

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 22nd July, 2014 at 7.30 pm  
Venue: Conference Room,  
The Civic Centre, Silver Street,  
Enfield, Middlesex, EN1 3XA

Contact: Jane Creer / Metin Halil  
Committee Administrator  
Direct : 020-8379-4093 / 4091  
Tel: 020-8379-1000  
Ext: 4093 / 4091  
Fax: 020-8379-4455  
Textphone: 020 8379 4419  
E-mail: [jane.creer@enfield.gov.uk](mailto:jane.creer@enfield.gov.uk)  
[metin.halil@enfield.gov.uk](mailto:metin.halil@enfield.gov.uk)  
Council website: [www.enfield.gov.uk](http://www.enfield.gov.uk)

## MEMBERS

Councillors : Abdul Abdullahi, Lee Chamberlain, Dogan Delman, Christiana During, Christine Hamilton, Ahmet Hasan, Suna Hurman, Derek Levy, Andy Milne, Anne-Marie Pearce, George Savva MBE and Toby Simon (Chair)

**N.B. Any member of the public interested in attending the meeting should ensure that they arrive promptly at 7:15pm**

**Please note that if the capacity of the room is reached, entry may not be permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00 noon on 21/07/14**

## AGENDA – PART 1

### 1. WELCOME AND APOLOGIES FOR ABSENCE

### 2. DECLARATION OF INTERESTS

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

### 3. MINUTES OF THE PLANNING COMMITTEE 24 JUNE 2014 (Pages 1 - 4)

To receive the minutes of the Planning Committee meeting held on Tuesday 24 June 2014.

### 4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 35) (Pages 5 - 6)

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

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

5. **P14-00197PLA - 109. STATION ROAD, LONDON, N11 1QH** (Pages 7 - 58)

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

6. **P14-01926PLA - PRINCE OF WALES PRIMARY SCHOOL, SALISBURY ROAD, ENFIELD, EN3 6HG** (Pages 59 - 76)

RECOMMENDATION: Approval subject to conditions  
WARD: Enfield Lock

7. **P14-02136PLA - 206A, NIGHTINGALE ROAD, LONDON, N9 8PT** (Pages 77 - 96)

RECOMMENDATION: Approval subject to conditions  
WARD: Jubilee

8. **P13-03803PLA - ENFIELD GRAMMAR UPPER SCHOOL, MARKET PLACE, ENFIELD, EN2 6LN** (Pages 97 - 124)

RECOMMENDATION: Approval subject to conditions  
WARD: Town

9. **P14-01895PLA - ST ANNES CATHOLIC SCHOOL, OAKTHORPE ROAD, LONDON, N13 5TY** (Pages 125 - 142)

RECOMMENDATION: Approval subject to conditions  
WARD: Palmers Green

10. **P14-02068PLA - UNIT 1A, CROWN ROAD, ENFIELD, EN1 1TH**

RECOMMENDATION: TBA  
WARD: Southbury

**TO FOLLOW**

11. **APPEAL INFORMATION**

Monthly decisions on Town Planning Application Appeals.  
(The update will be provided at the meeting.)

12. **S106 AGREEMENTS - MONITORING INFORMATION (REPORT NO. 37)**

To receive the report of the Assistant Director (Regeneration, Planning and

Economic Development).

**TO FOLLOW**

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

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

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**PLANNING COMMITTEE - 24.6.2014****MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON TUESDAY, 24 JUNE 2014****COUNCILLORS**

**PRESENT** Abdul Abdullahi, Lee Chamberlain, Dogan Delman, Christiana During, Christine Hamilton, Ahmet Hasan, Suna Hurman, Derek Levy, Andy Milne, Anne-Marie Pearce, George Savva MBE and Toby Simon

**ABSENT**

**OFFICERS:** Bob Griffiths (Assistant Director - Planning, Highways & Transportation), Andy Higham (Head of Development Management), Linda Dalton (Legal Services), Sharon Davidson (Planning Decisions Manager) and Geoff Burrage (Transport Planning & Policy) and Jane Creer (Committee Secretary)

**Also Attending:** Approximately 12 members of the public, applicants, agents and their representatives  
Dennis Stacey, Chairman – Conservation Advisory Group  
Councillor Terence Neville (ward councillor)

**1  
WELCOME AND LEGAL STATEMENT**

Councillor Simon, Chairman, welcomed everyone to the meeting.

**2  
ELECTION OF VICE CHAIRMAN**

Councillor Levy was elected Vice Chairman of the Planning Committee for the 2014/15 municipal year.

**3  
APOLOGIES FOR ABSENCE**

There were no apologies for absence.

**4  
DECLARATION OF INTERESTS**

There were no declarations of interest.

**5  
MINUTES OF THE PLANNING COMMITTEE 13 MAY 2014**

**PLANNING COMMITTEE - 24.6.2014**

**AGREED** the minutes of the Planning Committee meeting held on Tuesday 13 May 2014 as a correct record.

**6**

**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 10)**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No. 10).

**7**

**ORDER OF AGENDA**

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

**8**

**P13-03636PLA - 36, WALSINGHAM ROAD, ENFIELD, EN2 6EY**

NOTED

1. Advice of the Legal Services representative and the Chairman in respect of requests for a decision to be deferred.
2. Introduction by the Principal Planning Officer.
3. Receipt of two further letters, circulated to Members.
4. The deputation of Mr Tom Meadows and Mr Peter Claxton, Essex Road residents, speaking against the officers' recommendation.
5. The statement of Councillor Neville, Grange Ward Councillor.
6. The comments of Dennis Stacey, Chairman of Conservation Advisory Group.
7. The statement in response of Mr Kevin Fitzgerald, the applicant.
8. Response of the Principal Planning Officer to issues raised.
9. Following a debate, a vote was taken and members resolved to accept the officers' recommendation by 8 votes to 4.

**AGREED** that, subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to grant planning permission, subject to the conditions set out in the report.

**9**

**P13-02135PLA - 62, VERA AVENUE, LONDON, N21 1RL**

NOTED

1. Introduction by the Planning Decisions Manager.
2. Amendments to conditions 5 and 10 as contained in the report to require the provision of a soft layer (soil) of a minimum depth of 1.2m and to condition 14 to require details of lorry routing.

**PLANNING COMMITTEE - 24.6.2014**

3. Following a debate the officers' recommendation was unanimously approved.

**AGREED** that planning permission be granted, subject to the conditions set out in the report and the amendments to conditions 5, 10 and 14 as set out above, together with an amendment to condition 14 to also require details of the timing of lorry movements to avoid local school drop off and collection times.

**10**

**P13-03500PLA - REAR OF ROMEO HOUSE, 160, BRIDPORT ROAD, LONDON, N18 1SY**

NOTED that the application had been withdrawn by the applicant.

**11**

**P13-02887PLA - REAR OF 797-799, GREAT CAMBRIDGE ROAD, ENFIELD, EN1 3PN**

NOTED

1. The application was discussed in conjunction with application ref P13-03676PLA, but the decisions were voted on separately.
2. Introduction by the Principal Planning Officer.
3. The requirement for affordable housing and education contributions would be secured by way of a legal agreement and this had not yet been completed/agreed in its final form. The recommendation therefore remained subject to the need for an agreement.
4. Following a debate the officers' recommendation was unanimously approved.

**AGREED** that planning permission be granted, subject to the satisfactory completion/engrossment of a Section 106 Agreement/Unilateral Undertaking to secure the contributions towards affordable housing and education, together with the monitoring fee as set out in the report, subject to the conditions set out in the report.

**12**

**P13-03676PLA - REAR OF 793-795, GREAT CAMBRIDGE ROAD, ENFIELD, EN1 3PN**

NOTED the officers' recommendation was unanimously approved.

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

**13**

**P14-01237LBE - ELDON INFANT SCHOOL, ELDON ROAD, LONDON, N9 8LG**

**PLANNING COMMITTEE - 24.6.2014**

NOTED

1. Introduction by the Head of Development Management.
2. The officers' recommendation was unanimously approved.

**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.

**14**

**P14-01769PLA - 32, ELMSCOTT GARDENS, LONDON, N21 2BP**

NOTED

1. Introduction by the Head of Development Management.
2. The officers' recommendation was unanimously approved.

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

**15**

**APPEAL INFORMATION**

NOTED the monthly Appeal Information report.

**16**

**PLANNING ADVISORY SERVICE REVIEW OF PLANNING COMMITTEE AND ASSOCIATED PROCEDURES**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation.

NOTED

1. Members noted the report and recommendations of the Planning Advisory Service and the Action Plan.
2. A number of the recommendations had already been introduced.
3. Actions would be monitored. Feedback from Members was welcomed.

**17**

**PLANNING COMMITTEE DATES FOR 2014/15**

NOTED

1. Members noted the dates for Planning Committee for 2014/15.
2. The next meeting would take place on Tuesday 22 July, subject to Members' availability being confirmed to the Committee Secretary.



**MUNICIPAL YEAR 2014/2015 - REPORT NO 35**

**COMMITTEE:**  
PLANNING COMMITTEE  
22.07.2014

AGENDA - PART 1	ITEM 4
SUBJECT -	
MISCELLANEOUS MATTERS	

**REPORT OF:**  
Assistant Director, Planning,  
Highways and Transportation

**Contact Officer:**  
Planning Decisions Manager  
Sharon Davidson Tel: 020 8379 3841

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

4.1.1 In accordance with delegated powers, 332 applications were determined between 09/06/2014 and 08/07/2014, of which 267 were granted and 65 refused.

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

Background Papers

To be found on files indicated in Schedule.

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

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

Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the 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.

**4.3 APPEAL INFORMATION**

INF

The Schedule attached to the report lists information on town planning application appeals received and also contains information on decisions taken during the specified period.

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 22<sup>nd</sup> July 2014

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Andy Higham Tel: 020 8379 3848  
Sharon Davidson Tel: 020 8379  
3857  
Mr R. Singleton Tel: 020 8379 3837

**Ward:** Southgate  
Green

**Application Number :** P14-00197PLA

**Category:** Dwellings

**LOCATION:** 109, STATION ROAD, LONDON, N11 1QH

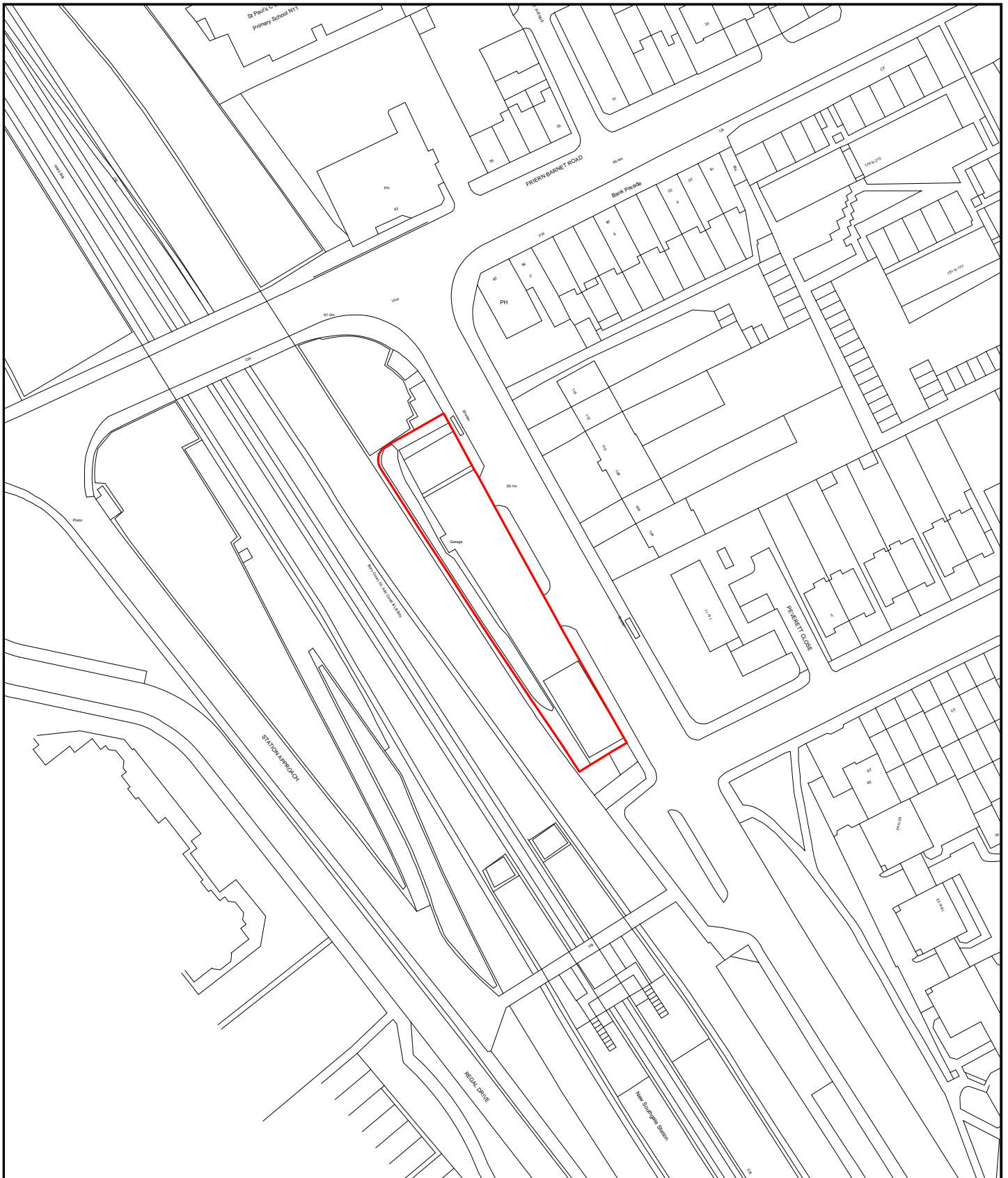
**PROPOSAL:** Redevelopment of site to provide a part 5, part 6-storey block of 44 residential units (comprising 14 x 1-bed, 25 x 2-bed and 4 x 3-bed self-contained flats and 1 x 3-bed maisonette) with balconies and sun terraces to front, side and rear, bin and cycle storage and plant rooms at ground floor and associated landscaping.

**Applicant Name & Address:**  
Origin Housing Group Ltd  
C/O Agent

**Agent Name & Address:**  
Mr Mark Connell  
Jones Lang Lasalle  
22 Hanover Square,  
London,  
United Kingdom,  
W1S 1JA

### RECOMMENDATION:

That subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 12:28

Date of plot: 04/07/2014

## **1. Site and Surroundings**

- 1.1 This 0.15ha site comprises a car sales forecourt, currently occupied by New Southgate Motor Company, with an associated single storey office with storage buildings, located to the west side of Station Road and close to the junction with Friern Barnet Road. The site is bounded to the north by a small unit in ad-hoc non-residential use situated within a parcel of land owned by Network Rail, to the west by the Moorgate/Welwyn Garden City railway line and to the south by a small single storey commercial unit and the New Southgate Rail Station. The site forms part of the New Southgate Master Plan and has been identified as a Regeneration Site in this document.
- 1.2 The site benefits from direct access to local amenity provision in the form of the High Road open space and Millennium Green to the south, both are defined as a Local Open Spaces in the Core Strategy.
- 1.3 The site is well serviced by public transport with several bus routes running along Station Road and Friern Barnet Road. New Southgate overground rail station is directly to the south and Arnos Grove is a 5-10minute walk to the east. The area has a PTAL of 5, indicating that it is highly accessible.
- 1.4 The site is mixed in terms of character, with predominantly residential units to the east and larger scale commercial units to the south. The site is serviced by a small local parade of shops on Friern Barnet Road. The scale of the development on site has seen low profile single storey buildings juxtaposed against larger 3 and 4 storey residential blocks of the flats to the east. The topology of the site is such that ground levels fall to the rear of the site by approximately 3m.
- 1.5 The site is not within a Conservation Area nor are any of the properties designated as a Listed Building.

## **2. Proposal**

- 2.1 The application proposes the redevelopment of brownfield land identified within both the New Southgate Master Plan, and more recently the North Circular Area Action Plan, as the 'New Southgate Station' site.
- 2.2 The scheme would result in the demolition of the existing car dealership and erection of a part 5, part 6 storey block of 44 residential units (comprising 14 x 1-bed units, 25 x 2-bed units and 5 x 3-bed flats) with associated amenity provision and landscaping. A total of 4 of the units have been designed for wheelchair accessible use comprising 3 x 2-bed adaptable units and a 1 x 3-bed wheelchair accessible duplex unit.
- 2.3 The site is trapezoid in shape with a tapering boundary abutting the railway embankment. In this regard, the development has been designed to respond to the constraints of the site with a strong and accented 83m frontage to Station Road, with the tapering nature of the site accommodated within a stepped façade to the rear. To the north of the site, the development has an overall depth of approximately 14.7m and reduces to 8.5m to the south.
- 2.4 To respect and respond to the topographical differences from the front to the rear of the site, the proposed 5 storey element of the scheme is located to the

south of the site, before stepping up to 6 storeys at the Station Road / Friern Barnet Road junction.

- 2.5 The proposal is car free, but seeks to provide 78 secure parking spaces for bicycles.
- 2.6 Underpinning the scheme is a wider Council initiative realised by the New Southgate Master Plan and followed up by the North Circular Area Action Plan (NCAAP), to regenerate New Southgate and wider NCAAP to deliver 1,300 new homes lining this gateway corridor into the Borough.

### **3. Relevant Planning Decisions**

- 3.1 TP/05/1318 – Redevelopment of site for residential purposes for the erection of a four storey block plus roof balcony of 48 flats. (Outline application - siting and means of access only) – Refused (19/10/05) by reason of:
  - 1. The formation of a vehicular access on to Station Road would lead to vehicles stopping, slowing down, and turning from or into the adjacent portion of highway, thus adversely affecting the safety and free flow of traffic and would constitute a hazard to pedestrians on the public highway. In these respects the proposal is contrary to Policies (II)GD6, (II)GD8 and (II)T13 of the Unitary Development Plan.
  - 2. The vehicular access proposed could result in vehicles slowing, turning and otherwise manoeuvring in, from, and onto a Classified Road and a component of the London Bus Priority Network and close to an uncontrolled pedestrian crossing and a Bus Stop Clearway, and could thus compromise highway safety and the free flows of traffic. In this respect the proposal is contrary to Policies (II)GD6, (II)GD8, (II)T3 (II)T4 and (II)T5 of the Unitary Development Plan.
  - 3. The proposed development, by reason of its siting, site coverage, height, lack of amenity space provision and overall scale, would result in an overly dominant, intrusive and discordant form of development and therefore, an overdevelopment of the site, out of keeping with and detrimental to the appearance of the street scene and visual amenities of the surrounding area. This is contrary to Policies (I)GD1, (I)GD2, (II)GD3, (II)H7 and (II)H9 of the Unitary Development Plan.
- 3.2 In the assessment of this application, this decision is a material consideration and consequently will feature in deliberations below, notably with regard to access, servicing and highway safety.
- 3.3 TP/06/1330 – Redevelopment of site for residential purposes for the erection of up to 2,000 m2 of residential accommodation (Outline application - means of access only) – The application was Withdrawn (14/09/06) with no stated explanation.
- 3.4 TP/06/2364 – Demolition of existing buildings and redevelopment of site for residential purposes for the erection of up to 2,000 m2 of residential accommodation (Outline application - access only) (revised scheme) – The application was Withdrawn (04/04/07) with no stated explanation.

### **4. Consultations**

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

##### Biodiversity Officer

4.1.1 Despite initial reservations in relation to the submitted Bat Survey, follow-up surveys have been completed and no objection was raised to the revised information submitted. The Biodiversity Officer, is satisfied that the development would not serve to undermine the biodiversity of the site or indeed have any impact upon protected species of habitats.

4.1.2 The presence of Japanese Knotweed (an invasive, non-native species) in the south-western corner of the site needs to be addressed before ground works proceed in this location (to ensure that it does not spread further). This would be addressed by condition.

##### Traffic and Transportation:

4.1.4 An objection is raised to the application on the basis of a lack of on street parking which is likely to result in a negative impact on the already high levels of existing on-street parking demand. Servicing is also a concern but not to a level that makes the scheme unacceptable. However, it is acknowledged that there is limited scope to physically manage these impacts on-site, particularly as basement parking is unlikely to be financially viable.

4.1.5 Traffic and Transportation caveat their response by stating that if approval is recommended the following package of sustainable travel measures will need to be funded by the developer:

- Travel Plan
- Car Club
- CPZ funding
- Sustainable travel promotions
- PERS/CERS audit
- Loading bay
- Parking restrictions
- Street scene and pedestrian environment improvements
- PERS/CERS audit works

##### Environmental Health:

4.1.6 No objections are raised to the scheme. The air quality assessment submitted is acceptable and the recommendations in the report should be implemented to protect the future residents from air quality which exceeds the objective levels set out in the Air Quality Regulations 2002 (as amended).

4.1.7 In addition, noise control recommendations for glazing must also be implemented to protect future residents from road and train noise.

4.1.8 A full schedule of conditions have been suggested.

##### Housing:

- 4.1.9 No objections in principle to the scheme subject to reiterating Council Policy in relation to mix, affordable housing and wheelchair accessible homes.

Education:

- 4.1.10 No objections subject to a s106 contribution.

London Borough of Barnet:

- 4.1.11 At the time of writing, no response had been received from the London Borough of Barnet. Any comments will be reported at the meeting.

Thames Water:

- 4.1.12 No objections subject to relevant conditions relating to surface water drainage and impact piling.

Metropolitan Police:

- 4.1.13 No objections subject to the implementation of the principles of '*Secure by Design*'.

Network Rail:

- 4.1.14 No objection in principle to the proposed development subject to a more detailed discussion of railway safety issues and construction practices taking place before construction commences. In addition, the applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air space.

Primary Care Trust:

- 4.1.15 At the time of writing, no response had been received from the Primary Care Trust. Any comments will be reported at the meeting.

## **4.2 Public response**

- 4.2.1 The application was referred to 156 surrounding properties and a site notice was posted in the site (21 days expired 14/02/14). Three written representations were received objecting to the proposal on the following grounds:

- Overdevelopment of the site
- Loss of light
- Loss of privacy
- Loss of biodiversity
- Inadequate parking provision giving rise to increase parking pressures on adjacent roads and giving rise to conditions prejudicial to the safety and free flow of traffic on the adjoining highways
- Loss of scenic view



- 4.2.2 This final point is not a material planning consideration. Members should also note that one of the representations was supportive of the scheme's '*innovative design*'.

## **5. Relevant Policy**

- 5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed Local Planning Authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period Local Planning Authorities could give full weight to the saved Unitary Development Plan policies (UDP) and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.
- 5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 and is now under examination. An Inspector has been appointed on behalf of the Government to conduct the examination to determine whether the DMD is sound. The examination is a continuous process running from submission through to receiving the Inspector's Report. Public Examination of the document was completed on Thursday 24th April 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry significant weight having been occasioned at Public Examination and throughout the examination stage.
- 5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

### **5.3.1 The London Plan**

Policy 2.6 – Outer London: vision and strategy  
Policy 2.7 – Outer London: economy  
Policy 2.8 – Outer London: transport  
Policy 2.14 – Areas for regeneration  
Policy 3.1 – Ensuring equal life chances for all  
Policy 3.2 – Improving health and addressing health inequalities  
Policy 3.3 – Increasing housing supply  
Policy 3.4 – Optimising housing potential  
Policy 3.5 – Quality and design of housing developments  
Policy 3.6 – Children and young people's play and informal recreation facilities  
Policy 3.7 – Large residential developments  
Policy 3.8 – Housing choice  
Policy 3.9 – Mixed and balanced communities  
Policy 3.11 – Affordable housing targets  
Policy 3.14 – Existing housing  
Policy 3.16 – Protection and enhancement of social infrastructure  
Policy 4.1 – Developing London's economy  
Policy 4.2 – Offices  
Policy 4.3 – Mixed use development and offices  
Policy 4.4 – Managing industrial land and premises  
Policy 4.5 – London's visitor infrastructure

Policy 4.12 – Improving opportunities for all  
Policy 5.1 – Climate change mitigation  
Policy 5.2 – Minimising carbon dioxide emissions  
Policy 5.3 – Sustainable design and construction  
Policy 5.5 – Decentralised energy networks  
Policy 5.6 – Decentralised energy in development proposals  
Policy 5.7 – Renewable energy  
Policy 5.9 – Overheating and cooling  
Policy 5.10 – Urban greening  
Policy 5.11 – Green roofs and development site environs  
Policy 5.12 – Flood risk management  
Policy 5.13 – Sustainable drainage  
Policy 5.15 – Water use and supplies  
Policy 5.18 – Construction, excavation and demolition waste  
Policy 5.21 – Contaminated land  
Policy 6.9 – Cycling  
Policy 6.10 – Walking  
Policy 6.12 – Road network capacity  
Policy 6.13 – Parking  
Policy 7.1 – Building London’s neighbourhoods and communities  
Policy 7.2 – An inclusive environment  
Policy 7.3 – Designing out crime  
Policy 7.4 – Local character  
Policy 7.5 – Public realm  
Policy 7.6 – Architecture  
Policy 7.7 – Location and design of tall and large buildings  
Policy 7.14 – Improving air quality  
Policy 7.15 – Reducing noise and enhancing soundscapes  
Policy 7.18 – Protecting local open space and addressing local deficiency  
Policy 7.19 – Biodiversity and access to nature  
Policy 7.21 – Trees and woodlands

#### Interim Housing Design Guide

##### 5.3.2 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas  
Core policy 2: Housing supply and locations for new homes  
Core policy 3: Affordable housing  
Core Policy 4: Housing quality  
Core Policy 5: Housing types  
Core Policy 6: Housing need  
Core Policy 20: Sustainable Energy use and energy infrastructure  
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure  
Core Policy 24: The road network  
Core Policy 25: Pedestrians and cyclists  
Core Policy 26: Public transport  
Core Policy 28: Managing flood risk through development  
Core Policy 29: Flood management infrastructure  
Core Policy 30: Maintaining and improving the quality of the built and open environment  
Core Policy 32: Pollution  
Core Policy 34: Parks, playing fields and other open spaces  
Core Policy 36: Biodiversity

Core Policy 45: New Southgate

The New Southgate Masterplan SPD  
Biodiversity Action Plan  
North Circular Area Action Plan  
S106 SPD

5.3.3 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 – Character and design  
(II)GD6 – Traffic generation  
(II)GD8 – Site access and servicing  
(II)E4 – Special needs of small firms  
(II)E9 – Non-commercial and industrial uses  
(II)H8 – Privacy and overlooking  
(II)H9 – Amenity space  
(II)H12 – Residential amenity  
(II)T13 – Creation or improvement of accesses

5.3.4 Development Management Document: Submission Version

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more  
DMD3: Providing a Mix of Different Sized Homes  
DMD6: Residential Character  
DMD8: General Standards for New Residential Development  
DMD9: Amenity Space  
DMD10: Distancing  
DMD15: Specialist Housing Need  
DMD37: Achieving High Quality and Design-Led Development  
DMD38: Design Process  
DMD45: Parking Standards and Layout  
DMD47: New Road, Access and Servicing  
DMD48: Transport Assessments  
DMD49: Sustainable Design and Construction Statements  
DMD50: Environmental Assessments Method  
DMD51: Energy Efficiency Standards  
DMD53: Low and Zero Carbon Technology  
DMD55: Use of Roofspace/ Vertical Surfaces  
DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement  
DMD58: Water Efficiency  
DMD59: Avoiding and Reducing Flood Risk  
DMD64: Pollution Control and Assessment  
DMD65: Air Quality  
DMD68: Noise  
DMD69: Light Pollution  
DMD79: Ecological Enhancements  
DMD80: Trees on development sites  
DMD81: Landscaping

#### 5.4 National Planning Policy Framework

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

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

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

Specific policies in the Framework indicate development should be restricted.

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

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

#### 5.5 National Planning Practice Guidance

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

#### 5.5 Other Material Considerations

London Plan Housing SPG,

Housing SPG  
Affordable Housing SPG  
Enfield Market Housing Assessment  
Providing for Children and Young People's Play and Informal Recreation SPG  
and revised draft  
Accessible London: achieving an inclusive environment SPG; Planning and  
Access for Disabled People; a good practice guide (ODPM)  
London Plan; Sustainable Design and Construction SPG; Mayor's Climate  
Change Adaption Strategy; Mayor's Climate Change Mitigation and Energy  
Strategy; Mayors Water Strategy  
London Plan; the Mayor's Ambient Noise Strategy  
London Plan: the Mayor's Air Quality Strategy  
London Plan; the Mayor's Transport Strategy;  
Land for Transport Functions SPG  
London Plan; Mayoral Community Infrastructure Levy  
Circular 06/05 Biodiversity and Geological Conservation- Statutory  
Obligations and Their Impact within the Planning System

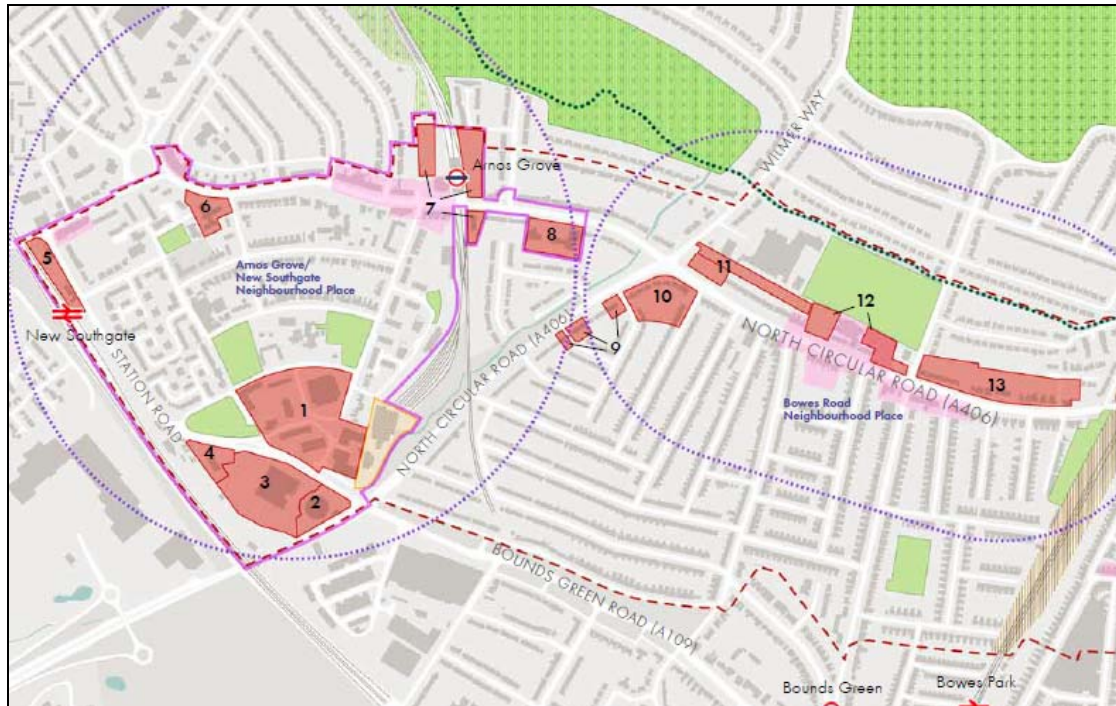
## **6. Analysis**

6.1 The main issues to consider are as follows:

- i. Principle of redevelopment to provide residential accommodation and in particular the conformity of the development with adopted and emerging SPD to include:
  - a. Site demise; and,
  - b. Omission of Retail Uses
- ii. Design;
- iii. Amenity of neighbouring properties;
- iv. Highway safety;
- v. Sustainability and biodiversity;
- vi. S.106 Obligations; and
- vii. Community Infrastructure Levy

### 6.2 Principle

6.2.1 The subject scheme forms part of a wider strategic objective to regenerate the New Southgate Area. In this regard, the adopted New Southgate Master Plan, Core Policies 4 & 45 of the Core Strategy identify the New Southgate Station site as a Regeneration Priority Area primed for estate renewal balancing the wider social objectives for the site with economic and environmental considerations. The themes and strategic objectives for the area have been replicated and subsumed into a wider geographical regeneration priority area lining the A406 corridor and features in the North Circular Area Action Plan (NCAAP) which has been tested at examination as sound and will be reported to Council for adoption in October 2014.



**Fig 1. NCAAP Opportunity sites and Enfield Local Plan Policies Map for Draft DMD**

6.2.2 The respective Master Plan and NCAAP documents identify the 'New Southgate Stations and Friern Barnet Road Shops' (or 'Regeneration Site 5') site as suitable for a residential led, mixed use development. Whilst the Master Plan / NCAAP assessment of the development potential of the site was based on high level capacity analysis, the documents give an indication of the quantum of development providing for up to 84 residential apartments, with potentially 790 sq.m retail provision to the Friern Barnet Road / Station Road junction across a 5 / 6 storey building. The documents emphasise the importance of public realm enhancements (particularly to the New Southgate Station entrance), with support for strong design to create a landmark gateway development to the Friern Barnet Road / Station Road junction.



**Fig 2. New Southgate Masterplan Building Heights and Uses**

6.2.3 The subject scheme proposes a solely residential led redevelopment of land identified as being within the Regeneration Site 5, namely the existing car showroom, but does not include parcels of land to the north and south of the site. Whilst it is clear that the delivery of the site for residential purposes, would be broadly consistent with adopted and emerging documents particularly in the delivery of high quality residential units to a wider regeneration area, it is clear that elements of the original Master Plan vision have been omitted, with the loss of the retail element and indeed an overall reduction in the site area. In the interests of clarity each of these elements will be examined in the following sections.

#### *Site Demise*

6.2.4 Both the New Southgate Master Plan and the NCAAP plot the site boundaries of Regeneration Site 5 as including parcels of land to the north and south of the application site, both of which are in Network Rail ownership. The inclusion of these parcels of land within the adopted and emerging documents clearly sought to maximise the development potential of the site, engaging with opportunities to expand the local centre to the north and create an attractive station gateway to the south as part of wider public realm enhancements.

6.2.5 The subject scheme, and previous iterations at pre-application stage, have consistently omitted these parcels of land on the stated basis that Network Rail have no interest in releasing the land, for what is understood to be for operational and servicing reasons. At pre-application stage and throughout

the application process, further enquiries to verify the position of Network Rail have been pursued, both by the applicant and officers. Network Rail have, in response, maintained their position and consistently stated that they are not interested in selling the land to either the north or the south of the site even when the sites were considered in isolation. In this respect it is accepted that there is no realistic possibility of this land being released in the foreseeable future and whilst it would be preferable to realise a comprehensive redevelopment of the site, it is considered that the omission of Network Rail land to the north and south of the site is acceptable and should not prevent development coming forward on this site.

- 6.2.6 However, in accepting this point of principle, it is equally important to ensure that the adjacent sites are not blighted or sterilised by the subject scheme. In this regard, through the pre-application process, changes to the design of the northern and southern elevations were successfully negotiated with each elevation striking a clear balance between visual interest (particularly to the key Friern Barnet Road landmark elevation) and ensuring that development could be delivered to each of the parcel sites without unduly prejudicing existing or potential residents to either. This is achieved by specifying secondary windows and secondary balcony returns to each of the elevations that punctuates the façade to create visual interest and addressing the northern and southern aspects, while ensuring that any additional development to the bookend plots could be accommodated without radical architectural intervention or indeed without stifling the development potential of the adjacent plots to an unreasonable extent.

#### *Omission of Retail Uses*

- 6.2.7 As originally conceived, the New Southgate Master Plan envisaged a mixed use development to the site which sought to maximise opportunities to extend the Friern Barnet Road Local Centre to the west and to provide an active frontage to the New Southgate Railway Station to the south of the site, as part of wider public realm and gateway enhancements. As submitted, the subject scheme seeks to omit the stated mixture of uses in favour of a residential only scheme.
- 6.2.8 At pre-application stage, the option of mixed use development was questioned in the submission and concern was expressed by Officers that, mindful of the degree of vacancy in existing shop units and the subsequent sensitivities of the local parade of shops to Friern Barnet Road were such that the incorporation of further A1-A4 uses would potentially undermine the vitality and viability of the delicately balanced local parade, and hence argued that such a mix of uses may harm rather than enhance existing provision.
- 6.2.9 Having reviewed the local parade and mindful of both the Policy direction of the emerging DMD and the omission of the Network Rail sites, it is maintained that a mix of uses to the locality would not be of benefit to the surrounding area, conversely placing more pressure on the scale and scope of the built form (ie undermining the number of residential units or indeed increasing the height, bulk and massing of the build) or further undermining the viability of the remaining parade. The omission of the Network Rail sites further support this view, with the stated continuity or 'extension' of the Friern Barnet Local Centre undermined by the omission of the corner site to the north and the public realm mixed use enhancements posited for New Southgate Station undermined by the omission of the southern site. Indeed



the blind delivery of a mixed use ground floor would serve to create units that are geographically isolated, thereby potentially detracting from the existing centre or likely to remain vacant creating a dead frontage and undermining the contribution of the development to the street scene.

- 6.2.10 Furthermore, Policy CP17 of the Core Strategy and Policy DMD 25 of the emerging Development Management Document adopts a hierarchal approach to the identification of appropriate locations for retail uses within the borough. These are identified on the emerging Policies Map as: Enfield Town as the major centre; the district centres at Angel Edmonton, Edmonton Green, Southgate and Palmers Green; Large Local Centres; Local Centres and Local Shopping Parades. Both Policies seek to ensure that retail development is appropriately located and serves to consolidate and enhance the vitality and viability of our centres. Retail uses outside of these defined areas are generally resisted particularly where such additionality could undermine the vitality and viability of an identified centre.
- 6.2.11 The subject site falls just outside of an existing centre and consistent with this sequential approach, the DMD25 seeks to consolidate and strengthen existing centres as the principal referent, which when taken in context with the loss of the Network Rail sites, further strengthens the case for a residential only scheme.
- 6.2.12 In light of this, it is considered that the absence of a retail function within the scheme is consistent with Policy and the sequential approach adopted by Council in relation to retail uses, particularly where it is determined that the site is adequately serviced by the local centres of Arnos Grove, New Southgate and Friern Barnet Road in highly accessible locations and all within walking distance of the site, that would adequately service local needs.
- 6.2.13 In this regard, considering that a residential only development would be acceptable and consistent with the objectives of the adopted Master Plan and NCAAP, the omitted Network Rail sites, if delivered could address the desire of the documents to incorporate commercial uses.
- 6.2.14 Therefore, the development when considered on the basis of relevant site constraints would on balance, be compatible with Policies 3.3 and 3.4 of the London Plan and Core Policies 5 & 45 of the Core Strategy, the New Southgate Master Plan and the NCAAP insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets and brings into use a brownfield site identified as a Priority Regeneration Area.
- 6.2.15 However, the acceptability of the scheme must be qualified by other relevant material considerations namely: the quantum of development, housing mix, density, affordable housing provision, children's play space, density, urban design (including tall buildings), inclusive design, sustainable development, hotel development, loss of employment, accessibility, transport/ parking, construction impacts, trees and ecology of site, and the impact of the development upon neighbouring residential units notably in Upper Park Road and Palmers Road.

### 6.3 Design

#### *Density*

- 6.3.1 For the purposes of the London Plan density matrix, it is considered the site lies within an urban area due to its proximity to arterial routes bounding the site and the A406 500m to the south. The site benefits from a PTAL of 5 indicating that it is highly accessible via public transport with a range of bus routes along Station Road and, of course, the proximity of New Southgate Railway Station.
- 6.3.2 In this regard, the density matrix suggests a density of between 200 and 700 habitable rooms per hectare. The character of the area indicates that the average unit size in the area has between than 3.1 – 3.7 rooms. This suggests a unit range of 55 to 225 units per hectare. Given the particulars of the site and consistent with density guidelines issued by the Council on the back of the New Southgate Master Plan (as restated by the NCAAP), a high level capacity analysis gives an indication of the quantum of development providing for up to 84 residential apartments including the parcels of Network Rail Land to the north and south of the site. This would seem to justify a higher density to the site<sup>1</sup> albeit this must be carefully qualified by the London Plan Matrix, the high level nature of the Master Plan figures and indeed the context of the site. It is considered that an acceptable density would be towards the higher range namely between 350 and 700 habitable rooms per hectare.
- 6.3.3 As submitted, the schedule of accommodation and housing mix paper indicates that the development would achieve an overall density of 820 habitable rooms per hectare and a total of 294 units per hectare. While this is above the ranges prescribed by the London Plan Density Matrix, the development would be within the indicative unit numbers published and adopted within both the New Southgate Master Plan and the NCAAP.
- 6.3.4 In this regard, it is acknowledged that advice contained within the NPPF and the London Plan Interim Housing Design Guide suggests that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area, balanced against wider considerations of the critical mass of units required to drive the deliverability of the scheme. Thus, the density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan and Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment, and commensurate with an overarching objective that would seek to optimise the use of the site and will be discussed in the following section.

*Layout, mass, bulk and height*

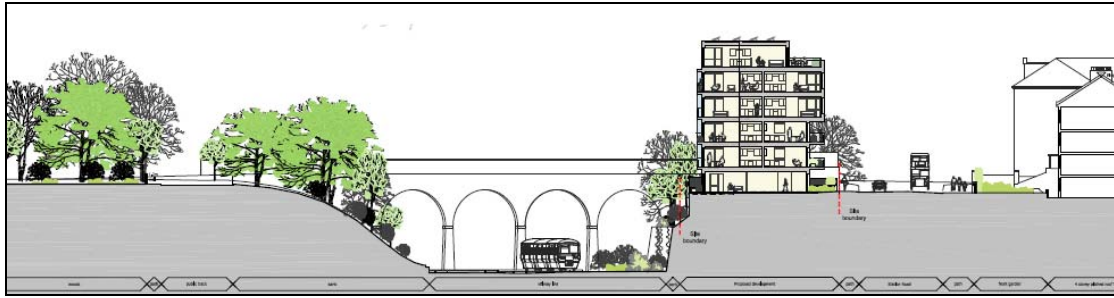
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<sup>1</sup> NCAAP and New Southgate Master Plan when taken to the full extent of the identified site would result in 365 units per hectare. These density ranges on the basis of units per hectare are in excess of the London Plan Density Matrix and this must be duly noted. When expressed over habitable rooms per hectare, taking a reasoned approach in terms of the mix based on compliance with the Core Strategy, the subject scheme would result in around 1,334 habitable rooms per hectare (based on 307 habitable rooms across the site).

- 6.3.5 Consistent with the core principles of the London Plan, the Core Strategy and the New Southgate Master Plan, well considered, high quality, designed development is central to achieving the wider regenerative objectives for the development site. Developments should be of the highest quality internally, externally and in relation to the wider environment providing an attractive and functional public realm, clear legibility for users, but one that adapts to changing needs and fosters a sense of community. New development is required to have regard to its context, and make a positive contribution to local character.
- 6.3.6 Transport infrastructure dictates and dominates the urban form, resulting in a decidedly loose urban fabric surrounding the subject site, which stands in contrast to the red brick estate and residential dwellings beyond to the east of the site. The open aspect of the junction of Station Road and Friern Barnet Road, as well as the generous proportions of the highway, affords the opportunity to accommodate larger scale buildings radiating out from the gasholder site and lining Station Road as you move north.
- 6.3.7 In relation to the subject site, the low rise car lot and ad hoc single storey structures to the west of Station Road are juxtaposed by larger scale 4 storey residential and mixed use development, which in the context of the street, appear more successful and respond more fully to the proportions of the highway. The public house to the eastern corner of Station Road provides a strong focal point for the local centre.
- 6.3.8 In addition to indicative numbers to define the quantum of development, the New Southgate Master Plan provided loose design parameters to guide development towards appropriate building heights. The document and accompanying site analysis indicated that a 5 to 6 storey development to the location would be within acceptable thresholds. Accordingly, the subject development has sought to respond to the design parameters set out within the New Southgate Master Plan and the concerns raised by Officers in consideration of pre-application advice. In this regard, the overall height and bulk of the scheme has been reduced from previous iterations, and proposes a predominately 5 storey scheme raising to 6 storeys adjacent to the Friern Barnet Road / Station Road junction.



**Fig 3. Site Section New Southgate Station**



**Fig 4. Site Section Friern Barnet / Station Road Junction**

- 6.3.9 Given the degree of separation afforded by the transport infrastructure bounding the site, the relatively loose urban fabric indicative of this junction, as well as the scale of existing structures to the east, a landmark development to this locality is justified considering this is a gateway to the borough as highlighted by the New Southgate Master Plan. Indeed, the height of the development positively responds to the development opposite with a comparable scale. The loss of the northern Network Rail site has consequently further served to reduce the bulk and scale of the built form to the junction, maintaining and complementing the public house as the focal point of the area when approaching the site from the east along Friern Barnet Road.
- 6.3.10 Concern has previously been levied relating to the extent of the façade to Station Road and mindful of this and the need to break up the façade and respond to the human scale, the frontage is punctured by recessed design elements across a vertical and horizontal axis to create distinctive individual blocks across 3 cores, again to respond more positively to the pattern of development to the east. This gives the appearance of distinctive elements within the single built form and reduces the overall bulk and massing. The recession of the fourth, fifth and sixth floors further reduces the perceived height of the development, again providing a more human scale to the Station Road elevation, which when taken with the palette of finishing materials, presents a 3 to 5 storey development from street level.
- 6.3.11 The development has had to respond to the constraints of the site, however, a recession of the façade from the back edge of the pavement provides a defensible space for residents while potentially delivering requisite streetscape enhancements.



**Fig 5. Visualisations**

- 6.3.12 Whilst it is acknowledged that the development will be readily discernible from the surrounding area, it is considered that the scale, bulk and massing of the development can be accommodated within the street scene. The design features that serve to recess the highest elements of the scheme are successful in breaking up the bulk of the façade, ensuring that it remains consistent with the New Southgate Master Plan and NCAAP brief. When taken in context from key views across the site, submitted visualisations demonstrate how the development successfully integrates into the pattern of development within the surround, creating a high quality finish that will serve to enhance and complement the architectural quality of the area as well as its character and appearance.
- 6.3.13 It is the contention of the applicant that the submitted scheme strikes a balance between the London Plan Density Matrix and those featured in the adopted Master Plan. Again, weight must be given to this argument and indeed the design parameters that advocated the delivery of a 5 / 6 storey development with a landmark element to the Station Road junction.
- 6.3.14 Consequently, while the Authority must acknowledge that the density ranges based on such high level analysis can only provide an indication of permissible development, in accordance with paragraph 173 of the NNPF weight must also be attributed to the deliverability of the scheme and the critical mass in terms of number of units required to make the scheme viable.
- 6.3.15 In this regard, a viability statement and full schedule of build costs have been submitted and independently assessed by two expert consultants. Each consultant concludes that the assumptions and relevant calculations featured within the reports are reasonable and valid to ensure that the scheme is deliverable. A reduction in the number of units or the creation of a different residential mix to reduce the number of habitable rooms (potentially by providing a greater proportion of smaller units) is likely to

undermine the deliverability of the development as a whole or indeed result in a more undesirable residential mix in Policy terms. Therefore and in weighing up all relevant considerations, it is recommended that the development would achieve a density appropriate to the locality, commensurate with the scale, scope and viability of the scheme and would remain within relevant thresholds set by the adopted Master Plan and NCAAP.

### *Housing Mix*

6.3.16 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing. Recent guidance is also set out in the Housing SPG (2012). Also relevant is Policy 1.1, part C, of the London Housing Strategy which sets a target for 42% of social rented homes to have three or more bedrooms, and Policy 2.1, part C, of the draft Housing Strategy (2011) which states that 36% of funded affordable rent homes will be family sized.

6.3.17 Core Policy 5 of the Core Strategy seeks to ensure that '*new developments offer a range of housing sizes to meet housing need*' and includes borough-wide targets housing mix. These targets are based on the finding of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are expressed in the following table:

<b>Tenure</b>	<b>Unit Type</b>	<b>Mix</b>
<b>Market Housing</b>	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	15%
	3 bed houses (5-6 persons)	45%
	4+ bed houses (6+ persons)	20%
<b>Social Rented Housing</b>	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	20%
	3 bed houses (5-6 persons)	30%
	4+ bed houses (6+ persons)	30%

6.3.18 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

6.3.19 The New Southgate Master Plan reiterates this objective highlighting a defined and significant need for housing in the area and on the subject of housing mix states that developments '*should reflect the need for larger family units required by Core Strategy Policy 5, which should include houses and maisonettes. The mix of intermediate housing sizes will be determined on a site-by-site basis and subject to the financial viability of*

*bringing sites forward for development and the Council will work with developers and other partners to agree an appropriate mix.* However, the critical distinction to make in relation to the subject application is that the document (and NCAAP) acknowledge the constraints of this narrow site indicating that an apartment lead scheme without traditional single dwelling house typologies would be appropriate. Consequently, given the constraints of the site in relation to the degree of private amenity, the nature for apartment units and indeed the absence of car parking, the degree to which the site is suitable for family sized accommodation must be fully assessed.

6.3.20 The subject scheme proposes a housing mix comprising 44 residential units. The applicant, through the submitted Planning Statement acknowledges the need for family sized accommodation within the Borough, but contends that commensurate with economic considerations and the need to balance policy requirements and the evident constraints of the site, that the submitted scheme represents the '*best fit*' design solution to these competing requirements which would remain deliverable with family sized accommodation '*optimised...within the confines of viability*'. The planning statement shows a relevant breakdown of housing mix for the development as follows:

Unit type		Affordable Housing				Market Housing		TOTAL	
		Affordable Rent	Shared Ownership	Total Affordable					
		No.	No.	No.	%	No.	%	No.	%
Flats	1B 2P	3	5	8	18.2	6	13.6	14	31.8
	2B 3P	2	2	4	9	14	31.8	18	40.9
	2B 4P	0	0	0	0	7	15.9	7	15.9
	3B 4P	1	0	1	2.3	2	4.5	3	6.8
	3B 5P	0	0	0	0	2	4.5	2	4.5
<b>TOTAL</b>		<b>6</b>	<b>7</b>	<b>13</b>	<b>29.5</b>	<b>31</b>	<b>70.5</b>	<b>44</b>	<b>100</b>

6.3.21 In accordance with submitted figures the proposed development would fail to achieve the housing mix targets stipulated by Core Policy 5, with what would seem to be an overconcentration of smaller 1 and 2-bed accommodation. However, regard must be given to the particulars of the site and both its suitability for family sized accommodation, but also the implications for the deliverability of the scheme.

6.3.22 It is posited in the accompanying documentation, that the mix proposed by Core Policy 5 fails to take account of the contribution made by larger 2b4p flats to overall provisions. This argument has been accepted in similar development, including Ladderswood, where it has been accepted that these larger units provide a further dimension to the range of units on offer and that these units provide functional and viable family accommodation. This would skew provision to a more complaint mix with a 27.3% share overall.

- 6.3.23 Policy CP5 specifies the *size* of accommodation (in terms of bedroom numbers) required to meet housing need and also, in some cases, specifies the *type* of accommodation (in terms of flats or houses). The *size* of accommodation is clearly a priority in most cases as meeting this will, as a minimum, deliver residential units of the right size to meet the functional requirements of households. The specified *types* of accommodation establish preferences for particular housing forms, however, whilst the housing offer should aim to meet these housing aspirations, it is acknowledged within the emerging DMD, that for practical reasons at an individual site level, it may not always be possible to meet these types and hence development should reflect the size of accommodation set out in Policy CP5 as the first referent. The type of accommodation specified in the Policy can be used as a guide to assess development proposals. However, weight must be given to individual site circumstances to ensure that the overall delivery of appropriate housing units is not prejudiced, but with equal weighting that the quality of the accommodation is fit-for-purpose, of an adequate floor area and provides a good quality environment with direct access to local amenities.
- 6.3.24 Officers acknowledged at pre-application stage that the site possesses significant constraints that would either preclude or indeed render unattractive the provision of standard family sized accommodation. The proximity to the carriageway, the absence of dedicated parking and indeed the inability of the scheme, due to the narrowness of the plot, to provide traditional garden space to the rear, are all factors that tend to conspire against the delivery of viable and attractive family sized accommodation. The preference for ground floor units with separate entrances also restricts, in physical terms, the amount of family accommodation that could have been delivered through the scheme.
- 6.3.25 These considerations can be afforded weight in the assessment of the application. In addition, regard must also be given to the stated deliverability of the scheme, where in accordance with paragraph 173 of the NPPF, viability is a material consideration. As stated previously a viability report has been submitted and scrutinised. The findings of the report indicate that the scheme is at the margins of deliverability, with grant funding partially subsidising the scheme overall. In this regard, the development is sensitive to changes in housing numbers or mix that may render the scheme undeliverable. Whilst it is clear that Policy requirements would seek a more vibrant mix, consideration must also be given to the established constraints of the site, the desirability of family units and indeed the overall delivery of the scheme particularly where changes to the mix would potentially either increase the number of units on site (and consequently the density, bulk and massing of the scheme) or undermine deliverability overall.
- 6.3.26 In weighing up these issues, it is considered on balance that the scheme represents a highly sustainable form of development that would deliver on the wider social, economic and environmental imperatives set for the site by the New Southgate Master Plan and NCAAP. Moreover, building on guidance contained within the National Planning Policy Framework, the presumption for sustainable development would stipulate that the benefits of the proposed development far outweigh the resultant impact of not strictly adhering to the mix targets contained within Policy CP5 of the Core



Strategy. In this regard, it is considered that sufficient justification has been submitted to accept the principle of a departure for Policy CP5 of the Core Strategy subject to other relevant considerations.

#### *Residential Standards*

6.3.27 Policy 3.5 of the London Plan seeks to ensure that housing developments are of the highest quality internally, externally and in relation to their context and to the wider environment. Table 3.3, which supports this Policy, sets out minimum space standards for dwellings. The draft Housing SPG and London Housing Design Guide build on this approach and provide further detailed guidance on key residential design standards, including the need for developments to avoid single aspect dwellings that are north facing, where exposed to noise exposure categories C or D, or contain 3 or more bedrooms. Core Policy 4 reiterates the need for high quality design in all new homes, clearing reference relevant guidance above.

6.3.28 The London Plan contains minimum standards for the size of new residential accommodation. The following figures are relevant for consideration of the proposed development:

<b>Unit type</b>	<b>Occupancy level</b>	<b>Floor area (m<sup>2</sup>)</b>
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99
	2 storey houses	2b4p
3b4p		87
3b5p		96
4b5p		100
4b6p		107
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113

6.3.29 From submitted plans, all of the units either meet or exceed relevant standards. Moreover, in accordance with Appendix 1 of the Housing Design Guide, the rooms to each of the proposed units would adhere to indicative GIA stipulated by the Space Standards Study, securing a functionality of space and a flexibility in use.

6.3.30 The scheme does create a number of single aspect units. Whilst this is not a preferred standard of accommodation in accordance with the Interim Housing Design Guide, the document strongly resists their inclusion to north facing facades where exposed to noise exposure categories C or D, or contain 3 or more bedrooms. The units are east / west facing, are the smaller sized units and in consultation with Environmental Health provide

sufficient noise protection. Thus on balance this is considered to be acceptable.

- 6.3.31 In addition, the London Plan Housing Design imposes further standards to ensure the quality of accommodation is consistently applied and maintained to ensure the resultant development is fit-for-purpose, flexible and adaptable over the lifetime of the development as well as mitigating and adapting to climatic change. The applicant has sought to ensure that the development is designed to maximise the resultant quality of the units across all tenures, to ensure the development is 'tenure blind' and adheres clearly to the principles of Policy CP4. While a number of the themes cut across a raft of different considerations examined in more detail in later sections, it is clear that the development meets or exceeds minimum standards in the vast majority of respects and as such would represent a form of residential development capable to meet the reasonable needs of residents over its Lifetime with each unit meeting Lifetime Home standards and as such represents a highly sustainable form of development.

#### *Inclusive Access*

- 6.3.32 The scheme accommodates 4 units that will be fitted out to be fully wheelchair accessible or capable of being fitted out for such a function, thereby meeting the 10% wheelchair accessible units required. Negotiations to secure a dedicated disabled persons drop off / pick up point are ongoing at the point of writing this report and will updated at the meeting. However, it is acknowledged that the constraints of the site are such that the development would not be largely suitable for wheelchair housing with a relatively steep gradient and indeed the absence of on site dedicated parking provision. Indeed were a drop off / pick up point agreed, this would still curtail the amount of viable provision that the site would be capable of accommodating. .
- 6.3.33 In addition all of the units have been designed to each of the 16 criteria of Lifetime Homes ensuring that a sufficient amount of consideration has been given to ensure that the development is capable of adapting to the changing needs of its population over their lifetime, again creating a highly flexible, functional and sustainable for of development consistent with the aims of Policies CP4, CP30 of the Core Strategy and Policy 7.2 of the London Plan.

#### *Amenity Provision/Child Playspace*

- 6.3.34 Unitary Development Plan Policy (II)H9 seeks to ensure that amenity space is provided within the curtilage of all residential development, normally in accordance with the standards set out in Appendix A1.7. These standards seek to ensure that amenity space for individual flats, 75% of the gross internal area of the block. In the case of small flats in low cost schemes the provision of amenity space may be reduced to 50% of the Gross Internal Area. In both cases up to 15% of provision can be in the form of balconies.
- 6.3.35 The constraints of the site, coupled with the design brief advocated by the Master Plan and NCAAP are such that Unitary Development Plan measures would be considered overly onerous in the development of this Regeneration Priority Area. In this regard, the publication of the Housing

Design Guide to complement standards in the London Plan, states far lower amenity space standards that would be expected as a result of the application Policy (II)H9 and is altogether more responsive to an urban context in the approach to amenity provision and should be given due regard in the assessment of the subject site. The Housing Design Guide indicates minimum standard for amenity provision calculated at a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant and in the case of balconies the minimum depth and width of all balconies and other private external spaces is 1500mm.

- 6.3.36 Due regard must also be given to the direction of travel adopted by the emerging Development Management Document and in particular Policy DMD9 where a relaxation of standards adopted by the Unitary Development Plan prioritise function of the resultant space of a numerical assessment of simple form and outline standards for the application of amenity provision both as an average across the site, but also as a minimum for individual units. The standards for flats are as follows:

Dwelling type	Minimum private amenity (m <sup>2</sup> )	Minimum private amenity required for subject scheme (m <sup>2</sup> )
1b 2p	5	70
2b 3p	6	108
2b 4p	7	49
3b 4p	7	21
3b 5p	8	16
<b>Total</b>	-	<b>264</b>

- 6.3.37 The proposed amenity space in accordance with the accommodation schedule measures 643.3m<sup>2</sup> and comprises 506.8m<sup>2</sup> of dedicated balconies and upper floor terraces together with 138.5m<sup>2</sup> of ground floor terraces and patios. This is in excess of relevant and emerging London Plan and DMD standards.
- 6.3.38 London Plan policy 3.6 requires that development proposals that include residential development make suitable provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs at a ratio of 10 sq.m of play space per child. This would result in a requirement for 83.9 sq.m of play space required based on child yield.
- 6.3.39 Given the degree of site coverage, the development would be unable to deliver dedicated play space within its demise. In this regard, the s106 SPD would seek a commuted payment to enhance or provide accessible child play facilities to a geographically local open space. In consultation with the Regeneration Team through the 'Take the High Road' initiative, the delivery of viable and attractive child space to the High Road Open Space to the east of the site has been completed. Whilst discussions are ongoing in relation to commuted payments via s106 for public realm enhancements, it is unlikely at this stage that a further contribution will be required. In this regard, it is considered that the existing play provision in the surrounding area would be sufficient to accommodate the additional child yield borne out of the subject scheme.

#### 6.4 Impact of Neighbouring Properties

- 6.4.1 Policy DMD8 of the Development Management Document seeks to ensure that all new residential development is appropriately located, taking account of the surrounding area and land uses with a mandate to preserve amenity in terms of daylight, sunlight, outlook, privacy, noise and disturbance. In addition, DMD10 imposes minimum distancing standards to maintain a sense of privacy, avoid overshadowing and to ensure that adequate amounts of sunlight are available for new and existing developments.
- 6.4.2 The context of the site is such that the only likely impact of the development to neighbouring properties would be limited to the residential units lying to the east side of Station Road. A single objection letter has been received as part of the consultation period that cites concerns relating to issues of privacy, light and view as reasons for objecting to the scheme.
- 6.4.3 The development would maintain a minimum separation of 29m between facing windows to a modest pinch point to the north of the site and increasing to 31m to the south. This would remain within threshold values and the context of the site is such that the generous proportions of Station Road facilitates development of this scale whilst maintain sufficient distance to safeguard both privacy and access to light. In this regard, it is considered that while the imposition of the built form will have an impact to neighbouring properties, such an impact would be limited and is such that the development would not cause any undue harm to the residential amenities of these named properties through a loss of light, privacy or indeed outlook.

#### 6.5 Highway Safety

##### *Site Context*

- 6.5.1 The Public Transport Accessibility Level (PTAL) of the site is 5 indicating it is highly accessible to public transport routes. The development is adjacent to the New Southgate train station and approximately a 10 minute walk from Arnos Grove tube station.
- 6.5.2 There are two accesses to the site, both from Station Road. Station Road is a classified highway and has a number of restrictions running along the length of the site. They currently prevent stopping along most of the frontage of the site, although there is a length of parking of approximately 23m, which is available outside of the development with only a peak time parking restriction (between 08:00-09:30 and 16:30-18:30).
- 6.5.3 The site is not currently within a Controlled Parking Zone (CPZ). The nearest zone is the Arnos Grove CPZ which operates between 1100-1200 Monday to Friday. Parking is freely available a short walk from the site on surrounding residential roads, however due to the site location it is often used by commuters in the daytime.
- 6.5.4 The proposed development is car free with 78 secure cycle parking spaces located within each of the three cores servicing the building. Communal and private waste and recycling storage areas have been provided, each with direct access to the highway. For servicing requirements it is proposed that

the existing bus cage to the front of the site would be relocated and a 17m servicing bay installed to accommodate servicing demands of residents.

#### *Access and Servicing*

- 6.5.6 Policy DMD47 of the Development Management Document seeks to ensure that all new residential developments are adequately accessed and serviced for the delivery of goods, loading / unloading, refuse collection, emergency vehicles and where site circumstances demand drop off / pick up areas.
- 6.5.7 The submitted scheme is car free, resulting in the potential for a greater burden to be placed on deliveries to and from the site. At present the on-street restrictions prevent any vehicles stopping outside the site during the peak times. However, the subject scheme seeks to relocate the bus cage to the front of the site, further south along Station Road, to create a 17m loading bay to accommodate the servicing needs of the development. In consultation with colleagues in Traffic and Transportation, while concerns were raised in relation to the degree of servicing the bay would be required to accommodate, and the ability to successfully enforce restrictive use or indeed exclusivity for service vehicles, Officers acknowledge that there is scope via s106 obligations and confirmation from Transport for London that the bus stop relocation is acceptable, to ensure that the resultant provision is fit-for-purpose and capable of providing adequate servicing for the development. In this regard, a range of measures have been tabled with the developer for agreement. An agreement in principle has been reached and the agreed measures will be reported at the meeting.

#### *Traffic Generation*

- 6.5.8 In the assessment of developments, Local Authorities must have due regard to the potential impacts of increased traffic generation to the locality and surrounding streets. Typically analysis of this nature would focus around access points to and from the site and relevant vehicle movements derived from car parking provision and servicing demands. In relation to servicing, the full extent of trip generation has not yet been identified, but as the previous sections shows, with sufficient control, the proposed loading bay would be sufficient to ensure that the safety and free flow of traffic is not compromised as a result of the scheme.
- 6.5.9 In relation to private vehicle movements, under ref: TP/05/1318 an access to the north of the site was resisted by the Council on the basis of concerns relating to traffic generation and the access being considered as being in an unsafe location in terms of highway safety. Although the current car free application does not propose a new access, it will still generate vehicle trips although these will be dispersed over a much larger geographical area. In this regard, as traffic generation would not be focused on a single point of access traffic generation is unlikely to be significant and would comply with the provisions of Policy 6.12 of the London Plan.

#### *Car Parking*

- 6.5.10 Policy 6.13 of the London Plan provides for car free developments in locations with high public transport accessibility. In addition, Policy DMD45 recognises that where housing developments come forward with limited parking or are car free applicants may be required to contribute towards the

implementation of parking controls to prevent on-street parking affecting traffic flow. Residential developments providing parking below London Plan standards will only be considered if the site:

- Has a Public Transport Accessibility Level of 5 or above; and
- Is located within or in close proximity to a local or town centre.

6.5.11 In addition development involving limited or car free housing development must demonstrate that any increase in on-street parking would not adversely affect traffic flows, bus movement road safety, amenity of local residents or the local environment. Development will only be permitted if:

- There is an adequate number of suitably located disabled parking spaces or a drop off / pick up point; or
- Public transport infrastructure has sufficient capacity to accommodate increased demand as a consequence of development.

6.5.12 In relation to the subject scheme, due regard must also be given to the planning history of the site, the strategic objectives for this Priority Regeneration Area, as advocated by the New Southgate Master Plan and NCAAP, and in accordance with paragraph 173 of the NPPF the viability of the scheme.

6.5.13 The development is car free and hence would fall within the categories accounted for by Policy 6.13 of the London Plan and DMD45 where a principle to support car free development subject to relevant material considerations exists. The subject site lies within PTAL 5 and is located to the periphery of the Friern Barnet Local Centre. In this regard, the principle for car free can be supported in this locality subject to other relevant considerations relating to highways impact. Whilst parking provision is omitted and while it is acknowledged that car ownership to small residential units and indeed affordable housing is relatively low, the scheme will invariably generate parking demand (estimated at 50%), which in the absence of dedicated off-street parking would be decanted to the surrounding streets.

6.5.14 A full parking survey was commissioned by the applicant, with the number of surveys, dates and times agreed with Traffic and Transportation. The parking surveys covered a wide geographic area with the principal concern relating to those within a 200m radius of the site. The surveys showed that the surrounding roads were more heavily parked during weekday periods rather than weekends, with a number of roads exceeding parking pressure of 100% (indicating illegal parking practices). It was concluded that such parking demand was the result of commuter parking rather than residents (as demand dropped sharply after peak hours and at weekends) although a number of the roads retained some parking capacity even at peak times.

6.5.15 On this basis, colleagues in Traffic and Transportation have objected to the scheme but recognise that some measures could be held to mitigate for the potential impact including: car club provision; PERS/CERS Audit; CPZ funding; and, sustainable travel promotions. Whilst the views of Traffic and Transportation are noted, the principle of car free development in accordance with relevant Policies is acceptable to the subject site and weight must be attributed to the highly accessible location within which the development site site with viable local amenities within 30m of the site. Moreover, the applicant

has agreed in principle to the measures outlined by Traffic and Transportation to seek to mitigate the impact.

6.5.16 In addition, any identified harm must be weighed against the potential mitigating / exceptional circumstances of the site including its planning history, which may conspire to actively prevent the provision of on-site parking and consequently undermine the ability of a site defined within the New Southgate Master Plan and NCAAP as a Priority Regeneration Area, to meet its identified development potential.

6.5.17 In this regard, under ref: TP/05/1318 permission for an outline application for the redevelopment of site for residential purposes for the erection of a four storey block plus roof balcony of 48 flats and featuring basement parking provision was considered and refused on the basis that:

1. The formation of a vehicular access on to Station Road would lead to vehicles stopping, slowing down, and turning from or into the adjacent portion of highway, thus adversely affecting the safety and free flow of traffic and would constitute a hazard to pedestrians on the public highway. In these respects the proposal is contrary to Policies (II)GD6, (II)GD8 and (II)T13 of the Unitary Development Plan.
2. The vehicular access proposed could result in vehicles slowing, turning and otherwise manoeuvring in, from, and onto a Classified Road and a component of the London Bus Priority Network and close to an uncontrolled pedestrian crossing and a Bus Stop Clearway, and could thus compromise highway safety and the free flows of traffic. In this respect the proposal is contrary to Policies (II)GD6, (II)GD8, (II)T3 (II)T4 and (II)T5 of the Unitary Development Plan.

6.5.18 This decision is material in deliberations. While it is acknowledged that the decision was made in 2005 and thus predates the London Plan, the Core Strategy and indeed the emerging DMD, the thrust of relevant Policies in relation to highways safety has remained, whereas conversely maximum parking standards have been imposed. The net result of the decision taken in context is that while it may be preferable in a numerical sense to provide parking provision for the scheme, in practical terms given the resistance of the Local Authority in previous iterations of a scheme with a similar quantum of development to allow a vehicle access to the site, it would actively preclude parking provision rather than promote it.

6.5.19 In the absence of a resolution to the matter of access the site is unable to deliver car parking. Indeed, when taken in context, the objection over two schemes where car parking was provided and the subject scheme where car parking is omitted (in part to respond to this previous decision) raises a critical issue relating to the principle of residential development in the first instance, which has been identified through the New Southgate Master Plan and the NCAAP, as the appropriate development option for the site.

6.5.20 Furthermore, paragraph 173 of the NPPF states that in the pursuit of sustainable development, careful attention must be given to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of

any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

- 6.5.21 In response to this issue, at pre-application stage and through to the realised scheme submitted for consideration, relevant cost modelling to account for extra-over costs associated with basement parking have been examined. Notwithstanding the unresolved issue relating to the principle of creating an access to the site, the extra-over costs for providing a basement parking area to the scheme would be circa £450,000. As stated previously a viability report has been submitted and scrutinised. The findings of the report indicate that the scheme is at the margins of deliverability, with grant funding partially subsidising the scheme overall. In this regard, the development is sensitive to any extra-over costs particularly given the tight constraints and indeed additional costs resultant from building adjacent to the railway. In this regard, from analysis of the build costs, a basement would render the scheme unviable by some margin, thereby preventing the delivery of the scheme within a Priority Regeneration Area.
- 6.5.22 Consideration was also given to the provision of ground floor parking, but again notwithstanding the unresolved access issues, this was considered to be undesirable in planning terms by creating a dead frontage to the Station Road elevation (as identified within the Master Plan as requiring active frontages and public realm enhancements) and potentially would again increase the bulk and massing of the scheme as the residential units are decanted vertically. In this regard and mindful of the strategic importance of the area and the objectives set by the New Southgate Master Plan and the NCAAP, the delivery of this site is of paramount importance and significant weight should be given to the consequences of imposing a requirement to provide off-street parking to the development.
- 6.5.23 With this in mind and having weighed up all of the material considerations, it is considered, on balance that car free development is acceptable to the site subject to relevant legal agreements and mitigation measures.

## 6.6 Sustainable Design and Construction

### *Energy*

- 6.6.1 In accordance with London Plan Policy 5.2 and DMD51 of the Development Management Document, the application includes an energy strategy for the development setting out how carbon dioxide emissions will be reduced with an overarching target to reduce carbon dioxide emission by 40% over Part L of Building Regulations 2010 across the site.<sup>2</sup>
- 6.6.2 The Policy embeds the principles of the energy hierarchy (be lean, be clean, be green) and requires strict adherence to the hierarchy to maximise energy efficiency in development from the ground up, ensuring that the structure of

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<sup>2</sup> In accordance with London Plan updated 'Energy Planning - GLA Guidance on preparing energy assessments' amendments to Part L of Building Regulations 2013 have been integrated into stated targets to reflect Fabric Energy Efficiency Standards and amendment to the Standard Assessment Procedure 2012. In this regard, a 35% improvement over Part L1A 2013 is also a permissible target.



the energy policies serve to incentivise considered innovative design as the core value in delivering exemplar sustainable development in accordance with the Spatial Vision for Enfield and Strategic Objective 2 of the Core Strategy. Indeed, reflecting the overarching strategic vision for the borough, the Policy goes further than the London Plan and instils a flexibility in the decision making process to seek further efficiencies and deliver exemplar developments within our regeneration areas.

- 6.6.3 An Energy Statement has been submitted with the scheme. The respective components of the energy strategy are set out below:

*Fabric Energy Efficiency (Be Lean)*

- 6.6.4 A range of passive design features and demand reduction measures are proposed to reduce the carbon dioxide emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by Building Regulations. Other features include low energy passive ventilation measures (mechanical ventilation with heat recovery or MVHR systems will be installed where cross ventilation cannot be achieved), high efficiency lighting enhanced u-values significantly beyond stated Building Regulations default maximum values, as well as enhanced construction detailing to tackle thermal bridging. The demand for cooling will be minimised so far as practicable with a number of passive measures to facilitate ventilation, however, the nature of occupation of the hotel use preclude a fully passive approach and hence energy efficient mechanical cooling systems. These measures alone result in a 12.26% improvement over a 2010 Part L baseline. This is consistent with a 'Fabric First' approach.

*Combined Heat and Power / Decentralised Energy Network (Be Clean)*

- 6.6.5 The site has been cross-referenced with data stored by the London Heat Map with all relevant layers activated. It is understood that there are no existing or planned CCHP/CHP distribution networks local to the site. However, the New Southgate Masterplan requires that a Combined Heat and Power and Energy Centre facility is to be delivered as part of the Ladderswood Estate regeneration. Consent for the Ladderswood scheme was granted under ref: P12-02202PLA. The energy centre has the capacity and ability to connect to the Western Gateway and other sites in the area as part of a district heating network. The subject site falls within this mandate.
- 6.6.6 At pre-application, the applicant was advised that the provision for future connection to the Ladderswood Network needed to be carefully considered. Following discussions with the applicant the submitted energy statement has examined the capability of the development to facilitate future connection. It concluded that connection was not technically feasible on the following grounds:
- The provision of a compatible heating system and associated plant room would result in excessive land take undermining the ability of the development to deliver the quantum of development required to adhere to relevant planning constraints and viability demands.
  - With only 44 units, the operational viability of a CHP / communal plant room would not achieve the critical mass / loads required to ensure an efficiency delivery of energy to achieve requisite London Plan Targets.

- The capital outlay for a CHP unit would be significant potentially undermining the viability of the development as a whole and undermining the cost to benefit ratio of the technology.

6.6.7 In this regard, whilst the strategic objectives of the Master Plan are acknowledged, in accordance with DMD51 significant weight must be afforded to technical feasibility and economic viability in realising connection opportunities and in this regard it is considered that the applicant's case is valid and compelling. In addition, the wider efficiencies of the development would be potentially undermined by the inclusion of a site specific CHP in the short to medium term and hence it is considered that the omission of future connection to the site is justified.

#### *Renewable Energy Technologies*

6.6.8 The feasibility of the renewable energy technologies listed in the London Plan has been considered and a 200 sqm photovoltaic array has been selected as the most appropriate form of technology commensurate with the site constraints and the identified energy strategy.

6.6.9 The photovoltaic array would be mounted to the flat roof of the development and would result in a further 30% reduction in CO2 emissions from the complaint baseline. This is consistent with DMD53 and London Plan Policy 5.7.

#### *Summary*

6.6.10 On the basis of the energy strategy submitted with relevant revisions a 45.7% carbon reduction is achieved over a Part L1A 2010 compliant baseline. This is consistent with the requirements of Policy DMD51 and London Plan Policy 5.2.

#### *Code for Sustainable Homes/BREEAM*

6.6.11 Core Policy 4 of the adopted Core Strategy requires that all residential developments should seek to exceed Code Level 3 of the Code for Sustainable Homes. DMD50 of the Development Management Document has updated this target and new residential developments within the Borough are now required to exceed a Code Level 4 rating. In this regard, all developments are be required to submit a full and detailed pre-assessment report at planning application stage (RIBA Stages C & D) as well as formal certification of credentials under the Code for Sustainable Homes secured by way of a condition in the following formats and at the following times:

1. 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,
2. a post construction assessment, conducted by and accredited and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

6.6.12 A pre-assessment has been submitted with the application and this indicates that all of the residential units would achieve a Code Level 4 rating under the

CfSH by an adequate margin and featured all assumptions (in the absence of detailed specification), are reasonable and achievable. This can be conditioned subject to appropriate trigger for the submission of certification. This is consistent with Strategic Objective 2 and Policy CP4 of the Core Strategy, DMD50 of the Development Management Document, the New Southgate Masterplan, NCAAP and Policies 5.1 and 5.2 of the London Plan.

#### *Green Roofs*

- 6.6.13 Policy DMD55 of the Development Management Document seeks to ensure that new-build developments, and all major development will be required to use all available roof space and vertical surfaces for the installation of low zero carbon technologies, green roofs, and living walls subject to technical and economic feasibility and other relevant planning considerations. Following on from pre-application advice, the objectives of the Master Plan and comments received from the Biodiversity Officer, the development will be required to utilise vacant roof space for the cultivation of living roofs. Green roofs have been specified as part of the development and from submitted plans it would appear that dual strategy of photovoltaic installations and a green roof has been submitted. Details relating to the type of installation have been omitted. In this regard, the Council will seek provision of extensive green roofs (sedum roofs as will not be appropriate) are required to have a substrate depth of 75-150mm, unless it can be demonstrated that this is not reasonably possible. This will be secured by condition. The substrate depth should be varied within this range to maximise biodiversity benefits in accordance with the Biodiversity Action Plan (BAP).

#### *Biodiversity*

- 6.6.14 An ecological report and bat survey has been submitted with the scheme. Following concerns raised by the Biodiversity Officer questioning the thoroughness of the Bat Survey, the applicant has submitted revised information and has now undertaken a full Bat Survey. The report concludes that there are no bat roosts in the existing buildings or trees and as such there are unlikely to be any ecological constraints to the proposed development. This is acceptable.
- 6.6.15 In addition, the Biodiversity Officer has recommended that a condition be levied to ensure that a high quality and wildlife friendly landscaping scheme is submitted and a detailed landscaping and management plan be submitted before commencement of works on the site. This would be acceptable and accordingly an appropriately worded condition will be drafted to ensure the biodiversity of the site is maximised.

#### *Flood Risk/Sustainable Urban Drainage*

- 6.6.16 The subject site is not within a Flood Zone and hence has a low annual probability of flooding. In accordance with Policies DMD 59, 60, 61 and 62 the adequate management of surface water-run-off is a key consideration in the detailed specification of the scheme. The provisions of the Code for Sustainable Homes mandates adequate surface water management. To comply with relevant Policy a condition to secure Sustainable Drainage Systems will be levied to ensure compliance with the predicted 1 in 1 and 1 in 100 year (allowing for climate change) and over a 6 hour period.

*Pollution & Air Quality*

- 6.6.17 The site is bounded to the south and west by the Classified Station Road and the arterial North Circular Road lies 650m to the south. The site is within an Air Quality Management Area. Core Policy 32 of the Core Strategy and Policy 7.14 of the London Plan seek to ensure that development proposals should achieve reductions in pollutant emissions and minimise public exposure to air pollution. An Air Quality Assessment accompanies the application.
- 6.6.18 In consultation with Environmental Health no objections have been raised subject to relevant conditions the ensure that the recommendations in the report should be implemented to protect the future residents from air quality which exceeds the objective levels set out in the Air Quality Regulations 2002 and (amendment) Regulations 2002. This is considered acceptable.

*Contaminated Land*

- 6.6.19 Core Policy 32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment. The subject site is not known to be at significant risk from ground based contaminants, however, in the interests of due diligence a condition to require a contaminated land study and scheme to deal with any potential contaminants is recommended.

*Noise*

- 6.6.20 The proximity of noise sensitive users within such close proximity to Station Road to the east and a busy railway line to the west ensures that clear account of how noise pollution is mitigated across the site is essential. An Acoustic Report has been submitted with the application. In consultation with Environmental Health the report was considered to acceptable subject to conditions.

*Affordable Housing*

- 6.7.3 London Plan policy 3.12 seeks to secure the maximum reasonable amount of affordable housing on site. Core Strategy Policy 3 states that the Council will seek to achieve a borough-wide target of 40% affordable housing units in new developments of which the Council would expect a split of tenure to show 70% social/affordable rented units and 30% intermediate housing. Policy 3.12 of the London Plan indicates a 60/40 split. Both policies recognise the importance of viability assessments in determining the precise level of affordable housing to be delivered on any one site.
- 6.7.4 As submitted, the scheme seeks to deliver the 13 affordable housing units representing a 29.6% provision overall. Of the 13 units, 6 would be classified as affordable rent and 7 would be intermediate housing representing a 46% and 54% split respectively.
- 6.7.5 While it is clear that the affordable housing provision would not strictly accord to Policy CP3 of the Core Strategy, the Policy installs provisions to allow the Council to work with developers and other partners to agree an appropriate figure, taking into account site-specific land values, grant availability and viability assessments, market conditions, as well as the relative importance of

other planning priorities and obligations. Moreover, in relation to the subject site due regard must be given to the wider imperative to reprovide the existing affordable housing units present on the site.

- 6.7.6 A viability assessment has been submitted with the scheme. The Council's independent viability assessor has been consulted. While negotiations are ongoing, agreement over the degree of affordable housing are nearing completion and an update will be provided at the meeting.

*Education*

- 6.7.7 A Schools & Community Services contribution of £99,800 is required. This has been agreed by the applicant.

6.8 *S106 Contributions*

- 6.8.1 A Section 106 agreement will be required for the scheme, while the exact amount of contributions payable are yet to be agreed, the agreement will comprise the following Heads of Terms:

- a. Contributions towards education provision and childcare
- b. Contributions toward affordable housing provision
- c. Delivery and service plan
- d. Contributions towards Controlled Parking Zone
- e. Contributions towards PERS audit and Greenway improvements
- f. Car club
- g. Travel Plan
- h. Sustainable travel promotions
- i. Loading bay
- j. Parking restrictions
- k. Business and employment initiatives (including training)
- l. Carbon fund
- m. The potential for open space / public realm / child playspace enhancements

- 6.8.2 An update will be provided on the Heads of Terms at the meeting.

6.8 *Community Infrastructure Levy*

- 6.8.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015.

- 6.8.2 In taking account of the existing (and occupied) structures on the site, a total of £68,624 is payable.

6.9 *Other Matters*

*Equalities Impact Assessment*

- 6.9.1 An Equalities Impact Assessment has been submitted with the application. The consultation process has served to notify all relevant adjoining parties likely to be impacted by the development. However, additional regard has been given to any potential impact upon the protected characteristics outlined by the Equalities Act 2010 Section 149 and the provisions contained therein. It is considered that due regard has been given to the impact of the scheme on all relevant groups with the protected characteristics schedule and given the comments made in the previous '*Inclusive Access*' section there would be no undue impact upon any identified group.

#### *Health Impact Assessment*

- 6.9.2 The subject scheme is accompanied by a Health Impact Assessment. The assessment has identified that there are currently 9 GP practices and 10 dental surgeries within 1 mile of the development site. Ancillary health services including pharmacies are within easy walking distance from the site and are located to the Arnos Grove local centre to the north of the site.
- 6.9.3 In addition, the New Southgate Master Plan has undertaken a comprehensive review of the strategic healthcare requirements for the larger regeneration area. The document concludes that while there is a need for improved healthcare provision to the surrounding area, it specifically identifies the Coppicewood Care Home to the north of the site as the preferred location for enhanced services where an 1100m<sup>2</sup> health centre is proposed.
- 6.9.4 The PCT have been consulted as part of the application. No response has been received. In this regard, it must be assumed that no objections are levied and no further contributions for the provision of health care in the area are required.

## **7. Conclusion**

- 7.1 Regeneration Site 5 is a key site within New Southgate and is critical to the delivery of the Council's regeneration aspirations for the area. The scheme seeks to deliver much needed residential accommodation within the Borough. Through considered design, the development seeks to optimise the use of the site commensurate with the physical and economic constraints of the site to deliver a high quality and highly sustainable development. While it is acknowledged that the development is unable to achieve a Policy compliant mix and is unable to provide off-street car parking provision, mindful of the requirements of paragraph 173 of the NPPF which requires that due regard and weight is afforded to issues pertaining to the overall viability and deliverability of the scheme, weight has been given to the stated constraints of the site and balanced them against the obvious benefits of the delivery of this Priority Regeneration Area and the degree to which it aligns with the strategic objectives of both the New Southgate Master Plan and NCAAP. As such that it can be considered that the wider social, environmental and economic benefits of the scheme far outweigh any disbenefits.
- 7.2 The development embraces the principles of urban design to create an engaging and distinctive space and a landmark development that appropriately responds to and addresses the surrounding area. Thus, whilst recognising the constraints of the site and specific issues to be addressed through s106 and appropriately worded conditions, it is considered that the

development overall represents and optimises the potential benefits for the site and the surrounding area and it is therefore recommended that planning permission be granted.

- 7.3 In addition, the wording of all the required conditions has not yet been fixed although the issues to be addressed by condition and or legal agreement have been highlighted throughout this report and are summarised below. In this regard, Members are being asked in considering the officer recommendation to grant planning permission and to also grant delegated authority to officers to agree the final wording for these conditions and to secure the delivery of those aspects of the scheme identified in the report that need to be secured through the mechanism of a S106 Agreement.

## 8. Recommendation

- 8.1 That subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions to address the following.

1. C60 – Approved Plans
2. C07 – Details of Materials
3. C09 – Details of Hard Surfacing
4. C10 – Details of Levels
5. C11 – Details of Enclosure
6. C13 – Details of Loading/Unloading/Turning Facilities
7. C19 – Details of Refuse Storage & Recycling Facilities
8. C21 – Construction Servicing Area
9. C22 – Details of Const. Vehicle Wheel Cleaning
10. C25 – No additional Fenestration
11. C41 – Details of External Lighting
12. C59 – Cycle parking spaces

The development shall not commence until details of the siting, number and design of covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to occupation of any part of the development and shall thereafter be permanently retained for cycle parking.

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

13. RSC3 – Servicing Management Plan
14. RSC8 – Details of Station Road servicing bay
15. RSC15 – Details design, layout, surfacing materials, landscaping strategy, street furniture
16. RSC17 – Restriction of PD – Satellite dishes
17. RSC18 – Details of associated communal telecommunications infrastructure and plant
18. RSC19 – Details of CCTV
19. Details of glazing to comply with noise control recommendations
20. No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. The landscape details shall include:

- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
- Full details of tree pits including depths, substrates and irrigation systems
- The location of underground services in relation to new planting
- Implementation timetables.
- Biodiversity enhancements, to include bird and bat boxes built into or on and around the new buildings
- Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to travel across the site (e.g. gaps in appropriate places at the bottom of the fences)

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

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

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

22. No demolition, construction or maintenance activities audible at the site boundary of any residential dwelling shall be undertaken outside the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturday or at any time on Sundays and bank or public holidays without the written approval of the Local Planning Authority, unless the works have been approved in advance under section 61 of the Control of Pollution Act 1974.

Reason: To minimise noise disturbance.

23. No impact piling shall take place without the prior written approval of the Local Planning Authority and shall only take place in accordance with the terms of any such approval.

Reason: To minimise noise disturbance.



24. No development shall take place until an acoustic report has been submitted to and approved by the Local Planning Authority. The report must set out the sound level generated from the any ventilation units and state the noise control measures to be employed to ensure the noise from the unit does not exceed a level of 10dB(A) below background noise levels at the façade of the nearest residential property.

Reason: To protect the local amenity from noise and disturbance.

25. The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measure 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.

26. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To provide for the maintenance of retained and any new planting in the interests of preserving or enhancing visual amenity.

27. Following practical completion details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day for the residential uses.

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

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

28. The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.

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

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

29. The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

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

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF..

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.

30. Prior to commencement of works, the external barge boards and wooden facades on the buildings to be demolished are to be removed by hand (as detailed in Recommendations 5.5.1 within DF Clark Bionomique Ltd's Bat Survey). In the unlikely event that a bat is discovered on site here or at any point during the works, all works must cease and a licenced bat worker contacted immediately.

Reason: To ensure that bats, a material consideration, are not adversely impacted upon by the development.

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

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

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

32. No development hereby permitted shall commence until details of biodiversity enhancements, to include 4 bird and 4 bat bricks/tubes/tiles designed and incorporated into the materials of the new building along the western boundary, adjacent to the railway line and tree corridor, has been submitted and approved in writing by the council.

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

33. The development shall not commence until details of the biodiversity (green/brown) roof(s) have been submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- a. Biodiversity based with extensive substrate base (depth 80-150mm);
- b. Sited in accordance with plan No. PL09 hereby approved; and,
- c. Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

The biodiversity (green/brown) roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

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

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

34. Following the practical completion of works a final Energy Performance Certificate with associated Building Regulations Compliance Report shall be submitted to and approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

35. The development shall provide for no less than a 40% reduction on the total CO<sub>2</sub> emissions arising from the operation of a development and its

services over Part L of Building Regs 2010 as stated in the accompanying energy statement.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

36. The renewable energy technologies (photovoltaics), shall be installed and operational prior to the first occupation of the development. The development shall not commence until details of the renewable energy technologies shall be submitted and approved in writing by the Local Planning Authority. The details shall include:
- a. The resulting scheme, together with any flue/stack details, machinery/apparatus location, specification and operational details;
  - b. A management plan and maintenance strategy/schedule for the operation of the technologies;
  - c. (if applicable) A servicing plan including times, location, frequency, method (and any other details the Local Planning Authority deems necessary); and,

Should, following further assessment, the approved renewable energy option be found to be no-longer suitable:

- d. A revised scheme of renewable energy provision, which shall provide for no less than 20% onsite CO<sub>2</sub> reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site, the details shall also include a response to sub-points a) to c) above. The final agreed scheme shall be installed and operation prior to the first occupation of the development.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

37. Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than 'Code Level 4' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:
- a. a design stage assessment, conducted by an accredited Code Assessor and supported by relevant BRE interim certificate, shall be

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

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

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

38. The development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM standard. The Plan must also include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process.

The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

REASON: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with Policy CP22 and CP23 of the Core Strategy and Policy 5.3 of the London Plan.

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

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

40. The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:
  - a. Target benchmarks for resource efficiency set in accordance with best practice

- b. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste
- c. Procedures for minimising hazardous waste
- d. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- e. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan.

41. No part of the development shall be occupied until a site wide Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. This shall then be implemented as approved and remain in operation for the lifetime of the development.

Reason: In order to ensure that deliveries and servicing of the site is managed effectively so as to minimise impact upon the road network and to safeguard the amenities of the occupiers of residential properties and in the interests of road safety.

42. That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
- a. a photographic condition survey of the roads, footways and verges leading to the site;
  - b. details of construction access and associated traffic management to the site;
  - c. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
  - d. arrangements for the parking of contractors vehicles;
  - e. arrangements for wheel cleaning;
  - f. arrangements for the storage of materials;
  - g. hours of work;
  - h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition' or relevant replacement.

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

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

43. C51A Time Limited Permission

A: Planting including shrubs, native species to encourage biodiversity.

B: Paths, terraces & patios in light coloured paving.

C: Balconies with decked floors.

D: 1200mm high brick granodiorite front wall.

E: 1800 mm dark grey metal security gates to north and south side entrances to suit Secured by design guidelines.

F: 1200mm dark grey metal gates to street entrances.

G: Secure indoor cycle storage.

H: Secure outdoor timber and metal cycle storage.

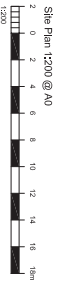
I: Brick and timber refuse and recycling storage for street access unless

K: Internal Secure bin storage for flats accessed off core. Collection accessed from street via doors.

L: Brick paving of varying lengths to main pathways, external courtyards through ground floor entrance and lobby areas

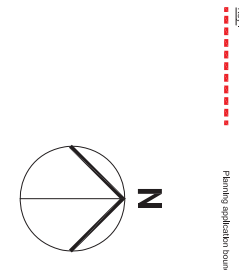
M: Metal servicing access low level gantry to rear of patios, controlled access

N: 1.5m high glazing / railings panels to provide guarding to ground floor patios and service areas on railway elevation.



**SCHEDULE OF ACCOMMODATION**

UNIT	ACCOMMODATION	Internal Area	Accessed	Area m <sup>2</sup>
01	1 Apartment 106	106.00	106.00	106.00
02	1 Apartment 108	108.00	108.00	108.00
03	1 Apartment 110	110.00	110.00	110.00
04	1 Apartment 106	106.00	106.00	106.00
05	1 Apartment 108	108.00	108.00	108.00
06	1 Apartment 110	110.00	110.00	110.00
07	1 Apartment 106	106.00	106.00	106.00
08	1 Apartment 108	108.00	108.00	108.00
09	1 Apartment 110	110.00	110.00	110.00
10	1 Apartment 106	106.00	106.00	106.00
11	1 Apartment 108	108.00	108.00	108.00
12	1 Apartment 110	110.00	110.00	110.00
13	1 Apartment 106	106.00	106.00	106.00
14	1 Apartment 108	108.00	108.00	108.00
15	1 Apartment 110	110.00	110.00	110.00
16	1 Apartment 106	106.00	106.00	106.00
17	1 Apartment 108	108.00	108.00	108.00
18	1 Apartment 110	110.00	110.00	110.00
19	1 Apartment 106	106.00	106.00	106.00
20	1 Apartment 108	108.00	108.00	108.00
21	1 Apartment 110	110.00	110.00	110.00
22	1 Apartment 106	106.00	106.00	106.00
23	1 Apartment 108	108.00	108.00	108.00
24	1 Apartment 110	110.00	110.00	110.00
25	1 Apartment 106	106.00	106.00	106.00
26	1 Apartment 108	108.00	108.00	108.00
27	1 Apartment 110	110.00	110.00	110.00
28	1 Apartment 106	106.00	106.00	106.00
29	1 Apartment 108	108.00	108.00	108.00
30	1 Apartment 110	110.00	110.00	110.00
31	1 Apartment 106	106.00	106.00	106.00
32	1 Apartment 108	108.00	108.00	108.00
33	1 Apartment 110	110.00	110.00	110.00
34	1 Apartment 106	106.00	106.00	106.00
35	1 Apartment 108	108.00	108.00	108.00
36	1 Apartment 110	110.00	110.00	110.00
37	1 Apartment 106	106.00	106.00	106.00
38	1 Apartment 108	108.00	108.00	108.00
39	1 Apartment 110	110.00	110.00	110.00
40	1 Apartment 106	106.00	106.00	106.00
41	1 Apartment 108	108.00	108.00	108.00
42	1 Apartment 110	110.00	110.00	110.00
43	1 Apartment 106	106.00	106.00	106.00
44	1 Apartment 108	108.00	108.00	108.00
45	1 Apartment 110	110.00	110.00	110.00
46	1 Apartment 106	106.00	106.00	106.00
47	1 Apartment 108	108.00	108.00	108.00
48	1 Apartment 110	110.00	110.00	110.00
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59	1 Apartment 108	108.00	108.00	108.00
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86	1 Apartment 108	108.00	108.00	108.00
87	1 Apartment 110	110.00	110.00	110.00
88	1 Apartment 106	106.00	106.00	106.00
89	1 Apartment 108	108.00	108.00	108.00
90	1 Apartment 110	110.00	110.00	110.00
91	1 Apartment 106	106.00	106.00	106.00
92	1 Apartment 108	108.00	108.00	108.00
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95	1 Apartment 108	108.00	108.00	108.00
96	1 Apartment 110	110.00	110.00	110.00
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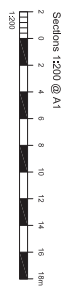
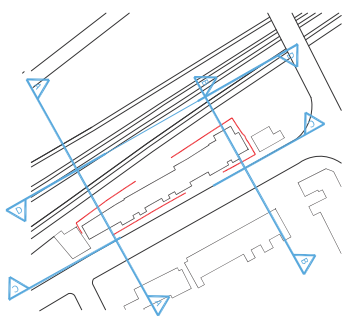




Section CC



Section DD



# Residential Re-Development

Station Road  
 New Southgate  
 PLANNING

Project 1: Residential  
**RESIDENTIAL RE-DEVELOPMENT**  
**STATION ROAD**  
**PROPOSED SECTIONS IN CONTEXT**

Client	City of London	Scale of A1:500
Drawn	12/003	Date
Checked	12/003	Drawn by
12/003	12/003	No.

Project 1: Residential  
 Station Road  
 New Southgate  
 PLANNING

Notes:  
 1. All elevations are based on the architectural drawings.  
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 86. All elevations are based on the architectural drawings.  
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 99. All elevations are based on the architectural drawings.  
 100. All elevations are based on the architectural drawings.



- Materials Key:**
- Dark grey / black facing brick
  - Light grey / beige facing brick
  - Light grey metal cladding and brickwork
  - Light grey render, side existing into external wall line where dark metal railing above, faced back
  - Dark grey metal railing
  - Transparent glass balustrade with stainless steel handrail to rear and balcony, double.
  - Low profile PVC panels
  - Rainwater goods, all copings and cills - dark grey, faced high performance windows
  - All windows to have deep external in reveals (approx. 150mm)
  - Low maintenance external green medium and planting to encourage biodiversity.
  - Transparent glazed winter garden, grey metal roof / FC framing and dark grey metal roof
  - Coloured lift core panels providing 2.0m high glazing / railing panels to provide guarding to ground floor panels along railway elevation

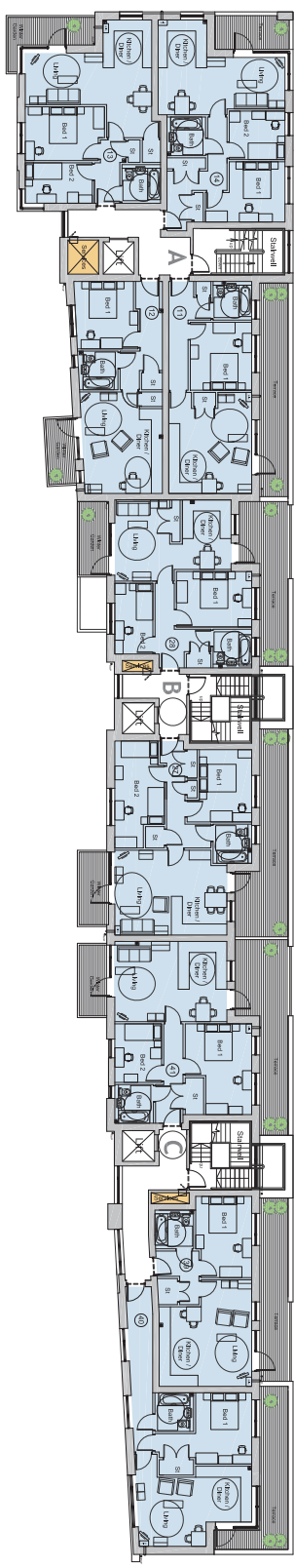


Elevations 1:100 (B/A)



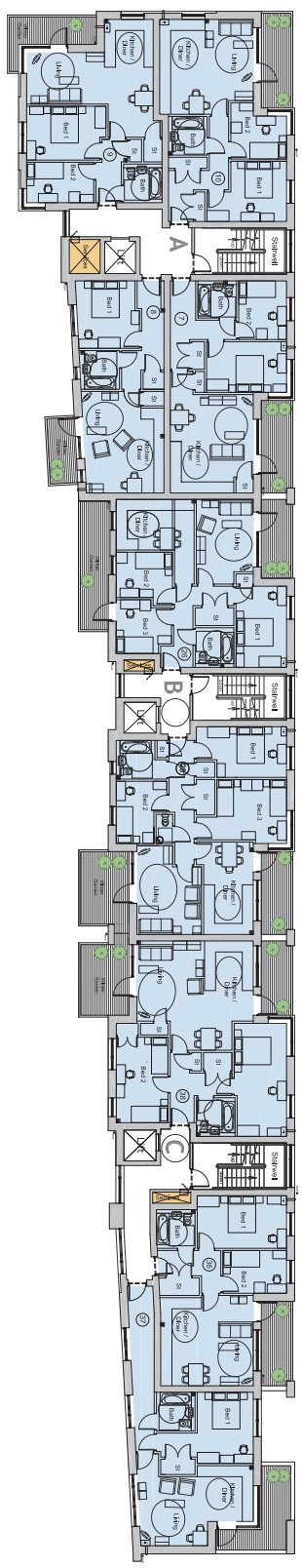
Project Name: RESIDENTIAL RE-DEVELOPMENT  
 Station Road, New Southgate  
 Proposed Elevations  
 Date: 12/2023  
 Version: PL 06  
 Status: PLANNING





THIRD FLOOR

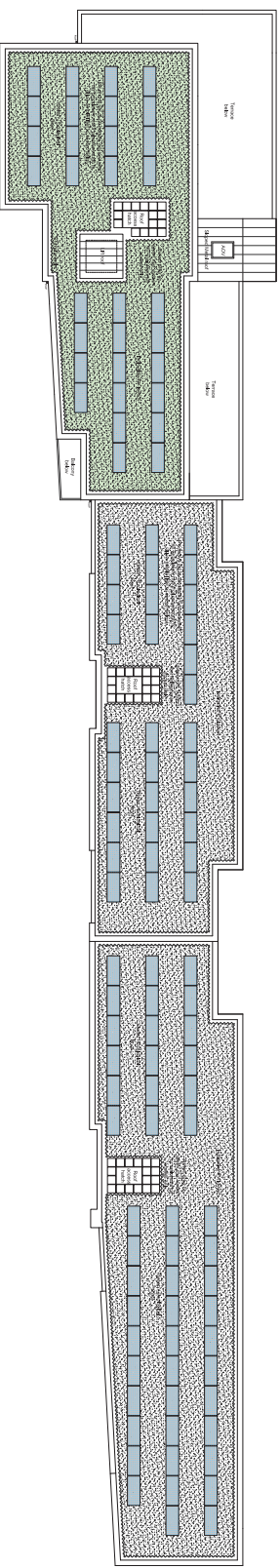
Railway Embankment



SECOND FLOOR

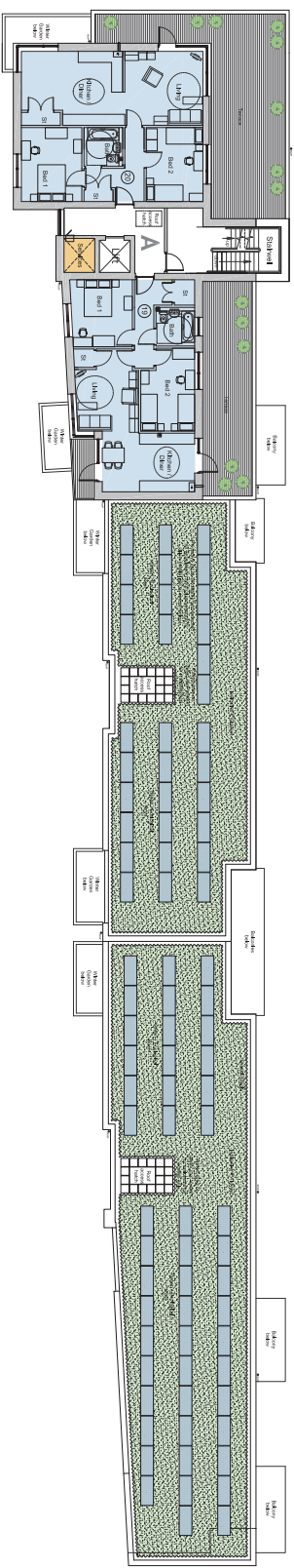
Railway Embankment





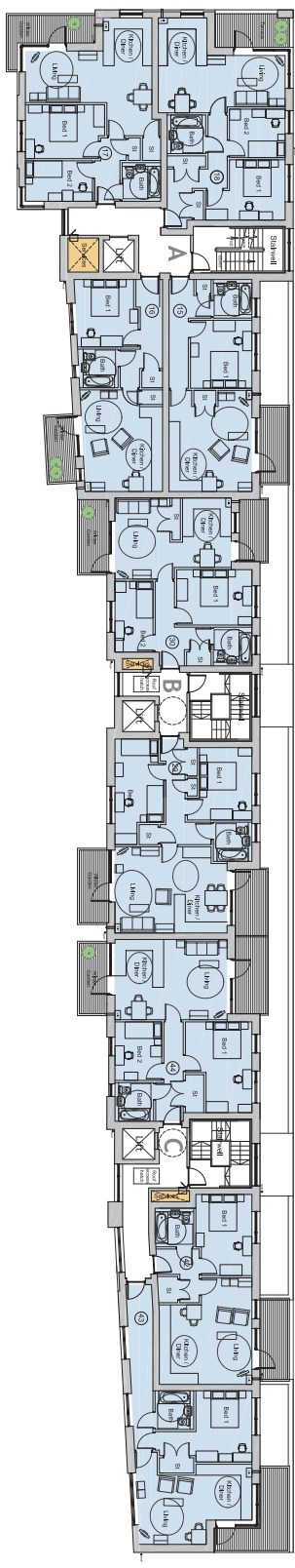
ROOF PLAN

Railway Embankment



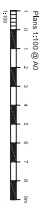
FIFTH FLOOR

Railway Embankment



FOURTH FLOOR

Railway Embankment



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 22 July 2014

**Report of**  
Assistant Director -  
Planning, Highways &  
Transportation

**Contact Officer:**  
Andy Higham Tel: 020 8379 3848  
Sharon Davidson Tel: 020 8379 3841  
Sean Newton Tel: 020 8379 3851

**Ward:** Enfield  
Lock

**Application Number :** P14-01926PLA

**Category:** Small Scale Major

**LOCATION:** Prince of Wales Primary School, Salisbury Road, Enfield, EN3 6HG

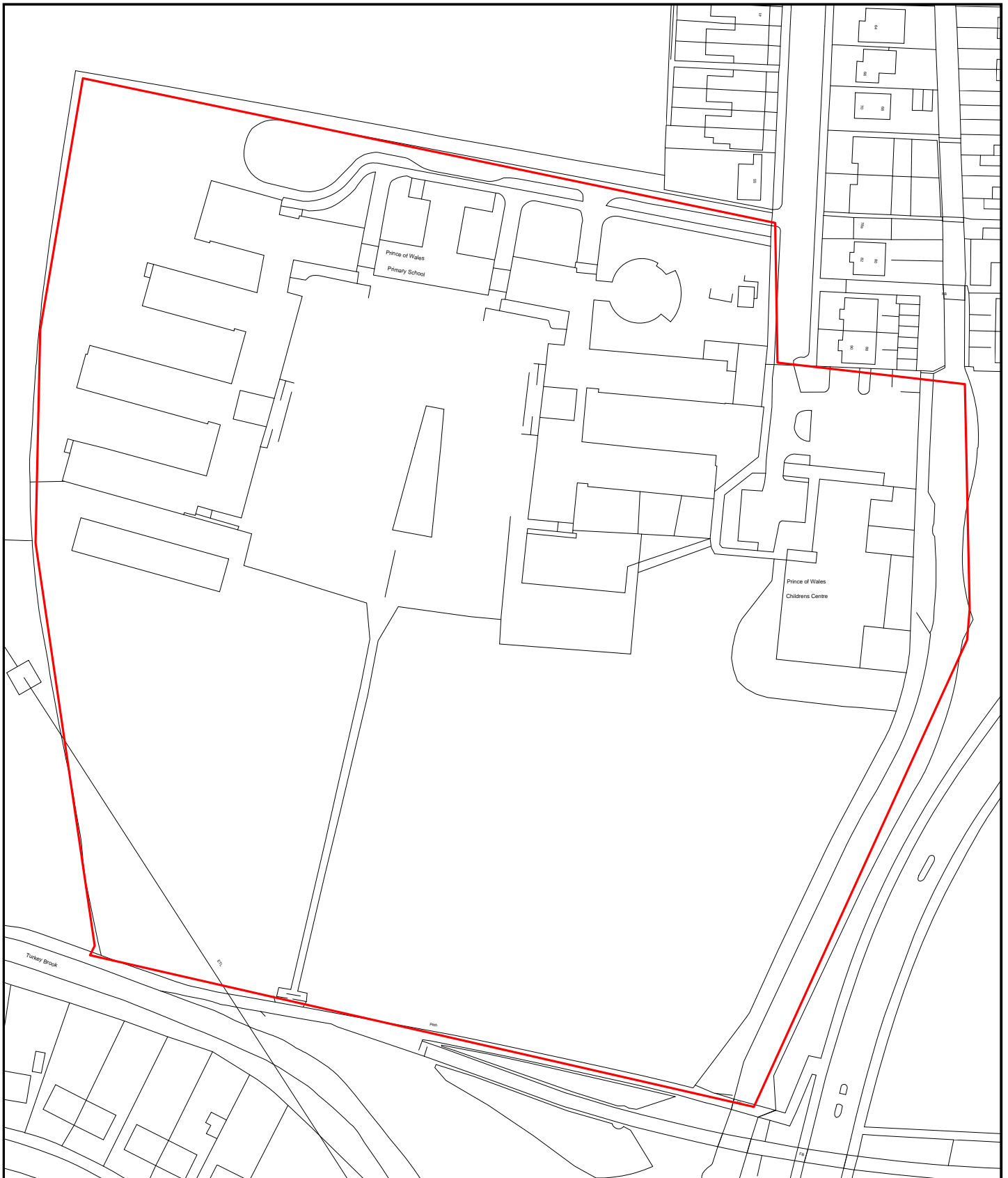
**PROPOSAL:** Minor material amendment to P13-01333LBE to change layout of extension works and extend car park and variation of condition 14 to be in accordance with sustainable drainage strategy and removal of condition 6 & 7.

**Applicant Name & Address:**  
Schools and Children's Services –  
London Borough of Enfield  
Civic Centre  
Silver Street  
Enfield  
EN1 3XA

**Agent Name & Address:**  
Richard Bryant  
BHP Architects  
Nicholas House  
River Front  
Enfield  
EN1 3TF

**RECOMMENDATION:**

It is recommended that in accordance with regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be deemed to be **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 10:12

Date of plot: 07/07/2014



## **1. Site and Surroundings**

- 1.1 The Prince of Wales Primary School is located at the southern end of Salisbury Road, a cul de sac running off the southern side of Ordnance Road, approximately 160m west of the junction with Mollison Avenue. Immediately to the north and west of the school are the Soham Road Recreation Ground, and some allotment gardens along the south west corner of the school grounds. The School occupies an area of approx. 398 hectares and is bordered by Turkey Brook to the south and the Small River Lea to the east
- 1.2 Salisbury Road is a residential street comprising of a mix of two storey terrace dwellings, detached dwellings, and maisonettes.
- 1.3 Existing school buildings are single storey structures with either a flat or a very shallow pitched roof. The main buildings form a horseshoe shape around a large courtyard, and have various classroom extensions extending outwards.
- 1.4 The School is currently 2 form entry with 600 pupils on roll including 60 nursery places and three existing bulge classes of 30 pupils each, although planning permission has been granted to extend to a 3 form entry.

## **2 Proposal**

- 2.1 Planning permission is sought for minor material amendment to P13-01333LBE to change the layout of extension works and to extend the car park and variation of condition 14 to be in accordance with the sustainable drainage strategy and removal of condition 6 & 7.
- 2.2 Condition 7 required the removal of the temporary classrooms within three months of the substantial completion of the approved expansion works and Condition 6 required details of the amount and siting of the areas of proposed landscaping to offset the increase in hard standing proposed. The areas identified were to be landscaped in accordance with the details to be submitted to satisfy Condition 15 (Landscaping).

## **3 Relevant Planning Decisions**

- 3.1 The site has an extensive planning history. The most relevant application is provided below:
  - 3.1.1 Planning permission (ref: P13-01333LBE) was granted on 27 June 2013 by Planning Committee for the expansion of the Prince of Wales Primary School from a 2-Form entry to 3-Form entry school comprising the erection of a new single-storey teaching block, extension to the west wing of the school to provide a new classroom with covered walkway connecting to existing building, single storey extension to the north elevation, extension and reconfiguration of the existing car park; extension of the staff room and dining hall, provision of an electricity substation, single-storey storage building, demolition of existing temporary classrooms and associated landscaping.

## **4. Consultations**

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

4.1.1 Natural England

It has been advised that there are no comments to make to the variation of Condition 14 or to the removal of Conditions 6 & 7.

4.1.2 Thames Water

It has been advised that there would be no objections to the discharge of Condition 14.

4.1.3 Traffic and Transportation

No objections

4.1.4 Biodiversity

No objections are raised subject to a previous condition relating to nesting birds being re-imposed. In addition, due to the expansion of the hard standing the use of natural sustainable drainage is encouraged and in line with the previous application's ecological appraisal recommendations, it would be beneficial to install a pond on site.

4.1.5 Trees and Landscape

The Council's Tree Officer raises no objections to the proposal.

4.1.6 Environmental Health

No objection subject to conditions.

4.1.7 English Heritage (GLAAS)

It is advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

4.1.8 Any additional responses received will be reported at Committee

**4.2 Public Response**

4.2.1 Whilst the application is for a minor material change to an approved scheme, the development does not have any further impact beyond the immediate school boundary or near to any residential properties and therefore no further public consultation has been undertaken.

**5. Relevant Policy**

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27<sup>th</sup> March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

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

5.4 The London Plan

- Policy 3.16 Social infrastructure
- Policy 3.18 Education facilities
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.7 Better streets and surface transport
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Building London's neighbourhoods and communities
- Policy 7.2 An inclusive environment
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.19 Biodiversity and access to nature

5.5 Local Plan – Core Strategy

- 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
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP28 Managing flood risk through development
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and landscape heritage
- CP34 Parks, playing fields and other open spaces
- CP36 Biodiversity

5.6 Saved UDP Policies

- (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	Aesthetics and functional design
(II) GD6	Traffic Generation
(II) GD8	Site Access and Servicing

5.7 Submission Version DMD

DMD16	Provision of New Community Facilities
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards and Layout
DMD47	New roads, access and servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and zero carbon technology
DMD55	Use of roof space/vertical surfaces
DMD56	Heating and cooling
DMD57	Responsible sourcing of materials, waste minimisation and green procurement.
DMD58	Water Efficiency
DMD59	Avoiding and reducing flood risk
DMD61	Managing surface water
DMD79	Ecological enhancements
DMD80	Trees on development sites
DMD81	Landscaping

5.8 Other Relevant Policy Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
S106 SPD

**6. Analysis**

6.1 Principle

6.1.1 The principle of the expansion of the school from a 2-form entry to 3-form entry has been accepted with the granting of planning permission in June 2013.

6.2 Impact on Character of Surrounding Area / Neighbouring Properties

6.2.1 The previously approved scheme extended the hall (“zone A works”) northwards into the car park, necessitating a westward extension to the car park to re-provide the lost spaces. The hall extension will now be provided on the western side of the building and its design, whilst utilitarian, is subservient and will not detract further from the existing building or the surrounding area. This element is considered acceptable having regard to Core Policy 30 of the Enfield Plan and Policy (II)GD3 of the UDP.

- 6.2.2 As discussed above, the hall extension will not result in the loss of existing parking spaces, however the extension will incorporate spaces lost along the northern boundary. The extended car park ("zone A works") will be more visible within the Soham Road Recreation Ground to the north as it will result in the loss of existing vegetation in the northwest corner of the site. Although it is unfortunate that some vegetation will be lost, there will be some re-provision along the western boundary to continue the screening of the development when viewed from the west. The loss of vegetation must be balanced against the reduction in the need for on-street parking by staff and the benefit this has towards highway safety, and also through the biodiversity enhancements on other parts of the site and is therefore considered acceptable.
- 6.2.3 Fenestration details will change on the south elevation of the staff room extension ("zone C works"). The changes are considered acceptable.
- 6.2.4 The approved dining room extension ("zone C works") will be altered through a minor change around the entrance, an existing east facing window opening being reduced and some internal changes to provide an Access WC and baby change facility. These amendments are considered acceptable.
- 6.2.5 The approved store room for the circular hall ("zone D works") will have its external wall altered through the provision of a cavity wall, which is considered acceptable. Internally, the existing opening will be modified. The proposed amendments are considered acceptable.
- 6.2.6 With regard to temporary classrooms, these were to be removed upon completion of the approved development and replaced with some soft landscaping, as required by Condition 6 & 7 of the approved scheme. These are now to be retained as there is an identified pressing need for the additional accommodation they provide, which is considered to outweigh any harm to visual amenity. Condition 7 should therefore be removed through the retention of the classrooms. Their retention will also negate the need for Condition 6 which required soft landscaping in their place. It is important to note that Condition 15 (Landscaping) of the approved scheme will be re-imposed (Condition 13 below). The retention of the temporary classrooms will not further harm the character and appearance of the surrounding area, having regard to Core Policy 30 of the Enfield Plan and Policy (II)GD3 of the UDP.
- 6.2.7 In relation to the proposed variation to Condition 14, the proposal to have it comply with the submitted Sustainable Drainage Strategy is considered acceptable.

## 6.2 Impact on Neighbouring Residential Properties

- 6.3.1 The proposed minor amendments would not have a negative impact on existing neighbour amenity above that already considered. There is some improvement in terms of some of the existing parking spaces along the northern boundary (along the access drive) will be relocated into the extended car park and replaced with soft landscaping.

## 6.4 Highway Safety

### *Parking*

- 6.4.1 The approved scheme provided 43 parking spaces, including 2 spaces for disabled drivers. The current scheme will increase parking provision to 51 spaces. This is still considered appropriate for the number of staff, which is stated as rising from 73 FTE to 80 FTE following the expansion. As discussed above, the additional staff parking will reduce the need for on-street parking therefore helping to improve highway safety on Salisbury Road in particular.
- 6.4.2 In addition, utilising the extended parking area during construction, for construction servicing, should result in no net loss of existing parking whilst works are underway thus not increasing pressure on the adjoining highway.

#### *Traffic Generation*

- 6.4.3 The development will not generate additional traffic to that already considered under the previous scheme. It is noted that parents are not be permitted to use the car park, thus parking and dropping off of pupils will continue to take place on street. Whilst there will continue to be some potential conflict in terms of the needs of residents and those of parents dropping off / picking up pupils, the current proposal will reduce the need for teachers to park off-site.

#### *Mitigation Measures*

- 6.4.4 The Transport Statement provided with the original application proposed a number of mitigation measures to help support the application. Suggested measures, which were secured by condition, include:
- Repaint the existing zigzags on Salisbury Road.
  - Installation of CCTV to improve enforcement around the access.
  - Improve the pedestrian access from Turkey Brook.
  - Encourage a walking bus from Newbury Ave.
  - Continue to revise the Travel Plan.
- 6.4.5 Should the application be approved it is recommended that the above measures are again secured through condition.
- 6.4.6 It was previously reported to Members that the Transport Statement submitted as part of the 2012 temporary expansion application stated that as part of the mitigation measures, an additional pedestrian access point will be provided from Soham Lane Open Space in order to facilitate access to the site from the north-west. The pedestrian access has not been implemented, and should continue to be progressed as part of the proposed mitigation outlined above.

#### 6.5 Sustainability

- 6.5.1 It is acknowledged that Policy CP20 of the Core Strategy requires all new developments to address the causes and impacts of climate change by: minimising energy use; supplying energy efficiently; and using energy generated from renewable sources. The Sustainable Design Officer has commented that considering the limited extent of physical works on site and previous applications securing sustainability measures, there is little opportunity to secure sustainability measures as part of this proposal.

## 6.6 Biodiversity

- 6.6.1 The Biodiversity Officer has raised no objections to the proposed development. The submitted Ecological Assessment concluded that the ecological impact will be negligible as a result of this development. Whilst there are no perceived ecological constraints to the development, any approval should include a condition regarding vegetation clearance. Previously imposed conditions will be re-imposed.

## 6.7 Trees

- 6.7.1 As advised, some existing vegetation will be removed in order to accommodate the extended car park whilst some will also be re-provided along the western boundary. This would be secured by the re-imposed condition relating to landscaping.

## 6.8 Community Infrastructure Levy (CIL)

- 6.8.1 As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015.
- 6.8.2 The development relates to an education facility and would therefore not be CIL liable

## **7 Conclusion**

- 7.1 Having regard to the considerations above, the proposed minor material amendments will not have any further impact to that previously considered acceptable.
- 7.2 The proposed minor material amendments would not harm the residential amenities of neighbouring occupiers.

## **8 Recommendation**

- 8.1 It is recommended 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 following conditions.
1. C61 Approved Plans.  
The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.  
  
Reason: For the avoidance of doubt and in the interests of proper planning.
  2. C08 Materials

The proposed development shall be constructed using the materials submitted in the Material Palette Presentation May 2013 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance.

3. C09 Details of Hard Surfacing

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. C10 Levels

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. NSC1 Substation

Notwithstanding the submitted plans, only one substation as shown on Drawing AR-PW-00-PL-100 Rev E shall be constructed as part of the development unless otherwise agreed in writing by the Local Planning Authority. Prior to the construction of the substation, details of the proposed design including materials shall be submitted to and approved by the Local Planning Authority.

Reason: to ensure a satisfactory appearance.

6. NSC2 Travel Plan

Prior to the occupation of the development hereby permitted, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan, as submitted, shall follow the current school travel planning guidance issued by TfL and will include:

- (1) Targets for sustainable travel arrangements.
- (2) Effective measures for the ongoing monitoring of the travel plan.
- (3) A commitment to improving access to the site from Turkey Brook.

Reason: To ensure that the development does not prejudice the free flow of traffic or pedestrian safety.

7. NSC3 Offsite Highway Works

That development shall not commence until details of a works programme and timescale for implementation of the offsite highway works identified as being required to mitigate the safety and traffic



generation concerns associated with the development has been agreed and submitted in writing to the Local Planning Authority. The development shall be constructed in accordance with the approved programme unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure measures are provided within an appropriate timescale to improve pedestrian and road user safety in the vicinity of the site

8. NSC4 Contamination

The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measure 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 protect public health and the environment

9. NSC5 Cycle Storage

The development shall not be occupied until details of the siting, number and design of secure/covered cycle parking spaces for both schools, including staff cycle parking 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.

10. NSC6 Construction Management Plan

No development shall take place until Construction Management Plan, written in accordance with the 'London Best Practice Guidance: The control of dust and emissions from construction and demolition' detailing how dust and emissions will be managed during demolition and construction work shall be submitted to the local planning authority for approval. The construction management plan shall also include:

- a. details of the siting and specification of construction vehicles wheel cleaning facilities to be provided;
- b. hours of work;
- c. arrangements for the management and control of deliveries to the site and the arrangements for parking, loading/unloading and turning of delivery vehicles clear of the public highway;

Once approved the Construction Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To safeguard the amenities of the occupiers of nearby properties and to minimise impact of the construction activity on the adjoining highways.

11. NSC7 Deliveries

No deliveries of construction and demolition materials shall be taken at or despatched from the site outside the following times 08:00 – 18:00 Monday to Friday, 08:00 - 13:00 Saturdays and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To protect local residential amenity

12. NSC8 SUDS

The development shall only be undertaken in accordance with the submitted Sustainable Drainage Strategy (ref: 140187/TN). The drainage strategy shall not be altered without the prior written approval in writing of the Local Planning Authority.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Core Policy 28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan 2011 and the National Planning Policy Framework.

13. NSC9 Landscaping

The development shall not be occupied until details of a landscaping scheme have been submitted to and approved in writing by the Local Planning Authority.

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 Core Policies 30 and 36 of the Core Strategy, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan.

14. NSC10 Tree Protection

That development shall not commence until details of measures to protect existing trees on site during the construction works have been submitted to and approved in writing by the Local Planning Authority. The measures shall be installed in accordance with the approved details prior to the commencement of any works on site.

Reason: To safeguard existing trees.

15. NSC11 Retained Trees

In this condition a “retained tree” is an existing tree which is to be retained in accordance with the approved plans and particulars and any recommendations therein; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the (occupation of the building/commencement of use of the approved development) for its permitted use.

No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS3998.

If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To screen, preserve and enhance the development, ensure adequate landscape treatment in the interest of amenity, and to ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, in accordance with Core Policies 30, 31, 33, 34, and 36, of the Core Strategy, and Policies (II) C35-39 of the Unitary Development Plan.

16. NSC12 Tree / Shrub Clearance

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

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with policy CP36 of the Core Strategy.

17. NSC13 Bird / Bat Boxes / Bricks

The development shall not be occupied until details of bird and/or bat nesting boxes/bricks have been submitted to and approved in writing by the Local Planning Authority. Nesting boxes/bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes/bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

18. C51A: Time Limited Permission

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

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

- NOTES:
1. No dimensions are to be scaled from this drawing
  2. This drawing to be read in conjunction with drawings 708/041 to 047
  3. This drawing to be read in conjunction with drawings nos: C110 & C111.



KEY:  
SITE BOUNDARY

Revised Plans  
Received 04/07/2014

No	Date	Description	By	Check	Appr
B	07/14	Planning Amendment Issue - Carpark revised	OG	OG	
A	05/14	Planning Amendment Issue	OG	OG	

**bhp architects**

Northolt House, River Front, Goldilocks, R11, STE  
11-14 Old Street, London EC1A 3DF  
t: 020 250 8000 f: 020 250 8004 e: info@bhparchitects.com

LONDON BOROUGH OF ENFIELD  
PRIMARY EXPANSION PROGRAMME  
PRINCE OF WALES SCHOOL PEP  
SALISBURY ROAD  
ENFIELD, EN9 6HG

DRAWN: OG  
SCALE: 1:100  
DATE: Jan 2014

PROPOSED SITE PLAN

708	013	B
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ZONE C WORKS  
See drwg nos  
708/ 043, 044, 045 & 047

ZONE B WORKS  
See drwg nos  
708/ 041, 042 & 046

ZONE A WORKS  
See drwg nos  
708/ 041, 042, & 046

ZONE D WORKS  
See drwg nos  
708/ 043, 044, 045 & 047

EXISTING TEMPORARY  
CLASSROOM BUILDING  
TO BE RETAINED

ENFIELD LOCK

Alciment Gardens

Turkey Brook

PRINCE OF WALES  
PRIMARY SCHOOL

CHILDRENS  
CENTRE

SITE MANAGERS  
HOUSE

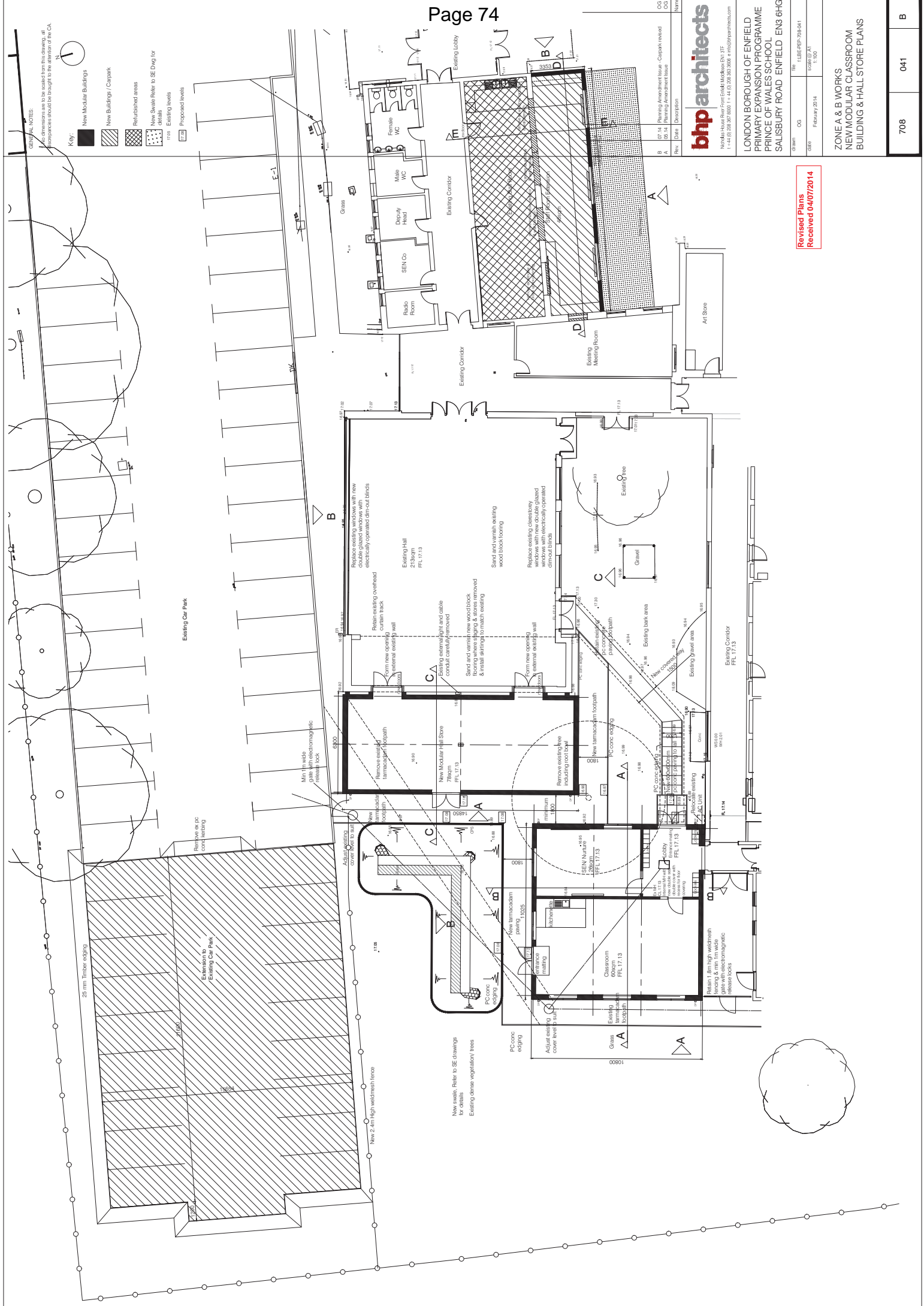
LANDSCAPE  
WORKS  
TERRACE  
POTENTIALS

FLOWERBED  
TERRACE

MOLLISON AVENUE

SALISBURY ROAD





Revised Plans  
 Received 04/07/2014

**bhp architects**  
 Nonline House Riverfront Cardiff, Merseyside, P.M. 31/11/14  
 1-42 (01) 220 6000 1-42 (01) 220 6000 e=info@bhparchitects.com

LONDON BOROUGH OF ENFIELD  
 PRIMARY EXPANSION PROGRAMME  
 PRINCE OF WALES SCHOOL  
 SALISBURY ROAD ENFIELD EN3 6HG

ZONE A & B WORKS  
 NEW MODULAR CLASSROOM  
 BUILDING & HALL STORE PLANS

708 041 B

NOTES

1. No dimensions are to be scaled from this drawing



KEY:

- SITE BOUNDARY
- PROPOSED WORK ZONES: REFER TO DRAWING TITLED FOR WORKS DESCRIPTION
- PROPOSED SITE COMPOUND T.I.C.
- VERANDAS TENDING TO SECURE WORKS AREAS
- NEW BUILD WORKS
- REMODELLING WORKS
- EXTERNAL WORKS
- SITE ACCESS

01/14	02/14	03/14	04/14
PI	PI	PI	PI
15/13	15/13	15/13	15/13
Primary Issue	Primary Issue	Primary Issue	Primary Issue

**bhp architects**

Notches House New From Global Medias (S) 2/F  
 1-44 (0) 208 307 8000 | +44 (0) 208 307 8000 | info@bhparchitects.com

LONDON BOROUGH OF ENFIELD  
 PRIMARY EXPANSION PROGRAMME  
 PRINCE OF WALES SCHOOL PEP  
 SALISBURY ROAD  
 ENFIELD EN3 6HG

Client: LUB/PEP/708/010  
 Scale: 1:1000  
 Date: February 2014

PROPOSED WORKS KEY PLAN  
 AND SITE ACCESS

708	010	T2
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ZONE C WORKS  
 See drwg nos  
 708/ 022 & 071-075

ZONE B WORKS  
 See drwg nos  
 708/ 022 & 061-064

ZONE A WORKS  
 See drwg nos  
 708/ 020, 050 TO 057

ZONE D WORKS  
 See drwg nos  
 708/ 022 & 081-082

PRINCE OF WALES  
 PRIMARY SCHOOL

CHILDRENS  
 CENTRE

SALISBURY ROAD

MOLLISON AVENUE

ENFIELD LOCK

Alotment Gardens

Turkey Brook

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 22<sup>nd</sup> July 2014

**Report of**  
Assistant Director - Planning,  
Highways & Transportation

**Contact Officer:**  
Andy Higham Tel: 020 8379 3848  
Sharon Davidson Tel: 020 8379 3841  
Ms M. Demetri Tel: 020 8379 6843

**Ward:** Jubilee

**Application Number :** P14-02136PLA

**Category:** Other Development

**LOCATION:** 206A, NIGHTINGALE ROAD, LONDON, N9 8PT

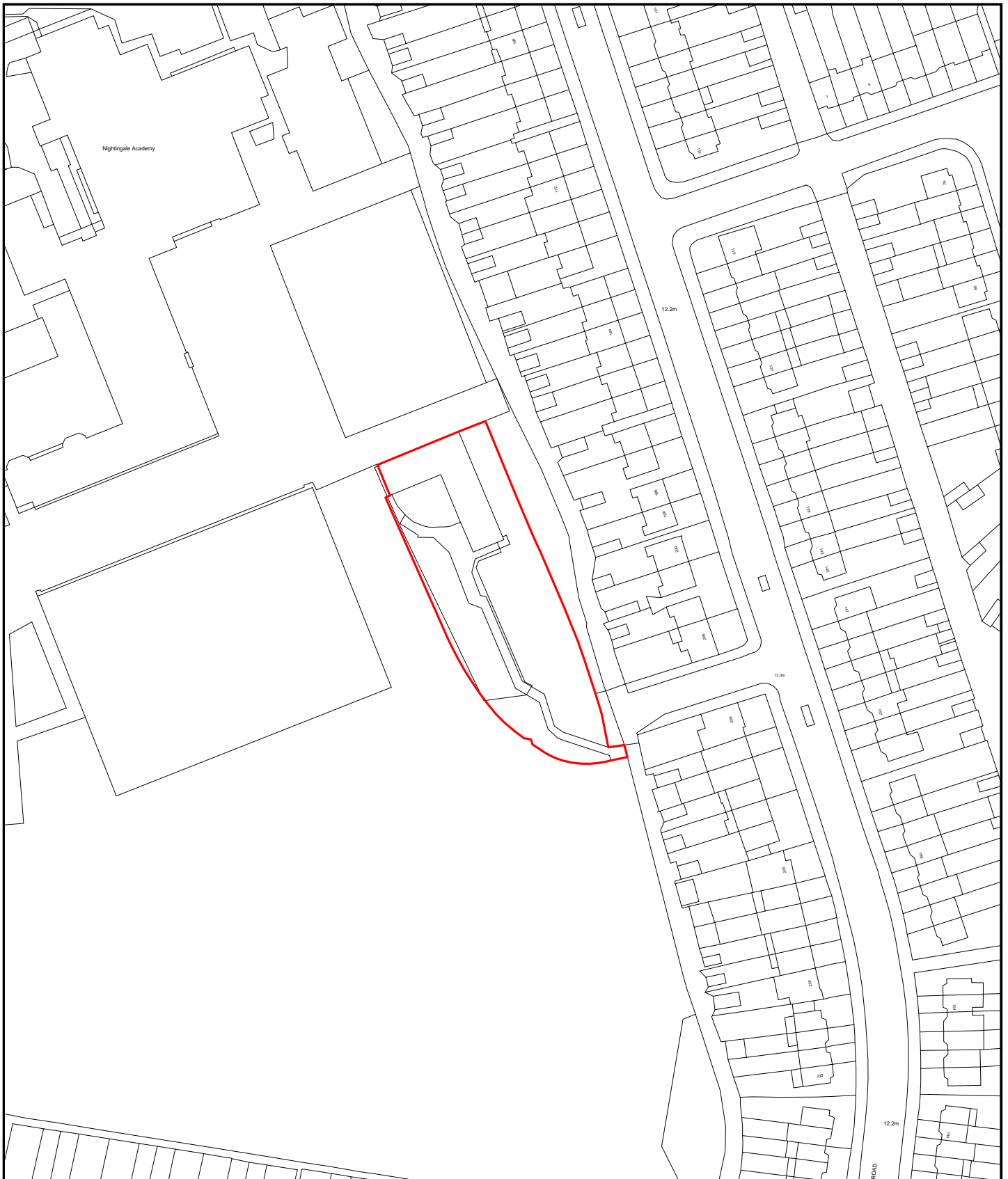
**PROPOSAL:** Expansion of Bowes Edmonton (Annex) to One-Form Entry School comprising the erection of a temporary single storey modular classroom, permanent single storey modular building with two classrooms and one flexible teaching space and link building.

**Applicant Name & Address:**  
Schools and Children's Services  
Education Asset Management Unit,  
7th Floor,  
Civic Centre,  
Enfield,  
Silver Street,  
EN1 3XQ

**Agent Name & Address:**  
Mr John Harvey,  
BHP Architects Ltd  
Nicholas House  
Riverfront  
Enfield  
Middlesex  
EN1 3TF

### RECOMMENDATION:

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



### Development Control



Scale - 1:1250  
Time of plot: 12:39

Date of plot: 04/07/2014

## **1.0 Site and Surroundings**

- 1.1 Bowes Edmonton (Annexe) is part of the Bowes Learning Alliance which is a successful federation of Bowes Primary School and Chesterfield School. Bowes Edmonton (Annexe) Primary School comprises the former Delta Learning Centre and was refurbished for use as a Bowes Learning Alliance partner school in Edmonton. In January 2011, this site was opened to accommodate pupils from Reception to Year 2 (bulge classes of 30 pupils of primary school age). The Annexe has undergone recent expansion and refurbishment in 2012. Pupils at Bowes Edmonton (Annexe) are part of the school rolls at Bowes Primary School, New Southgate.
- 1.2 The Bowes Edmonton (Annexe) site is bounded by the gardens of residential properties fronting Nightingale Road to the east and the buildings and grounds of Nightingale Academy to the north, west and south. Access to the site is obtained between 206 and 208 Nightingale Road which is shared with rear vehicular access serving the properties which front Nightingale Road on either side.
- 1.3 The site is situated in Flood Zone 2 and has Surface Water Flood Risk. The whole site in its totality is designated as Local Open Space, including the buildings and areas of land that cannot be used as open space.

## **2.0 Proposal**

- 2.1 This application proposes the expansion of Bowes Edmonton (Annexe) to include 2 additional class rooms comprising the erection of a temporary single storey modular classroom, permanent single storey modular building with two classrooms and one flexible teaching space and link building.
- 2.2 Bowes Annexe has 4 classes of children and a total roll of 120 pupils. Bowes Edmonton Annexe only accommodates reception and year one pupils. The current proposal is therefore to deliver the following in September 2014:
- 30 additional students in reception year.
  - 30 additional students in year one.
  - This is a total of 60 additional students in 2014/2015 at Bowes Edmonton Annexe only
  - As the pupils move up to year 2 they will move to accommodation in the main school building.

- The nurture room demonstrated on the plans is to be used by the existing and proposed students and does not mean that a nursery class is to be accommodated in the Annexe.
- There is to be an increase to the number of pupils in year two to year six, however, this increase does not fall within the assessment of this application for the extension to Bowes Edmonton Annexe.

2.3 In 2012, it was proposed that Bowes Edmonton Annexe did not admit any additional pupils beyond September 2012, and that the current pupils in the bulge classes were to remain on the Nightingale Road site until they completed their primary education. This was reviewed again in 2013 as part of Enfield Council's review of pupil places in line with the Council's statutory responsibility to provide pupil places and to respond to parental choice and growing demand at Bowes Edmonton. The decision to expand provision at Bowes Edmonton is based on the May 2013 release of GLA projections and assessment of 2013 school capacity.

### **3.0 Relevant Planning Decisions**

#### **3.1 LBE/07/0018**

Replace existing west boundary fence with 3m high weldmesh security fence, construction of 8 new parking spaces together with associated works and new 3m high weldmesh security fence with two pedestrian access gates alongside the existing paved area. Granted with conditions

#### **3.2 P12-00542PLA**

Erection of single storey modular building with associated landscaping and additional car parking. Granted with conditions

#### **3.3 LBE/02/0010**

Erection of single storey building for use as a City Learning Centre, access road and parking. Granted with conditions

### **4.0 Consultations**

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

##### **4.1.1 Environment Agency**

No objections are raised. Standing advice applies.

##### **4.1.2 Biodiversity**

No objection is raised subject to conditions.

4.1.3 Traffic and Transportation

No objection raised subject to conditions.

4.1.4 Sustainable Design Officer

No objection subject to conditions.

4.1.5 Environmental Health

The site is identified as contaminated land, which means that pollution has been found within the vicinity of the site. The Environmental Health Officer has stated that there is potential for landfill gas being present at the site. Therefore, a contamination land condition, with remedial measures, is recommended.

**4.2 Public response**

4.2.1 Letters were sent to 150 adjoining and nearby residents. In addition a notice has been displayed at the site. As a result 1 response has been received and this raises the following objections”:

- The school has been extended previously.
- The value of surrounding properties will decrease.
- Privacy implications.
- Overlooking implications.
- Issues in regards to parking.
- Issues in regards to access.

**5.0 Relevant Policy**

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The submission version DMD was approved by Council on 27<sup>th</sup> March 2013 and has now been submitted for examination to the Secretary of State. Hearing sessions are scheduled for late April and the examination period is anticipated to run through to the end of summer of 2014. The DMD provides detailed criteria and standard based polices by which planning applications will be determined.

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

5.4 London Plan

Policy 3.16	Social infrastructure
Policy 3.18	Education facilities
Policy 5.1	Climate change mitigation
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.5	Public realm
Policy 7.6	Architecture

5.5 Core Strategy

CP8	Education
CP9	Supporting community cohesion
CP20	Sustainable energy use and energy infrastructure
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

5.5 UDP

(II) GD3	Aesthetics and functional design
(II) GD6	Traffic Generation
(II) GD8	Site Access and Servicing

5.6 Submission Version DMD

DMD35	Achieving high quality and design led development
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD45	Parking Standards and Layout

5.7 Other

NPPF  
NPPG

**6.0 Analysis**

6.1 Principle

6.1.1 The need for the provision of new school accommodation is directly linked to the need to provide additional school places. The Council has an overriding statutory duty to provide sufficient pupil places for children of compulsory school age to meet anticipated demand, as detailed in Section 14 of the Education Act 1996. In the light of current demand and future predicted growth in the Borough's child population, projections indicate a deficit of primary school places. The proposal to expand will assist in delivering the additional projected places required in the areas of the highest demand. This will also ensure that pupil mobility across the

Borough is kept to a minimum. Meeting this need is a recognised consideration and there is currently a presumption in favour of allowing such development unless material circumstances dictate otherwise.

6.1.2 Having regard to the above, it is considered that the identified deficit in primary school places within the Borough, together with the projections for continued deficit of Primary School places across the Borough, are material considerations but subject to the normal design and amenity considerations. Further, this is an existing educational site and therefore there is no objection in principle to the provision of additional buildings on the site for education use.

6.1.3 The application site is designated as Local Open Space in the Core Strategy (2010). The land to be lost to accommodate the extension is a derelict strip of grass land and part of the existing playground. Although the site is designated as Local Open Space, it is not considered that the land actually being lost would be a loss to Local Open Space. Further, the main playground and surrounding fields, which provide the functional open space are still being retained.

## 6.2 Impact on the surrounding area

6.2.1 Although not all the elevations of the temporary building have been submitted on the plans, an assessment of the proposal in terms of appearance can still be undertaken. The temporary building is conventional in design and is typical in terms of a temporary structure.

6.2.2 The proposed link between the existing building and the proposed modular extension would be screened by the existing buildings and therefore would not be generally visible. The proposed modular building would be situated in close proximity to the existing cluster of development within the school site. Although the proposed building would have a large floor area, it is considered that its single storey nature, simple and uncluttered elevations and close proximity to the existing Annexe would enable the proposed development, to be sympathetic to the appearance of the site and avoid any undue impact on residential amenity.

6.2.3 A condition is recommended requesting details of the external material to be submitted. This would ensure that the finished materials of the modular building and the link building would complement the existing building.

## 6.3 Impact on neighbouring properties

6.3.1 The distance between the proposed permanent link and modular building and nearest residential curtilage would be approximately 9m with the rear elevation of the nearest house at 20 metres away. Whilst it is acknowledged the building would come closer to neighbouring properties, given the existing building and the distance, no additional harm would be caused.

6.3.2 The temporary building would be screened by the existing buildings and thus views to this temporary modular structure would not be visible from neighbouring properties. The remainder of views would be from fields and the playground from within the site. This does not cause concern as the

building would be situated within the existing internal alignment of the Annexe.

- 6.3.3 The hours of use have been detailed within the application form. These hours are less than the approved modular building in the 2012. A condition has been imposed detailing that the hours shall be no more than those approved with the 2012 application. The hours are 07:00hrs to 19:15hrs Monday to Friday only.

6.4 Traffic and Transport

- 6.4.1 The Traffic and Transport Officer raises no objection to the scheme. The assessment is as follows:

*Pedestrian access*

- 6.4.2 The submitted plans do not give the details and dimensions of any pedestrian footpaths/access arrangements between Nightingale Road and the main entrance into the building. It appears that the access will be shared between pedestrians and vehicles which can raise safety concerns. As there is sufficient space within the site to secure a safe and convenient environment for pedestrians a condition has been applied securing the details of design of the access arrangements. Subject to a condition being imposed the application can be made consistent with DMD policy 47 and policy 6.10 of the London Plan.

*Swept path*

- 6.4.3 Although the access for service and delivery vehicles remains unchanged, it appears very restricted and the applicant should provide an updated swept path analysis to the one included in the Transport Statement. The updated swept path should clearly demonstrate that service vehicles will be able to turn into and out of the site and Nightingale Road without overrunning the footways or third party land. As there is sufficient space within the site to secure turning of vehicles a condition has been recommended securing the details of the turning arrangements. Subject to such a condition the application can be made consistent with the London Plan Policy 6.13 and the DMD 47.

*Parking*



- 6.4.4 There are currently nine car parking spaces on site, including one for a mini bus and three disabled spaces for use by staff or visitors. The proposals do not include any increase in car parking provision on site, meaning that any demand generated by the expansion will need to be accommodated on-street. The information provided in the Transport Statement demonstrates that any increase in car parking demand associated with the school's expansion will be modest and can be adequately accommodated on street. The survey data suggests that there is a large surplus of parking spaces throughout the day both on Nightingale Road itself and the surrounding roads. The proposal is therefore consistent with DMD policy 45 and London Plan policy 6.13.
- 6.4.5 Parking by parents dropping off and collecting children generally takes place along Nightingale Road (classified road), sometimes illegally on the zig-zag lines and on both sides of the access road creating congestion and obstructing access for emergency and delivery vehicles. Part of mitigation measures for the school's expansion involves provision of a CCTV in Nightingale Road which will enforce against any obstructive parking. Any indiscriminate and obstructive parking/stopping in the unadopted access road, having regard to its legal status, will be enforced using powers under the Road Traffic Regulation Act 1984. This is consistent with the DMD policy 48 and London Plan policy 6.12.

#### *Cycle parking*

- 6.4.6 No details have been submitted regarding cycle parking. Such parking should be provided in accordance with the cycle parking standards set out in table 6.3 of the Further Alterations to the London Plan published by the Mayor, which requires 20 cycle spaces for pupils and three for staff. There is likely to be sufficient space within the site and therefore a condition has been recommended to secure the details. Subject to this the application can be made consistent with DMD policy 45 and policy 6.9 of the London Plan.

#### *Hard standing and drainage*

- 6.4.7 Limited details have been submitted regarding the design and construction of the hard standing in respect of drainage and means of enclosure to ensure proper enclosure of the site and an acceptable streetscape. These

details should be reserved in order to ensure consistency with DMD policy 37 and 45.

#### *Travel Plan*

6.4.8 The school does not have its own Star Track compliant Travel Plan but falls within the Bowes Primary School's Travel Plan which is located in a completely different location, circa 5 miles away in the post code area of N11 2HL. The Council's records reveal that the current School Travel Plan for Bowes Primary does not include the expansion plans for Bowes Annexe in Nightingale Road. A revised STAR TRACK compliant Travel Plan that takes into account the proposed new expansion in Nightingale Road is required to be secured by condition for approval prior to implementation of the application in order to ensure consistency with DMD policy 48.

#### *Trip generation*

6.4.9 In terms of trip generation, the Transport Statement takes the same approach that was agreed for other school expansions that have taken place in Enfield. This involves taking data from the travel plan to demonstrate the existing modal split of the pupils, and applying the modal split as a percentage to the additional number of pupils that will be attending over the coming years.

6.4.10 The total increase in the number of car trips to the site will be approximately 18 and the increase in walking trips will be 84. The predicted increase is not considered to give rise to conditions prejudicial to the free flow and safety of traffic using the adjoining highway. Also, any increase in traffic can be adequately controlled through the effective school travel plan and by applying hard measures. The Transport Statement includes a number of mitigation measures to help overcome the potential safety impacts associated with the increase in the traffic around the school:

- introduction of dropped kerbs in the vicinity of the school and junctions;
- installation of CCTV system to monitor and enforce against dangerous/inappropriate stopping and parking in Nightingale Rd and access road;

- introduction of a Traffic Regulation Order (TRO) for double yellow lines in the service road;
- installation of a raised entry treatment at the junction of the access road and Nightingale Road together with improvement works to the junction itself;
- highway improvements to the unadopted access road including provision of lighting;
- installation of School children crossing warning signs on each approach to the proposed crossing in Nightingale Road;
- turning the informal crossing into a zebra priority junction for pedestrians in Nightingale Road;
- installation of vehicle speed activated signs on the approach to the proposed zebra crossing to slow down traffic speeds.

## 6.5 Biodiversity

- 6.5.1 The Biodiversity Officer has raised no objection to the proposal subject to two conditions. The conditions relate to how the proposal should increase the natural space on the site and enhance the biodiversity value of the area. The first condition is a landscaping condition linking it to biodiversity enhancement and the second condition is a green roof strategy. These conditions should be imposed to ensure that the proposal meets the requirements of the NPPF and the Core Strategy.

## 6.6 Other

- 6.6.1 A condition is required to be imposed to ensure that once the link extension and modular building have been erected the temporary building is demolished. It is understood that this is the applicants intention, however, a condition would ensure that this would be undertaken.
- 6.6.2 A construction method statement condition to ensure that there would be no undue harm to the public highway and to ensure noise and dust from the works do no harm the amenities of neighbouring occupiers.

## 6.7 Sustainable Development

- 6.7.1 The Sustainable Design Officer has raised no objection to the scheme subject to conditions. The condition is the same as the approved 2012 application as the details currently submitted are very similar to those submitted in 2012. The condition relates to surface water drainage and how this can be appropriately managed.

## 6.8 CIL

- 6.8.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for

certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015. The development is not CIL liable.

## **7.0 Conclusion**

7.1 The proposed development is considered to meet the need for additional pupil places and has appropriate regard to its local context and the amenities of the occupiers of adjoining and nearby properties.

## **8.0 Recommendation**

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

1. C51A – Time limit.
2. C60 – Plans.
3. The development shall not commence until a feasibility report of a biodiversity (green/brown) roof(s) has been submitted to and approved in writing by the Local Planning Authority. If the feasibility report confirms that a biodiversity roof can be provided then details of the proposed roof shall be submitted to and approved in writing by the Local Planning Authority and this shall comprise:
  - a. Biodiversity based with extensive substrate base (depth 80-150mm);
  - b. Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

The biodiversity (green/brown) roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

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

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, DMD55 of the Development Management Document, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

4. C38 Restricted Hours - Opening. The modular building shall only be open for school use between the hours of 07:00hrs to 19:15hrs Monday to Friday and at no other time.

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

5. 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.

6. On completion of the construction of the permanent modular extension, shaded in dark orange, the approved temporary building, shown on drawing number 713 120 shaded in blue, shall be removed from the site.

Reason: In the interest of visual amenities.

7. Construction Methodology / Traffic Management Plan

Development shall not commence until a construction methodology / traffic management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall contain:

- a. a photographic condition survey of the roads, footways and verges immediately adjacent to the site;
- b. details of construction access, including any temporary heavy duty access;
- c. details of any vehicle holding area;
- d. details of the vehicle call up procedure;
- e. details of any changes to on-street waiting and loading restrictions that will be required;
- f. details of measures to protect pedestrians and other highway users from construction activities on the highway;
- g. Work programme and/or timescale for each phase of the demolition, excavation and construction works;
- h. Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- i. arrangements for the loading, unloading and turning of delivery, construction and service vehicles;
- j. arrangements for wheel cleaning;
- k. arrangements for the storage of materials;
- l. hours of work;
- m. number and type of vehicle movements per day/week;
- n. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- o. size and siting of any ancillary buildings.

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

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

8. Development shall not commence until details of the design (including lighting provision) of a pedestrian footway for all persons including disabled persons from Nightingale Road to the new entrance into the School's building 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 access for all within the site

9. Details of hard standing and drainage – conditions C9 and C10
10. Details of enclosure – condition C11
11. Detail of cycle parking – condition C59
12. That prior to the occupation of the approved permanent modular building details of the programme of off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The works shall include:
  - introduction of dropped kerbs in the vicinity of the school and junctions,
  - installation of CCTV system to monitor and enforce against dangerous/inappropriate stopping and parking in Nightingale Rd and access road,
  - introduction of a Traffic Regulation Order (TRO) for double yellow lines in the service road,
  - installation of a raised entry treatment at the junction of the access road and Nightingale Road improvement works to the junction itself,
  - highway improvements to the unadopted access road including provision of lighting,
  - installation of School children crossing warning signs on each approach to the proposed crossing in Nightingale Road,
  - turning the informal crossing into a zebra priority junction for pedestrians in Nightingale Road; and
  - installation of vehicle speed activated signs on the approach to the proposed zebra crossing to slow down traffic speeds.

The works shall be undertaken in accordance with the approved programme unless otherwise agreed in writing by the Local Planning Authority.

Reason: To mitigate the impact, in terms of vehicular and pedestrian safety and the free flow of traffic, of the increased car journeys resultant from the increase in pupil and staff numbers.

13. Star Track compliant School Travel Plan:

The premises hereby approved shall not be occupied until such time as an updated STAR TRACK compliant School Travel Plan for the Bowes Primary School, which also includes and clearly covers the new Bowes Annexe expansion, is submitted. This should include initiatives and options aimed at reducing car usage and promote the use of more sustainable modes of transport, such as walking, cycling and the use of public transport including a school travel plan co-coordinator. The travel plan will be an ongoing document which will evolve to reflect changes in travel patterns by effective monitoring by the co-coordinator to ensure that vehicle trips to the site are kept to a minimum shall be submitted to and approved by the Local Planning Authority. The approved Travel Plan shall thereafter be implemented and adhered to at all times.

Reason: In the interests of highway safety, ensure that traffic generated from the site is minimized and encourage more sustainable modes of transportation other than the private motor vehicle.

14. The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drain age system in accordance with the principles as set out in the London Plan Policy 4A.14 and the Code for Sustainable Homes. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

15. C17 Details of landscaping.

16. Contaminated Land

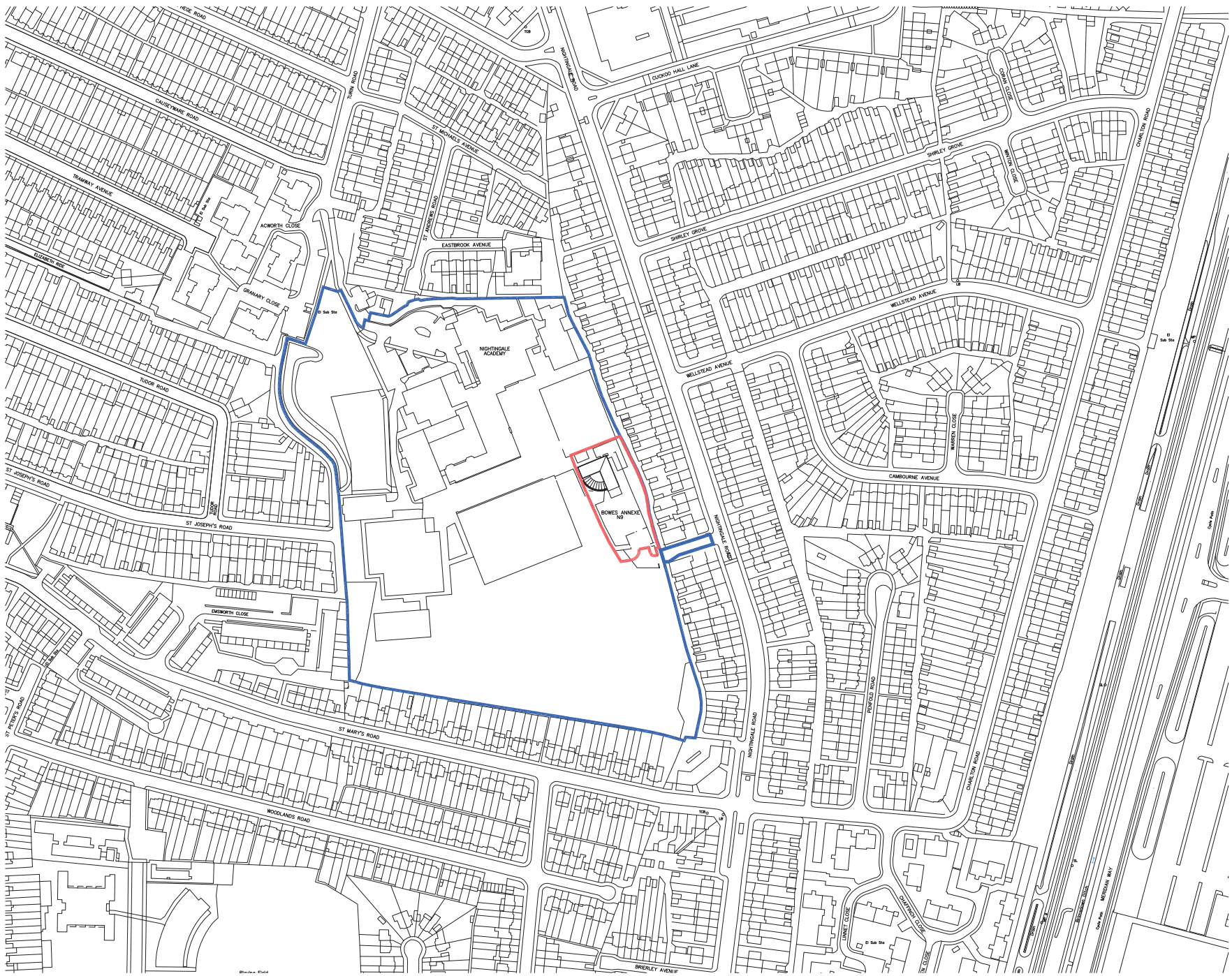
The development shall not commence until a scheme to deal with contamination of the site including an investigation and assessment of the extent of contamination and the measures to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning 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.

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



KEY

- Other lands owned by applicant
- Site Boundary



P2	27.6.14	Blue line added for site access	FLW
	27.5.14	Planning Issue	
Rev.	Date	Description	Name

**bhp architects**  
 Nicholas House River Front Enfield Middlesex EN1 3TF  
 t +44 (0) 208 367 8000 f +44 (0) 208 368 9008 e info@bhparchitects.com

LONDON BOROUGH OF ENFIELD  
 BOWES ANNEXE N9  
 PROPOSED MODULAR EXTENSION

drawn	MS	file	f.LBE
date	27 May 2014	scale	1:1250 @ A1

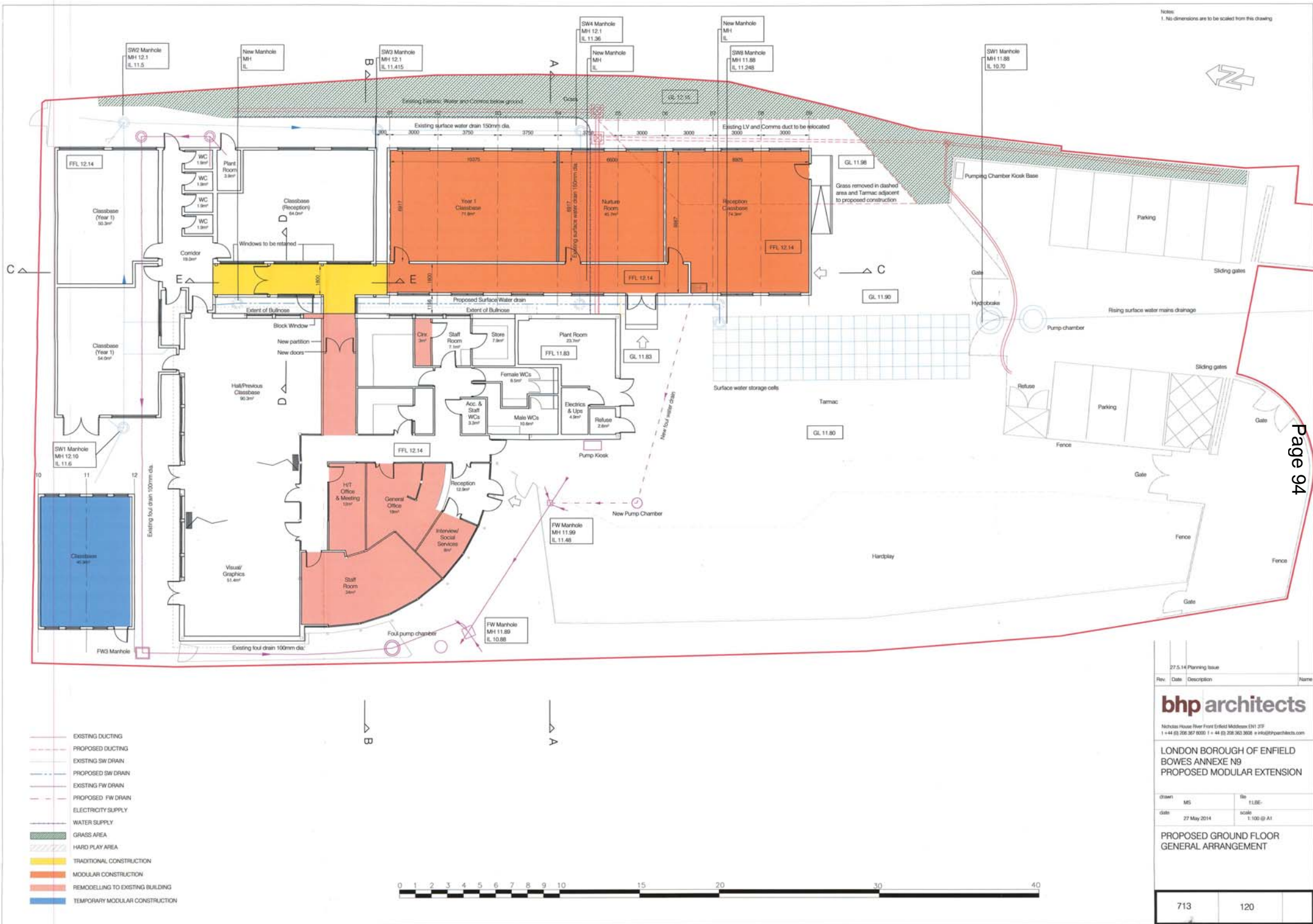
SITE LOCATION MAP

713	100	P2
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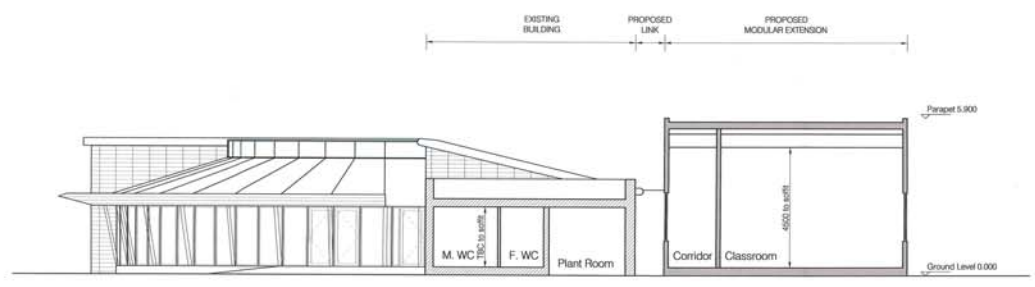


Notes:  
1. No dimensions are to be scaled from this drawing

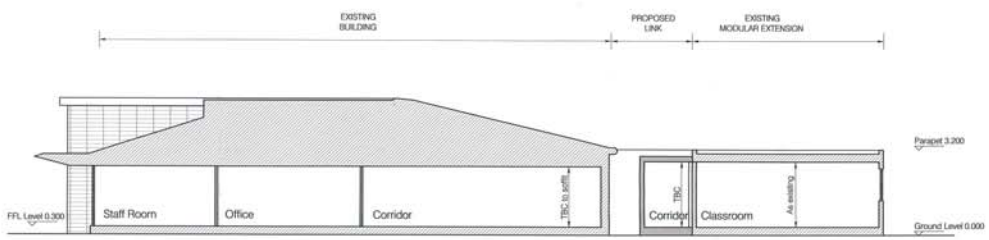


27.5.14 Planning Issue		
Rev.	Date	Description
<p><b>bhp architects</b></p> <p>Victoria House First Floor Colindale Avenue EN1 2JF          1 44 (0) 208 367 8000   44 (0) 208 363 3636 e info@bhparchitects.com</p>		
<p>LONDON BOROUGH OF ENFIELD          BOWES ANNEXE N9          PROPOSED MODULAR EXTENSION</p>		
Drawn	MS	By 11.BE
Date	27 May 2014	Scale 1:100 @ A1
<p>PROPOSED GROUND FLOOR          GENERAL ARRANGEMENT</p>		
713	120	

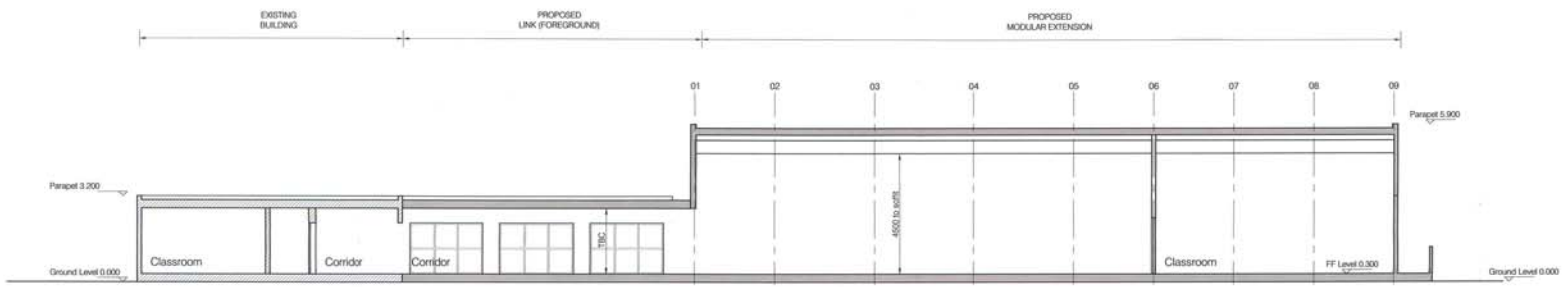
Notes:  
1. No dimensions are to be scaled from this drawing



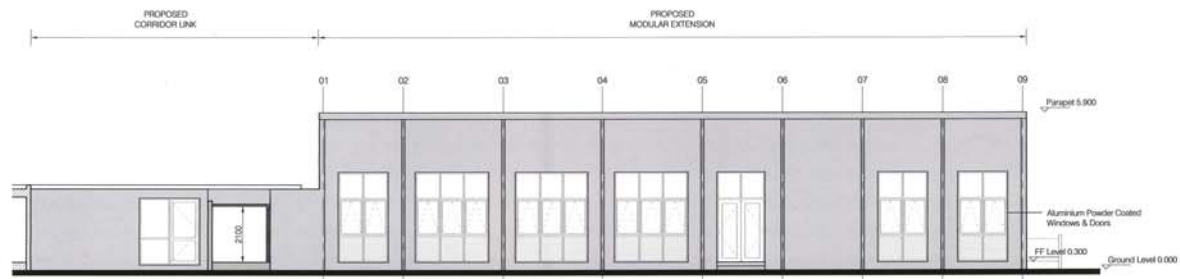
SECTION A-A



SECTION B-B



SECTION C-C



WEST ELEVATION (PROPOSED ONLY)



Rev.	Date	Description	Name
27.5.14		Planning Issue	

**bhp architects**  
 Nicholas House River Front Enfield Middlesex EN1 2TF  
 t +44 (0) 208 367 8000 f +44 (0) 208 363 3008 e info@bhparchitects.com

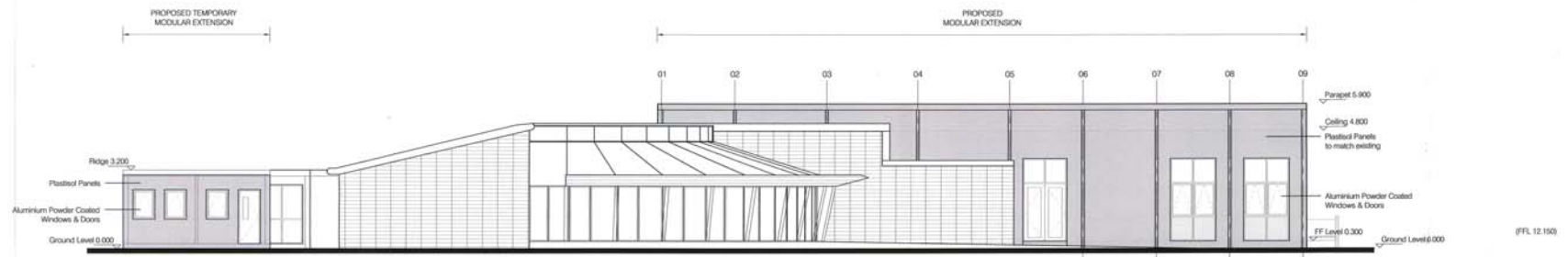
LONDON BOROUGH OF ENFIELD  
 BOWES ANNEXE N9  
 PROPOSED MODULAR EXTENSION

drawn	MS	file	11BEC
date	27 May 2014	scale	1:100 @ A1

PROPOSED SECTIONS & ELEVATIONS  
 SHEET 1 OF 2

713	122
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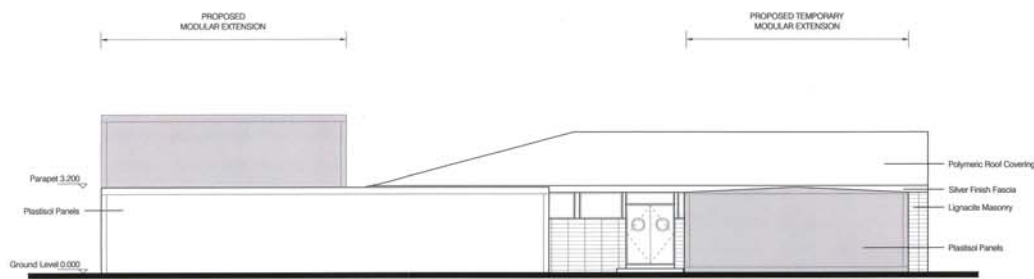
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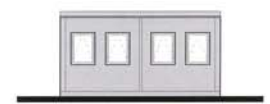
WEST ELEVATION



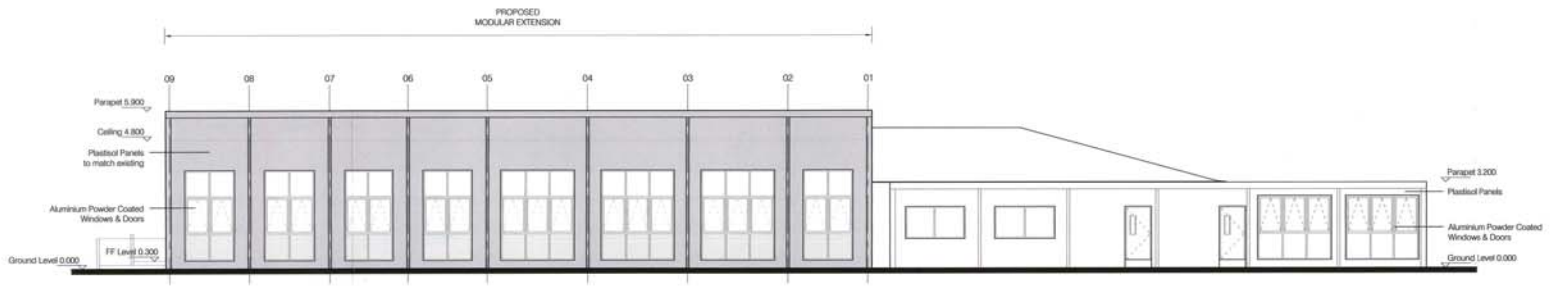
SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



EAST ELEVATION



Rev.	Date	Description	Name

**bhp architects**  
 Nicholas House River Front Enfield Middlesex EN1 3TF  
 T +44 (0) 208 367 8000 F +44 (0) 208 367 9000 e info@bhparchitects.com

LONDON BOROUGH OF ENFIELD  
 BOWES ANNEXE N9  
 PROPOSED MODULAR EXTENSION

drawn	MS	file	11.BE-
date	27 May 2014	scale	1:100 @ A1

PROPOSED SECTIONS & ELEVATIONS  
 SHEET 2 OF 2

713	123
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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 22<sup>nd</sup> July 2014

**Report of**  
Assistant Director - Planning,  
Highways & Transportation

**Contact Officer:**  
Andy Higham Tel: 020 8379 3848  
Sharon Davidson Tel: 020 8379 3841  
Mr A . Ryley Tel: 020 8379 2577

**Ward:** Town

**Application Number :** P13-03803PLA

**Category:** Other Development

**LOCATION:** ENFIELD GRAMMAR UPPER SCHOOL, MARKET PLACE, ENFIELD,  
EN2 6LN

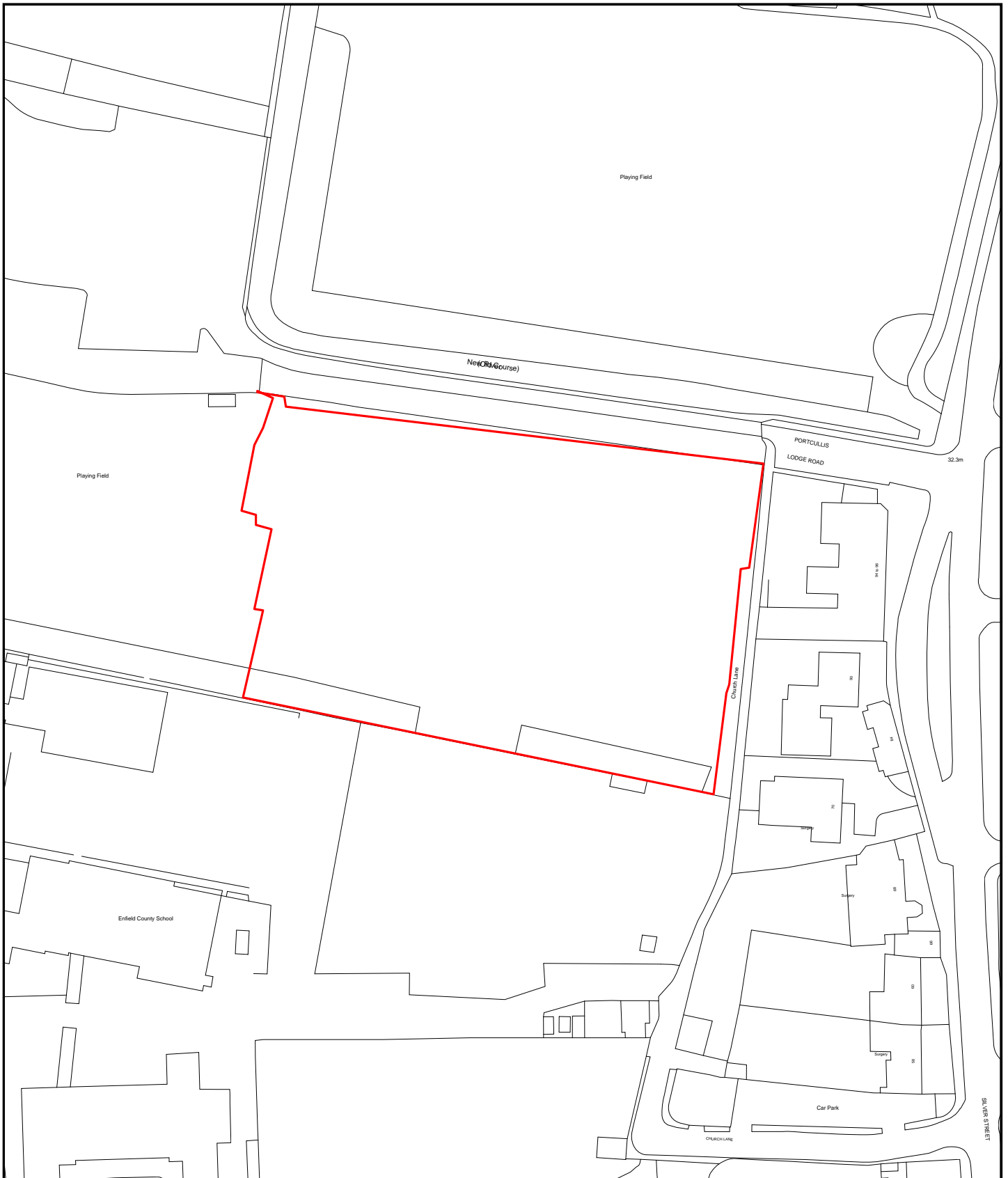
**PROPOSAL:** Erection of a single storey sports pavilion (changing facility) and installation of a 3G Artificial Turf Pitch (ATP) with perimeter ball-stop fencing, floodlights and associated works.

**Applicant Name & Address:**  
Mr John Kerr  
Enfield Grammar Upper School  
Market Place  
Enfield,  
EN2 6LN

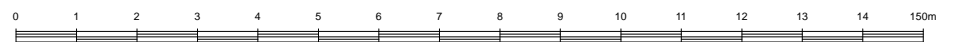
**Agent Name & Address:**  
Tom Betts, Surfacing Standards Ltd  
Perth House  
1a, Corbygate Business Park  
Priors Haw Road  
Corby  
Northants  
NN17 5JG

**RECOMMENDATION:**

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



### Development Control



Scale - 1:1250  
Time of plot: 13:02

Date of plot: 04/07/2014

## **1. Site and Surroundings**

- 1.1. Enfield Grammar Upper School bounded by Baker Street and Parsonage Lane. The school comprises buildings and hard surfaced areas to the northern half, and playing fields to the eastern and western areas. The playing fields are Metropolitan Open Land.
- 1.2. The site is located within the Enfield Town Conservation Area with the boundaries of the school defining the Conservation Area's northern boundary.
- 1.3. The main school building is Grade II listed, though it is not attached to the portion of the site to which this application relates. The remaining buildings are predominantly two storey, though there are various temporary structures and single storey structures sited in-between the main buildings.
- 1.4. The school has existing vehicular and pedestrian access off Parsonage Lane, a pedestrian only entrance on Baker Street.

## **2. Proposal**

- 2.1. The application proposes the erection of a single storey sports pavilion (changing facility) and installation of a 3G Artificial Turf Pitch (ATP) with perimeter ball-stop fencing, floodlights and associated works.
- 2.2. There would be eight floodlighting columns around the perimeter of the pitch, and these would be 12m high (reduced from 15m as originally submitted). The proposed perimeter fencing would be 4.5m high.
- 2.3. A single storey building is proposed that would be the changing rooms for the facility, and would be located in the north-west of the site. The design of the building has been amended during the course of the application, and proposes a flat roof design using traditional materials.

## **3. Relevant Planning Decisions**

- 3.1. The school has an extensive planning history but there are no applications that are directly relevant to the current proposal.

## **4. Consultations**

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

#### Sport England

- 4.1.1 No objection, subject to a condition requiring that the facilities be made available for community use.

#### Environmental Health

- 4.1.2 No objection, Environmental Health have reviewed the lighting information associated with the application and are satisfied that it is acceptable, but that all pitch flood lights are to be turned off by 22:00. Conditions are recommended in relation to construction and wheel washing.

#### English Heritage

- 4.1.3 No objection, subject to conditions relating to archaeology.

Traffic and Transportation

- 4.1.4 No objection, subject to conditions.

Biodiversity

- 4.1.5 This development would cause increased light spillage on to the New River Loop (SINC) and therefore this is an ecological constraint to the proposed development.

Drainage Engineer

- 4.1.6 No objection, confirms that the site is outside the proposed flood storage area, hence there is no conflict from a flood risk point of view.

Arboricultural Officer

- 4.1.7 Concerns raised regarding the impact of the development on trees on/adjacent to the site.

Conservation Area Group (CAG)

- 4.1.8 On the basis of the original submission, the group objected to the proposals. Concern was expressed on the following:

- i) the poor architecture and design of the changing rooms
- ii) the effect of the height and appearance of the proposed mesh fencing on the appearance of the site within the Conservation Area
- iii) the height and appearance of the floodlights. There was also concern expressed regarding the effect of the “glow” on the amenities of nearby residents of Holly Walk.

The principle of an artificial pitch was acceptable subject to an appropriate colour (natural green tone). It was also felt that if the extent of fencing could be reduce with perhaps ball stops at wither end / lower fencing to side (if necessary), this could address the concerns.

- 4.1.9 Following discussions with the applicant, the group were presented with revised details for the sports pavilion. Since the publication of this meeting’s agenda officers have received two further options. These were discussed. The two options being (1) a single storey flat roof design and (2) a remodelled design embracing a pitched roof. The group favoured option 1, the flat roof design. Further design work is required on issues such as the depth of the flat roof and general proportions of the component parts. Qualified approval subject to further design improvements (see text above).

**4.2 Public**

- 4.2.1 Letters were sent to 13 adjoining and nearby properties. In addition, a notice was displayed on site and in the local press; the consultation period expired on the 06/03/2014. No comments were received.

**5. Relevant Policy**



- 5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.
- 5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 and is now under examination. An Inspector has been appointed on behalf of the Government to conduct the examination to determine whether the DMD is sound. The examination is a continuous process running from submission through to receiving the Inspector's Report. Part of this process involved oral hearing sessions and these took place in April 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry greater weight now it is at examination stage.
- 5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.
- 5.4 On 11 October 2013, the Greater London Authority [GLA] published Revised Early Minor Alterations [REMA] to The London Plan 2011. From this date, the REMA are operative as formal alterations to The London Plan 2011 and therefore form part of the Development Plan for Enfield.
- 5.5 The London Plan (subject to REMA)
- 3.16 Social infrastructure
  - 3.18 Education facilities
  - 5.1 Climate change mitigation
  - 5.2 Minimising carbon dioxide emissions
  - 5.3 Sustainable design and construction
  - 6.13 Parking
  - 7.1 Building London's neighbourhoods and communities
  - 7.2 An inclusive environment
  - 7.4 Local character
  - 7.6 Architecture
  - 7.8 Heritage assets
  - 7.19 Biodiversity and access to nature
  - 7.21 Trees and woodland
- 5.6 Local Plan – Core Strategy
- 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

- CP28 Managing flood risk through development
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Heritage
- CP33 Green Belt and Countryside
- CP34 Parks, playing fields and other open spaces
- CP36 Biodiversity

#### 5.6 Saved UDP Policies

- (II) GD3 Aesthetics and functional design
- (II) GD6 Traffic Generation
- (II) GD8 Site Access and Servicing
- (II) C30 Conservation Areas

#### 5.7 Submission Version DMD

- DMD16 Provision of new community facilities
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD44 Preserving and enhancing heritage assets
- DMD45 Parking Standards and Layout
- DMD74 Playing Pitches
- DMD80 Trees and Landscaping
- DMD82 Protecting the Green Belt

#### 5.8 Other Relevant Policy

National Planning Policy Framework  
National Planning Practice Guidance

### **6.0 Analysis**

6.1 The key considerations in the determination of this planning application will focus on the principle of development within Metropolitan Open Land (MOL), the impact of the development on the character and appearance of the Conservation Area, highways and access issues and neighbouring amenity.

#### 6.2 Principle of development within MOL

6.2.1 The site is located within the MOL, and therefore the proposal must be assessed in the light of policy DMD74. The policy states:

1. *Development involving the loss of sports pitches will not be permitted.*
2. *The preference for new sports pitches is natural grass pitches. The Council will only permit artificial grass pitches if all of the following criteria are met:*
  - a. *The location must have very good accessibility by public transport;*
  - b. *The site must have adequate road access and be able to accommodate car parking;*
  - c. *The site must be level and have suitable ground conditions;*
  - d. *The proposal must not harm the character or appearance of the area;*
  - e. *There is no harm to residential properties in terms of noise and light pollution;*
  - f. *There is no adverse impact on local flora and fauna;*

3. Applications for new artificial pitches must provide details of proposed landscaping, enclosure and lighting. Applicants must demonstrate how lighting has been designed to prevent loss of amenity to local residents or harm to biodiversity.

4. Applications for artificial pitches that incorporate flood lighting on Metropolitan Open Land and in the Green Belt will be refused unless justified through very special circumstances. [note that the words 'very special' have replaced 'exceptional' as part of the DMD examination].

6.2.2 The policy is clear in that artificial pitches must meet specific criteria in order to be considered acceptable as the preference is for grass pitches, and furthermore, artificial pitches that incorporate floodlighting on MOL – such as the current proposal – will be refused unless justified by very special circumstances. The applicant has provided the following justification in relation to this policy:

*“Is the location must be accessible by foot, road and public transport?”*

- *Yes, pedestrian access will be provided into the facility from Church Lane, the footpath running along the Eastern boundary; via an existing gated entrance into the field. The site is in close proximity to Enfield town station and connected to public transport routes, for example; route W8 runs past the site. 10no. new cycle parking facility will be provided adjacent to changing facility.*

*Does the site offer adequate road access and be able to accommodate car parking?*

- *Yes, after the school day and at weekends (outside school hours), the pitch will be used by local community groups and sports clubs. The current parking provision at the Lower School offers 80 car parking spaces and the Civic Centre car park (accessed from Portcullis Lodge Road) offers 150 car parking spaces. • The overall onsite parking opportunity post development will therefore offer 230 parking spaces.*

- *The necessary car parking requirement will be a maximum 144no. parking spaces, presuming every participant reaches the college by car alone (which is considered to be very unlikely with car sharing, walking and cycling being promoted to pitch users).*

- *It is therefore concluded that the existing parking provision can accommodate the expected vehicular traffic both during and outside normal school hours.*

6.2.3 It should be noted that Portcullis Lodge does not form part of the application site and the parking available here cannot not be relied upon to support this application (see comments under Traffic and Transportation Impacts below).

*Is the site must be level and have suitable ground conditions?*

- *Yes, existing topography to the grassed playing field is shallow and proposed will be levels to the 3G Artificial Turf Pitch (ATP) will be designed to accommodate a (minor) balanced cut and fill of the existing sub-grade materials onsite, resulting in improved symmetry to longitudinal and lateral profiles.*

- *Finished floor (surface) levels will be similar to existing topography and modified to preserve unbiased ball roll characteristics.*
- *As a result of the proposed earthworks, target finished surface gradients will result in a single lateral profile 1:100 (1%) with no longitudinal slope.*

*Does the proposal harm the character or appearance of the area?*

- *No, the proposed visual appearance of the 3G Artificial Turf Pitch and associated features are sympathetic to the site's MOL designation.*
- *To protect the openness of an area, the proposed finished fencing appearance of ball-stop fencing will be coloured Dark Green RAL6005 and therefore will appear fitting and discreet against a rural background.*
- *The pitch playing surface (3G artificial turf) will replicate the appearance of fine sports turf.*
- *Floodlight masts will be positioned unobtrusively along the boundaries of the playing field.*
- *The intention is develop a facility with minimal visual appearance when viewed from any neighbouring properties looking into the playing field. Indeed, the Greenbelt vista is maintained and any onlookers will still be able to look directly through the facility (open aperture ball-stop fencing is proposed).*

*Is there harm to residential properties in terms of noise and light pollution?*

- *No, the proposed floodlighting design complies with ILE guidelines for an environmental zone E3, which is suburban surrounding with medium district brightness, for example a small town centres or suburban locations. Noise impact is controlled by limiting the permitted hours of operation.*

*Is there adverse impact on local flora and fauna?*

- *No, certain tree and shrubbery removal is inevitable to facilitate the development, although a replacement planting scheme may be conditioned and subsequently considered, prepared and approved prior to the commencement of work.*

*Is this facility necessary?*

- *Yes, the new pitch and associated changing rooms will provide enhanced facilities for the school and local sporting community, assisting and encouraging the uptake of physical activity through organised sport.*
- *The benefit to the school and local sporting community will be significant and lasting and should therefore be supported by the Local Planning Authority.*
- *A detailed appraisal of the demand and expected participation has been provided with this application.*
- *The intended program of use is supported by a detailed football development plan that delivers a broad program of youth and adult community use on the site.*
- *The school expects the pitch to be used by one of its key partners (Broomfield Youth FC) in delivery of aspects of the disability football program they are working on in partnership with the Enfield School Sports Partnership.*
- *The school are also in discussion with Enfield County School to build in some girl's football during the school day which is not yet included in the development plan.*

- *Enfield Grammar has achieved the School Games Gold Award and the Youth Sport Gold Partner School Award both of which recognized the strength of the Schools link with local community sports clubs as well as professional clubs.*
- *This project will leverage existing partnerships between the school and:*
  - *Wingate and Finchley Football Club*
  - *Old Grammarians Football Club (7 adult sides)*
  - *Pymmes Brook Football Club*
  - *Tottenham Hotspur Football Club community trust*
- *The school will also develop new partnerships with local youth clubs including Broomfield Youth Football Club, a Chartered Standard Community Club.*
- *The main youth partner clubs for the new facility aims to create 5 new football teams each season at Mini Soccer level, with an average squad of 10 players this would lead to 50 new participants each season.*
- *In addition teams moving up the age groups will increase in size with 3 teams increasing from 7v7 to 9v9 recruiting 9 children each year and teams increasing from 9v9 to 11v11 a further 9 children each year.*
- *Youth football clubs based on the facility developed as a result of the development will therefore deliver 68 new participants in physical activity each year. Also, kids' holiday programs and open sessions run by partner clubs aim to collectively recruit 15 new children per year.*
- *Adult 5v5 sessions and a Futsal program for the site aim to recruit 10 new adults a year each, with the aim of progressing some of these players into adult 11v11 teams as appropriate. This will provide 20 new adult participants each year.*
- *Success of the Project will be measured against the main aims:*
  - *Delivery of a new floodlit 3G pitch and changing room facility designed to meet the needs of both the school and community use for September 2014.*
  - *Increased school use for curricular practical games and PE lessons.*
  - *Extended extracurricular school sports program using the new facility.*
  - *Extend current school and local community links via greater community access to school facilities.*
  - *Retention of use on the pitch by Old Grammarians FC*
  - *Reduced school fixtures cancelled due to weather/wet pitches.*
  - *Growth of partner clubs and community programs supported by the provision of a new much needed facility.*
- *The success of the project will be monitored by the Steering Committee for the facility that will meet on a termly basis and will include representatives of the key partner clubs and the school. Bookings and Income and expenditure data will be produced by the school and reviewed in conjunction with information provided by the key partners delivering community programs on the pitch.*

*Why is the proposed location the best place for the development?*

- *There are no immediate residential neighbours and the visual impact of the field is obscured by existing tree lines to the North (adjoining Portcullis Lodge Road) and to the West (leading to further school playing fields), Enfield County School to the South and offices buildings to the East.*
- *As confirmed by Enfield Council Engineer's the proposed development area is located outside the proposed flood storage area, and is not in conflict from a flood risk perspective.*

- *The facility will be easily accessible for school pupils and community user arriving on foot, by bicycles, by public transport or by car.*
- *The wider playing fields located West of the development are unaffected and retained, to support the sporting curricular programme and protect the MOL designation*
- *The provision of the 3G Artificial Turf Pitch (ATP) and changing facility can be accommodated on the site without detriment to the environment, the surrounding setting of the town centre and its immediate neighbours.*
- *The proposed location will enable a secure facility, capable of being suitably managed by the schools facilities team on a daily and weekly basis.*

6.2.3 As set out above, a new pavilion building is proposed to serve as a changing room for the pitches. Concerns about whether the building was required, given that changing room facilities exist within the school that could be used, have been raised together and the applicant has been asked if the building could be made smaller because of the impact of a new building upon the MOL. The applicant has provided the following response:

*“The primary purpose of the new changing pavilion is to facilitate effective use of the new ATP by the school and community users. The school is split into two campuses, located either side of the proposed pitch facility. Changing rooms located at each campus are a considerable distance from the pitch and whilst school use will continue to use these facilities, it is not practical to use the existing changing room accommodation out of school hours; as the security of the school sites will be compromised. The proposed location of a small changing pavilion alongside the new pitch provides the ideal scenario to enable effective use of the facilities with minimal disruption and management for both the school and the numerous community groups. The planned pitch use (in accordance the school’s Football Development Plan) shows significant growth to satisfy community demand. These local organisations need an ‘onsite’ facility for changing and welfare. Community users include Old Grammarians Football Club (seven adult teams) to continue using the new ATP for matches. Existing partnerships will also require convenient changing facilities, including Wingate and Finchley Football Club, Pymmes Brook Football Club, Tottenham Hotspur Football Club Community Trust. New partnerships between the school and local youth clubs including Broomfield Youth FC (a Chartered Standard Community Club) has been selected by Enfield Council to partner a borough wide disability football project.”*

6.2.4 The arguments for the provision of a stand-alone building for the changing rooms are noted and accepted.

6.2.5 The arguments of the applicant with regards to policy DMD74 are noted. It is considered that significant weight can be afforded to the provision of new sports facilities, which would be located in a highly sustainable location, as a material planning consideration. The applicant has explored alternative locations and has adequately demonstrated that the current location is a suitable location in principle. The benefits of the development in terms of the creation of new sports provision is considered to be a significant consideration that constitutes the very special circumstances needed to comply with policy DMD74.

### 6.3 Impact on Character of the Enfield Town Conservation Area

- 6.3.1 The application site is located within the Enfield Town Conservation Area. It is unavoidable that the scheme will have an impact on the character and appearance of the Conservation Area. This is due to the nature and form of the proposed building works and the associated increase in activity. In particular, the introduction of artificial playing surface, the 12 metre high floodlights, the 4.5 metre fencing and the pavilion building are key elements in the proposal. These works will also have implications for trees sited adjacent to the site and careful consideration needs to be given to the effect on trees both within the application site and those situated along the boundary.
- 6.3.2 The NPPG advises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It also advises that conservation is an “active process of maintenance and managing change”. Nevertheless, it must be recognised that heritage assets are an irreplaceable resource and effective conservation delivers wider social, cultural, economic and environmental benefits.
- 6.3.3 Section 72 (general duty as respects conservation areas in exercise of planning functions) of the Planning (Listed Buildings and Conservation Areas) Act 1990 confirms that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 38(6) of the Planning and Compulsory Purchase Act 2004 also confirms that regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts and that the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 6.3.7 The introduction to the Enfield Town Conservation Area Character Appraisal (the Appraisal) states that ‘conservation areas are areas of ‘special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’ and... designation imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. In fulfilling this duty, the Council does not seek to stop all development, but to manage change in a sensitive way, to ensure that those qualities, which warranted designation, are sustained and reinforced rather than eroded.’
- 6.3.8 Section 12 of the NPPF (Conserving and enhancing the historic environment) advises LPAs to consider whether a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset. Proposals that lead to substantial harm or loss should be refused unless it meets with the test identified at paragraph 133. Where a development will lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (para. 134). In addition, at paragraph 137, LPAs are also advised to look for opportunities for new developments within Conservation Areas and within the setting of heritage assets to better reveal their significance. A proposal which preserves those elements of the setting that make a positive contribution should be treated favourably.

- 6.3.9 The NPPF defines the setting of a heritage asset as: “The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral”. The NPPG advises that the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which the asset is experienced is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.
- 6.3.10 Significance, as advised within the NPPF derives not only from a heritage asset’s physical presence but also from its setting. When assessing significance, it is advised that great weight should be given to the asset’s conservation and the more important the asset, the greater the weight to be applied. Where a development leads to less than substantial harm to the significance of the heritage asset, the harm should be weighed against the public benefits of the proposal, including its optimum viable use. The NPPG advises that what matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset. It does also advise that ‘substantial harm’ is a high test, so may not arise in many cases.
- 6.3.11 The Character Appraisal identifies the application site as being located within Character Area 4: St.Andrews, Silver Street and the Schools. The view from Silver Street looking north down the access road to Portcullis Lodge car park, with the application site to the east, is identified as a key view within the Character Appraisal. The Appraisal also notes:

*“For an area so close to the commercial centre and heavily trafficked roads, there is a great variety of green spaces and trees, ranging from open playing field to secluded graveyard and grassed areas and private walled gardens, complementing the townscape.*

- 6.3.8 It goes on to state “ *Boundary treatments of the school fields throughout the area are low quality, either chicken wire or basic wooden fences, although the good 2m high hedge lining the wire fence at Pennyfather Lane shows what can be done to improve this*”.
- 6.3.9 The scheme proposed would have an impact on the Conservation Area by way of the proposed building, the proposed 4.5m high fencing and 12m high floodlighting columns and through the associated increase in the intensity of the activity that would take place. In addition, the development would impact on the existing on site trees, together with those adjacent to the site, which contribute to the character and appearance of the Conservation Area. Whilst not subject to a TPO the trees are protected by way of their location within, and contribution to the Conservation Area.

*Intensity of use*

- 6.3.10 Although the use of the site would remain the same, the artificial surface would permit a greater intensity of use and facilitate longer opening hours, especially if supported by floodlighting. Although within the Conservation



Area, the site is close to Silver Street and bounded by vehicle access to Portcullis Lodge car park along the northern boundary and a footpath along the eastern boundary. All these features generate a degree of activity, as does the existing use of the site (and the surrounding playing field) as sports pitches. It is not felt within the context of the Conservation Area that taking into account its existing use, that the increase in activity would be harmful to the character of the Conservation Area.

*Physical development*

- 6.3.11 In terms of the impact of the physical development upon the Conservation Area, this would be more significant. Whilst there is already fencing around the perimeter of the school site, the proposal would result in additional fencing (to what already exists) along the northern and eastern boundary, and new fencing on the southern and western boundaries of the application site, to enclose the new pitch.
- 6.3.12 In terms of the floodlighting proposed, there would be eight new columns around the perimeter of the pitch. These were initially proposed to be 15m high, but based on discussions with officers where concerns were raised regarding the height, these have been reduced to 12m. The applicant has stated that *“With regards to the visual impact of new floodlighting within the playing field, masts will be discreetly located close to the field boundary and the proposed galvanised finish will prevent preventing onerous long-term maintenance implications (for example if masts were coloured and then required continual re-painting). A galvanised finish is also conducive against a daytime skyline.”* The following image has been produced which indicates how the floodlights would appear:



- 6.3.13 In terms of the design of the new pavilion building, this has been amended during the course of the application to take account of concerns raised, in particular by CAG. This has resulted in amendments to the scheme to secure a more sympathetic design to the area, considering its Conservation Area and MOL status.
- 6.3.14 The amended design is of a more simple appearance, with a modern flat roofed pavilion with timber panelling and brickwork features to match the colour / texture found elsewhere on the school. The layout of the building is designed to meet the FA's requirements for facilities of this type and as such the applicant has not been able to reduce this (although the concern with the size of the building was less its impact on the Conservation Area and more the openness of the MOL).
- 6.3.15 It is considered that on the whole, the amended design of the building is more appropriate with regards to the impact on the Conservation Area, a view that is shared by CAG. There are a number of detailed matters that still need to be addressed, such as the thickness of the overhanging roof, and whether further windows (potentially false) are required to the elevations, particularly the northern and eastern elevations. Discussions are currently being held with the applicant regarding this matter, and any amendments to the scheme in relation to this matter will be report to the Committee directly.
- 6.3.16 Conditions should be attached to secure appropriate materials and confirm the detailing on the elevations.

*Trees within the Conservation Area*

- 6.3.17 The applicant has submitted an Arboricultural Impact Assessment (AIA) to support the removal of a number of trees to facilitate the development. On the southern boundary, T29 and T35, are "recommended for removal irrespective of the proposed development due to their poor condition. These trees have been assessed as being of category U value when considered in accordance with BS5837:2012." The applicant goes onto state that:
- "A further five trees (T30 to T34) are recommended for removal. These trees have been assessed as two category A trees, two category B and one of category C value. These are trees are located in the positions where their retention and construction of the 3G Artificial Turf Pitch are not possible."*
- 6.3.18 Consequently, to facilitate the development, the vast majority of the trees on the southern boundary including Category A and B trees, would be felled. The Council's Tree Officer has questioned the extent to which the Assessment concludes the 'majority of the trees are of a low retention value' as this does not correspond with the tree survey carried out which indicates due to their classification, that the majority of the trees are worthy of retention.
- 6.3.19 It must also be acknowledged that the survey is not an assessment of amenity value and does not take into account the value of the trees to the conservation area where they could be a key contributor to the character and appearance. Consequently, even low category trees may have a value in

terms of safeguarding the character and appearance of the Conservation Area and therefore need to be taken into account.

- 6.3.20 The proposed development, especially the boundary fence and flood lighting, would also affect the trees it is proposed to be retained along the northern boundary. While the trees can be pruned, the works together with other routine tree maintenance may be extensive and could potentially lead to a decline in health and amenity value.
- 6.3.21 Whilst the information submitted by the applicant is noted, unfortunately, the AIA does not refer to the conservation area or the impact that the boundary fence and flood-lighting will have on the trees adjacent to the northern boundary. The effect of the proposed development on these trees is at this stage undetermined and a further on site meeting is being arranged to discuss these points. An update will be provided at the meeting. Nevertheless, on the basis of the above, it is has to be highlighted that the removal of trees of a high amenity value would result in harm to the character and appearance of the conservation area.
- 6.3.22 As Members will be aware, there is a statutory presumption against granting planning permission for any development which fails to preserve the character or appearance of a Conservation Area. In this regard, it must be acknowledged that the proposal would result in harm to the character and appearance of the Conservation Area. It is necessary therefore to assess this harm so as to inform whether it is of sufficient weight to warrant refusal of planning permission (i.e. refer to paragraph 13e of the NPPF as set out above).
- 6.3.23 It is recognised that the trees on the southern boundary assist in delineating the boundary with the adjacent County School. Moreover, it is accepted that some of these trees in this area are of lower amenity value and that in terms of their contribution to the Conservation Area, their prominence from public view is limited primarily to the footpath that runs adjacent to the eastern boundary of the application site. From this perspective, while they are of course visible, and as referred to above, form a landscaped boundary, they are not a prominent feature of the area as they do not help to terminate a particular vista. With this in mind and taking into account other heritage considerations, it is considered that the contribution of these trees to the character and appearance of the Conservation Area is limited, and as such their removal would have a less than substantial impact. Options regarding additional planting on the adjoining land are being explored with the school
- 6.3.24 In terms of the trees on the northern boundary of the site, these do form a prominent landscape feature along the access road to Portcullis Lodge car park, a key vista identified in the Enfield Town Conservation Area Character Appraisal. The proposal would result in the loss of some of these trees although it is also noted that a significant number of trees would remain, including trees along this road that are outside of the application site. However, it is clear some of the remaining trees adjacent to the site would

need to be cut back and or/canopies lifted to accommodate the proposed 4.5m boundary fencing and floodlighting. The concern is that these works would harm their amenity value. Consequently, as these trees make an important contribution to the character and appearance of the Conservation Area, their loss would have an adverse impact resulting in harm to the character and appearance of the Conservation Area

6.3.25 To mitigate the impacts described above, the applicant is proposing additional landscaping. Given the significant concerns raised regarding the loss of the existing trees, it is considered the submitted landscaping scheme is at present not sufficient to mitigate those impacts, and as a consequence, further landscaping is required. Part of this additional landscaping could be within the application site, particularly on the eastern boundary adjacent to the existing footpath, and on the western side of the site around the new proposed pavilion building. In terms of new landscaping on the southern boundary, it is apparent that there is not sufficient room within the application site for this to take place. However, options are currently being explored regarding the possibility of new planting on this boundary but within the adjacent site which is outside the application site. For this to be secured, there would need to be a reasonable prospect of the adjacent landowner agreeing to it, and so at this time officers are unable to advise on how this would be secured. An update will be provided at the meeting.

6.3.26 Insofar as taking into account the impacts described above, and giving them the appropriate weight in terms of the assessment of the proposed developments acceptability, it is considered that the proposal would result in harm to the character and appearance of the Conservation Area but that this impact could be considered to be less than substantial harm. As per the statutory tests set out in the legislation, and noting the outcome of recent case law (*Forge Field Society v Sevenoaks DC* (12 June 2014)) which emphasised that “When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight” that this proposal would have an impact on the character and appearance of the Conservation Area, albeit this is found to be less than substantial harm, this is a significant material consideration weighing against the grant of planning permission for this application.

6.3.27 As the harm has been found to be less than substantial, as opposed to substantial, where planning permission would have been refused on that basis, the public benefits of the proposal can be balanced against that harm..

#### *6.4 New sports facilities*

6.4.1 The National Planning Policy Framework (NPPF) states (paragraph 73) that “Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.”

- 6.4.2 As outlined in Policy 3.18 of the London Plan, developments which support greater choice and improved facilities in education, as well as developments which maximise the extended or multiple uses of educational facilities for community or recreational use should be encouraged. DMD 16 of the Proposed Submission also encourages the provision of new community facilities that do not harm the amenities of the neighbouring properties.
- 6.4.3 The application proposes the erection of a single storey sports pavilion (changing facility) and installation of a 3G Artificial Turf Pitch (ATP) with perimeter ball-stop fencing, floodlights and associated works. The development is reliant on grant funding from the FA, and it is in response to the FA's minimum requirements that the scheme proposes the level of facilities that it does and why the application is brought before Committee at this time.
- 6.4.4 Sport England have commented on the application (as it involves the loss of existing playing fields) and support the proposal, subject to requiring that community use forms part of the scheme which should be secured by way of a planning condition.
- 6.4.5 The provision of new sports facilities, where access to the community can be controlled by a planning condition, is considered to have significant weight in favour of the application in terms of the overall balance of planning considerations.
- 6.5 Impact on amenity
- 6.5.2 Policy 7.6B, subsection D, of The London Plan (2011) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 6.5.3 Policy DMD74 sets out a criteria based approach for assessing the impact of new artificial pitches and requires that "*no harm to residential properties in terms of noise and light pollution*" occurs by way of the new development.
- 6.5.4 There are no nearby residential properties that would be impacted by the proposals. The Council's Environmental Health department are satisfied with the quality of the information submitted in terms of light spill, and as such have no objection to the application. As such, the application is considered to be acceptable in this regard.
- 6.6 Traffic and Transportation impacts
- 6.6.2 During the school day the Artificial Grass Pitch will essentially allow all weather use of the existing grass pitch by the schools. This has no transport implications. As part of providing an enhanced offer to the local community, and following discussion with Sport England, the AGP and associated changing pavilion will be available for local community groups and sports clubs outside of school hours. As the area is not currently available for such use this represents a potential intensification of use.

- 6.6.3 To assess the impact of this the applicant has assumed a worst case scenario where all potential players and coaches for the maximum eight teams that might arrive at one time all drive to the area alone. This represents 72 cars. Assuming that there could be some crossover between users a worst case parking demand of 144 spaces has been identified. Given that this demand will be in the evenings and weekends baseline demand for parking will be low. The applicant has identified 80 car parking spaces on the school site and a further 150 in the immediate vicinity and therefore concluded that there will be sufficient parking availability in the immediate vicinity to accommodate demand. It should be noted that as the AGP will be used by the local community and local sports clubs it is likely that many visitors will walk, cycle and take public transport. Therefore the calculation above represents a robust worst case scenario.
- 6.6.4 It should be noted that the assessment of the car parking provision is based on the use of Portcullis Lodge car park, which is immediately adjacent to the application site, but is not within the applicant's control. This is, of course, a car park which is owned by the Council and cannot be relied upon to support this development. This has therefore not been taken into account in the assessment of the traffic and parking implications arising from the development. Traffic and Transportation note that the school has 80 car parking spaces and there is also the Little Park Gardens public car park accessible via a footpath to Church Lane. On the basis that the use will be predominately from local people, it is not expected that there would be a significant demand for parking and moreover the peaks for the community use will be when the baseline demand is the lowest. On the basis of this analysis, there is no need for parking within Portcullis Lodge to support this application, nor is it included in the application.
- 6.6.5 The proposals are considered to be consistent with DMD policy 45 and London Plan policy 6.13 subject to securing a car parking management plan that sets out what parking will be available and when to support the use, including community uses, and how the 80 spaces within the school site will be available to support public use and how access thereto will be provided, including for disabled drivers.
- 6.6.6 To encourage visitors to cycle and to accommodate those that arrive by bike, cycle parking should be provided in accordance with the standards set out in the Further Alterations to the London Plan. The closest comparable standard would require one space per eight visitors or a minimum of 18 spaces. This is noted and a planning condition is recommended to ensure the proposals are consistent with DMD policy 45 and London Plan policy 6.9.
- 6.6.7 The arrangement of the two disabled parking spaces proposed is acceptable and consistent with DMD policy 45, subject to the access details, which can be established in the car park management plan. However, access to the disabled parking spaces is via the access to Portcullis Lodge Car Park. This will require the permission of the Council as landowner and the applicant will need to secure this permission separate from the planning application process.
- 6.6.8 On this basis the application is considered to be acceptable in terms of the traffic and transportation impacts.

6.6 Other matters

6.6.1 The applicant has provided information to address the concerns of the Council's Biodiversity Officer, and so this matter is considered to have been addressed.

6.7 Community Infrastructure Levy (CIL)

6.7.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sum. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015.

6.7.2 As a health and education use, the proposed sports hall can be classified as a development which is not CIL Liable in accordance with the Mayor of London CIL exemptions list.

**7 Conclusion**

7.1 It is evident from the analysis above there are several concerns with the proposed development in this location. The development would be located on MOL where there is a presumption against such artificial pitches with supporting paraphernalia (e.g. floodlights, fencing etc) set out in the Council's DMD; the development is in the Enfield Town Conservation Area and would, in resulting in the loss of a significant number of trees and necessitating works to trees adjacent to the site which would undermine their amenity value and could lead to their decline and ultimate loss, harm the character and appearance of the Conservation Area and any harm to the Conservation Area must be given considerable weight.

7.2 This is therefore a finely balanced case and in this case, officers have attributed significant weight to the benefits that the proposed development would bring to the local community. Those benefits are the improved sports facilities for the use of the school itself, and the wider benefits to public health for local people through its community use, which would accord with wider key Council objectives. Given this approval is recommended with conditions to secure amongst other things, community use, replacement landscaping provision and management of the tree works necessary to achieve the development.

**8. Recommendation**

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

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

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

2. The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

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

3. The development shall not commence until details of the external finishing materials to be used in the pavilion building, artificial pitch and perimeter fencing 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.

4. No deliveries of construction and demolition materials shall be taken at or despatched from the site outside the following times 08:00 – 18:00 Monday to Friday, 08:00 - 13:00 Saturdays and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To protect local residential amenity

5. That development shall not commence until a construction management plan 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 any 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.

6. All pitch flood lights are to be turned off by 22:00.

Reason: To protect local amenities.

7. No development shall take place until details of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved in writing by the local planning authority. No development shall take place other than in accordance with the Written Scheme of Investigation.

Reason: Heritage assets of archaeological interest are expected to survive on the site. The local planning authority wishes to secure the provision of



appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

8. Prior to the development being brought into use, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

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

9. Notwithstanding the submitted details, before the first use of the facility hereby permitted, details of the facilities for secure cycle parking shall be submitted to and approved in writing by the Local Planning Authority, provided prior to the development being first occupied and retained thereafter.

Reason: To ensure the delivery of a sustainable development which seeks to minimise travel by private car in accordance with the National Planning Policy Framework.

10. The proposed development shall be undertaken in accordance with the approved scheme for the protection of the retained trees as set out in the documents submitted.

Reason: To protect existing planting during construction.

11. The development shall not commence until details of a landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The detailed landscaping scheme shall include the following details:

- a. an ecological report detailing how the landscaping scheme maximises and enhances the ecological value of the site;
- b. existing and proposed underground services and their relationship to both hard and soft landscaping;
- c. proposed trees: their location, species and size (specifically replacements for all trees removed as part of this development);
- d. soft plantings: including grass and turf areas, shrub and herbaceous areas;
- e. topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; and
- f. 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 7.4 and 7.8 of the London Plan.

12. No development shall take place until a scheme of works and protection measures for the trees adjacent to the application site has been submitted to and approved in writing by the local planning authority. The development shall be undertaken in accordance with the approved scheme for the protection of the retained trees as set out in the documents submitted.

Reason: To protect existing planting during construction.

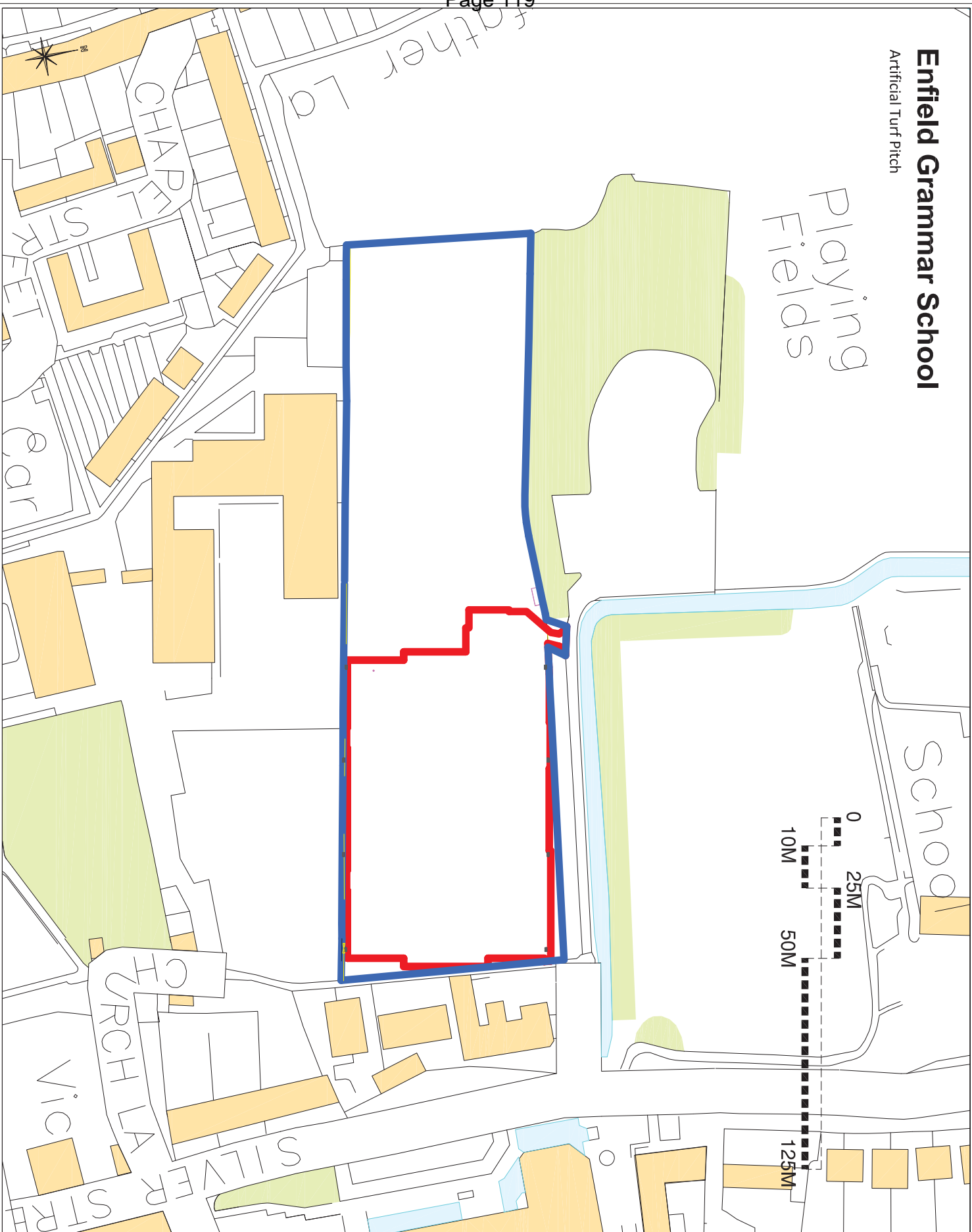
13. Prior to the commencement of development, a parking management plan setting out the arrangements for parking and access associated with use for the facility, including community use, shall be submitted to and approved in writing by the Local Planning Authority. The use of the site shall only operate in accordance with the approved package management plan.

Reason: To safeguard the residential amenities of neighbouring occupants and to preserve the free flow of traffic and pedestrian safety.

# Enfield Grammar School

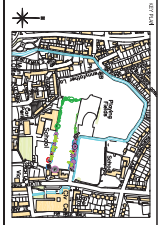
Artificial Turf Pitch

Playing  
Fields



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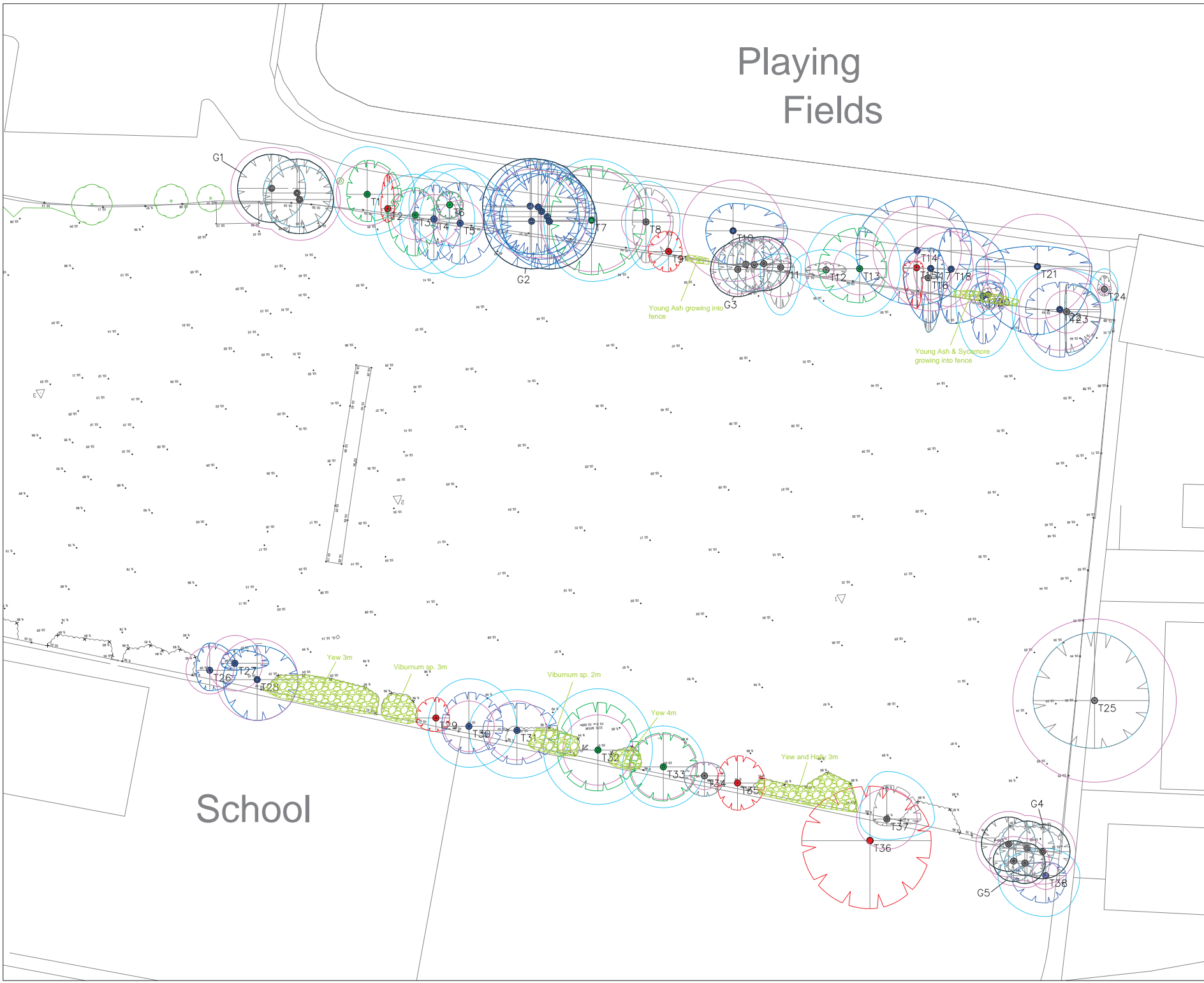
Enfield Grammar School  
Artificial Turf Pitch  
Pitch 1 of 2

PROJECT NO	DATE	REV
SS1681	11/2000	A1
02		00



# Playing Fields

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**Legend**

- Tree Position with Canopy Spread plus BS5837 Category A1, A2 or A3
- Tree Position with Canopy Spread plus BS5837 Category B1, B2 or B3
- Tree Position with Canopy Spread plus BS5837 Category C1, C2 or C3
- Tree Position with Canopy Spread plus BS5837 Category U
- T/G202 Tree / Group Number
- Root Protection Area - Based on Simple Radius from Tree
- Tree canopy Ultimate Spread
- Tree Group BS5837 Category A
- Tree Group BS5837 Category B
- Tree Group BS5837 Category C
- Tree Group BS5837 Category U
- Existing Shrubs with Species and Height

Rev	Description	By	Chk	Date
For guidance only. Do not scale off this drawing.				
1:200	Scale bar			
1:500	Scale bar			
1:1000	Scale bar			



Noble House  
 Capital Drive, Linford Wood, Milton Keynes MK14 6GP  
 T: +44 (0)1908 669898 E: rpsmk@rpsgroup.com F: +44 (0)1908 669899



Client: Enfield Grammar School, Playing Field

Title: Tree Constraints Plan

Status	Scale	Date Created
Issue	1:200 @ A1	21 October 2013
Project Leader	Drawn By	Checked by
BW	BW	

Drawing Number	Rev
JKK8045 - Figure 1	-

School

Young Ash growing into fence

Young Ash & Sycamore growing into fence

Yew 3m

Viburnum sp. 3m

Viburnum sp. 2m

Yew 4m

Yew and Holly 3m

# Playing Fields

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- Legend**
- Tree Position to be Retained  
Canopy Spread plus BS5837  
Category Colour Value in Centre
  - Tree Position to be Removed  
Canopy Spread plus BS5837  
Category Colour Value in Centre
  - Tree Position to be Retained off-site  
Canopy Spread plus BS5837  
Category Colour Value in Centre
  - T/G202 Tree / Group Number
  - Root Protection Area - Based on Simple Radius from Tree
  - Extent of Proposed New AI Weather Surfacing
  - Extent of Proposed 3G Artificial Run Off Area
  - Extent of Proposed 'No Dig' Surfacing
  - Extent of Proposed New Tarmac Surfacing

School

Page 122

Rev.	Description	By	Chk.	Date
For guidance only. Do not scale off this drawing.				
1:200	0 10 20 30 40 50 60 70 80 90 100			
1:500	0 50 100 150 200 250 300 350 400			
1:1000	0 100 200 300 400 500			



Noble House  
 Capital Drive, Linford Wood, Milton Keynes MK14 6GP  
 T: +44 (0)1908 669898 E: rpsmk@rpsgroup.com F: +44 (0)1908 669899



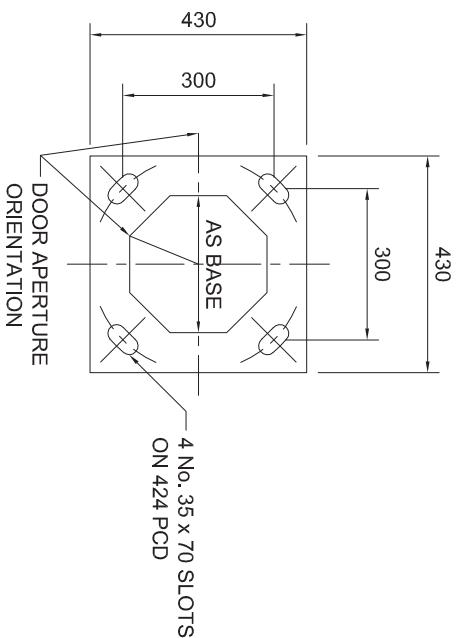
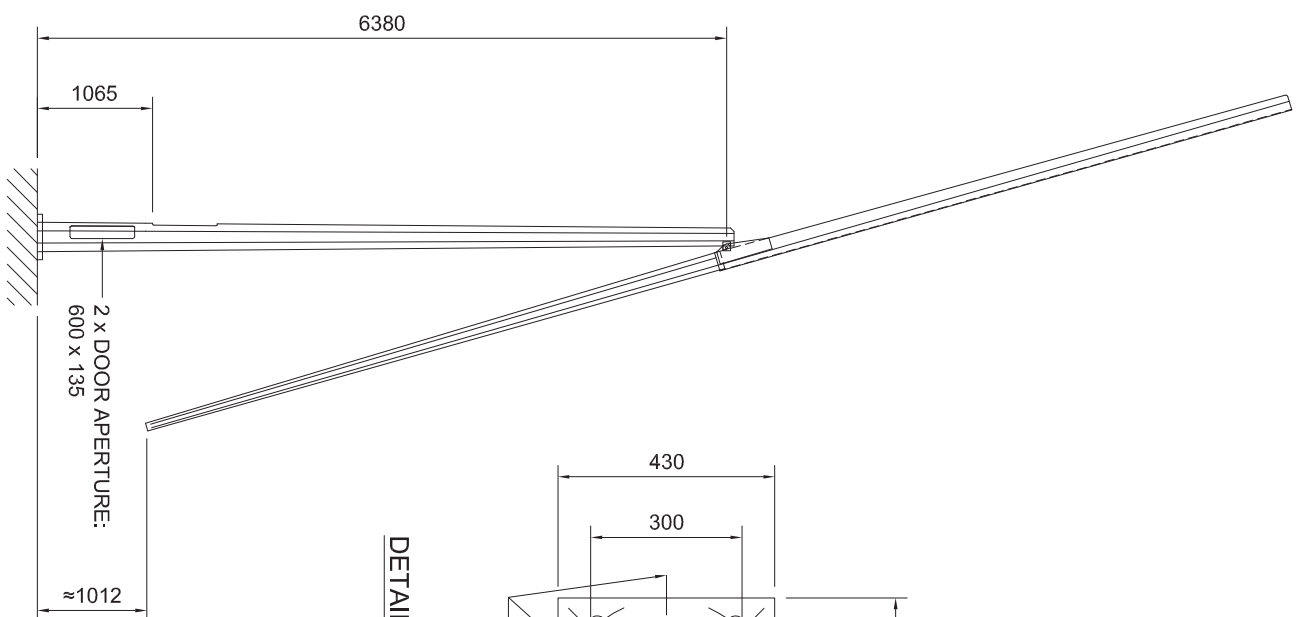
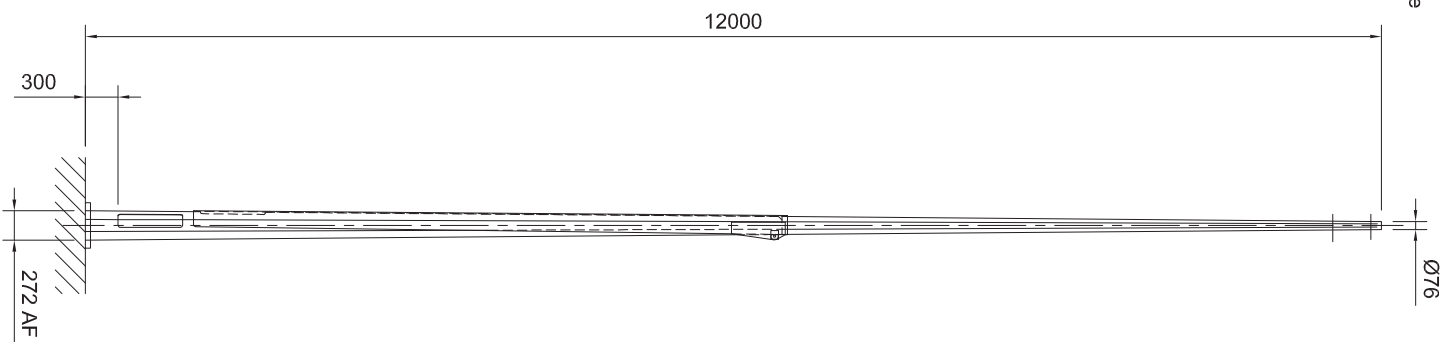
Client  
 Project Enfield Grammar School, Playing Field

Title Tree Retention and Removal Plan

Status	Scale	Date Created
Issue	1:200 @ A1	5 November 2013
Project Leader	Drawn By	Checked by
BW	BW	

Drawing Number	Rev
JKK8045 - Figure 2	-

3rd Angle



**DETAIL OF FLANGE PLATE**

Nominal Height :	12000mm
Total Length :	12000mm
Planting Depth :	N/A Flange Plated
Column Top Diameter :	76mm
Column Base AF :	272mm
Height to Door :	300mm
Door Size :	600 x 135mm
Column Weight :	360kg
Reference No. :	Z

**Notes**

All Dimensions in Millimetres unless stated otherwise.  
Where multiple views are shown 3rd Angle Projection is assumed.

Revisions	
Rev.	Date

**PHILIPS**

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www.philips.com

Title 12m FLANGED AMARU<sup>2</sup>  
MID HINGED COLUMN

Drwg No. CC6080

Scale:NTS  
Sheet 1 of 1

Drawn By: NT Chkd: AS

Ref.

Contract:

Customer:

Date: 09/09/11

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 22<sup>nd</sup> July 2014

**Report of**  
Assistant Director - Planning,  
Highways & Transportation

**Contact Officer:**  
Andy Higham Tel: 020 8379 3848  
Sharon Davidson Tel: 020 8379 3841  
Ms E. Kiernan Tel: 020 8379 2531

**Ward:** Palmers  
Green

**Application Number :** P14-01895PLA

**Category:** Other Development

**LOCATION:** ST ANNES CATHOLIC SCHOOL, OAKTHORPE ROAD, LONDON, N13 5TY

**PROPOSAL:** Erection of a detached 3-storey Sixth Form Centre with mansard roof, railings and pedestrian access gate to front and associated landscaping (built in two stages).

**Applicant Name & Address:**

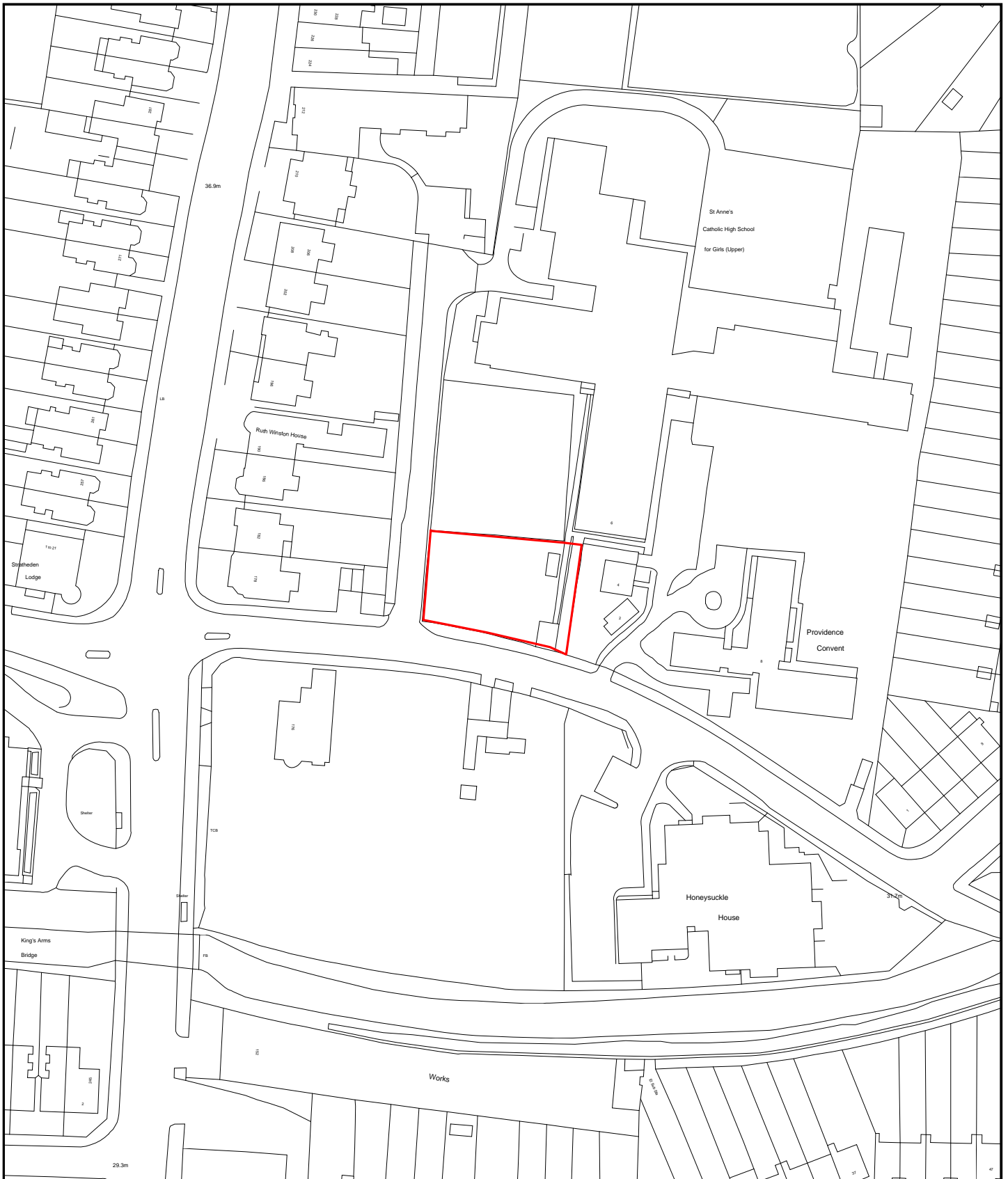
Clive Horscroft,  
Diocese of Westminster  
Vaughan House,  
46, Francis Street,  
London,  
SW1P 1QN

**Agent Name & Address:**

Wayne Everitt,  
Wilby and Burnett  
123, Provident House  
Ashdon Road  
Saffron  
Walden  
Essex  
CB10 2AJ

**RECOMMENDATION:**

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



### Development Control



Scale - 1:1250  
Time of plot: 12:34

Date of plot: 04/07/2014

## **1 Site and Surroundings**

- 1.1 The application site is located on the northern side of Oakthorpe Road and comprises various buildings. The main school building is part two and part three storeys in height and features a pitched roof roofline with flat roof elements.
- 1.2 The site is bound by residential properties sited along Oakthorpe Road and The Grove to the east and a large car park to the rear (north). Additionally, to the west an access road provides separation from the rear elevation of commercial premises sited along Green Lanes.

## **2. Proposal**

- 2.1 Planning permission is sought for the erection of a detached sixth form centre with mansard roof, railings and pedestrian access gate to the front with associated landscaping.
- 2.2 The proposed block would be erected to the south west section of the site, fronting Oakthorpe Road and adjacent to the existing games courts. An existing store building and 1.8m brick wall fronting Oakthorpe Road would be removed to accommodate the provision of the sixth form block.
- 2.3 The proposed block would have dimensions of approximately 23m in width by 15.3m in maximum depth and be finished with a mansard roofline to a maximum height of 11m (Phase 2).
- 2.4 The development would be implemented in two phases; phase 1 would feature a flat roofline with green roof and phase 2 would feature a mansard design. This phase would also include a green roof contained behind a raised parapet forming the edge of the mansard. The implementation of Phase 2 proposal is linked to funding in conjunction with the Education Funding Agency, Diocese of Westminster and the Council. However, there is no guarantee as to when, or if appropriate funding could be achieved.
- 2.5 The accommodation would provide for a sixth form centre with a common room, study rooms, offices and toilet facilities.
- 2.6 The proposed block would be set off the frontage by approximately 2 metres with landscaping. Pedestrian access would remain from Oakthorpe Road, however the existing brick wall would be removed and replaced with new metal railings set on a course of brickwork, as well as a new pedestrian access gate. The proposed brickwork with railings would have a maximum height of 2.2m to match the existing brick wall and piers serving the eastern frontage. The railings would be finished in black.

## **3. Relevant Planning Decisions**

- 3.1 TP/00/1525 – Two storey extension to the north of building to replace temporary art building – granted with conditions

## **4. Consultations**

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

4.1.1 Education

Education support the application

4.1.2 Thames Water

Thames Water advises that with regard to sewerage and water infrastructure they would not have any objection to the above planning application.

4.1.3 Traffic and Transportation

No objections subject to conditions

4.1.4 Biodiversity

The Council's Biodiversity Officer raises no objections to the proposal on ecological grounds, subject to conditions regarding bird nesting and landscaping and biodiversity enhancements.

4.1.5 Trees and Landscape

No objection subject to conditions

4.1.6 Environmental Health

No objection were raised subject to conditions regarding a Construction Management Plan and external lighting

4.1.7 Property Services

No objections were raised to the proposed development.

4.1.8 Sustainable Design

No objections subject to conditions

4.1.9 No comments were received from Regeneration, Leisure & Culture or Health, Housing and Adult Social Care

**4.2 Public**

4.2.1 Letters were sent to 44 adjoining and nearby residents. In addition notices have been displayed on site and in the local press. No representations were received.

**5. Relevant Policy**

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27<sup>th</sup> March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

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

5.4 The London Plan

Policy 3.16	Social infrastructure
Policy 3.18	Education facilities
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.19	Biodiversity and access to nature

5.5 Local Plan – Core Strategy

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
CP28	Managing flood risk through development
CP30	Maintaining and improving the quality of the built and open environment
CP36	Biodiversity

5.6 Saved UDP Policies

(II) GD3	Aesthetics and functional design
(II) GD6	Traffic Generation
(II) GD8	Site Access and Servicing

5.7 Submission Version DMD

DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD42	Design of Public / Civic Buildings
DMD45	Parking Standards and Layout
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy efficiency standards

DMD52	Decentralised energy networks
DMD53	Low and zero carbon technology
DMD54	Allowable solutions
DMD55	Use of roof space/vertical surfaces
DMD56	Heating and cooling
DMD57	Responsible sourcing of materials, waste minimisation and green procurement.
DMD58	Water efficiency
DMD61	Managing surface water

## 5.8 Other Relevant Policy

National Planning Policy Framework  
National Planning Practice Guidance

## 6. **Analysis**

6.1 The key considerations in the determination of this planning application will focus on the principle of development, the impact of the expansion of the school on the character of the surrounding area, highways and access issues, neighbouring amenity and other matters.

### 6.2 Principle

6.2.1 This is an existing educational site and therefore there is no objection in principle to the provision of additional buildings on the site for education use.

6.2.2 At present, with the exception of toilets and a common room, St Anne's High School does not offer any dedicated sixth form area to students. The existing common room is a classroom, which is inadequate and thus this places increased pressure on existing school facilities and designated classrooms for the rest of the school.

6.2.3 The proposed sixth form block would provide for a new common area, toilets, study rooms and ICT facilities, which would firstly allow adequate facilities to be offered to sixth formers, and secondly take the pressure away from existing facilities within the school building .

6.2.4 The proposal is intended to contribute towards Enfield's 6<sup>th</sup> Form Placement Strategy and allow an additional 72 pupils.

6.2.5 Part 1 of the Education and Skills Act 2008 (ESA 2008) places duties on local authorities to secure sufficient suitable education and training provision for all young people aged 16-19 years.

6.2.6 Additionally, the need for the provision of new school accommodation is directly linked to the need to provide additional school places for primary and secondary school children. The Council has an overriding statutory duty to provide sufficient pupil places for children of compulsory school age to meet anticipated demand, as detailed in Section 14 of the Education Act 1996. Given the current demand and future predicted growth in the Borough's child population, the proposed sixth form accommodation would assist in delivering the additional projected places required in the areas of the highest demand. This will also ensure that pupil mobility across the Borough is kept to a minimum. Meeting this need is a recognised consideration and there is

currently a presumption in favour of allowing such development unless material circumstances dictate otherwise.

### 6.3 Impact on Character of Surrounding Area / Neighbouring Properties

6.3.1 The proposed development would comprise the removal of part of the existing front boundary wall and the erection of a detached three storey sixth form block with new railings and pedestrian access gate and landscaping.

6.3.2 Policy 37 of the Submission DMD requires developments to be designed to be appropriate for their context, while Policy 42 of the Submission DMD requires civic buildings to be designed to a high standard.

6.3.3 The submitted plans indicate that there would be a Phase 1 and Phase 2 approach to the development. Phase 1 would feature a flat roofline to a maximum height of 8 metres, whereas Phase 2 would incorporate the addition of a mansard roofline with dormer windows to a maximum height of 11 metres. For clarity, the Phase 2 scheme is being considered under this application, as this would be the final outcome, however it is entirely dependent on funding.

6.3.4 The proposed sixth form centre (Phase 2) would be three storeys in height and set forwards of the existing main school building. Although, the design would not replicate the existing older buildings on site, it is considered that the architectural characteristics, comprising a mansard roofline and dormer windows would complement and relate appropriately to the existing school building. Additionally, the insertion of large glazed windows would allow natural surveillance, and combined with the removal of the existing brick wall and erection of railings, would provide a positive and active frontage. The Phase 2 option includes provision of a green roof, contained behind a raised parapet to the proposed mansard roof.

6.3.5 Should funding not become available and Option 1 with a flat roof is constructed and retained, then this would also be considered acceptable. It would also provide a green roof, and its simplistic design, which would be broken up with large fenestration is considered acceptable. It would not be detrimental to the character and appearance of the school site, or visual amenities of the street scene. Additionally, the sustainability credentials would be welcomed, having regard to policies CP20 of the Core Strategy and DMD55 of the Development Management Document (Submission Version)

6.3.6 It is therefore concluded that either option would provide an architecturally acceptable design without detracting from the overall appearance of the existing school buildings and surrounding area. It is therefore considered that the proposed development respects the character of the surrounding area with regards to Core Policy 30 of the Core Strategy, Policy (II) GD3 of the UDP, Policy 7.4 of the London Plan and Policies 37 and 42 of the Submission DMD.

### 6.4 Traffic Impact

6.4.1 It is acknowledged that the expansion of the school to provide an enlarged sixth form would increase the number of vehicle and pedestrian movements into the site and on surrounding residential roads. However, it is expected that the majority of new students would use public transport (this is reinforced

by the schools existing school travel plan results) due to their age range, thus traffic increase would be minimal and not significant.

- 6.4.2 The parking provision would remain as existing, which is considered acceptable as the development is not likely to result in an increase in the parking demand. The Design & Access statement says that staff numbers would not be increasing, although the additional information does confirm that student numbers could increase by 73 so staff numbers could increase in proportion. Nevertheless, the existing provision still remains acceptable.
  - 6.4.3 Given the above, an appropriate condition could be attached, should the scheme be granted, to secure further cycle parking at a provision of one space per twenty students for both existing and future numbers (unless already provided).
  - 6.4.4 There are slight concerns with the principle of reopening the existing pedestrian access as this could increase the number of potential vehicles stopping outside it and thus reducing visibility splays and increasing safety concerns. However it is likely that vehicles already stop close to the access as it is adjacent to an existing pedestrian access approximately 10m away. Nevertheless, the zig zags protecting the accesses should be extended to reduce the risk of this happening, which could be secured by an appropriate condition, should the scheme be granted.
  - 6.4.5 The access and servicing arrangements would remain as existing and therefore are deemed acceptable, having regard to policy (II) GD8 of the Unitary Development Plan.
- 6.3.1 Neighbouring Amenity
- 6.3.2 The proposed development would be situated to the south west corner of the site, fronting Oakthorpe Road. There is an access road directly adjacent to the west boundary of the site and beyond are the rear elevations of premises sited on Green Lanes. The ground floors of these building are typically occupied for commercial purposes with residential accommodation at upper levels. The proposed block would be sited approximately 50m away and given this separation; it is not considered that the proposed development would be detrimental to the operation of the commercial premises or to residential amenities in regards to loss of sunlight/daylight, outlook or privacy.
  - 6.3.3 The proposed block would be set back from Oakthorpe Road by 2m and combined with the separation provided by the public highway; it would not be detrimental to residential amenities of occupiers to the south at Honeysuckle House, which is located opposite the site.
  - 6.3.4 With regard to residential properties sited to the east of the site at Riverway, these properties are at least 50m away and the building would be screened by existing school buildings, thus not highly visible, and as such would not be detrimental to residential amenities.
- 6.7 Sustainability
- 6.7.1 It is acknowledged that Policy CP20 of the Core Strategy requires all new developments to address the causes and impacts of climate change by:



minimising energy use; supplying energy efficiently; and using energy generated from renewable sources.

- 6.7.2 A BREEAM pre-assessment has been submitted, which indicates that the development would achieve a 'Very Good' rating, which is consistent with DMD50 of the Development Management Document (Submission Version).
- 6.7.3 An Energy Statement was not submitted, however the BREEAM pre-assessment indicates that an 8% improvement will be targeted, which is considered acceptable, having regard to DMD51 of the Development Management Document (Submission Version).
- 6.7.4 In regards to water efficiency, a 25% improvement over the BREEAM baseline has been targeted, which is acceptable, having regard to DMD58 of the Development Management Document.
- 6.7.5 The submitted information indicates that a green roof with extensive substrate would be provided, which is considered acceptable, having regard to DMD55 of the Development Management Document (Submission Version).
- 6.7.6 In regards to SuDs, a drainage strategy has not been submitted, however given the proposed permeable surfaces and green roof, it is considered that this would be acceptable, having regard to DMD61 of the Development Management Document.

## 6.8 Biodiversity

- 6.8.1 The Biodiversity Officer has reviewed the submitted documentation and confirmed that the proposed green roof would be acceptable from an ecological perspective, however the landscaping plan lacks details and thus it is requested that appropriate conditions relating to birds nesting and landscaping and biodiversity enhancements are secured, should the scheme be granted.

## 6.9 Trees

- 6.9.1 The submitted landscaping plan indicates the removal of two trees on site; however these are not protected by TPO, or sited within a Conservation Area and as such their removal is acceptable in principle.
- 6.9.2 The proposal would involve the implementation of further landscaping works, including shrub beds and greenery to the front of the site. This would improve the visual appearance of the building and assist in promoting an active frontage. It is therefore considered that details of an appropriate landscaping scheme could be secured by condition.

## 7. **Conclusion**

- 7.1 Having regard to the considerations above, the proposed new sixth form block would not harm the residential amenities of neighbouring properties or the appearance of the surrounding area.
- 7.3 It is therefore considered that the scheme is acceptable.

## 8. **Recommendation**

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

1. C60 Approved plans
2. C07 Details of materials
3. C09 Details of Hard Surfacing
4. No areas of hedges, scrub or similar vegetation where birds may nest shall be cleared outside of the bird nesting season (March-August inclusive). Should clearance during the bird-nesting season be unavoidable, a suitably qualified ecologist shall assess the areas to be removed prior to clearance, and if any active nests are recorded then no further works shall take place until all young have fledged the nest. Reason: To ensure that wildlife is not adversely impacted by the development, in accordance with policy CP36 of the Core Strategy and the National Planning Policy Framework

5 C41 External lighting

6 C17 Landscaping (amended to include biodiversity and landscaping enhancements)

The development shall not commence until details of trees, shrubs and grass to be removed and or planted on the site have been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include the following:

- Native and wildlife-friendly plants and trees of local or national provenance;
- Biodiversity enhancements, including, 5 bird and 5 bat bricks/tiles/tubes to be built into the design and/or around the new buildings;
- Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to travel across the site (10x10cm gaps in appropriate places at the bottom of the fences)

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 and that biodiversity is not adversely affected by the proposed development

7 C59 Cycle parking

8 The new pedestrian access shall not be brought into use until a Traffic Regulation Order has been made to extend the existing zig zag waiting restrictions across the new pedestrian access on Oakthorpe Road.

Reason: In the interests of highway safety.

9 Prior to first occupation details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than a 25% improvement over a BREEAM calculated baseline as specified in the pre-assessment submitted with the scheme.

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

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

- 10 The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.

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

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

- 11 The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change unless otherwise agreed in writing by the Local Planning Authority. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

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

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.

- 12 Following practical completion of works a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to and approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

- 13 The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of

the development and shall provide for no less than a 8% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

14 The development shall not commence until details of the biodiversity (green/brown) roof(s) have been submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- a. Biodiversity based with extensive substrate base (depth 80-150mm);
- b. Sited in accordance with plan No. 1722/1/SD18 hereby approved; and,
- c. Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

The biodiversity (green/brown) roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include final agreed phasing strategy option and full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

The biodiversity roof shall be provided in accordance with the approved details prior to occupation of the development unless otherwise agreed in writing by the Local Planning Authority and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

15 Evidence confirming that the development achieves a BREEAM New Construction 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:

- c. a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage within 3 months of the commencement of superstructure works on site; and,
- d. a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion and within 3 months of first occupation unless otherwise agreed in writing by the Local Planning Authority.

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

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

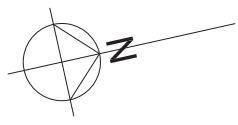
- 16 The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste
- iii. Procedures for minimising hazardous waste
- iv. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works) groups and support them by appropriate monitoring of waste.
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan.

- 17 C51a Time Limited permission



**REVISIONS**

- A Revised following receipt of planners' comments dated 4. 3. 14
- RDE 14 March 2014

**NEW SIXTH FORM CENTRE**  
for  
**ST ANNE'S CATHOLIC HIGH SCHOOL, PALMER'S GREEN**

**DIOCESE OF WESTMINSTER**

**LOCATION & BLOCK PLAN**

**WILBY & BURNETT LLP**  
Project Management, Architecture & Surveying

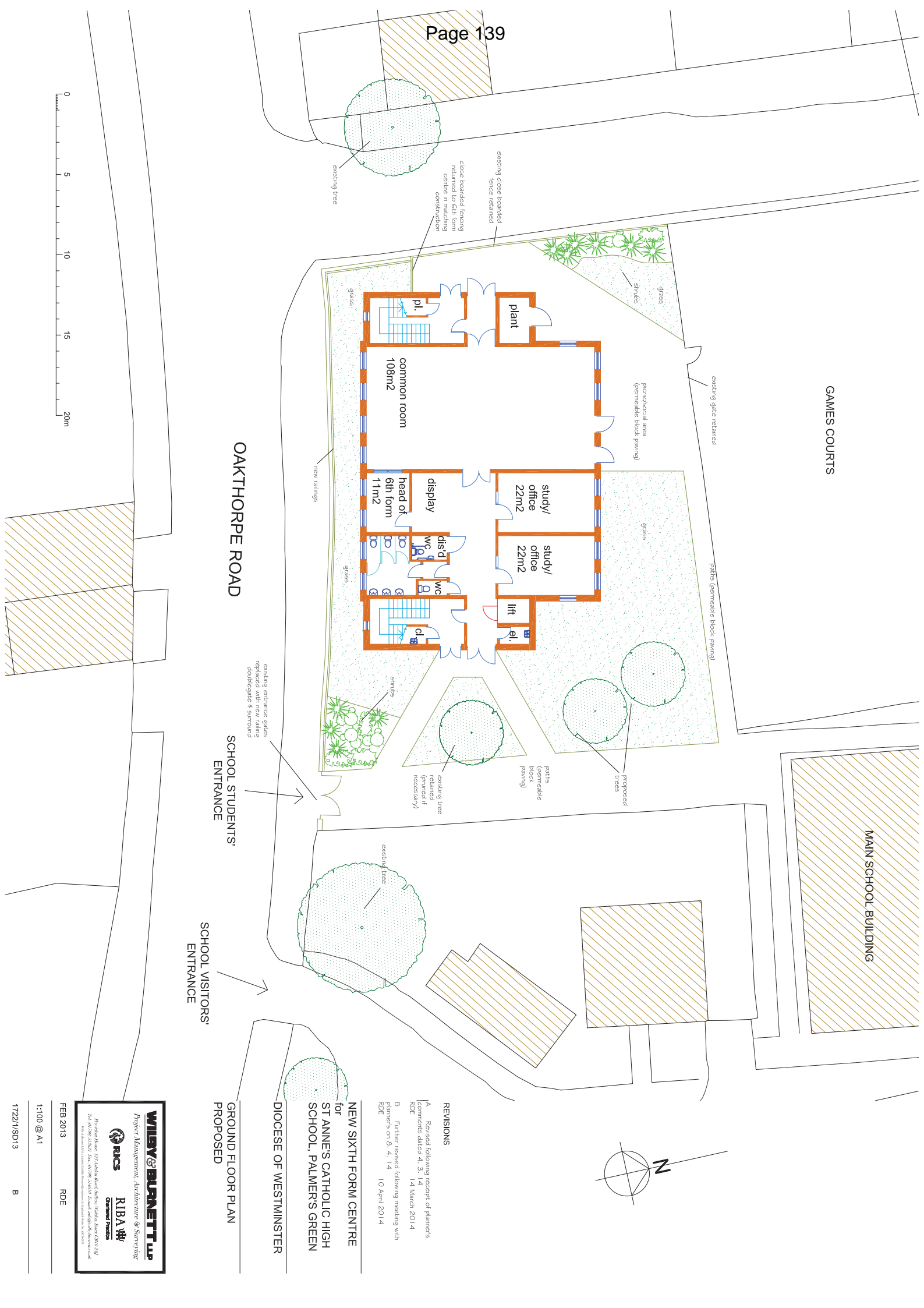
**RICS** **RIBA** **Chartered Practitioner**

Registered Firm No. 276, 14th Floor, 15 Abchurch Lane, London, EC4N 3DF  
Tel: 01753 47824 Fax: 01753 47809 Email: info@wilbyburnett.com

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GAMES COURTS

MAIN SCHOOL BUILDING

OAKTHORPE ROAD

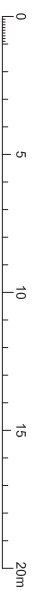
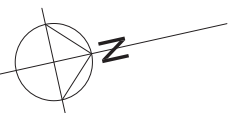
SCHOOL STUDENTS' ENTRANCE

SCHOOL VISITORS' ENTRANCE

GROUND FLOOR PLAN PROPOSED

NEW SIXTH FORM CENTRE  
for  
ST ANNE'S CATHOLIC HIGH  
SCHOOL, PALMER'S GREEN  
DIOCESE OF WESTMINSTER

- REVISIONS**
- A. Revised following receipt of planners' comments dated 4. 3. 14
  - RDE 14 March 2014
  - B. Further revised following meeting with Planners on 6. 4. 14
  - RDE 10 April 2014

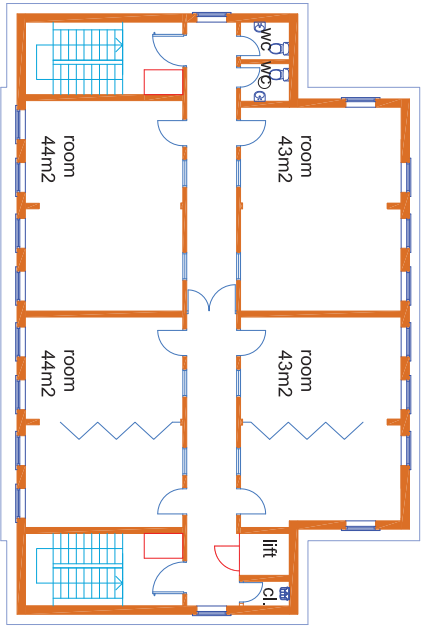


**WILBY & BURNETT LLP**  
Project Management, Architecture & Surveying

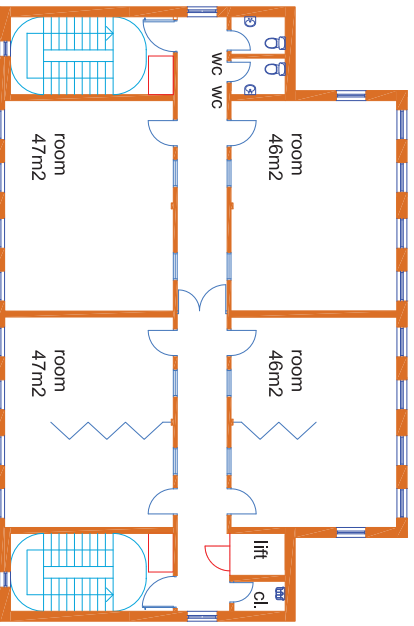
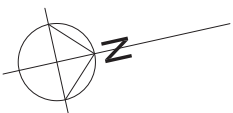
**RICS** **RIBA** **Chartered Practitioner**

Project Room, 125 Abchurch Lane, London, EC4A 3DF  
Tel: 020 7393 3100 Fax: 020 7393 5100 Email: info@wiburnett.com

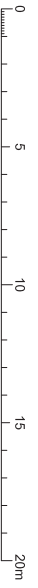
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SECOND FLOOR PLAN



FIRST FLOOR PLAN



REVISIONS

- A Revised following receipt of planners' comments dated 4. 3. 14
- SGE 14 March 2014
- B Further revised following meeting with Planners on 6. 4. 14
- RDZ 10 April 2014

NEW SIXTH FORM CENTRE  
for  
ST ANNE'S CATHOLIC HIGH  
SCHOOL, PALMER'S GREEN

DIOCESE OF WESTMINSTER

UPPER FLOOR PLANS  
PROPOSED

**WILBY & BURNETT LLP**  
Project Management, Architecture & Surveying

**RICS** **RIBA**  
Chartered Practitioner Chartered Practitioner

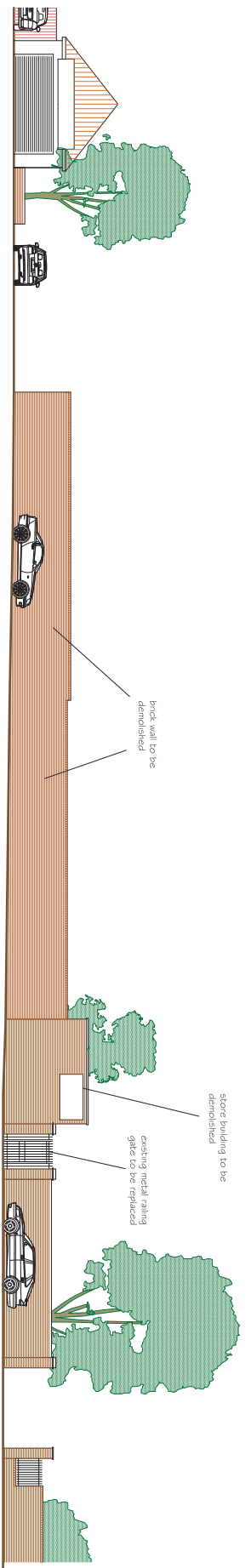
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Tel: 0208 512821 Fax: 020799 51600 Email: info@wiburnett.com

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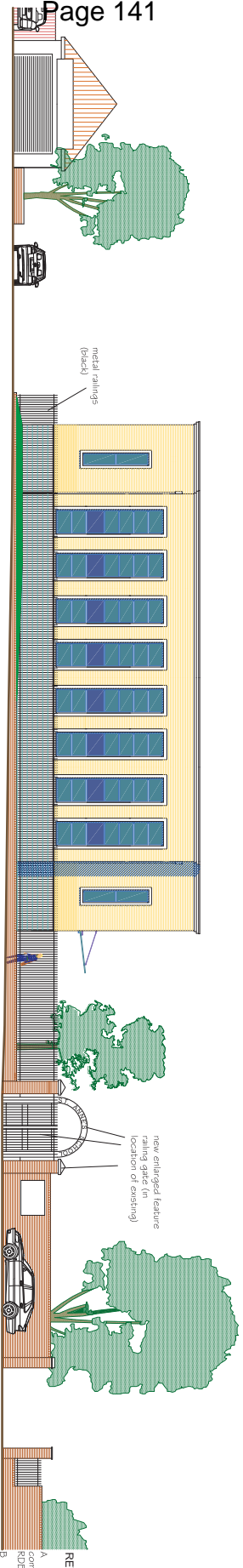
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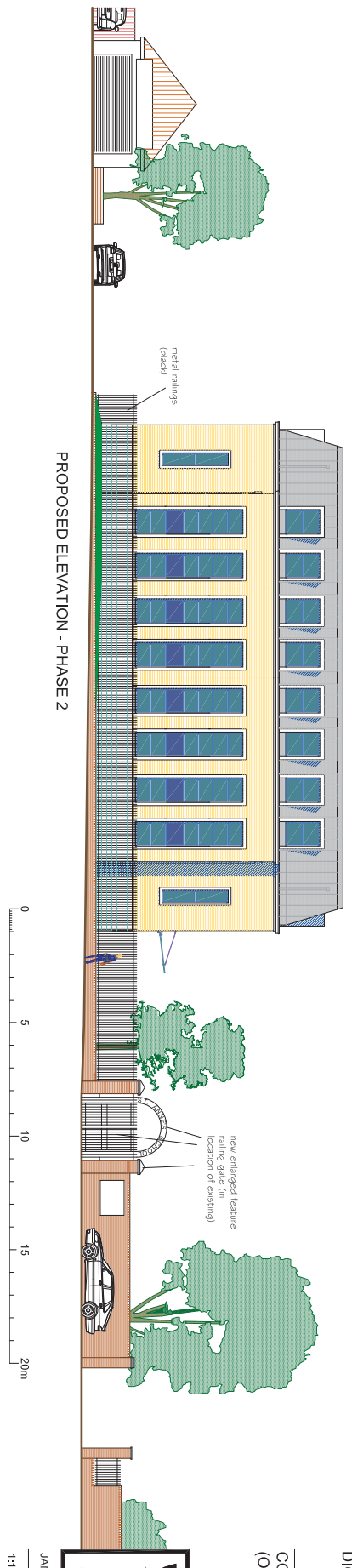




EXISTING ELEVATION



PROPOSED ELEVATION - PHASE 1



PROPOSED ELEVATION - PHASE 2

**REVISIONS**

- A. Revised following receipt of planner's comments dated 4. 3. 14 14 March 2014
- B. Further revised following meeting with planners on 8. 4. 14 10 April 2014

**NEW SIXTH FORM CENTRE**  
 for  
**ST ANNE'S CATHOLIC HIGH SCHOOL, PALMERS GREEN**

**DIOCESE OF WESTMINSTER**

**CONTEXT ELEVATIONS**  
 (OAKTHORPE ROAD)

**WILBY & BURNETT LLP**  
 Project Management, Architecture & Surveying  
 RIBA 2014  
 Chartered Practice

**RIBA 2014**  
 Chartered Practice

Project Name: 22 Oakthorpe Road, Palmers Green, London, N22 3JY  
 Date of Issue: 10 April 2014  
 Drawn by: [Name Redacted]  
 Checked by: [Name Redacted]  
 Approved by: [Name Redacted]

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