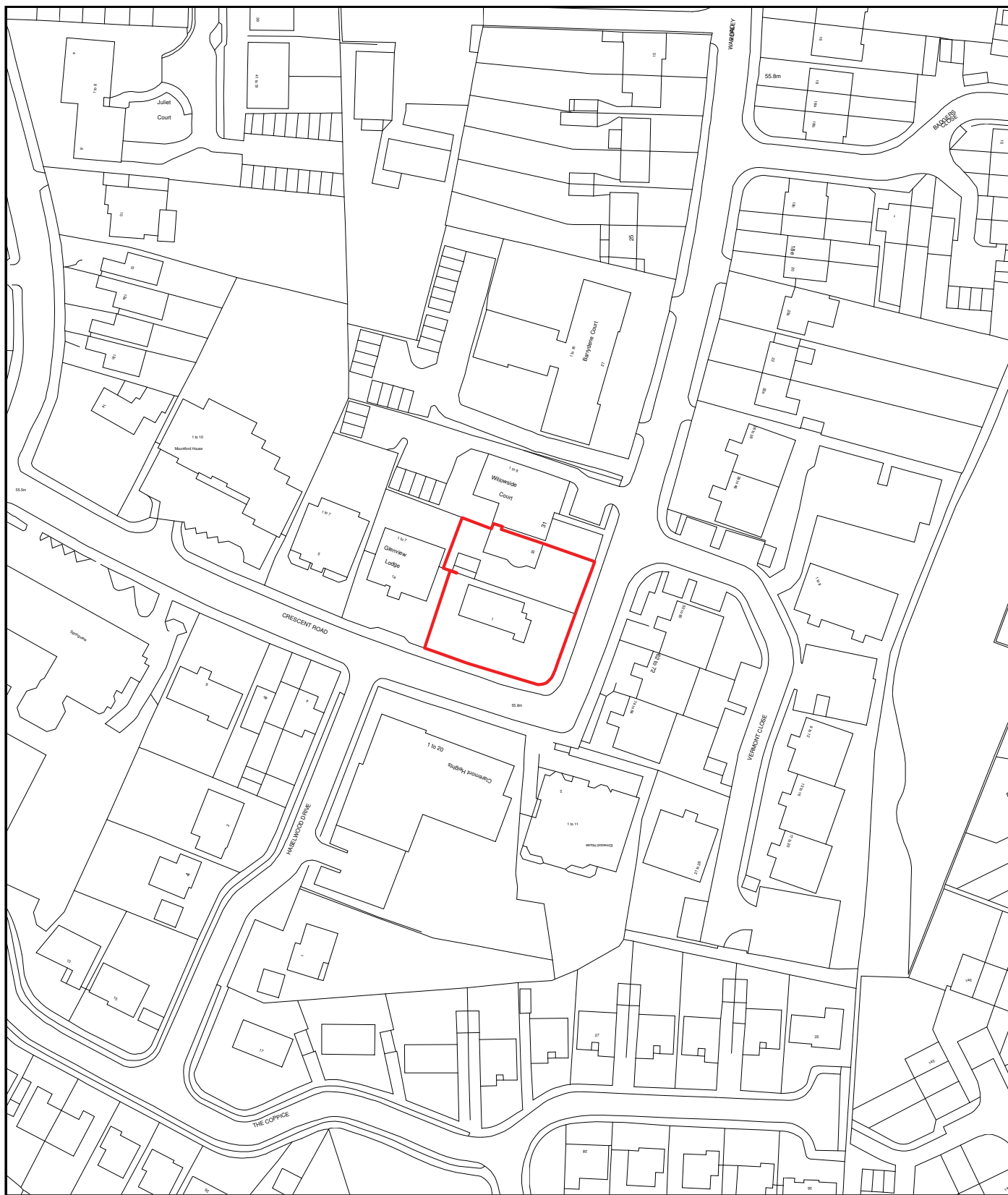
Mr L Hava
 c/o agent

Agent Name & Address:

Mr Ian Coward,
 Collins & Coward
 Westwood Park
 London Road
 Little Horkesley
 Colchester
 Essex
 CO6 4BS

RECOMMENDATION: That subject to the satisfactory completion of a S106 Agreement to secure the contribution referred to in this report, planning permission be **GRANTED** subject to conditions.

Application No:- TP/10/0473



Development Control



Scale: 1:1250
Time of plot: 11:07

Date of plot: 04/02/2011

Note for Members

This application was reported to the 16th December 2010 Planning Committee when Members resolved to defer consideration to enable officers to enter into further discussions with the applicant to increase the provision of amenity space.

The scheme previously considered achieved a level of amenity space equivalent to 61% of the gross internal area of the building. Amendments have now been made to the scheme, including the removal of one of the visitor parking spaces to the Crescent Road frontage and an increase in the size of the roof terrace, so that amenity space provision now equates to 73% of the gross internal area of the building.

It would be possible to further increase amenity space provision by removing the remaining visitor parking space, without compromising the ability of the scheme to meet the London Plan parking standards. If considered necessary, this would result in a level of amenity space of 76%, in excess of the Council's minimum standards. However, on balance, it is considered beneficial to maintain a surface level visitor space and therefore this option has not been pursued

With the loss of one visitor parking space, the scheme still makes provision for a total of 12 car parking spaces to support 9 flats proposed; a ratio of 1.3 spaces per unit. This still exceeds London Plan standards.

Consultation has taken place on the revised plans in respect of the removal of the frontage car parking spaces. Any further observations received will be reported at the meeting.

In the light of the increased level of amenity space provision, the contribution to off-site open space enhancements previously referred to is no longer recommended.

Since the application was reported to Planning Committee in December one further letter of objection has been received from an occupier within the adjacent block of flats at Willowside Court. The objections raised can be summarised as:

- the development would restrict light to the bathroom windows in the flank elevation of this block
- the development would restrict light to bedrooms in the rear elevation of the block
- the sunny aspect already ruined by the building of Glenview in Crescent Road
- increasing density leads to increase traffic

1 Site and Surroundings

1.1 The application site is located at the corner of Crescent Road and Waverley Road and is presently occupied by two detached chalet style bungalows. The site is one of the few undeveloped plots in the immediate vicinity and is surrounded on all sides by more recent flatted redevelopment schemes. The site immediately to the north, Willowside Court, comprises a three storey

block of flats; to the west the site adjoins Glenview Lodge, a four storey block with basement car parking. Opposite the site are Claremont Heights, Elmwood House and Nos. 50-84 Waverley Road, flatted developments of similar scale.

- 1.2 The application site contains two trees the subject of a Tree Preservation Order, a Copper Beech within the front garden of No.33 Waverley Road and a Sweet Chestnut within the front garden of No. 1 Crescent Road.

2 Proposal

- 2.1 This application proposes the demolition of the existing two properties and the redevelopment of the site through the erection of a three storey block, plus accommodation within the mansard roof, to provide a total of 9 flats (7 x 2 bed and 2 x 4 bed). The building would be positioned to respect the building line to both Waverley Road and Crescent Road. Balconies are proposed to all flats and these are sited to the front and rear of the proposed block. Basement car parking is proposed, accessed from Crescent Road. Provision is made for 11 car parking spaces and 11 cycle parking spaces. The basement area also accommodates storage areas for each flat. Lift access would be provided from the basement parking area to all floors.

3 Relevant Planning Decisions

- 3.1 TP/96/0513 Planning permission granted for the redevelopment of land adjacent to 1 Crescent Road in December 1996 by the erection of a block of 7 two-bed flats, together with associated car parking spaces and front and rear dormer windows, now known as Glenview Lodge.
- 3.2 TP/91/1150 Planning permission granted for the change of use of part of No.1 Crescent Road house to Montessori Nursery/Playgroup for 16 children aged 2 1/2 - 5 year in December 1991. This permission was subsequently varied under reference TP/94/0763 to increase the number of children to 20. This use no longer appears to be evident at the site.

4 Consultations

4.1 Statutory and non statutory consultees

4.1.1 Traffic and Transportation note that:

- Crescent Road and Waverley Road are both local access roads.
- Double yellow lines apply to junctions with Waverley Road and Vermont Close, Waverley Road and Crescent Road, Haselwood Drive and Crescent Road.
- The location has poor public transport accessibility (PTAL 2)
- 12 cycle parking spaces and 11 car parking spaces (1 disabled) are proposed in the basement car park which equates to 1.2 spaces per flat in a secure underground car park, plus 2 visitor spaces on the forecourt.
- Ramp fall of 1:15 and headroom of 2.10 are both within the adopted standards.
- The car parking arrangement provides sufficient turning space.

- Cycle storage is to be located in the underground car park however a condition needs to be attached to make sure it is secure.
- The bin enclosure will not impede pedestrian sight line and will have a dropped kerb access.
- A single 5.6m wide crossover off Crescent Road is proposed. This is well over the allowed maximum of 4.9m for a single crossover and therefore amendments will be required and this can be addressed through condition.
- 2 pedestrian accesses (both 1.78m wide) off Crescent Road and Waverely Road are proposed.
- Two existing crossovers one to the junction with Waverely Road and another one on Waverely Rd will need to be closed up and the footway reinstated.

They raise no objection to the development and consider that it would not give rise to conditions prejudicial to the free flow or safety of traffic.

- 4.1.2 Education advise that the development would produce an average of 1 additional primary aged pupil a year equating to a contribution of £13,115. Secondary yield is negligible. This contribution will need to be secured through a S106 Agreement.

4.2 Public

- 4.2.1 Consultation letters have been sent to the occupiers of 87 nearby properties. In addition, the application has been advertised on site. In response, 24 letters of objection have been received which raise all or some of the following points:
- object to any more blocks of flats be built which is changing the character of the area
 - overdevelopment
 - this is no longer a brownfield site
 - nothing wrong with the existing properties
 - the road is already hazardous for parking and driving
 - increase congestion
 - new traffic island at Old Park Road junction has increased traffic movements on Crescent and Waverley Road
 - access to basement car park close to a dangerous corner
 - increasing damage to pavements from construction vehicles, delivery vehicles etc
 - overloading utility infrastructure – gas, electricity , water and sewerage supplies
 - loss of light and outlook
 - loss of privacy
 - noise pollution
 - impact on trees
 - the area is already overcrowded with the number of flat developments that have taken place
 - the buildings would be higher than the existing buildings resulting in a loss of view
 - could impact access for ambulances etc to the nearby elderly persons home.
 - Noise, dust and disturbance

- Excavation for a basement car park could damage foundations of adjoining buildings
- Impede access for maintenance and decoration of adjoining blocks

4.2.2 Councillor Vince, (Ward Councillor) and David Burrowed MP has also raised objections in support of their constituents concerns.

5 Relevant Policy

5.1 LDF – Core Strategy

5.1.1 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 2	Housing supply and locations for new homes
Core Policy 4	Housing Quality
Core Policy 5	Housing Types
Core Policy 20	Sustainable Energy Use and Energy Infrastructure
Core Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 30	Maintaining and improving the quality of the built and open environment
Core Policy 46	Infrastructure contributions

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	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 the public highway

5.3 London Plan

- 3A.1 Increasing London's Housing Supply
- 3A.2 Borough Housing targets
- 3A.3 Maximising the potential of sites
- 3A.5 Housing choice
- 3A.6 Quality of new housing provision
- 3C.23 Parking strategy
- 3D.13 Children and Young People's Play and informal recreation strategies
- 3D.14 Biodiversity and nature conservation
- 4A.3 Sustainable design and construction
- 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

5.4 Other Material Considerations

PPS1	Delivering sustainable development
PPS3	Housing (June 2010)
PPG13	Transport

6 Analysis

6.1 Principle

6.1.1 The existing houses are not listed, nor are they located within a conservation area. Accordingly, planning permission is not required for their demolition.

6.1.2 The recent changes to PPS3 explicitly remove sites such as this from the definition of 'previously-developed land' and therefore the policy presumption in favour of making a more effective and efficient use of such land does not now apply. However, the changes within the PPS do not introduce an objection in principle to the redevelopment of such sites but the Council must continue to consider the application on its merits having regard to the impact of redevelopment on the character of the area, the amenities of the occupiers of adjoining properties, highway safety etc. However as the immediately surrounding area is entirely residential in character and in the main consists of flatted developments, the use of this site for more intensive residential purpose is considered acceptable in principle and consistent with the character of the area.

6.2 Impact on the character of the area

6.2.1 The immediately surrounding area in the main consists of flatted developments and the proposed development of flats would be consistent with this.

6.2.2 The character of the surrounding area has both urban and suburban characteristics and therefore the London Plan would suggest a wide density range of from 150 to potentially 450hrph. However, given the PTAL rating of 2 a density mid-range would be appropriate. The site has an area of 0.1017 hectares. This application proposes 33 habitable rooms, giving a density of 324 hrph.

6.2.3 This numerical assessment of density should also be taken with an assessment of the size and scale of the building proposed and how it sits within the context of the area. The area is dominated by flatted developments, the majority of which are of a size and scale consistent with the building proposed. Accordingly, the density of development proposed and the scale of building necessary to achieve this is considered acceptable and consistent with the character of the area.

6.2.4 The Council's standards require that amenity space provision should equate to 75% of the gross internal area of the proposed building. The application makes provision for 61% and therefore is below the Council's standards. This level of amenity space provision is not dissimilar to the level of amenity space that supports adjacent blocks of flats. Notwithstanding this, to address the fact that the development does not comply with standards and to address the fact

that future residents would need to make use of existing areas of open space to meet their active recreational needs, the applicant has agreed to a contribution of £30,000 towards the enhancement of existing facilities or access thereto. This would be secured through a S106 Agreement.

6.2.5 In addition, each flat at first floor level and above would be provided with at least two good sized usable balconies with the larger 4 bed units having the benefit of larger balconies to meet the passive needs of residents and provide access to some outside space. The ground level amenity space is largely provided to the front of the proposed building and ensures a setting consistent with the character of the area.

6.2.6 The building is designed to reflect the prevailing character of the area in terms of its elevational treatment and this is considered acceptable.

6.3 Housing Mix

6.3.1 In terms of variety of housing mix, the development of 9 units is relatively modest and therefore it would be difficult to achieve complete compliance with the Council's preferred housing mix, as set in Core Policy 5. However, the Strategic Housing Market Assessment that provided the evidence base for this policy identifies the greatest need in market housing to be for 3 bed + units. This application includes provision for 2 x 4 bed units. Although these are located on the upper floors, they are large units which would provide good sized family accommodation with access to balconies and or roof top amenity space.

6.4 Access, traffic and parking

6.4.1 The access arrangements into the site are considered acceptable, with appropriate visibility and an acceptable gradient to the basement car park. The level of parking proposed at 1.3 spaces per unit is in accordance with London Plan standards. In addition, 2 visitor spaces are proposed at surface level. Notwithstanding the objections raised by local residents on traffic, access and parking grounds, it is considered that the development would not give rise to conditions prejudicial to the free flow and safety of vehicles using the adjoining highways.

6.5 Sustainable Design and Construction

6.5.1 The development is to achieve a Code 3 for Sustainable Homes, in line with Core Policy 4. A condition is recommended to secure this and require the submission of the necessary certification.

6.5.2 The development presently does not achieve all Lifetime Homes Standards. However, this can be resolved with amendments to the internal layout and a condition is recommended requiring this to be undertaken to ensure compliance as required by London Plan policy 3A.5 and Core Policy 4.

6.6 Impact on trees

6.6.1 In order to achieve appropriate disabled access to the building, the development requires the removal of the Sweet Chestnut to the site frontage, the subject of a Tree Preservation Order. Moreover, it should be noted that

consistent with adjoining developments, the site level is considerably above pavement level.

6.6.2 The Arboricultural Report submitted with the applicant confirms that the tree is growing out of a raised bed and this now has a full height crack in the retaining wall adjacent to the footway. The tree has evidence of bark splitting, cracking and flaking in the trunk. The Tree Officer supports the removal of the tree subject to a replacement being secured through a condition.

6.7 Impact on adjoining residents

6.7.1 No.31 Waverley Road (Willowside Court) to the north of the site comprises a three storey block of flats, containing 6 windows in its flank elevation facing the application site; two windows to each floor serving bathrooms and kitchens. The conditions of the planning permission for the Willowside Court development required that these windows be obscure glazed.

6.7.2 The existing chalet bungalow on the application site is sited on the common boundary with Willowside Court and this has an impact on the flank windows to the ground and first floor flats. The proposed development would introduce a three storey elevation but at a distance of 2.3m from the flank wall of Willowside Court. The impact of this on the ground and first floor flats is likely to be similar to the existing situation. The 2nd floor flat presently stands above the height of the bungalow roof and therefore is not unduly affected by it. The proposed development would certainly have a greater impact. However, given the position of the windows in the flank in relation to the proposed building, which step in considerably from the boundary at a point just past the first window and given these windows serve non-habitable accommodation and are obscure glazed, the development is considered acceptable in terms of its impact on the amenities of the occupiers of this property in terms of light and outlook. No windows are proposed in the flank elevation of the building adjacent to Willowside Court and therefore the development would not give rise to any loss of privacy.

6.7.3 The adjacent block to the Crescent Road frontage, Glenview Lodge, is a ¾ storey block of flats with no windows in the flank elevation. The development would not have any undue impact on the amenities of the occupiers of this block in terms of light or outlook. The development does include provision for windows and balconies on the rear elevation facing the rear garden of Glenview Lodge. However, given this is a communal garden, and given a separation distance of approximately 11m is achieved, it is considered that the development would not result in any undue loss of privacy.

6.7.4 The flatted developments opposite the application site are separated by the existing roads. Given this and the position of the proposed block, respecting existing building lines, it is considered that the development would not have an undue impact on the amenities of the occupiers of these blocks.

6.7.5 Concerns have been raised by nearby residents about noise and disturbance. The development of the site for flats is not likely to give rise to undue noise and disturbance once completed. An element of noise and disturbance is inevitable during the construction process but where unreasonable can be addressed through other statutory controls.

6.7.6 Concern about the impact of the development on the foundations to adjoining blocks would be addressed through Buildings Regulations and/or The Party Wall Act.

6.7.7 Issues regarding access for future maintenance are not material to the consideration of this application.

6.8 S106 Agreement

6.8.1 A S106 Agreement is required to secure the education and open space/access contributions referred to above.

7 **Conclusion**

7.1 In conclusion the development of the site as proposed is considered acceptable in the context of the area and having regard to the amenities of the occupiers of adjoining and nearby properties. Accordingly, it is recommended that planning permission be granted for the following reasons:

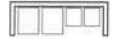
- 1 The proposed development has appropriate regard to the character of the area and the amenities of the occupiers of adjoining and nearby properties. In this respect the development complies with Core Strategy policy 30, Unitary Development Plan policies (II)GD3 and (II)H8 and London Plan policies 4B.1 and 4B.8.
- 2 The development makes appropriate provision for car parking and will not give rise to conditions prejudicial to the free flow and safety of traffic using the adjoining highway, including pedestrian traffic. In this respect the development complies with Policies (II)GD6, (II)GD8 and (II)T13 of the Unitary Development Plan and London Plan policy 3C.23

8 **Recommendation:**

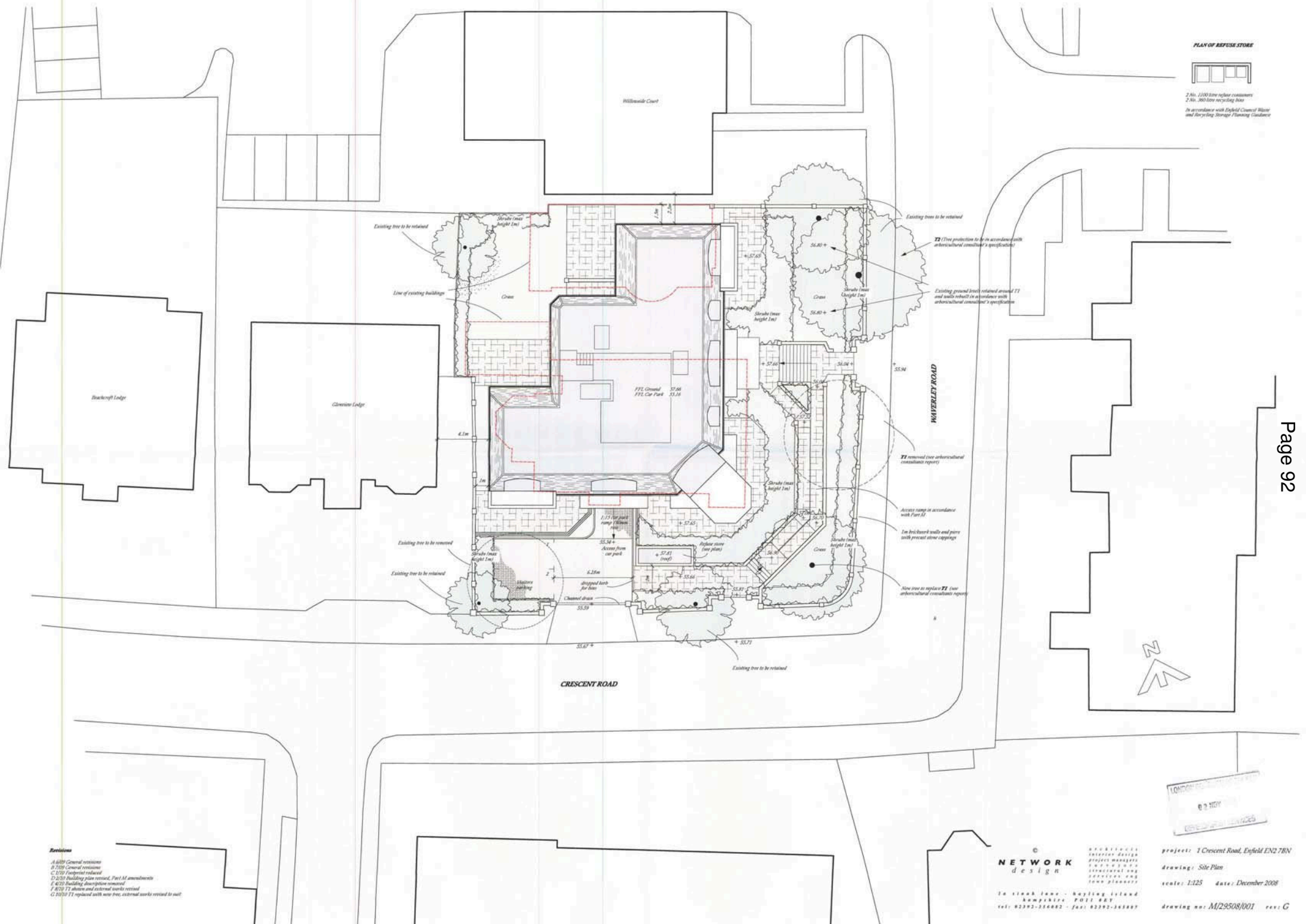
8.1 That subject to the satisfactory completion of a S106 Agreement to secure the contribution referred to in this report, planning permission be GRANTED subject to the following conditions:

- 1 C07 Details of materials
- 2 C09 Details of hard surfacing
- 3 C11 Details of enclosure
- 4 C14 Details of access and junction
- 5 C16 Private vehicles only – parking areas
- 6 C17 Details of landscaping
- 7 C18 Details of tree protection
- 8 C19 Details of refuse storage
- 9 C22 Details of wheel cleaning
- 10 Before the development hereby permitted commences an initial design stage assessment shall be carried out by an accredited assessor for the Code for Sustainable Homes and an interim certificate confirming compliance with at least level 3 of the Code shall be submitted to and acknowledged in writing by the Local Planning Authority. The dwellings shall not be occupied until a final Code certificate of compliance has been issued.
Reason: To ensure that the development is built in accordance with the Code for Sustainable Homes

- 11 Notwithstanding the floor plans submitted, development shall not commence until floor plans have been submitted to and approved by the Local Planning Authority that demonstrate compliance with the Lifetime Homes Standards. The development shall be completed in accordance with the approved plans prior to occupation.
Reason: In order to ensure compliance with Core Strategy Policy 4 and London Plan policy 3A.5.
- 12 C59 Cycle parking
- 13 Notwithstanding the drawings submitted, the proposed vehicle access to the basement car park shall not exceed 4.9m in width.
Reason: In the interests of highway safety.
- 14 The development shall not be occupied until the existing redundant points of access to the site have been closed and the footway reinstated.
Reason: To confine vehicles movements to permitted points of access, to enable additional kerbside parking to the roadway and to improve the condition of the adjacent footway.
- 15 C51a Time Limited Permission



2 No. 1,000 litre refuse containers
2 No. 200 litre recycling bins
In accordance with English Council Waste
and Recycling Storage Planning Guidance

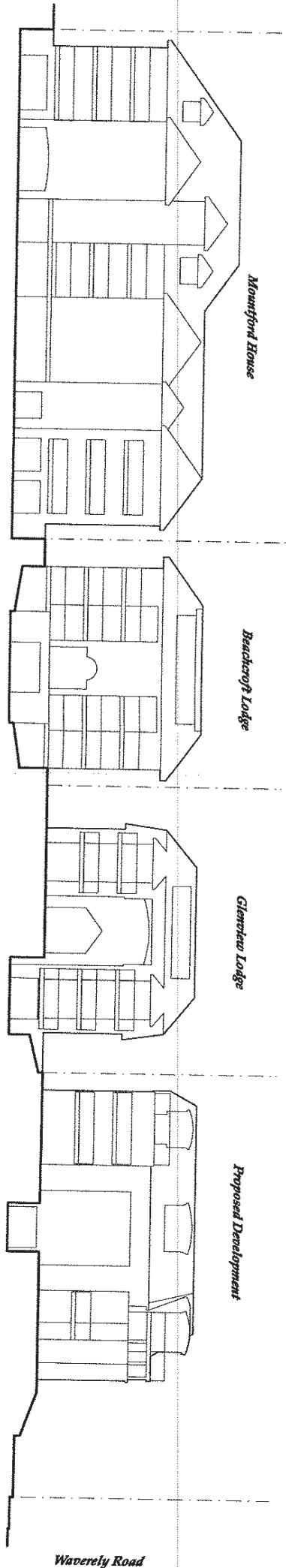


- Revisions**
- A 6/09 General revision
 - B 5/09 General revision
 - C 1/10 Particular revision
 - D 5/10 Building plan removed, Part M amendments
 - E 4/10 Building description removed
 - F 6/10 T1 above and external works revised
 - G 10/10 T1 replaced with new tree, external works revised to suit

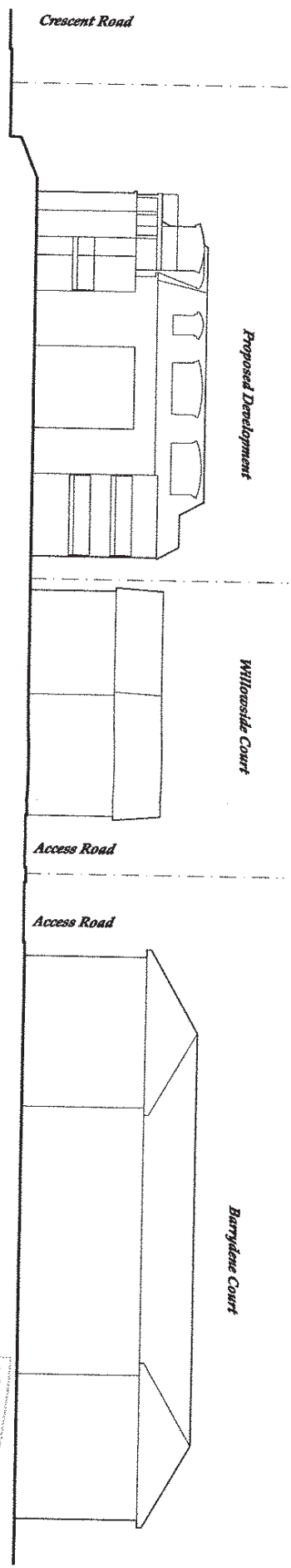


© NETWORK design
 in stinch lane - bayling island
 london - uk
 tel: 02082-556862 - fax: 02082-563887

project: 1 Crescent Road, Enfield EN2 7BN
 drawing: Site Plan
 scale: 1:125 date: December 2008
 drawing no: M/29508/001 rev: G



STREET VIEW FROM CRESCENT ROAD



STREET VIEW FROM WAVERLEY ROAD

LONDON BOROUGH OF ENFIELD
 13 SEP 2010
 10:45 AM

Revisions

A 3/10 Step introduced into roof profile on Waverley Road elevation

NETWORK
 design

ARCHITECTS
 interior design
 project managers
 surveyors
 structural eng
 services eng
 town planners

1a sinah lane · Hayling island
 Hampshire · PO11 0EY
 t: 02392-365887
 e: network.design@nlworld.com

project: 1 Crescent Road, Enfield
 drawing: Sheet Views
 scale: 1:300 date: March 2010

drawing no: M1/2007/0002

No.1 CRESCENT ROAD
 ~
Proposed New Development



WAVERLEY ROAD ELEVATION



WEST ELEVATION



CRESCENT ROAD ELEVATION



NORTH ELEVATION

Revisions
 2016 A Elevation design revised
 6205 B Roof profile revised for roof terrace
 7010 C Timber to tower added
 10010 D Endorse to 1/50 scale
 1110 E General revisions
 2210 F Day revised
 4101 G Boundary revised
 4710 H Roof profile revised

©
NETWORK
 design
 In view here - Building Island
 Architects P O J L R B T
 teli: 02392-16682 - fax: 02392-36187

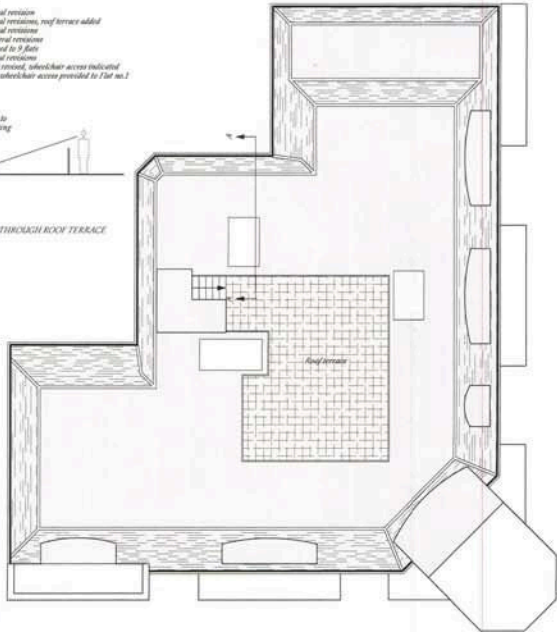


project: 1 Crescent Road, Esfield EN2 7BN
 drawing: Elevations
 scale: 1:100 Date: December 2008
 drawing no: M/29508/003 rev: H

Revisions
 A 4/09 Central revision
 B 5/09 Central revision, roof terrace added
 C 7/09 Central revision
 D 10/09 Central revision
 E 1/10 Reduced to 9 flats
 F 3/10 Central revision
 G 8/10 Full revision, wheelchair access indicated
 H 10/10 Full wheelchair access provided to Flat no.1

Terrace set back to prevent overlooking

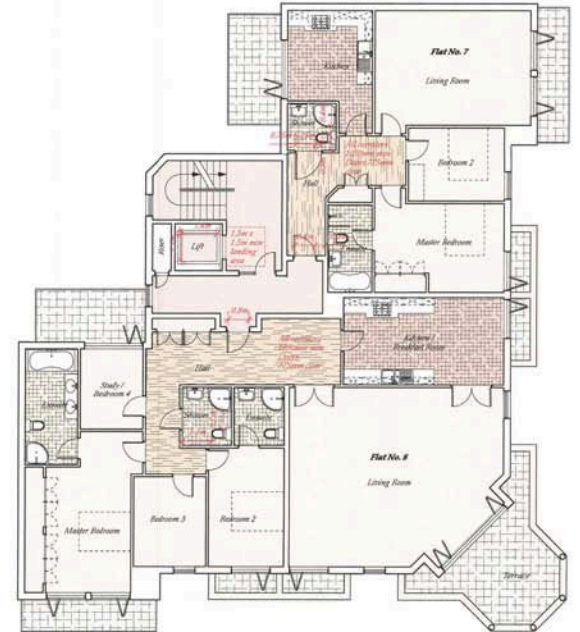
SECTION A-A THROUGH ROOF TERRACE



ROOF PLAN



PENTHOUSE



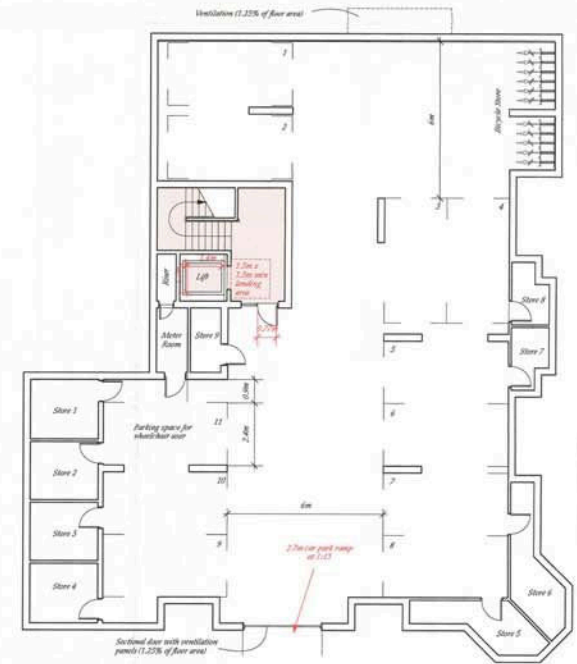
SECOND FLOOR



FIRST FLOOR



GROUND FLOOR



Sectioned stair with ventilation panels (1.25% of floor area)

© NETWORK design
 project: 1 Crocent Road, Enfield EN2 7BN
 drawing: Floor Plans
 scale: 1:100 date: December 2008
 drawing no: M/29508/002 rev: H

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date :16th February 2011

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: Chase

Application Number : TP/10/0601/MM1

Category: Other Development

LOCATION: MAIN BUILDING,ST MICHAELS C OF E PRIMARY SCHOOL,
BRIGADIER HILL, ENFIELD, EN2 0NB

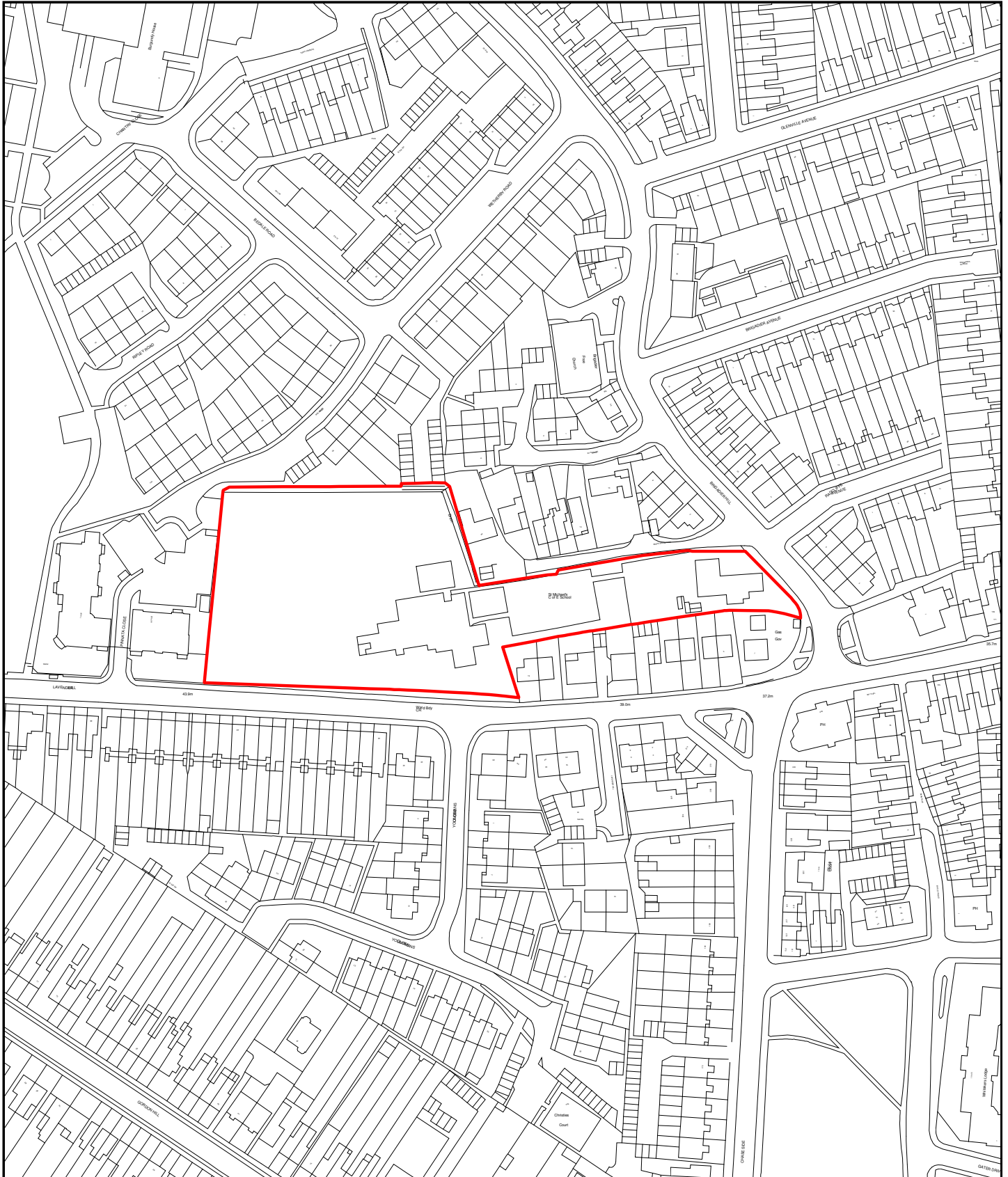
PROPOSAL: Minor amendment to approval granted under ref: TP/10/0601 for a two storey rear extension to main building to expand from 1 to 2 form entry, single storey extension to provide a new entrance at front of main building, new window to main hall, landscaping works to sloping grass pitch to provide a level pitch and Multi use games area (MUGA), vehicular access to Lavender Hill together with demolition of single storey accommodation at rear.

Applicant Name & Address:
Inigo Woolf,
The London Diocesan Board for Schools
36, Causton Street,
London,
SW1P 4AU

Agent Name & Address:
Rowan Parnell,
GHM Rock Townsend
The Old School
Exton Street
SE1 8UE

RECOMMENDATION: That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions:

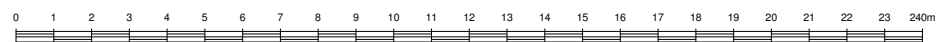
(



ENFIELD
Council



Development Control



Scale - 1:2002
Time of plot: 10:12

Date of plot: 03/02/2011

1. Site and Surroundings

- 1.1 The School is bounded by Brigadier Hill to the east, Lavender Hill to the south, open fields to the west and residential to the north (Wetherby Road & St Faiths Close)
- 1.2 The school accommodation is provided within two blocks. The first, accommodating the Nursery and Reception classes is located near to the Brigadier Hill frontage and consists of single storey buildings. The second block, set within the larger part of the site and located to the south east of the playing fields, comprises of predominantly single storey, with some two storey elements. Ground levels increase to the north and west.

2. Proposal

- 2.1 Permission is sought for a minor material amendment to the approval granted under reference TP/10/0601 for a two storey rear extension to main building to expand the School from 1 to 2 form entry, single storey extension to provide a new entrance at front of main building, new window to main hall, landscaping works to sloping grass pitch to provide a level pitch and Multi use games area (MUGA), vehicular access to Lavender Hill together with demolition of single storey accommodation at rear.
- 2.2 The amendment sought involves the repositioning of the multi use games area from the south-west corner of the school to the north-east corner and the realignment and increase in size of the grass pitch previously approved in the north-west corner of the site.
- 2.3 There are no other alterations proposed as part of this application.

3. Relevant Planning Decisions

- 3.1 Planning permission (ref: TP/10/0601) was granted for a two storey rear extension to main building to expand the school from 1 to 2 form entry, single storey extension to provide a new entrance at front of main building, new window to main hall, landscaping works to sloping grass pitch to provide a level pitch and Multi use games area (MUGA), vehicular access to Lavender Hill together with demolition of single storey accommodation at rear. The application was referred to the Government Office for the West Midlands following an objection in principle from Sport England over the loss of some of the school playing field. The Secretary of State considered that the scheme was acceptable and directed the Council to issue the planning permission.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation together with Environmental Protection & Regulations raise no objections.
- 4.1.2 Environment Agency advice that there are no comments to make as the application has been assessed as a low environmental risk.

4.1.3 Sport England does not object to the proposed amendment.

4.1.4 Thames Water advise that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. With regard to sewerage and water infrastructure, there are no objections to the proposal.

4.2 Public

4.2.1 Consultation letters have been sent to 66 neighbouring and nearby properties. In addition, notice has been displayed around the site. No objections have been received to date.

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

CP11: Recreation, leisure, culture and arts

CP21: Delivering sustainable water supply, drainage and sewerage infrastructure

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

CP34: Parks, playing fields and other open spaces

CP36: Biodiversity

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)CS1 Land requirements for facilities and services

(II)CS2 Community services and the effective use of land

(II)CS3 Facilities provided in the optimum location

(II)GD3 Aesthetic and functional design

5.3 The London Plan

Policy 2A.1 Sustainability criteria

Policy 3A.17 addressing the needs of London's diverse population

Policy 3A.18 Protection and enhancement of community infrastructure and community facilities

Policy 3A.24 Education facilities

Policy 3D.8 Realising the value of open space and green infrastructure

- Policy 3D.13 Children and young people's play and informal recreation strategies
- Policy 4A.3 Sustainable design and construction
- Policy 4B.1 Design principles for a compact city
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.8 Respect local context and communities

5.4 Other Relevant Policy

- PPS1: Delivering sustainable development
- PPG17: Planning for Open Space, Sport and Recreation
- PPS25: Development and flood risk

6. Analysis

6.1 Principle

- 6.1.1 The proposal is considered acceptable in principle, having regard to the previously approved scheme. The issue to consider is the repositioning of the multi use games area (MUGA)

6.2 MUGA

- 6.2.1 The MUGA is proposed to the north of the main school buildings and would comprise an all weather surface of approximately 30m x 14.5m. This differs from the scheme originally approved where this area was proposed for open playing field.
- 6.2.2 It will be sited between 11.5m -14m from the eastern boundary of the school (St Faiths Close) and 4m at its nearest point from the northern boundary (Wetherby Road).
- 6.2.3 Due to the ground levels across the site, the re-sited MUGA will involve a greater amount of excavating in this corner of the school ground. However, the works should not impact beyond the school site.
- 6.2.4 The key issue is that of noise and disturbance due to the closer proximity to residential properties on Wetherby Road and St Faiths Close. It is recognised that the current scheme may result in additional disturbance to neighbouring residential occupiers compared with that approved previously. However, the sunken depth of the playing surface (up to 4m below natural ground level), the existing mature plantings along the eastern and northern boundaries, and the proposed plantings should provide an adequate noise buffer. In addition, no floodlights are proposed and thus use would be limited to normal daytime hours. These factors also ameliorate any visual impact on the outlook from these neighbouring properties.

6.3 Playing Field

- 6.3.1 The repositioning of the MUGA to the north-east corner of the school enables the school to provide a more expansive grassed playing field. Whilst there was no objection from the Secretary of State in relation to the previous scheme, the amendments increase that grassed pitch from 768sqm to 1310sqm. There are no additional issues arising from the repositioning of this field in terms of impact on neighbouring residential occupiers.

6.4 Access, Parking and Traffic Generation

6.4.1 There are no highways implications in terms of access, traffic generation and parking arising from the proposed alterations to the layout of the playing fields.

7 Conclusion

7.1 It is considered that the proposed re configuration of the external play areas involving the repositioning of the MUGA and plating field result in an improved quality of provision and although the MUGA will its slightly more intensive use would be positioned close to the residential properties which lie adjacent to the northern and eastern boundary, this would not lead to an unacceptable increase in noise and disturbance or loss of outlook, sufficient o warrant refusal of the application. The proposal is therefore considered acceptable for the following reasons:

- 1 The proposed development due to its design, size, siting improves play facilities at the school having regard to Core Policies 8, 11 and 34 of the Core Strategy, Policies (II)GD3, (II)CS2 and (II)CS3 of the Unitary Development Plan, Policies 3A.24, 3D.8 and 3D.13 of The London Plan, with PPS1: Sustainable Development and PPG17: Planning for Open Space, Sport and Recreation.
- 2 The proposed development having regard to its design and siting does not unduly affect the amenities of adjoining or nearby residential properties having regard to Core Policy 30 of the Core Strategy, Policy (II)GD3 of the Unitary Development Plan and with Policies 4B.1 and 4B.8 of The London Plan.

8. Recommendation

8.1 That planning permission be deemed to be GRANTED in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to the following conditions:

01. C06 Details of phasing of construction
02. C07 Details of materials
03. C09 Details of hard surfacing
04. C11 Details of enclosure
05. C17 Details of landscaping
06. C21 Construction servicing area
07. C22 Details of construction vehicle wheel cleaning
08. NSC1 Details of construction methodology
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. Details of construction access and vehicle routing to the site.
 - ii. Arrangements for vehicle turning and servicing areas.
 - iii. Arrangements for the parking of contractors vehicles.
 - iv. Arrangements for the storage of materials.
 - v. Hours of work.

Reason: In order to protect the amenities of nearby residential properties and to ensure access does not prejudice the free flow and safety of traffic and pedestrians along the adjoining highways.

- 09. C41 Details of external lighting
- 10. C51A Time limited permission











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0m 10m 20m

KEY

-  SITE BOUNDARY
-  RED LINE BOUNDARY IDENTIFYING THE AREA OF THE MINOR MATERIAL AMENDMENT TO APPLICATION TP1100501
-  PROPOSED LEVELS WITH EXISTING LEVELS
-  EXISTING COUNTOURS
-  SHRUBBED PLANTED AREAS SLOPING MAX 1:3
-  GRASSED AREAS PITCHES AND SOFT INFORMAL PLAY
-  POLYMERIC SURFACE TO BS 2473
-  SOFT PLAY SURFACE AT BASE OF CLIMBING WALL
-  MACADAM
-  BRICK FACED RETAINING WALL SMOOTH FAIRFACED CONCRETE RETAINING WALL



NON MATERIAL AMENDMENT APPLICATION External sports provision increased 27.08.2010 JH
 REVISION DATE/DESCRIPTION

PROJECT	ST MICHAEL'S CE PRIMARY SCHOOL	
DRAWING TITLE	SITE PLAN	
PROPOSED		
DATE	MARCH 2010	DRAWN SG
SCALE	1:200 @ A1	CHECK RP
STAGE	PLANNING	
JOB NO.	RX-2687	
DRAWING NO.	2001	REVISION A

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date :16th February 2011

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: Chase

Application Number : TP/10/0880

Category: Householder Developments

LOCATION: WATER TOWER, 405, THE RIDGEWAY, ENFIELD, EN6 5QT

PROPOSAL: Erection of a double detached garage.

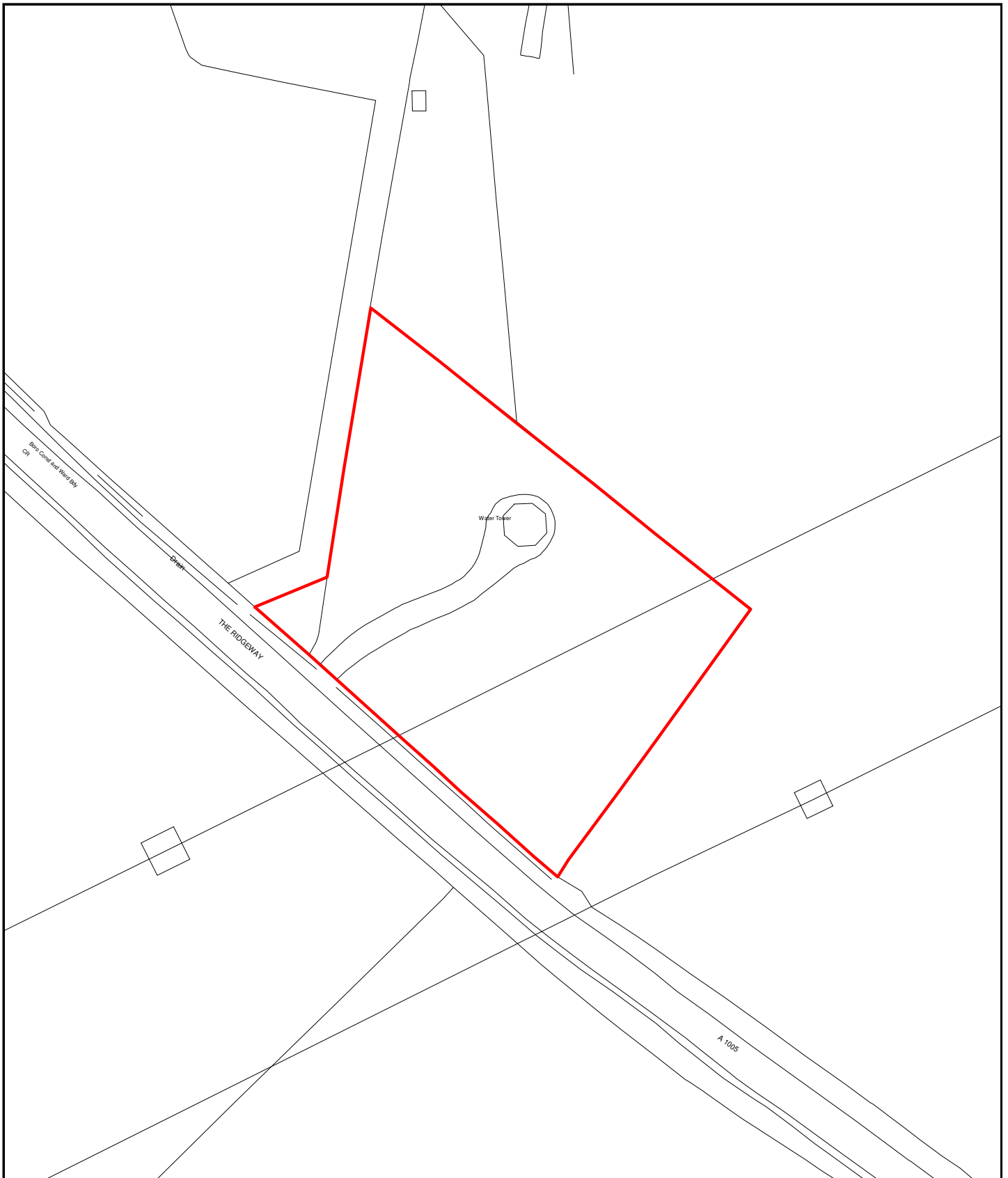
Applicant Name & Address:

Bambos Charalambous
 THE LODGE,
 ST NICHOLAS HOUSE,
 THE RIDGEWAY,
 ENFIELD
 EN2 8AH

Agent Name & Address:

Peter Koumis,
 Vivendi Architects
 Unit E3U,
 Bounds Green Industrial Estate
 Ring Way
 London
 N11 2UD

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



Development Control



Scale - 1:1001
Time of plot: 10:15

Date of plot: 03/02/2011

1 Site and Surroundings

- 1.1 Botany Bay Water Tower a locally listed building on the north side of The Ridgeway and located with the Green Belt, Area of Special Character. The building has now been extended and converted to residential use.

2 Proposal

- 2.1 This application seeks planning permission for the retention of a detached double garage that has been erected to the side and rear of the main tower. It is 6.5m wide, 6.6m deep and 3.8m high to ridge. The garage is of brick construction with a pitched slate roof.

3 Relevant Planning Decisions

- 3.1 LBE/04/0024 - Planning permission granted for conversion of water tower to 4-bed dwelling house with roof terrace involving erection of lower ground floor extension at side was approved October 2004
- 3.2 TP/06/1866 Planning permission granted for the conversion of water tower to 4-bed dwelling with roof terrace involving erection of lower ground floor and basement extension at side incorporating underground swimming pool was approved January 2007.
- 3.3 TP/09/1615 Planning permission granted for the Installation of a glass screen to roof and erection of a detached shed at rear (RETROSPECTIVE) was approved January 2010
- 3.4 TP/10/0878 – an application for the erection of a single storey porch extension to south west elevation has yet to be determined.
- 3.5 TP/10/0879 - Planning permission granted for the erection of an infill extension between the existing below ground extension and the main tower was approved October 2010

4. Consultations

4.1 Statutory and non-statutory consultees

None

4.2 Public

Consultation letters have been sent to the occupiers of two adjoining properties. In addition, a notice has been posted on site. No responses have been received.

4.3 Conservation Advisory Group

The Group object to the application and consider that any garage should be set at a lower ground level and have a green roof or be relocated so that it is not visible from the road and is set further away from the tower, to maintain the integrity of its column appearance.

5 Relevant Policy

5.1 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 30	Maintaining and improving the quality of the built environment.
Core Policy 31	Built and landscape heritage
Core Policy 33	Green Belt and Countryside

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)G6	Areas of special character
(II)G11	Criteria for design of new development in Green Belt
(II)GD3	Design
(II)GD6	Traffic generation
(II)GD8	Access and servicing
(II)T13	Access to public highway

5.3 London Plan

3D.9 Green Belt

5.4 Other Material Considerations

PPG2	Green Belts
PPS5	Planning for the historic environment

6 Analysis

6.1 Green Belt

6.1.1 Green Belt policy (PPG2) will allow limited extensions to residential properties, provided that they do not result in disproportionate additions over and above the size of the original building. The double garage is considered to be a proportionate and limited extension in the context of the original building subordinate to the main tower building. It is not therefore considered to constitute inappropriate development in the Green Belt.

6.1.2 The garage is located to the rear of the site, approximately 55m back from the site frontage with The Ridgeway, backing on to the hedge line that forms the boundary with open farmland beyond. The structure is not therefore

prominent in views from the public domain or from the open farmland beyond. Consequently, it is contended that the proposal does not harm the local landscape character or the essential open character of the green belt.

6.2 Impact on the setting of the tower

6.2.1 The Water Tower is a locally listed building: a non statutory designation which recognise the local importance of the building. As such, it is a prominent and distinctive building in the local landscape due to its height and design, comprising a slender tower standing in isolation. Its conversion to residential use has seen the base of the tower extended to provide additional living accommodation, but largely below ground level and therefore the character and integrity of the tower has been retained.

6.2.2 The Conservation Advisory Group object to the current application on grounds that the garage structure, due to its siting in relation to the tower, and the fact that it has been constructed at ground level, compromise the integrity of the tower.

6.2.3 This is noted. However, the garage is positioned approximately 5m away from the base of the tower and therefore, is clearly separate to it. It is significantly smaller in scale than the tower and in this context, it is considered that it does not compromise its integrity. Its design and the use of materials have been selected to complement the appearance of the building and on balance, the detached garage is considered acceptable.

6.3 Parking

6.3.1 The provision of a garage on site takes the place of an area that had been hard surfaced for car parking purposes. The development does not therefore result in a net increase in parking provision or previously undeveloped open land.

6.4 Access

6.4.1 Access to the site remains as existing. The original planning permission for the conversion of the tower to residential use, includes a condition requiring the submission of details of alterations to the existing access to the site to improve visibility splays and that the works shall be undertaken in accordance with the approved details prior to occupation of the development. The details have been submitted but not yet agreed as information regarding the enclosures either side of the entrance are still awaited. The applicant will be reminded of the need to submit the additional information and that the works ultimately approved must be undertaken prior to occupation of the building for residential purposes.

7. **Conclusion**

7.1 In conclusion it is considered that the development has appropriate regard to its green belt setting and that the character and integrity of the tower would be safeguarded. Accordingly, it is recommended that planning permission be granted for the following reasons:

- 1 The development, given its size and scale, does not result in a

disproportionate addition over and above the size of the original building and therefore does not constitute inappropriate development in the Green Belt. Moreover, having regard to its size, siting, design and relationship to existing landscaping, it has appropriate regard to its green belt setting and does not unduly detract from the local landscape character. In this respect the development complies with London Plan policy 3D.9, Core Policy 33 of the Core Strategy, saved Unitary Development Policy (II)G11 and advice contained in Planning Policy Guidance Note 2: Green Belts.

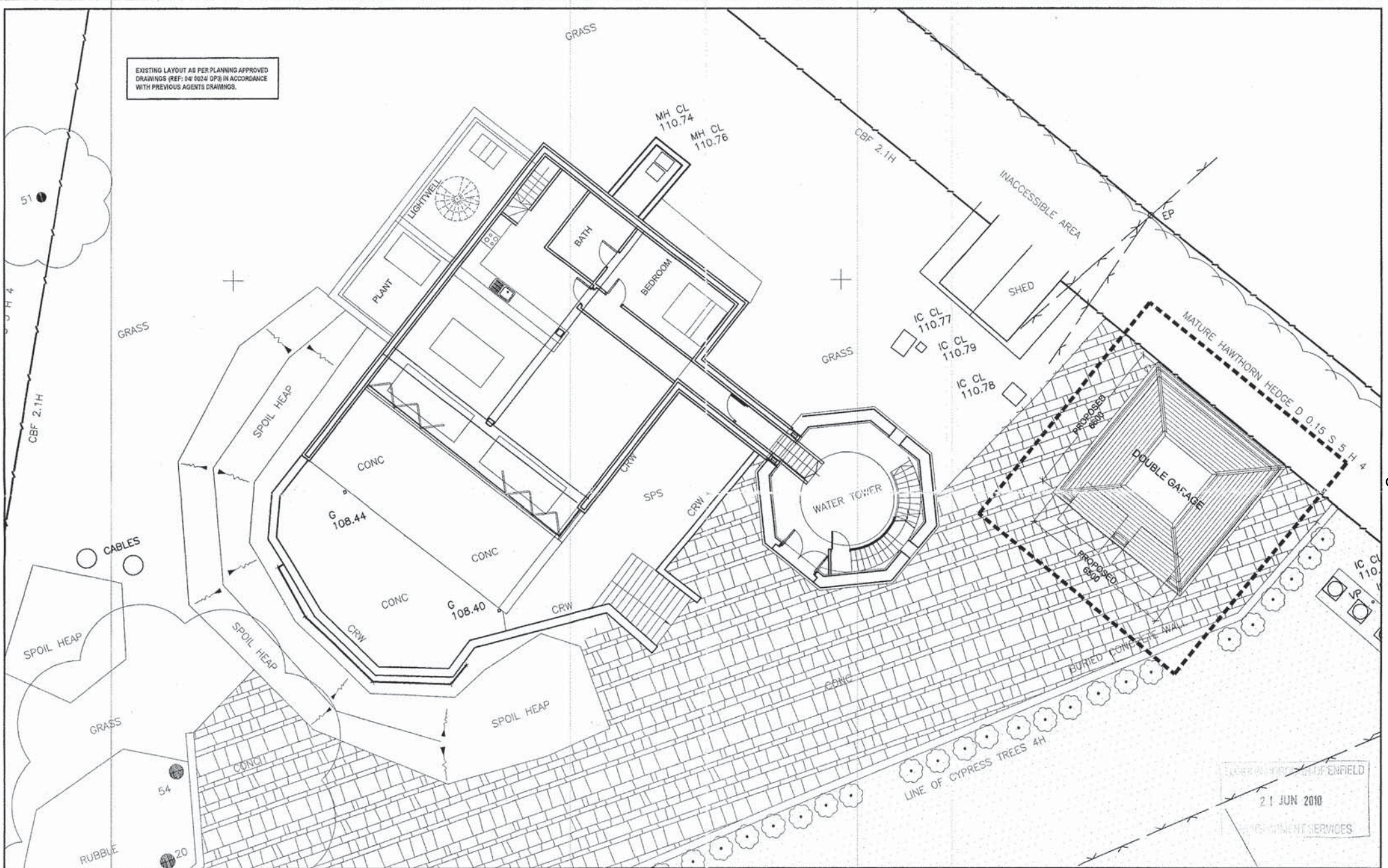
- 2 The garage, by reason of its size, scale and siting, detached from the main tower, safeguards the character and integrity of the locally listed building. In this respect the development complies with Core Policy 31 of the Core Strategy.

8. Recommendation:

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

- 1 C15 Private vehicles only – garages

EXISTING LAYOUT AS PER PLANNING APPROVED DRAWINGS (REF: 141 0234 078) IN ACCORDANCE WITH PREVIOUS AGENTS DRAWINGS.



[01] PROPOSED GROUND FLOOR PLAN

NOTE:
DO NOT SCALE FROM DRAWINGS - EXCEPT FOR PLANNING PURPOSES.
ALL DISCREPANCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY.
ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.

Issue Date: P1 15/06/2010 Issued for Planning



VIVENDI ARCHITECTS LTD
 UNIT 8/11, Bounds Green Industrial Estate, Ringway, London N11 2JG
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 www.vivendiarchitects.co.uk
 BOTNAY BAY WATER TOWER, ENFIELD. EN2 8AH
 PROPOSED GROUND FLOOR PLAN

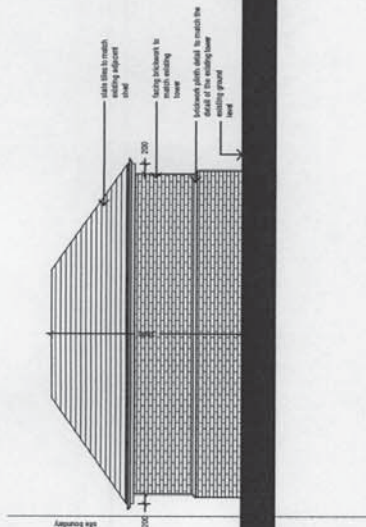
Client: Mr B. Charalambous

DATE: DD	STATUS: APR
DRAWN BY:	SCALE AT A2: 1:100
CHECKED BY:	REVISION: P1

JOB AND DRAWING NO: 1237-P02-00

ENFIELD
 21 JUN 2010
 ENFIELD SERVICES

TP/10/0880

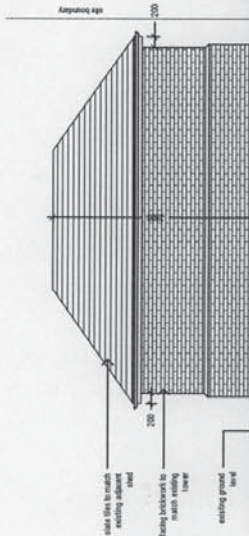


[02] PROPOSED GARAGE SIDE ELEVATION (WEST)

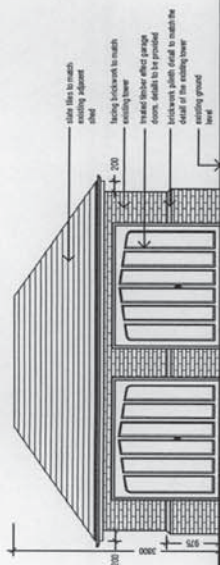
LEIGHON BOROUGH OF ENFIELD

21 JUN 2010

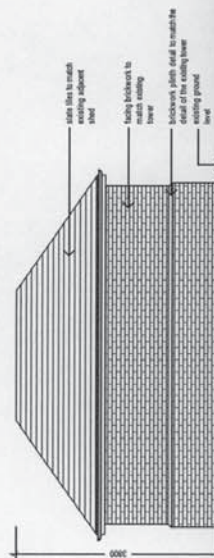
DEVELOPMENT SERVICES



[04] PROPOSED GARAGE SIDE ELEVATION (EAST)



[01] PROPOSED FRONT ELEVATION (SOUTH)



[03] PROPOSED GARAGE REAR ELEVATION (NORTH)

NOTE:
DO NOT SCALE FROM DRAWINGS - EXCEPT FOR PLANNING PURPOSES.
ALL DISCREPANCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY.
ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.

REVISIONS
P1 10/06/2010 Issued for Planning

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CLIENT
Mr. B. Charalambous

STATUS: APR
SCALE AT A3
ISSUED BY: 1:100
REASON: P1

JOB AND DRAWING NO.

BOTNAY BAY WATER TOWER, ENFIELD, EN2 8AH

PROPOSED ELEVATIONS

1237-P03-00

ISO-A3

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date :16TH February 2011

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: Enfield
Highway

Application Number : TP/10/1392

Category: Other Development

LOCATION: ENFIELD COLLEGE, 73, HERTFORD ROAD, ENFIELD, EN3 5HA

PROPOSAL: Erection of a detached training building with mezzanine floor, external training area and service yard , together with realignment of existing vehicular access and construction of new pedestrian access, associated external hard/soft landscaping.

Applicant Name & Address:

Chris McCutcheon,
College of Haringey
Enfield & NE London
73, Hertford Road,
Enfield,
EN3 5HA

Agent Name & Address:

Michael McCollum,
KSS Design Group Limited
1, James Street
London
W1U 1DR

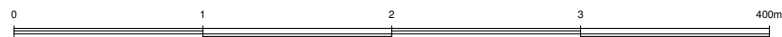
RECOMMENDATION: That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions.



ENFIELD
Council



Development Control



Scale - 1:4004
Time of plot: 10:45

Date of plot: 03/02/2011

1. Site and Surroundings

- 1.1 Enfield College is bound by Hertford Road to the west, Durants Park to the north, residential dwelling houses to the south and Metropolitan Open Land to the east. There is approximately 14,400sqm of gross internal area within six main buildings: Park; Montagu; Collinwood; Kingfisher; Ride; and the Sports building. Collinwood is a two storey 1960s building, Park and Ride are two storey 1970s constructions. Montagu is a two-storey 1980s era building and Kingfisher is a two storey development completed in 2004. A recently approved planning application (TP/10/0356) will add an additional 800sqm of internal space once completed.
- 1.2 Existing vehicular access for staff is via The Ride, on the south-east boundary of the site, leading to a 188 space car park. The visitors' car park (47no. spaces) is accessed off Hertford, with deliveries and mini bus access via Collinwood Avenue from the south.
- 1.3 The main pedestrian access is from Hertford Road, with an informal access via The Ride.
- 1.4 The nearest residential dwelling is approximately 78m distant on Collinwood Avenue but separated from that dwelling by the 2-storey teaching block known as Collinwood.

2. Proposal

- 2.1 Permission is sought for the erection of a 2-storey building to provide a construction training workshop, together with an external brickwork training area, ancillary washing and changing areas.
- 2.2 The proposed building will be approximately 27m wide, it will have a maximum rearward projection of between approximately 29m and 38m, and it will have a maximum height of approximately 8.7m to the top of a flat roof. The building will provide 879sqm of floor area, with 60sqm covered external working area and a 142sqm mezzanine floor for plant.
- 2.3 The site is currently served by a total of 235 parking spaces (186 spaces for staff, 15 for pupils and 34 for visitors), although 6 parking bays will already be lost as a result of the 2-storey infill extension to provide new entrance, student enrichment zone and 6 additional classrooms (TP/10/0356). A further 65 spaces will be lost as a result of the current scheme.

3. Relevant Planning Decisions

TP/10/0356 - Erection of a 2-storey infill extension to provide new entrance, student enrichment zone and 6 additional classrooms. – granted with conditions.

TP/95/0630 - Erection of single storey extension to south elevation and erection of a 2-storey extension to north elevation; construction of new pitched roof at ground floor level and installation of external staircase to east elevation. – granted with conditions.

TP/03/0053 - Demolition of an existing teaching block and erection of new reception and teaching building. – granted with conditions.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic & Transportation and Environmental Health raise no objections.

4.2 Public

4.2.1 Consultation letters were issued to two neighbouring and nearby residential properties. In addition, notice was displayed at the site. No letters of objection have been received.

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:

- CP1: Strategic growth areas
- CP8: Education
- CP9: Supporting community cohesion
- CP11: Recreation, leisure, culture and arts
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP34: Parks, playing fields and other open spaces
- CP36: Biodiversity
- CP40: North east Enfield

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)CS1 Land requirements for facilities and services
- (II)CS2 Community services and the effective use of land
- (II)CS3 Facilities provided in the optimum location
- (II)GD1 Appropriate location
- (II)GD3 Aesthetic and functional design
- (II)GD6 Traffic generation

(II)H8 Privacy

5.3 The London Plan

- Policy 2A.1 Sustainability criteria
- Policy 3A.17 Addressing the needs of London's diverse population
- Policy 3A.18 Protection and enhancement of community infrastructure and community facilities
- Policy 3A.24 Education facilities
- Policy 3C.23 Parking strategy
- Policy 4A.3 Sustainable design and construction
- Policy 4B.1 Design principles for a compact city
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.8 Respect local context and communities

5.4 Other Material Considerations

- PPS1: Delivering sustainable development
- PPG13: Transport
- PPS22; Renewable energy
- PPS25: Development and flood risk

6. **Analysis**

6.1 Principle

- 6.1.1 With the existing use of the site, development which seeks to improve existing school facilities would be both in keeping with the character of the site and the thrust of Policies (II)CS1, (II)CS2 and (II)CS3 of the Unitary development Plan which seek to encourage the improvement of existing educational facilities where they are in the right location and accord with wider environmental policy. In principle, therefore, there no objection to this proposed development subject to detailed matters being satisfactory resolved including design, appearance from MOL, loss of parking, access and traffic generation.

6.2 Impact on Character of Surrounding Area and Metropolitan Open Land (MOL)

Whilst the height at (8.7 metres) and mass of the proposed building reflects that of other buildings comprising the College campus, the overall design is considered utilitarian. The accompanying Design & Access Statement supports this approach by identifying its relationship to its intended function, with the horizontally laid cladding providing a clean, contemporary appearance. To provide relief and emphasis to the buildings entrance, this will be finished in contrasting colour and will have a glazed canopy.

- 6.2.3 Whilst the thrust of the design principles are acknowledged, improvements could possibly be achieved in the external appearance to provide additional visual interest through for example, the provision of green walls / roofs or through the use of different coloured cladding. A condition will be imposed to secure details of the external appearance and on this basis, it is considered the building would sit well within the context of the existing Campus.

6.2.4

- 6.2.5 A further consideration is the relationship to the Metropolitan Open Land situated to the east. The development would lie adjacent to this boundary

and Policy in this regard seeks to ensure any development is appropriate and avoids excessive visual intrusion. Whilst it is acknowledged that the development introduces a built structure into an area that is relatively open in nature (car park) and near to the boundary with land to the east designated as Metropolitan Open Land (MOL), it will be largely screened from the MOL by existing mature trees within the MOL. As a result, it is considered that the development would not be overly intrusive when view from this adjoining open space.

6.3 Impact on Neighbouring Properties

- 6.3.1 The nearest residential dwelling is approximately 80m distant and also separated from the proposed building by existing multi-storey school buildings. There will therefore be no impact on the amenities of neighbouring residential occupiers in terms of loss of light, outlook, overshadowing and privacy.
- 6.3.2 The site is an existing school campus, therefore neighbouring residential properties will already experience some noise emanating from the school. Moreover, the above mentioned facility, although intended to support construction related learning, should be sufficiently well insulated and distant from neighbouring properties to avoid issues of noise nuisance. In this regard, it is noted Environmental Health raise no objection.
- 6.3.3 It is noted that the applicant has stated that there is the potential to use the facilities outside of normal school hours. There should be no issues arising from this in terms of any potential impact on residents given the siting of the building.

6.4 Access and Traffic generation

- 6.4.1 No additional vehicle movements are envisaged as the proposal is not for the expansion of the school but for the improvement of existing facilities.
- 6.4.2 Existing access arrangements will not be altered with staff and service vehicles accessing from The Ride and visitors from Hertford Road.

6.5 Parking

- 6.5.1 A key issue with this proposal is the effect arising from the loss of on site parking. As a result of the development, 65 spaces would be lost rising to 71 with the reallocation of 6 spaces to cater for mini buses. Taking into account the car parking spaces lost in connection with the "student hub" development recently approved, this takes the cumulative loss of parking on site to 97 spaces. The Transport Assessment submitted in support of the application concluded that the existing parking provision is acceptable, as car parking surveys have shown 72 spaces spare on a typical college weekday. Cumulatively therefore, there is potentially a daily deficiency of 25 spaces.
- 6.4.4 In response to this situation, additional information was sought to provide sufficient support for the loss of the parking spaces. The additional information is summarised below:

1. The peak demand on parking at the College is identified to be between 10:00-15:00. This is considered to reflect the main visitor period to the

College. At 09:00, when all teaching staff are likely to be on-site a minimum of 64 parking spaces are still available. Similarly, at 16:00 when afternoon classes are still taking place, there was an identified minimum space capacity of 45 spaces increasing to 63 spaces based upon the proposed total parking provision of 175 spaces at the College.

2. In the context of off-site parking demand, the initial survey conducted on the 9th September took place on a number of surrounding residential streets near to the College that are not within existing Controlled Parking Zones (CPZ). These revealed that during the daytime parking demand on The Ride, to the east of Durants Park Avenue, reached a maximum of 83% at 08:00, with capacity for 8 on street spaces still available. During the College daytime opening hours on-street parking demand reduced to a maximum demand of 79% with 10 spaces available at 11:00.
 3. The surveys also revealed that to the west of Durants Park Avenue on The Ride, parking demand reached a maximum of 34% at 09:00 with capacity for 46 on-street spaces still available. During the College daytime opening hours, on-street parking demand reduced to a maximum demand of 27% with 39 spaces available at 11:00.
 4. Additional on-site car park surveys conducted on Wednesday 8th, Thursday 9th and Tuesday 14th December 2010 between 07:00-22:00 showed that there would still remain sufficient spare on-site parking capacity to meet demand based upon a reduction from 246 spaces to 175 spaces.
 5. In terms of numbers, there is a total staff count of 194 (x113 teaching staff and x81 non-teaching staff) and the proposal will increase teaching staff by five. In addition, there will be an increase in student numbers of 200 FTEs.
- 6.4.5 Overall therefore, and having regard to this additional information, it is considered that any potential demand for parking which cannot be met on site, can be accommodated on adjoining highways within the parameters of existing highway parking restriction. Together with the requirements of a travel plan, it is considered these factors would mitigate any harm to the free flow and safety of vehicle using the adjoining highways.
- 6.4.6 The scheme does not proposed additional cycle parking in excess of the existing 80 spaces. It is advised that demand for the existing spaces is low at present therefore additional cycle parking will not be sought through this current application.
- 6.6 Servicing
- 6.6.1 In relation to the new building, a dedicated servicing (inclusive of refuse storage) and loading area has been incorporated onto the northern side of the building.
- 6.6.2 Servicing arrangements for the school remain largely unaltered from the existing. The majority of deliveries are by minivans (several times per day), 2-3 deliveries per week by rigid vehicles up to 10m in length.

6.6.3 A swept path analysis has confirmed that the access and manoeuvring arrangements will be acceptable.

6.7 Construction traffic

6.7.1 Disruption from construction is inevitable. However, a condition requiring the submission of a construction management plan for approval would be imposed. Such a management plan would show, amongst other details, construction access and vehicle routing to the site, arrangements for the parking of contractors' vehicles, wheel cleaning, and hours of work.

6.8 Sustainable Design and Construction

6.8.1 The London Plan stipulates that an Energy Assessment must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (20%) from energy efficiency and renewable energy measures incorporated into the development (Policy 4A.4).

6.8.2 Details are not provided on how the scheme will achieve the above targets although it is noted that the flat roof will be provided with three rows of x13 polycarbonate roof lights to allow for natural lighting and a solar hot water panel is to be installed.

6.8.3 Conditions are suggested to ensure that a BREEAM rating of 'Very Good' is achieved and that the details of how the development will achieve energy efficiency in accordance with the above target is met or exceeded.

6.8.4 The campus has existing sewerage and surface facilities that discharge to the Thames Water network. Existing drainage facilities are in close proximity to the proposed building and it is noted that the recently completed Kingfisher building discharges to a soakaway.

6.8.5 It is proposed to connect to the existing sewerage network. In relation to surface water drainage, it is recognised that the existing drainage is undersized and that there is also the potential for infiltration from construction materials such as silt. Conditions will however be imposed to ensure that the potential for SUDs is investigated and that subject to the findings, is implemented.

6.8.6 The existing site, being an open car park, has little ecological value. Immediately to the east however, is an MOL with mature trees bordering the school site. The Design & Access Statement makes reference to new areas of soft landscaping on the south and west of the building. This proposal is considered acceptable and a condition will be imposed to secure the details of that landscaping / ecological improvements. In addition, a further condition will be imposed to secure the protection of the trees located near to the site boundary but within the MOL.

7. **Conclusion**

7.1 In the light of the above, it is considered that the scheme is acceptable for the following reasons:

1. The proposed development improves facilities at the existing school campus as well as providing for additional teaching space for which there

is a recognised shortage within the Borough. It is considered that the proposed development complies with Core Policies 8 and 9 of the Core Strategy, Policies (II)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan, Policies 3A.18, 3A.24, 4B.1, 4B.8 of The London Plan, and with PPS1: Sustainable Development.

2. The proposed development due to its size, siting and by virtue of conditions imposed should not detract from the character and appearance of the surrounding area nor would it unduly affect the amenities of adjoining or nearby residential properties having regard to Core Policies 30 and 34 of the Core Strategy, Policies (II)CS2, (II)CS3 (II)GD3 and (II)H8 of the Unitary Development Plan and with Policy 4B.8 of The London Plan.
3. The proposed development should not prejudice the ability to provide sufficient on-site parking thereby not giving rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, Policy 3C.23 of The London Plan and with PPG13: Transport.

8. Recommendation

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

1. Notwithstanding the details of the external appearance shown on submitted drawings, the development shall not commence until details of the external appearance of the approved building, including an assessment of the provision of green walls and roofs, have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details before it is occupied.

Reason: To ensure a satisfactory appearance that complies with adopted Policies.

2. C09 Details of Hard Surfacing
3. C10 Details of Levels
4. C11 Details of Enclosure
5. Parking and turning facilities shall be provided in accordance with Drawing No.010 unless otherwise approved in writing by the Local Planning Authority.
Reason: To ensure the development complies with adopted standards and does not prejudice conditions of safety or traffic flow on the adjoining highway or the internal circulation of the car park.
6. 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

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 roads, prejudice highway safety or the free-flow of traffic on the adjoining highways, and to minimise disruption to neighbouring properties.

7. The development shall not commence until a detailed 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than 20% total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 4A.4 and 4A.7 of the London Plan 2008 and PPS22.

- 8 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.

- 9 Prior to the commencement of development, a scheme to deal with the risks associated with contamination of the site shall each be submitted to, for the approval in writing, by the Local Planning Authority. The scheme shall include:
- a) A preliminary risk assessment identifying all previous uses and potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site.
 - b) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - c) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The approved scheme shall thereafter be implemented, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect against risks arising from contamination and in accordance with the recommendations of the submitted desktop study.

- 10 If, during development, contamination not previously identified is found to be present at the site, then no further development, unless otherwise agreed in writing by the Local Planning Authority, shall be carried out until the developer has submitted and obtained prior written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect against risks arising from contamination.

- 11 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect against pollution risk.

- 12 No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

- 13 Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the local planning authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the local planning authority concludes that a SUDS scheme should be implemented, details of the works shall specify:
- i) a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
 - ii) the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure implementation and adequate maintenance to ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

- 14 The development shall not commence until details of a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed landscaping scheme shall include the following details:
- i) a revised Access Statement detailing routes through the landscape and the facilities it provides;
 - ii) an ecological report detailing how the landscaping scheme maximises the ecological value of the site;
 - iii) existing and proposed underground services and their relationship to both hard and soft landscaping;
 - iv) proposed trees: their location, species and size;
 - v) soft plantings: including grass and turf areas, shrub and herbaceous areas;
 - vi) topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;
 - vii) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;

- viii) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and
- ix) any other landscaping feature(s) forming part of the scheme.

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

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Policies CP30 and CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 3D.14, 4A,3 and 4B.5 of the London Plan 2008.

- 15 C18 Details of Tree Protection
- 16 C19 Details of Refuse Storage / Recycling
- 17 C25 No Additional Fenestration
- 18 C41 Details of External Lighting

- 19 That prior to the occupation of the development a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:
 - i) Agreed targets with the aim of reducing the impact of car travel on the environment;
 - ii) Measures to promote sustainable transport and provisions iii) promoting a wider range of cleaner travel choices;
 - iii) A full travel survey in consultation with relevant Council Officers;
 - iv) A programme for the review and monitoring of the Travel Plan to ensure target are met.

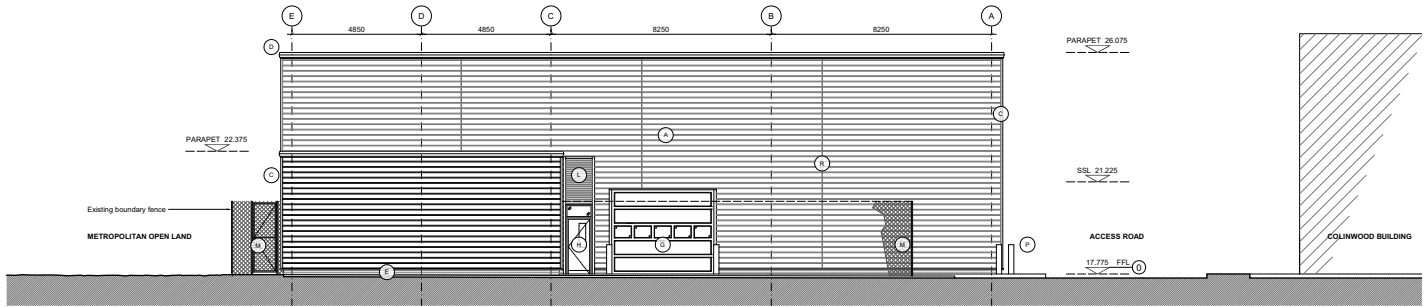
The School shall operate in accordance with the approved Travel Plan.

Reason: In order to reduce the level of car borne traffic associated with the development and move towards more sustainable modes of transport.

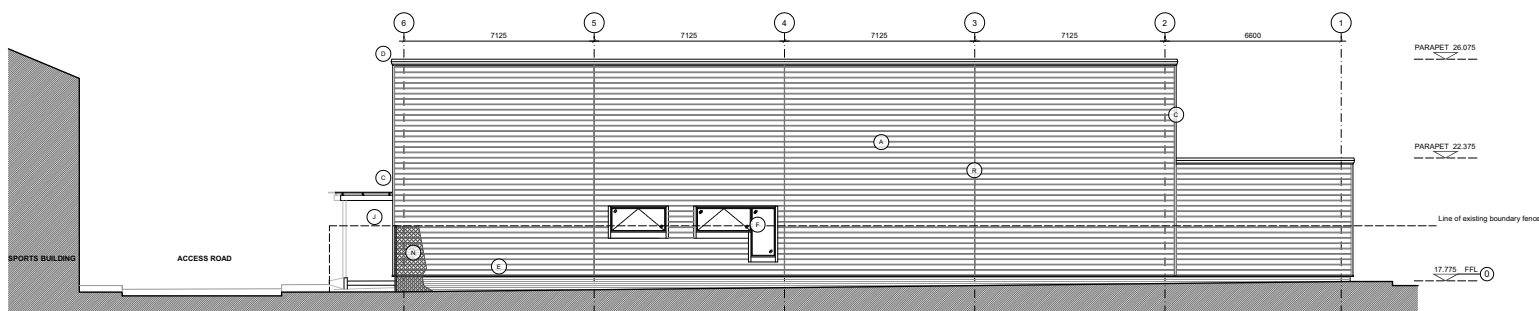
- 20 C51A Time Limited Permission

Health and Safety Information
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing, please note the following

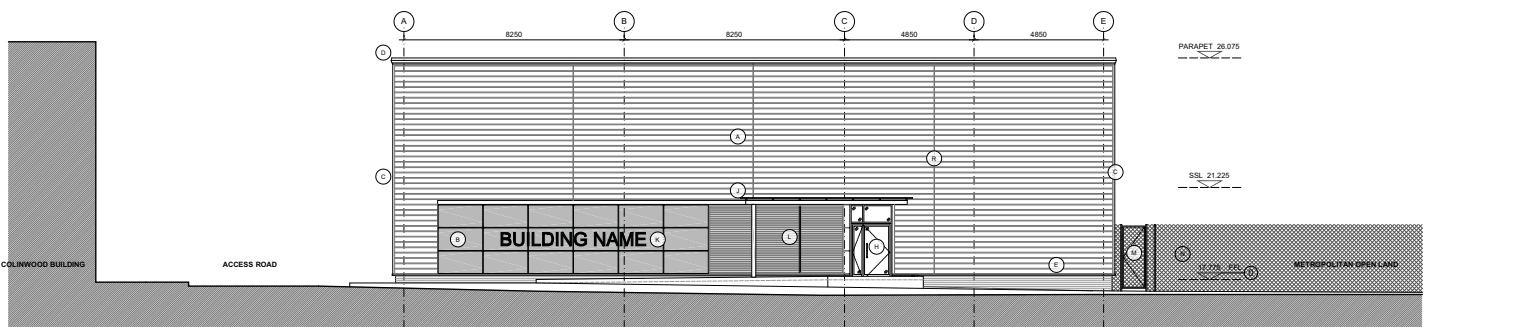
Construction
No significant risks
Maintenance / Cleaning / Operation
No significant risks
Decommissioning / Demolition
No significant risks
Revisions



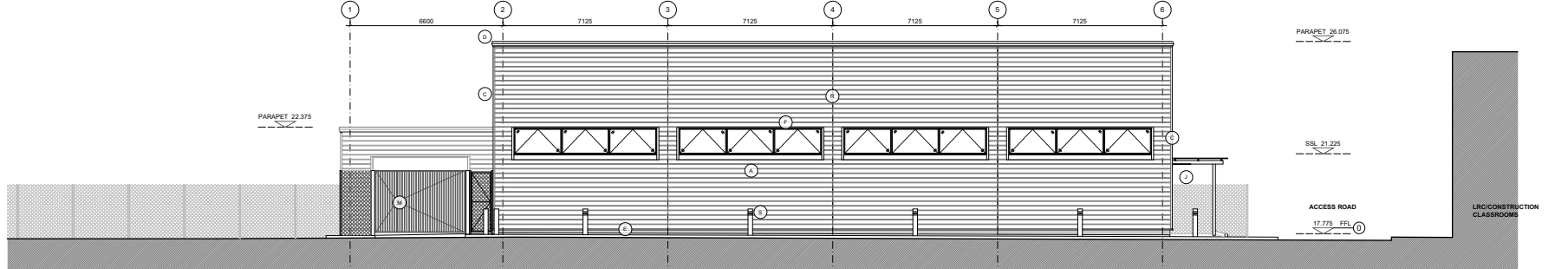
ELEVATION NORTH SCALE 1: 100



ELEVATION EAST SCALE 1: 100



ELEVATION SOUTH SCALE 1: 100



ELEVATION WEST SCALE 1: 100

- KEY**
- A Horizontal insulated steel cladding panels with half-round profile (EuroClad Elite 60 or similar)
Colour: BS MAL0367 (light grey)
 - B Bi-modular insulated flat panel steel cladding panels (EuroClad Elite Fusion or similar)
Colour: RAL 7047 (dark grey)
 - C EuroClad corner profile with fin flashing
Colour: BS MAL0367
 - D Aluminium capping system to match cladding
Colour: BS MAL0367
 - E Finish in engineering brick
Colour: Blue
 - F Aluminium window system with PPC finish
Colour: RAL 7047
 - G Insulated sectional overhead door with PVF2 finish
Colour: RAL 7047
 - H Aluminium framed glazed external doors to match windows
Colour: RAL 7047
 - I Lightweight cantilevered steel-framed canopy, painted and with flange cladding
Colour: Silver
 - J Signage
Font and colour to be determined by Enfield College
 - K Louvered Panel (EuroClad)
Colour: To match cladding type B
 - L New well-matched security fence and matching gate
Colour: Black
 - M Existing fence to football pitches / public land
 - N Painted steel bollard
Colour: Silver
 - O EuroClad running vertical joint with fin flashing
Colour: BS MAL0367
 - P Stainless steel lighting bollard

PLANNING
 Client
COLLEGE OF ENFIELD & NE LONDON
 Project
NEW CONSTRUCTION FACILITY

Drawing title
ELEVATIONS PROPOSED



Scale at 1:100
 10502 Elevations
 Drawn by: Date drawn: IM 23.06.10
 London W1U 1DR Sevenoaks TN13 1DB
 T+44(0)20 7807 2222 T+44(0)20 7807 2222
 F+44(0)20 7807 2299 F+44(0)1732 467 841
 Checked by: Date checked: MM 05.10.10
 Project number: 10502
 Drawing number: 300
 Revision:



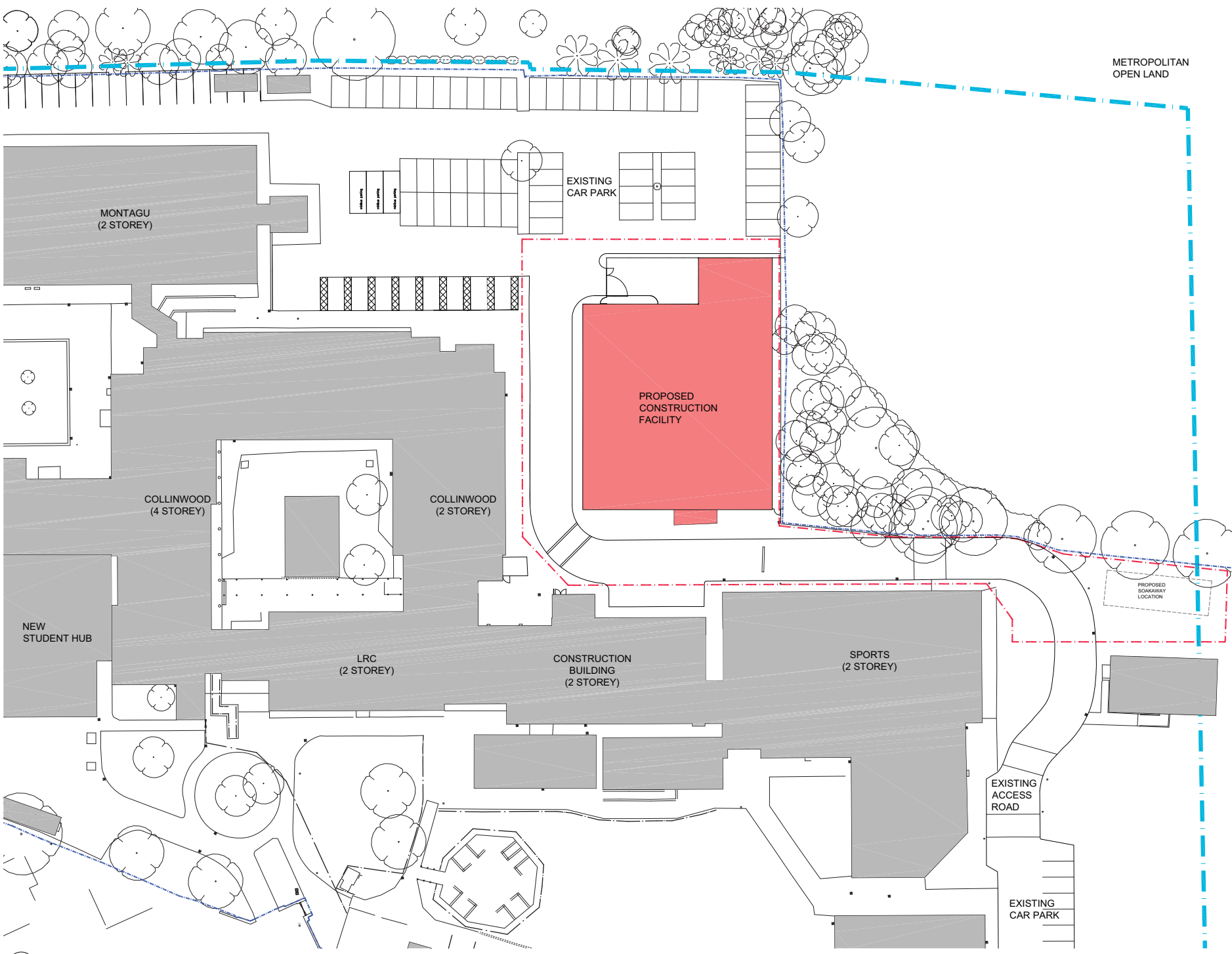
- Construction
No significant risks
- Maintenance / Cleaning / Operation
No significant risks
- Decommissioning / Demolition
No significant risks

Revisions

No.	Description	Date



SITE LOCATION - NATIONAL GRID REFERENCE TQ353 966



PLANNING
 Client
COLLEGE OF ENFIELD & NE LONDON
 Project
NEW CONSTRUCTION FACILITY

Drawing title
**SITE PLAN
 PROPOSED**



London 1 James Street London W1U 1DR T +44(0)20 7807 2222 F +44(0)20 7807 2299	Sevenoaks 2 Bridge Walk Sevenoaks TN13 1DB T +44(0)20 7807 2222 F +44(0)1732 467 841	IM 23.06.10
Drawn by	Date drawn	
Checked by	Date checked	
MM	05.10.10	

PLAN
 SITE PLAN - PROPOSED
 SCALE 1: 250



Construction
 No significant risks

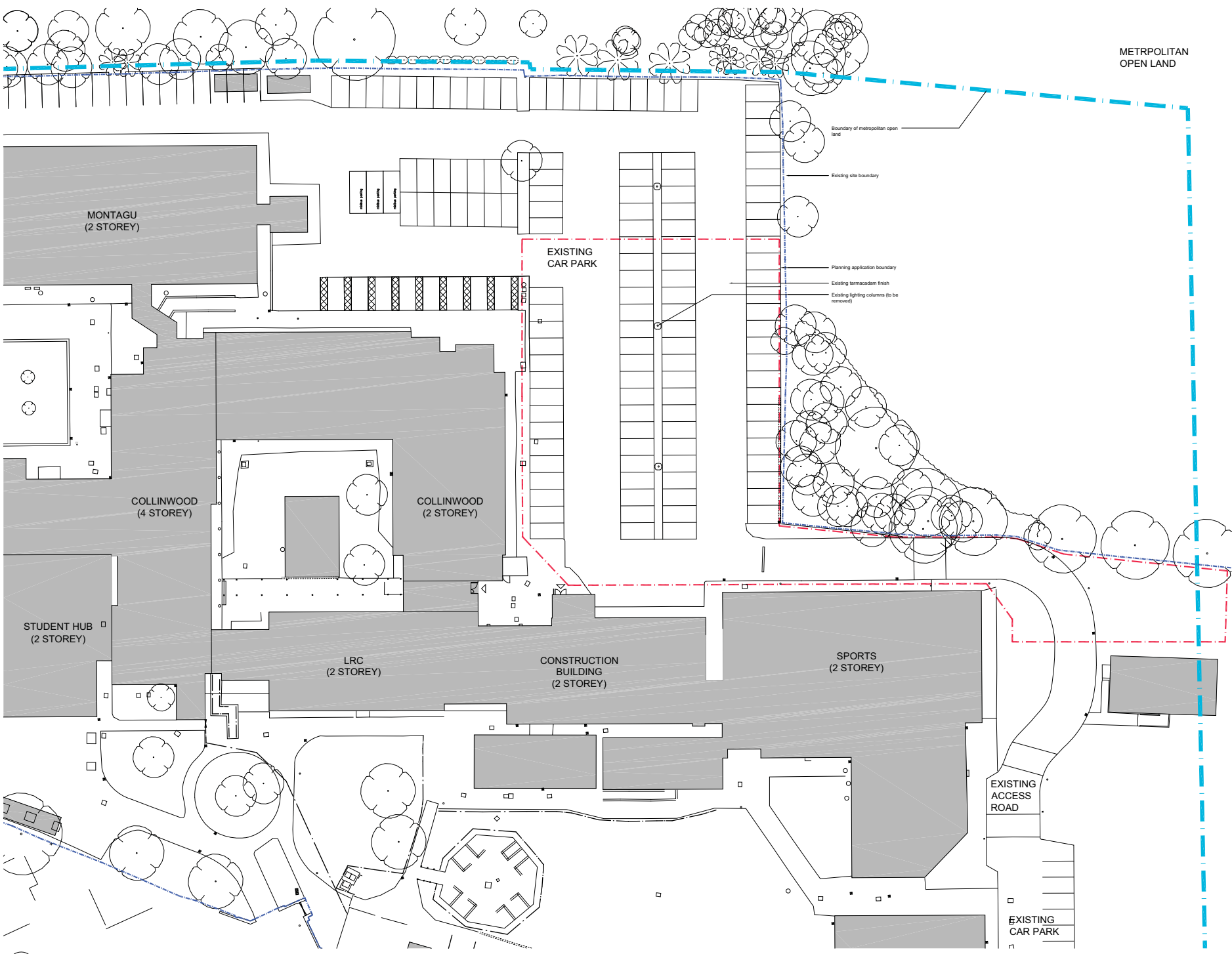
Maintenance / Cleaning / Operation
 No significant risks

Decommissioning / Demolition
 No significant risks

Revisions

--- COLLEGE SITE BOUNDARY
 - - - PLANNING APPLICATION BOUNDARY
 - - - BOUNDARY OF METROPOLITAN OPEN LAND

SITE LOCATION - NATIONAL GRID REFERENCE TQ353 966



PLAN
 SITE PLAN - EXISTING
 SCALE 1: 250

PLANNING
 Client
 COLLEGE OF ENFIELD & NE LONDON
 Project
 NEW CONSTRUCTION FACILITY
 Drawing title
 SITE PLAN
 EXISTING

KSS
 Scale at A1
 1:250
 File ref
 10502-Site

London	Sveinvaaks	IM	Date drawn
1 James Street	2 Rings Walk		23.06.10
London W1U 1DR	Sveinvaaks TN13 1DB		
T +44(0)20 7807 2222	T +44(0)20 7807 2222	Checked by	Date checked
F +44(0)20 7807 2299	F +44(0)1732 467 841	MM	05.10.10

10502 002

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 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.

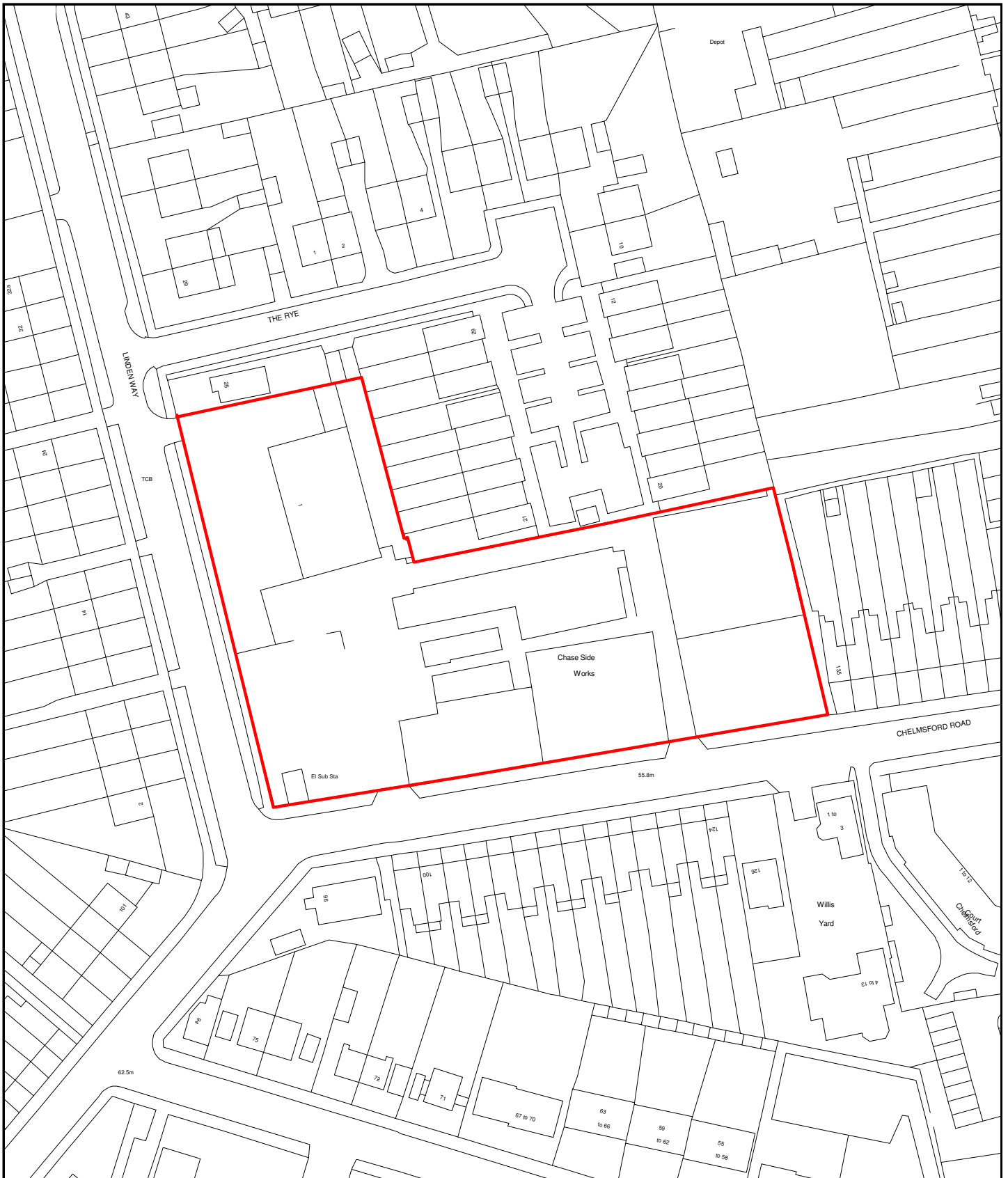
Applicant Name & Address:

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

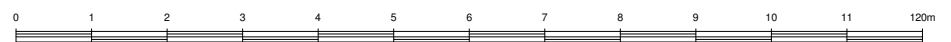
Agent Name & Address:

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.



Development Control



Scale - 1:1001
Time of plot: 10:21

Date of plot: 03/02/2011

NOTE FOR MEMBERS

Members will recall that at the meeting of the Planning Committee on 16th December 2010, the application was deferred for a member site visit. This took place on Saturday 5th February and the application is reported here for further consideration in the light of this visit.

Furthermore, since the last meeting, the Applicant has also provided some additional information in support of their development proposals and its effect on the surrounding highways. These points are:

- a) actual traffic counts carried out in October 2009 show 357 traffic movements including heavy lorries to and from the site every day. The total flows on Linden way and Chelmsford Road per day were 1125. This represents a significant proportion of traffic in the area and is directly attributable to the current use of the site;
- b) TRICS data base predicts a traffic generation from the proposed 53 dwellings of 110 movements per day. This represents 13% of the existing movements;
- c) Surveys of available roadside parking spaces reveal no spare spaces until 5 pm i.e. after Chaseside Works employees, customers and visitors have gone home;
- d) pedestrian flows as surveyed / counted are comparatively high with few journeys starting or ending at the site. These pedestrian flows e.g. 474 two-way on Linden way arise from the proximity of the site to facilities, public transport and schools. The nearest tube station is just 800m away (a 10 min walk)

Taken together with the conclusions in the report, The Applicant is of the opinion that the development would lead to a very considerable improvement to traffic and highway conditions

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 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 objective 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 and/or RP offer (given prospective Government changes to social rent) are significantly higher when the units are actually sold and/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 be 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 Hounsdon Gutter Culvert which runs through the site. Suitable imposed conditions are appropriate to deal with rectifying any potential damage to the Hounsdon 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:

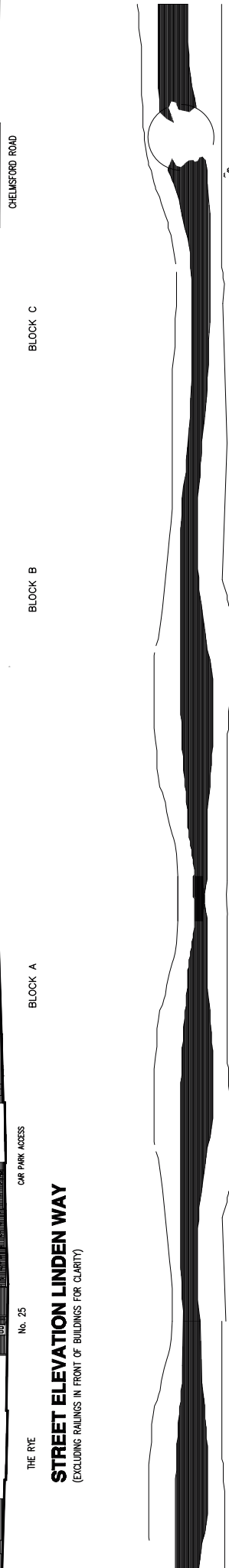
1. Education contribution of £118,214.
2. Highways contribution of £15,000 for footway / highway improvements.
3. Employment strategy contribution (Construction Web Initiative) of £10,000 per £1,000,000 of construction expenditure.
4. Affordable Housing of 16 units (30%) for the 'with grant' option including 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.

● 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

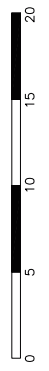
STREET ELEVATION LINDEN WAY
 (EXCLUDING RAILINGS IN FRONT OF BUILDINGS FOR CLARITY)



LINDEN WAY
 BLOCK A
 BLOCK B
 BLOCK C
 ACCESS ROAD
 BLOCK D
 PLOT 1
 PLOT 2
 PLOT 3
 PLOT 4
 CHELMSFORD ROAD

STREET ELEVATION CHELMSFORD ROAD
 (EXCLUDING RAILINGS IN FRONT OF BUILDINGS FOR CLARITY)

Revised: Rev. 4: 2017, Refer to Block B Linden Way Elevation.
 Project: CHASESIDE WORKS
 CHELMSFORD ROAD
 SOUTHGATE
 Client: SHANLY HOMES
 Title: STREET ELEVATIONS
 Drawn: CA/ST Date: Sept 10 1259 Jmg
 Scale: 1:150 Drawing No: 1288/1028
 NVA architects
 Keith Hiley Associates Limited
 Newport House, 65 High Street
 Hampton Wick, Surrey KT11 4DB
 Telephone: 0181-894 4111
 Facsimile: 0181-894 2866



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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

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/10/1477

Category: Dwellings

LOCATION: 88 and 90, HOPPERS ROAD, LONDON, N21 3LH

PROPOSAL: Demolition of 2 bungalows and erection of a detached 2-storey block incorporating a school hall with 2 x 1-bed self contained flats over.

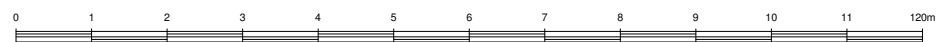
Applicant Name & Address:
Deborah Ivory-Webb,
Bursar to the P.G.H.S
104, HOPPERS ROAD,
LONDON,
N21 3LH

Agent Name & Address:
David Cooper
23, WILLOW ROAD
ENFIELD
EN1 3NG

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



Development Control



Scale - 1:1001
Time of plot: 10:42

Date of plot: 03/02/2011

1. Site and Surroundings

- 1.1 The site is situated on the eastern side of Hoppers Road adjacent to and within the ownership, of Palmers Green High School. The site contains a semi detached pair of bungalows on an irregular shaped plot of approximately 281 sq.m. There is no off street parking associated with these properties.
- 1.2 The surrounding area is predominantly residential with two storey dwellings situated on either side although the main school building is 3 storey in height. Nos 86 Hoppers Road is a two storey end of terrace dwelling and is situated to the south whilst the gardens of Nos 25-29 Avondale are situated to the east.

2. Proposal

- 2.1 Permission is sought for the demolition of the pair of bungalows and the erection of a detached two storey block comprising a school hall with two independent 1-bed self contained flats on the first floor.
- 2.2 The proposed building would have a width of 19.3m and an overall height of 8.6m with eaves at 5.1m. At either end of the block are two wings of reduced scale each with a width of 1.5 metres and an overall height of 7.3m (with eaves at 3m). The building would be set behind the back edge of the pavement by 1.5m to provide a landscaping strip.
- 2.3 The main entrance to the hall is from the existing playground in front of the school. However, each flat has its own independent access from Hoppers Road.
- 2.4 Amendments have been received during the determination period to improve the design to the front elevation.

3. Relevant Planning Decisions

- 3.1 TP/94/0331 - Use of residential dwellings for education purposes in connection with adjoining school was approved in June 1994 for a temporary period expiring on 31 July 1995

4. Consultations

- 4.1 Statutory and non-statutory consultees
 - 4.1.1 Traffic and Transportation – No objections subject to conditions for surfacing materials and cycle parking
 - 4.1.2 Thames Water – No objections in regards to sewerage infrastructure and surface water drainage
 - 4.1.3 Edu, Child's Svs & Leisure – No comments received
 - 4.1.4 Place Shaping - No comments received

4.2 Public

4.2.1 Seventeen neighbouring properties were consulted. Press and site notices were also posted. Twenty one representations were received raising the following planning considerations:

- Impact on parking, traffic and congestion
- Height and proximity of the building would result in loss of sunlight/daylight to no. 86 Hoppers Road
- No need for further expansion of the school
- Overlooking to properties in Avondale Road
- Out of keeping and character with street scene due to overbearing presence and increased bulk and design
- Loss of sunlight/daylight to Avondale Road
- Proximity of building to neighbouring buildings at 29 Avondale Road
- Different finishes and reduced height would be more sympathetic to the street scene
- Noise disturbance due to use of the building for increased after school activities
- Development does not benefit local residents
- Increased use of the school site would impact on living environment of residents
- Loss of family dwellings and their contribution to the street scene

4.2.2 Additionally a petition was received with 96 signatures.

4.2.3 Winchmore Hill Residents Association - Do not object to the principle, however consider that the elevational detailing could be improved.

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

SO5: Education, health and well being

SO8: Transportation and accessibility

SO10: Built environment

CP8: Education

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

CP32: Pollution

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) CS1	Community facilities
(II)GD3	Design
(II)GD6	Traffic generation
(II) GD8	Access and Servicing

5.3 London Plan

3A.1	Increasing London's Housing Supply
3A.2	Boroughs Housing Targets
3A.6	Quality of Housing Provision
3A.18	Protection and Enhancement of Social Infrastructure and Community
3C.23	Parking Strategy
4B.8	Respect Local Context and Character

5.4 Other Material Considerations

PPS1	Delivering Sustainable Development
PPG13	Transportation (2011)

6. **Analysis**

6.1 Principle

6.1.1 In terms of land use, a mixed development comprising educational and residential uses would not be inappropriate given the character of the surrounding area. However, in policy terms, there would normally be a presumption against the loss of residential accommodation. To address this, the proposal involves the replacement of the existing bungalows, by two 1-bed self contained flats, offering similar sized accommodation. Therefore, the proposal would be compatible with Policies 3A.1, 3A.2 and 4B.3 of the London Plan and Core Policy 2 of the Local Development Framework insofar as there is no reduction in the Borough's housing stock.

6.1.2 Additionally, some weight can be given to the circumstances of the school and their desire for an improved school hall. Policy CP8 of the Core Strategy is supportive of improving existing facilities on school sites and it is therefore considered that on balance, the principle of erecting a building with an element of education provision and residential accommodation would constitute an acceptable form of development.

6.2 Design and Impact on the Character of the Street Scene

6.2.1 Although the existing school building is a dominant feature within the street scene, the prevailing character is derived from the residential properties: generally two storey bay fronted terraces. However, immediately to the south is a row of two storey cottages situated on the back edge of the highway and without bay windows. It is therefore important to obtain a building on site, which is sympathetic to the varied character and appearance of the street scene.

6.2.2 The proposed development hall would be two storey in height, in keeping with the prevailing residential form. It would also feature a pitched roofline with detailing fenestration and openings to the front elevation, providing a

welcoming façade within the street scene. In addition, the building would be approximately 1.1m above the ridge height of the cottages immediately to the south. However, the effect of this in the street scene is mitigated by the varied pattern of ridge heights within the street scene and the reduced eaves and ridge height to the outer sections of the building. Additionally, the proposed building line respects that within the established street scene and involves a 1.5m set back, which allows for the introduction of a landscaping strip to soften the appearance of the development.

- 6.2.3 The development would be constructed in a brick to match that of the adjoining school building which is considered to be the correct approach in this instance and although it is acknowledged that a pair of simple bungalows would be lost as part of the development, it is considered that the design and proportions of the development would be acceptable within the street scene..

6.3 Standard of Accommodation

- 6.3.1 Supplementary Planning Guidance requires that in the case of a 1-bedroom flat, the minimum net internal floor space should be 45 sq.m. Additionally, as stated in paragraph 7 of Appendix A1.9 of the Unitary Development Plan each unit would need to be self-contained and have, inter alia, rooms of an adequate size and shape and feature its own entrance, kitchen and bathroom accommodation.

- 6.3.2 As submitted, the plans show a net internal floor space of 49 sq m, which complies with Council standards. In addition, the layout of each flat is considered acceptable and provides rooms of an adequate size and shape, kitchen, bath and toilet accommodation and its own independent access direct to the street..

6.3 Impact on Neighbouring Amenities

- 6.3.1 One of the main objections received relates to the impact of the development on the adjoining property, no.86 Hoppers Road.

- 6.3.2 No. 86 Hoppers Road is a two storey cottage, with no windows in the side elevation or first floor rear elevation. There is a rear extension, which serves as a conservatory and contains the nearest habitable window to the development. As proposed, the flank wall of the development would be xxx further away compared with the existing bungalow but would have an overall rearward projection 1.4m greater than existing. However, this increased depth is stepped at 3 metres away from the common boundary. Nevertheless, it is acknowledged that the proposed development would have a larger bulk / assign that the bungalow but despite this, due to the siting of the ground floor rear habitable window and the absence of first floor rear or side windows, it is considered that the proposed development would not give rise to unacceptable loss of sunlight/daylight or outlook to the occupiers of this property.

- 6.3.3 Policy (II) H8 seeks to maintain privacy and prevent overlooking to surrounding developments. The windows in the front elevation to serve the residential units would have views towards the street scene and rooflights have been placed in the rear elevation to minimise overlooking. Thus, despite there being only xx metres to the rear elevation with the properties on

Avondale Road, the development would not give rise to overlooking or any loss of privacy.

- 6.3.4 The proposed building to serve a school hall at ground floor level would not result in an unacceptable increase in levels of noise and disturbance to adjacent occupiers of this property, particularly given that the building would be detached and its function is related to the use of the school.

6.3 Traffic Generation and Pedestrian Safety

- 6.3.1 Objections have also been received raising concerns about the loss of parking and increased congestion. The development though does not involve any increase in staff or pupils and Traffic and Transportation are satisfied on this basis that there would not be any further impacts to existing off street parking or traffic flows. Consequently, there would be no increase to trip generation or parking demand having regard to the requirements contained within Policy GD6 of the Unitary Development Plan and Policy 3C.23 of the London Plan.

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. The proposed development is therefore considered acceptable for the following reasons:

- 1 The proposed development due to its design, size and siting does not unduly affect the amenities of adjoining or nearby residential properties or detract from the character and appearance of the surrounding area having regard to policy (II) GD3 of the Unitary Development Plan, policy CP30 of the Core Strategy and policies 4B.8 and 4B.2 of the London Plan.
- 2 The proposed development would improve the existing educational facilities at the school having regard to policy CP8 of the Core Strategy
- 3 The proposed development would not result in a reduction of the Boroughs Housing Stock, having regard to policies 3A.1 and 3A.2 of the London Plan and CP1, CP2 and CP4 of the Core Strategy.
- 4 The proposals do not prejudice the provision of on site parking nor would they lead to additional parking and do not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways having regard to Policies (II) GD6 and (II) GD8 of the Unitary Development Plan.

8. **Recommendation**

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

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

- 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 before it is occupied.

Reason: To ensure a satisfactory external appearance which complies with Unitary Development Plan Policies.

- 3 The development shall not commence until details of existing planting to be retained and trees, shrubs and grass to be planted and the treatment of any hard surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

- 4 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.

5. 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.

6. 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.

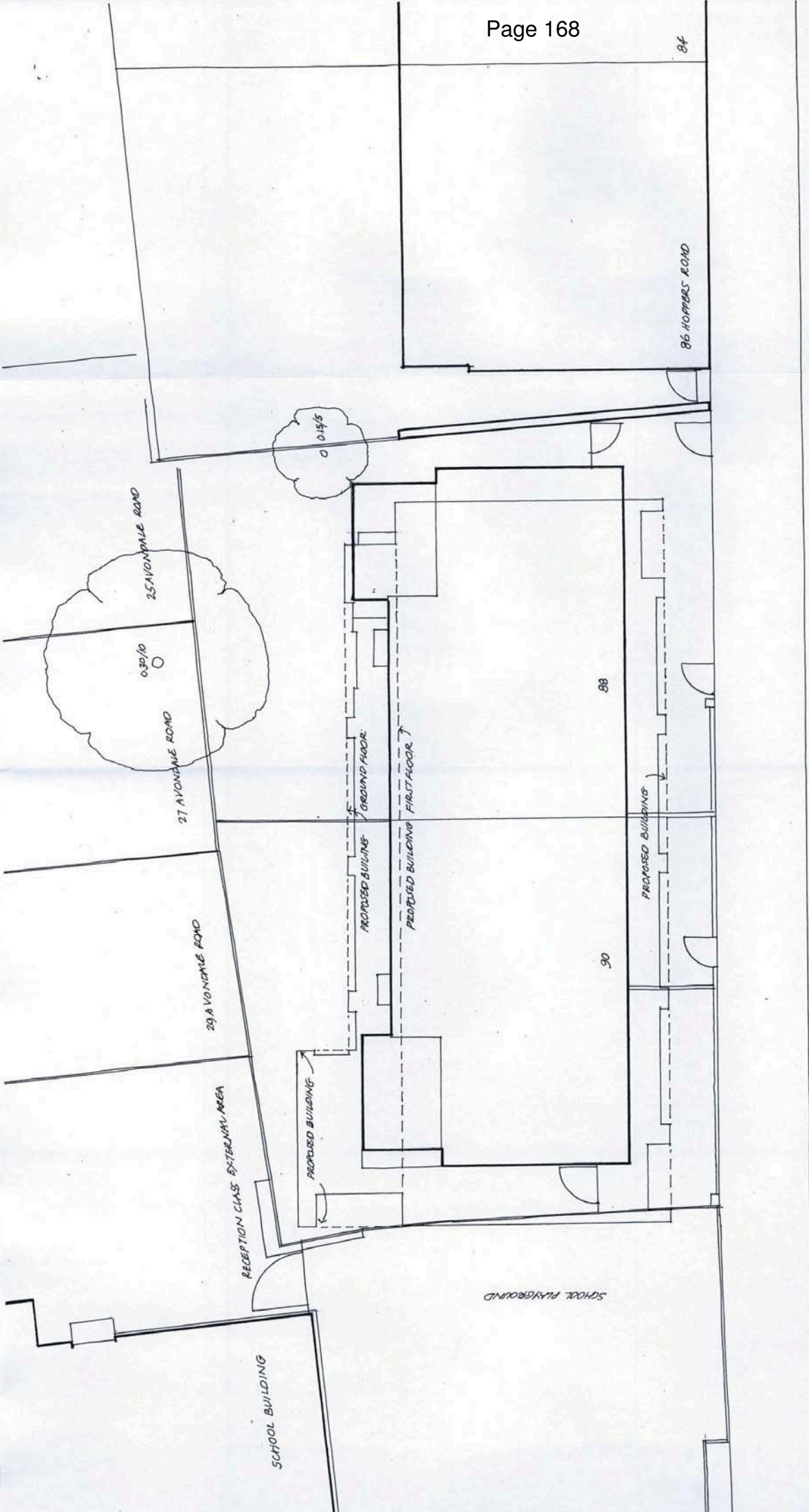
Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

7. 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.

- 8 The building shall not be occupied at any time other than for the purpose of accommodation ancillary to the use of the school.

Reason: To ensure that the development complies with adopted standards and to safeguard the amenities of adjoining occupiers.



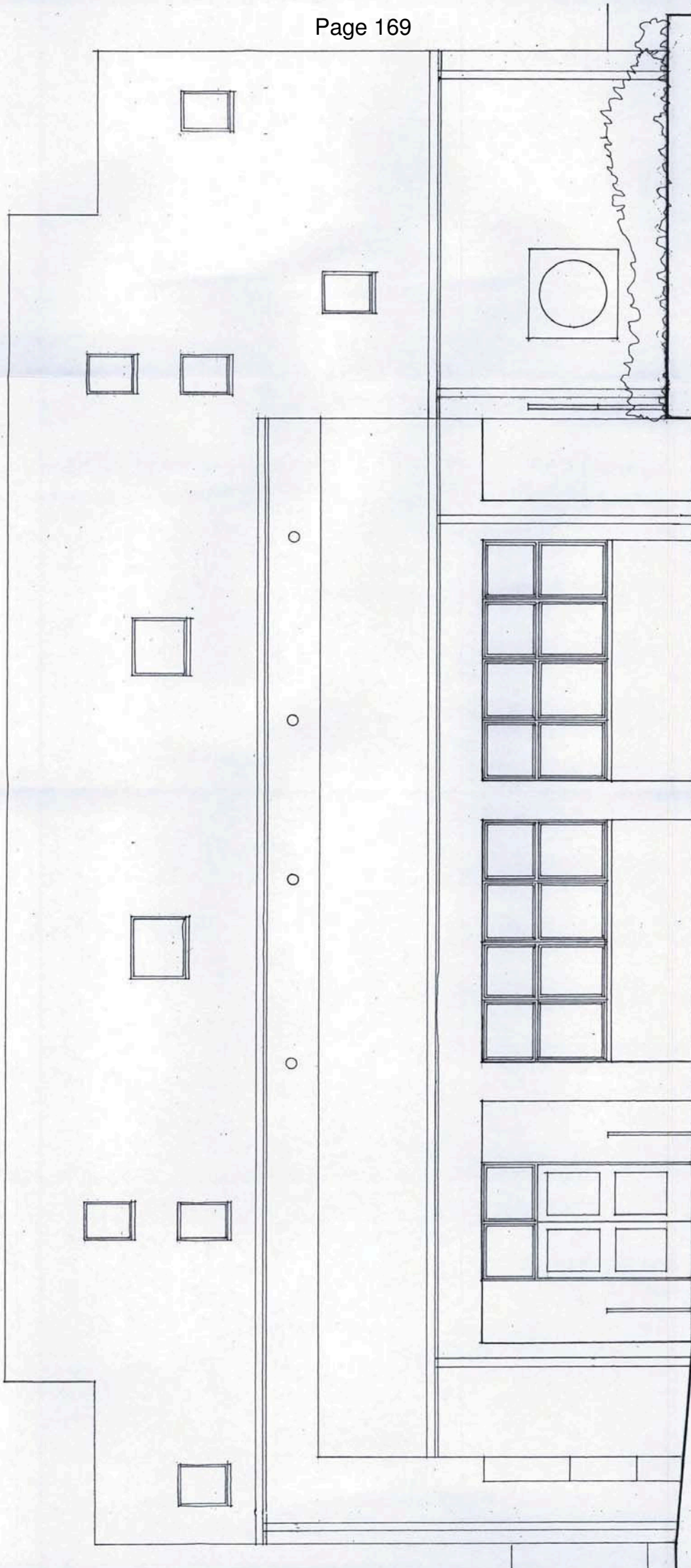
88-90 HOPPERS ROAD WINCHMORE HILL LONDON N21 3LJ
 PROPOSED NEW EDUCATIONAL AND RESIDENTIAL BUILDING
 for PALMERS GREEN HIGH SCHOOL LTD

scale 1:100 date 13.09.2010

EXISTING SITE PLAN SHOWING PROPOSED NEW BUILDING
 drawing no PGHS.0610.13

LONDON BOROUGH OF ENFIELD
 22 OCT 2010
 DEVELOPMENT SERVICES

TP/10/1477



88-90 HOPPERS ROAD WINCHMORE HILL LONDON N21 3LJ
PROPOSED NEW EDUCATIONAL AND RESIDENTIAL BUILDING
for PALMERS GREEN HIGH SCHOOL LTD

scale 1:50 date 21.06.2010

REVISION B 13/09/10
REVISION A 02/08/10

EAST ELEVATION (REAR) drawing no PGHS.0610.07

LONDON BOROUGH OF WINDSOR
22 OCT 2010
DEVELOPMENT SERVICES

TP 10/1477

Revised/~~Added~~ Drawing

Received. 24/1/11

Under cover of. 24/1/11

Dated. 24/1/11



88-90 HOPPERS ROAD WINCHMORE HILL LONDON N21 3LJ
 PROPOSED NEW EDUCATIONAL AND RESIDENTIAL BUILDING
 for PALMERS GREEN HIGH SCHOOL LTD
 scale 1:50 date 21.06.2010
 WEST ELEVATION (HOPPERS ROAD)
 drawing no PGHS.0610.05C

REVISION C 21/01/11
 REVISION B 13/09/10
 REVISION A 02/08/10

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 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:
Palmers Green

Application Number : TP/10/1725

Category: Other

LOCATION: 173 Green Lanes, London, N13 4UR

PROPOSAL: Change of use of first and second floors from residential to offices

Applicant Name & Address:
C/o Agent

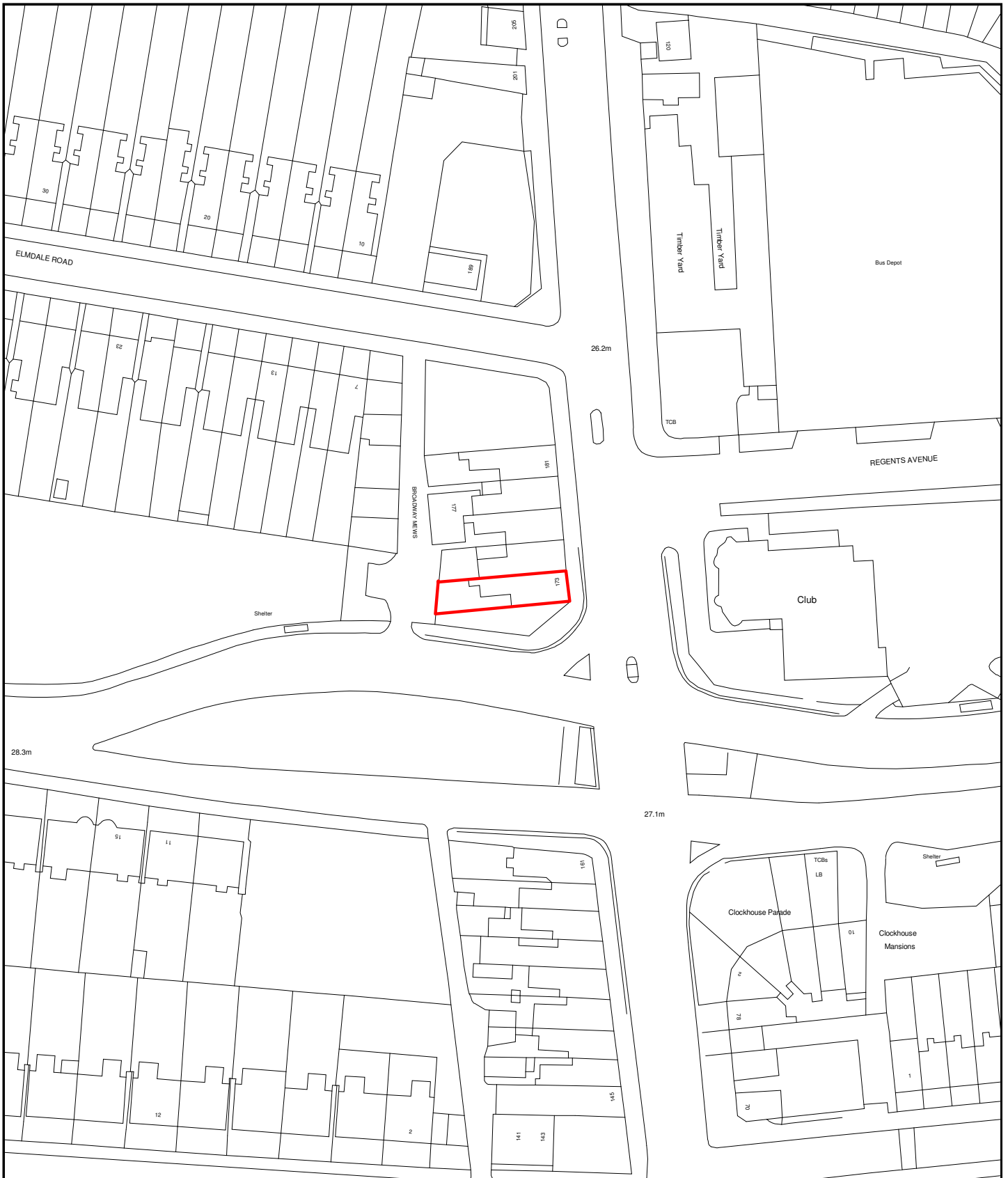
Agent Name & Address:
Mr D McGowan
Arta Architectural
Portland House
51 Colney Hatch Lane
London Borough of Enfield N10 1LJ

RECOMMENDATION:

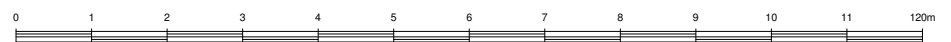
That planning permission be **GRANTED** with conditions.

Note for Members

Although an application of this nature would normally be determined under delegated authority, the Application is made on behalf of Councillor Oykenor and in accordance with the Scheme of Delegation, is therefore reported to the Planning Committee for consideration.



Development Control



Scale - 1:1001
Time of plot: 10:39

Date of plot: 03/02/2011

1. Site and Surroundings

- 1.1 The site comprises an end of terrace two-storey property with accommodation in the roof space, on the western side of Green Lanes, adjacent to the A406 north Circular. It is currently in use with commercial on the ground floor and residential above.
- 1.2 The site is part of a Residential Opportunity Site within the North Circular Area Action Plan and is part of an area that is proposed to be comprehensively redeveloped for Housing purposes.

2. Proposal

- 2.1 Permission is sought for the conversion of the first and second floors from a 1-bed maisonette into office accommodation on a temporary basis.
- 2.2. No external alterations are proposed. Three off-street vehicular spaces are retained, the access remains unaltered.

3. Relevant Planning Decisions

- 3.1 There is no relevant planning or enforcement history.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation raises no objections to the proposal subject to conditions.
- 4.1.2 Environmental Health raise no objections subject to a number of conditions.

4.2 Public

- 4.2.1 Consultation letters were sent to five neighbouring properties. No objections have been received.

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::

- CP2 Housing Supply
- CP5 Housing Type
- CP13 Promoting Economic Prosperity
- CP16 Economic success and improving skills
- CP17 Town Centres

- CP25 Pedestrian and Cyclists
- CP26 Public Transport
- CP30 Built and Open Environment
- CP32 Pollution
- CP44 North Circular Area

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)H2 Loss of Housing
- (II)H8 Privacy and Overlooking
- (II)T13 Access onto Public Highway

5.3 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
- 3C.21 Improving Conditions for Walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking Strategy
- 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

5.4 Other Material Considerations

- PPS3 Housing
- PPS4 Planning for Sustainable Economic Growth
- PPG13 Transport

North Circular Area Action Plan

6. **Analysis**

6.1 Background

- 6.1.1 The property is situated within the North Circular Road AAP. Policy 44 of the Core Strategy seeks to promote environmental and housing improvements in the North Circular Area with the proposals to achieve this set out within the North Circular Area Action Plan (AAP). The AAP is currently at the preferred options stage and as such has been out to public consultation. It is therefore considered that significant weight can be given to this document. The

application site is within this area and is specifically designated as part of a Residential Opportunity Site.

6.1.2 The property was owned by Transport for London (TfL), as part of its plans for widening of this section of the North Circular. This plan has not, and is unlikely to, come to fruition with TfL currently undertaking more modest environmental and safety improvements. Allied to this and the wider regeneration objective of the Council, the property along with other formerly in TfL's ownership, have been transferred to Notting Hill Housing Trust. The property is earmarked for demolition and comprehensive residential redevelopment in accordance with the AAP

6.2 Principle (Loss of Housing)

6.1.1 There is a normal presumption against proposals which would involve the loss of existing residential accommodation. However, the residential element of this property (first and second floors) has been vacant since 2008. Moreover, it's run down condition and location at the junction of Green Lanes with the North Circular Road makes the property difficult to let. This situation has lead to a poor appearance for this property. The proposal therefore seeks to obtain permission on a temporary basis of 3 years (linked to the length of a lease agreement with Notting Hill Housing Trust) to change the use of the first and second floors from residential to offices pending wider more comprehensive redevelopment proposals.

6.1.3 Nevertheless, as the proposal seeks to terminate the residential use, it is appropriate to assess this proposal against Policy (II) H2 of the UDP and whether the circumstances described above represent an exception to the general presumption to resist the loss of housing.

6.1.4 The objective of Policy (II) H2 is clearly to resist the diminution of Enfield's Housing Stock to meet the current and future needs of its inhabitants. Moreover, it is recognised that the Council seeks to encourage the efficient use of the property by normally supporting residential uses above shops. In this instance however, the environmental conditions of the location together with the run down condition of the property, result in a poor residential environment and low levels of residential amenity. This assessment is supported by the fact that the premises has been vacant since 2008 and the fact that Notting Hill Housing Association do not intend to invest in the short term to upgrade the premises to residential standards.

6.1.5 It must also be acknowledged that it is the Council's long-term intention to redevelop this area which militates against investment in the property to bring it up to a standard of residential accommodation that would encourage occupation. Nevertheless, the proposal would result in investment to the property to enhance its appearance in the short tem and thus it is considered that the proposal is acceptable on a temporary basis whilst the preparatory work to redevelop the area proceeds without harm to the wider housing objectives..

6.2 Impact on Neighbouring Properties

6.2.1 The nearest residential premises is the adjoining No.175 Green Lanes, which is in use as commercial on the ground floor with residential above. Given the proposed hours and intensity of use, as well as the relatively high background

noise levels associated with Green Lanes, it is not considered that the proposed change of use to Offices will significantly affect the amenities of neighbouring occupiers.

6.3 Highway Safety

6.3.1 As existing there are three parking spaces at the rear of the premises with access over Broadway Mews. The spaces are in use by the occupier's of the ground floor office. The proposed vehicle parking and access arrangements remain unchanged, except that the parking will serve the offices across all three floors. It therefore falls to be considered whether the increased intensity of use would be detrimental to highway safety.

6.3.2 Given the relatively minor increase in office floor space as a result of this proposal (as well as taking account that the potential residential parking demand will be terminated) and the applicant's indication that the proposal will provide for five additional staff members, it is not considered that the proposal would result in significantly increase traffic movements or result in overspill parking. It is noted that the parking provision accords with the relevant London Plan and PPG13 standards, which in any case, seek to impose maximum rather than minimum standards.

6.4 Refuse Storage

6.4.1 It has not been indicated what the existing or proposed refuse / recycling arrangements are. Therefore a condition has been attached requiring further details.

7. **Conclusion**

7.1. It is therefore considered that scheme is acceptable and it is recommended that planning permission be granted for the following reasons:

- 1 Due to its continued vacancy and poor residential condition, the proposed change of use to an office for a temporary 3 year period involving the loss of the residential accommodation, would not harm the strategic housing objectives of the Borough in the short term having regard to the fact that the premises is situated in the North Circular Road AAP and identified for future redevelopment. It is considered therefore that the proposal is acceptable having regard to Policies CP13, CP30 and CP44 of the adopted LDF Core Strategy, Policy (II)H2 of the saved Unitary Development Plan as well as PPS1 and PPS4.
2. The proposed office use would not give rise to conditions through an increase in noise and disturbance that would prejudice the amenities of neighbouring residential properties having regard to Policy CP30 of the adopted LDF Core Strategy
3. The proposed office use would not give rise to conditions through inadequate parking or an increase in vehicular movements that would prejudice the free flow and safety of users of the adjoining highways having regard to Policy CP30, CP25 and CP25 of the adopted LDF

Core Strategy, Policies (II)GD6 and (II)GD8 of the saved Unitary Development Plan and PPG13

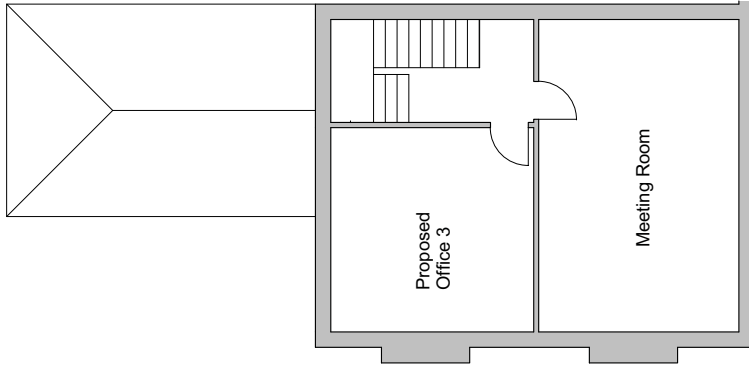
8. Recommendation

8.1 That the application be APPROVED with the following conditions:

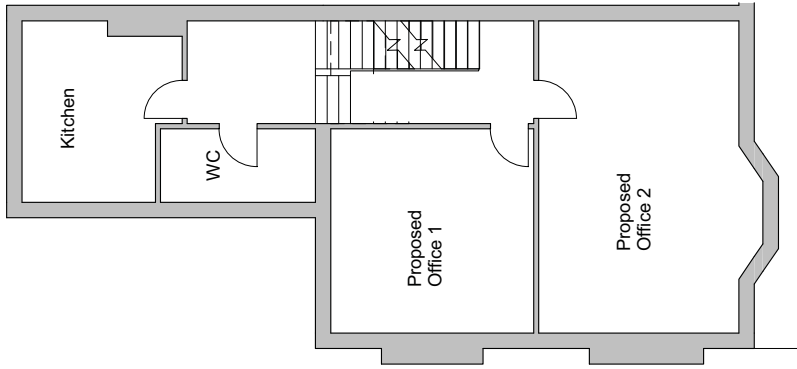
1. C16 Private Vehicles Only - Parking Areas
2. C19 Details of Refuse Storage & Recycling Facilities
3. C25 No additional Fenestration
4. The premises shall only be open for business and working between the hours of 08.00 to 20.00 hours Monday to Friday; 09.00 to 18.00 hours on Saturday and 10.00 hours to 16.00 hours on Sunday.

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

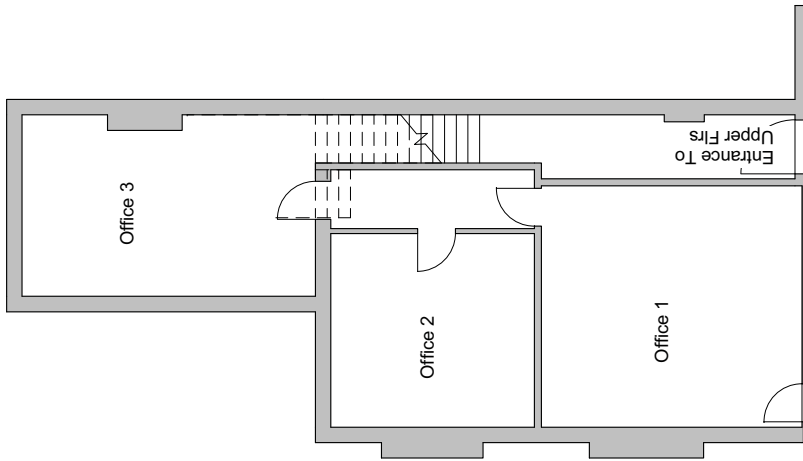
5. C50 (Three Year) Limited Period Permission



Second Floor Plan



First Floor Plan



Ground Floor Plan

Rev	Date	Comments	By	Chk



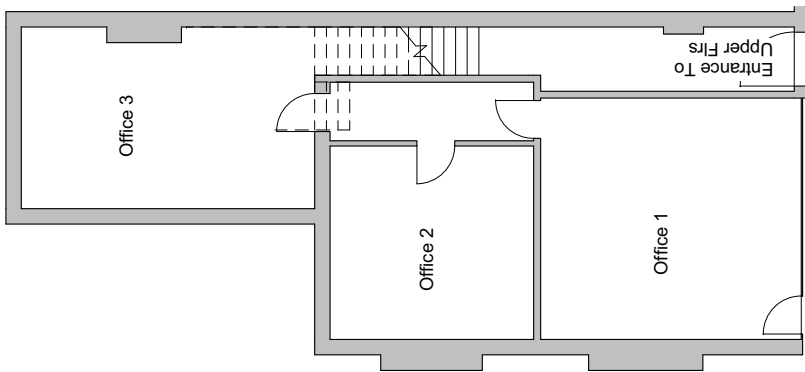
Floor Plan

Arta Architectural
 Portland House
 51 Colney Hatch Lane
 Muswell Hill
 London
 N10 1LJ
 t: 0208 883 9904

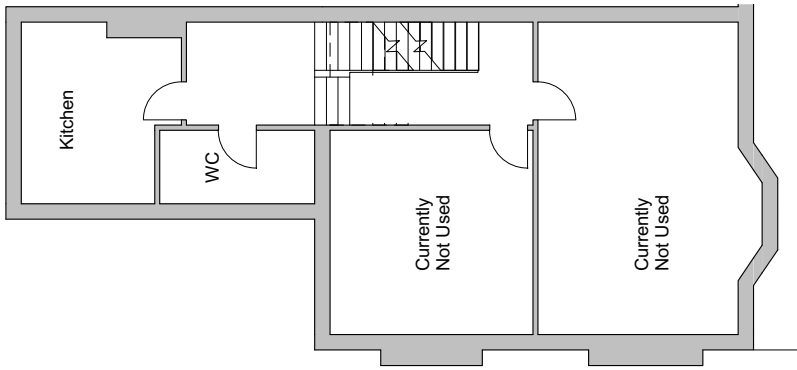
Client Cyprian Care Ltd
Project 173a Green Lanes
 Palmers Green
 N13

Scale 1 : 100
 Issued Dec 2010

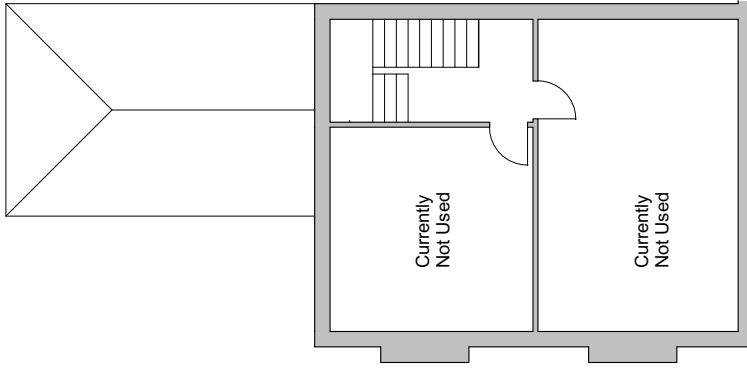
Drawing No. GRE 001 -



Ground Floor Plan



First Floor Plan



Second Floor Plan

Rev	Date	Comments	By	Chk



Arta Architectural

Portland House
51 Colney Hatch Lane
Muswell Hill
London
N10 1LJ
t: 0208 883 9904

Existing Floor Plans

Client Cyprian Care Ltd
Project 173a Green Lanes
Palmers Green
N13

Drawing No. GRE 002 -



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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

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/11/0026

Category: Other Development

LOCATION: GALLIARD PRIMARY SCHOOL, GALLIARD ROAD, LONDON, N9 7PE

PROPOSAL: Installation of single storey detached building for use as music room to south of site.

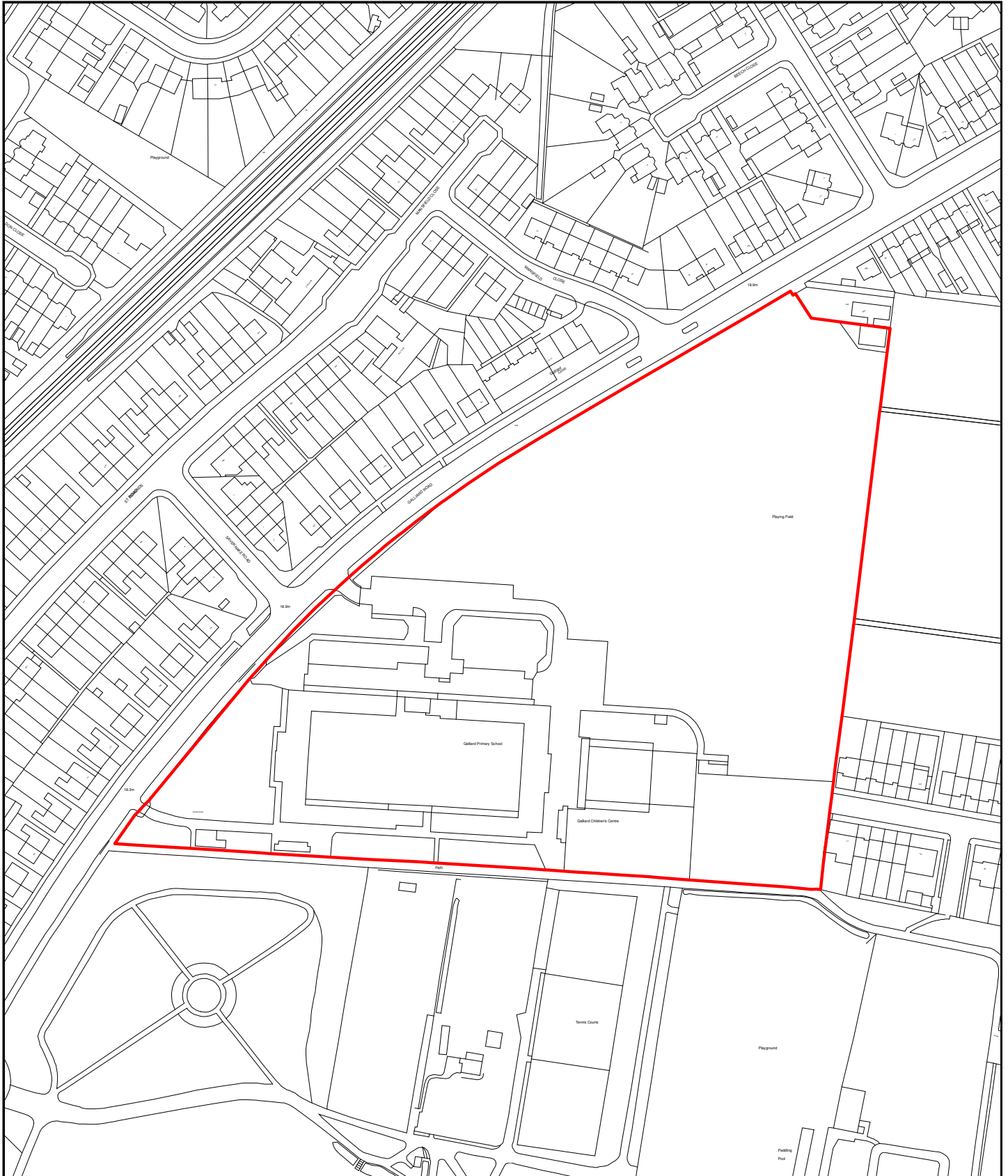
Applicant Name & Address:

Penny Sullivan,
Galliard Primary School
Galliard Road,
London,
N9 7PE

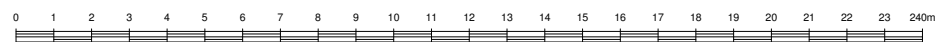
Agent Name & Address:

Daniel Morriss,
HDA Architecture
4, Albion Place
Northamptonshire
NN1 1UD

RECOMMENDATION: That subject to the expiry of the site notice after 23rd of February and no additional issues are raised which are not covered in the report, the Planning Committee resolve to **GRANT** planning permission subject to conditions.



Development Control



Scale - 1:2002
Time of plot: 10:48

Date of plot: 03/02/2011

1. Site and Surroundings

- 1.1 Galliard Primary School is located off Galliard Road. Opposite the school are residential properties whilst to the north, east and south is Jubilee Park which is designated Metropolitan Open Land. The school playing fields also fall within Metropolitan Open Land, although the school buildings are not. Vehicular access into the school is located off Galliard Road.

2.0 Proposal

- 2.1 The proposal involves the construction of a single storey freestanding building for use as a music room. The building would be positioned on the side boundary with Jubilee Park (and the designated MOL) towards the rear of the main school building. There is an existing boundary hedge adjoining the footpath.
- 2.2 Due to the pressure on school places, the existing music room is currently being used as additional classroom space and there is need for alternative teaching space for music.
- 2.2 The single storey “cube” building would be 6.5m in depth with maximum width of 8.5 m with a flat roof 2.85m high. The building would be constructed of western red cedar cladding with grey powder coated aluminium doors and window.

3. Relevant Planning Decisions

- 3.1 TP/11/0028- Installation of single storey detached building with decking for use as staff room to south east of site. This application is not determined but reported elsewhere on this Agenda.

4. Consultations

4.1 Statutory and Non Statutory Consultees

- 4.1.1 Any replies received will be reported at the meeting

4.2 Public

- 4.2.1 Consultation letters were issued to two neighbouring properties. In addition, two site notices were displayed. Any responses received will be reported at Planning Committee. The consultation period expires on 23rd of February 2011.

5. Relevant Policy

5.1 Local Development Framework

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 the acceptability of development proposals. The following are now of relevance.

CP8 Education
CP9 Supporting Community cohesion
CP30 Maintaining and improving quality of built environment
CP34 Parks, Playing fields and other Open spaces

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.

(II) GD3- Aesthetics and functional Design
(II) GD6 Traffic
(II) GD8 Servicing
(II) CS2 Siting and design of buildings to accord with Council's environmental policies

5.3 The London Plan

Policy 2A.1 Sustainability Criteria
Policy 3A.24 Education Facilities
Policy 3C.23 Parking Strategy
Policy 4A.1 Tackling Climate change
Policy 4A.3 Sustainable Design and Construction
Policy 4B.5 Creating an inclusive environment
Policy 4B.8 Respect local context and communities

5.4 Other Relevant Policies

PPS1 Sustainable Development
PPG13 Transport

6. **Analysis**

6.1 Principle

6.1.1 The proposal represents additional educational related development on land already in use for such purpose. In principle therefore, it is considered the development would be appropriate whilst also providing improved educational facilities for the school and would accord with Core Policy 8 Education of the Core Strategy as well as London Plan Policy 3A.24.

6.2 Impact on Character of surrounding area

6.2.1 The proposed detached free standing building is of a modern contemporary design. It is considered that neither the proposed materials or its design and appearance would detract from the character and appearance of the surrounding area or locality. Moreover, although the building would be positioned against the southern boundary of Jubilee Park and the designated Metropolitan Open Land, when viewed from this perspective, it would be seen in the context of the existing school building and hedge line. It is therefore considered that the well designed single storey building would not intrude on the open character of the MOL.

6.3 Impact on Neighbouring Properties

- 6.3.1 The closest residential buildings are in Bedford Road approximately 105m away, and 170m away from properties in Galliard Road. Given this overall relationship and the single storey nature of the building, there would be no effect on the residential amenities of these properties

6.4 Highway Issues

- 6.4.1 The increase in the school role has already occurred in response to the pressure for school places across the Borough. The proposed additional classroom would not in itself increase staff or pupil numbers notwithstanding the fact that any increase would be minimal and not sufficient to warrant refusal of the application on grounds relating to the free flow and safety of traffic.

7. Conclusion

- 7.1 Although the proposed building would be visible from the MOL, it is considered that the design and appearance of the proposed building would not detract from the essential open character and appearance of the surrounding area or adversely impact on the residential amenities of surrounding properties. Moreover, as the proposed classroom would provide improved education facilities for the school, on balance, the proposal is considered acceptable for the following reasons:

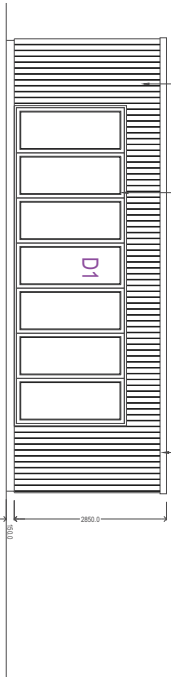
1. The proposed detached free standing music room would improve educational teaching provision facilities at Galliards School. Accordingly the proposed development complies with Core Policies CP8 and CP 9 of the Core Strategy, Policy (II) CS2 of the UDP, Policy 3A.24 of the London Plan and PPS1 Sustainable Development.
2. The proposed detached free standing music room building having regard to its design, size and siting would not unduly impact on the amenities of nearby residents having regard to Core Policy 30 of the Core Strategy, Policies (II) GD3 and (II) H8 of the UDP and London Plan Policy 4B.8.
3. The proposed development would not lead to conditions prejudicial to the free flow and safety of traffic, including pedestrian traffic on the adjoining highway. In this regard, the proposal is considered to comply with Policies (II) GD6 and (II) GD8 of the UDP and with Policy 3C.23 of the London Plan.

8. Recommendation

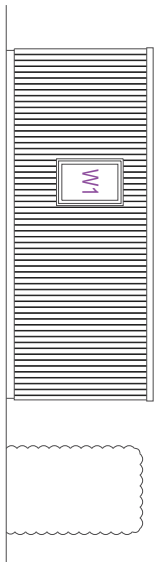
- 8.1 That subject to the expiry of the site notice after 23rd of February and no additional issues are raised which are not covered in the report, the Planning Committee resolve to GRANT planning permission subject to the following conditions:
1. C60- Approved details
 2. C7- Details of materials
 3. C51- Time Limit

Galliard Primary School, Greater London

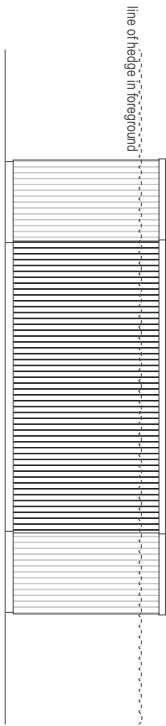
western red cedar cladding aluminum doors - powder coated dark grey single p/v roofing with fascia - dark grey



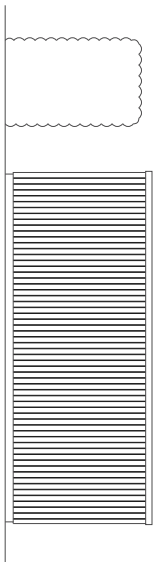
FRONT ELEVATION
scale 1:50



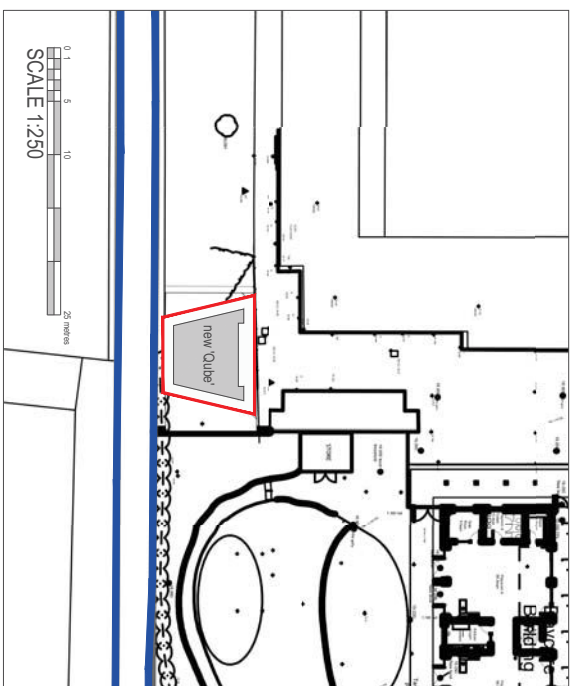
SIDE ELEVATION



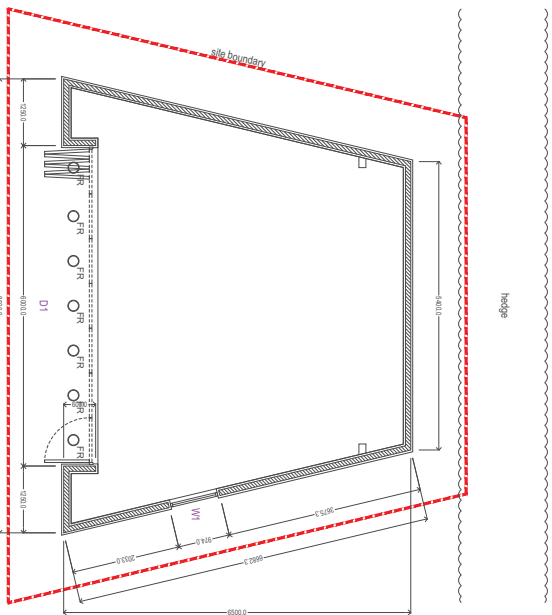
REAR ELEVATION



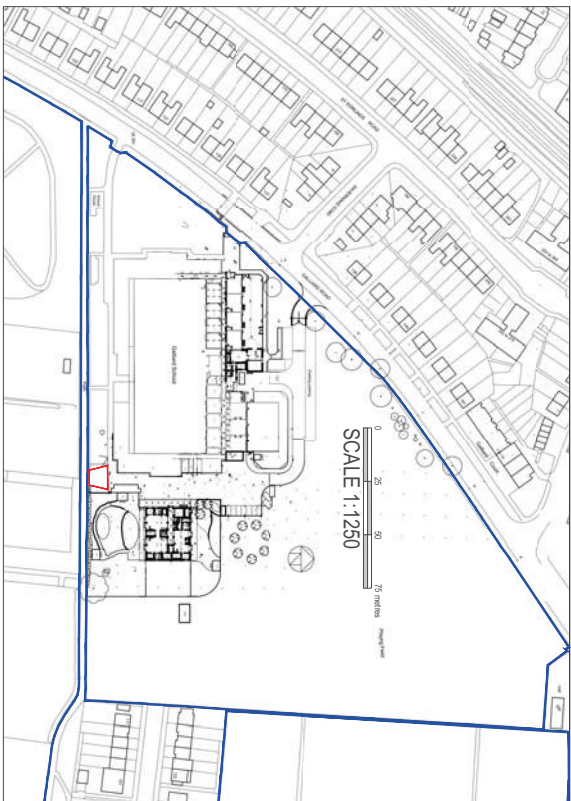
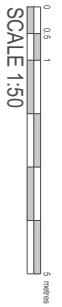
SIDE ELEVATION



Proposed Site Plan
Scale 1:1250



FIGURED DIMENSIONS ON THIS PLAN ARE ALL TO FACES OF SPS PANELS



Existing Site Location Plan
Scale 1:1250

REV	DATE	DESCRIPTION
<p>Proposed Plans & Elevations MUSE/COM</p>		
<p>1011501</p>		
SCALE	1:50 (250/11000)	SHEET 28/31
DATE	10/10/20	
<p>Galliard Primary School, Galliard Road, Greater London, W17 7JZ</p>		
<p>The Club 1011501 10/10/20 MUSE/COM</p>		
<p>0120 734 1000 www.theclub.co.uk</p>		

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

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/11/0028

Category: Other Development

LOCATION: GALLIARD PRIMARY SCHOOL, GALLIARD ROAD, LONDON, N9 7PE

PROPOSAL: Installation of single storey detached building with decking for use as staff room to south east of site.

Applicant Name & Address:

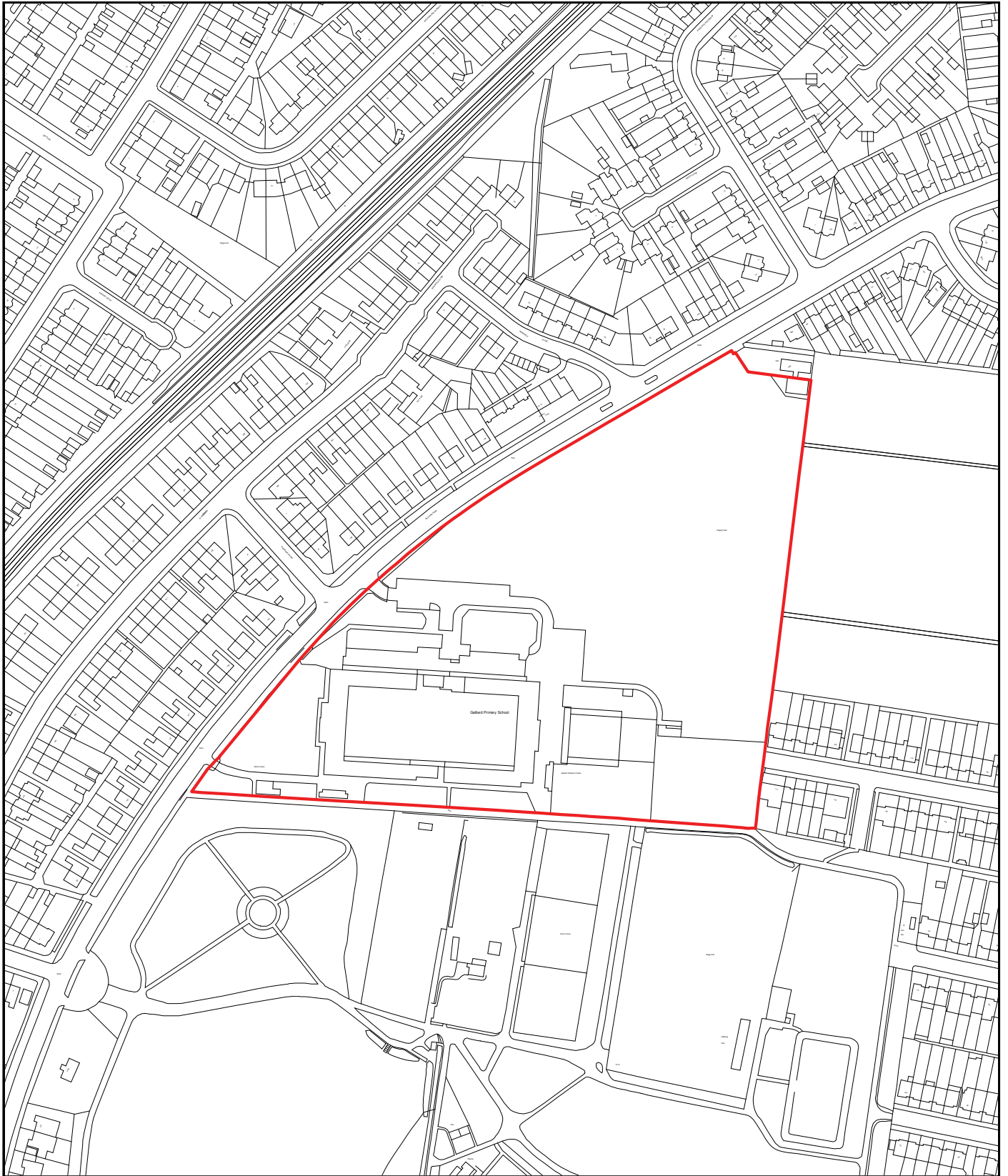
Penny Sullivan,
Galliard Primary School
Galliard Road,
London,
N9 7PE

Agent Name & Address:

Daniel Morriss,
HDA Architecture
4, Albion Place
Northamptonshire
NN1 1UD

RECOMMENDATION: That subject to the expiry of the site notice after 23rd of February and no additional issues are raised which are not covered in the report, the Planning Committee resolve to **GRANT** planning permission subject to conditions.

Application No:- TP/11/0028



Development Control



Scale - 1:2500
Time of plot: 08:23

Date of plot: 04/02/2011

1. Site and Surroundings

- 1.1 Galliard Primary School is located off Galliard Road. Opposite the school are residential properties whilst to the north, east and south is Jubilee Park which is designated Metropolitan Open Land. The school playing fields also fall within Metropolitan Open Land, although the school buildings are not. Vehicular access into the school is located off Galliard Road.

2.0 Proposal

- 2.1 The proposal involves the provision of a single storey detached building with decking for use as staff room. The building would be 7.2m in width by 4.2m in depth with a flat roof 3.1m in height. There would also be a wooden decked area outside the building with access ramp: the maximum height of the decking being 500mm. The building would be constructed of western red cedar cladding with powder coated dark grey window surrounds.
- 2.2 It would be sited in the south eastern corner of the school close to the main building but adjoining the boundary with the Metropolitan Open Land. The nearest residential properties to the building are in Bedford Road
- 2.3 At present the only staff area is a working office so there is no appropriate staff rest facilities. This was identified as being in breach of Health and Safety requirements and therefore the new building is proposed to meet this requirement.

3. Relevant Planning Decisions

- 3.1 TP/11/0026- Installation of single storey detached building for use as music room. This application is not determined but reported elsewhere on this Agenda.

4. Consultations

4.1 Statutory and Non Statutory Consultees

- 4.1.1 Any replies received will be reported at the meeting

4.2 Public

- 4.2.1 Consultation letters were issued to two neighbouring properties. In addition, two site notices were displayed. Any responses received will be reported at Planning Committee. The consultation period expires on 23rd of February 2011.

5. Relevant Policy

5.1 Local Development Framework

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 the acceptability of development proposals. The following are now of relevance.

CP8 Education
CP9 Supporting Community cohesion
CP30 Maintaining and improving quality of built environment
CP34 Parks, Playing fields and other Open spaces

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.

(II) GD3- Aesthetics and functional Design
(II) GD6 Traffic
(II) GD8 Servicing
(II) CS2 Siting and design of buildings to accord with Council's environmental policies

5.3 The London Plan

Policy 2A.1 Sustainability Criteria
Policy 3A.24 Education Facilities
Policy 3C.23 Parking Strategy
Policy 4A.1 Tackling Climate change
Policy 4A.3 Sustainable Design and Construction
Policy 4B.5 Creating an inclusive environment
Policy 4B.8 Respect local context and communities

5.4 Other Relevant Policies

PPS1 Sustainable Development
PPG13 Transport

6. Analysis

6.1 Principle

6.1.1 The proposal represents additional educational related development on land already in use for such purpose. In principle therefore, it is considered the development would be appropriate whilst also providing improved educational facilities for the school and would accord with Core Policy 8 Education of the Core Strategy as well as London Plan Policy 3A.24.

6.2 Impact on Character of surrounding area

6.2.1 The proposed detached free standing building is of a modern contemporary design. It is considered that neither the proposed materials or its design and appearance would detract from the character and appearance of the surrounding area or locality. Moreover, although the building would be positioned against the boundary with the school's playing field which is designated Metropolitan Open Land, when viewed from this perspective, it would be seen in the context of the existing school building and other associated buildings. It is therefore considered that the well designed single storey building would not intrude on the open character of the MOL.

6.2.2 The proposed new decking area outside the building is a maximum height of 500mm and is acceptable in terms of its siting and appearance.

6.3 Impact on Neighbouring Properties

6.3.1 The closest residential properties to the new staff room building are in Bedford Road approximately 55m away. Given this overall relationship and the single storey nature of the building, although the building would bring the built envelope closer to the properties on Baxter Road, the intervening distance means there would be no effect on the residential amenities of these properties.

6.4 Highway Issues

6.4.1 The proposed staff room building would not give rise to any increase in vehicle movements or parking. Thus, it is considered there are no issues with regard to parking or the free flow and safety of traffic on the adjoining highway.

7. **Conclusion**

7.1 Although the proposed building would be visible from the MOL, it is considered that the design and appearance of the proposed building would not detract from the essential open character and appearance of the surrounding area or adversely impact on the residential amenities of surrounding properties. Moreover, as the proposed classroom would provide improved education facilities for the school, on balance, the proposal is considered acceptable for the following reasons:

1. The proposed detached free standing staff room would improve staff facilities for teachers at Galliards School. Accordingly, the proposed development complies with Core Policies CP8 and CP 9 of the Core Strategy, Policy (II) CS2 of the UDP, Policy 3A.24 of the London Plan and PPS1 Sustainable Development.
2. The proposed detached free standing staff room building with decking having regard to its design, size and siting would not unduly impact on the open character of the adjoining Metropolitan Open Land or the amenities of nearby residents having regard to CP 30 and CP 34 of the Core Strategy, Policies (II) GD3 and (II) H8 of the UDP as well as London Plan Policy 4B.8.
3. The proposed development would not lead to conditions prejudicial to the free flow and safety of traffic, including pedestrian traffic on the adjoining highway. In this regard, the proposal is considered to comply with Policies (II) GD6 and (II) GD8 of the UDP and with Policy 3C.23 of the London Plan.

8. **Recommendation**

8.1 That subject to the expiry of the site notice after 23rd of February and no additional issues are raised which are not covered in the report, the Planning Committee resolve to GRANT planning permission subject to the following conditions:

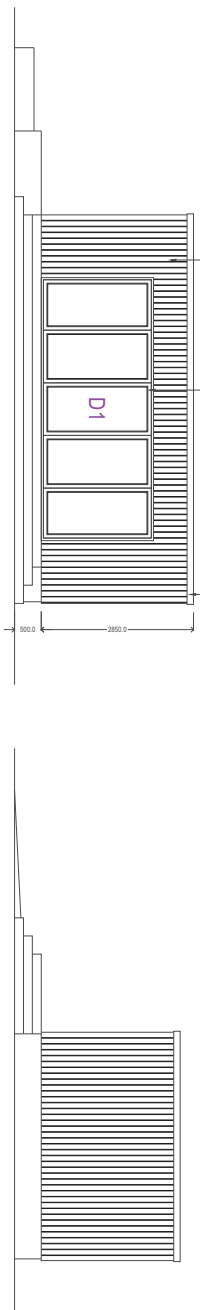
1. C60- Approved details

2. C7- Details of materials

3. C51- Time Limit

Galliard Primary School, Greater London

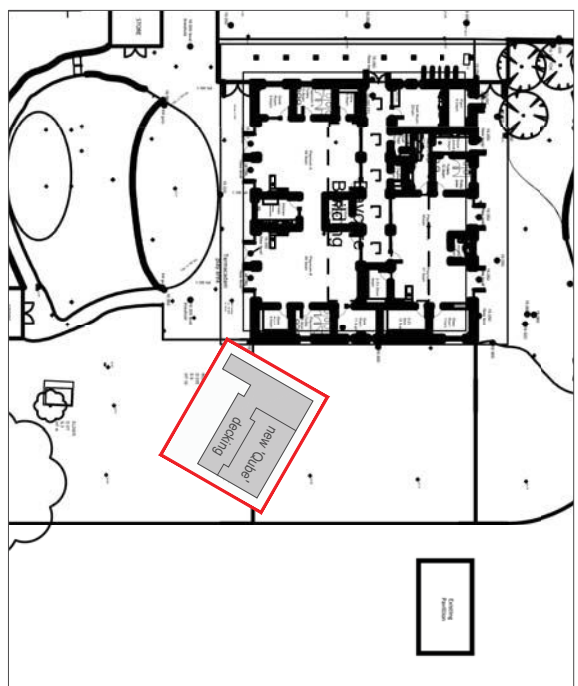
western red cedar cladding aluminium doors - powder coated dark grey single ply roofing with fascia - dark grey



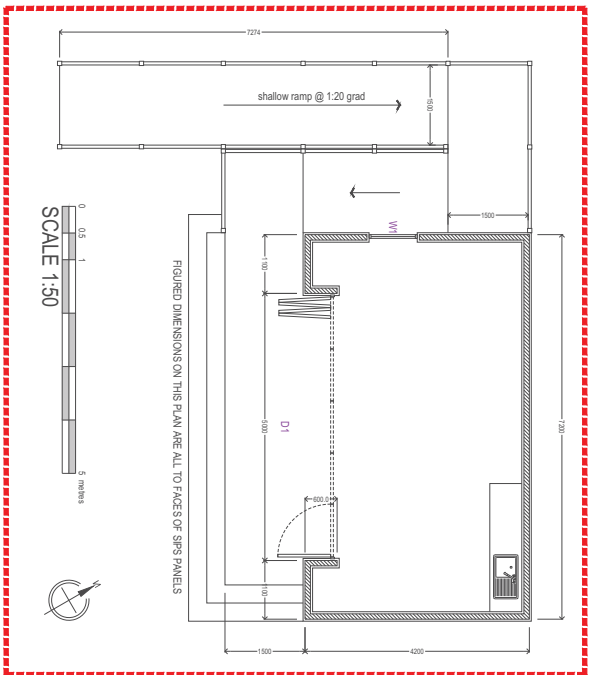
FRONT ELEVATION
scale 1:100

SIDE ELEVATION

REAR ELEVATION

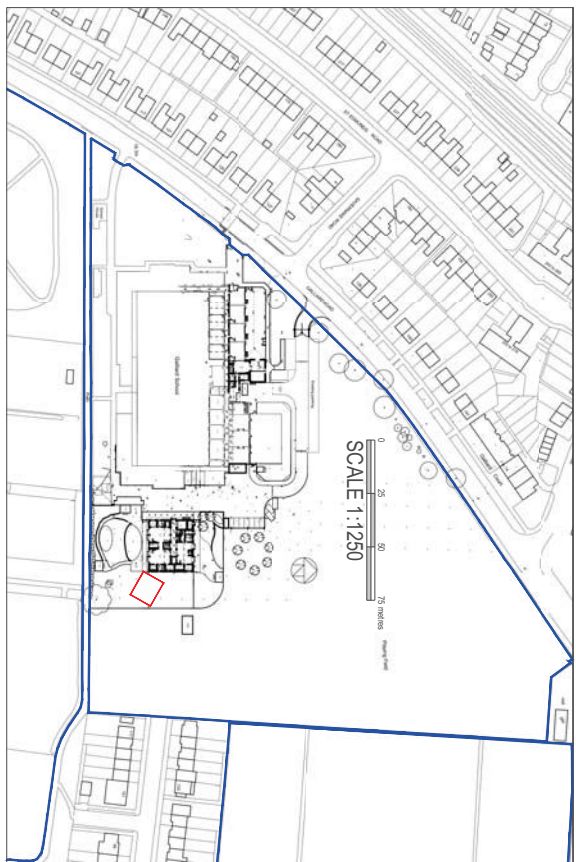


Proposed Site Plan
Scale 1:250



SCALE 1:50

FIGURED DIMENSIONS ON THIS PLAN ARE ALL TO FACES OF SIP9 PANELS



SCALE 1:1250

Existing Site Location Plan
Scale 1:1250

REF.	DATE	DESCRIPTION
Proposed Plans & Elevations NEW SIP9 ROOM		
10116 01	15/07/2020 (11:00)	SHEET 02/03
Galliard Primary School, Galliard Road, Greater London, W9 7JZ		
The OUBE Suite 11, 100, The Hub Margaret Street, Birmingham, B2 4JQ 0121 714 2444 info@theoube.co.uk www.theoube.co.uk		

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Monthly Decisions on Town Planning Application Appeals

- 1.1 Between the 4th December and the 31st of December 2010, 14 appeal decisions had been received from the Planning Inspectorate. Two of those were invalid. 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 /INVALID	PERCENTAGE DISMISSED
14	11	1	2	92% 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/ INVALID	PERCENTAGE DISMISSED
14	11	1	2	92%

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

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MUNICIPAL YEAR 2010/2011 REPORT NO. **188**

COMMITTEE:
PLANNING
 - 16/02/11

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 19
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 February 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. A traffic signal key is assigned to individual balances in order to easily identify the current status of various projects.

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 16th February 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	Spend Deadline	Financial Obligation	Sum received to date (including interest where accrued)	Available balance as of 01/02/2011	Funds allocated/available for spend	Department /Officer responsible for spend	STATUS
<p>KEY Unallocated s106 monies Projects that are still being designed Projects that are committed Projects where monies are being spent Projects that are complete and will be closed at the end of year accounts.</p>										
										
Uni global Ltd	Land adj. To Coach House PH, 173 Alma Rd Etfield 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. Agreement signed 31.03.00	Contribution towards Highway Works Traffic Management works at junction of Alma Road/Durrants Rd	March 2010	£2,000	£2,000	£2,198.55 (CT0080)	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.	Economic Development	★
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. Agreement signed 18.09.00	Employment & training contribution means: the funding of employment and training initiatives related to the Edmonton Partnership Initiative Implementation of Controlled Parking Zone means : a scheme for the control of on-street parking in the Edmonton Green Area	March 2010 On going negotiations taking place to secure an extension	£20,000	£23,053.89	£848.83 (CT0169)	Unallocated 1st CPZ instalment of £150,000 received Second payment of £50,000 not yet received DAR being circulated for use of S106 funds to enable consultation on the CPZ	Economic Development David Taylor Traffic & Transportation	★ ★

Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Spend Deadline	Financial Obligation	Sum received to date (including interest where accrued)	Available balance as of 01/02/2011	Funds allocated/available for spend	Department /Officer responsible for spend	STATUS
St Modwen continued...			<p>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</p> <p>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</p> <p>revision to scheme secures additional monies through Deed of Variation</p> <p>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</p>	<p>April 2012</p> <p>April 2012</p> <p>Jan 2012</p>	<p>£200,000</p> <p>£300,000</p> <p>£9,204</p>	<p>£200,000</p> <p>£337,415.37</p> <p>£9,845.65</p>	<p>£111,119.52 CT0170</p> <p>£347,883.79 CT0186</p> <p>£10,250.37 CT0150</p>	<p>£45,000 allocated to Green Towers Fees A200292 £66,119.52 allocated to Green Towers Refurbishment C020125</p> <p>Request for £170K to be used for Montagu Recreation Building has been authorised. £177,883.79 allocated to Green Towers Refurbishment C020125</p> <p>£10,250.37 allocated to Green Towers Refurbishment</p>	<p>Judy Flight Sustainable Communities</p> <p>Tony Corrigan Parks</p> <p>Judy Flight Sustainable Communities</p>	<p>★</p> <p>★</p> <p>★</p>

Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Spend Deadline	Financial Obligation	Sum received to date (including interest where accrued)	Available balance as of 01/02/2011 (CTO166)	Funds allocated/available for spend	Department /Officer responsible for spend	STATUS
Ikea Ltd	TP/99/0866 Land at Glover Drive N18 UPPPER 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. Agreement signed 25.09.02	<p>- 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</p> <p>- 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</p>	March 2012	£500,000	£598,878.85	£623,496.39 (CTO166)	<p>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.</p> <p>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.</p>		★

Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Spend Deadline	Financial Obligation	Sum received to date (including interest where accrued)	Available balance as of 01/02/2011 (CT0141)	Funds allocated/available for spend	Department /Officer responsible for spend	STATUS
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>	<p>No spend deadline</p> <p>No spend deadline</p>	<p>£160,000</p> <p>£150,000</p> <p>£20,000</p>	<p>£85,049</p> <p>£24,006.97</p>	<p>£27,536.69 (CT0141)</p> <p>£24,993.80 (CT0142)</p>	<p>£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.</p> <p>Unallocated. Spoke with Lorraine Cox who is actively pursuing trying to arrange a meeting with Ikea. LC awaiting a response.</p>	 	


Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Spend Deadline	Financial Obligation	Sum received to date (including interest where accrued)	Available balance as of 01/02/2011	Funds allocated/available for spend	Department /Officer responsible for spend	STATUS
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 crèche, 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.	Education contribution means : intended to be expended by the Council upon the provision of school places within its area 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-	July 2012	£18,000	£20,581	£0 £17,275.63 CT0212 - Allocated	Monies not yet received Payment due prior to occupation of residential. Emailed Sarah Carter to check status. £17,275.63 allocated A200256 Enfield Town CPZ works 5 years from receipt of payment - July 2012	David Taylor	★
			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	July 2012	£15,000	£17,151	£18,604.22 (CT0214)	Unallocated. Meeting with TIL, this amount is committed. 5 years from receipt of payment - July 2012	David Taylor	★
			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)	July 2012	£45,000	£45,000	£24,049.55 CT0213	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	★
Kennet Properties Ltd	TP/03/0244 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) Agreement signed 02.06.00	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	No spend deadline	£200,000	£224,700	£97,982.16 (CT0227)	Scheme now in place. Ongoing. Sustainable Communities are 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	Sustainable Communities	★
Laing Homes Ltd	Former MK works Dysons Road N18 UPPER EDMONTON TP/01/0220 TP/02/1332	Redevelopment of site for residential purposes with access to Dysons Road. (Outline) Agreement signed 28.05.03	tbc	tbc	tbc	£7,118.94 (CT0131)	tbc	tbc	Liam Mulrooney	★
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. Agreement signed 16.01.04	Highway improvements in the vicinity of the land Works to Progress Way or contribution	No Deadline	135,000 96,625 3,000	£135,000 £0 £0	£6,201.15 (CT0239) £0 £0	tbc No monies received yet. Trigger point tbc	Steve Jaggard	★

Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Spend Deadline	Financial Obligation	Sum received to date (including interest where accrued)	Available balance as of 01/02/2011	Funds allocated/available for spend	Department /Officer responsible for spend	STATUS
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. Agreement signed 24.04.04	Mitigating impact on street parking - rec'd 12.04 means - contribution towards the cost of mitigating the impact of on street parking	No spend deadline	£25,000	£27,803	£29,500.80	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.	Steve Jaggard	
Coca Cola Enterprises	Land at Kynoch Rd, and Nobel Road Edmonton N18 TP/03/2414 EDMONTON GREEN	Demolition of existing warehouse, loading bay and ancillary buildings and erection of an automated warehousing building (to a maximum height of 36m) with mezzanine floors at 1st and 2nd level and associated loading bays together with reorganisation of vehicular circulation and access via Kynoch Road and lorry parking. Agreement signed 14.05.04	Highways Contribution - towards safety scheme in Advent Way	No spend deadline	23,500	£23,500	£16,145.53 (CT0165)	Advent Way Safety Scheme. T&T exploring further options including an anti ski skid surface applied to Advent Way on approach to roundabout.	Steve Jaggard	
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. Agreement signed 24.05.04	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	May 2009	£120,000	£136,914	£19,482.87 CT0148 £10,809.93 (CT0231)	Street lighting feasibility investigation underway - being looked at in conjunction with IKEA works. Highway works - Options report under consideration 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 Mayor's 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.	Steve Jaggard	
Alexander Sedgley	TP/05/2304 Former works at Breffrenham/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. Agreement signed 30.03.06	Public transport contribution means - implementation of the Sustainable Transport Plan or other public transport improvements agreed with the Developer	May 2014	£125,000	£142,618	£156,777.08 (CT0147)	Unallocated Deferred until Meridian Water Masterplan firms up.	Economic Development	
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. Agreement signed 28.05.06	Contribution towards monitoring of construction web	No spend deadline	£3,600	£4,052	£4,068.65 CT0197	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).	Steve Jaggard	
			Works to site access in Wakefield Street Works on revised waiting restrictions	Any unspent money to be returned on implementation of revised waiting restrictions	£2,000 £5,000	£2,000 £5,000	£2,286.85 (CT0193) £5,695.06 (CT0194)	£7,981.91 allocated for waiting restrictions on Raynham Road A200290	Steve Jaggard	

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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. Agreement signed 27.06.07	Highways Contribution - towards widening of the footway	No Deadline	£2,720	£2,950.46	£2,950.46 (CT0211)	£2,720 allocated to widening footway A200279	Steve Jaggard	★
George Wimpey North London	TP/07/0921 Land off Montagu Road end of Zambesi 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. Agreement signed 13.11.07	Education contribution for the provision of education in the Borough 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	7 years from date of receipt of receipt 10.01.2015	£83,556	£83,556	£88,205.7 CT0216	Allocated to Education ESCL Primary School	Bob Ayton Education	★
Meridian Business Association	Meridian Business Park PONDERS END JUBILEE	To be added Agreement signed 09.12.08	Works at Meridian Business Park - contribution for regeneration works originally from MK Works Dyson Road S106 Agreement	No deadline	£100,000	£100,000	£95,442.28 (CT0215)	£100,000 allocated for Capital Works C200983	John Haslem	★
Christian Action Housing	Car Park adjacent to 1-53 St Joseph's 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. Agreement signed 11.03.09	Education Contribution towards educational facilities in the east of the Borough	No Deadline	£14,580	£14,580 Received 09/06/2010 CT0245	£14,580 (CT0245)	£14,580 ECSL Primary School Programme C10087	Bob Ayton	★
Christian Action Housing	Garages Sebastopol Road, Enfield N9 0PF EDMONTON GREEN	Demolition of existing garages and erection of a terrace of seven 2-storey, 3-bed houses with associated car parking. Agreement signed 11.03.09	Education Contribution towards educational facilities in the east of the Borough	No deadline	£15,342	£15,342 Received 09/06/2010	£15,342.00 (CT0244)	£15,342.00 ECSL Primary School Programme C10087	Bob Ayton	★
Christian Action Housing	Garages Adjacent to Dover House, Bolton Road UPPER EDMONTON TP/05/0155	Demolition of existing car park and erection of a 4-storey block of sixteen flats (comprising 2 x 1-bed, 14 x 2-bed) with associated car parking and access via Gloucester Road. Agreement signed 11.03.09	Education Contribution towards educational facilities in the east of the Borough	No deadline	£10,109	£10,109 Received 09/06/2010	£10,109.00 (CT0246)	£10,109.00 ECSL Primary School Programme C10087	Bob Ayton	★
Aitch Group	Former Horse Dray Public House 8 Alma Road, Enfield EN3 4UG PONDERS END TP/09/0749	Redevelopment of site to provide a 2-storey block of 7 terraced houses (comprising 5 x 4-bed and 2 x 5-bed) incorporating rooms in roof with front dormer windows, off street parking to side and front and new vehicular access to Napier Road and Curzon Avenue. Agreement signed 20.06.09	Education Contribution towards educational facilities in the east of the Borough	No deadline	£45,956	£45,956	£45,956.00 (CT00249)	£45,956.00 ECSL Primary School Programme C10087	Bob Ayton	★


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Origin Housing Group and The Royal Bank of Scotland Plc	Watermill Lane, London N18 UPPER EDMONTON	Demolition of existing buildings and erection of a total of 221 residential units (comprising 128 key worker units and 93 affordable units) and 256 sq.m. of office space, comprising of a series of blocks of flats (Blocks 1A/1B/1C comprising 47 units in a part 3/ 4/5/6 and 8 storey blocks), Block 2 (33 units) part 4/5 storey, Block 3 (55 units) part 5/ 6 storey, Block A (8 units) 4 storey, Block B (13 units) 3/ 4 storey, Block C (15units) 4 storey, Block 4A and 4B (34 units) part 2/3/4 storey, as well as 16 houses part 2/ 3 storey together with balconies, communal roof garden and terraces, the provision of car and cycle spaces, 2 pedestrian links to Adlington Close, amenity areas, single storey plant room to rear of block 4A and electricity sub stations. Agreement signed 08.04.10	Education contribution means: tbc Employment & training package means: employment and training initiatives Highways contribution means: tbc Pymms Park Contribution means: tbc	Within 5 years of receipt of payments 23.09.2015	£439,000 £0 £95,000 £30,000 n/a £0 £5,000	£439,000 £0 £95,000 £30,000 n/a £0 £5,000	£439,000 (CT0253) £0 £95,000 (CT0254) £30,000 (CT0255) n/a £0 £5,000 (CT0256)	None as yet Education, T&T, Economic Development and Parks notified.	Bob Ayton Steve Jaggard Tony Corrigan Sarah Carter T&T S106	★ ★ ★ ★ ★
Tesco's Gothic Works	Gothic Works, Glover Drive TP/90/0650 UPPER EDMONTON	Redevelopment of site to provide Class A1 retail store with coffee shop (6503 sq. metres); petrol filling station and associated parking; B1 & B8 units (total floor space 24 155 sq. metres) with associated parking, service areas and formation of estate roads.	tbc	tbc	tbc	tbc	£255,42 (CT0107) £7,154,17 (CT0108)	tbc	Steve Jaggard	★

SIGNED S106 AGREEMENTS WHERE PAYMENTS HAVE NOT BEEN RECEIVED YET

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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. Agreement signed 12.12.07	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		£30,000 £36,000	£0 £0		Payments are due on commencement of development. Checked on Building Control database and no record of works starting as yet.		
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. Agreement signed 13.06.07	Installation of Woodscape Furniture in area edge red on Plan No. 2 or such other location in the Brimsdown Business Area	Spend deadline is before 5th anniversary of payment.	£15,000			Payment due on commencement of development. Building Control database does not indicate works have started.		
Savills	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. Agreement signed 07.08.08	1) Conservation Area Enhancements 2) Education Contribution		£30,000 £45,992			Payments are due on commencement of development.		
LB&E & Hillview Industrial Developments Limited	Unit 6 Riverside Industrial Estate, Morson Road, Enfield ENS 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. Agreement signed 27.04.09	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	5 years from receipt of obligation	40,000			Payment due on commencement of development. Building Control database indicates that works have not started yet.		
GREEN HORIZONS										
Green Horizons	TP/99/1320 Barbot Estate Redevelopment		Cycle/Pedestrian works at Salmons Brook	No spend deadline	£35,000	£48,013.94	£49,987.60 (CT0151)	Specific allocation for Cycle/Pedestrian works at Salmons Brook with EPI T&T notified.	Steve Jaggard	

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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 spend deadline	£232,000	£246,929.70	£239,833.71 (CT0205) £39,833.71 My Place bid for Craig Park, a decision was made at unallocated senior level to provide LBE match funding to (although is increase our chances of success for the bid and hoped to fund show commitment. This has been through the fixtures for appropriate channels and subsequently agreed. *Not Green Towers S106 Money* project) £17,246.30 (CT0228)	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 unallocated senior level to provide LBE match funding to (although is increase our chances of success for the bid and hoped to fund show commitment. This has been through the fixtures for appropriate channels and subsequently agreed. *Not Green Towers S106 Money* project) £17,246.30 (CT0228)	Judy Flight	

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<p>KEY Unallocated s106 monies Projects that are still being designed Projects that are committed Projects where monies are being spent Projects that are complete and will be closed at the end of year accounts.</p>										
Sainsburys	Great Cambridge Road Land at 540 -580 Southbury 91/0110	Redevelopment by the erection of retail store (A1) (7060 sq. metres gross floor space) together with coffee shop (A3); automatic teller facilities and petrol filling station; erection of retail warehouse units (15 338 sq. metres gross floor space); erection of restaurant (A3); erection of buildings for B1 or B2 use (5 462 sq. metres gross floor space); erection of a building for B1 use (3 458 sq.metres gross floor space); relocation of electricity sub-floor space;	Highways - towards the cost to the Council of providing traffic signals at the Southbury Road/Crown Road junction.	5 years after the store opening	£75,000	£79,202.03	£72,716 (£65,000 allocated) CT0002	Cars Lane Footpath £65,000 A200289 Authorisation approved by ST Sept 2010 A200289, works started.	David Taylor	★
Enfield Energy Centre Ltd	Brancroft Way, Brimsdown ENFIELD HIGHWAY EL/93/0001	Construction of a combined cycle gas turbine electricity generating station. Agreement signed 16.01.97	Air Quality - to monitor air quality within the Borough of Enfield x 3 payments	May-12	£2,000 £10,000 £150,000	£2,000 £12,052.04 £163,132.42	£45,346.42 CT0048 £50,066.67 (CT0236) £10,331.41 (CT0047)	£45,346.42 Unallocated. Sue McDaid actively pursuing. Steve Jaggard and Tony Corrigan notified £60,398.09 available under Environmental Improvements	Sue McDaid T&T & Parks	★ ★
			Environmental Improvements in the vicinity of the Land (including but not limited to traffic and highways measures or works)		£150,000	£150,000	£5,913.44 (CT0185) £7,330 CT0050	£13,243.44 Community Benefits unallocated		★
			Community Benefits - provide a community facility in the vicinity		£150,000	£156,016.52				

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	EEC continued...		Community Benefits - for the general benefit of the area in the vicinity of the land or of its inhabitants	May-12	£20,000 x 9	£253,209.87	£154,918.32 (CT0084)	£57,776.80 Reserved for MUGA A200106 (old A code - will need new authorisation) - Meeting with Mr Ford April 2010 to discuss ideas from Enfield Lock Residents Association, no further progression. Possible engagement with North East Board to identify needs of local community.		☆ ★
ADT Auctions Ltd	Great Cambridge Road 620/640 94/0484 SOUTHBURY	Change of use of existing motor vehicle auction and general industrial (B2) to motor vehicle auction centre including alterations to the access. Agreement signed 13.06.95	Environmental Improvements - towards general environmental improvements within the area	No spend deadline	£3,000	£3,298	£3,297.83 (CT0078)	£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	★
TWU	Innova Park 94/0281 94/0281/13 ENFIELD LOCK	Redevelopment of site by the creation of business/science park including land decontamination, the construction of new highway accesses off Mollison Avenue, the erection of buildings, the creation of wildlife habitats, the development of open space and landscaping (outline). Agreement signed 11.09.07	Offsite Open Space Play - towards works to be carried out or procured by the Council towards the improvement of facilities in play areas in the vicinity and accessible on foot of the development Amelioration Works for highways improvements - means such highway improvements as may be proposed by the Council as the local highway authority in order to ease the flow or improve the safety of traffic (including pedestrians) to and from Innova Park TLRN Payment - for the TLRN study which is a study of the operation of the A10/Bullmoor Lane junction and its interaction with the A10/M25 junction in order to	06/02/13 01/01/2010 06/02/13	£10,000 £200,000 £10,000	£10,508 CT0218 £221,492.15 £10,466.14	£10,508 CT0218 £21,492.15 (Escrow & LBE) £200,000 (CT0242) £10,466.14 (CT0219)	Unallocated. Tony Corrigan notified. £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. £10,466 Improvements at A10 Junction TfL are looking into opportunities for improvements around A10 junction	Tony Corrigan T&T TfL	☆ ★ ★









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	Innova Park continued...		Public Transport - means improvements to the bus services and public transport facilities serving Innova Park Education Contribution - for the provision of additional primary and secondary educational facilities or improvements to existing facilities within the borough necessitated by the development of Plot 5. Academy Transport Contribution - For Academy Land only.	September 2013	£110,000 x3 Based on DIES Formulae £80,000 x 3	£330,000 - Not received yet	£5,528.07 (CT0220) £110,000 (CT0252) £0	£220K A200241 Public Transport Improvements to Innova Park £110K A200291 Funding additional services for route 491 Approved Sept 2010. All 3 payments received. Payment due upon first occupation units on plot 5	T&T Bob Aytton T&T	
Morrison Developments Ltd	Southbury Road, Enfield 98/0060 98/0720 SOUTHBURY	Erection of a multi screen cinema within Use class D2, including ancillary A1 and A3 uses, a community sports complex within Use Class D2, restaurants within use Class A3, artificial sports pitches and replacement school playing fields, caretaker accommodation, together with associated parking, access, servicing and landscaping (Duplicate Detailed Application). Agreement signed 11.05.98	Highways Contribution - to cover costs of the associated traffic management and parking measures	No deadline	£300,000	£300,000	£4,414.18 (CT0082) spent to be dd 10/11	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. Remaining balance has been spent A200250 to be dd this year.	T&T	
Laing Homes	Strayfield Works CHASE 97/0421	Redevelopment of existing factory buildings by the erection of 12 houses. (Outline) Agreement signed 12.02.99	Public Amenity - Contribution to secure future maintenance of the Public Amenity Land	No deadline	£35,000	£48,532.60	£48,532.60 (CT0109)	Land & Maintenance monies. Unallocated. Property Services notified.	Property Services	
Gazeley Properties and Delta PLC	Delta works site, Millmarsh Lane, Enfield 99/0560 02/0520 ENFIELD HIGHWAY	Redevelopment of site for B1, B2 and B8 uses (total 33,203 square metres) including the erection of a 2-storey warehouse building, new access to Millmarsh Lane and associated parking and servicing facilities. Agreement signed 01.06.00	Riverside Walk Maintenance - towards the cost of repairs and maintenance of the Riverside Walk works	The term of 25 year lease.	£100,000	£136,422.45	£136,422.45 (CT0125)	£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 area. Ongoing.		


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John Laing Property Ltd Enfield Retail Ltd.	Enfield Town Centre 00/0977 00/0977/7 03/2030 TOWN	Redevelopment of site to provide retail floor space, cultural facility including library and multi-storey car park in association with the comprehensive redevelopment of land at Enfield Town Centre under planning permission Ref:TP/00/0977. Agreement signed 25.08.04	Highways Contribution - towards the provision of off site works for street furniture and or car park directional signs/hard/soft landscaping/facilities for cyclists Shop Mobility - for the procurement construction and provision of shop mobility facilities in Enfield Town	May 2010 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) TBC	£52,000 £90,000	£79,369.76 CT0173 £101,203.21 CT0162	£79,369.76 CT0173 £43,998.75 CT0162	Allocated under A200231 Enfield Town VMS Signs (approved in Feb 2008). T&T Notified for an update on progress. £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.	David Taylor David Taylor	 
CDS Ltd	59, Lockfield Avenue, EN3 00/1640 ENFIELD HIGHWAY	Redevelopment of site by the demolition of existing industrial unit and erection of new data centre (B2 use). Agreement signed 03.09.01	Green Transport Contribution - towards the promotion of Green Transport Initiatives within the vicinity of the site and Brimsdown business area	No spend deadline	£20,000	£20,806	£14,221.77 (includes £2,893.55 transferred from CT0087)	£14,221.77 unallocated. T&T are aware, advise that BBA allocating re Green Travel (Emailed SJJ)	T&T	
L A Beech	50-54 Hadley Road 99/0040 HIGHLANDS	Change of use of premises from care home to nursery school and baby care unit. Agreement signed 17.05.01	Traffic Contribution - for carrying out traffic management works in the vicinity of the land	Within 5 years of the receipt of payment	£29,498.00	£29,498	£4,045.61 (CT0101)	Unallocated	Liam Mulrooney	
Greggs of Enfield	87, Millmarsh Lane, Enfield. 02/1110 ENFIELD HIGHWAY	Two storey extension to provide new production unit, additional office and additional site. Agreement signed 18.02.02	Highways Contribution - towards improvement of street lighting and associated environmental improvements	No deadline	£10,000	£10,000	£6,545.35 CT0138	£7,562.42 A200266 Footway Works in the vicinity of Millmarsh Lane Street lighting complete - new lighting scheme in Millmarsh Lane being investigated.	Steve Jaggard	
Servite Houses	Land adj. Turkey St Station EN3 03/1579 TURKEY STREET	Redevelopment of site by the erection of (22 x two-bed flats, 12 x one-bed flats in 3 and 4-storey blocks, 12 x four-bed, 2-storey houses and 8 x three-bed, 2-storey houses) affordable units with associated access and car parking. Agreement signed 15.04.04	Footpath Refurbishment - for refurbishment of the footpath that runs through the adjoining open space Children's Play Equipment - for the provision of new equipment within existing children's play area in the vicinity of the site	No spend deadline	£52,000 £54,000	£58,834.33 £54,000	£23,691.83 CT0145 £18,599.19 CT0146	£23,691.83 A200267 Works to Turkey Street Footbridge (Dec 2009) Monies spent to be drawn down 10/11 £18,599.19 unallocated. Notified Tony Corrigan of available funding.	Ed Jefferson Parks	 
Wrenfield projects Ltd Wyndcrest Homes Ltd	18,Ladysmith Rd EN1 03/1829 04/2367 ENFIELD TOWN	Redevelopment of site to provide a 3-storey block of 7 x 1-bed self contained flats incorporating 7 car parking spaces and vehicular access from Ladysmith Road. Agreement signed 10.03.05	CPZ Contribution - towards amendments to the Enfield Town Controlled Parking Zone (CPZ)	No deadline	£3,000	£3,306	£2,982.86 CT0202	£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)	Dave Oxley	

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Developer	TP Number / Site Address and Ward	Description of Development	Details of Obligations/Works authorised and allocation of funds	Spend Deadline	Financial Obligation	Sum received to date (including interest where accrued)	Available balance as of 01/02/2011	Funds allocated/available for spend	Department /Officer responsible for spend	STATUS
GLE Property Developments	Land at Jeffrey's Road, Enfield TP/03/2352 ENFIELD HIGHWAY	Formation of vehicular access and erection of 19 units for B1, B2 and B8 use with associated access road and car parking facilities. Agreement signed 05.11.04	Highways Contribution - towards footway improvements within the vicinity of the site	No deadline	£40,000	£40,053.33	£40,033.30 CT0240	£40K A200268 Footway works to the land at Jeffrey's Road Works are being currently undertaken	Steve Jaggard	
Fairview New Homes Ltd.	Former TXU Site, 249, Carterhatch Lane, Enfield. TP/04/0413 CHASE	Redevelopment of site for residential purposes involving conversion of existing 5-storey office block into 30 flats (comprising 5 x studio, 25 x 1-bed) and erection of seven 3 and 4-storey blocks of 127 two-bed flats (25% of development for affordable housing) together with associated refuse store, cycle store, car parking, improvements to the junction of Melling Drive and Carterhatch Lane. Agreement signed 07.10.04	Transport - Contribution towards cost of transport works set out in schedule	15/08/2007	£62,590	£67,412.00	£23,898.74 (CT0237)	Road Safety Scheme including pedestrian and cycleway improvements. Unallocated. T & T to confirm	T&T	
Kier Property Developments Ltd	Land at Crown Rd/Baird Rd Enfield 03/1176 SOUTHBURY	Demolition of existing buildings and redevelopment of site by the erection of two buildings for use as builders trade warehouse and car after sales centre with car sales, with associated access and parking. Agreement signed 08.07.04	Traffic Contribution - towards maintaining and/or improving road markings in the proximity of the site	No deadline	£5,000	£6,181	£6,181 CT0156	£5,000 A200258 Road markings at Crown Road and Baird Road Scheme still awaiting progression, T&T are aware of the situation.	Dave Oxley	
Gazeley Properties Ltd	ESAB site Mollison Avenue ENFIELD LOCK 04/0448	Redevelopment of site for B1(c) (business), B2 (general industrial) and B8 (storage/distribution) uses. (Outline). Agreement signed 11.04.05	Mova System - towards the reasonable and proper costs incurred by the Council/and or TfL in the installation of the MOVA System at the HBMA Junction	3 years with in the date of the payment being received. 31.03.2012	£100,000	£117,656	£117,656 CT0224 (£40K allocated)	£47K A200293 Addition of MOVA at junction A1055/A1010. Authorisation approved in October 10	David Taylor	
Laing Homes Ltd	Richard House Enstone Road 04/0678 ENFIELD HIGHWAY	Redevelopment of site by the erection of a total of 215 residential units in 6 x 4 storey blocks flats, plus 3 x 2-storey terraces of houses (24 x 1-bed, 160 x 2-bed & 16 x 3-bed flats, 11 x 3-bed & 4 x 4-bed houses) together with associated access road, car parking, cycle parking, refuse storage facilities and children's play area. (25% of development for affordable housing). Agreement signed 29.04.05	Traffic Payment - Towards a study for the operation of the A10/Bullsmoor Lane junction in the vicinity of the Site	5 years from the date payment received. 21.06.10	£10,000	£10,070.92	£10,070.92 CT0225	Been allocated to TfL to spend.	TfL	
Laing Homes Ltd	Richard House Enstone Road 04/0678 ENFIELD HIGHWAY	Redevelopment of site by the erection of a total of 215 residential units in 6 x 4 storey blocks flats, plus 3 x 2-storey terraces of houses (24 x 1-bed, 160 x 2-bed & 16 x 3-bed flats, 11 x 3-bed & 4 x 4-bed houses) together with associated access road, car parking, cycle parking, refuse storage facilities and children's play area. (25% of development for affordable housing). Agreement signed 29.04.05	Industrial Land Contribution - to be applied towards the Council's industrial land and regeneration projects	5 years from the date payment received. 21.06.10	£250,000	£250,000	£52,923.88 (CT0209) £62,355.51 (CT0176 revenue)	Industrial Land Regeneration A DAR was signed off in Jan 09 agreeing to use £66k of the Enstone Road monies to cover the cost over-runs and stakeholder contributions on the previously completed Harbet Road infrastructure works scheme -A further 40k was allocated in respect of other minor works on Harbet Road which have not yet been implemented.	John Haslem	
LBE	Land at Enstone Road Enfield ENFIELD HIGHWAY 04/0027 TP/04/2649	Redevelopment of site by the erection of a part 4-storey, part 3-storey block of 32 units (comprising 8 x 1-bed and 16 x 2-bed private flats and 8 x 2-bed affordable housing flats) with 42 car parking spaces and access to Enstone Road. Agreement signed 21.03.05	Industrial Land Regeneration - towards works to be carried out or procured by the Council towards the improvement of facilities in play areas in the vicinity and accessible on foot of the development	Within 5 years of the date of receipt of payment August 2011	£32,000	£36,090.84	£91,033.07 CT0200 - Capital	£106,000 C020045 Harbet Road Project programme of industrial estates infrastructure improvement projects. Funds from Industrial Land contribution from Richard House transferred to CT0200 DAR approved March 2009	John Haslem	

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Magnacrest Ltd	5 & 6A Old Park road Enfield HIGHLANDS 04/1689	Redevelopment by the erection of a three storey block of twenty two, two bedroom and one, three bedroom flats, vehicular access and basement parking. Agreement signed 17.02.05	Highways Contribution - towards off site works to improve the highway in the vicinity of the land	The fifth anniversary of the first occupation of the development being in use.	£25,000	£27,094.00	£17,099.83 CT0180	£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.	Edward Jefferson	★
Fairview New Homes Ltd	Civic Amenity Site, Mellington Drive TP/05/0045 CHASE	Redevelopment of Civic Amenity Site by the erection of a part 3-storey, part 4-storey block of 40 flats (comprising 37 x 2-bed, 3 x 1-bed), associated car parking and access to Melling Drive (20% of development for affordable housing), together with access to substation adjacent to existing TXU office building. Agreement signed 15.03.06	Education Contribution - towards the provision of education within 4km of the land	Within 36 months after last occupation of open market housing.	£5,571.26	£5,571.26	£5,571.26 CT0221	£5,571.26 C100871 ECSSL Primary Capital Programme. Authorisation approved July 10.	Bob Aylton	★
ZOG 2 Now Hazeview	The Goat 27, Forty Hill Enfield TP/05/0142 ENFIELD TOWN	Conversion of existing building into 8 x 2-bed flats and erection of a 2-storey block of 6 x 2-bed flats with accommodation in roof space involving dormers to North, South, East and West elevations, together with car parking, retention of existing accesses to Forty Hill and Russell Road and re-siting of access to Old Forge Road. Agreement signed 21.12.05	Environmental Contribution - towards general environmental improvements in the vicinity of the land	Within 5 years of the date of receipt of payment	£30,000	£31,691	£2,392.67 (CT0238)	Environmental improvements - Package of works including fencing around Forty Hill	Parks/HS & T&T	☆
Terence Lazenbury	Florence Ave. car park, Florence Ave, Enfield TP/05/0443 HIGHLANDS	Redevelopment of site for residential purposes. (Outline application) Agreement signed 26.04.06	Parking Contribution - towards cost of parking, surveys, preparing a preliminary design and consulting on extending CPZ in Enfield Town	No deadline	£18,000	£19,612.41	£19,612.41 CT0209	£18,000 A200272 CPZ works. Authorisation approved January 10 Loading bay installed and wider CPZ review commencing now.	David Oxley	★
Linden Homes	97-101 Southbury Road Enfield TP/05/1679 SOUTHBURY	Redevelopment of site by the erection of a 3-storey block of 24 self-contained units (comprising 3 x 1-bed, 21 x 2-bed) with associated landscaping, car parking and access via Southbury Road. Agreement signed 22.12.05	CPZ Contribution - to be applied towards the Enfield Town Controlled Parking Zone	17.05.2011	£40,038.50	£41,471	£39,260.53 CT0191	£34,500 A200273 CPZ works T&T are progressing wider CPZ review commencing	T&T	★
Durkan New Homes Ltd	106 Wetherby Road Enfield EN2 TP/06/0086 CHASE	Erection of a total of 36 flats in two 3-storey blocks (comprising 3 x 1-bed, 33 x 2-bed) incorporating 25% affordable housing, provision of associated car parking with access via Lavender Hill and Wetherby Road and removal of roundabout on Wetherby Road (revised scheme). Agreement signed 25.04.06	Education Contribution - towards primary education provision within the vicinity of the land	30.07.2012	£28,395	£28,395	£28,395.00 CT0251	£28,395.00 C100871 ECSSL Primary Capital Programme Authorisation approved in July 2010	Bob Aylton	★

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Tottenham Hotspur	Rolenmill Sports Ground and land rear of Myddelton House, Bulls Cross, Enfield EN2 9HA TP/07/1623 TOWN	Construction of a football training centre comprising a building incorporating training and associated facilities, ancillary buildings and plant, external pitches, access roads, parking, pathways, fences and external lighting. Agreement signed 11.04.08	Off Site Highways Works - for the reduction of traffic speeds and general safety improvements on Whitewebbs Lane, Whitewebbs Road, Bull Cross and the junction of Bulls Cross and Bullsmoor Lane	Within 5 years of the date of receipt of payment	£140,000	£141,182.64	£130,709 CT0232	£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	Steve Jaggard & David Cowan	★
LBE, Frontier Key (Enfield) Limited, Chubb Common Investment Fund	Former G.E. Lighting Site, Great Cambridge Road TP/08/1077 CHASE	Redevelopment of the site by the erection of 20 units (2-storey) for office, light and general industrial use and storage/ distribution with ancillary trade counters (B1, B2 & B8 use) as well as a 5-storey self storage unit (B8), together with a 2-storey building including roof deck parking for use as a car dealership with workshop (sui generis), as well as a 5-storey (132 bed) hotel (C1 use), with associated access from Lincoln Road and access via Progress Way. Agreement signed 18.05.09	A10 Improvement Works - for off-site highways works comprising the improvement to the A10/Bullsmoor Lane junction by linkage of its signals to the M25/A10 junction and the improvement of pedestrian and cycle crossing facilities at the A10/Turkey Street junction.	No deadline	£7,500	£7,525.00	£7,525.00 (CT0229)	Anna Loughlin notified.	Anna Loughlin	★
Christian Action Housing	Garages adjacent to 98 Ramney Drive, Enfield EN3 TP/06/1554 ENFIELD LOCK	Erection of a pair of 2-storey, 3-bed semi-detached houses with associated parking and access to Ramney Drive. Agreement signed 07.04.10	Enfield Jobs Net - to compensate for the loss of income from on street parking bays Trainee Fund - (if developer cannot fill trainee places - 1 trainee per £1million pound construction expenditure)	no deadline	£4,267	£4,267	£4,267 (CT0243)	Unallocated. Anna Loughlin notified for an update. £4,267 C100871 ECOSL Primary Capital Programme Authorisation approved in July 2010	Anna Loughlin	★
Christian Action Housing	Car Park adjacent to 42 Standard Road, Enfield EN3 6DR TP/04/2613 ENFIELD LOCK	Erection of a terrace of three 3-bed, 2-storey houses with associated car parking. Agreement signed 11.03.09	Education Contribution - towards educational facilities in the east of the Borough	no deadline	£6,502	£6,502	£6,502 CT0247	£6,502 C100871 ECOSL Primary Capital Programme Authorisation approved July 2010	Bob Aylton	★
Enfield Council	Lea Valley High School	Need to confirm with Ann Chandler Gould as it is an Enfield Council obligation, therefore the planning requirements are addressed by Education setting up a capital allocation in a CT profit centre against which works are charged.	Education	tbc			£105,420.29 (CT0157)	tbc	Ann Chandler Gould	tbc

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SIGNED S106 AGREEMENTS WHERE PAYMENTS HAVE NOT BEEN RECEIVED AS YET										
Legal & General Ass. Soc. Ltd	Makro car park 57, Stockingswater Lane TP/05/0568 ENFIELD HIGHWAY	Erection of warehouse with ancillary office accommodation for use within Class 8, associated loading bays, parking and access to Millmarsh Lane via Delta works. Agreement signed 06.04.06	Riverside Walk - Provision of improvement of the riverside walk adjacent to the land and associated landscaping		£100,000	£0		Payments are due prior to commencement of development. Similar scheme later approved - either scheme may be implemented.		
Seedwell Ltd	The Rifles PH 600, Ordnance Road & land adj 4 Government Row, Enfield TP/05/0728 ENFIELD LOCK	Redevelopment of site for residential purposes (totaling 22 units) with associated access, car parking, garaging and amenity space, by the partial demolition and conversion of The Rifles Public House into 8 self-contained flats (comprising 4 x 2-bed, 3 x 1-bed, 1 x studio) involving single storey extensions, installation of 2 dormer windows to front, balconies at rear first floor level and front entrance ramp; erection of a terrace of eight 3 bed 2-storey houses; erection of a terrace of five x 3 bed 2-storey houses and erection of a detached 2-storey 4-bed house. Agreement signed 15.05.06	Education Contribution - towards the provision of education within the Borough Environmental Contribution - towards general environmental improvements in the vicinity of the land	No deadline	£36,000	£0	£0.00	Payments are due on commencement of development		
Leonard Cheshire	Arnold House 66, The Ridgeway Enfield TP 04/1378 HIGHLANDS	Redevelopment of site for residential purposes. (Outline application - means of access, siting and landscaping) Agreement signed 8.11.06	Education Contribution - towards the provision of education within the Borough	Within 5 years of the date of receipt of payment	£35,000	£0	£0.00	Payment due prior to commencement of development		
Templin Limited	3 Dearsley Road, Enfield EN1 3RR 06/1588 SOUTHBURY	Change of use from nightclub to ten pin bowling and family entertainment centre. Agreement signed 22.01.08	Footway Contribution - for improvements to the footway in Southbury Road, Crown Road and or Dearsley Road or within the vicinity of the land Public Transport - improvements to existing bus stops on the TIL road network in the vicinity of the land	Within 5 years of the date of receipt of payment	£15,000	£0	£0.00	Payment due on or before Implementation		

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Lionsgate Properties	1-5 Coleman Parade and New River House, 6a Coleman Parade, 6-14 Southbury Road TP/06/1430 SOUTHBURY	Construction of 191 residential units involving conversion and extension of New River House (block A) by the erection of a side extension to east elevation at 4th storey level and above, together with construction of three additional floors to total 13 stories providing 94 units and erection of 5 additional floors to total 6 stories providing 20 x 2-bed units together with installation of new shop fronts to ground floor commercial units and glazed link to New River House from 1st floor level and above; erection of a 9-storey block to the rear (block C) comprising 77 units (42 x 1-bed, 35 x 2-bed) with car parking on ground and 1st floor levels with 1st floor vehicular access to New River House; construction of sub-station to rear and provision of associated cycle parking. Agreement signed 17.10.07	Public Realm Contribution - for improvements to existing open spaces/recreational areas; landscaping and street furniture within the immediate vicinity of the development or town centres Transport Contribution - to upgrade bus stops located on Southbury Road adjacent to the land Education Contribution - to provide educational facilities within the Borough	Within 5 years of the date of receipt of payment	£60,000 £40,000 £157,000	£0 £0	£0	Payment to prior to occupation of 50% of the Development - - Payment to prior to commencement of development of Block A - Payment to prior to occupation of 50% of the Development		
Kitewood Estates Ltd and Long & Somerville	Southbury Road, Enfield TP/06/1912 SOUTHBURY	Demolition of existing building and mixed use redevelopment of part 2, 3, 4 and 5 storey buildings to provide 130 residential units (comprising 41 x 1 bed, 79 x 2 bed and 10 x 3 bed) together with 448 m2 of retail (Class A1), public and private amenity open space, childrens play area, provision of surface and undercroft parking for 85 spaces with through vehicular access from Kingsway to Emilia Close. NOTE: Appeal decision reduced number of dwellings to 123 (comprising 34 x 1 bed, 65 x 2 bed and 24 x 3 bed). All units are affordable housing. Agreement signed 25.06.07	Environmental & Highway Contribution - towards environmental and highways improvements in the vicinity of the site Car Club Contribution - payable to CityCarClub to enable CityCarClub to set up and provide a Car Club for the benefit of Residents and non-Residents. Education Contribution - in respect of the cost of provision by the Council of pre-school, primary and secondary education for children of the Residents CPZ Contribution - in respect of the Controlled Parking Zone	Within 3 years from the date of receipt of payment	£25,000 £12,500 £161,636 £75,000	£0	£0	Payment due prior to occupation of 1st Residential unit		

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A & M London Dev. Limited	Silver Street, Enfield Town TP/08/1733 TOWN	Erection of a part 4, part 5-storey building comprising 3 commercial units to ground floor with 14 self-contained residential units above (1 x studio, 2 x 1-bed, 9 x 2-bed and 2 x 3 bed), associated cycle and car parking and servicing area to rear. Agreement signed 08.12.08	Security - Investigation into installing CCTV cameras and relocating/removing plant equipment located within the footway of the land & to pay actual costs of installing. x 2 payments Open Space Contribution - towards improvement of existing open space within the vicinity of the development	No deadline	£1,500 tbc £50,000	£0 £0	£0 £0	Payment due on commencement of development 		
LBE & Heltiarachige Dissanayake & Marc Dissanayake Limited	Former Merryhills Library/Clinic Enfield Road, Enfield EN2 7HL TP/08/1951 HIGHLANDS	Redevelopment of site by the erection of a detached 3-storey building to provide a new group practice Doctors Surgery on ground floor and 14 x 2-bed flats on first and second floors with balconies to both sides at first and second floor level. Agreement signed 23.01.09	Highways Contribution - for the introduction of waiting restrictions/disabled parking bay controls, provision of drop kerbs, street trees and street furniture within the area	Within 3 years from the date of receipt.	£25,000	£0	£0	Payment due on commencement of development		
LBE & Legal & General Assurance Society Limited	Former car park 57 stockingswater Lane EN3 7PH TP/09/0028 ENFIELD HIGHWAY	Erection of single unit for use within Classes B1(c) (light industrial), B2 (general industrial) and B8 (storage/distribution), with ancillary office accommodation, associated loading bays, parking and access to Millmarsh Lane via Delta works. Agreement signed 18.05.09	Riverside Walk - Provision or improvement of the riverside walk adjacent to the land and associated landscaping	Within 5 years from the date of receipt of payment	£110,000	£0	£0	Payments are due prior to commencement of development		




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<p>KEY</p> <p>Unallocated s106 monies</p> <p>Projects that are still being designed</p> <p>Projects that are committed</p> <p>Projects where monies are being spent</p> <p>Projects that are complete and will be closed at the end of year accounts.</p>										
Country & Metropolitan Homes	55, Chaseville Park Road SOUTHGATE TP/86/0193	Construction of new footpath/cycleway link to rear of No. 55 Chaseville Park Road and upgrading of existing vehicle access between 55 Chaseville Park Road/ 12 Chaseville Parade to incorporate new footpath/cycleway. Agreement signed 01.11.99	Highways Contribution - towards works that the Engineer shall consider necessary under this agreement.	None specified.	£1,500	£1,562	£1,561.66 (CT0079)	£1,500 Highways works in the vicinity of Chase Road A200263	Liam Mulrooney	★
Muslim Community Education Centre	Sports Ground, Oakthorpe Road, N13 TP/98/0885 PALMERS GREEN	Erection of community and education centre (incorporating mosque, nursery/multi-function hall, teaching rooms, library, kitchen/dining, imam/caretakers flat and ancillary accommodation) and associated landscaping and parking facilities together with details of materials, hard surfacing, levels, enclosure, access and junction, refuse storage, construction servicing area, wheel cleaning and external lighting. Agreement signed 23.02.01	Traffic & Transportation improvements - towards traffic calming measures in the immediate vicinity of the site	No deadline	£5,000	£5,000	£2,908.42 (CT0139)	£5,000 A200159 Yellow lines Oakthorpe Road. Funds will be dd this year.	Steve Jaggard	★
Furlong Homes Ltd	1-23 Linden Way N14 01/1464 SOUTHGATE	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. Agreement signed 19.03.03	Traffic & Transportation - towards the cost of introducing authorised and enforceable waiting restriction measures in and close to The Rye including sign posts and road markings	No deadline	£6,000	£6,368	£6,112.22 (CT0149)	£2,000 Waiting restrictions A200156. Works taking place to be dd this year	David Oxley	★

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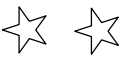
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Corner Homes	Tower Point, Sydney Road, Enfield 99/0615	Conversion of building into 147 self-contained flats involving extensions at roof level and 3/4th floor level, provision of balconies to all elevations, provision of a health club and ancillary retail unit on the ground and first floor of the building and provision of associated parking facilities (Revised Scheme). Agreement signed 29.02.00	Environmental Improvements - towards general environmental improvements in the vicinity of the land Contribution payable in instalments - upon completion of each flat permitted	None	£53,000	£69,746.88	£7,004.87 (CT0075)	A200225 Improvements in Enfield Town Final works being carried out	Steve Jaggard	
Sainsburys & Country / Met homes plc	Land part of Highlands Village Site, Worlds End Lane, London, N21 99/0585 SOUTHGATE	Village centre development comprising community food retail store (2248 sq. metres), primary health care centre, pharmacy, village hall with offices above, and nursery, together with associated car parking and road works. Agreement signed 22.06.00	Highways - towards the construction of footpaths/cycle ways in Lonsdale Drive and Bayliss Close	Fifth anniversary of payments (Deadline surpassed)	£25,000	£155,919.31	£7,475.30 (CT0074)	C380120 Affordable Housing	Sarah Carter	
Rainbow Estates Ltd	Former railway sidings, Station Yard N11 98/0406 98/0406/1 98/0406/2 SOUTHGATE GREEN	Health and leisure centre, and self storage facility with access road, service areas and associated parking (Outline). Agreement signed 05.05.99	Traffic Management Works - contribution towards the cost of carrying out by the Council Traffic Management Works	May-04	£5,000	£7,303.34	£7,303.34 (CT0062)	£5,000 Former Railway Sidings Station Yard - Waiting Restrictions Works under A200257 are still being looked at by T&T and scheme is currently being designed.	Dave Oxley	
The Parochial Church Council	St Johns C of E Church Bourne Hill N13 TP/02/1008 WINCHMORE HILL	Single storey extension at rear to provide accommodation for youth/church group activities and associated facilities. Agreement signed 24.01.08	Highways Contribution - towards the funding of the construction and maintenance of a pedestrian crossing over Bourne Hill by Hoppers Road	January 2012	£10,000	£10,508.00	£10,508 (CT0217)	£31,000 Zebra Crossing and associated works at Bourne Hill linked to CT0207 & CT0217.	Ed Jefferson	
Nicon Developments Ltd	Land rear of 369-371 Cockfosters Road Hadley Wood 003/1067 04/0718 06/0596 COCKFOSTERS	Redevelopment of site to provide two single family dwelling houses with rooms in roof incorporating dormer windows to side and rear together with detached garages with pitched roofs and dormer windows. Agreement signed 16.10.06	Traffic Management Contribution - towards the costs of providing electronic speed signs or other appropriate measures designed to improve road safety	No deadline	£10,000	£11,293.29	£3,860.93 (CT0192)	£10,000 Road Safety Measures A200222	T&T	
The Bank of Cyprus	95, 95A, 97 Chase side & part of 87-93 Chase Side N14 TP/04/2366 SOUTHGATE	Conversion of premises to provide a Bank branch in association with adjacent bank incorporating a change of use of ground floor of no. 95 Chase Side from a Laundrette, together with installation of new shop front to part of 87-93 Chase Side and replacement of shop fronts with cladding and windows to 95, 95a and 97 Chase Side. Agreement signed 26.07.05	Environmental Improvements - towards improvements in the vicinity of the Southgate Town	No deadline	20,000	20,000	£579.69 (CT0181)	£20,000 A200188 Southgate Environmental Improvements	John Grimes	

Leslie Properties Ltd	Cedar House, 698, Green Lanes, N21 WINCHMORE HILL TP/04/2117 superseded by TP/06/1275	Demolition of part of existing building and nursery to residential involving erection of a part 2-storey, part 3-storey extension to provide 9 x 2-bed flats, together with erection of a 3-storey block of 11 x two-bed flats at rear of site, with balconies and roof terraces, and provision of associated car parking with access via Highfield Road (amended scheme to Ref:TP/04/2117). Agreement signed 27.02.06	Highways Contribution - towards review of existing waiting restrictions in Highfield Road, improvement of the footways in Highfield Road, and any associated highways works	No deadline	£15,000	£17, 012.84 (CT0188)	£15,000 Highways Works A200027. Highway services 90% complete should be dd 10/11	Steve Jaggard	
Michaeledes	6 Bourne Hill W. Hillwend TP/06/0427 WINCHMORE HILL	Change of use of petrol station and shop to a hand car wash facility with shop and customer seating area. Agreement signed 15.05.07 Linked to TP/02/1008	Highways Contribution - for the purpose of installing a zebra crossing within the vicinity of the Land	14.05.2012	£23,000	£24,276 (CT0207)	£31,000 Zebra Crossing and associated works at Bourne Hill A2000240 linked to CT0207 & CT0217	Edward Jefferson	
JD Wetherspoon	316-322 Green Lanes TP/01/1012 SOUTHGATE	Change of use from retail (A1) to traditional ale bar selling food and wine (A3). Agreement signed 18.09.08	Safety Contribution - towards the installation and provision of CCTV in the vicinity of the premises or environmental improvements	No deadline	£15,000	£16,555 (CT0206)	Unallocated.		
Soutiris Joannou and Fotoulla Joannou	2 Green Dragon Lane Winchmore Hill N21 2LD GRANGE TP/07/2188	Change of use of part of premises (ground floor) from residential to Children's Nursery for maximum of 18 children (aged 6mths - 4 yrs) involving erection of access ramp to front and a single storey rear extension (revised scheme). Agreement signed 18.09.08	Highways Contribution - towards waiting restrictions, road markings and signage around turning Head in Bush Hill and reinstatement of public footway on Green Dragon Lane	No deadline	£4,000	£4,086 (CT0226)	£4,000 Highways Works at Green Dragon Lane A200256	Mick Pond	
Thomas William Parker and TW Parker (Palmer's Green)	90/120 Green Lanes, London N13 5UP PALMERS GREEN TP/09/0423 TP/09/0423/NM1	Erection of a total of 38 residential units (comprising 10 x 1-bed, 13 x 2-bed, 15 x 3-bed) incorporating 30 affordable housing units, and 268 sqm. Class A1-A5 use floorspace in a 3 and 5-storey building, involving car parking to rear with amenity decking over, accessed via Regents Avenue. Agreement signed 20.07.10	Education - towards the provision of early years/childcare education and for secondary school places within the area Affordable Housing	Within 10 years of the receipt of payment	£85,337	N/A	Payment due within 9 months of commencement of development	N/A	
			Open Space Contribution - towards improving natural play facilities at Broomfield Park and associated measures		18 units	N/A		N/A	
			Unilateral Undertaking Open Space Contribution - towards improving natural play facilities at Broomfield Park and associated measures		£35,000	N/A	Payment due within 9 months of commencement of development	N/A	
					£2,377.04	£2,377.04 CT0250	Play facilities at Broomfield Park. Parks notified	Tony Corrigan	

S106 SOUTHGATE CONSTITUENCY

Information for Members only

Jicama Holdings Ltd	Land North side of Highfield Road TP/10/0188 WINGHMORE HILL	Redevelopment of land to the east of site to provide 3 blocks of 3 x 2-storey, 3-bed terraced houses with rear dormers and off street parking at front and new access to Highfield Road. Agreement signed tbc	Landscaping Contribution - for the provision of semi mature trees along the pavement frontage in between crossovers Highways Contribution - towards resurfacing of pavements in between new vehicular crossovers together with the removal and reprovision of any new street lighting	tbc	£5,000	£5,000	£5,000 (CT0258)	£5,000 (CT0259)	None as yet as payments have just come in, Tony Corrigan and Steve Jaggard have been notified.	Tony Corrigan Steve Jaggard	
SIGNED S106 AGREEMENTS WHERE PAYMENTS HAVE NOT BEEN RECEIVED YET											
Fairview New Homes	r/o Cherry Blossom Close and P/F by NCR BOWES TP/06/1845	Redevelopment of site for residential development comprising 142 units (12 houses and 130 flats) together with open space for Sport and Recreation Use and associated Infrastructure (Outline application - layout, scale and access). Agreement signed tbc	Education - for the provision of educational facilities within the vicinity of the land Affordable Housing Public Transport- for the provision of public transport and highways facilities within the vicinity of the land Sports and Leisure Facility Land- Details of scheme for management, maintenance, ownership and use of sports facilities land Public Access Route/Adjoining Land Access Routes Details to be submitted	Fifth anniversary of payments	£162,000	£0	N/A	N/A	Payment due within 3 months of the commencement of development Payment due within 3 months of the commencement of development	N/A	

S106 SOUTHGATE CONSTITUENCY

Information for Members only

Transport for London	A406 Pinkham Way, N11 to Connaught Gardens N13 SOUTHGATE GREENTP/06/2360	Proposed Safety and Environmental Improvement Scheme involving widening and/or realignment of existing carriageway including demolition of existing properties, improvements to the junctions of the North Circular Road with Bounds Green Road, Telford Road/Wilmer Way, Brownlow Road and Green Lanes, modification of other junctions, the provision of new pedestrian crossings and dedicated cycle facilities, together with other ancillary works to the environment (fencing, lighting, landscaping). Agreement signed 11.03.08	Proposed Safety and Environmental Improvement Scheme Identification of Safeguarding line re: an intermediate scheme. Financial Contribution towards Air Quality Monitoring.	No deadline	Non monetary Non monetary £45,000 Non monetary Payment due	Non monetary N/A	N/A	N/A	N/A
Hyder Consulting (UK) Limited									
Henry Homes/Myra Culverhouse	TP/09/1683 389 Cockfosters Road, EN4 COCKFOSTERS	Redevelopment of site to provide a detached 2-storey block of 6 flats (comprising 5 x 2-bed and 1 x 3-bed) with rooms in basement and roof, basement parking and access ramp and rear terrace/ balcony to ground, first and second floor levels. Agreement signed 26.11.10	Highways Contribution - towards construction of a centre island and associated footway works in Cockfosters Road	No deadline	£ 10,000 £0	N/A	N/A	Payment due prior to commencement of development. Payment expected shortly.	n/a
Beacon Securities Limited	483/499 Green Lanes London N13 4BS TP/09/1238 WINGHMORE HILL	Redevelopment of site by the erection of a part 2, part 3-storey block of 36 residential units (comprising 8 x 1-bed, 15 x 2-bed, 6 x 3-bed, 7 x 4-bed) incorporating 18 affordable units, with accommodation in roof space, roof terraces, balconies and dormer windows, together with provision of associated car parking and access to Green Lanes. Agreement signed 07.05.10	Education - towards the provision of early years/childcare education and for secondary school places within the area Affordable Housing Highways Contribution - towards works to the public highway (Green Lanes) and associated measures to include costs associated as detailed on p17 of the agreement Amenity Space Contribution - towards improving natural play facilities at Broomfield Park and associated measures	no deadline	£85,337 18 units £15,000 £0 £15,000	N/A	N/A	Payment due prior to commencement of development - Payment due prior to commencement of development Payment due prior to commencement of development	N/A

S106 SOUTHGATE CONSTITUENCY

Information for Members only

Enfield Evangelical Free Church	67 & 79 Cecil Road, EN2 6TJ TP/08/2020 GRANGE	Erection of replacement church comprising auditorium, coffee bar, crèche, and kitchen at ground floor, classrooms at first floor level and meeting rooms and offices at second floor level, together with associated car parking and vehicular access to Cecil Road. (Revised scheme). Agreement signed 30.07.10	Landscaping Contribution - towards the implementation of a submitted landscaping scheme Initial CPZ Contribution - towards reviewing and assessing and monitoring the effectiveness of the existing CPZ scheme Further CPZ Contribution - for consulting upon and implementing revised parking controls within the CPZ Travel Plan - details to be submitted Highways Contribution - for creation of a new access to the site, works to nearby streets, removal/re-painting of road markings, reinstatement of carriageway and footway	No deadline	£5,000 £5,000 £20,000 Non monetary To be invoice on an item by item basis	£0 £0 £0 - -	N/A	Prior to commencement of development Prior to commencement of development Subject to LPA demonstrating on street parking has deteriorated Prior to occupation Unspecified		
Mustafa Can/MS Peace, HSBC and Jeremy Kenneth Stephens	Land at 34 New River Crescent River Crescent TP/09/0667 PALMERS GREEN	Demolition of No. 34 New River Crescent and construction of an access road to facilitate the erection of a total of 36 residential units (incorporating 9 affordable units), comprising 33 units within two 3-storey blocks (6 x 1-bed, 10 x 2-bed, 13 x 3-bed, 4 x 4-bed), with accommodation in roof space, rear dormer windows, roof terraces and balconies to front and rear, together with conversion of detached garage block into 3 x 2-bed units, and provision of associated open and covered car parking bays. Agreement signed 10.08.09	Education - for the provision of additional primary and secondary education facilities or spaces or improvements to existing facilities within the Borough necessitated by the development Affordable Housing	No deadline	£72,222 9 units	£0 -	N/A	Payment due prior to commencement of development N/A		

MUNICIPAL YEAR 2010/2011 REPORT NO. 189

MEETING TITLE AND DATE:

Governance Review Group -
15 February 2011
Planning Committee - 16 February 2011
Council - 2 March 2011

REPORT OF:

Director of Finance and
Corporate Resources

Agenda – Part: 1	Item: 20
Subject: PROTOCOL FOR CABINET MEMBER FOR REGENERATION AND IMPROVING LOCALITIES TO ATTEND PLANNING COMMITTEE	
Cabinet Member consulted:	

Contact officer: John Austin – 020 8379 4094

E-mail: john.austin@enfield.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report seeks to introduce revised and more formal arrangements for the Cabinet member for Regeneration and Improving Localities to be able to attend the Planning Committee to put forward the Council's policies on relevant planning applications.

2. RECOMMENDATIONS

2.1 That members agree the draft protocol for Cabinet member for Regeneration and Improving Localities to attend Planning Committee in his capacity as a Cabinet Member.

3. BACKGROUND

At present there is no guidance in the Council's Constitution or the planning procedures relating to Cabinet Members attending the Planning Committee in a formal capacity. They like any member of the Council are able to attend committee and with the permission of the Chairman may speak on a particular application.

The proposed protocol would set out a more formalised role and would specify that the Cabinet member's contributions at the Planning Committee would be area based and restricted to commenting on applications relevant to the regeneration priority areas.

This suggested change in practice arose from experience in other authorities where the planning policy aspects were thought to be best supported by both the officer position and the cabinet position.

4. DRAFT PROTOCOL

The proposed draft protocol for the Cabinet member for Regeneration and Improving Localities to attend Planning Committee in his capacity as a Cabinet Member is set out below:

" The Cabinet member for Regeneration and Improving Localities (or equivalent) will be able to attend the Planning Committee. His/her role at those meetings will be to put forward the Council's views on relevant matters such as policies in the Council's Local Development Framework, master planning and urban design, and strategic regeneration and economic development issues to give a policy context the Committee's deliberations on particular matters. He/she will not be a member of the Committee and will not have a vote.

His/her role at the meeting will not be dissimilar to that undertaken by the Chairman of the Conservation Advisory Group in relation to relevant matters.

The Cabinet member will be invited to comment and respond to discussion at meetings after deputations and contributions from ward councillors. He/she will restrict his comments to those matters identified above and will not otherwise participate in the Committee's decision making process.

5. REASONS FOR RECOMMENDATIONS

The Cabinet member will be able to attend Planning Committee to highlight and assure that the various regeneration areas such as Ponders End are consistent with the Council's objectives and to give those matters greater prominence.

6. ALTERNATIVE OPTIONS CONSIDERED

The alternative would be to continue to rely on the Planning Officers to highlight to the Planning Committee the Council's regeneration objectives.

7. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE RESOURCES AND OTHER DEPARTMENTS

7.1 Financial Implications

7.1.1 There are no specific financial implications relating to this report..

7.2 Legal Implications

7.2.1 There is no statutory or constitutional impediment to the Council introducing the proposed arrangements set out in the draft protocol.

The Constitution sets out how the Council operates within legal requirements.

It is necessary to review the constitution periodically to reflect changes in circumstances or to introduce more effective working practices as evidenced in the reasons for recommendations set out above.

7.3 Property Implications

7.3.1 There are no specific property implications relating to this report.

8. KEY RISKS

8.1 There are no identified risks relating to this report. The proposals should enhance the role of the relevant Cabinet Member in relation to planning application.

9. IMPACT ON COUNCIL PRIORITIES

The attendance of the Cabinet Member for Regeneration and Improving Localities at the Planning Committee will strengthen the decision making process.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

10.1 There are no specific performance management implications relating to this report.

11. HEALTH AND SAFETY IMPLICATIONS

11.1 There are no specific health and safety implications relating to this report.

Background Papers

None

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