

# Public Document Pack



## **PLANNING COMMITTEE**

Tuesday, 25th November, 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, Ahmet Hasan, Suna Hurman, Jansev Jemal, 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 24/11/14**

## **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 21 OCTOBER 2014 (Pages 1 - 6)**

To receive the minutes of the Planning Committee meeting held on Tuesday 21 October 2014.

**4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 124) (Pages 7 - 8)**

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. P14/00512/PLA - SOUTHGATE OFFICE VILLAGE, MULTI STOREY CAR PARK, CHASE ROAD, LONDON, N14 6HF (Pages 9 - 34)**

RECOMMENDATION: Refusal  
WARD: Southgate

**6. 14/02821/FUL - 21 ARBOUR ROAD, ENFIELD, EN3 7TX (Pages 35 - 46)**

RECOMMENDATION: Approval subject to conditions  
WARD: Ponders End

**7. 14/03667/RE4 - BOWLES GREEN, TOWN PARK, 1 CECIL ROAD, ENFIELD, EN2 6LE (Pages 47 - 62)**

RECOMMENDATION: Approval subject to conditions  
WARD: Grange

**8. 14/03718/RE4 - PONDERS END POLICE STATION, HIGH STREET, ENFIELD, EN3 4EZ (Pages 63 - 76)**

RECOMMENDATION: Approval subject to conditions  
WARD: Ponders End

**9. APPEAL INFORMATION**

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

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

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

## PLANNING COMMITTEE - 21.10.2014

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON TUESDAY, 21 OCTOBER 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 David B Taylor (Transportation Planning) Jane Creer (Secretary)

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

**168****WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed everyone to the meeting and explained the order of the meeting.

**169****DECLARATION OF INTERESTS**

NOTED

1. There were no declarations of interest.
2. In respect of application ref 14/02821/FUL, Councillor Pearce had advised neighbouring residents about the planning process and viewed the site, but not entered dialogue, and came to the meeting with an open mind.

**170****MINUTES OF THE PLANNING COMMITTEE 23 SEPTEMBER 2014**

**AGREED** the minutes of the Planning Committee meeting held on Tuesday 23 September 2014 as a correct record.

**171****REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO.100)**

**PLANNING COMMITTEE - 21.10.2014**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No.100).

**172**

**P13-03229PLA - EVERLAST HOUSE, 1 CRANBROOK LANE, LONDON, N11 1PF**

NOTED

1. Introduction by the Planning Decisions Manager.
2. Following a debate the officers' recommendation was unanimously approved.

**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 conditions set out in the report.

**173**

**P14-02066PLA - PONDER'S END INDUSTRIAL ESTATE, EAST DUCK LEES LANE, ENFIELD, EN3 7SP**

NOTED

1. Introduction by the Planning Decisions Manager.
2. Updates since publication of the officers' report.
3. Amendment to the recommendation.
4. A revised list of conditions had been circulated to members today. An additional condition was also recommended that will require the submission of access road and junction details for all internal estate roads for each phase of the development.
5. The deputation of Mr Roy Cook on behalf of Pointbid plc, owner of the adjoining site at 102 East Duck Lees Lane.
6. The response of Ms Caroline Dawson on behalf of Planning Potential Ltd, agent for the applicant.
7. Members expressed concern about the issues that officers had identified in the report relating to access to neighbouring sites and design/scale of buildings and asked that if the reserved matters come forward and they do not satisfactorily address these issues then the applications must be referred back to Planning Committee for consideration.
8. Following a debate, the officers' recommendation was unanimously approved.

**AGREED** that subject to the completion of a S106 Agreement to secure the following obligations, and the resolution of the outstanding sustainability matters, that the Head of Development Management / the Planning Decisions Manager be authorised to grant planning permission subject to the revised conditions circulated and the additional condition below.

For clarity the Section 106 Agreement obligations are as follows:

**PLANNING COMMITTEE - 21.10.2014**

- The provision of a riverside walk along the western banks of the Navigation to enhance pedestrian access to the employment area and to provide an amenity for those who work in the area. The obligation would require: the construction of the riverside walk for public use (but not dedicated as highway) and to be not less than 8m in width from the top edge of the riverbank; provision of landscaping and ancillary features such as litter bins, benches, signage; any remedial work to the riverbank as a result of the provision of the riverside walk; the riverside walk and landscaping to be maintained in perpetuity at the applicant/owner's expense, in accordance with details to be agreed with the LPA.
- A financial contribution, the level of which is to be agreed with the applicant, to the delivery of a new pedestrian bridge over the River Lee.
- An employment and skills strategy.
- Securing the principles and the delivery mechanism of mitigations to highway network at Jeffreys Road / Mollison Avenue, East Duck Lees Lane / Mollison Avenue, Northampton Road / East Duck Lees Lane and associated changes to parking restrictions via a Section 278 Agreement (under the Highways Act 1980).
- A scheme for the public adoption via a Section 38 Agreement (under the Highways Act 1980) of the access route into the site to the north in order to provide the opportunity for vehicles to turn at the end of the publicly adopted highway.
- Details of safeguarded routes for future DEN connection (the precise wording of which to be agreed with the applicant).

**Additional Condition**

Each phase of the development shall not commence until details of vehicle, cycle and pedestrian access to that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation of any part of the development within the relevant phase.

Reason: In order to ensure that each part of the development is provided with appropriate access.

**174**

**14/02747/HOU - 2 PARKLANDS CLOSE, BARNET, EN4 0AB**

NOTED

1. Introduction by the Planning Decisions Manager.
2. The deputation of Mr John Overs, neighbouring resident.
3. The statement of Councillor Michael Lavender, Cockfosters Ward Councillor.
4. The response of Mr Tim Palmer, Director, Turquoise Noise Ltd, agent for the applicant.
5. Advice of the Planning Decisions Manager in respect of issues raised.
6. Apologies that plans were omitted from the agenda pack, but drawings were projected on screen.

**PLANNING COMMITTEE - 21.10.2014**

7. Following a debate, a vote was taken and the officers' recommendation was supported by a majority of the committee: 7 votes for and 4 against and 1 abstention.

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

**175**

**14/02821/FUL - 21 ARBOUR ROAD, ENFIELD, EN3 7TX**

NOTED that a decision was deferred to a future meeting of the Planning Committee to enable outstanding issues to be resolved.

**176**

**14/02806/OUT - STONEHILL ESTATE, SILVERMERE DRIVE, N18 3QH**

NOTED

1. The three applications relating to Stonehill Estate were discussed simultaneously but voted on separately.
2. Introduction by the Head of Development Management.
3. Updates since publication of the officers' report.
4. Environment Agency had stated that their objections remain and should be reflected as a reason for refusal on each application. It had acknowledged the additional information provided by the applicants in response to the outstanding issues and stated that it will provide further advice once the evaluation has been completed. Until the Environment Agency confirm this additional information is acceptable, it was proposed to retain the reasons for refusal.
5. In respect of sustainability, the applicant has committed to incorporate safeguarded routes for the Lee Valley DEN and will provide the necessary infrastructure. It expects this to be secured by S106. Reason 5 to be deleted.
6. Following a debate, a vote was taken and the officers' recommendation was supported by a majority of the committee: 9 votes for, 1 against and 2 abstentions.

**AGREED** that planning permission be refused for the reasons set out in the report as amended above.

**177**

**14/02807/FUL - UNIT 2, 3A & 3B STONEHILL BUSINESS PARK, SILVERMERE DRIVE, N18 3QH**

NOTED that the officers' recommendation was supported by a majority of the committee: 9 votes for, 1 against and 2 abstentions.

**AGREED** that planning permission be refused for the reasons set out in the report as amended above.

PLANNING COMMITTEE - 21.10.2014

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**14/02808/FUL - STONEHILL ESTATE, THE TRIANGLE SITE,  
SILVERMERE DRIVE, N18 3QB**

NOTED that the officers' recommendation was supported by a majority of the committee: 9 votes for, 1 against and 2 abstentions.

**AGREED** that planning permission be refused for the reasons set out in the report as amended above.

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**APPEAL INFORMATION**

NOTED that Appeal information would be circulated to Members.

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MUNICIPAL YEAR 2014/2015 - REPORT NO **124**

**COMMITTEE:**  
PLANNING COMMITTEE  
25.11.2014

AGENDA - PART 1	ITEM 4
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SUBJECT -
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MISCELLANEOUS MATTERS
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**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, 271 applications were determined between 10/10/2014 and 11/11/2014, of which 225 were granted and 46 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.

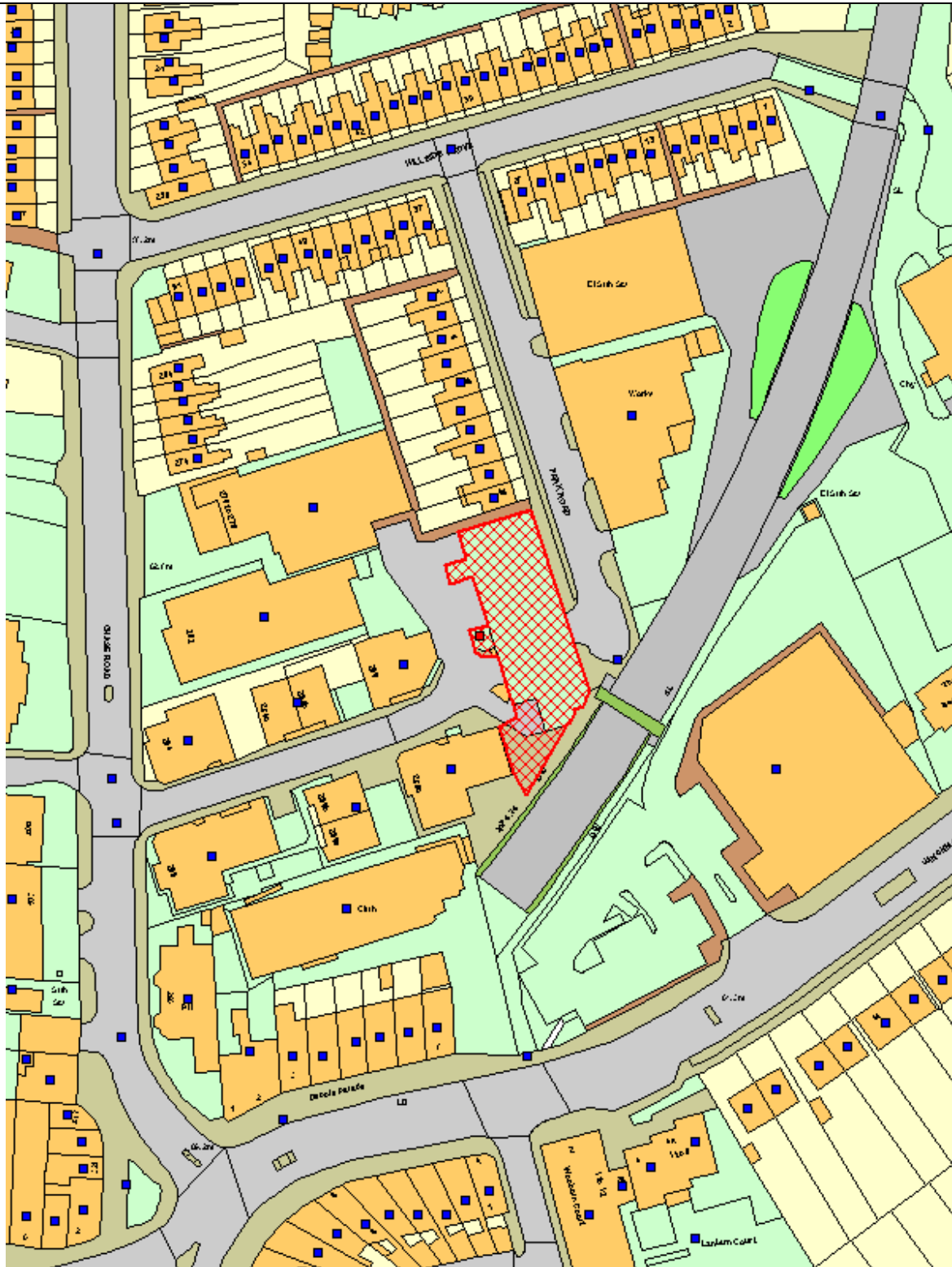
**4.3 APPEAL INFORMATION**

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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.

<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 25 <sup>th</sup> November 2014
<b>Report of</b> Assistant Director, Planning, Highways & Transportation	<b>Contact Officer:</b> Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Ms M Demetri 02083796843	<b>Ward:</b> Southgate
<b>Ref:</b> P14-00512PLA		<b>Category:</b> Full Application
<b>LOCATION:</b> Southgate Office Village, Multi Storey Car Park, Chase Road, London, N14 6HF,		
<b>PROPOSAL:</b> Redevelopment of site to provide residential units and offices involving a part 3-storey, part 4-storey block to provide 504sqm of office space at first floor level, 6 x 2-bed and 2 x 3-bed self contained flats at second and third floor level and car parking to basement and ground floor.		
<b>Applicant Name &amp; Address:</b> Viewpoint Estates Ltd Southgate Office Village, Multi Storey Car Park, Chase Road, London, N14 6HF		<b>Agent Name &amp; Address:</b> GT Associates Southgate Office Village, Multi Storey Car Park, Chase Road, London, N14 6HF
<b>RECOMMENDATION:</b> That, in the absence of the appeal against the Council's failure to determine the application within the statutory period, had the Council been in a position to determine the application it would have <b>REFUSED</b> planning permission for the reason set out in the report.		

Ref: P14-00512PLA LOCATION: Southgate Office Village, Multi Storey Car Park, Chase Road



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Scale 1:1250

North



## **1.0 Site and Surroundings**

- 1.1 Southgate Office Village is a complex of office buildings situated off of Chase Road in Southgate. The complex is made up of 7 large buildings, which are 3 storeys high with pitched roofs, and a multi-storey car park. The two storey multi-storey car park comprises the application site.
- 1.2 The multi storey car park is situated to the rear of Southgate Office Village. Views from Chase Road to the multi storey car park are oblique. The site is however highly visible from Park Road to the rear of Southgate Office Village. Park Road is made up of terrace dwelling houses as well as a 4 storey block of flats, with the 4<sup>th</sup> floor being recessed back so that the building appears 3 storeys from the street. Views to this 4<sup>th</sup> floor can be appreciated from the bridge over the railway line, which sits next to the multi storey car park at the application site.
- 1.3. The site falls outside of the Southgate Circus Conservation Area, with views to the site from the Conservation Area obscured by the existing buildings on the site and the siting of the railway line bridge. The site abuts the Southgate District Centre, however, is not within this designated area.

## **2.0 Proposal**

- 2.1 This proposal seeks permission for the following works:
  - Alterations to the basement and ground floor car park to incorporate car parking spaces, cycle storage and refuse for the offices and residential units.
  - A first floor office space of 504 m2.
  - 8 residential flatted units on the second and third floor.
- 2.2 The proposal building would be a total of 5 storeys in height, although it has been designed to be 2m lower than the existing 3 storey buildings at Southgate Office Village. This is achieved given the difference in land levels across the site and surrounding area. The breakdown of the storeys is as follows:
  - Ground floor = car park
  - First floor = car park
  - Second floor = office
  - Third floor = residential
  - Fourth floor = residential
- 2.3 The mix of the flats are 6 x 2 bed 3 person and 2 x 3 bed 4 person units.

## **3.0 Relevant Planning Decisions**

- 3.1 There is no known relevant planning history relating to the multi storey car park. The application has been subject to a pre-application and discussions have continued consistently since the 3<sup>rd</sup> March 2014 when the planning application was submitted.

## **4.0 Consultations**

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

#### **4.1.1 Traffic and Transport**

No objection to the proposed scheme, however, there are a number of issues with the proposal. These include a lack of a pedestrian footpath to the residential units through the site, no details on electric charging points and further clarification is required in regards to car parking. However, issues can be secured by way of a condition should planning permission be granted or they fall outside of the planning remit and would be unreasonable to impose such conditions that are not relevant or necessary to the scheme. These matters are discussed further below.

#### **4.1.2 Environmental Health**

No objection raised subject to conditions relating to hours of construction and a construction method statement. The Environmental Health Officer would like it noted that the proposed noise and vibration report is satisfactory subject to the recommendation and mitigation measures being implemented. These can be secured by way of condition should planning permission be granted and thus there would be no harm to the future occupants of the residential units or the office users.

#### **4.1.3 English Heritage**

No objection raised as the proposal seems unlikely to have a significant effect on heritage assets of archaeological interest.

#### **4.1.4 London Underground Limited**

No objection raised subject to an informative and a condition relating to the construction of the proposal to safeguard the railway line to the satisfaction of the London Underground Limited engineers.

#### **4.1.5 Education**

A Section 106 contribution of £24,951 is requested in line with the requirements of the Section 106 SPD.

#### **4.1.6 Sustainable Design Officer**

No objection has been raised to the scheme subject to conditions relating to water efficiency, rain water harvesting, SUDs, nesting boxes, green/brown roofs, living walls, energy performance certificate, energy efficiency, renewable energy provision, code rating, BREEAM rating, life time homes, green procurement plan, considerate constructors and construction site waste management conditions.

#### **4.1.7 Biodiversity Officer**

No objection to the scheme as there appears to be no ecological constraints to the proposed development. No conditions requested to be imposed.

#### 4.1.8 Environment Agency

No objection raised. Surface water run off could be an issue at the proposed site but this information can be secured by way of a condition.

#### 4.1.9 Thames Water

No objection subject to standard informatives relating to surface water drainage and that if impact piling is occurring then they will be required to be consulted.

### 4.2 **Public response**

4.2.1 Letters were sent to 78 adjoining and nearby residents. In addition a site notice has been displayed on site on Park Road and Chase Road. As a result 6 responses have been received and these raise the following objections:

- There is constant building work within the Borough. The Borough is becoming overdeveloped.
- There is enough housing, offices and school within the Borough. No more is required.
- Implications to traffic generation.
- Implications to sunlight and daylight to the flats at The Warehouse. The lack of sunlight and daylight will cause physical harm to those residing at The Warehouse. Further, the flats on the front elevation are single aspect and thus sunlight and daylight is even more important in this instance.
- The development should be as high as the houses on Park Road.
- The proposal does not provide on site affordable housing.
- Operation hours of the car park are unclear.
- It is unclear how the proposal is to be built. There is a lack of detail of drilling into the multi-storey car park.
- Over development of the site.
- Implications to privacy by those residing at The Warehouse within their living rooms and balconies caused by the office works and residents of the proposed flats.
- The height of the proposal would be overbearing to the terrace units.
- The B1 use should have appropriate sound insulation.
- Reduction in car parking is not acceptable as the area is within a CPZ and thus this would cause more pressure locally.

### 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 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 (including REMA)

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing
- Policy 3.13 Affordable housing thresholds
- 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 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 5.16 Water self-sufficiency
- Policy 5.18 Construction, excavation and demolition waste
- 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 7.19 Biodiversity and access to nature
- Policy 8.2 Planning Obligations

5.5 Core Strategy

- CP2 Managing the supply and location of new housing
- CP3 Affordable Housing
- CP4 Housing Quality
- CP5 Housing Types



- CP6 Meeting Particular Housing Needs
- CP8 Education
- CP9 Supporting Community Cohesion
- CP19 Offices
- 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
- CP36 Biodiversity
- CP46 Infrastructure contributions

## 5.6 Unitary Development Plan

- (II) GD3 Aesthetic and functional design
- (II) GD6 Traffic generation
- (II)GD8 Site access and servicing
- (II) H6 Size and tenure of new developments
- (II) H8 Privacy
- (II) H9 Amenity space
- (II) E4 Organisation of Employment Generating Uses

## 5.7 Submission version DMD

- DMD 2 Affordable Housing
- DMD 3 Mix of housing
- DMD 6 Residential character
- DMD 8 Residential Development
- DMD 9 Amenity Space
- DMD 10 Distancing
- DMD 37 High quality and design led development
- DMD 38 Design Process
- DMD 45 Parking Standards and Layout
- DMD 47 Roads, access and servicing
- DMD 48 Transport assessments
- DMD 49 to 61 Tackling climate change
- DMD 64 to 66 Environmental Protection
- DMD 68 Noise
- DMD 79 to 81 Green infrastructure

## 5.8 Other relevant policy/guidance

- NPPF
- NPPG
- Section 106 SPD
- London Housing SPG

## **6.0 Analysis**

### 6.1 Principle

#### 6.1.1 *Residential units*

- 6.1.1.1 The site is within walking distance of Southgate Underground station and bus stops, and is well located for a full range of shops and services. Generally,

growth is supported in areas where physical and social infrastructure already exists or can be improved through planned development. Having regard to Core Policy 2: Housing Supply and Locations for New Homes, it is considered that the proposal provides the opportunity to support the delivery of Enfield's housing supply within an area where physical and social infrastructure already exists. Further, the planning policy seeks to ensure that new developments offer a range of housing sizes to meet housing need. Having regard to Core Policy 5: Housing Types and emerging DMD Policy 3: Providing a Mix of Different Sized Homes, it is considered that the proposal provides the opportunity to deliver a mix of different sized homes, including family sized accommodation. No objection is therefore raised to the principle of residential development on the site.

#### 6.1.2 *Office space*

6.1.2.1 In terms of employment growth, the proposal involves 504 sq m of office space at first floor level. The site is not situated within the traditional employment areas designated as Locally Significant Industrial Sites (LSIS) nor Strategic Industrial Locations (SIL). However, the Council has made a commitment to improve Enfield's employment opportunities. Having regard to Core Policy 13: Promoting Economic Prosperity, the proposal provides the opportunity to support employment growth in Southgate within the existing Southgate Office Village.

6.1.2.2 The Borough as a whole is not seen to be a major office centre, but evidence within the Local Economic Assessments (LEAs) suggest that there is a demand for quality office space, and from a strategic view the outcome of the LEAs would expect this demand to be accommodated in a series of small office developments in town centres throughout the Borough, concentrated on the existing centres of Enfield Town, Southgate and Innova Park. The proposed office space would provide for the local business service sector identified as one of the LEAs key considerations.

6.1.2.3 The London Office Policy Review suggests Enfield should find an additional 33,000 sq m of office floorspace over the period 2011-26 (this is equivalent to just over 2,000 sq m per annum). The proposal provides the opportunity to provide good quality office space within a location where there is good public transport.

6.1.2.4 Core Policy 19 states that the onus is on the applicant to demonstrate that there is evidence of demand for office space in a specific location. The application is supported by a report, which reviews the existing office accommodation and market in the town centre. It indicates a local company is intending to take a lease on the entire office space incorporated in the proposals. This demonstrates that a demand is being met with the requirement of a new office space that would be high quality and efficient in space and energy.

6.1.2.5 Having regards to the above, it is considered that no objection is raised to the creation of more office space within Southgate Office Village.

## 6.2 Impact on Character of Surrounding Area

### 6.2.1 *Density*

6.2.1.1 According to the guidance in (Table 3.2) of the London Plan, as the site has a site specific PTAL rating of 4, not 5 as suggested throughout the statements submitted, and is in an urban location, an overall density of between 200-700/ha may be acceptable. The density of the proposed development against this density matrix, based on habitable rooms per hectare would equate to 560 hr/ha, based on a site area of 4,642 sqm. Whilst compliance with the required density standards would be achieved, it should be noted that a numerical analysis is only one test of acceptability.

### 6.2.2 *Design*

6.2.2.1 The proposal is considered to appear well proportioned on the site and relate to the existing offices, while respecting the character of the terraced properties to the north. Details of materials have not been agreed at this stage, but it is considered that carefully selected materials would positively add to the appearance of the existing structure on the site.

6.2.2.2 The ground floor storey remains visually as existing in relation to the grills and views into the car park. The first floor storey has been designed with a living wall linked to the grills on the ground floor. This relationship is a vast improvement compared to the existing situation where the cars parked on the first floor are highly visible behind the unsightly barrier.

6.2.2.3 The second storey, which is the office floor, relates to the terrace dwelling houses in that its proportions mimic the dwellings through the use of similar sized windows and strategically placed breaks within the wall, which are the same width as the terrace units.

6.2.2.4 The third and fourth floors are designed to be contemporary in appearance with their vertical banding and clean lines throughout the development. They appear tidy and uncluttered and promote a positive and active frontage along the Park Road Street scene.

6.2.2.5 The flank elevation facing the railway bridge has been designed to have an active frontage. The windows on the flank elevation would ensure that this area, which is currently a dead frontage, would provide a sense of natural surveillance.

6.2.2.6 The flank elevation facing the flank of 20 Park Road has been amended to incorporate recessed brick panels to add visual interest rather than just a blank and uninteresting façade.

### 6.2.3 *Height, massing and spacing*

6.2.3.1 While the development will be taller than the adjacent residential properties, the relationship and distance is generally considered acceptable visually. This is because there is a separation distance of 11m with the 2<sup>nd</sup> floor, which then rises to a separation distance of 14m. The second floor would be 1.8m higher than 20 Park Road. Although the 3<sup>rd</sup> and 4<sup>th</sup> floor would be higher than 20 Park Road, the ridge height would be 2m lower than the existing 3 storey

buildings on the site and these two floors has been set back from the 2<sup>nd</sup> storey by 2.2m . Thus, in regards to height and massing it is considered that the proposal would not appear obtrusive within the street scene when viewed from Park Road.

6.2.3.2 The proposal would be situated in close proximity to the bridge over the railway line. However, this does not cause concern in visual terms.

### 6.3 Impact on Neighbouring Properties

#### 6.3.1 *Distancing*

6.3.1.1 The proposed development will be sited approximately 11m from the nearest residential properties on Park Road at 2nd floor level and 14m at 3<sup>rd</sup> and 4th floor level. While the development will be taller than the adjacent residential properties, the relationship and distance is generally considered acceptable.

#### 6.3.2 *Outlook and privacy*

6.3.2.1 It is acknowledged that the proposed building would have a greater presence within the street scene and when viewed from nearby properties. However, it is not considered that the building would cause demonstrable harm to outlook from nearby properties nor negatively impact upon the residents of The Warehouse. The distance between The Warehouse and the proposed ground floor, first floor and second floor of the scheme is 13.5m. This is the same distance between the existing terrace houses and The Warehouse. The third and fourth floor of the scheme has been set back 15.7m from The Warehouse. The visual impact of the third and fourth floor would be reduced due to this set back. Further, given that the proposed building is 2m lower than the existing buildings elsewhere on the site, the visual impact from a street scene perspective would not be as significant if there were no existing buildings on the site. It should also be noted that the proposal has been strategically placed on the site closer to the bridge which is directly opposite the car park serving The Warehouse flats.

6.3.2.2 There are windows and balconies on the flank elevation facing the flank elevation of 20 Park Road. The two windows serving the office that project beyond the rear wall of 20 Park Road can be obscurely glazed and this could be secured by way of a condition should planning permission be granted. The balcony areas serving flats 2 and 3 on the third floor have privacy screens and thus overlooking would not occur and privacy would be safeguarded. The windows serving flat 8 that project beyond the rear elevation of 20 Park Road are secondary windows which can be obscurely glazed and thus secured by way of a condition should planning permission be granted.

6.3.2.3 Residents have raised concern in regards to the additional windows and balconies overlooking The Warehouse flats. It is acknowledged that the development would introduce additional development and therefore windows on the opposite side of the street. However, the Warehouse presently faces existing housing on the other side of Park Road. The distance between The Warehouse and the proposed ground floor, first floor and second floor of the scheme is 13.5m. This is the same distance between the existing terrace houses and The Warehouse. The 3<sup>rd</sup> and fourth floor are set back on the site by 2.2m and thus direct views into the existing flats from the 3<sup>rd</sup> floor would be

at oblique angles. It should also be noted that the balconies would not be utilised as habitable accommodation or for a large number of persons given their size. In regards to the 4<sup>th</sup> floor the windows serve bedrooms and although habitable rooms, the living room/kitchen room areas are the rooms more likely to be actively used. Again, given the proposed 2.2m set back from the public highway on these floors views into the adjoining properties would be at an oblique angle. Given this, it is considered that the proposed development would not further unduly compromise privacy of existing residents.

### 6.3.3 *Sunlight and daylight*

6.3.3.1 A BRE Sunlight and Daylight Report has been submitted as part of the application. The report advises that there would be no demonstrable harm caused to sunlight and daylight by the proposed development. Residents of The Warehouse have been concerned about the content of the submitted report however the professional advice received was that the proposal would not cause harm to sunlight and daylight. Rather, there is currently harm to the habitable rooms at The Warehouse given their existing balconies. This recommendation that the proposal would not cause harm to sunlight and daylight within the BRE standards derives from the fact that balconies are the cause of a large quantity of daylight being restricted to the window beneath. The calculations, with and without the balcony, have confirmed in accordance with BRE guidance that the balcony is the greater cause of harm to daylight/ sunlight to the existing flats, not the development. Thus, no objection is raised to this element of the scheme.

## 6.4 Highway Safety

### 6.4.1 *Principle*

6.4.1.1 There is no objection to the principle of the development in regards to Traffic and Transport. The multi-storey car park structure has a PTAL rating (public transport accessibility level) of 4 rather than 5 as suggested by the Transport Statement supporting the application. However, it is accepted that the surrounding area offers a range of local services and that the provision of a pedestrian access point to Park Road improves accessibility, therefore addressing the intention behind the PTAL process. Increasing development density in locations with moderate to good PTAL levels is broadly supported as denser development is more easily served by public transport.

### 6.4.2 *Connectivity of the site*

6.4.2.1 The proposed development is located in a private street serving the Southgate Office Village. Site inspections identify significant levels of on-street parking by the Office Village occupiers and this, coupled with the style of buildings, results in a commercial rather than residential setting with a poor pedestrian environment. Traffic and Transportation have suggested that the development should include measures to introduce defined footways for the extent of the access from Chase Road. However, the applicant considers this unreasonable given that given that the site is within Southgate Office Village complex and the residential element of the scheme is 8 units only compared to amount of office use on the site. Whilst it would be desirable to improve the pedestrian environment, appropriate access would nevertheless be available and this is recognised.

6.4.2.2 A pedestrian gate has been placed to the side of the development to ensure greater connectivity between the site, Park Road and the railway bridge. The pedestrian gate will be locked and only can be used by the residents of the flats as well as users of the office space if the freeholder sees fit to provide the users with an access code. Details of this access gate and how it is to be lit can be secured by way of a condition if planning permission is granted and thus no objection is raised.

#### 6.4.3 *Car parking*

6.4.3.1 A car parking layout of the whole of Southgate Office Village has been submitted. There are 102 existing spaces across the whole site. The proposal would lose 5 of these spaces bringing the total of spaces on the site to 97. The reduction in the number of parking spaces combined with the increase in office floor space and residential properties is a cause of concern, as it could put further pressure on the unofficial yellow lines on the service road into the site.

6.4.3.2 However, following further discussion with the applicant it has been agreed that to alleviate these concerns, a Parking Management Strategy, linked to the Travel Plan and Service Delivery Plan should be provided and secured through a condition should planning permission be granted. This would address the matter of how parking would be managed across the whole site.

6.4.3.3 There is one dedicated disabled space relating to the residential scheme. There is scope to use spaces 8 and 33 as disabled spaces for office users as they have sufficient room to the side to accommodate a disabled space. No objection is raised to the number of disabled spaces provided on the site within the multi-storey car park especially as two of the car parking spaces can be adapted for disabled use. All the dedicated spaces and potential spaces that can be converted can be accessed by the lift and thus would make them accessible to all users.

#### 6.4.4 *Cycle and motor cycle provision*

6.4.4.1 The proposal has 26 cycle spaces in the form of Sheffield stands on the first floor. These spaces can be accessed up the ramp rather than through the use of the lift and all cycle spaces would be accessible within the scheme. The number of cycle spaces is in excess of the London Plan requirements and no objection is raised to this element of the scheme. It should also be noted that there is scope on the site opposite the security hut to provide space for motorbike users.

#### 6.4.5 *Refuse*

6.4.5.1 An area for refuse for the commercial unit and the residential unit has been provided. The commercial refuse area is to be sited to the side of the proposed site accessible from the office main entrance. The refuse area for the residents is situated to the side of the entrance to the residential units. The proposed areas are considered sufficient in size however details of their appearance have not been advanced. This can be secured by way of a condition should planning permission be granted

#### 6.4.6 *Other conditions and section 106*

- 6.4.6.1 The recently issued guidance on Travel Plans from Transport for London suggests that this development is of a scale that warrants a full Travel Plan. A Travel Plan would need to be submitted and approved and this can be secured by way of a condition should planning permission be granted.
- 6.4.6.2 As required by the London Plan policy 6.13 at least 20% of the car parking spaces should have an electric charging point, with at least a further 20% given passive provision. This can be secured by way of a condition as there is scope on the site to provide this charging point.
- 6.4.6.3 A contribution towards a zip car was considered not to lead to any practical results given the size of the residential units and thus this has not been requested as part of a section 106 contribution.
- 6.4.6.4 The site is situated within a Controlled Parking Zone (CPZ). A S106 Agreement would be required should planning permission be granted to ensure that future residents are not entitled to a permit to park within this CPZ.

## 6.5 Housing Mix and Affordable Housing

### 6.5.1 *Housing mix*

- 6.5.1.1 The proposal comprises 8 flatted units with a mix of 6 x 2 bedrooms and 2 x 3 bedrooms. Given the size and shape of the site it would not be able to accommodate dwelling houses comfortably. The erection of flats is the most appropriate use on the site above the office units. The mix of flats proposed is considered acceptable. It should also be noted that the 3 bedroom units have been designed in a maisonette form with access to a large amenity area and are useable for families.

### 6.5.2 *Affordable Housing*

- 6.5.2.1 As part of the Local Development Framework, the Council has now adopted the Core Strategy. Core Policy 3 of the Core Strategy advises that a contribution towards affordable housing will be expected on all new housing sites (this is inclusive of conversion schemes where net additional units are to be provided). For developments of less than 10 dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a borough-wide target of 20% affordable housing. The requirement to pay a financial contribution is subject to viability. If it is considered that the contribution would affect the viability of the development, the applicant should submit a viability assessment to justify the absence of an appropriate level of contribution.
- 6.5.2.2 The viability reports provided by the applicant have been reviewed by an independent consultant. Discussions have been extensive and have required additional information to be submitted leading to the application not being determined in the statutory period. On the basis of the latest information reviewed by the consultant, he concludes that the scheme is able to provide an affordable housing sum in the region of £231,672., education at £24,951.80, the Council's 5% monitoring fee and CIL. The applicant is proposing no contribution.

6.5.2.4 The viability review and the construction cost review outlines significant short falls within the applicant's submitted viability report accompanying the scheme. The applicant is seeking to demonstrate that no contribution can be paid and the Council's consultant does not agree that this is the case. Consequently it is considered that the proposed development would be contrary to Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan (2011), Core Policies 3 and 46 of the Enfield Plan, Emerging Policy DMD2 of the Submission Version Development Management Document, the associated S106 Supplementary Planning Document and the NPPF (2012).

## 6.6 Sustainable Design and Construction

6.6.1 The Sustainable Design Officer has stated that the proposed residential units would achieve a Code Level 4 and achieve Lifetime Home Standards which is acceptable. The proposed office would have a BREEAM 2011 rating of 'Very Good' which is also acceptable. A 40% energy efficiency / carbon saving is targeted through the use of fabric efficiency measures and the installation of photovoltaics which is welcomed. It is worth noting that roof plans have been omitted and thus the Officers have no means of assessing the size or specification of the arrays, although this can be secured by way of a condition. Further, a drainage strategy has been omitted and given that the site lies within an area with a risk of surface water flooding, as stipulated by the Environment Agency, this detail would be required and thus can be secured by way of a condition. Furthermore, there is no mention of the feasibility of providing a green roof within the application. However, this can be secured by way of a condition should planning permission be granted. Finally, in terms of living walls, the ground floor features a relevant installation although the details of this installation have been omitted. This again can be secured by way of a condition. Overall, there is no objection to the scheme on sustainability grounds and outstanding matters could be addressed by condition should planning permission be granted.

## 6.6 Quality of accommodation and amenity

### 6.6.1 *Quality of accommodation*

6.6.1.1 Core Policy 4 of the Enfield Plan, Policy 3.5 of the London Plan and the London Housing SPG seek to ensure that new residential development is of a high standard. London Plan Policy 3.5, as detailed in Table 3.3 "Minimum space standards for new development" and the London Housing SPG requires the following minimum floor standards to be met:

Dwelling type (bedroom (b)/persons- bedspaces(p))	GIA (sqm)
2b3p	61
3b4p	74

6.6.1.2 The proposed floor space requirements exceed the requirements of the London Plan. The standard of residential accommodation is considered to be acceptable with regards to Core Policy 5 of the Core Strategy, Policy 3.5 of the London Plan and the London Housing SPG.



## 6.6.2 *Amenity*

6.6.2.1 Policy (II)H9 and Appendix A1.7 of the UDP sets out the minimum standards of amenity space for residential development within the borough. Appendix A1.7 stipulates that amenity space provided for new flats should be on an area equal to 75% of the total GIA of the building. However Policy DMD 9 sets out the following minimum standards:

Dwelling type	Minimum Private Amenity Space
2b3p	6sqm
3b4p	7sqm

6.6.2.2 Considering that the submission DMD has been prepared in accordance with the London Plan and the London Housing SPG, the standards adopted in the Submission DMD are most applicable and this plan has now successfully been through examination and is expected to be adopted by the Council imminently. Each flat has private amenity space in line with the requirements of DMD 9. The spaces are all useable and private.

6.6.2.3 Policy DMD9 also states that in addition to the standards for private amenity space, flats must provide communal amenity space which is functional, is overlooked by surrounding development, is wheelchair accessible and has suitable management arrangements in place. The proposed scheme does not provide a communal space because of the constraints of the site within the existing office complex. However, the amenity space provided for each of the flats is in excess of the minimum requirements for private space and the lack of communal space would not compromise the overall development.

## 6.7 S106

### 6.7.1 *Education*

6.7.1.1 The calculation of S106 contributions within the Section 106 SPD for education provision is based on child yield ratios which show the annual average 'yield' from different sizes of property across the range of statutory school ages. The child yield is then multiplied by capital cost multipliers to produce a sum for the contribution. These multipliers are produced by the Department for Education to represent the capital cost of providing primary and secondary school places in each local authority area. A weighting factor is applied in each case according to the location of the Local Authority. The cost multipliers are reviewed each financial year – current figures for are £13,727 per primary place and £20,685 per secondary place. This methodology is used widely across the UK.

6.7.1.2 This development would require a contribution of £24,951. The applicant has failed to provide and/or secure a contribution to education provision and is thereby considered unacceptable on this basis, having regard to Policy 8 and 46 of the Core Strategy and the S106 Supplementary Planning Document.

### 6.7.2 *Monitoring*

6.7.2.1 Management is essential to ensure that S106 agreements are delivered, and that the development is, therefore, acceptable in planning terms. The following management fees will be charged on S106 agreements signed for applications received on and after 1st October 2010:

- 5% of the total value of financial contributions
- A fixed charge to manage non-monetary obligations of £350 per head of term
- A separate one-off fee of £250 will be charged for a deed of variation

6.7.2.2 The revenue generated from this fee will be used for S106 administration, monitoring and management purposes only. The applicant has failed to provide and/or secure a contribution to support the lack of monitoring contribution, thus the application makes no provision and is thereby considered unacceptable on this basis, having regard to Policy 8 and 46 of the Core Strategy and the S106 Supplementary Planning Document.

## 6.8 CIL

6.8.1 As of the April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. 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 2015.

6.8.2 It is considered that the new development would create approximately 1242.6 sqm for the residential and office element of the scheme. On this basis, the calculation and sum arising would be as follows:

$$(\text{£}20/\text{m}^2) \times (1242.6\text{m}^2) \times 240/223 = \text{£}25,598.62$$

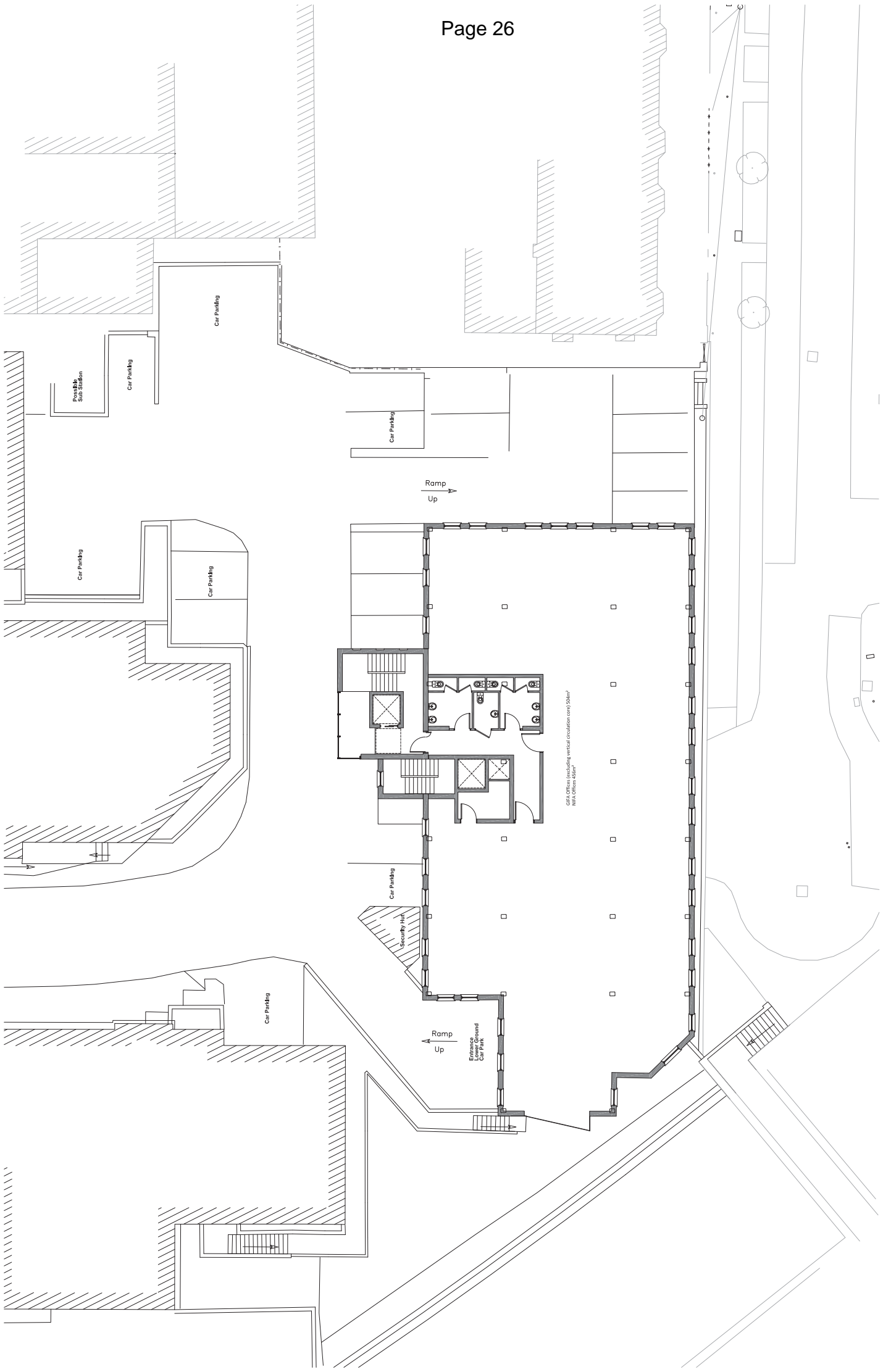
## 7.0 **Conclusion**

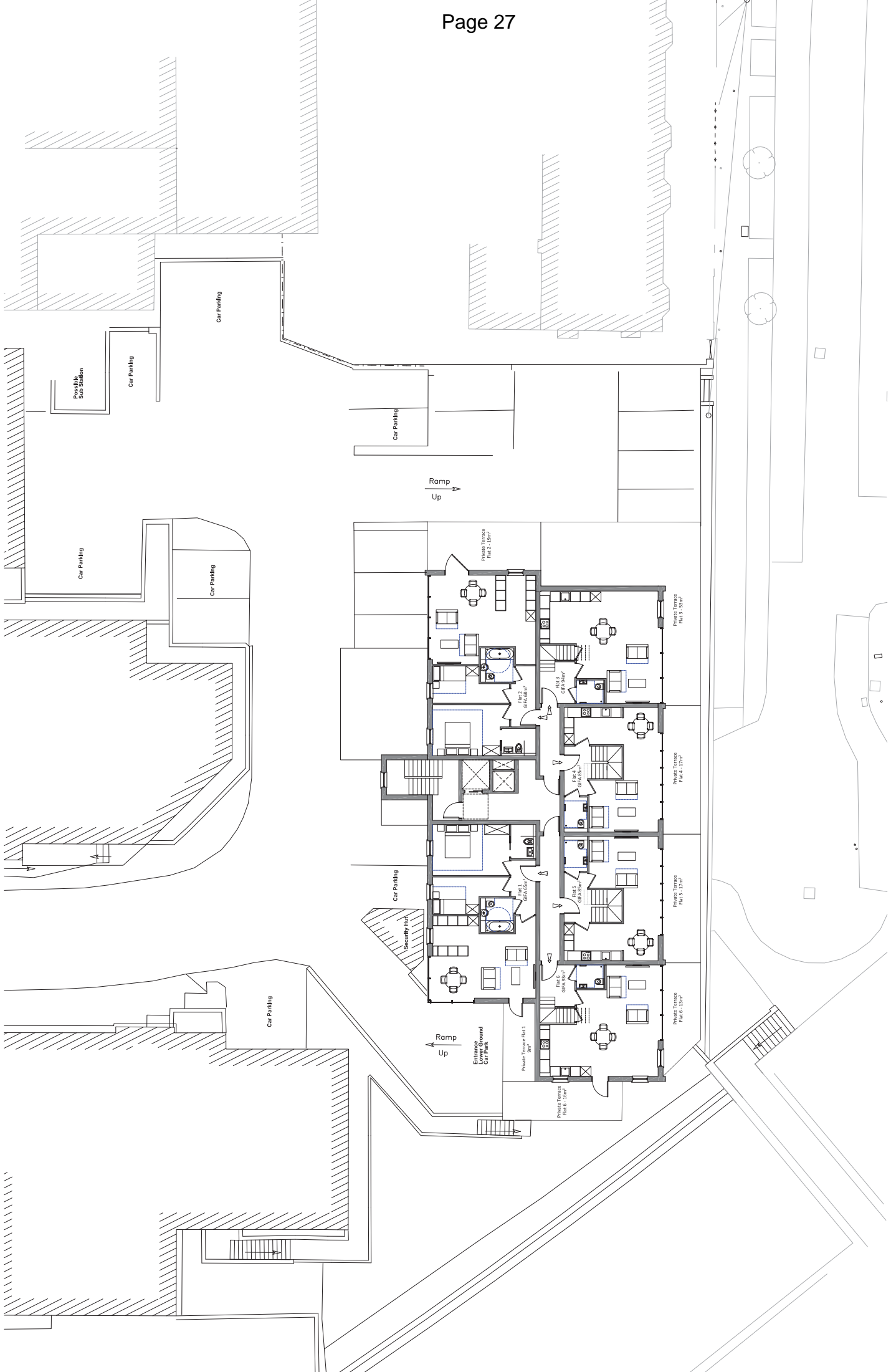
7.1 It is acknowledged that the development would make a positive contribution to the housing stock of the Borough as well as office space within Southgate. However, the proposed scheme has failed to provide a sound justification for no provision towards affordable housing or an education contribution. Despite continuing discussions with the applicant to seek to resolve this, leading to the application not being determined within the statutory time period, agreement has not been reached. The applicant has now lodged an appeal against the Council's failure to determine the application within the statutory period. On the basis of the assessment of the application as set out above, it is considered that the failure of the development to make the necessary and appropriate contributions towards affordable housing and education, remain the outstanding issues and it is on this basis that it is recommended that the scheme is unacceptable.

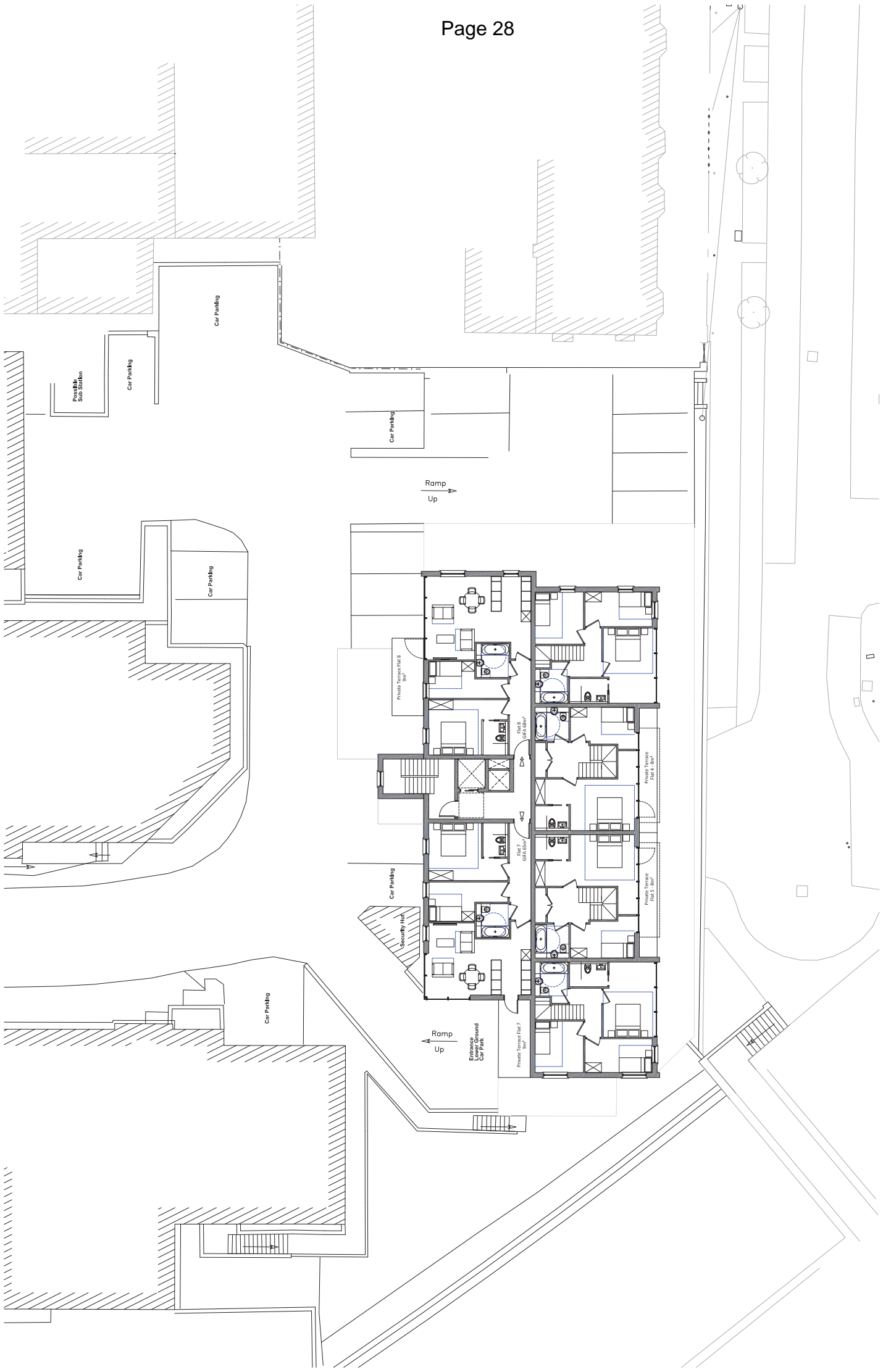
## 8.0 **Recommendation**

8.1 That, in the absence of the appeal against the Council's failure to determine the application within the statutory period, had the Council been in a position to determine the application it would have REFUSED planning permission for the following reasons:

1. Insufficient evidence has been provided to demonstrate an absence of affordable housing provision on site and therefore fails to provide a sufficient level of affordable housing and associated monitoring fees, contrary to Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan (2011), Core Policies 3 and 46 of the Enfield Plan, Policy DMD2 of the Submission Version Development Management Document, the associated S106 Supplementary Planning Document and the NPPF (2012).
2. The application fails to provide a mechanism for securing contributions towards education infrastructure and associated monitoring fees, contrary to Core Policies 8 and 46 of the Enfield Plan, the associated S106 Supplementary Planning Document and the NPPF (2012).

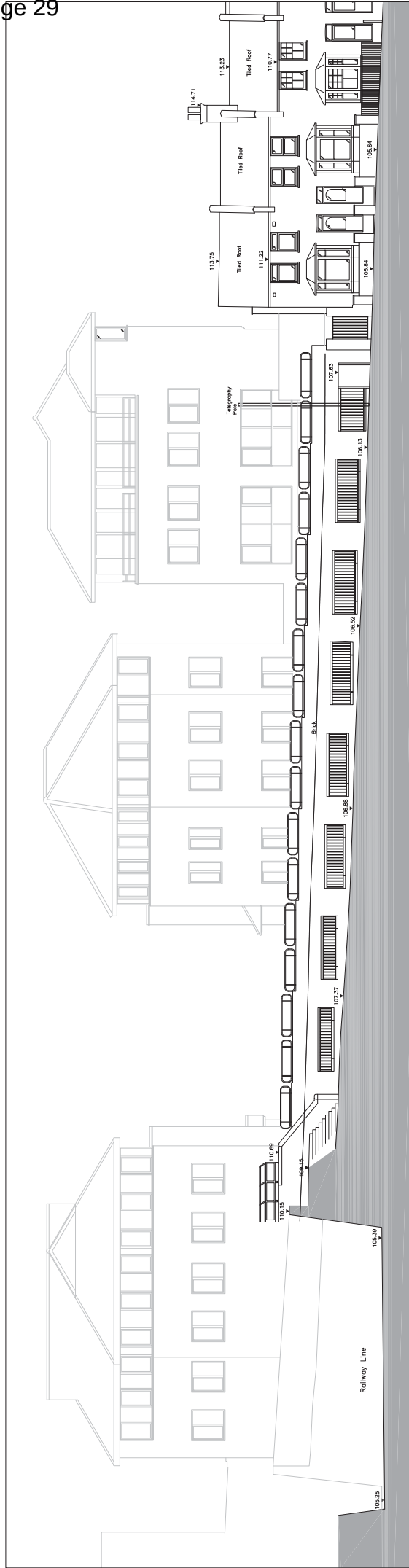








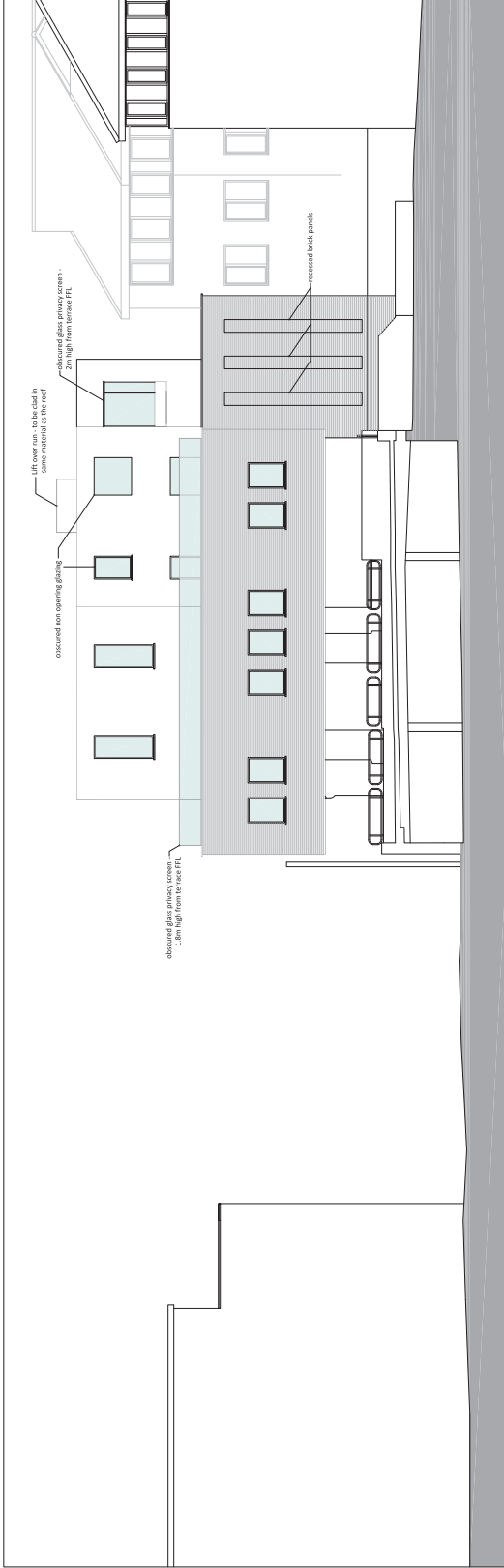
PROPOSED PARK ROAD ELEVATION



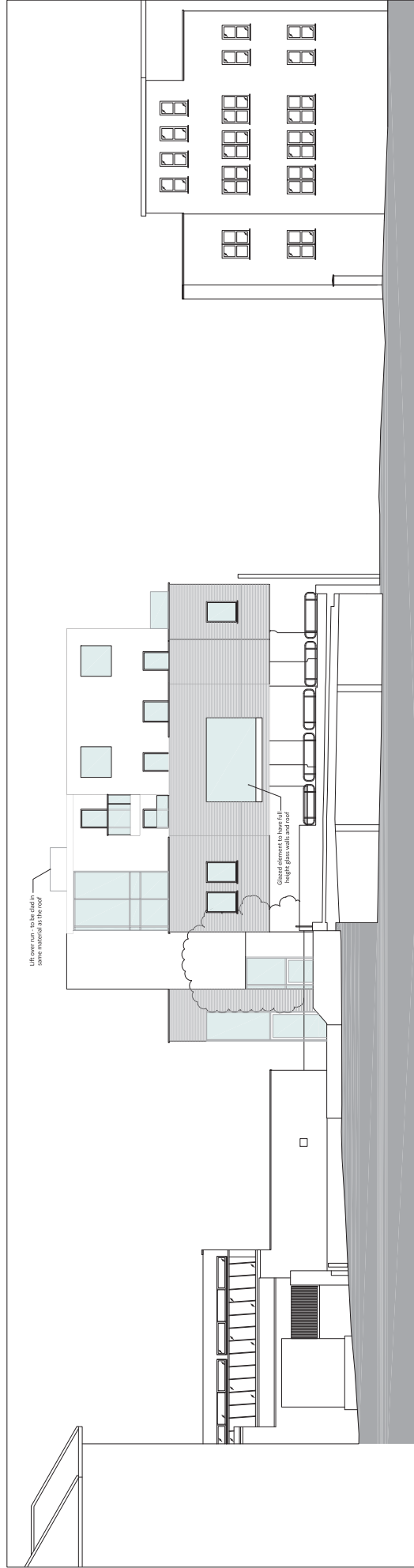
EXISTING PARK ROAD ELEVATION





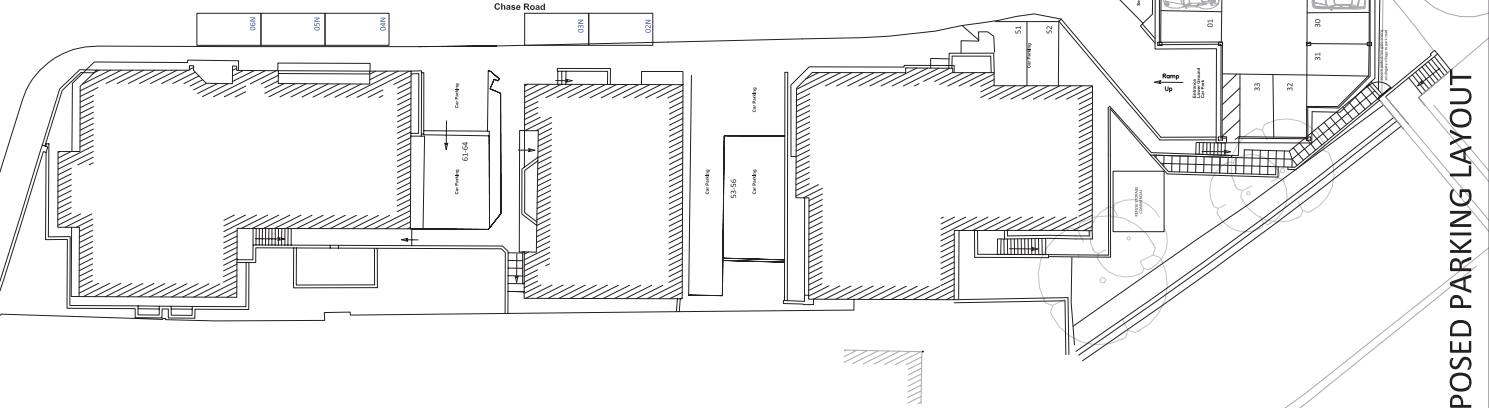


PROPOSED NORTH ELEVATION



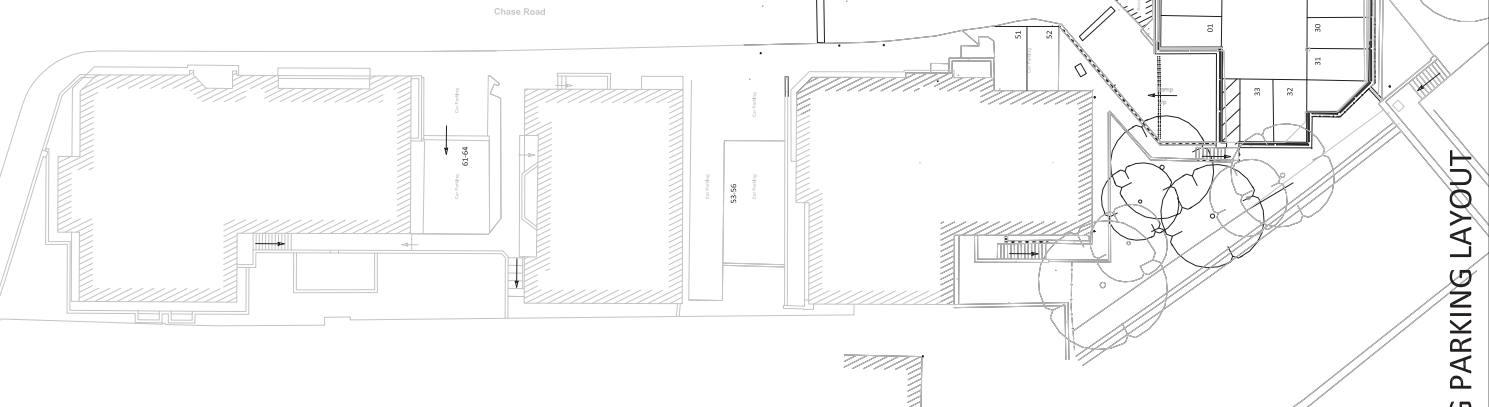
PROPOSED SOUTH ELEVATION

Chase Road



PROPOSED PARKING LAYOUT

Chase Road



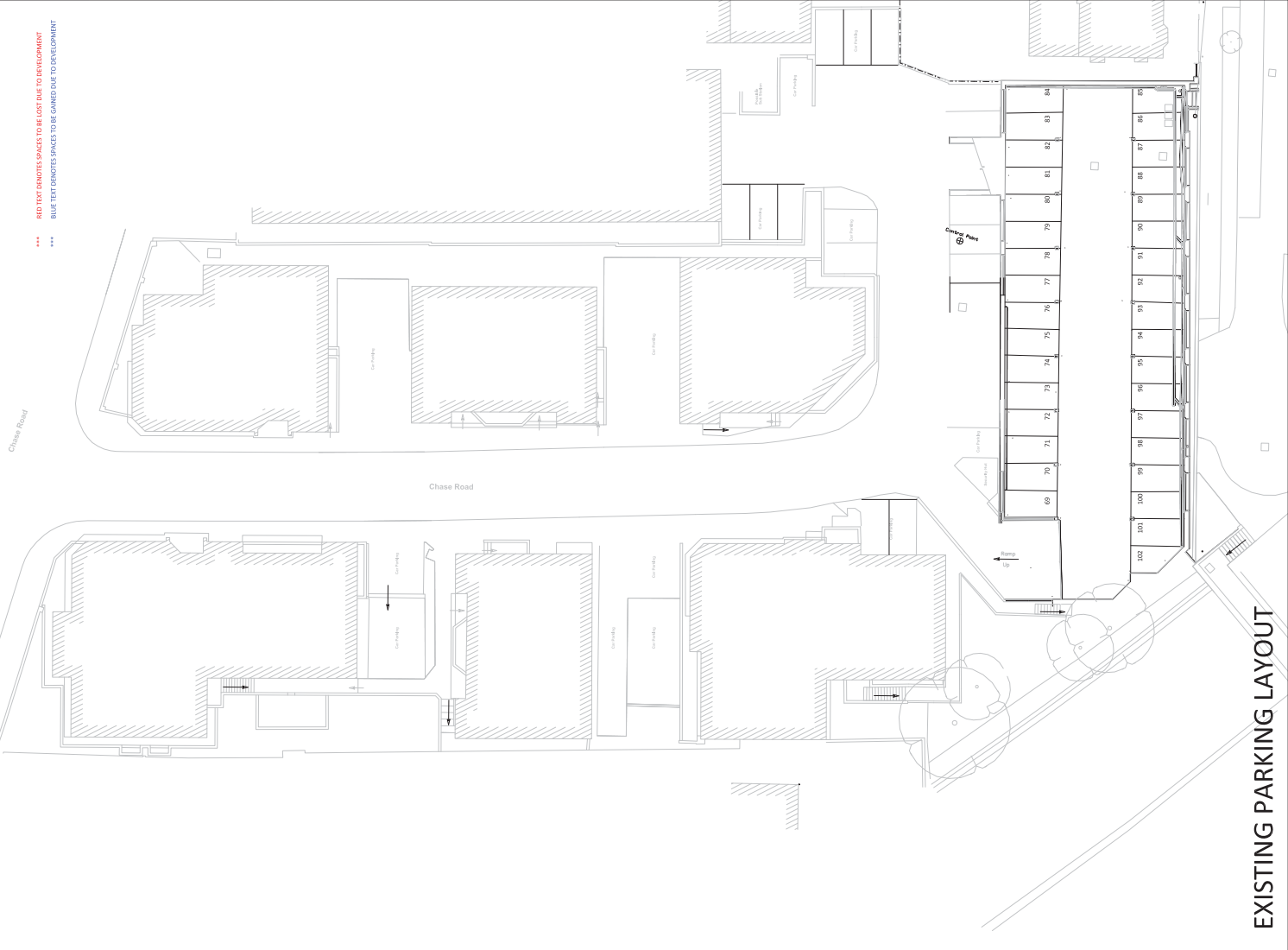
EXISTING PARKING LAYOUT

RED TEXT DENOTES SPACES TO BE LOST DUE TO DEVELOPMENT  
BLUE TEXT DENOTES SPACES TO BE GAINED DUE TO DEVELOPMENT

TOTAL CURRENT NUMBER OF CAR SPACES: 322  
TOTAL CAR SPACES FOR DEVELOPMENT: 57

Chase Road

Chase Road

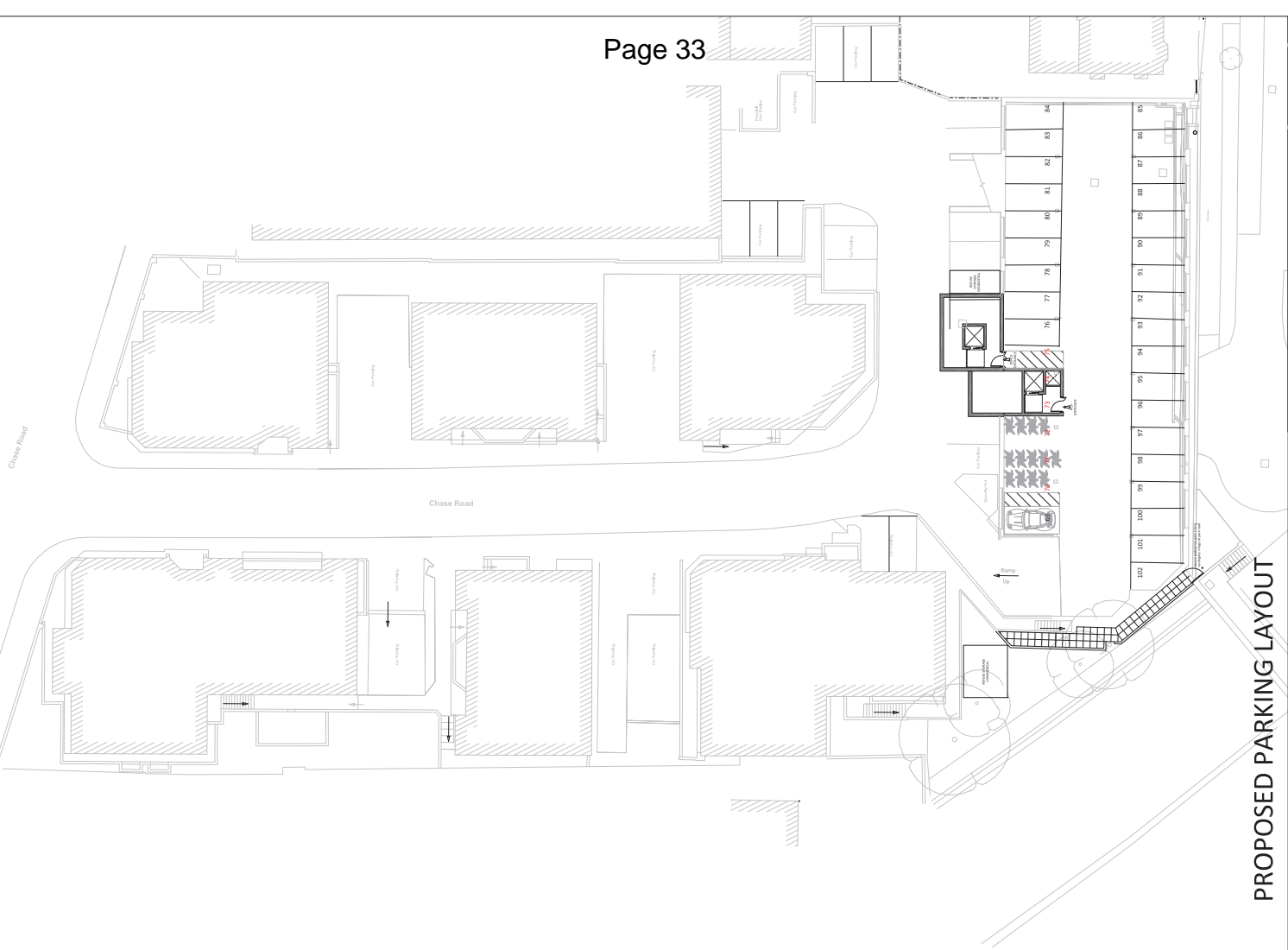


EXISTING PARKING LAYOUT

PROPOSED PARKING LAYOUT

Chase Road

Chase Road



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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 25<sup>th</sup> November 2014

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

**Contact Officer:**  
Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Rajvinder Kaur 020 8379 1860

**Ward:**  
Ponders End

**Ref:** 14/02821/FUL

**Category:** Full Application

**LOCATION:** 21 Arbour Road, Enfield, EN3 7TX,

**PROPOSAL:** Garage conversion to a habitable room & conversion of property to HMO for 7 residents.

**Applicant Name & Address:**

Mr Kyriakos Hajikypry  
21 Arbour Road  
Enfield  
EN3 7TX

**Agent Name & Address:**

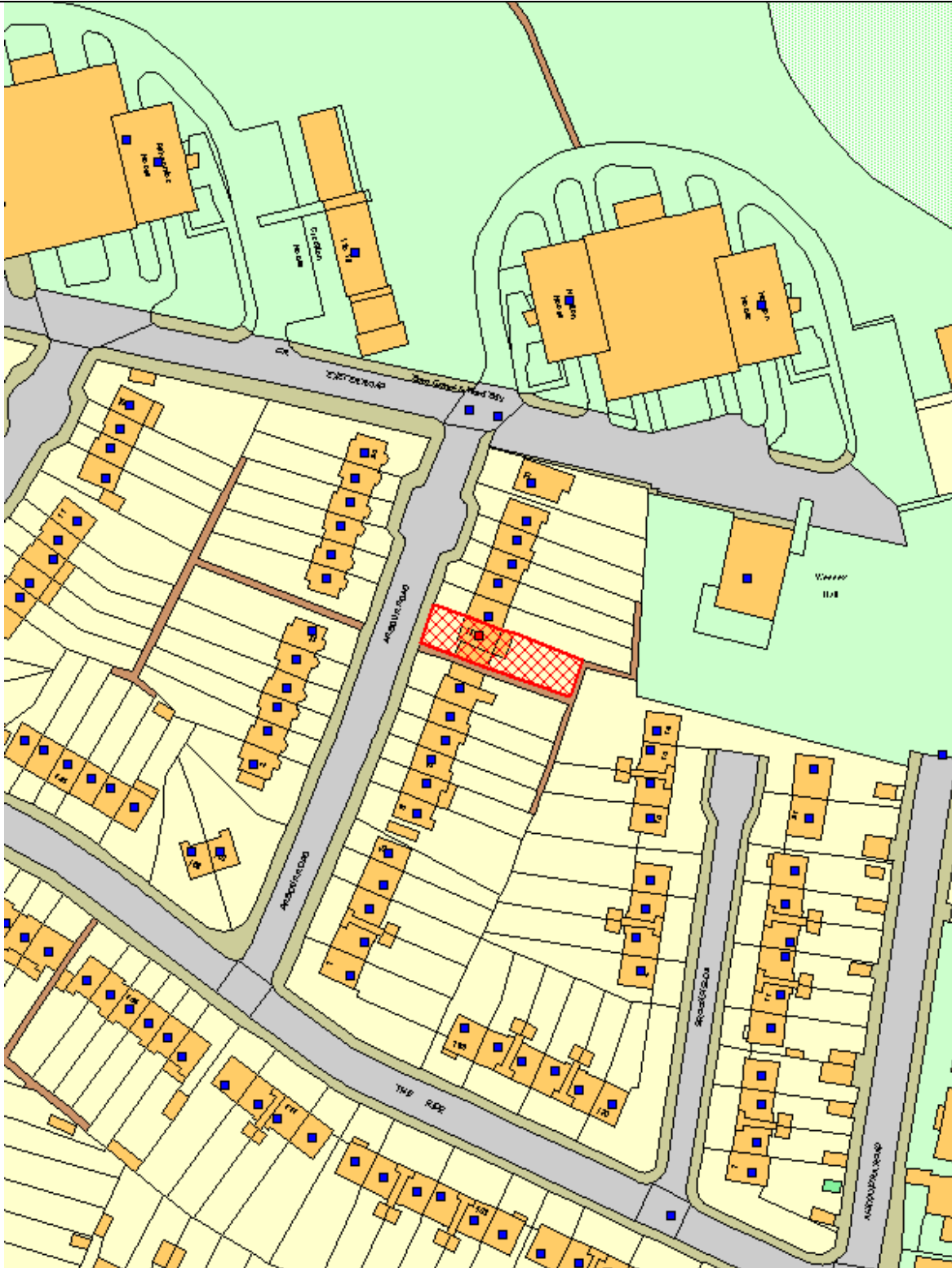
EA Consulting  
21 Arbour Road  
Enfield  
EN3 7TX

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

**Note for Members:**

This application would normally be dealt with under delegated powers but it is referred to Planning Committee for consideration at the request of Councillor Taylor due to local objection

Ref: 14/02821/FUL LOCATION: 21 Arbour Road, Enfield, EN3 7TX,



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Scale 1:1250

North



## **1. Site and surroundings**

- 1.1 The application site comprises an end of terraced property situated on the east side of Arbour Road. The property currently benefits from an attached garage, first floor side and roof extension.
- 1.2 The surrounding area is suburban in character, comprising terraced residential properties.

## **2. Proposal**

- 2.1 Planning permission is sought for a change of use of the property from a single family dwelling house to a house of multiple occupation (HMO) for up to 7 people living together as a single household.
- 2.2 Each of the bedrooms would range between 13.3m<sup>2</sup> to 18.9m<sup>2</sup>. There are 2 bedrooms at the ground floor, 3 at the first floor and 2 in the loft space.

## **3. Relevant Planning Decisions**

None

## **4. Consultation**

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

#### **4.1.1 Traffic and Transport**

No objection.

#### **4.1.2 Thames Water**

No objection in relation to sewerage and water infrastructure capacity.

#### **4.1.3 Environmental Health**

No objections as there is unlikely to be a negative environmental impact.

#### **4.1.4 Waste Services**

No objection to the revised plans showing refuse storage.

### **4.2 Public Response**

- 4.2.1 Letters were sent to 37 neighbouring properties. Seven representations have been received. The comments are summarised below:
  - The introduction of 7 residents to the property would increase the number of cars on the street by a minimum of 6 cars which would cause extreme inconvenience to the residents.
  - The introduction of a HMO is not in keeping to the character of the street scene.

- The loss of a family sized home would reduce the stock of housing in the borough.
- The works required to convert the house will cause disruption to residents.
- The introduction of a HMO would cause a reduction in house prices.
- Concern that there will be continuous letting to a number of different tenants and about the operation and management of the property once let to 7 individuals. Will neighbours be made of the contact details if there are any complaints?
- Will the landlord be contactable and will they address any problems the neighbours have? A similar house was let nearby to 5 people and there was nothing but trouble, i.e, anti-social behaviour, complaints about leaking pipe to adjoining property ignored. The landlord did not care about the neighbourhood as he did not live here.
- Concerns about the sewage as there would be 7 toilets in the property this may cause blockages.
- Objection to garage conversion.
- Object as 7 individuals in one property combined with the existing parking problems that we suffer and the additional noise and strain on existing facilities.
- Arbour Road is mainly family homes and does not lend itself to multiple occupancy.
- No site notice was displayed for 21 days
- With 7 people in one property there will be a lot of noise.

4.2.2 Councillor Taylor objects to the planning application.

4.2.3 Councillor McGowan objects to the planning application on the grounds of a loss of a family sized home.

## **5. Relevant Policy**

5.1 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 has now successfully been through examination. It is expected that the document will be adopted at full Council in November 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry significant weight.

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 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 6.9	Cycling
Policy 6.13	Parking
Policy 7.1	Communities and Neighbourhoods
Policy 7.4	Local Character
Policy 7.6	Architecture

#### 5.5 Core Strategy

CP2	Housing supply and locations for new homes
CP4	Housing quality
CP5	Housing types
CP 6	Meeting particular housing needs
CP30	Maintaining and improving the quality of the built and open environment
CP24	The road network
CP25	Pedestrians and Cyclists

#### 5.6 Saved UDP Policies

(II)GD3	High standard of functional and aesthetic design
(II)GD6	Traffic Generation
(II)GD8	Access and Servicing
(II)H16	Conversion of single dwellings

#### 5.7 Submission Version Development Management Document (Including Proposed Minor Modifications)

DMD4	Loss of existing residential units
DMD5	Residential conversions
DMD8	General standards for new residential development
DMD9	Amenity Space
DMD45	Parking standards and layout
DMD81	Landscaping

#### 5.8 Other Relevant Policy

National Planning Policy Framework  
 National Planning Practice Guidance  
 Mayors Housing Supplementary Guidance (2012)  
 Enfield's Housing Market Assessment (2008)  
 Enfield's Homelessness Strategy (2008)  
 Enfield's Action Plan for Tackling Overcrowding (2009)

### 6. **Analysis**

#### 6.1 Principle

6.1.1 The adopted policies encourage residential development that improves the existing housing stock and provides new housing to accommodate London's

increasing population and changing demographics. Residential development should provide a range of high quality, sustainable homes that promote opportunity and provide real choice. Shared accommodation or HMOs can play an important role in increasing housing supply and diversity. They provide flexible and relatively affordable accommodation through the private market, though concentrations of HMOs and their quality can give rise to concern.

- 6.1.2 Therefore, the key considerations are whether the proposal maintains the character of the surrounding area, whether the proposal results in an unacceptable concentration of conversions in the area, whether the proposal provides an appropriate standard of accommodation and whether the proposal provides adequate car and bicycle parking.

## 6.2 Impact upon Character and Appearance

- 6.2.1 In relation to the external appearance of the dwelling, the development proposes only the addition of a window in place of the garage door. Taking the small scale nature of the above alteration to the front of the dwelling into consideration the proposal will not have an impact to the street scene.

## 6.3 Limitations on the number of conversions in an area

- 6.3.1 Policy DMD5 of the Submission version DMD and Policy (II) H16 of the Saved UDP Policies seek to ensure that the number of conversions in a locality is not excessive. The policies require that no more than 20% of the total residential buildings in a road are converted into self-contained flats or HMOs and that no more than 1 property in a consecutive row of 5 units is converted
- 6.3.2 Having reviewed the planning history for Arbour Road and observed the properties on site it is evident that less than 20% of the dwellings have been converted and that none of the 5 properties either side have been converted. It is acknowledged that the development would result in the loss of a single family accommodation for which there is an identified demand in the borough but the proposal provides a type of accommodation for which there is also a need. Moreover, it is considered that the proposed internal alterations would not prevent the building from being converted back to a family home in the future.
- 6.3.3 The Mayor requires local planning authorities to strike a careful balance between local concerns and meeting strategic and local needs, recognising that there is a surplus of large dwellings London wide and the contribution that they can make to housing choice and mixed and balanced communities if converted to HMOs. It identifies HMO's as collectively strategically important housing resource, providing flexible and relatively affordable accommodation through the private market. In London, the occupant profiles are more broadly based and HMOs play a particularly important role in supporting labour market flexibility (especially for new entrants) and in reducing pressure on publicly provided affordable housing. The London Plan (para 3.55) states that those of a reasonable standard should generally be protected.

## 6.4 Standards of accommodation

### *Room Sizes*

6.4.1 The Mayor's Housing Supplementary Guidance (2012) provides minimum standards for the size and layout of different rooms. The minimum floor area for a single bedroom is 8m<sup>2</sup>; the proposed HMO would meet this standard and provides a range between 13.3m<sup>2</sup> and 18.9m<sup>2</sup> with each containing an en-suite. The proposal does not provide a communal living/dining area but does provide a communal kitchen with a floor space of 18.2m<sup>2</sup>. It is considered that the kitchen would provide a large enough communal space for the occupants.

6.4.2 It is noted that there is no minimum floor area for bathrooms and WCs.

#### *Outdoor Space*

6.4.3 The adopted policies encourage residential development that provides good quality amenity space. There is no minimum standard for HMOs, however DMD9 of the Submission Version DMD requires at least 35m<sup>2</sup> outdoor space for a 4 bedroom 6 person dwelling. Whilst it does not reflect the exact number of bedrooms/persons at the development, it could still be used as a guide. The garden is to remain unchanged providing a private amenity space of 37.31sqm.

6.4.4 The Mayors Housing SPG does not provide minimum amenity space standards for HMO's. However, a minimum of 5sqm of private outdoor space should be provided for a 1-2 person dwelling and an extra 1 sqm provided for each additional occupant. This would equate to 10-11sqm. The proposal would exceed this.

#### *Refuse*

6.4.5 Waste Services requested 1 larger refuse bin (1100ltr) and 1 mixed recycling bin (360ltr) instead of the existing refuse arrangements to accommodate the waste for 7 individuals. Revised plans have been submitted showing the location of the bins within the front garden. Waste Services have confirmed they are acceptable.

6.4.6 The siting of the bins will not affect the off street parking arrangements.

6.4.7 The proposed elevations show landscaping to the front garden boundary walls to screen the refuse and recycling bins. Whilst soft landscaping is shown in the form of a hedge a condition will be attached requesting details of the type of soft landscaping to ensure that it is sufficient to screen the front of the property.

#### Highway safety and parking

6.4.8 The adopted policies encourage residential development that incorporates adequate car and bicycle parking. There are no specific parking requirements for HMOs. If the garage is lost then there would be provision for one off street space for seven rooms, with any more parking demand being absorbed through on street spaces. Given that the existing property has 5 bedrooms, then the car parking demand for a 7 bedroom HMO would not be too dissimilar and the level of parking proposed is considered sufficient.

6.4.9 In terms of cycle parking provision 7 secure cycle parking spaces should be provided in keeping with London Plan Policy 6.9 and the requirements of

Table 6.3. This will provide for the residents and for a casual visitor arriving by cycle and provide the option for travel by this sustainable mode. This will be in keeping with the intentions within the National Planning Policy Framework and the Council's Strategic Core Objective 8. The revised plans show secure cycle storage within the existing shed in the rear garden. This can be accessed via the side gate off the access way running alongside the property. This is considered acceptable.

## 6.5 Other matters

6.5.1 It is noted that residents have raised concerns regarding impact on property prices and the responsibility of the landlord to manage the property and future tenants. These are not material planning considerations.

6.5.2 It is also noted that residents have raised concerns about the impact of the development on local sewerage infrastructure. This would be a matter that would need to be addressed by Thames Water but it should be noted that they have raised no objections to the proposed development.

## 6.6 CIL

6.6.1 As of April 2010, legislation in the form of Community Infrastructure Levy (CIL) Regulations 2010 (as amended) came into force which 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 2015.

6.6.2 This development is not CIL liable.

## 7. **Conclusion**

7.1.1 The adopted policies encourage residential development that improves the existing housing stock and provides new housing to accommodate London's increasing population and changing demographics. Residential development should provide a range of high quality, sustainable homes that promote opportunity and provide real choice. HMOs can play an important role in increasing housing supply and diversity.

7.1.2 The proposed HMO would maintain the appearance of the building and the residential character of the surrounding area.

7.1.3 The proposal would not result in an unacceptable concentration of conversions within this road or prevent the building from being converted back to a family home in the future. Furthermore, the proposal would provide an appropriate standard of accommodation including amenity space and car parking.

## 8. **Recommendation**

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

1. C60 Approved Plans

The use and 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. Approved Layout

The use and development hereby permitted shall be laid out in accordance with the approved plans. There shall be no deviation from the number, size or mix of bedrooms without prior approval from the Local Planning Authority.

Reason: To ensure the development provides an appropriate layout and density.

3. Occupation

No more than 7 persons shall occupy the development at any time.

Reason: To provide an appropriate standard of accommodation and to ensure that the level of occupancy does not lead to conditions detrimental to the amenity of neighbouring occupiers.

4. C59 Details of cycle parking

That 7 secure/covered cycle parking spaces shall be provided in accordance with the details forming part of this planning application prior to occupation of the development for the purposes hereby approved.

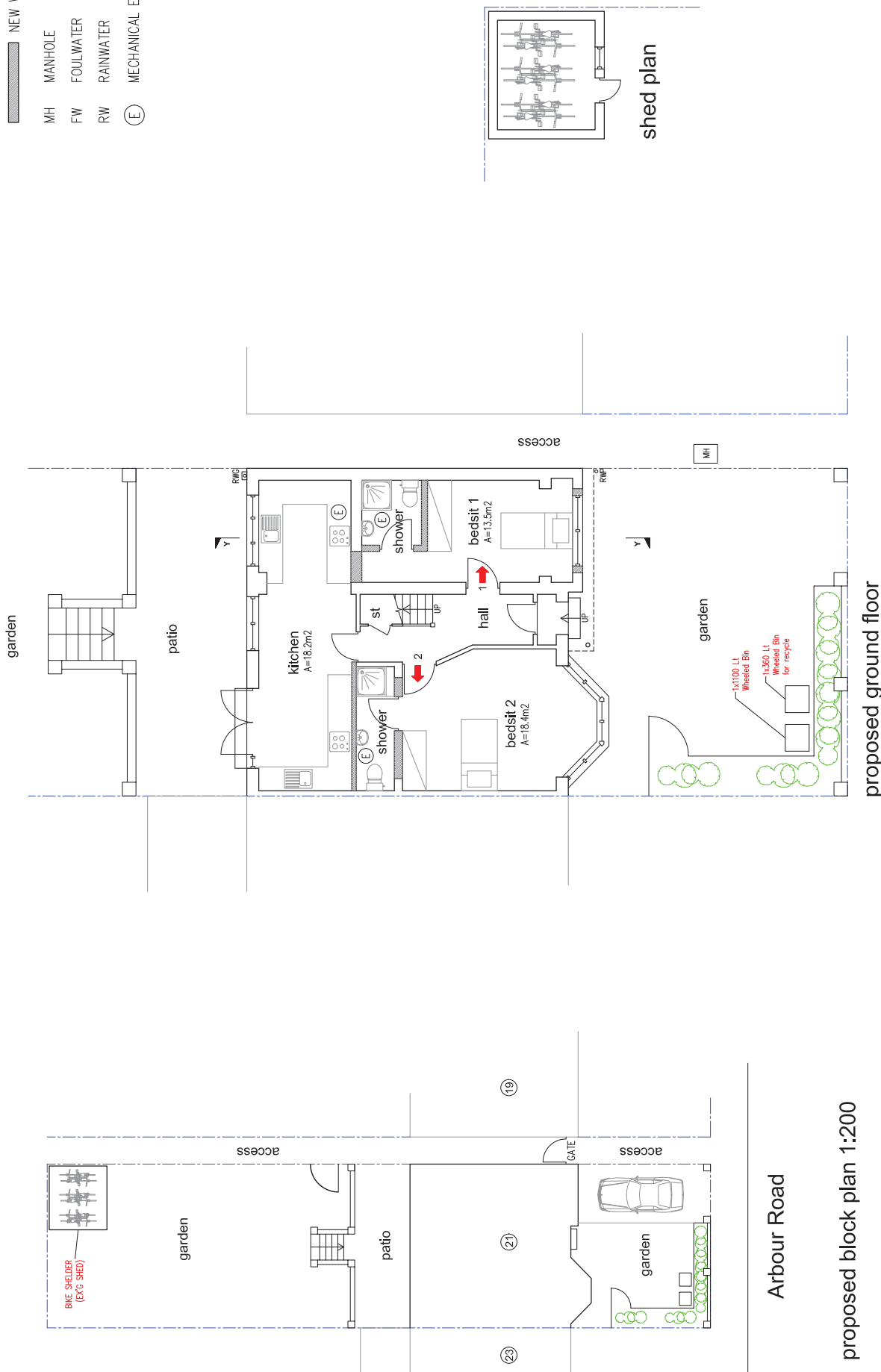
Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

5. C05 Landscaping

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

6. C51 Time Limited permission.

- KEY
- NEW WORK
  - MH MANHOLE
  - FW FOULWATER
  - RW RAINWATER
  - (E) MECHANICAL EXTRACTOR



Arbour Road

proposed block plan 1:200

**EA CONSULTING**  
 architecture | engineering  
 73 St. Marks Road Bush Hill Park EN11 1BU  
 t: 08444 100 124  
 e: info@ea-consulting.co.uk

This drawing has been prepared for Planning approval and it must not be used for any other purpose or as a working drawing under any circumstances.

This drawing to be read in conjunction with drawings AR21/14/TP/01-06 inclusive. This drawing & details remain the property of EA Consulting (UK) Ltd.

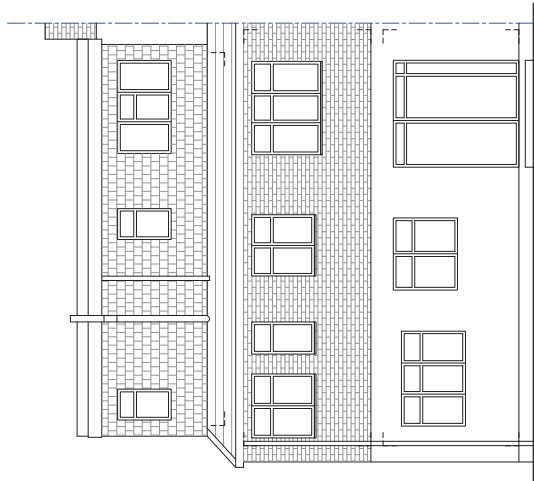
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 REVISION A: JUL 2014  
 PLANS AMENDED FOR PLANNING.  
 REF: 14/02821/FUL

ISSUED FOR:  
 PLANNING APPROVAL

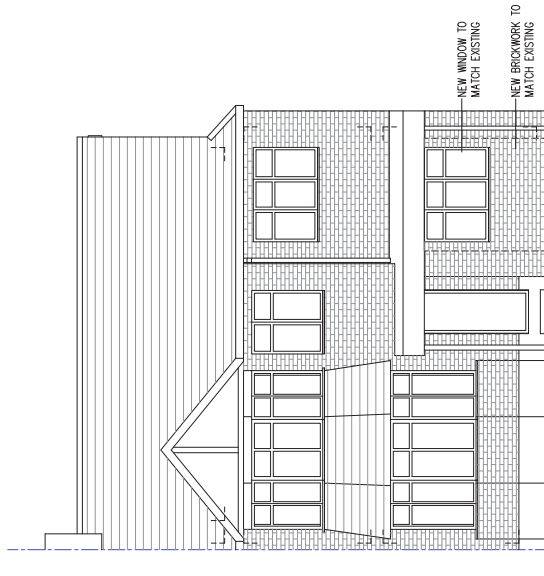
21 ARBOUR ROAD  
 ENFIELD EN3 7TX  
 GARAGE CONVERSION & CONVERSION TO HMO

PROPOSED PLANS  
 DATE: JUL '14 SCALE: 1:100 @ A3  
 DWG No: AR21/14/TP/04

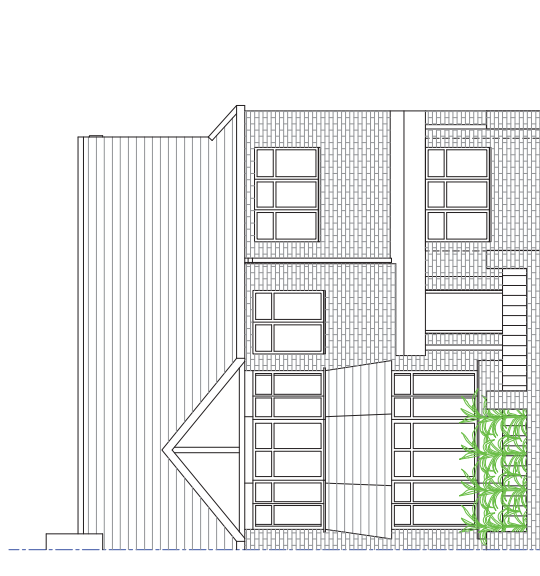




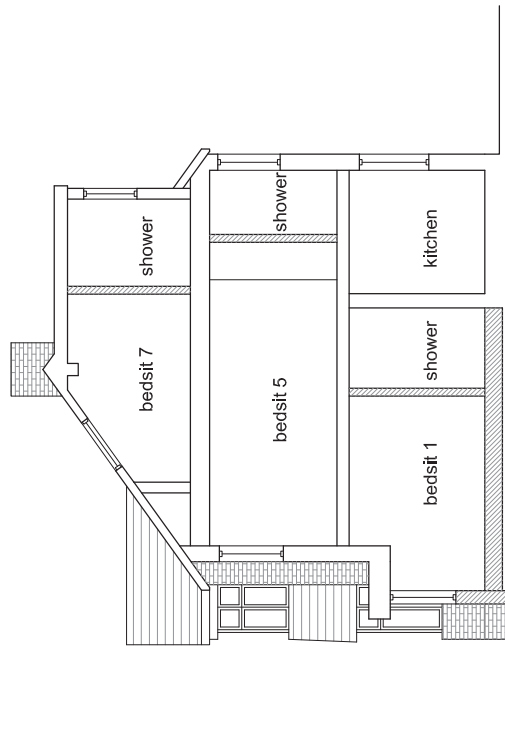
proposed rear elevation  
(no alterations)



proposed front elevation



proposed front elevation (street view)



proposed section Y-Y

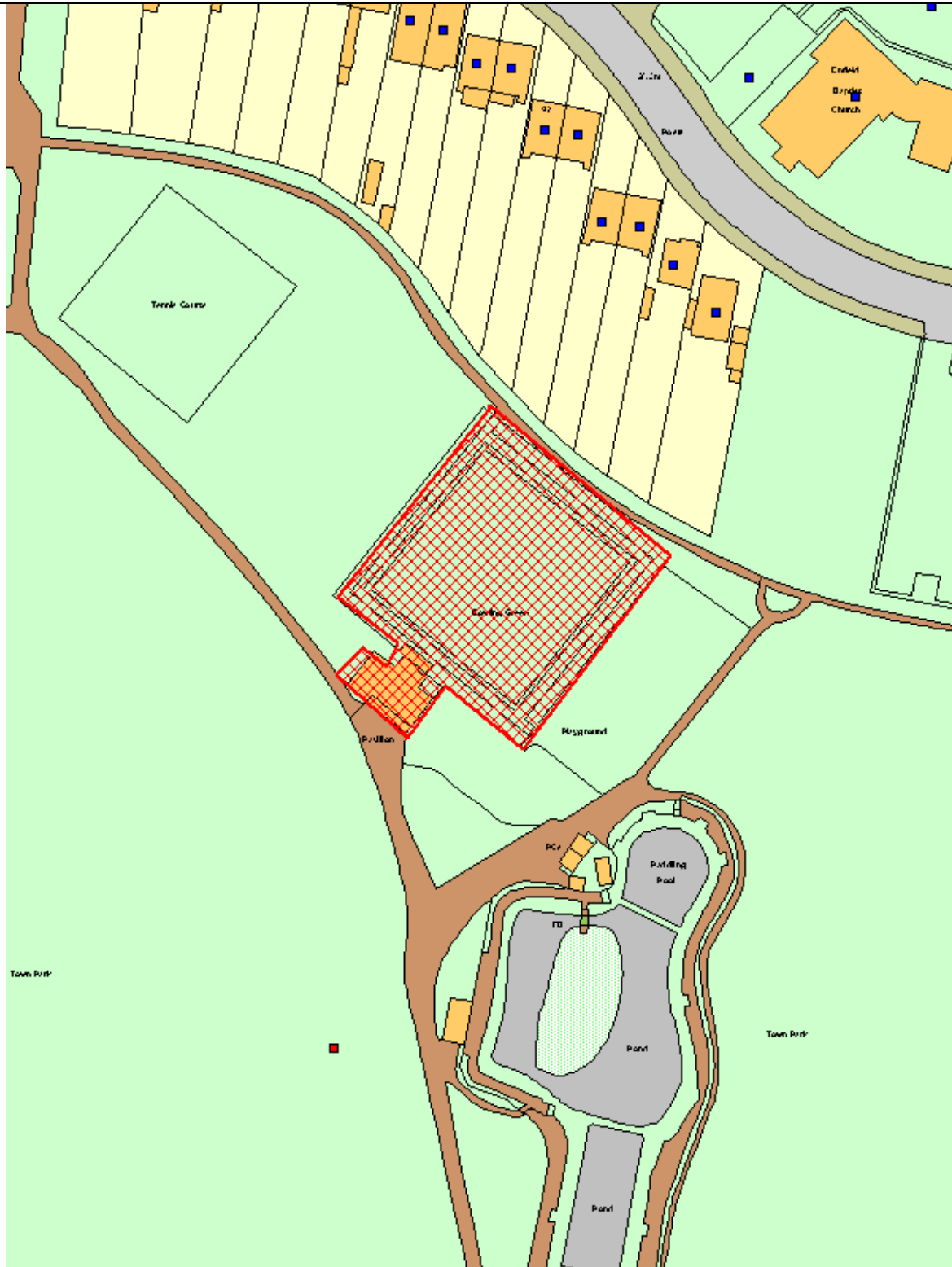


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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 25 <sup>th</sup> November 2014
<b>Report of</b> Assistant Director, Planning, Highways & Transportation	<b>Contact Officer:</b> Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Ms Kate Perry 020 8379 3853	<b>Ward:</b> Grange
<b>Ref:</b> 14/03667/RE4		<b>Category:</b> LBE - Dev by LA
<b>LOCATION:</b> Bowles Green, Town Park, 1 Cecil Road, Enfield		
<b>PROPOSAL:</b> Change of use of existing bowls club to A3 to allow extension of existing cafe including ancillary use of bowling green and demolition of conservatory.		
<b>Applicant Name &amp; Address:</b> Ms Nicky Fiedler Bowles Green Town Park 1 Cecil Road Enfield EN2 6LE	<b>Agent Name &amp; Address:</b> Mr Colin Finlayson Bowles Green Town Park 1 Cecil Road Enfield EN2 6LE	
<b>RECOMMENDATION:</b> That planning permission be deemed to be <b>GRANTED</b> in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to conditions.		

Ref: 14/03667/RE4 LOCATION: Bowles Green, Town Park, 1 Cecil Road, Enfield



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Scale 1:1250



## **1. Site and Surroundings**

- 1.1. The Bowls club is located in Town Park which is located to the southern side of residential dwellings in Cecil Road and within the Enfield Town Conservation Area.
- 1.2. The application site comprises an existing single storey building with conservatory extension which is currently divided between a bowls club (including clubhouse, changing rooms and toilet) and a café to the south eastern side. The café (including a kitchen, toilet and servery) occupies a floor area of 36.89 square metres. The bowls club is currently vacant and only the café element of the building is used.
- 1.3. The existing café is ancillary to the use of Town Park and the opening hours coincide with the existing opening hours of the park (Monday to Saturday 08:00 – 21:00 and Sunday and bank holidays 09:00 – 21:00)
- 1.4. The café employs 1 full time and 1 part time staff members.
- 1.5. No on-site car parking is provided.

## **2 Proposal**

- 2.1 The application proposes the change of use of the existing vacant bowls club to provide an extension to the existing café use (use class A3). The extended café would have a total floor area of 115.75 square metres. The plans show seating for 68 people seated at 17 tables within the building.
- 2.2 The proposal also includes the ancillary use of the bowls green to be used in association with the café use.
- 2.3 The applicant has confirmed that the café would be used solely as an ancillary function to the park and would only operate during park opening hours and for the use of park users.
- 2.4 The proposed café would employ 2 full-time and 4 part-time members of staff.
- 2.5 It is noted that this application originally included provision of steps and an access ramp to provide disabled access to the north western side of the building. However, this aspect of the proposal has been removed from the scheme and the application is for the removal of the existing conservatory and the change of use of the building only.

## **3 Relevant Planning Decisions**

- 3.1 There is no planning history directly related to the current planning application.

## **4 Consultations**

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

Traffic and Transportation

- 4.1.2 Confirm no objections subject to conditions to secure details of cycle parking and details of refuse and recycling enclosure.

Environmental Health

- 4.1.3 Environmental Health Officers confirm that there are no objections as the change of use is unlikely to have a negative environmental impact.

Conservation Advisory Group

- 4.1.4 Object to the proposed disabled access arrangement due to the proposed dominance of the materials and design. This aspect of the proposal has been removed from the scheme.

**4.2 Public response**

- 4.2.1 Letters were sent to 13 adjoining and nearby residents. In addition a notice has been displayed on site and in the local press. No responses have been received in relation to the proposal.
- 4.2.2 Dennis Stacey, Chair of the Council's Conservation Advisory Group (CAG) advises that along with Enfield Town Conservation Area Study Group he is concerned at the brutal architecture forming the disabled access at the rear of the building and objects to the proposed development on this basis. This element has now been removed from the planning application.

**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 has now successfully been through examination. It is expected that the document will be adopted at full Council in November 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry significant weight.
- 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 3.19 Sports Facilities  
Policy 5.3 Sustainable design and construction  
Policy 5.4 Retrofitting  
Policy 5.8 Innovative energy technologies  
Policy 5.13 Sustainable drainage  
Policy 6.3 Assessing the effects of development on transport capacity  
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 7.4 Local character  
Policy 7.8 Heritage assets and archaeology  
Policy 7.15 Reducing noise and enhancing soundscape

5.5 Enfield Plan Core Strategy

CP9: Supporting community cohesion  
CP11: Recreation, leisure, culture and arts  
CP13 Promoting Economic Prosperity  
CP20: Sustainable energy use and energy infrastructure  
CP24: The road network  
CP25: Pedestrians and cyclists  
CP30: Maintaining and improving the quality of the built and open environment  
CP31: Built and landscape heritage  
CP32: Pollution

5.6 UDP

(II)GD3 Aesthetics and functional design  
(II)GD6 Traffic  
(II)GD8 Site access and servicing  
(II) C30 Quality of development in Conservation Areas  
(II)C31 Quality of development in Conservation Areas

5.7 Submission Version DMD

DMD37 High Quality and Design Led Development  
DMD44 Preserving and Enhancing Heritage Assets  
DMD45 Parking Standards and Layout

5.8 Other relevant policy/guidance

National Planning Policy Framework  
Enfield Town Conservation Area Character Appraisal

**6 Analysis**

6.2 The key planning considerations related to this proposal are the impact of the proposed development on the character and appearance of the Conservation

Area, the level of traffic generation arising from the proposed development and the impact upon residential amenity.

## 6.2 Principle

6.2.1 The proposed change of use from a vacant bowls club to provide an extension to the existing café is acceptable in principle. The proposed enlarged café would provide an ancillary function to the existing park and would provide an enhanced experience for park users.

6.2.2 Therefore having regard to the existing use and site context, the proposal is considered acceptable in principle.

## 6.3 Impact on Character of Surrounding Area

6.3.1 The proposed development has been amended from the scheme originally submitted and a proposed access ramp and steps originally proposed have been removed from the scheme.

6.3.2 The development is therefore for the change of use of the existing building and the removal of an existing conservatory extension. No other external alterations are proposed to the building. The removal of the existing conservatory will not harm the external appearance of the building and will in fact enhance the appearance of the building by allowing a greater view of the attractive original structure.

6.3.3 In light of the above, the development would not harm the character or appearance of the Enfield Town Conservation Area.

## 6.4 Use

6.4.1 A café facility is already established on the site and the bowls club is currently vacant. The proposed development would result in the significant enlargement of the existing café. However, it would be used to provide an ancillary function to the existing park and would not be used to provide independent functions which are not associated with the park use. Therefore, the enlarged café would be to provide an enhanced facility for park users and would not encourage independent, large groups of visitors. Given this, the proposal would not result in an unacceptable intensification or inappropriate use of the site.

6.4.2 The information provided with this application in relation to the use of the existing bowls green is not detailed other than it would be used to provide ancillary accommodation for the café to provide outdoor seating for café users. The intensity of use of this area is not known as it will depend on the intentions of the leaseholder. However, subject to the development remaining ancillary to the use of the park and not for independent functions, this is considered acceptable. This will be addressed by condition.

## 6.5 Impact on Neighbouring Properties

6.5.1 The siting of the café is such that there are no immediately neighbouring residential properties and therefore there will not be an unacceptable impact on neighbouring occupiers in terms of noise and disturbance.

6.5.2 The Council's Environmental Health Department has been consulted on the application and has raised no objection to the scheme. They argue that the development is unlikely to have a negative environmental impact. In particular there are no issues regarding noise, contaminated land, air quality or nuisance.

#### 6.6 Highway and Parking Considerations

6.6.1 No changes are proposed to the car parking and access arrangements. As with the existing café no on site car parking is proposed. The Council's Traffic and Transportation Department have advised that as the increased floor space will not result in a significant increase in staff or visitor numbers this is acceptable and consistent with DMD policy 45 and the car parking standards set out in London Plan policy 6.13.

6.6.2 Traffic and Transportation also note that no cycle parking has been proposed. Such parking is required to encourage sustainable travel and to ensure consistency with London Plan policy 6.9 and DMD policy 45. In light of this a condition is recommended to achieve at least one secured and undercover cycle parking space for staff and two spaces for visitors.

6.6.3 In addition, no details of refuse storage have been provided. Plans should be submitted demonstrating how refuse will be stored in accordance with DMD 8. This will be secured by condition.

6.6.4 It is noted that a disabled access ramp originally proposed has been removed from the scheme and the café will be accessed via the existing access point. Whilst the design and materials of the disabled access originally proposed were objected to by Officers and CAG, the principle of providing a disabled access is accepted and would be achievable subject to appropriate design and materials. Should this be required this would be subject to a separate planning application.

#### 6.7 CIL

6.7.1 As of April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm.

6.7.2 The development is not CIL Liable.

### **7 Conclusion**

7.1 Having regard to all the above, the proposal is considered acceptable and would preserve the character and appearance of the Conservation Area, would not harm the amenities of the occupiers of nearby residential properties and would not harm the safety or free flow of traffic on the adjoining highway. Accordingly, the development is considered acceptable.

### **8 Recommendation**

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

1. 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. The café (including the café and bowling green) hereby approved shall only be used to provide an ancillary function to Town Park and shall not be used as an independent function facility.

Reason: In order to safeguard the amenities of the occupiers of nearby residential properties; to ensure the development meets adopted car parking standards and preserves highway safety; to protect the character of the existing park and Conservation Area

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

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

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

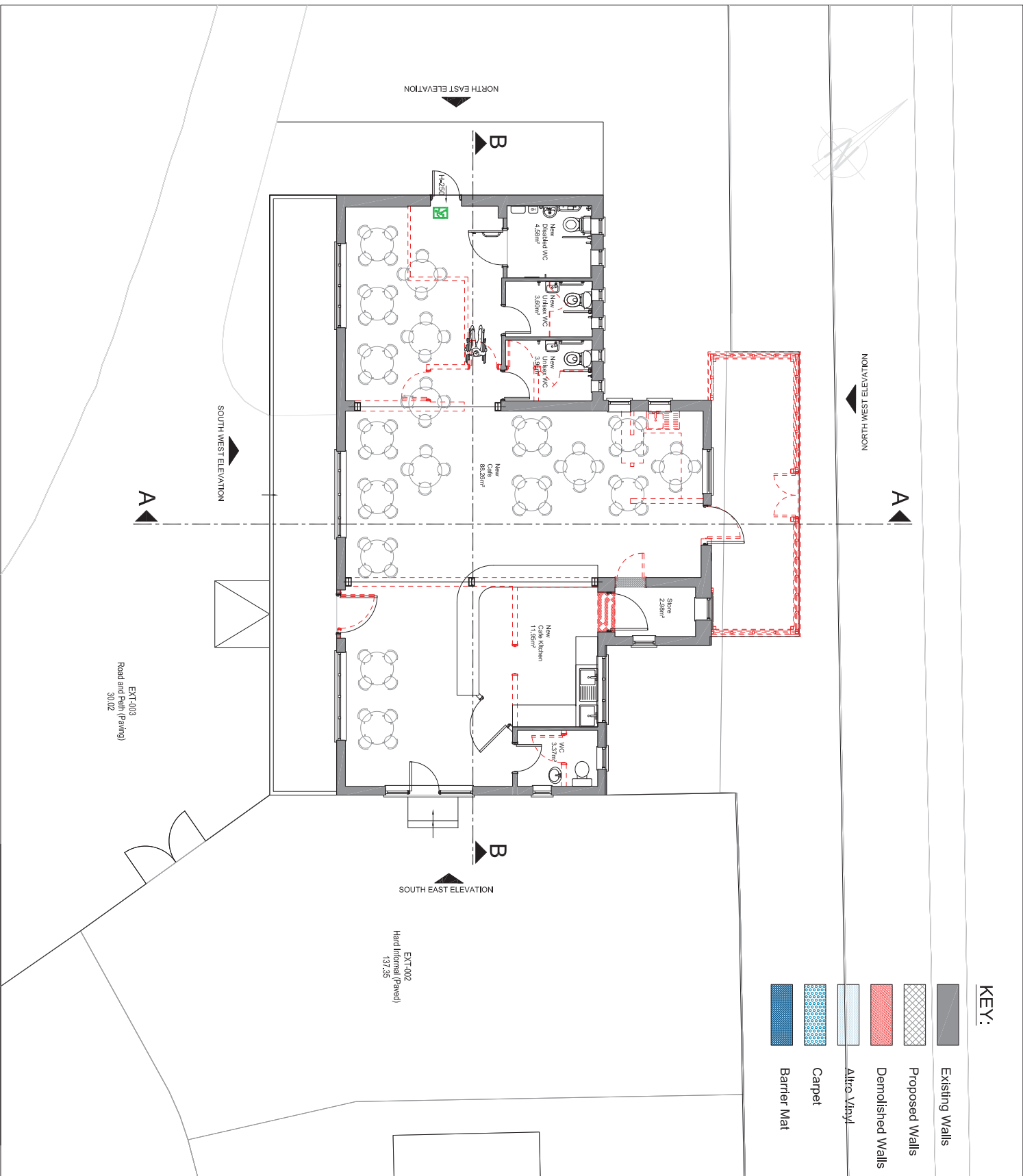
Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

5. 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.







**KEY:**

-  Existing Walls
-  Proposed Walls
-  Demolished Walls
-  Altro Vinyl
-  Carpet
-  Barrier Mat


Rev	Notes	Date
A	Revised & updated ramp outlined	07/11/2014

**STATUS**  
**REFURBISH CAFE**  
**CLIENT**  
**ENFIELD LBE COUNCIL**  
**JOB TITLE**  
**Repairs/maintenance & security works to Enfield Town Park Cafe**

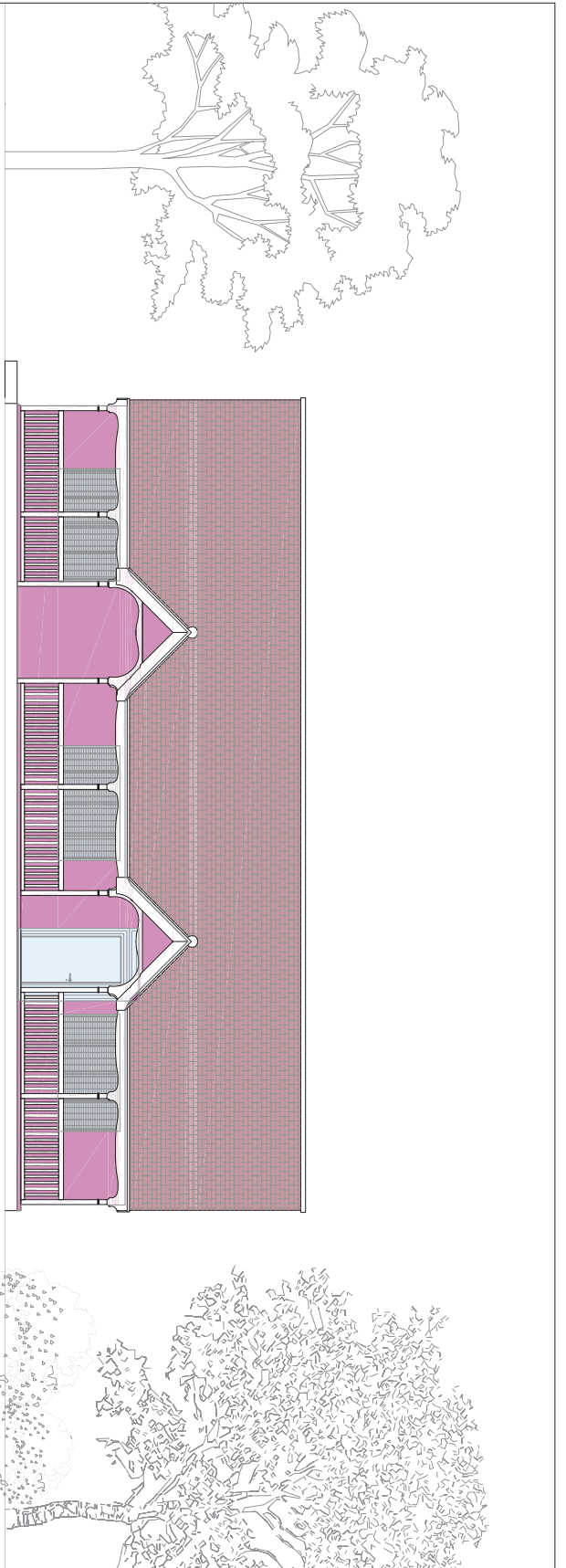
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**CORPORATE MAINTENANCE & CONSTRUCTION TEAM**  
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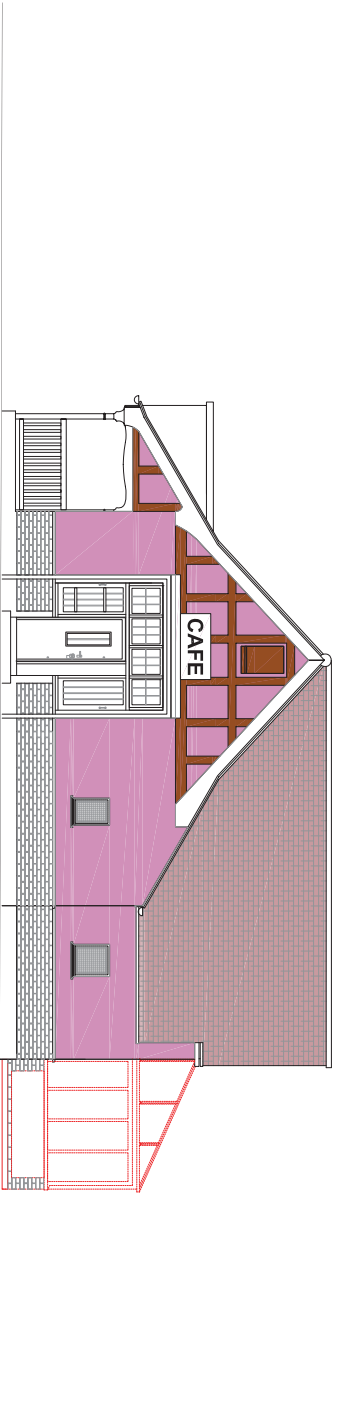
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**ENFIELD Council**  
 London Borough of Enfield  
 Corporate Maintenance & Construction Team  
 11th Floor  
 100 Victoria Road, Enfield, London EN2 6BQ  
 Tel: 020 899 6400 Fax: 020 899 6600  
 Email: [enfield@enfield.gov.uk](mailto:enfield@enfield.gov.uk)



SOUTH WEST ELEVATION



SOUTH EAST ELEVATION

Rev	Notes	Date
A	Revised & updated ramp outlined	07/17/2014

**STATUS**  
**REFURBISH CAFE**

**CLIENT**  
**ENFIELD LBE COUNCIL**

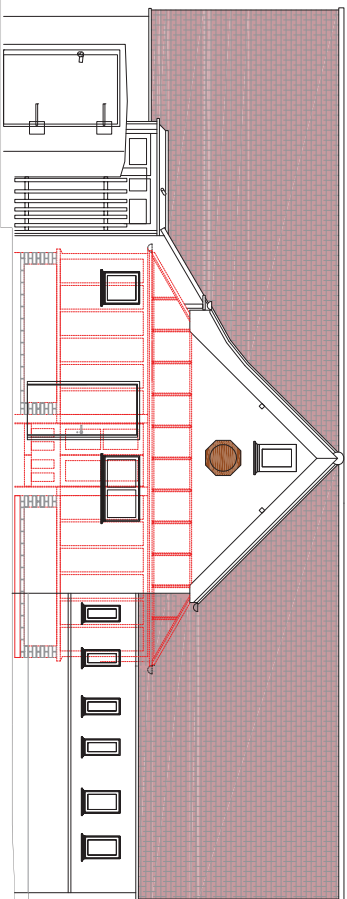
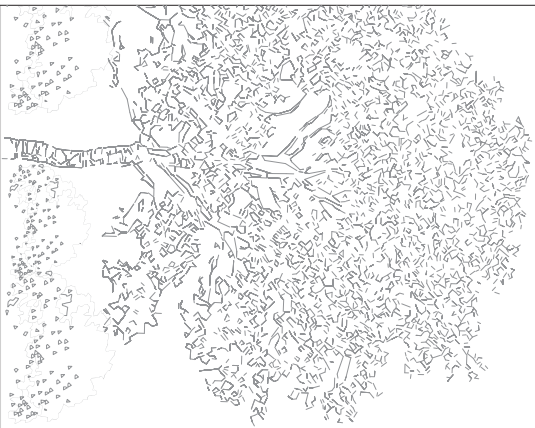
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**Repairs/maintenance & security works to Enfield Town Park Cafe**

**DRAWING TITLE**  
**Proposed South West Elevation & South East Elevation**

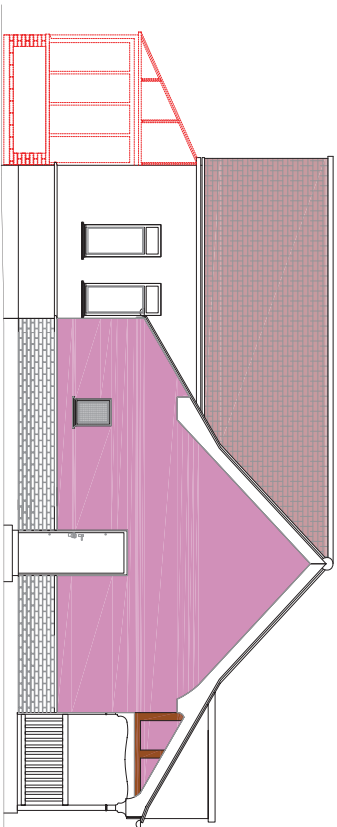


**CORPORATE MAINTENANCE & CONSTRUCTION TEAM**  
 London Borough of Enfield  
 Corporate Maintenance & Construction Team  
 11th Floor  
 100 Broadwater Street  
 Enfield, London N4 3DF  
 Tel: 020 8361 5000 Fax: 020 8361 5000  
 Email: [corporatemaintenance@enfield.gov.uk](mailto:corporatemaintenance@enfield.gov.uk)

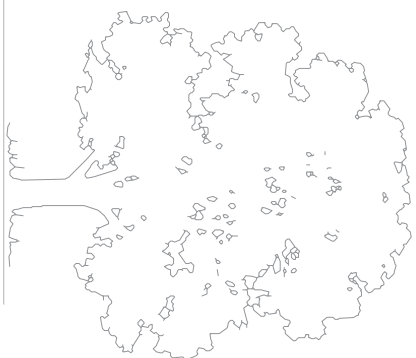
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**REVISION** A



NORTH WEST ELEVATION



NORTH EAST ELEVATION



Rev	Notes	Date
A	Revised & updated ramp outlined	07/11/2014

**STATUS**  
**REFURBISH CAFE**

**CLIENT**  
**ENFIELD LBE COUNCIL**

**JOB TITLE**  
**Repairs/maintenance & security works to Enfield Town Park Cafe**

**DRAWING TITLE**  
**Proposed North West Elevation & North East Elevation**



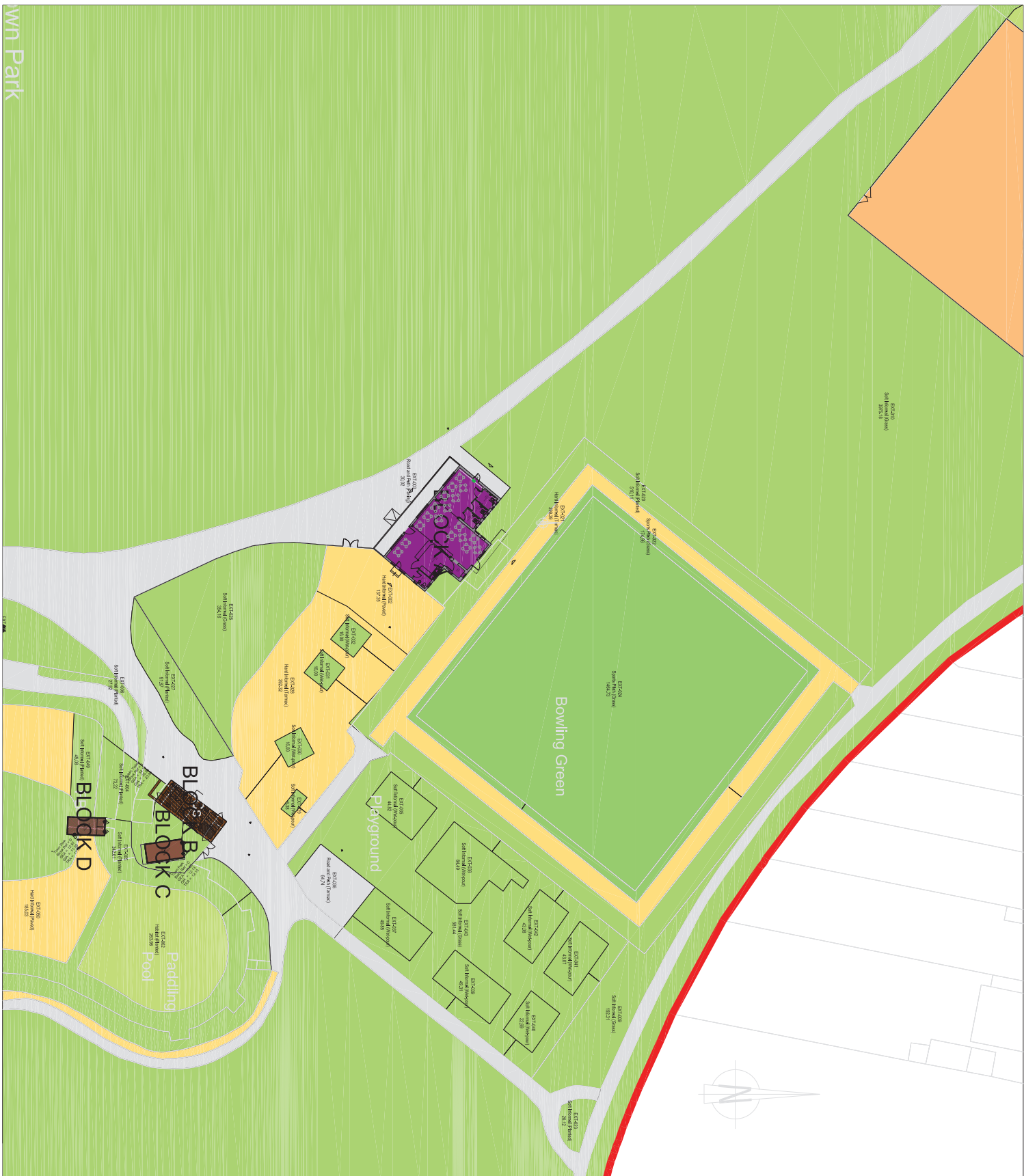
**CORPORATE MAINTENANCE & CONSTRUCTION TEAM**  
London Borough of Enfield  
 Corporate Maintenance & Construction Team  
 11th Floor  
 Enfield Town Hall  
 11 Roper Street  
 Enfield, London N11 1NS  
 Tel: 020 891 5544 Fax: 020 891 5600  
 Email: [enfield@enfield.gov.uk](mailto:enfield@enfield.gov.uk)

ARCHITECT'S I.D.	DATE
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SCALE	CHECKED
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DRAWING NO.	REVISION
ML542/004173 - 07	A









wn Park

Rev	Notes	Date
A	Revised & updated ramp outlined	07.11.2014

**STATUS**  
**REFURBISH CAFE**

**CLIENT**  
**ENFIELD LBE COUNCIL**

**JOB TITLE**  
**Repairs/maintenance & security works to Enfield Town Park Cafe**

**DRAWING TITLE**  
**Block Plan Proposed Town Park Cafe**

**ENFIELD Council**

**CORPORATE MAINTENANCE & CONSTRUCTION**

London Borough of Enfield  
 Corporate Maintenance & Construction  
 14th Floor  
 100 Broadwater Street  
 Enfield, London N4 3DF

Architect: S.O.  
 Drawn: IT  
 Date: 03/05/2014  
 Scale: 1:500 @ A3  
 Checked: RBA WORKSTAGE  
 Drawing No.: M/L542/004173 - 12  
 Revision: A



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 25<sup>th</sup> November 2014

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Ms Claire Williams 02083794372

**Ward:**

Ponders End

**Ref:** 14/03718/RE4

**Category:** LBE - Dev by LA

**LOCATION:** Ponders End Police Station, High Street, EN3 4EZ,

**PROPOSAL:** Erection of a single storey temporary building for multi-purpose community use.

**Applicant Name & Address:**

Ponders End Police Station  
High Street  
EN3 4EZ

**Agent Name & Address:**

Mr Benjamin Harvey  
Ponders End Police Station  
High Street  
EN3 4EZ

**RECOMMENDATION:**

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



## **1. Site and Surroundings**

- 1.1 The application site measures approximately 821 square metres and was formerly the location of the Ponders End Police Station which was demolished in December 2013. The site currently consists of predominately hardstanding, including the concrete slab of the police station, and a ramped pedestrian access with hand rails; a small grassed area is sited along the front of the site and a metal shed along the north of the site. Boundary treatments include green hoarding along the front boundary, a 2 metre high brick wall with fencing to the north and south and a brick wall and trees along the rear boundary.
- 1.2 The site is located on Ponders End High Street which comprises a mix of retail, community and associated facilities. To the north of the site is a vacant area of land enclosed with green hoarding, beyond which is a mosque. To the south of the site is a two storey building which accommodates an estates agent and insurance company at ground floor level. On the opposite side of the road is a two storey building that accommodates an adult learning academy and to the rear of the site is the former Middlesex University campus site.
- 1.3 The application site is located in Flood Zone 1 and the Ponders End Place Shaping Priority Area.

## **2. Proposal**

- 2.1 The application seeks planning permission for a temporary 2 year period for the erection of a single storey temporary building for multi-purpose community use. The Planning Statement states that the building would cater for a variety of functions that would be primarily organised by local community groups and businesses that may include meetings, training events, promotional events for local businesses and a 'pop up' cinema. The operation of the building would be the responsibility of the Ponders End Community Development Trust and Enfield Community Aid.
- 2.2 The application site would be subdivided so that the rear of the site would not be accessible for the purposes of the proposal. The existing 2.4 metre high hoarding would be relocated to act as a boundary treatment. The existing grass areas along the front of the site would be restored.
- 2.3 Due to the splayed boundary, the building would be set back from the front boundary of the site by approximately 9 – 11 metres. The building with a flat roof would measure 15.3 metres in width, 8.3 metres in depth and 3.2 metres in height. It would accommodate a room measuring approximately 85 square metres, a kitchen, office and toilets. The gross external floor area would measure 127 square metres. Two water butts would be fitted to the rear elevation of the building. External materials to be used would include grey cladding.
- 2.4 The existing vehicular access would be used and five parking spaces provided, including two disabled parking spaces. Five Sheffield cycle stands are proposed to be sited to the rear of the building. A waste and recycling store enclosed with 1.8 metre high close boarding fencing would be sited along the north boundary. The store would measure 1.2 metres deep and 2.7 metres in width.

- 2.5 Amended drawings have been received that include the proposed north elevation, details of the height and colour of the relocated hoarding and identification of a service parking space.

### **3. Relevant Planning History**

- 3.1 P12-02677PLA - Demolition of existing buildings on site (excluding the Broadbent Building, Gymnasium, Caretakers Cottage, multi storey car park to the Queensway frontage and 198 High Street) and the redevelopment of the site to provide a mix of residential (Class C3), business (Class B1), retail (Classes A1-A4) and community uses (Class D1), hard and soft landscaping and open space, new connection (vehicle and pedestrian) to High Street via College Court, retention and alteration of existing accesses to Queensway, car and cycle parking (including alterations to car parking arrangements within College Court) and all necessary supporting works and facilities, including an energy centre; the retention, refurbishment and extension of the listed Broadbent building, retention and refurbishment of the associated caretakers cottage and gymnasium to provide up to 43 residential units, 2,141sq.m (GIA) of commercial/live work floor space (Class B1) and 427sqm (GIA) of community use (OUTLINE with some matters reserved - Access). Committee decision. Approved on 5 March 2013.
- 3.2 P13-01398PRI - Demolition of Ponders End Police Station. - Prior approval and an Environmental Impact Assessment not required 7 June 2014.

### **4. Consultations**

#### **4.1 Statutory and Non-Statutory Consultees**

##### **4.1.1 Traffic and Transportation**

###### *Pedestrian Access*

The site will be accessible directly from High Street which is acceptable. A pedestrian ramp together with a footpath will be provided. This complies with Policy 6.10 (Walking) of the London Plan and Core Strategy Policy 25 (Pedestrian and cyclists) and DMD Policy 47 (Access, new road and servicing).

###### *Car Parking*

The proposal involves erection of a 127sqm multi-purpose building under use class D1 use with the intention of using it for meetings, training events, promotional events for local businesses and a 'pop-up' cinema, etc. The only car parking proposed on the site is two spaces for blue badge holders, which is in line with the London Plan requirements and three spaces for staff involved with the operation of the building. This means that any parking demand for visitors would need to be accommodated on-street. As a means of assimilating any potential parking overspill associated with the site, the Planning Statement (PS) makes reference to on street parking available on Queensway after the waiting restrictions are no longer in place, the nearby Tesco Car Park and 24 hour public car parks within the area at Eagle House (42 spaces), Glyn Road (94 spaces) and Ponders End Library (26 spaces). No parking surveys however have been submitted to establish the availability of these spaces for up to 150 visitors between the site's operating hours of 8am and 11pm. Also, although parking in High Street and the southern section of Queensway is controlled between

the hours of 8am and 6:30pm (Monday-Saturday) there are no controls in place on the northern side of Queensway, Garfield Road or Derby Road. The lack of a CPZ also means that visitors parking on street in competition with local businesses and residents will be impossible to control.

However, having regard to the scale of the development, the high level of public transport services, provision of cycle parking on site and the temporary nature of the use, the concerns raised above could be addressed by submission of a Travel Plan Statement (TPS). The TPS shall include the following: encourage the use of public transport and sustainable modes of travel in the marketing and promotional material, use incentives to encourage the use of off street/public car parks, etc. This is in order for the scheme to comply with Policy 6.13 (Parking) of the London Plan, Core Strategy Policy 24 (The road network) and DMD Policy 45 (Car Parking and layout) of the submission document.

#### *Vehicular access and servicing*

The plans show the retention of the existing vehicular access which is acceptable. There is no information provided on how any potential deliveries by smaller vehicles will be catered for within the site. Given the scale of the proposed development, any on-street loading/uploading of larger servicing vehicles will be infrequent and can be accommodated in High Street after loading/uploading restrictions are no longer in place. There is a concern that the lack of any off street provision for small deliveries/contractor parking would prejudice the free flow of northbound traffic on High Street, the operation of the adjacent bus stop and create delays. For that reason at least one parking space on site currently shown for staff parking should be marked out as a service bay for ad hoc deliveries, contractors parking etc. This is required in order for the scheme to comply with the London Plan Policy 6.13, DMD policy 45 and 47 and UDP policy (II) GD8 which state that operational parking for maintenance, servicing and deliveries is required to enable a development to function.

#### *Refuse and recycling facilities*

A bin store area is proposed to the side of the site's access. The space set aside is sufficient and will be easily accessible to refuse collectors. This complies with Policy 8 of the DMD.

#### *Cycle parking facilities*

The provision of cycle parking meets the London Plan Standards. The details of the design of the cycle shelter should be secured by a planning condition to ensure that it is lockable, accessible, lit and attractive to use in order to be consistent with the Policy 6.9 (Cycling) of the London Plan, Core Strategy Policy 25 (Pedestrian and cyclists) and DMD Policy 45 (Parking standards and layout) of the submission document).

In summary, no objections are raised subject to conditions to address the matters highlighted above.

### 4.1.2 Environmental Health

No objections subject to a condition restricting hours for the deliveries of construction/demolition materials to and from the site.

#### 4.1.3 Thames Water

No objections.

## 4.2 Public response

4.2.1 Letters were sent to 25 adjoining and nearby residents. One response was received which raised the following objections:

- Close to adjoining properties.
- Inadequate parking provision.
- Noise nuisance.
- Not enough information given on application.
- Clarification required on the purpose of the building.
- Further clarification required on the impact on the neighbouring residential properties and businesses in terms of noise, nuisance and disturbance considering the hours of operation.

## 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 has now successfully been through examination. It is expected that the document will be adopted at full Council in November 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry significant weight.

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 - Protection and Enhancement of Social Infrastructure

Policy 5.2 - Minimising Carbon Dioxide Emissions

Policy 5.3 - Sustainable Design and Construction

Policy 5.13 - Sustainable Drainage

Policy 6.3 - Assessing Effects of Development on Transport Capacity

Policy 6.13 - Parking

Policy 7.4 - Local Character

Policy 7.6 – Architecture

## 5.5 Core Strategy

CP11 - Recreation, Leisure, Culture and Arts  
CP17 – Town Centres  
CP20 - Sustainable Energy Use and Energy Infrastructure  
CP21 – Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure  
CP22 – Delivering Sustainable Waste Management  
CP24 - The Road Network  
CP25 - Pedestrians and Cyclists  
CP28 – Managing Flood Risk through Development  
CP30 – Maintaining and Improving the Quality of the Built and Open Environment  
CP32 - Pollution  
CP40 - North East Enfield  
CP41 - Ponders End

## 5.6 Unitary Development Plan (UDP)

(II)GD3 Design  
(II)GD6 Traffic implications  
(II)GD8 Site Access and Servicing  
(II)T13 Access onto Public Highway

## 5.7 Proposed Submission Version DMD

DMD16 - Provision of New Community Facilities  
DMD25 – Locations for new Retail, leisure and Office Development  
DMD37 - Achieving High Quality and Design-Led Development  
DMD45 - Parking Standards  
DMD48 - Transport Assessments  
DMD49 - Sustainable Design and Construction Statements  
DMD51 - Energy Efficiency Standards  
DMD59 – Avoiding and Reducing Flood Risk  
DMD61 – Managing Surface Water  
DMD68 - Noise  
DMD79 - Ecological Enhancements  
DMD81 - Landscaping

## 5.8 Other relevant Policy/ Guidance

North East Enfield Area Action Plan (Proposed Submission 2014)  
Ponders End Central Development Brief (adopted May 2011)

National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (NPPG)

## 6. **Analysis**

### Principle of Development

- 6.1 Policy DMD 16 of the Proposed Submission states that new community facilities will be supported borough-wide and will be required as part of development within the strategic growth areas to ensure the creation of prosperous, sustainable communities. The NPPF and the Enfield Local Plan also seeks to promote the vitality

and viability of town centres, recognising that town centres are at the heart of communities.

- 6.2 Long term the application site has been identified within the Ponders End Central Planning Brief (adopted May 2011) as part of a wider site that is to be brought forward as a comprehensive housing-led, mixed use regeneration scheme known as the Electric Quarter. Members of the North East Enfield Town Team identified the opportunity of a building that offers space for community uses on the site. The proposed scheme would make effective use of land that is currently vacant in the meantime and would provide opportunities for flexible spaces and multiple uses in a building for members of the local community in an easily accessible location. Consequently there is no objection in principle to this temporary use of the site.

#### Impact on Character and Street Scene

- 6.3 Policy DMD 37 of the Proposed Submission DMD (March 2013) states that applications for development that are not suitable for its intended function, that is inappropriate to its context, or which fail to have appropriate regard to its surroundings, will be refused.
- 6.4 The new building would be single storey and not excessive in size. The building would be set back from the front boundary of the site by approximately 9 – 11 metres which would reduce its prominence within the street scene. Given the temporary nature of the building and the range of buildings with varying designs and external finishes along Ponders End High Street it is not considered that the proposed development would result in any significant harm to the visual amenity within the street scene.

#### Impact on Neighbouring Properties

- 6.5 The new building would be single storey and therefore would not result in any significant opportunity for overlooking or loss of light to any neighbouring residential properties. The building would be set in from the southern boundary by a minimum of 1 metre and with its single storey nature and flat roof would not appear dominant in relation to the building sited to the south of the application site.
- 6.6 In terms of noise the Environmental Health Officer has been consulted and has raised no objection to the proposal subject to a condition relating to the delivery of construction and demolition materials to and from the site. Due to the proposed use of the building there is unlikely to be unacceptable levels of noise generated. However to ensure that there is no significant harm to residential amenity a condition relating to hours of operation would be attached to any grant of planning permission.

#### Transportation, Parking and Access

- 6.7 Policy DMD45 of the Proposed Submission DMD requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 6.8 Policy DMD47 of the Proposed Submission DMD states that new development will only be permitted if the access road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.



- 6.9 Five car parking spaces would be provided for staff and blue badge holders, however parking spaces for visitors are not proposed. The Planning Statement makes reference to on street parking available on Queensway after the waiting restrictions are no longer in place, the nearby Tesco Car Park and 24 hour public car parks within the area. Given the site has a PTAL of 4 which indicates a good level of access to public transport, the temporary nature of the proposal and the cycle parking to be provided on the site which would be in accordance with the London Plan, no objection has been raised by the Traffic and Transportation subject to the submission of a Travel Plan Statement.
- 6.10 The applicant will be submitting the requested Travel Plan and an update on this will be provided at the meeting. It is not necessary to attach a condition requiring details of the cycle parking because the applicant has confirmed that five Sheffield cycle stands are proposed which would be in line with policy requirements. In terms of details of a service parking bay, amended drawings have been submitted that identifies one of the parking bays as a parking space for delivery vehicles which is sufficient for the condition requested by T&T not to be attached to any grant of planning permission. Members will be updated on any amendments to the conditions listed at the end of this report.

#### Sustainable Design and Construction

- 6.11 Policy DMD49 of the Proposed Submission DMD states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. Due to the temporary nature of the proposal it is not considered appropriate for the development to be in accordance with BREEAM. Sustainable design has however been considered as two water butts will be positioned to the rear elevation of the building and a waste and recycling store is proposed. The building would also not be energy intensive to assemble or disassemble due to the proposed materials to be used.

#### Flood Risk

- 6.12 Policy DMD59 of the Proposed Submission DMD states that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere. The site is located within Flood Zone 1 with minimal risk of flooding from all sources. Given the single storey temporary nature of the new building, the proposed development is unlikely to increase the opportunity of flooding in the area. Grass areas along the front of the site would also be reinstated which would help manage surface water flow within the site.
- 6.13 Thames Water has been consulted on the scheme and has raised no objection. An informative would be attached to any grant of planning permission to inform the applicant that they would need to seek prior approval to discharge to a public sewer.

#### Refuse and Recycling

- 6.14 All new development should make appropriate provision for waste storage, sorting and recycling, and adequate access for waste collection. Details of the refuse and recycling store including its location and design have been submitted and are considered acceptable and in accordance with policy requirements.

#### CIL

6.15 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 summer 2015.

6.16 The development is not CIL Liable

## **7 Conclusion**

7.1 This site will ultimately form part of a wider mixed use, residential led redevelopment of this part of the High Street. In the meantime, the site stands vacant and this proposal therefore seeks to provide a temporary use that can make a positive contribution to community facilities in the locality. It is considered that the use proposed would not give rise to noise, nuisance or traffic generation detrimental to either the amenities of adjoining or nearby occupiers or local highway conditions.

## **8. Recommendation**

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

1 This permission is granted for a limited period expiring on (TWO YEARS FROM DECISION DATE) when the use hereby permitted shall be discontinued and the building hereby permitted removed and the land reinstated.

Reason: To permit the use of the site, whilst appropriate redevelopment plans are brought forward for the whole of the site.

2 (C60 Approved Plans) - The development hereby permitted shall be maintained 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 A Travel Plan Statement shall be submitted to and approved by the Local Planning Authority. Development shall be carried out and maintained in accordance with the approved details.

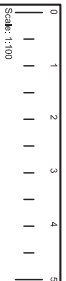
Reason: To prevent obstruction on the adjoining highways and to safeguard the amenities of surrounding occupiers.

4 Deliveries of construction and demolition materials to and from the site by road shall take place between 08:00 - 18:00 Monday to Friday & 08:00 - 13:00 on Saturday and at no other time except with the prior written approval of the Local Planning Authority.

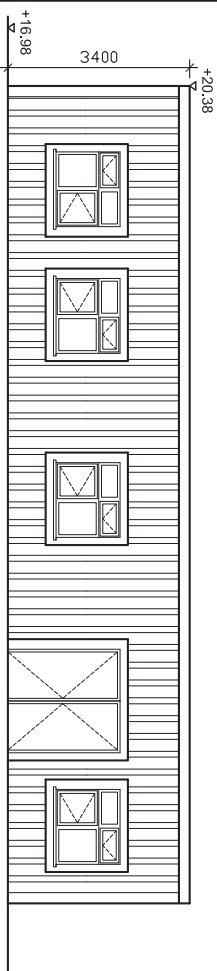
Reason: To reduce the likelihood of a noise nuisance occurring during delivery times.

- 5 The premises shall only be open for business and working between the hours of Monday – Saturday 8:00 – 23:00 and Sunday and Bank Holidays 9:00 – 23:00.

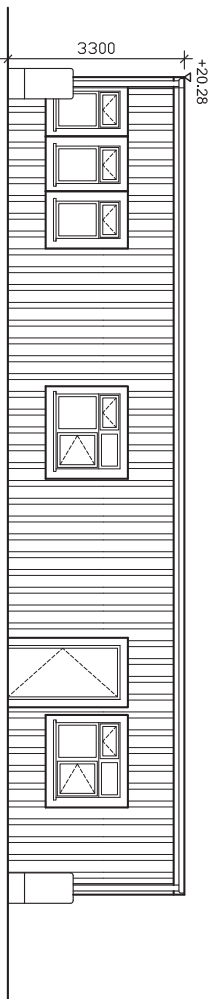
Reason: To safeguard the amenities of the occupiers of nearby residential properties.



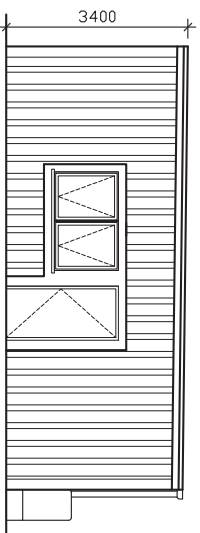
**NOTES**  
 All dimensions to be checked by the Contractor before construction proceeds.  
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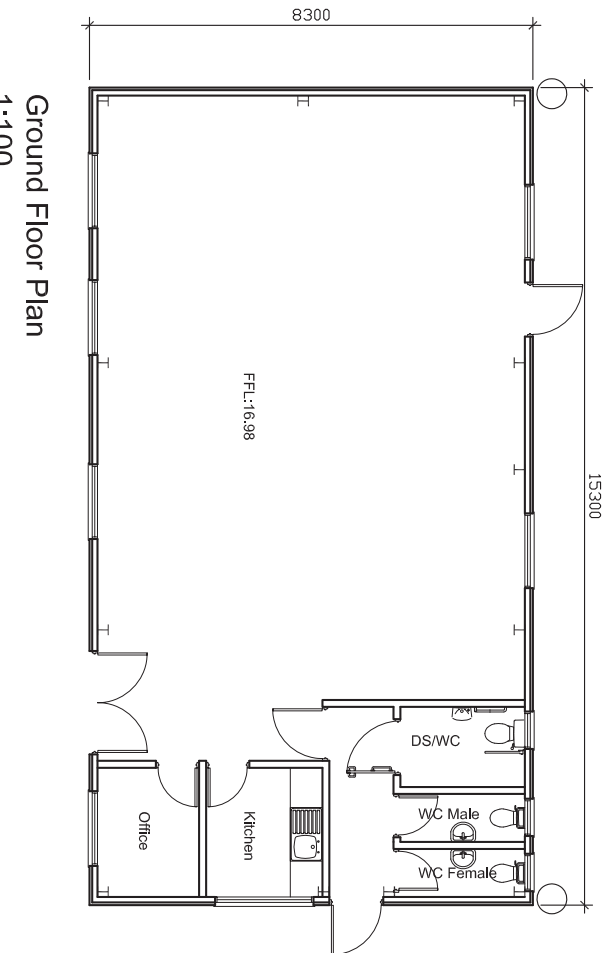
Front Elevation  
1:100



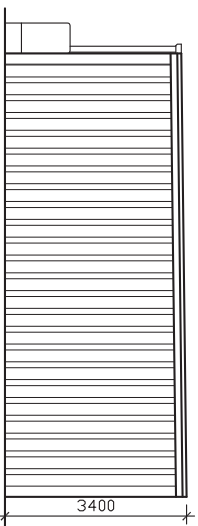
Rear Elevation  
1:100



Side Elevation  
1:100



Ground Floor Plan  
1:100



Side Elevation  
1:100

**DIMENSIONS**

The buildings footprint will be 8.3m long x 15.3m wide.

**MATERIALS**

The building materials will be supplied by Kriggsman  
 The roof will be formed by Kriggsman KS1000V suspended profile roof  
 The roof will be formed by Kriggsman KS1000V suspended profile system  
 Roof colour: Mid Grey RAL 7046.  
 Wall colour: Mid Grey RAL 7046.  
 Floor colour: Mid Grey RAL 7046.  
 External wall finish: Mid Grey RAL 7046.  
 External floor finish: Mid Grey RAL 7046.

**Access**

Predefined access doors  
 1530x2100mm aluminium doors with RAL 7015.

**Windows**

Windows as per the drawing. Color to be RAL 7015.

**DRAINAGE**

2 no waste/traps to be fitted to the rear elevation which will be used for use of water to front landscaping.

**LANDSCAPING**

Foul water to discharge into existing underground drainage system in compliance with Building Control Regulations.

**LANDSCAPING**

The landscaping at the front to be restored to grass.

**IntelliArch Ltd**

IntelliArch Architecture and Surveying  
 30 Riverside Avenue, Enfield, EN3 4JH  
 Tel: 0208 4420023 Fax: 07956 296 0768 E: info@intelliarch.co.uk  
 W: www.intelliarch.co.uk

Project: 204-21 4 High Street  
 Enfield EN3 4EZ

**Proposed Drawings**

Scale	Date	Drawn	Checked
1:100 @ A3	February 2014	MA	CHK

**PLANNING**

Application No: 1089-20

F

Scale: 1:50



All Hoarding to be 2.4m high and white colour.



Notes

All amendments to be checked by the Contractor before construction proceeds.

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Rev	Date	By



Legend:	
	Building Footprint
	Concrete
	Water
	ICU
	CPS
	SI
	BT
	THL
	TH
	THL 10000
	THL 50000
	THL 100000
	THL 200000
	THL 300000
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PLANNING

<p><b>IntelliArch Ltd</b> 30 Pentonville Avenue, Enfield EN1 4JB Tel: 0208 4452023 Fax: 07956 296 076 E: info@intelliarch.co.uk W: www.intelliarch.co.uk</p>	
<p>Project: 204-214 High Street Enfield EN3 4EZ</p>	
<p>Proposed Block Plan</p>	
Scale:	1:200 @ A3
Date:	February 2014
Drawn:	MA
Checked:	CHK
Rev:	F
Rev No:	1089-10

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