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PLANNING COMMITTEE

Tuesday, 20th October, 2015 at 7.30 pm
Venue: Conference Room,
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

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MEMBERS

Councillors : Dinah Barry, Lee Chamberlain, Jason Charalambous, Dogan Delman, Christiana During, Christine Hamilton, Ahmet Hasan, Jansev Jemal, Derek Levy (Vice-Chair), 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 19/10/15

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 22 SEPTEMBER 2015**
(Pages 1 - 4)

To receive the minutes of the Planning Committee meeting held on Tuesday 22 September 2015.

4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 100) (Pages 5 - 6)

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

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

5. 14/04825/FUL - TRENT BOYS SCHOOL HOUSE, 120 COCKFOSTERS ROAD, BARNET, EN4 0DZ (Pages 7 - 34)

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

6. 14/04997/FUL - 150 GREAT CAMBRIDGE ROAD, ENFIELD, EN1 1PW (Pages 35 - 42)

RECOMMENDATION: Approval subject to conditions
WARD: Southbury

7. 14/04999/FUL - 196 GREAT CAMBRIDGE ROAD, ENFIELD, EN1 1UQ (Pages 43 - 62)

RECOMMENDATION: Approval subject to conditions
WARD: Southbury

8. 15/02717/FUL - 136 PALMERSTON ROAD, LONDON, N22 8RD (Pages 63 - 76)

RECOMMENDATION: Approval subject to conditions
WARD: Bowes

9. 15/02727/HOU - 73 AVENUE ROAD, LONDON, N14 4DD (Pages 77 - 84)

RECOMMENDATION: Refusal
WARD: Cockfosters

10. 15/03039/FUL - CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 8JI (Pages 85 - 108)

RECOMMENDATION: Approval subject to conditions
WARD: Highlands

11. 15/03613/FUL - 50 SUFFOLK ROAD, ENFIELD, EN3 4AZ (Pages 109 - 118)

RECOMMENDATION: Approval subject to conditions
WARD: Ponders End

- 12. 15/03824/FUL - 291 GREEN LANES, LONDON, N13 4XS** (Pages 119 - 128)

RECOMMENDATION: Approval subject to conditions
WARD: Palmers Green

13. EXCLUSION OF THE PRESS AND PUBLIC

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

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PLANNING COMMITTEE - 22.9.2015

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 22 SEPTEMBER 2015****COUNCILLORS**

PRESENT Dinah Barry, Lee Chamberlain, Dogan Delman, Christiana During, Christine Hamilton, Ahmet Hasan, Jansev Jemal, Derek Levy, Anne-Marie Pearce and Toby Simon

ABSENT Jason Charalambous and George Savva MBE

OFFICERS: Sharon Davidson (Planning Decisions Manager), Bob Griffiths (Assistant Director - Planning, Highways & Transportation), Paula Harvey (Legal Services) and Andy Higham (Head of Development Management) Jane Creer (Secretary)

Also Attending: Approximately 15 members of the public, applicant and agent representatives
Dennis Stacey, Chair – Conservation Advisory Group

135**WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed all attendees and explained the order of the meeting.

Apologies for absence were received from Councillors Charalambous and Savva.

136**DECLARATION OF INTERESTS**

There were no declarations of interest.

137**MINUTES OF THE PLANNING COMMITTEE 1 SEPTEMBER 2015**

AGREED the minutes of the Planning Committee meeting held on 1 September 2015 as a correct record.

138**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND
TRANSPORTATION (REPORT NO. 74)**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No. 74).

139**15/01192/CEA - 17 GROSVENOR GARDENS, LONDON, N14 4TU**

PLANNING COMMITTEE - 22.9.2015

NOTED

1. This application was debated at the same time as application ref 15/01191/HOU, but a separate decision made for each application.
2. Introduction by the Planning Decisions Manager, summarising the proposals, and the planning history, and highlighting the key issues.
3. Receipt of four further letters of objection, and verbal summary of the objections.
4. Recommendation of an additional condition to any approval of permission to application ref 15/01191/HOU: that the outbuilding shall only be used for purposes incidental to the enjoyment of the dwelling, excluding any form of habitable accommodation or any business purposes. Reason: In order to protect the amenities of the surrounding residents.
5. The deputation of Mr Shearing on behalf of Ms Linda Hanci (occupier of no. 15 Grosvenor Gardens).
6. The deputation of Mr Ibrahim on behalf of Ms Hulya Ozyigit (occupier of no. 19 Grosvenor Gardens).
7. The response of Mr Michael Koutra (agent for the applicant).
8. Members' discussion and questions responded to by officers.
9. Following a lengthy debate, the support of a majority of the committee for the officer's recommendation: 6 votes for, 3 votes against and 1 abstention.

AGREED that the Certificate of Lawfulness be granted.

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15/01191/HOU - 17 GROSVENOR GARDENS, LONDON, N14 4TU

NOTED

1. This application was introduced and debated in parallel with application ref 15/01192/CEA, but voted on separately.
2. A majority of the committee did not support the officer's recommendation: 9 votes against and 1 abstention.
3. The advice of the Planning Decisions Manager in considering reasons for refusal of planning permission.
4. The unanimous support of the committee that planning permission be refused.

AGREED that planning permission be refused for the reason below.

1. Notwithstanding the mitigation measures proposed as part of this application, the outbuilding, by virtue of its size, siting, external finish and height in relation to surrounding topography, represents a dominant and overbearing structure in this garden setting, detrimental to the amenities of adjoining occupiers, particularly the occupiers of No.19 Grosvenor Gardens. In this respect the development is contrary to Core Policy CP30, and policies DMD 8 and 12 of the Development Management Document.

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PLANNING COMMITTEE - 22.9.2015

15/02547/FUL - VACANT LAND, FORMERLY KNOWN AS 216 HIGH STREET, ENFIELD, EN3 4EZ

NOTED

1. Introduction by the Planning Decisions Manager.
2. The deputation of Mr Frixos Kyriacou (agent for the applicant).
3. Members' discussion and concerns.
4. Following a debate, the unanimous support of the committee for the officers' recommendation.

AGREED that planning permission be refused for the reasons set out in the report.

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FUTURE MEETINGS

NOTED that the provisional meeting date of 6 October 2015 would not be required for a meeting of Planning Committee. The next meeting would therefore be on 20 October 2015.

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MUNICIPAL YEAR 2015/2016 - REPORT NO 100

COMMITTEE:
PLANNING COMMITTEE
20.10.2015

AGENDA - PART 1	ITEM 4
SUBJECT -	
MISCELLANEOUS MATTERS	

REPORT OF:
Assistant Director, Planning,
Highways and Transportation

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

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 284 applications were determined between 11/09/2015 and 08/10/2015, of which 219 were granted and 65 refused.

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

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

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

Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the Unitary Development Plan (UDP).
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Ms A Treloar

Ward:
Cockfosters

Ref: 14/04825/FUL

Category: Full Application

LOCATION: Trent Boys School House, 120 Cockfosters Road, Barnet, EN4 0DZ

PROPOSAL: Conversion of office building at rear of site to residential use to provide 2 x 2- bed single family dwellings, installation of solar panels.

Applicant Name & Address:

Dacol LTD
Hillside House
2-6 Friern Park
North Finchley
London
N21 9BT

Agent Name & Address:

Mr Philip Pearlman
79 Calder Avenue
Brookmans Park
Hatfield
Hertfordshire
AL9 7AJ

RECOMMENDATION:

That, subject to the completion of a S106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Note for Members:

Ref: 14/04825/FUL LOCATION: Trent Boys School House, 120 Cockfosters Road, Barnet, EN



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Scale 1:1250

North



1. Site and Surroundings

- 1.1 The site has a regular shape and is approximately 553m² in area. It contains the former Trent Park Boys School House and is enclosed by brick walls, a palisade fence and a timber gate. The School House is a two-storey Victorian building with a steeply pitched slate roof, gault brickwork, and tripartite metal framed windows. It is a non-designated heritage asset within the Trent Park Conservation Area and is identified as a contributory building within the Character Appraisal. There are three Horse Chestnut Trees on site, two of which are protected by Tree Preservation Orders (TPOs). The property benefits from vehicle access off Cockfosters Road. Construction has commenced on site for a two-storey building at the rear of the site for use as office; the piles have been installed and the building is fixed in terms of its size and location (planning reference APP/Q5300/A/11/2151815/N and 14/03334/NMA).
- 1.2 To the south is an access road to the Cockfosters Underground Station which is a Grade II Listed Building (circa 1933). To the north is a petrol station. To the east is Trent Park Cemetery.
- 1.3 The site is located within the Trent Park Conservation Area and the Enfield Chase Heritage Area, and adjoins the Green Belt.

2. Proposal

- 2.1 The application seeks planning permission to erect a two-storey building at the rear of the site for residential use (configured as two semi-detached houses) and associated parking layout, enclosure and landscaping. The building is the same as that approved under planning reference APP/Q5300/A/11/2151815/N and 14/03334/NMA albeit the following changes:
- Increase the width and depth of the building from 12.2m (w) x 6m (d) with 225mm front projections to 12.3m (w) x 6.3m (d) with 450mm projections.
 - Alterations to the fenestration to provide two front doors with entrance canopies, two rear doors, and windows on the side elevations.
 - Provide bicycle stores on either side of the building.
- 2.2 The materials schedule is detailed below.

Roof tiles	Natural Slate Blue Grey by SSQ
Brickwork and arches	Hanson Belgravia Gault Blend
Stonework	Reconstructed Stone by Haddonstone
Fenestration	Black Powder Coated Aluminium Framed Double Glazed
Front doors	Polished Hardwood in Hardwood Frames
Timber soffits and fascia	Painted Black
Rainwater goods	Cast Iron Sinclair Classical by Saint Gobain
Bicycle stores	Painted Sofwoord Construction with Translucent Profiled Polycarbonate Roof
Refuse stores	Gault Blend Construction with Hardwood Louvered Gates and Timber Framed Roof with Felt Finish
Permeable block paving	Hanson Formpave, Aquasett (type), Brindle

	(colour)
Footpaths, patios and terrace	Stone Paving

- 2.3 The proposed development would include new and repaired enclosure, formalised car parking, and hard and soft landscaping.
- 2.4 The existing 1.5m high brick walls would be retained and repaired, and a new pedestrian access gate would be installed within the front brick wall. The existing vehicle access gates would be retained. A new 1.8m high close boarded fence would be erected around the remainder of the site.
- 2.5 The proposed development would utilise the existing vehicle access and provide hardstanding within the forecourt to park three vehicles.
- 2.6 The proposed development would retain the three Horse Chestnut Trees and increase the soft landscaping; 51m² existing soft landscaping and 237m² proposed soft landscaping.

Accommodation

- 2.7 The semi-detached two-storey dwellings would have same layout with an open plan kitchen / dining / living area on the ground floor, and 1 double bedroom and 1 single bedroom on the first floor.
- 2.8 Dwelling 1 would have 67m² floor area and 55m² amenity space.
- 2.9 Dwelling 2 would have 68m² floor area and 100m² amenity space.
- 2.10 The remainder of the site would be for the School House which would continue to have a residential use and communal pedestrian and vehicle access.

Amended plans

- 2.11 The plans were amended during the course of the application to:
- Retain the roof profile of the approved building.
 - Delete the solar collectors on the front and rear roof planes.
 - Revise the design of the entrance canopies and bicycle stores to late-Victorian style porches with wrought iron gallows brackets.
 - Delete the 1.2m high fences within the site and delineate the communal and private areas with hard and soft landscaping.
 - Revise the car park layout.
 - Correctly show the siting and height of the School House following a topographical survey.
 - Delete the side and rear extensions to the School House which constituted permitted development under the Town and Country Planning (General Permitted Development) (England) Order 2008 (planning reference P14-00329LDC).
 - Provide 1:20 details of the canopies and the stone casements and recessed windows.
 - Provide a daylight and sunlight assessment.

3. Relevant Planning Decisions

- 3.1 TP/10/1765: erection of a detached two-storey building at the rear for B1 (office) refused 15/2/2011, appeal allowed (APP/Q5300/A/11/2151815/N). The Inspector commented:

"... I recognise that the School House, with its strong elevations, is an important feature in the Conservation Area. But, as the Council themselves accept, bringing that building, now in a very dilapidated condition, into a beneficial use weighs in favour of the appeal project overall. On balance, I come to the conclusion that what is now proposed would preserve the character and appearance of the Conservation Area"

- 3.2 TP/10/1765/DP1: details submitted pursuant to APP/Q5300/A/11/2151815/N which allows erection of a detached two-storey building at the rear for B1 (office) approved 8/12/2011.
- 3.3 P13-02064LDC: use of the school house as dwellinghouse approved 16/9/2013.
- 3.4 P14-00329LDC: ground floor side and rear extension and first floor rear extension approved 21/5/2014.

It is noted that works have not commenced for the extensions to the School House and that the property no longer benefits for this type of enlargement under Article 3, Schedule 2, Part 1 Class A.2 of The Town and Country Planning (General Permitted Development) (England) Order 2015.

- 3.5 14/03334/NMA: minor material amendment to APP/Q5300/A/11/2151815/N to allow adjustment of the sitting of the office building and variation of the approved plan numbers approved 28/10/2014.

4. Consultations

4.1 Statutory and non-statutory consultees

English Heritage GLASS

- 4.1.1 No objection. No further assessment or conditions necessary.

Conservation Advisory Group:

- 4.1.2 The Group have objected.

Original application

- 4.1.3 The proposed development, particularly in the context of the approved extensions to the School House (P14-00329LDC), would constitute an overdevelopment of site. The roof extension, by way of the increase in the roof pitch and the ridge height, would be overly dominant in the School House setting. Concern is also raised regarding the car park layout and the turning area.

Amended plans

- 4.1.4 The CAG continue to maintain their objection that the new residential accommodation represents an overdevelopment of the site.

Conservation Officer:

- 4.1.5 No objection.

Original application

- 4.1.6 The site is located within the Trent Park Conservation Area and contains the former Headmaster's House; the only surviving part of the former Trent Park Boys School. The two-storey Victorian building has a steeply pitched slate roof, gault brickwork, and tripartite metal framed windows. The site is flanked by Cockfosters Underground Station (Grade II Listed) and a petrol station. The site backs onto Trent Park Cemetery; a post Second World War burial ground created on former agricultural land.

- 4.1.7 The National Planning Policy Framework states [paragraph 135]:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

- 4.1.8 The proposed development by reason of its siting, scale and massing raises concern regarding the impact on the School House. Having reviewed the site's planning history, it appears that an overdevelopment has been permitted through repeated piecemeal applications that amass to significant development. It is therefore requested that the site's planning history be carefully scrutinised before any further planning permission is granted.
- 4.1.9 The separation between the proposed development and the School House and the increase in overall scale by reason of the roof extension would detract from the School House and its setting. I do not object to subdivision of the historic curtilage in principle, but am of the opinion that the proposed development would not conserve or enhance the character and appearance of the School House.
- 4.1.10 Whilst the roof extension takes cues from the surrounding buildings; it would result in an overall scale that is not subordinate to the School House or in keeping with the original settlement pattern. The approved roof form is much more in keeping with the School House in terms of scale, design and detail (planning reference: APP/Q5300/A/11/2151815/N and 14/03334/NMA).
- 4.1.11 The proposed entrance canopies draw on 'polite' late 18th / early 19th century architecture and are at odds with the late-Victorian School House.
- 4.1.12 The proposed solar collectors on the front and rear roof planes are incongruous additions that would detract from the School House and the wider Conservation Area.
- 4.1.13 The proposed materials are consistent with those approved; however I would request that further details be required by condition.

4.1.14 In summary, the proposed development would cause harm to the School House which is a non-designated heritage asset. This harm cannot be justified in terms of any public benefit. The proposed development would not conserve or enhance the School House or its setting by better revealing its heritage significance and special interest. The increase in overall scale by reason of the roof extension would dominate and detract from the School House and the wider Conservation Area.

Amended plans

4.1.15 The amended roof form, 1:20 details of the windows and the revised canopies, and deletion of the solar collectors and the 1.2m high fences within the site are welcomed.

4.1.16 Although I do not object to subdivision of the historic curtilage in principle, the proposed development is sited excessively close to the School House and would detract from the non-designed heritage asset and its setting. I do not believe that this type of development would conserve or enhance the character and appearance of the surrounding area. However, as the siting and scale of a similar building has already been approved in this location by the Inspector, I reluctantly state that I cannot object to this.

4.1.17 I therefore have no further objection to the proposal, subject to the aforementioned recommended amendments and conditions.

Traffic and Transportation Officer: no objection.

Original application

4.1.18 Traffic generation would not adversely affect traffic flows on the adjoining highway. Further information is required to demonstrate that vehicles can enter and exit the site in forward gear. The spaces should be clearly marked and meet the minimum dimensions. The bin store should provide for 1 x 1100 litre refuse bin and 1 x 360 recycling bin. The proposed bicycle parking is supported.

Amended plans

4.1.19 The revised car park layout is acceptable subject to the following condition:

- The parking arrangement/spaces on site forming part of the development shall be marked as shown on approved plan ref: 1643/10/REV E. The parking arrangement/spaces shall be implemented and permanently maintained thereafter.
Reason: To ensure vehicles can enter and exit the site in forward gear for highway safety reasons.

Environmental Health Officer

4.1.20 No objection subject to conditions relating to site contamination/remediation and sound insulation

London Underground

4.1.21 No objection.

Thames Water

4.1.22 No objection subject to informatives regarding provision for surface water drainage.

4.2 Public response

4.2.1 The neighbours were notified of the application by mail (4 letters) and public notice. No objections were received.

5. Relevant Policies

5.1 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 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 Affordable housing thresholds
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable energy
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.16 Green Belt

5.2 Core Strategy

- Policy 2 Housing supply and locations for new homes
- Policy 3 Affordable housing
- Policy 4 Housing quality
- Policy 5 Housing types
- Policy 20 Sustainable energy use and energy infrastructure
- Policy 21 Delivering sustainable water supply, drainage and sewerage infrastructure
- Policy 25 Pedestrians and cyclists
- Policy 30 Maintaining and improving the quality of the built and open environment
- Policy 31 Built and landscape heritage
- Policy 33 Green Belt and countryside
- Policy 46 Infrastructure contributions

5.3 Development Management Document

Policy 2	Affordable housing for development of less than 10 units
Policy 6	Residential character
Policy 8	General standards for new residential development
Policy 9	Amenity space
Policy 10	Distancing
Policy 37	Achieving high quality and design-led development
Policy 38	Design process
Policy 44	Conserving and enhancing heritage assets
Policy 49	Sustainable design and construction statements
Policy 50	Environmental assessment methods
Policy 51	Energy efficiency standards
Policy 53	Low and zero carbon technology
Policy 54	Allowable solutions
Policy 56	Heating and cooling
Policy 58	Water efficiency
Policy 61	Managing surface water
Policy 79	Ecological enhancements
Policy 81	Landscaping
Policy 83	Development adjacent to the Green Belt

5.4 Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Policy Guidance
Section 106 Supplementary Planning Document
Mayor's Supplementary Housing Guidance
Trent Park Conservation Area Character Appraisal

6. Analysis

Principle

- 6.1 The adopted policies encourage residential development that provides new housing to accommodate London's increasing population and changing demographics.
- 6.2 However, the proposed development must also be assessed in relation to its impact on the non-designated heritage asset and the wider Conservation Area, impact on the Green Belt, quality of accommodation and amenity space, highway considerations etc.

Impact on the non-designated heritage asset and the wider Conservation Area

- 6.3 The National Planning Policy Framework states [paragraph 135]:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

6.4 Policy 31 of the Core Strategy seeks to ensure that:

Built development and interventions in the public realm that impact on heritage assets have regard to their special character and are based on an understanding of their context. Proposals within or affecting the setting of heritage assets will be required to include a thorough site analysis which explicitly demonstrates how the proposal will respect and enhance the asset.

6.5 DMD 44 states that:

Applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will normally be refused.

Development affecting heritage assets or their setting should seek to complement the asset in all aspects of its design, detailing and materials.

6.6 The site is located within the Trent Park Conservation Area. Apart from the University of Middlesex Trent Park Campus which occupies the centre, the Conservation Area is predominately rural and comprised of farm land, park land and a golf course.

6.7 The site forms part of Character Area 3: Outlying Farm and Parkland. The key characteristics of this area can be summarised as [paragraph 3.7.14]:

- *The surviving rural landscape. The open nature of the park land and associated agricultural land forms an important part of the wider landscape of the Green Belt.*
- *The historic integrity of the estate. Trent Park is unusual in the London area in that the estate remains intact and relatively undeveloped.*
- *The important role of the park as a backdrop. To the north, the park provides an important backdrop to the formal landscape and gardens surrounding the mansion, particularly in terminating long vistas.*

6.8 The School House is a non-designated heritage asset within the Conservation Area. The only reference to School House in the Character Appraisal is at paragraph 3.7.12 (emphasis added):

*Three groups of buildings have a negative effect on the character of the area... The third, a modern petrol station, with an illuminated canopy, forms an uninviting gateway to Cockfosters. **Adjacent, and dwarfed by the canopy, are the remains of a Victorian school, once an attractive building in a rural setting.***

6.9 As discussed elsewhere in this report, the School House is a two-storey Victorian building with a steeply pitched slate roof, gault brickwork, and tripartite metal framed windows. It is a non-designated heritage asset within the Trent Park Conservation Area and is identified as a contributory building within the Character Appraisal. The School House is currently vacant and the property is in a neglected condition.

- 6.10 The application seeks planning permission to erect a two-storey building at the rear of the site for residential use (configured as two semi-detached houses) and associated parking layout, enclosure and landscaping. The proposed building is largely the same as the building approved for office use by the Inspector under planning reference APP/Q5300/A/11/2151815/N , albeit minor changes to the dimensions and the fenestration to reflect the residential use. In this regard, it is considered that the proposed development would have no greater harm on the School House and on the wider Conservation Area than the approved building. This position is acknowledged by the Conservation Officer
- 6.11 The additional 100mm width, 300mm depth and 225mm front projections would not unreasonably enlarge the building to the extent that it would crowd the School House over and above what has already been granted nor require facilitating tree works to the adjoining Horse Chestnut Trees.
- 6.12 The changes to the fenestration to provide two front doors with entrance canopies, two rear doors, and windows on the side elevations would complement the architectural design of the building and would not have an unacceptable impact on the setting of the School House.
- 6.13 The canopies on either side of the building to shelter the bicycle stores would match the front entrance canopies. They would be positioned on either side of the building, setback from the front façade so as not to impede the outlook from the open plan kitchen / dining / living areas to Trent Park Cemetery or to reduce the size of the rear courtyards.
- 6.14 The associated works to provide new and repaired enclosure, formalised car parking, and hard and soft landscaping are acceptable.
- 6.15 The existing boundary treatments to the side and rear are in poor condition and in need of repair / replacement.
- 6.16 The amount of hardstanding within the forecourt for car parking is less than that approved under APP/Q5300/A/11/2151815/N.
- 6.17 Private and communal areas within the site would be delineated by surface treatments and soft landscaping. The landscape scheme would reduce the existing area hardstanding by approximately 198m².
- 6.18 In the light of the previous appeal decision, the erection of a building of the size and scale proposed in the location proposed, within the setting of the School House has already been found to be acceptable. The building proposed as part of this application is largely the same in terms of its siting, size and scale and therefore would have the same impact. Given this, it is considered that the proposed development would have no greater impact on the School House, its setting and the wider Conservation Area and would, as with the appeal scheme, preserve the character and appearance of the Conservation Area and comply with Policies 7.4, 7.6 and 7.8 of the London Plan, Policies 30 and 31 of the Core Strategy, and Policies 37, 38 and 44 of the Development Management Document.

Development adjacent to the Green Belt

- 6.19 DMD 83 states that development located next to or within close proximity to the Green Belt will only be permitted if all of the following criteria are met:
- a. *There is no increase in the visual dominance and intrusiveness of the built form by way of height, bulk and mass on the Green Belt;*
 - b. *There is a clear distinction between the Green Belt and urban area;*
 - c. *Views and vistas from the Green Belt into urban areas and vice versa, especially at important access points, are maintained.*
- 6.20 The proposed development would satisfy these criteria. The proposed building is the same as that for office use under planning reference APP/Q5300/A/11/2151815/N albeit minor changes to the dimensions and the fenestration to reflect the residential use. There would be no increase in the visual dominance or intrusiveness of the built form on the Green Belt. The development would maintain the clear distinction between the Green Belt and the urban area which is provided by the boundary treatments and the adjoining petrol station and Cockfosters Underground Station. The development would not impede any views and vistas from the Green Belt into urban areas and vice versa.
- 6.21 For these reasons, it is considered that the proposal would constitute appropriate development adjacent to the Green Belt in accordance with Policy 7.16 of the London Plan, Policy 33 of the Core Strategy, and Policy 83 of the Development Management Document.

Quality of accommodation

Floorspace

- 6.22 Table 3.3 of the London Plan provides minimum floorspaces for different housing types. It is noted that there is no minimum floorspace for a 2-bed 3-person two-storey dwelling, albeit the standards give a minimum requirement of 61 sq.m for a 2 bed 3 person flat. The minimum floorspace for a 2-bed 4-person two-storey dwelling is 83m².
- 6.23 Dwelling 1 would have 67m² floorspace and Dwelling 2 would have 68m² floorspace, exceeding the requirement for a 2 bed 3 person flat, but falling short of the standard for a 2 bed 4 person dwelling. However, the dwellings are considered acceptable because:
- The floor plans clearly show 1 double bedroom and 1 single bedroom within each of the dwellings.
 - There is no minimum floorspace for a 2-bed 3-person two-storey dwelling. However, the dwellings would exceed the minimum floorspace for a 2-bed 3-person unit which is 61m².
 - The dwellings would provide flexible and functional layouts with adequate room sizes, floor-to-ceiling heights, access to natural light, ventilation and outlook etc.

Amenity space

- 6.24 DMD 9 provides minimum private amenity spaces for different housing types. It is noted that there is no minimum private amenity space for a 2-bed 3-

person dwelling. The minimum private amenity space area for a 2-bed 4-person dwelling is 23m².

- 6.25 The proposed development would exceed this standard; Dwelling 1 would have 55m² amenity space and Dwelling 2 would have 100m² amenity space..
- 6.26 It is considered that the proposed development would provide an acceptable quality of accommodation and amenity space for future residents in accordance with Policy 3.5 of the London Plan, Policy 4 of the Core Strategy, and Policies 8 and 9 of the Development Management Document.

Impact on residential amenity

- 6.27 There are no adjoining residential properties. However, the impact of the proposed development on the amenities of the future occupants of the School House and vice versa should be assessed.
- 6.28 DMD 10 states that new development should maintain a 22m distance between the rear facing windows of two-storey buildings, unless it can be demonstrated that the proposed development would not result in inadequate light or privacy.
- 6.29 The proposed development would result in a 6.6m and 7m distance between the rear elevation of the School House and the front elevation of Dwelling 1. However, this is considered acceptable in this instance because:
- The layout of Dwelling 1 (and Dwelling 2) would be oriented to overlook Trent Park Cemetery. The ground floor window opposite the School House would be a secondary source of light and outlook to the living / dining area which would also have a flank window and double doors opening to the rear courtyard. The first floor windows opposite the School House would serve bathrooms which would be screened with internal blinds and obscure glazing. In this regard, it is noted that bathrooms are not habitable rooms, ie. they are not places where people live, cook, eat or sleep.
 - The School House has ground floor kitchen / dining room windows and first floor bedroom and bathroom windows opposite Dwelling 1 (planning reference: P13-02064LDC dwg no. 1257 02). It is considered that Dwelling 1 would not have an undue impact on the privacy of future residents of the School House or vice versa having regard to the hedge between the ground floor windows and the non-habitable first floor windows to Dwelling 1.
 - The amenity space to Dwellings 1 and 2 would be located on the east, west and south sides of the building. The amount of overshadowing is considered acceptable having regard to:
 - The orientation of the plot;
 - The surrounding public open spaces;
 - The daylight and sunlight assessment prepared by Stinton Jones Consulting Engineers.
 - The amenity space to the School House would be located on the south side of the building and would not be overshadowed by the proposed development.

Highway considerations

Pedestrian access

- 6.32 Pedestrian access would be provided by way of a new gate within the front brick wall. It is recommended that details of the new gate be required by condition.

Car parking

- 6.33 The proposed development would utilise the existing vehicle access and provide hardstanding within the forecourt to park 3 vehicles.

Bicycle parking

- 6.34 Bicycle parking would be provided on either side of the building. The design of the bicycle stores would be sympathetic to the setting of the School House and the wider conservation area.

Refuse storage

- 6.35 Refuse storage would be provided next to the vehicle access behind the front brick wall. It is recommended that details of refuse storage be required by condition.

Sustainable design and construction

- 6.36 DMD 49 requires that all new development achieves the highest sustainable design and construction standards in accordance with the relevant planning policy having regard to technical and economic feasibility.
- 6.37 DMD 61 requires that all new development includes details of the proposed measures to manage surface water as close to its source as possible in accordance with the London Plan drainage hierarchy. The proposed measures should maximise the use of, and where possible, retrofit sustainable urban drainage systems.
- 6.38 DMD 81 requires high quality landscape schemes that enhance the local area, benefit biodiversity, and help reduce water run-off.
- 6.39 It is recommended that details of sustainable design and construction standards, surface water drainage and landscaping be required by condition to ensure compliance with the adopted policies.

S106

- 6.40 Section 106 (S106) of the Town and Country Planning Act 1990 allows local planning authorities to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of infrastructure and services such as affordable housing, education and highways.

- 6.41 The S106 Supplementary Planning Document (SPD) sets out the circumstances in which a S106 agreement is likely to be required and provides details of the type and level of financial contribution necessary.
- 6.42 In accordance with Core Policy 46 and Policy DMD2 the development would be required to make financial contributions towards affordable housing and education subject to viability.
- 6.43 The agent has submitted a viability assessment to demonstrate that any contribution towards affordable housing and education would affect the development viability which includes restoration of the School House for use as single family dwelling.
- 6.44 The Council's viability expert has reviewed the assessment and concluded that the scheme cannot make a contribution towards affordable housing but can provide:

Mayoral CIL	£3,099.55
Section 106 education	£3,711.96
5% Council monitoring fee	£185.60
Total contributions	£6,997.11

- 6.45 The agent has confirmed agreement to these contributions noting that it CIL change depending on the monthly index figure.

Community Infrastructure Levy

- 6.46 The Community Infrastructure Levy (CIL) Regulations 2010 (as amended) 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.
- 6.47 The development is CIL liable. The CIL calculation based on the current index figure is $(£20 \times 135\text{m}^2 \times 256)/223 = £3,099.55$

7. Conclusion

- 7.1 Having regard to the earlier appeal decision, it is considered that the development now proposed has no greater impact on the School House or the wider Conservation Area and this its character and appearance would be preserved. The development is considered acceptable in all other respect and approval is therefore recommended.

8 Recommendation

- 8.1 That, subject to the completion of a S106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to the following conditions

- 1. Approved Plans Revised
The development hereby permitted shall be carried out in accordance with the approved plans, including any plans that may have been

revised, 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 2 x 2-bed dwellings hereby permitted shall be laid out in accordance with the approved plans. There shall be no deviation from the approved layout or the number of bedrooms without prior approval from the Local Planning Authority.

Reason: To ensure the development provides an appropriate quality of accommodation.

3. Details of External Materials

No development shall take place until:

- a) full details of both hard and soft landscape works (including details of boundary treatments, refuse storage and bicycle storage) have been submitted to and approved in writing by the Local Planning Authority, and these works shall be carried out as approved; and
- b) samples of the materials to be used in the construction of the external surfaces of the new building and hardstanding hereby permitted have been submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory appearance having regard to the setting of the non-designated heritage asset and the wider Conservation Area.

4. Parking Layout

The parking arrangement/spaces on site forming part of the development shall be marked as shown on approved plan ref: 1643/10/REV E. The parking arrangement/spaces shall be implemented and permanently maintained thereafter.

Reason: To ensure vehicles can enter and exit the site in forward gear for highway safety reasons.

5. Provision of Car Park and Hard and Soft Landscape Works

Neither the existing building nor the new building shall be brought into residential (C3) use until:

- a) space has been laid out within the site for 3 vehicles to be parked in accordance with the details approved under condition 4 above.
- b) hard and soft landscape works have been carried out in accordance with the details approved under condition 3a above.

Reason: In the interests of proper planning and the amenities of future residents.

- 6 The units hereby approved shall be built in accordance with Requirement M4(2) of Building Regulations and shall be maintained as such thereafter. Prior to occupation evidence of compliance with Requirement M4(2) across the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development allows for the future adaptability of the home to meet with the needs of future residents over their lifetime in accordance with Policy CP4 of the Core Strategy, DMD8

of the Development Management Document and Policy 3.5 of the London Plan.

7 SUDS 1

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

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

8 SUDS 2

Surface water drainage works shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by condition "SUDS 1" of this permission, the Local Planning Authority concludes that a SUDS scheme should be implemented, details of the works shall specify:

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

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

9 Construction Management Plan

The development shall not commence until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:

- i. A photographic condition survey of the roads, footways and verges leading to the site.
- ii. Details of construction access and associated traffic management.
- iii. Arrangements for the loading, unloading and turning of delivery, construction and service vehicles.
- iv. Arrangements for the parking of contractors' vehicles.
- v. Arrangements for wheel cleaning.
- vi. Arrangements for the storage of materials.
- vii. Hours of work.

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

Reason: To ensure construction does not lead to damage of the nearby road network and to minimise disruption to the adjoining Cockfosters Underground Station and petrol station.

10. Contamination Assessment

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

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

11. Noise Impact Assessment

The development shall be constructed/ adapted so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am – 11pm, 30 dB(A) in bedrooms from 11pm – 7am measured as a LAeq,T and 35dB(A) in the remaining living spaces measured as a LAeqT 7am – 11pm and 11pm – 7am. A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to development taking place. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To minimise excessive noise and provide a high quality accommodation for future residents.

12. No Additional Fenestration

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any amending order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the written approval of the Local Planning Authority.

Reason: To ensure satisfactory appearance having regard to the setting of the non-designated heritage asset and the wider Conservation Area, and to protect residential amenity within the site.

13. No Additional Buildings or Extensions

Notwithstanding the provisions of Article 3, Schedule 2, Part 1 Class A to H of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any amending order, no additional buildings or extensions to buildings shall be erected without the prior written approval of the Local Planning Authority.

Reason: To ensure satisfactory appearance having regard to the setting of the non-designated heritage asset and the wider Conservation Area, and to protect residential amenity within the site.

14. Private Vehicles Only

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

other purpose. No more than 3 vehicles shall be parked within the parking area(s)

Reason: To prevent the introduction of activity which would be detrimental to residential amenity and to ensure satisfactory appearance having regard to the setting of the non-designated heritage asset and the wider Conservation Area

- 15 The development shall provide for no less than a 19% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel (expressed as the improvement of the Dwelling Emission Rate over the Target Emission Rate). To accord with DMD50 and DMD55 the development shall adhere to the energy hierarchy and the feasibility of Low or Zero Carbon Technologies must be explored and, where feasible, be specified as part of the build along with a maintenance and management strategy for their continued operation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 & 55 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan and the NPPF.

- 16 Prior to occupation details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 110 litres per person per day.

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

Reason: Enfield is an area of serious water stress. This optional technical standard will promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, DMD58 of the Development Management Document and Policy 5.15 of the London Plan

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

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

18. Time Limited Permission

The development to which this permission relates must be begun no 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.



Appeal decision

Site visit made on 16 August 2011

by Mike Croft MA DipTP MRTPI

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

Decision date: 22 August 2011

Appeal ref APP/Q5300/A/11/2151815

Trent Boys School House, 120 Cockfosters Road, Barnet, EN4 0DZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Jemada Properties Ltd against the decision of the Council of the London Borough of Enfield.
 - The application (ref TP/10/1765), dated 17 December 2010, was refused by notice dated 15 February 2011.
 - The development proposed is the refurbishment of an existing building to use as B1 offices and the erection of a new detached two-storey B1 offices building to the rear.
-

Decision

1. I allow the appeal and grant planning permission for the refurbishment of an existing building to use as B1 offices and the erection of a new detached two-storey B1 offices building to the rear at Trent Boys School House, 120 Cockfosters Road, Barnet, EN4 0DZ, in accordance with the terms of the application ref TP/10/1765, dated 17 December 2010, subject to the following conditions:
 1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
 2. The development hereby permitted shall be carried out in accordance with drawings nos 1257.PO1A and 1257.PO2A.
 3. No development shall take place until
 - a. full details of both hard and soft landscape works (including details of boundary treatments and refuse storage provision) have been submitted to and approved in writing by the local planning authority, and these works shall be carried out as approved; and
 - b. samples of the materials to be used in the construction of the external surfaces of the new building hereby permitted have been submitted to and approved in writing by the local planning authority, and the development shall be carried out in accordance with the approved details.
 4. Neither the existing building nor the new building shall be brought into B1 use until
-

- a. space has been laid out within the site in accordance with drawing no 1257.PO1A for three cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear;
- b. a means of access for pedestrians has been constructed in accordance with drawing no 1257.PO1A; and
- c. hard and soft landscape works have been carried out in accordance with the details approved under condition 3a above;

Inspector's reasons

2. The appeal site lies within the Trent Park Conservation Area. The main issue is whether the appeal project would at least preserve the character and appearance of the Conservation Area and/or be otherwise visually harmful in its local setting.
 3. The School House is on the east side of Cockfosters Road. It is the only building remnant of Trent Boys School, most of which was to the north of the site on an area now occupied by a petrol filling station. To the south is the access to Cockfosters Station Car Park (which also provides access to a public footpath going eastwards beyond the site) and then the station building. The Conservation Area is a large one – roughly 2 km square – and the appeal site is next to its southern boundary.
 4. My attention has been drawn to the recent planning history of the site. This has included four appeal dismissals, the two most recent in June 2009 and July 2010 (APP/Q5300/A/09/2099676 and APP/Q5300/A/09/2117018 respectively) relating to the change of use of the School House and the erection of a rear extension for Class B1 purposes. The two most recent appeal decisions indicate that my colleagues took no exception to the B1 use of the site or to some additional building. That is also the Council's current position.
 5. The Council take the view that any new building here should replicate the features of the School House or be of contemporary design, but argue that the replication envisaged in the proposed new building would be incomplete as it would not extend to the window and door surrounds which form an important feature in views from Cockfosters Road. They also point out that, while the roof ridge of the new building would be lower than that of the School House, the roof pitch would be shallower. They claim that the gable features on the front elevation of the new building would appear particularly incongruous and dominant. They conclude that the appeal project would be harmfully intrusive in its Conservation Area setting.
 6. In coming to my own view of the proposal before me, I keep very much in mind that the new building proposed in this case would be a building that would be physically separate from the School House – by 7½ m – whereas the two most recent appeal decisions related in part to extensions that would be physically attached to the School House. The separation now proposed would be clear both from Cockfosters Road and from the car park access. My colleague in July 2010 made a point of commenting that the L-shaped form of the extension proposed then would be prominent from Cockfosters Road. My assessment is that the separation now proposed allows a rather greater degree of design freedom than if a physically attached extension were still envisaged. In those circumstances I believe that the degree of replication is adequate. Nor do I believe that the differing roof pitches, including those of the gables on
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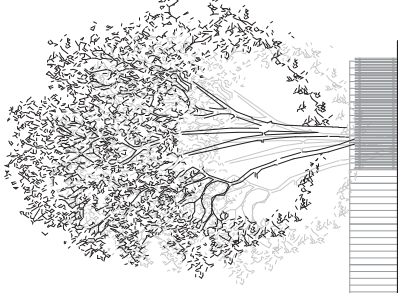
the new building, would form jarring features given the various angles at which they would be seen. Both of my colleagues, in 2009 and 2010, were concerned about the materials proposed for the extension, but brickwork is proposed for the walls of the new building in this case, and I see no problem in securing the details of that through a condition on a permission.

7. Like my colleagues I recognise that the School House, with its strong elevations, is an important feature of the Conservation Area. But, as the Council themselves accept, bringing that building, now in a very dilapidated condition, into beneficial use weighs in favour of the appeal project overall. On balance, I come to the conclusion that what is now proposed would preserve the character and appearance of the Conservation Area.
8. As well as Conservation Area harm, the Council are also concerned about harm to the heritage value of the School House itself, to the open character of the adjacent Green Belt, and to the visual amenities of the surrounding area and Area of Special Character. My assessment is that the reasons I give in paragraphs 6-7 above for taking a favourable view of the appeal project are also applicable to these aspects. I conclude that the appeal project would not be in conflict with the policies of Enfield Unitary Development Plan, 1994, and the Enfield Plan Core Strategy, adopted in November 2010, that the Council cite.
9. The Council provide no list of suggested conditions in the event of the appeal being allowed, although they and the appellant refer to conditions in different parts of their representations. I have followed these references where they are clear and where it is necessary to do so. The non-standard conditions that I impose are in the interests of the appearance of the site and the locality and vehicular and pedestrian safety.

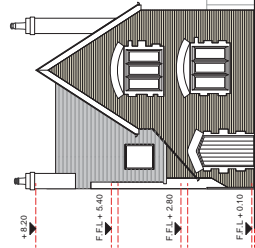
Mike Croft

Inspector

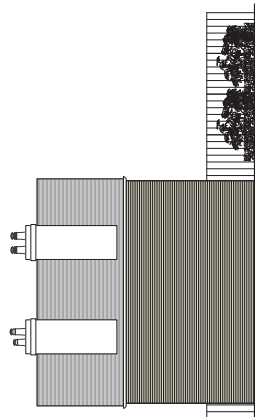
THIS DRAWING PRINTS FULL TO MARKED SCALE AT A1 AND HALF SCALE AT A3



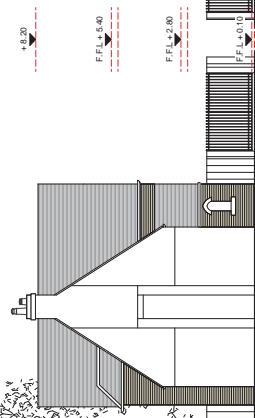
EXISTING FRONT ELEVATION 1:100



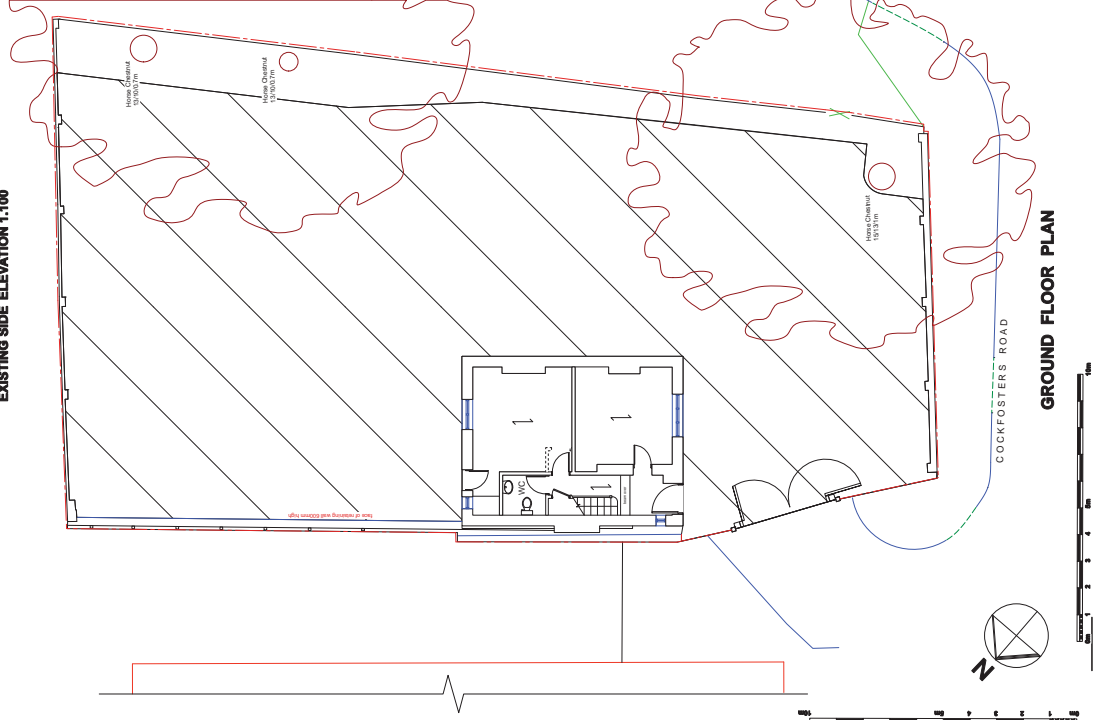
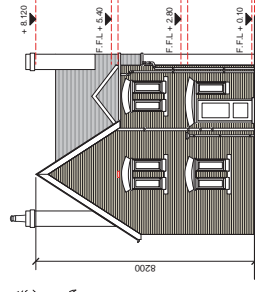
EXISTING SIDE ELEVATION 1:100



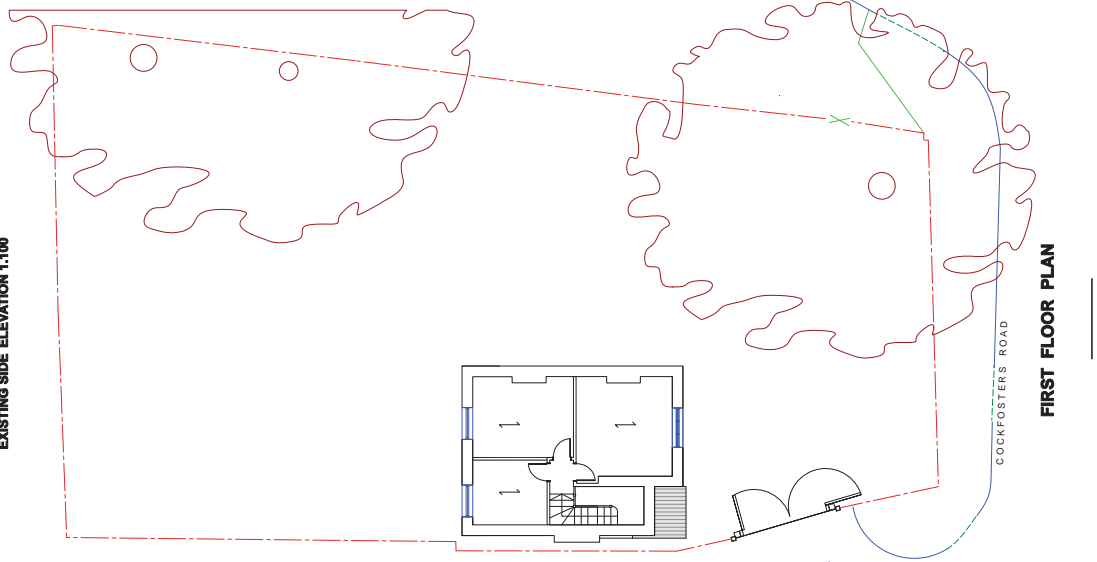
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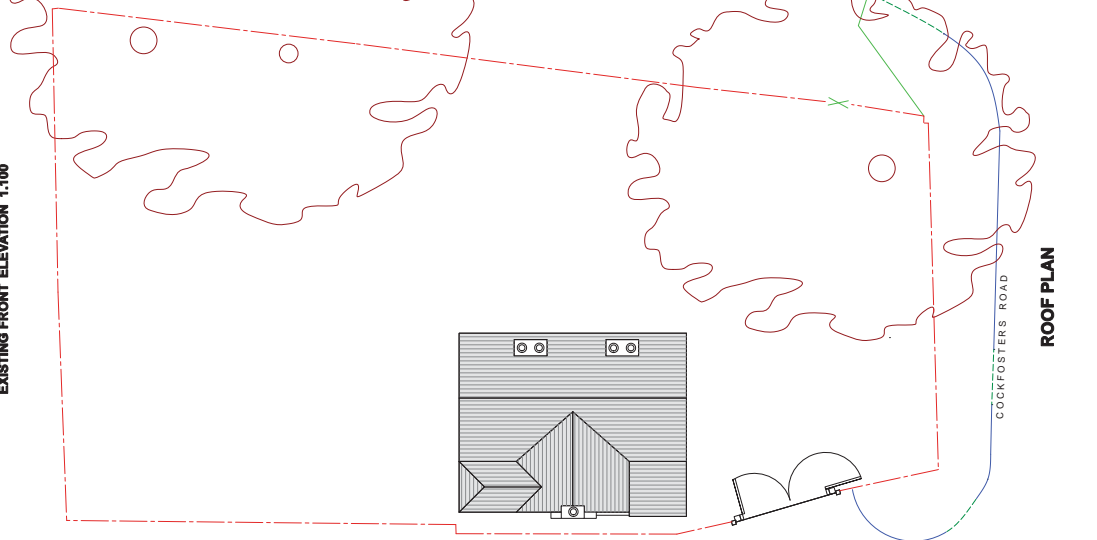
EXISTING REAR ELEVATION 1:100



GROUND FLOOR PLAN



FIRST FLOOR PLAN



ROOF PLAN

AREAS OF SITE BEFORE ANY DEVELOPMENT

BUILDING FOOTPRINT = 54m²
 HARD AREAS = 435m²
 SOFT AREAS = 51m²

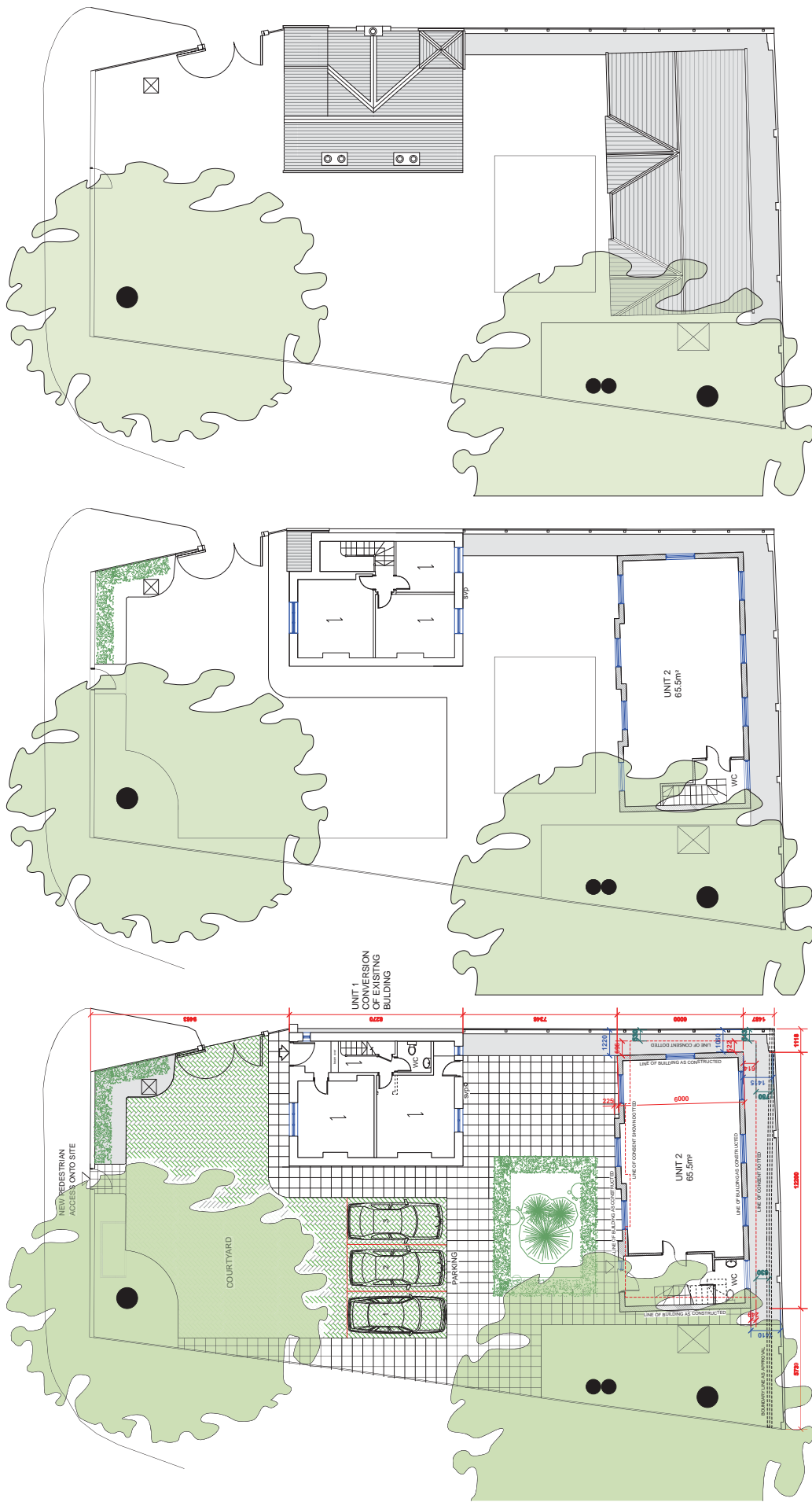
P + R ASSOCIATES
 CHARTERED ARCHITECTS

79 CALDER AVENUE, BRIDGEMANS PARK, HERTS AL9 7JW
 Tel: 01438 750000 Fax: 01438 750001
 Email: info@prassociates.co.uk Web: www.prassociates.co.uk

1:100	28-07-14	HP
TRENT BOYS SCHOOL 120 COCKFOSTERS ROAD ENFIELD, EN4 0DZ		
OLD SCHOOL HOUSE PLANS & ELEVATIONS AS EXISTING		
1643	004	Rev. B



THIS DRAWING PRINTS FULL TO MARKED SCALE AT A1 AND HALF SCALE AT A3



KEY:

- PROPOSED WALLS AND INFILLS
- EXISTING WALLS
- EXISTING STRUCTURE TO BE REMOVED

- CONDITION 1:**
Development must begin before 22 August 2014
- CONDITION 2:**
Development must be carried out in accordance with drawings 1527-P01A and 1527-P01A
- CONDITION 3:**
- (A) Corporate "quasireal" permeable traditional brickwork
 - (B) Formwork "quasireal" or "quasireal combined" permeable traditional brick paving
 - (C) Release enclosure
 - (D) Brickwork - "Hanson, beige/gray gault blank"
 - (E) Gabled brick roof - "Hanson beige/gray gault blank"
 - (F) Natural roof slates - "Stoneiser - Celtic grey"
 - (G) Rainwater goods (upvc, gabled finish)
 - (H) Timber fasciae and soffits
 - (I) Timber framed doors
 - (J) Aluminium framed windows

- CONDITION 4:**
Proposed new building and extension should not be brought into full use until:
- (A) The proposed building is completed in accordance with drawing no 1527-P01A, for three cars to be entered and leave the site in forward gear
 - (B) Means of access for pedestrian have been constructed in accordance with drawing no 1527-P01A and
 - (C) All proposed works have been carried out in accordance with the details approved under condition 3a

AREAS AS APPROVED

BUILDING FOOTPRINT = 127m²

HARD AREAS = 300m²

SOFT AREAS = 105m²

P + R ASSOCIATES
CHARTERED ARCHITECTS

70 CHALDER AVENUE, BROOMFIELD PARK, HERTS AL3 7JW
Tel: 01438 750000 Fax: 01438 750001
www.p-r.co.uk

1100	28-07-2014	RP
TRENT BOYS SCHOOL 120 COCKFOSTERS ROAD ENFIELD EN4 0DZ		
GROUND FLOOR, FIRST FLOOR, & ROOF PLAN As Approved with Building moved		
1643	01	Rev. B

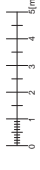
PROPOSED ROOF PLAN
SCALE 1:100

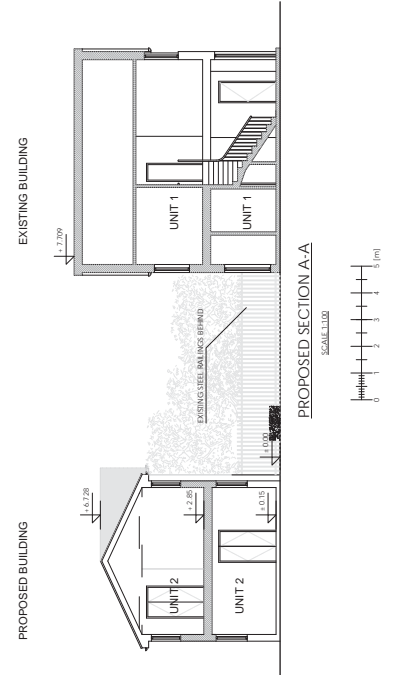
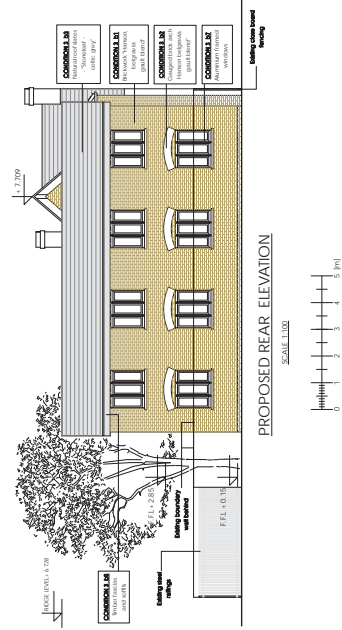
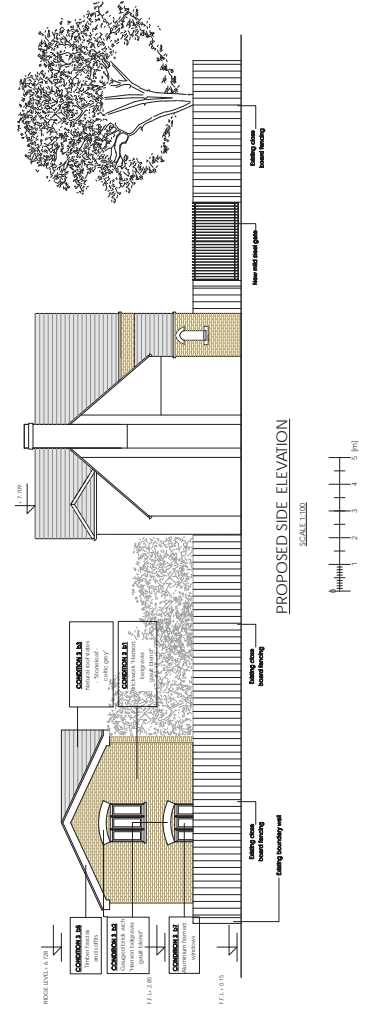
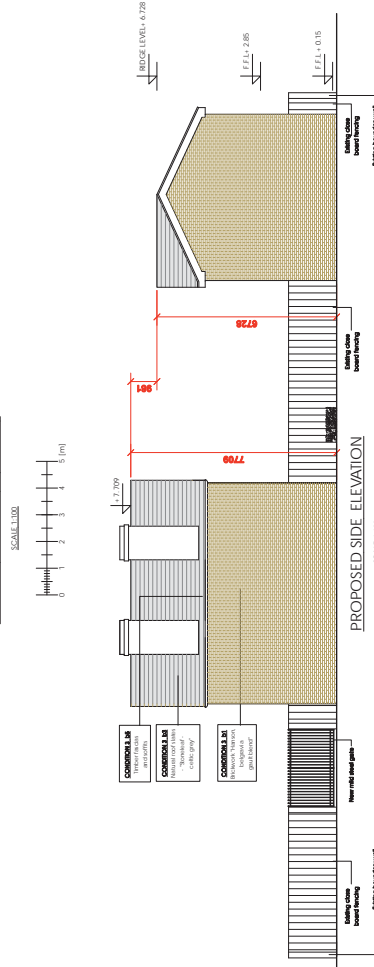
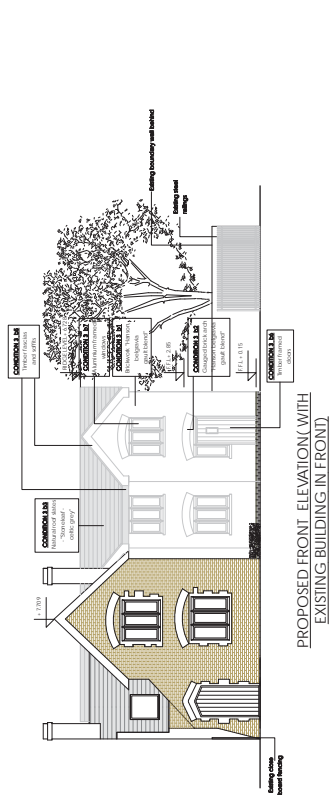


PROPOSED FIRST FLOOR PLAN
SCALE 1:100



PROPOSED GROUND FLOOR PLAN
SCALE 1:100





1:1000	28-07-2014	HP
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P + R ASSOCIATES
CHARTERED ARCHITECTS

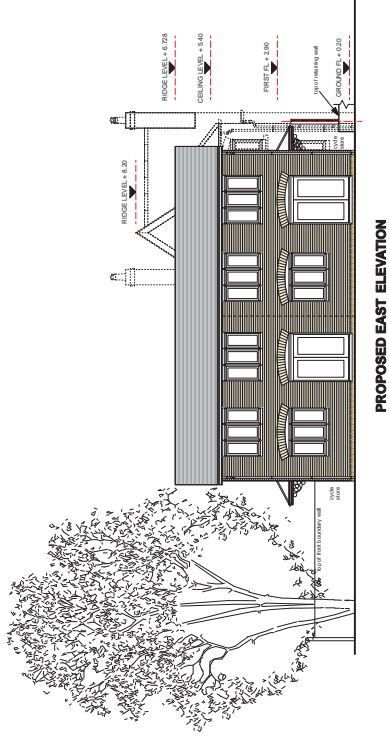
70 CALDER AVENUE, BROOMFIELD PARK, HERTS AL3 7JW
Tel: 01438 750000 Fax: 01438 750001
www.p-r-associates.co.uk

TRENT BOYS SCHOOL 120 COCKFOSTERS ROAD ENFIELD EN4 0DZ		
ELEVATIONS As Approved		
1643	002	Rev. B

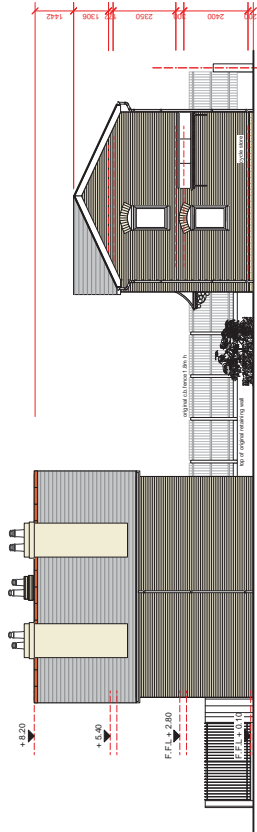
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 & HALF MARKED SCALE AT A3



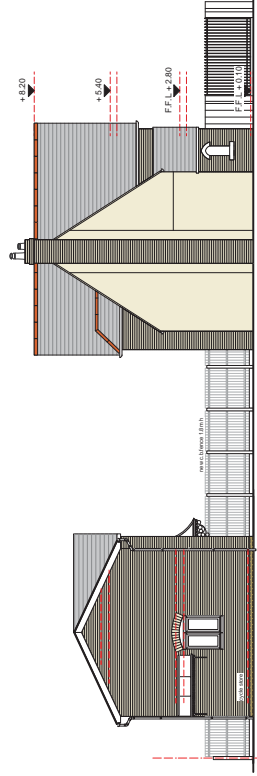
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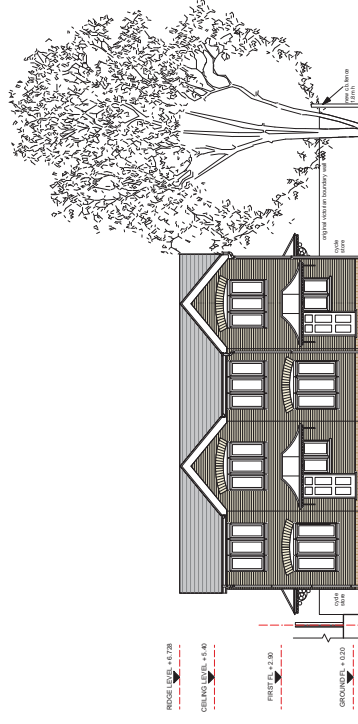
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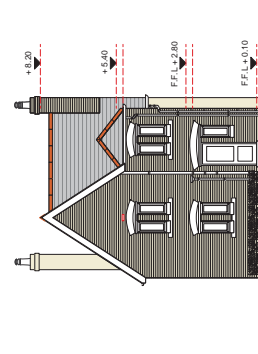
PROPOSED SOUTH ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED FRONT ELEVATION (new building only)



EXISTING REAR ELEVATION (old school house only)

RIDGE LEVEL +8.20
 CEILING LEVEL +5.40
 FIRST FL. +2.30
 GROUND LEVEL +0.10

RIDGE LEVEL +8.20
 CEILING LEVEL +5.40
 FIRST FL. +2.30
 GROUND LEVEL +0.10

P + R ASSOCIATES
 CHARTERED ARCHITECTS

79 CALDER AVENUE, BROOMFIELD PARK, WIRRE A13 7JW
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1:100	ZT-10-14	NP
TRENT BOYS SCHOOL 120 COCKFOSTERS ROAD ENFIELD EN4 0DZ		
NEW HOUSES ELEVATIONS AS PROPOSED WITH OLD SCHOOL HOUSE		
1643	11	Rev. C



LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Sean Newton

Ward:
Southbury

Ref: 14/04997/FUL

Category: Full Application

LOCATION: 150 Great Cambridge Road, Enfield, EN1 1PW,

PROPOSAL: Use of land as open motor vehicle sales and storage area in connection with adjoining car dealership (RETROSPECTIVE).

Applicant Name & Address:
Mr Ben Collins (MD)
Martin Bridge Trading Estate
Lincoln Road
Enfield
Middx
EN1 15P

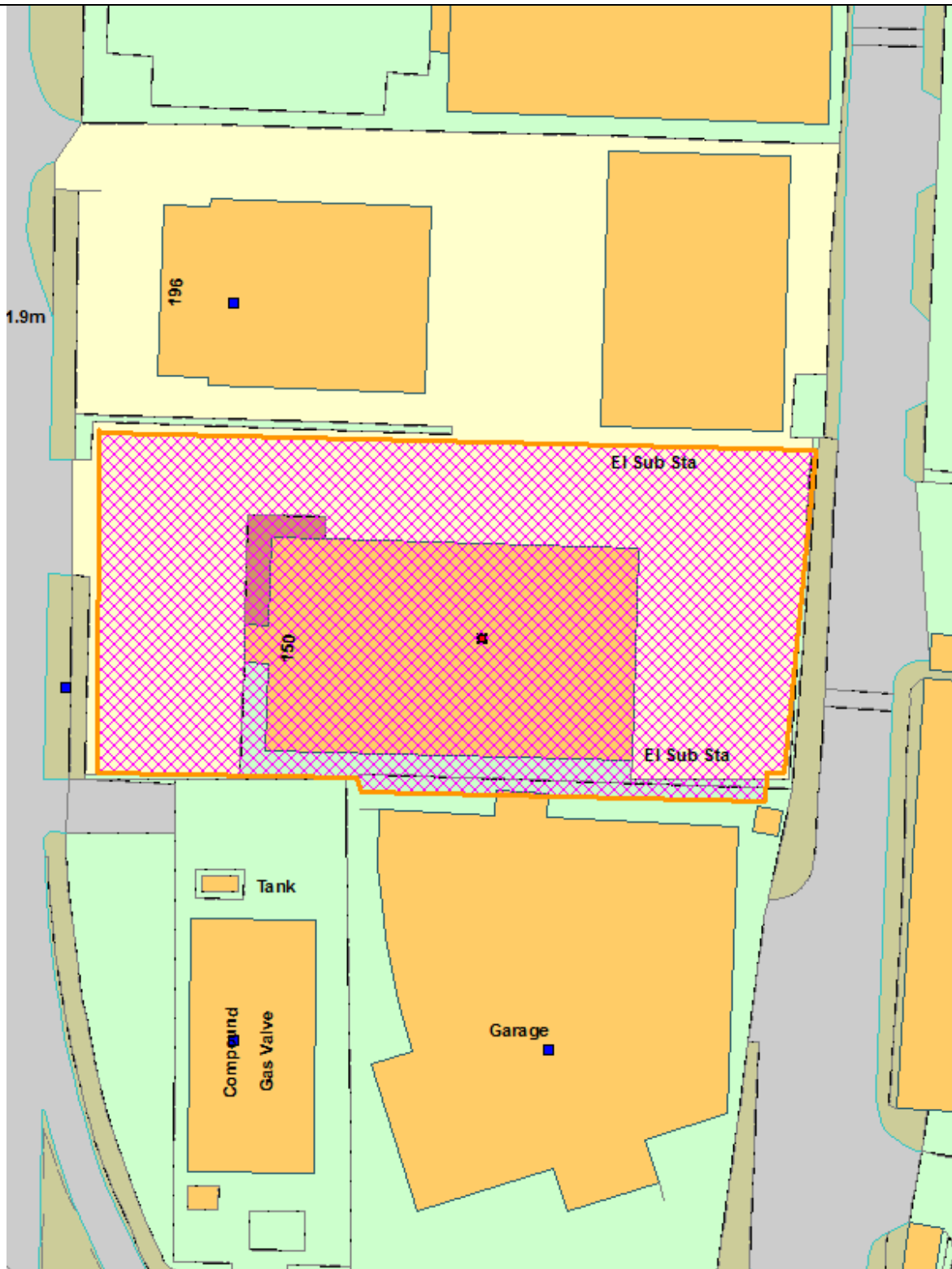
Agent Name & Address:
Mr David Cooper
23 Willow Road
Enfield
Middlesex
EN1 3NG

RECOMMENDATION:

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

Note for Members:

Ref: 14/04997/FUL LOCATION: 150 Great Cambridge Road, Enfield, EN1 1PW,



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Scale 1:1250

North



1 Site and Surroundings

- 1.1 Site of an existing vehicle sales and storage use on the south-bound (east) carriageway of the Great Cambridge Road (A10). Immediately to the south is the Stephen James BMW showroom, of which the application site forms a part.
- 1.2 The recently demolished TNG office building occupied part of the site immediately to the north and the development proposals here form a separate but linked application. To the rear of this, the warehouse building remains in situ but is not owned by the applicant.
- 1.3 Further north, remaining on the south-bound carriageway, developments comprise of large retail warehouse buildings selling large bulky items, such as the Carpetright store. On the opposite side of the A10, on the north-bound carriageway, it is wholly residential developments. To the rear (east) rear of the site, are the industrial / warehouse units that comprise the Martinbridge Trading Estate.

2 Proposal

- 2.1 Use of land as open motor vehicle sales and storage area in connection with adjoining car dealership.
- 2.2 One hundred and fifty one spaces parking spaces will be retained, comprising of 15 parking spaces for customers, 65 spaces for the display of vehicles, and 71 spaces for the storage of the motor vehicles

3 Planning History

- 3.1 In February 2008, Planning Committee resolved to grant planning permission (ref: TP/11/1678) for the demolition of existing building and the use of the site for motor sales and storage in connection with the adjoining Stephen James dealership and installation of a roller shutter to rear of the existing dealership building. A temporary permission was granted on the basis that the change of use of the land was only considered acceptable due to the wider aspirations of the applicant, inclusive of land immediately to the north at No.196 Great Cambridge Road. It was considered that a limited period permission was appropriate to enable the applicant to develop plans for consideration.
- 3.2 A non-material amendment (ref: P12-00881NMA) to TP/11/1678 to allow an amendment to the site layout (principally vehicle display), replace panel fence with mesh fence and omission of the security hut was granted on 1 June 2012.
- 3.3 On 8 June 2012, details submitted pursuant to ref: TP/11/1678 in respect of levels (2), SUDS (7), SUDS2 (8) and external lighting (10) were discharged (ref: P12-00949DEP).

4 Consultations

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

Traffic & Transportation

- 4.1.1 The proposed layout is considered is considered suitable. No objections are raised.

Environmental Health

- 4.1.2 It has been advised that there are no objections because the application is unlikely to have a negative impact on the environment, in particular with regards to air quality and contaminated land.

Thames Water

- 4.1.3 It has been advised that in relation to water and sewerage infrastructure, there are no objections. Petrol / oil interceptors are recommended.

4.2 Public response

- 4.2.1 Letters were sent to the occupiers of 4 adjoining and nearby properties in addition to statutory publicity. No comments have been received.

5 Relevant Policy

5.1 The London Plan

Policy 4.2	Offices
Policy 4.3	Mixed use development and offices
Policy 4.4	Managing industrial land and premises
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Planning obligations

5.2 Core Strategy

CP13:	Promoting economic prosperity
CP14:	Safeguarding strategic industrial locations
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25:	Pedestrians and cyclists
CP26:	Public transport

- CP29: Flood management infrastructure
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP36: Biodiversity
- CP40: North East Enfield
- CP41: Ponders End
- CP46: Infrastructure contributions

5.3 Development Management Document

- DMD19 Strategic Industrial Locations
- DMD21 Complementary and Supporting Uses within SIL and LSIS
- DMD37 Achieving High Quality and Design-Led Development
- DMD39 The Design of Business Premises
- DMD45 Parking Standards and Layout
- DMD47 Access, New Roads and Servicing

5.4 Other Relevant Considerations

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Section 106 Supplementary Planning Document
- Enfield Characterisation Study (2011)
- North East Enfield Area Action Plan (Proposed Submission Stage)

6 Analysis

6.1 Principle

- 6.1.1 The principle of the use has previously been accepted, although dependent upon an acceptable scheme coming forward on the adjacent site to the north. An application has been received and is also before Members.

6.2 Impact on Character of Area

- 6.2.1 Whilst not an industrial use, the use of the site for the display of motor vehicles and storage is compatible with the adjacent Stephen James dealership.

6.3 Impact on Amenity

- 6.3.1 The development, being sited on the A10 opposite to any residential properties, does not raise any issues that would impact upon those residential occupiers.

6.4 Highway Safety

- 6.4.1 The continuing use of the site for motor vehicle sales and storage does not raise any further highway safety concerns.

6.5 Mayoral Community Infrastructure Levy (CIL)

- 6.5.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase

of gross internal floor area multiplied by the Outer London weight of £20. In addition, the index figure for October is 256.

6.5.2 The development does not create any additional floorspace and is therefore not CIL liable.

6.6 Other Matters

6.6.1 Conditions were imposed on the temporary permission to secure details of levels, a drainage scheme, method of enclosure, external lighting and landscaping. Although these have all been satisfactorily discharged, they relate solely to the temporary permission. To ensure continuing compliance, further conditions will be imposed.

7 **Conclusion**

7.1.1 Having regard to the existing temporary use, it is considered that the proposal is acceptable for the following reasons:

1. The proposed development, having regard to the redevelopment aspirations for the wider site, will not detrimentally harm the overall provision of Strategic Industrial Land within the Borough having regard to Policies 4.2, 4.3, 4.4 of the London Plan, Core Policies 13, 14, 16 of the Core Strategy, Policies DMD19 and 21 of the Development Management Document and with national guidance contained in the NPPF.
2. The proposed development does not detract from the character and appearance of the street scene and the wider area, neither would it lead to conditions prejudicial to the existing amenities of adjoining occupiers, having regard to Core Policy 30 of the Core Strategy.
3. The proposal provides adequate car parking and servicing and would not give rise to conditions prejudicial to the free flow and safety of traffic and pedestrians on the adjoining highway having regard to Policy 6.3 of the London Plan, Core Policy 24 of the Core Strategy.

8 **Recommendation**

8.1.1 That permission be granted subject to the following condition:

1. C60 Approved Plans
2. NSC1 Parking / Turning Facilities
Parking and turning facilities to be provided within the development hereby approved shall be laid out in accordance with the approved plans, unless otherwise approved in writing by the Local Planning Authority.
Reason: To ensure that parking and turning facilities are in accordance with adopted standards.
3. NSC2 Landscaping
Details of landscaping shall be provided to the Local Planning Authority for approval in writing within three months of the date of the Decision Notice. The landscaping shall be implemented in accordance with the approved details in the first planting season.

Reason: in the interest of visual amenity.

4. NSC3 **Restriction of Open Storage**
No plant, machinery, goods, products or waste material shall be deposited or stored on any open part of the site unless otherwise agreed in writing by the Local Planning Authority.

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

5. NSC4 **External Lighting**
External lighting shall be provided in accordance with the submitted details. There shall be no change to the approved lighting scheme without the prior written approval of the Local Planning Authority.

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

6. NSC5 **Drainage**
The drainage scheme shall be provided and maintained in accordance with the submitted plans and documentation. There shall be no change to the approved drainage scheme without the prior written approval of the Local Planning Authority.

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

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Sean Newton

Ward:
Southbury

Ref: 14/04999/FUL

Category: Full Application

LOCATION: 196 Great Cambridge Road, EN1 1UQ, ,

PROPOSAL: Erection of a detached 2-storey car showroom with ancillary office space in connection with adjoining car dealership.

Applicant Name & Address:
Mr Ben Collins (MD)
1 Martinbridge Trading Estate
Lincoln Road
Enfield
Middlesex
EN1 1SP

Agent Name & Address:
Mr David Cooper
23 Willow Road
Enfield
Middlesex
EN1 3NG

RECOMMENDATION:

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

Note for Members:

Ref: 14/04999/FUL LOCATION: 196 Great Cambridge Road, EN1 1UQ, ,



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Scale 1:1250

North



1 Site and Surroundings

- 1.1 Site of a former office building on the south-bound (east) carriageway of the Great Cambridge Road (A10).
- 1.2 Immediately to the south is land being used for open motor vehicle sales (the subject of an accompanying application ref: 14/04997/FUL) and beyond this, the Stephen James BMW showroom.
- 1.3 Immediately to the north, remaining on the south-bound carriageway, developments comprise of large retail warehouse buildings selling large bulky items, such as the Carpetright store. On the opposite side of the A10, on the north-bound carriageway, it is wholly residential developments. To the rear (east) rear of the site, are the industrial / warehouse units that comprise the Martinbridge Trading Estate.

2 Proposal

- 2.1 Erection of a detached 2-storey car showroom with ancillary office space in connection with adjoining car dealership.
- 2.2 The proposed building will be approximately 23.5m wide, 28.5m deep and 8.5m in height to the top of a flat roof.
- 2.3 The ground floor will contain the Mini car showroom with space for the various showroom vehicles and ancillary space for customers and sales staff. The first floor will accommodate the main office space, and staff welfare facilities.
- 2.4 The façade of the building will consist primarily of large areas of glazing with some micro rib cladding on the west (front), east and north elevations, and solely of micro rib cladding on the south elevation.
- 2.5 A fibreglass Mini will be attached to the front façade.

3 Planning History

- 3.1 In February 2008, Planning Committee resolved to grant planning permission (ref: TP/11/1678) on the adjacent site to the south for the demolition of the existing building and the use of site for motor sales and storage in connection with the adjoining Stephen James dealership and installation of a roller shutter to rear of existing dealership building. A temporary permission, on the basis that the change of use of the land was only considered acceptable due to the wider aspirations of the applicant, which included the current site. It was considered that a limited period was appropriate to enable the applicant to develop plans for consideration.
- 3.2 In April 2013 it was confirmed, following receipt of a prior notification application (ref: P13-00879PRI) that further details and an Environmental Impact Assessment was not required for the demolition to slab level.

4 Consultations

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

English Heritage (GLAAS)

- 4.1.1 It has been advised that whilst the site is within the Ermine Street Archaeological Priority Area, the development is sufficiently small in scale that it is unlikely to cause significant harm. No further assessment or conditions are necessary.

Environment Agency

- 4.1.2 It has been advised that there are no constraints which fall within the remit of the EA.

Transport for London

- 4.1.3 The following has been advised:
- All servicing will occur on site which is agreeable to TfL. A Delivery and Service Plan is also agreed and should form part of the planning obligations/conditions. A Construction and Logistics Plan is also required, particularly given the close proximity of the site to the Transport for London Road Network (TLRN).
 - Car parking, for staff and visitors, should not exceed London Plan (2015) standards. Car parks should be equipped with Electric Vehicle Charge Points (EVCPs) and blue badge parking should be provided in accordance with London Plan standards.
 - The level of cycle parking proposed fails to comply with London Plan (2015) standards. Indeed this is acknowledged in the Transport Note. Cycle parking must be provided in accordance with London Plan (2015) standards.
 - The Transport Note acknowledges that in excess of 20 full time staff will be employed. On this basis a Travel Plan is required and should form part of the planning conditions/obligations.
 - Whilst a swept path analysis has been submitted, TfL may require that works are undertaken to ensure that safe access can be provided to the site. An alternative access arrangement may need to be sought if there is no viable mitigation options. Mitigation would need to be agreed and secured as part of a Section 278 agreement. As discussed previously, a consolidated access arrangement is TfL's preference. They suggested that the applicant's transport consultant contacts TfL to discuss this further

4.2 Public response

- 4.2.1 Letters were sent to the occupiers of 8 adjoining and nearby properties in addition to statutory publicity. No comments have been received.

5 Relevant Policy

5.1 The London Plan

Policy 4.2	Offices
Policy 4.3	Mixed use development and offices
Policy 4.4	Managing industrial land and premises
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions

Policy 5.3	Sustainable design and construction
Policy 5.4	Retrofitting
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Planning obligations

5.2 Local Plan

CP13:	Promoting economic prosperity
CP14:	Safeguarding strategic industrial locations
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP29:	Flood management infrastructure
CP30:	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP36:	Biodiversity
CP40:	North East Enfield
CP41:	Ponders End
CP46:	Infrastructure contributions

5.3 Development Management Document

DMD19	Strategic Industrial Locations
DMD21	Complementary and Supporting Uses within SIL and LSIS
DMD37	Achieving High Quality and Design-Led Development
DMD39	The Design of Business Premises
DMD45	Parking Standards and Layout
DMD47	Access, New Roads and Servicing

5.4 Other Relevant Considerations

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Section 106 Supplementary Planning Document
Enfield Characterisation Study (2011)
North East Enfield Area Action Plan (Proposed Submission Stage)

6 Analysis

6.1 Principle

6.1.1 Whilst not an industrial use, Policy DMD9 does advise that other employment generating uses such as car show rooms may be permitted on the main road frontage and gateways of the Great Cambridge Road Industrial Business Park.

6.2 Impact on Character of Area

6.2.1 The surrounding development is characterised by large buildings which extend across most of the width of their respective plots, examples of this being the store to the north and the Stephen James building to the south.

6.2.2 Although the overall footprint (662sqm) is larger than the former office building (545sqm), the proposed building is not as tall as the former and it will be positioned approximately 5m behind the previous front building line. The height and design of the new building is considered acceptable and appropriate within the context of the site and surroundings and having regard to relevant policy and guidance.

6.2.3 The proposed building is considered to have sufficient design features to provide the visual interest sought in new business frontages.

6.3 Impact on Amenity

6.3.1 The development, being sited on the A10 opposite any residential properties, does not raise any issues that would impact upon those residential occupiers.

6.4 Highway Safety

Access

6.4.1 No alterations are proposed to the existing access onto the A10. A swept path analysis adequately demonstrates that the largest vehicles needing access (refuse lorries) are able to manoeuvre into and out of the site in a forwards gear thus not impacting upon the safety and free flow of traffic on the adjoining highway.

6.4.2 In addition, car transporters will not offload vehicles at the site because they need to be firstly prepared before going on display. This activity will continue to take place at an adjoining premises at Unit 1 Martin Bridge Estate. A condition is suggested to secure this.

6.4.3 Although TfL are of the opinion that some works may be required to the existing access, it has been demonstrated that the existing access is adequate for a refuse lorry (the largest vehicle that would need to enter the site) to enter and exit in a forwards gear. Moreover, as mentioned above,

there will be no deliveries of vehicle to the site from the A10. The existing access will still be primarily used by small motor vehicles. The access for Mini cannot be consolidated with that for BMW because the two franchises need to operate independently. However, discussions are on-going with TfL and an update will be provided at the meeting.

Parking

- 6.4.4 Fifty five parking spaces are proposed. This will include 15 spaces at the front and a further 14 at the rear for display purposes. Of the remaining 26 spaces, 2 disabled bays, 3 active electric vehicle parking (EVCP) spaces and 2 passive EVCP spaces will be provided.
- 6.4.5 The proposed vehicle parking provision exceeds London Plan standards and on this basis, TfL are seeking to reduce the level of provision. However, it is considered that given the proposed use and location, a relaxation of parking standards should be considered acceptable in this instance.

Cycle Parking

- 6.4.6 Ten covered and secure cycle parking spaces are also proposed. A discussion with the TfL officer has revealed a discrepancy in the way the proposal has been assessed. The development scheme is for a car showroom and offices, which falls within the “*sui generis*” use class, for which there is no specific London Plan standard. The London Plan therefore advises that the most relevant standard should then be used.
- 6.4.7 TfL were applying the standards for “A1 non-retail” (as was the applicant’s transport consultant) which seeks in relation to long-stay parking 1 space per 250sqm for the first 1000sqm and then 1 space per 100sqm thereafter. For short-stay parking it is 1 space per 125sqm for the first 1000sqm and then 1 space per 1000sqm thereafter. This would equate to a total of 15 spaces (x8 long stay and x9 short-stay).
- 6.4.8 The above is considered incorrect because it is considered that “B1” (offices) is the most relevant standard. The London Plan therefore requires 1 space per 150sqm for long-stay and 1 space per 500sqm for the first 5000sqm. This equates to a total of 11 spaces (x9 long stay and x2 short-stay).
- 6.4.9 A condition will be imposed to secure 11 cycle parking spaces.

6.5 Sustainability

Energy

- 6.5.1 An energy assessment has not been provided however it is considered that this could be secured by condition. This would include details of how the scheme will achieve the energy savings targets of the London Plan and details of any renewable technology provision.

Site Waste Management

- 6.5.2 Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London’s waste within London by 2031, creating benefits from waste processing and zero biodegradable or recyclable waste

to landfill by 2031. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition (CE&D) waste of 95% by 2020.

- 6.5.3 In order to achieve the above, through the Local Plan, developers should be required to produce site waste management plans (SWMP) to arrange for the efficient handling of construction, excavation and demolition waste and materials. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 6.5.4 Details of a construction waste management plan have not been submitted with the application. Details of a construction site waste management plan can be secured through an appropriately worded condition.

Biodiversity / Ecology

- 6.5.5 Policy 7.19 of the London Plan (“Biodiversity and access to nature”) requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.5.6 There will be some opportunity to provide some soft landscaping. In addition, the large expanse of blank wall on the south elevation may provide an opportunity for a “living wall” to be planted. The roof space could also potentially contain a biodiverse roof.
- 6.5.7 Conditions are proposed to secure details of the above biodiversity / ecology enhancements.

Drainage

- 6.5.8 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties. DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 6.5.9 A drainage strategy has not been provided however a condition is proposed to secure these details.

6.6 Mayoral Community Infrastructure Levy (CIL)

- 6.6.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase

of gross internal floor area multiplied by the Outer London weight of £20. In addition, the index figure for October is 256.

- 6.6.2 The development is CIL liable for the construction of 1329.16sqm of new floor space and the CIL calculation is: $(£20/m^2 \times 1329.16m^2 \times 256)/223 = £30517.04$.

7 Conclusion

- 7.1.1 Having regard to the existing temporary use it is considered that the proposal is acceptable for the following reasons:

1. The proposed development, having regard to the redevelopment aspirations for the wider site, will not detrimentally harm the overall provision of Strategic Industrial Land within the Borough having regard to Policies 4.2, 4.3, 4.4 of the London Plan, Core Policies 13, 14, 16 of the Core Strategy, Policies DMD19 and 21 of the Development Management Document and with national guidance contained in the NPPF.
2. The proposed development does not detract from the character and appearance of the street scene and the wider area, neither would it lead to conditions prejudicial to the existing amenities of adjoining occupiers, having regard to Core Policy 30 of the Core Strategy
3. The proposal provides adequate car parking and servicing and would not give rise to conditions prejudicial to the free flow and safety of traffic and pedestrians on the adjoining highway having regard to Policy 6.3 of the London Plan, Core Policy 24 of the Core Strategy

8 Recommendation

- 8.1.1 That planning permission be granted subject to the following conditions:

1. C60 Approved Plans
2. C51A Time Limited Permission
3. C08 Materials to Match
Unless required by any other condition attached to this permission, the materials to be used throughout the development hereby approved shall match those on the Drawing No.JWJN X73-FE-010 Rev.A.

Reason: To secure a satisfactory appearance in the interest of visual amenity.

4. C09 Details of Hard Surfacing
Any additional hard surfacing within the site shall match the existing, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity

5. NSC1 Details of Levels

The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings (including threshold, eaves and ridge heights where appropriate), roads and/or hard surfaced areas, and access ramps have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

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

6. NSC2 Details of Refuse Storage
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 interest of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

7. C14 Details of Means of Enclosure
The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

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

8. NSC3 Parking / Turning Facilities as Annotated
Notwithstanding the submitted plans, a revised parking layout plan shall be provided to the Local Planning Authority for approval in writing. The revised plan shall also indicate the number (in accordance with London Plan standards) and location of Blue Badge spaces.
The parking areas shall be permanently marked and laid out as shown on the approved plan prior to use commencing or first occupation and permanently retained and kept free from obstruction for such purposes unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards

9. NSC4 Electric Charging Points
Notwithstanding the submitted documents and plans, prior to development commencing, details of the electric charging

points (a minimum of 20% active and 10% passive) shall be provided to the Local Planning Authority for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to use commencing or first occupation of the approved development and permanently retained and maintained thereafter.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

10. NSC5 Cycle Parking
Prior to first use or first occupation of the development hereby approved, details (including elevation and location details) for the provision of 11 secure and covered cycle parking spaces (x9 long-stay and x2 short-stay) shall be submitted to the Local Planning Authority for approval in writing. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction and available for the parking of cycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel.

11. NSC6 Loading / Unloading
No loading / unloading of vehicles for display / sale shall take place within the site or from vehicles standing on the adjoining highway.

Reason: To ensure that the use does not lead to congestion on the adjoining highways, in the interests of highway safety.

12. NSC7 Delivery and Servicing Plan
The development shall not commence until details of a Delivery and Service Plan (DSP) written in accordance with Transport for London's current guidance have been submitted to and approved in writing by the Local Planning Authority. The development shall operate in accordance with these approved details thereafter.

Reason: To ensure that the use does not lead to congestion on the adjoining highways, in the interests of highway safety.

13. C17 Details of Landscaping
No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:
- (a) Location;
 - (b) Planting plans;
 - (c) Written specifications (including cultivation and other operations associated with plant and grass establishment);
 - (d) Schedules of plants and trees, to include native, wildlife friendly species and large canopy trees in appropriate

locations (noting species, planting sizes and proposed numbers / densities);

(e) Implementation timetables;

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

All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved.

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan. To ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with adopted Policy.

14. NSC8

Living Walls

Notwithstanding any submitted plan, details of the feasibility for providing "living walls" to all roofed structures shall be submitted to the Local Planning Authority for approval in writing prior to first use commencing. The submitted details shall include:

(a) Locations for planting of "living walls";

(b) Type and density of native wildlife friendly plantings;

Should the Local Planning Authority consider that the provision of living walls is feasible, plantings shall be provided within the first planting season following practical completion of the development. Any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an alternative approved in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted policy, and to ensure highway safety.

15. NSC9

Biodiverse Roof

The development shall not commence until details have been provided to the Local Planning Authority for approval in writing demonstrating the feasibility or otherwise of providing a biodiverse green / brown roof. The submitted detail shall include: design, substrate (extensive substrate base with a

minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

The biodiverse roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape.

The biodiverse roof shall be implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the Local Planning Authority.

Reason: To assist in flood attenuation and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted Policy.

16. C19
17. C30

Details of Refuse Storage
Restriction of Open Storage

With the exception of vehicles to be displayed, no plant, machinery, goods, products or articles of any description shall be stored on any open part of the site, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not have a detrimental effect on the visual amenities of the site and the wider area.

18. C41

Details of External Lighting

Within three months of the date of the Decision Notice, details of any proposed external lighting shall be provided to the Local Planning Authority for approval in writing. The submitted details shall include the following:

- (a) A layout plan with beam orientation;
- (b) A schedule of equipment;
- (c) Measures to avoid glare;
- (d) An isolux contour map showing light spillage to 1 lux both vertically and horizontally avoiding high lighting levels to minimise any detrimental impact on the adjoining highway.

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To ensure that the development does not prejudice the safety of traffic on the adjoining highway.

19. NSC10

Energy 1

Development shall not commence until an Energy Statement has been submitted to and approved in writing by the Local Planning Authority. The Energy Statement shall provide an assessment of how the scheme will achieve energy savings in accordance with standards in the London Plan, inclusive of the use of renewable energy technologies (inclusive of design, size, siting, technical specification demonstrating meeting or

exceeding reduction targets of the London Plan, and elevational details for each of the renewable energy technologies that are considered feasible).

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements.

20. NSC11 Energy 2
Having regard to Condition 19 of this permission ("Energy 1"), the approved energy savings measures inclusive of the selected renewable energy technology / technologies, shall be implemented in accordance with the approved details and permanently maintained and retained, unless otherwise approved in writing by the Local Planning Authority. Written confirmation that the approved renewable technology has been implemented shall be provided to the Local Planning Authority prior to occupation of the development.

Reason: To ensure that the selected technology / technologies do not unduly detract from the visual amenity of the development within the street scene and the wider area, and to ensure that the development achieves adopted energy reduction savings targets.

21. NSC12 Bird / Bat Boxes
Prior to first occupation of the development hereby approved, a minimum of two bat bricks/tiles and / or two bird bricks/tubes/boxes are to be designed into and around the new building under the supervision of a suitably qualified ecologist. Confirmation that the boxes have been installed, including a plan showing the location and type of boxes, with accompanying photographic evidence shall be submitted to the Council for approval in writing.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

22. NSC13 SuDS 1
Prior to development commencing, a drainage strategy shall be provided to the Local Planning Authority for approval in writing. The drainage strategy shall include the following details:
- a) A drainage plan that includes flow routes, the swale and rain garden
 - b) The discharge rate off site
 - c) The proposed storage volume of storm water
 - d) Specifications of the swale and rain gardens (and any other drainage feature)
 - e) A management plan for the drainage system
 - f) Overland flow routes for exceedance
 - g) Measures to prevent pollution of the receiving groundwater and/or surface waters

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

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

23. NSC14

SuDS 2

Prior to occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

24. NSC15

Construction Waste Management Plan

The development shall not commence until a Construction Waste Management Plan has been submitted to the Local Planning Authority for approval in writing. The plan should include as a minimum:

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

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

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

25. NSC16 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
- a. details of construction access and associated traffic management to the site;
 - b. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
 - c. arrangements for the parking of contractors vehicles;
 - d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - e. arrangements for the storage of materials;
 - f. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
 - g. size and siting of any ancillary buildings.

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

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

26. NSC17 No subdivision
The building hereby approved shall be occupied as one business unit and shall not be subdivided and occupied by separate businesses unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development complies with the adopted parking and servicing standards.

27. NSC18 Travel Plan
Prior to the occupation of the development hereby approved, a travel plan shall be submitted to the Local Planning Authority for approval in writing. The travel plan, as submitted, shall follow the latest travel plan guidance issued by Transport for London, currently 'Work Place Travel Plan'. The travel plan shall include:

- (i) Targets for sustainable travel arrangements to the agreement of the Local Planning Authority
- (ii) Effective measures for the ongoing monitoring of the travel plan including surveys that are compatible with iTRACE and TRAVL as detailed in the Transport Assessment that accompanied the planning application.
- (iii) A commitment to delivering the travel plan objectives from the first six months of the occupation of the development.

(iv) Effective mechanisms to achieve the objectives of the travel plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved travel plan.

Reason: In the interest of promoting sustainable travel.

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Patrick Brennan

Ward:
Bowes

Ref: 15/02717/FUL

Category: Full Application

LOCATION: 136 Palmerston Road, London, N22 8RD,

PROPOSAL: Conversion of property to a 6 room House of Multiple Occupation.

Applicant Name & Address:

11 Mymms Drive
Brookmans Park
Hatfield
AL9 7AE
United Kingdom

Agent Name & Address:

Mr Chris Georgiou
221 East Barnet Road
Barnet
Hertfordshire
EN4 8QS

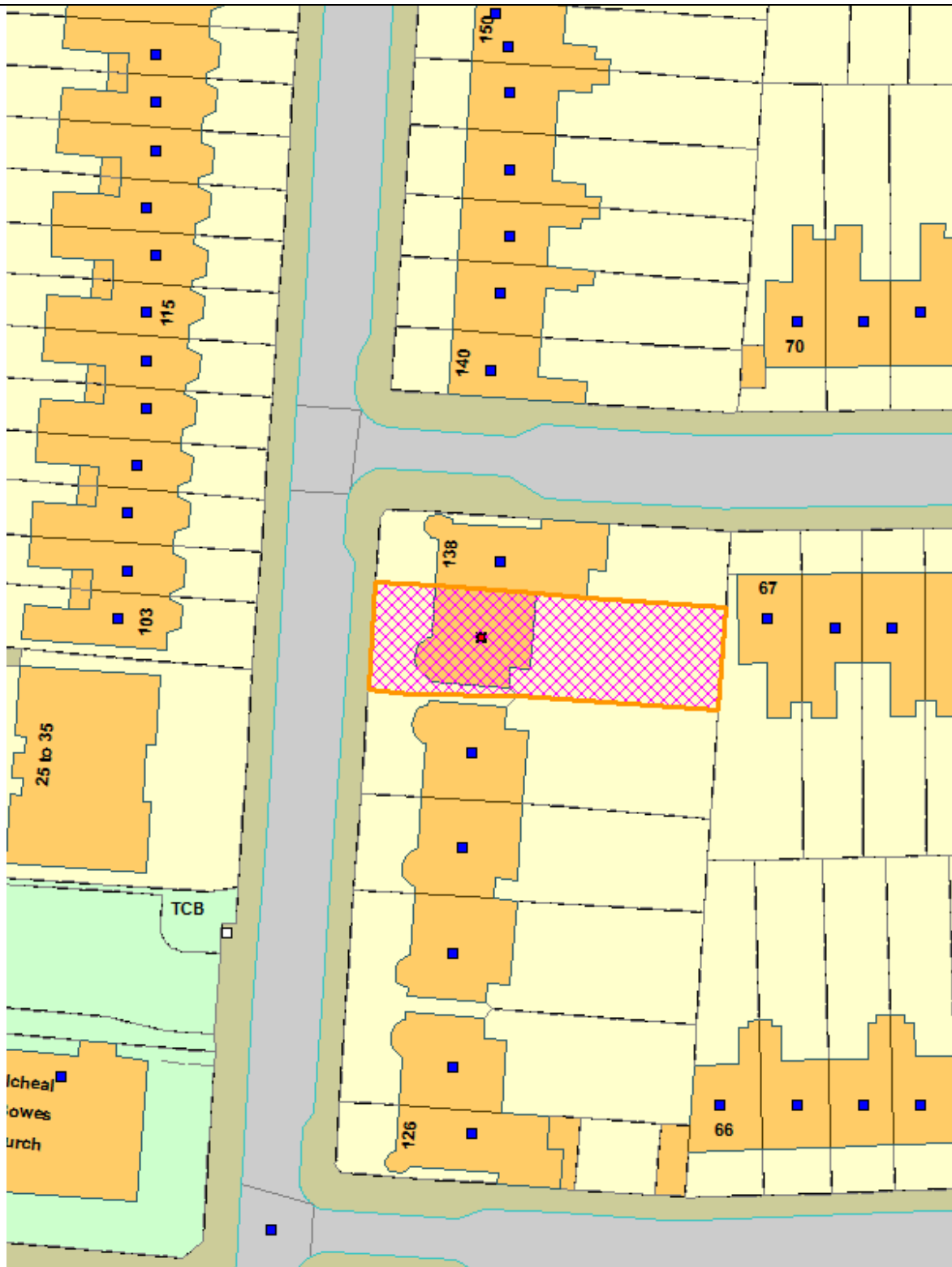
RECOMMENDATION:

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

Note for Members:

Although an application of this nature would normally be determined under delegated authority, the application is reported to Planning Committee at the request Councillor Archilleas Georgiou on grounds that the proposed development constitutes over-development, firstly, on the number of bedrooms and occupants. Secondly, it is over-development of conversions in the area and the plans to do not provide sufficient spaces for car parking (ie only two car parking spaces) or for the placement of refuse.

Ref: 15/02717/FUL LOCATION: 136 Palmerston Road, London, N22 8RD,



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Scale 1:1250

North



Site and Surroundings

- 1.1 The subject site is located on the eastern side of Palmerston Road, between Kelvin Avenue and Belsize Avenue. The site is a regular shape and is occupied by a two-storey semi-detached dwelling with garden to the rear. The front forecourt features hardstand with perimeter landscaping. There is no formal vehicle crossover to the site.
- 1.2 The site was formerly used as a seven bed children's home, however is currently vacant.
- 1.3 The surrounding area is predominantly residential. The eastern side of Palmerston Road features two-storey terraced and semi-detached dwellings, of which a significant number have been converted to self-contained flats, including Nos 134, 132 and 130 to the south of the subject site. The western side of Palmerston Road features a mix of terraced dwellings, most of which are single dwellings, and a variety of flatted development.
- 1.4 The site is not located within a conservation area and does not contain a listed building.

1. Proposal

- 1.1 The application seeks planning permission for conversion of the existing children's home (use class C2) to a 6-room House in Multiple Occupation (HMO) and creation of a single vehicle crossover to Palmerston Road.
- 1.2 The proposal would include two communal kitchen areas – one at ground floor and one at first floor – and a communal garden to the rear.
- 1.3 Each of the six bedrooms would be provided with an individual ensuite bathroom. The individual room sizes are as follows:
 - Room 1 15.6 sqm
 - Room 2 14.6 sqm
 - Room 3 19.8 sqm
 - Room 4 14.7 sqm
 - Room 5 16.8 sqm
 - Room 6 14.1 sqm

2. Relevant Planning Decisions

- 2.1 The following planning history is considered to be relevant:

Reference	Proposal	Decision	Date
TP/08/1635	Change of use from child care home into day nursery (D1) use for a maximum of 56 children between the ages of 3 months and 5 years, together with erection of a single storey rear extension.	Refused	13 November 2008
TP/01/0403	Change of use from single	Granted	20 November 2001

	family dwelling house to a seven bed child care home.	with conditions	
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3. Consultations

3.1 Statutory and non-statutory consultees

Thames Water

3.1.1 No objection

Traffic and Transportation

4.1.2 Traffic and Transportation provided the following initial comments:

Although the plans show two off street parking spaces in fact only a single crossover and one car parking space (circa 2.4m-3m in width) can be achieved without obstructing pedestrian access into the building. The plans should therefore be updated to show one car parking space on the front drive with associated crossover.

Any increase in parking demand is likely to be relatively modest given the lower level of car ownership that can be expected for this type of tenure, and therefore any additional demand can be accommodated on-street if necessary, particularly as the site is located close to the BR Station, bus services and local amenities. For that reason the proposals are consistent with DMD policy 45 and the car parking standards set out in London Plan policy 6.13.

The plans fail to show cycle parking. Cycle parking should be provided in line with the latest London Plan cycle parking standards which require a minimum of one long-stay space per two bedrooms which leads to a requirement of three cycle parking spaces. It should be secure (ideally by a mortice lock or an access fob), weather tight, attractive and lit and provided in a fully enclosed and permanent structure. A convenient and safe access to and from the store(s), building and the street must also be provided. Due to the limited space available on site the details should be provided now rather than secured by a condition to be consistent with DMD policy 45 and policy 6.9 of the London Plan.

No details of the design of the bin and recycling storage area have been provided. The details of this should be reserved by condition. Subject to this the proposals are consistent with DMD 8.

4.1.3 The applicant has since provided amended plans which show only one on-site car space, cycle storage and bin storage.

4.1.4 Traffic and Transportation and subsequently advised that there is no objection to the proposal subject to conditions.

Housing Enforcement Officer

4.1.5 No objection.

Environmental Health

4.1.6 No objection.

4.2 Public response

4.2.3 Letters were sent to eight (8) adjoining and surrounding properties. As a result, one (1) objection from a member of the public has been received from a representative of the Bowes Park Community Association which raises the following objections:

- Loss of a single family dwelling;
- Problems associated with HMOs.

4.2.4 In addition, an objection has been received from Cllr Georgiou, who has asked for the application to be called in to Committee. Cllr Georgiou raises the following concerns with the proposal:

- Application form states that the proposal is for a six-bed HMO whereas there are seven bedrooms shown on the submitted plans.
- Proposal is an overdevelopment of the site in terms of the number of bedrooms and number of occupants.
- Proposal results in overdevelopment of conversions in the area.
- Insufficient car parking (ie. only two car spaces).
- Insufficient refuse store.

4.2.5 These matters are addressed in the Analysis section of this report.

5 Relevant Policies

London Plan

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing development

Policy 3.9 Mixed and Balanced Communities
Policy 3.8 Housing choice
Policy 3.14 Existing housing
Policy 5.14 Water quality and wastewater infrastructure
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.1 Building London's Neighbourhoods
Policy 7.2 An Inclusive Environment
Policy 7.4 Local character

Core Strategy

Policy 4 Housing quality
Policy 5 Housing types
Policy 6 Housing need
Policy 21 Delivering sustainable water supply, drainage and sewerage infrastructure
Policy 26 The road network

Development Management Document

DMD3 Providing a Mix of Different Sized Homes

DMD4	Loss of Existing Residential Units
DMD5	Residential Conversions
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD45	Parking Standards and Layout

Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Policy Guidance
Waste and Recycling Planning Storage Guidance
London Housing SPG

6 Analysis

6.1 Having regard to the nature of the proposal and the relevant planning policy framework, the key issues in the assessment of this application relate to:

- Principle of development: Conversion to HMO
- Standard of accommodation
- Neighbouring amenity
- Traffic and Transportation
- CIL / S106 contributions

An assessment in relation to each is provided below.

Principle of development: Conversion to HMO

- 6.2 The adopted policies encourage residential development that improves existing housing stock and provides new housing to accommodate London's increasing population and changing demographics.
- 6.3 Shared accommodation or houses of multiple occupation (HMOs) play an important role in increasing housing supply and diversity. They provide flexible and affordable accommodation through the private market, though concentrations of HMOs and their quality can give rise to concern.
- 6.4 The proposal involves the conversion of the property, which was previously used as a children's home (Use Class C2 – Residential Institutions), to a HMO.
- 6.5 The proposed HMO comprises six bedrooms, each with ensuite, with shared kitchen facilities and would not create any new self-contained units which could be independently occupied. It is therefore considered to fall within Use Class C4 or the Town and Country Planning (Use Classes) Order 1987 (as amended).
- 6.6 Policy DMD 5 (Residential Conversions) of the Development Management Document broadly seeks to protect against the loss of existing family sized units and protect against the impacts on the character of an area from conversion of such properties into flats or HMOs.

- 6.7 As noted, the property was formerly in use as a children's home (C2), and therefore the conversion of the property to a HMO would not result in the loss of an existing family unit.
- 6.8 A key issue in the assessment of this application therefore relates to the impact of the conversion of the property to a HMO on the character of the area.
- 6.9 More specifically, Policy DMD 5 requires (among other things) that development involving the conversion of existing units into HMOs must '*not harm the residential character of the area or result in an excessive number or clustering of conversions*'. It further suggests that the number of conversions must not exceed 20% of all properties along any road; and only 1 out of a consecutive row of 5 units may be converted.
- 6.10A review of the Council's planning history and a survey of 152 properties (including the subject site) on both sides of Palmerston Road (Nos. 2-170) have been conducted. This reveals that 52% of properties in the street have either been converted or are flats, including 56% of properties on the eastern side of Palmerston Road and 51% of properties on the western side of Palmerston Road. It is also noted that the three properties to the south of the subject site (Nos. 130, 132 & 134), which sit within a consecutive row of five properties containing the property, have been converted.
- 6.11 Notwithstanding the numerical tests of Policy DMD 5 (ie. the '20%' and 'one-in-five' rules), the key test of the policy is considered to be whether an additional conversion would 'harm the residential character of the area'.
- 6.12 It is clear from the review of planning history and a survey of Palmerston Road that the number of conversions in the street already far exceeds 20%. Indeed, it can be said that the street is strongly characterised by residential conversions and flats.
- 6.13 In this context, and given the number of conversions in the street, it is considered that there would not be any material adverse impact on the character of the area as a result of one additional conversion in the street. It is further noted that in terms of the number of occupants, the proposed HMO would be similar to the site's former use as a children's home.
- 6.14 While it would be preferable for the property to be returned to use as a single family dwelling, having regard to the above, it is considered that the basis of harm to the character of the area of non-compliance with Policy DMD 5 could not be substantiated in this instance and that the principle of development is acceptable.

Standard of Accommodation

Room sizes

- 6.15 The Mayor's Supplementary Housing Guidance provides minimum standards for the size and layout of different rooms. The minimum floor area for a single bedroom is 8sqm. All bedrooms would greatly exceed this requirement with bedrooms ranging in size from 14.1sqm-19.8sqm. The combined floor area for kitchen / dining / living for a 6-person occupancy dwelling house is 31sqm. The proposal features two shared kitchens with a combined area of 19.75sqm and does not include any shared dining or living areas. While this is less than the suggested area for kitchen / dining / living areas, given the nature of the use and the size of the bedrooms, this is considered acceptable. There is no minimum floor area for bathrooms and WCs.

- 6.16 It is otherwise noted that the Council's Housing Enforcement Officer has had discussions with the applicant prior to the application being submitted to ensure that the proposed layout meets the relevant HMO standards.

Amenity space

- 6.17 The adopted policies encourage residential development that provides good quality amenity space. There is no minimum standard for HMOs, however DMD 9 requires at least 35m² amenity space for a 4-bed 6-person dwelling which may be used as a guide. The proposal would exceed this standard and provide a garden at the rear of the property.

Refuse

- 6.18 The submitted plans show provision for refuse facilities within the front forecourt within an enclosure which is considered acceptable. Traffic and Transport has no objection to the proposed refuse provision subject to a condition requiring details of details of the design of the enclosure.

Cycle storage

- 6.19 The revised plans show provision for three bicycle spaces within a bike store to the rear of the property accessed via a side gate. The location is considered acceptable subject to a condition requiring the details of the design of the store to be submitted for approval.

Neighbouring amenity

- 6.20 Policy DMD 8 (General Standards for New Residential Development) requires (among other things) that new residential development preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking and noise and disturbance.

- 6.21 Policy DMD 5 also requires that HMOs must not lead to an unacceptable level of noise and disturbance for occupiers and adjoining properties.

- 6.22 The proposal does not include any external works and therefore there would be no additional impacts in terms of daylight, sunlight, outlook, privacy and overlooking. It is considered that the proposed use of the property as a HMO would not lead to any material adverse impacts in terms of noise and disturbance, noting that the proposed number of occupants would be similar to that of the former use as a children's home.

Traffic and Transportation

- 6.23 In terms of car parking demand, Traffic and Transportation has noted that any increase in parking demand is likely to be relatively modest given the lower level of car ownership that can be expected for this type of tenure, and therefore any additional demand can be accommodated on-street if necessary. It is also noted that the site is relatively well served by public transport, with a Public Transport Accessibility Level (PTAL) of 3, and local amenities.

- 6.24 The proposal is therefore considered to be consistent with DMD policy 45 and the car parking standards set out in London Plan policy 6.13.

6.25 Policy DMD 5 also requires that residential conversions and HMOs must incorporate adequate parking and refuse storage arrangements that do not, by design or form, adversely affect the quality of the street scene.

6.26 The applicant has provided revised plans to show only one on-site car space in response to referral comments from Traffic and Transportation. Traffic and Transportation is now supportive of the proposed parking and access arrangements subject to conditions.

6.27 The proposed refuse provision is considered acceptable as discussed above.

CIL / S106 Contributions

6.28 The Community Infrastructure Levy (CIL) Regulations 2010 (as amended) 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 late 2015.

6.29 The development would not be CIL liable.

6.30 The proposal is not subject to any requirements for contributions under the Council's S106 SPD.

7 Conclusion

7.1 Having regard to the above assessment and the former use of the site as a children's home, it is considered that the proposal would not result in any further harm to the character of the area or the amenities of the occupiers of adjoining properties.

8 Recommendation

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

1. Approved Plans (C61)

The development hereby permitted shall be carried out in accordance with the approved plans, including any plans that may have been revised, 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 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. Bedrooms

No independent cooking or laundry facilities shall be installed in any of the respective bedrooms and the communal kitchen shall be retained in perpetuity.

Reason: To accord with the stipulations of definition as a House of Multiple Occupation and to safeguard the residential character of the surrounding area.

4. Occupation

The use of the property as a House of Multiple Occupation hereby approved shall be occupied by a maximum of 6 people acting as a single household and shall not be subdivided or occupied as self-contained units.

Reason: To accord with the stipulations of definition as a House of Multiple Occupation and to safeguard the residential character of the surrounding area.

5. Cycle Parking (C59)

Notwithstanding the plans submitted, the development shall not commence until details of the type, design of at least three cycle stands, lighting and access lock to the cycle store 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.

6. Details of Hard Surfacing (C9)

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

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

7. Details of Refuse Storage & Recycling (C19)

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.

8. Time limit (C51)

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.



MELBOURNE AVENUE ✓

PALMERSTON ROAD

136

No.	Revisions Note	Date
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hitects

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idigy Estates Ltd

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London
E2 8RD

g Title:

e Location Plan

Scale: 1:1250 @ A4

Date: Jun. 2015

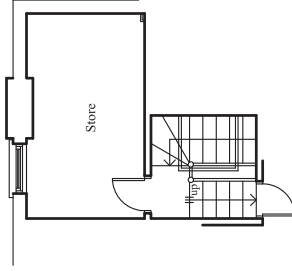
Drwg No 1023/01 Rev.

No scaled dimensions to be taken from this drawings. All dimensions to be site checked.

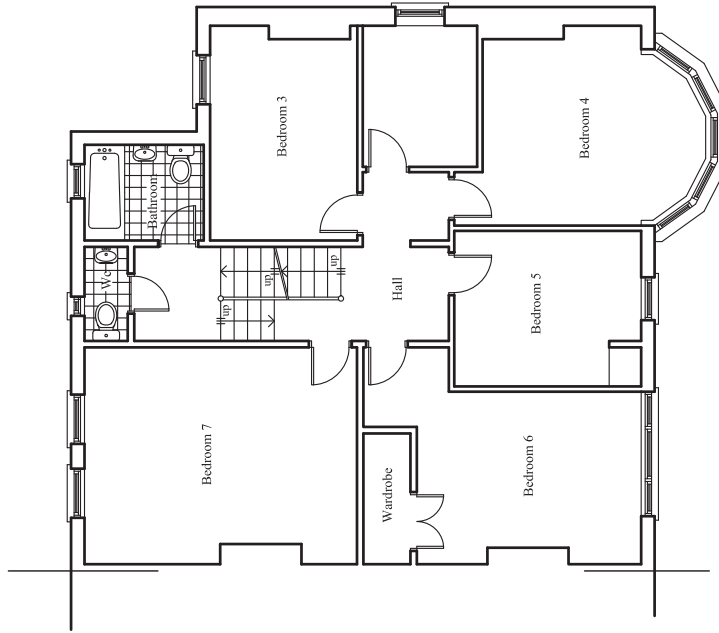


CGA architects
 221 East Barnet Road,
 Barnet, Herts EN4 8QS
 Tel: 020 8449 5100
 Fax: 020 8449 5170

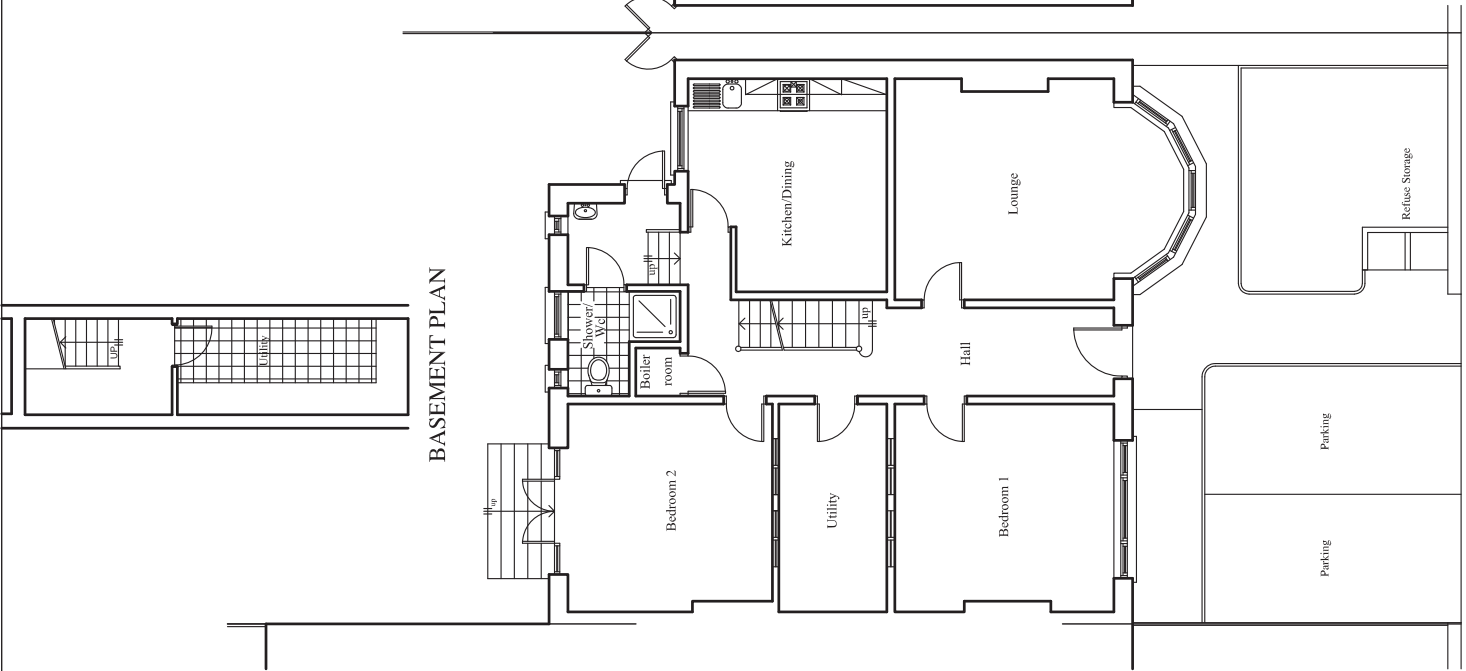
Client:	Profigy Estates Ltd
Site:	136 Palmerston Road London N22 8RD
Drawing Title:	Floor Plans as Existing
Scale:	1:100 @ A3
Date:	Jun, 2015
Dwg. No.	1023/02
Rev.	#



ATTIC FLOOR PLAN



FIRST FLOOR








GROUND FLOOR

BASEMENT PLAN

No scaled dimensions to be taken from this drawings. All dimensions to be site checked.

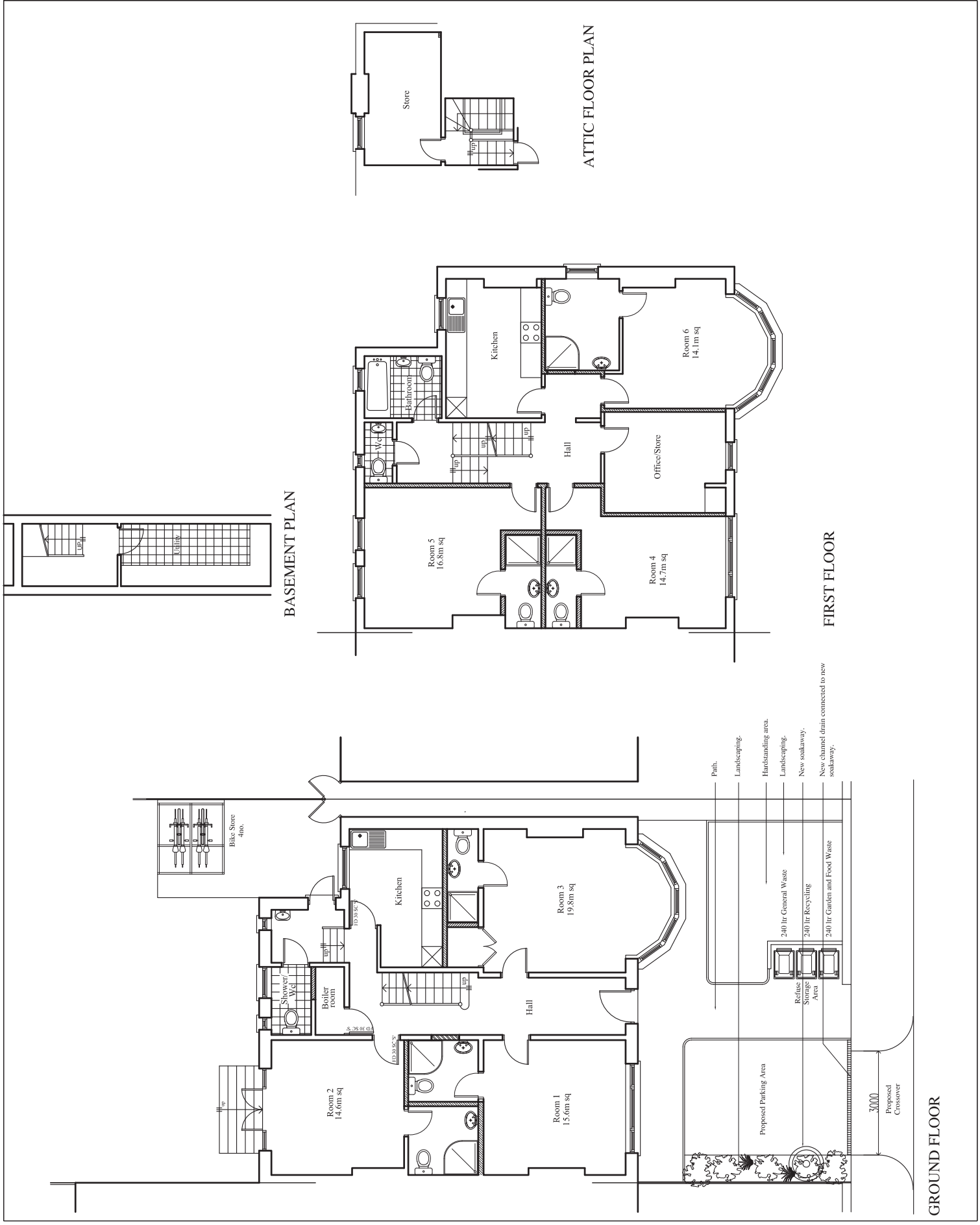
KEY:

-  Existing Structure
-  Brickwork
-  Blockwork
-  Partitions
-  Compartment walls



CGA architects
 221 East Barnet Road,
 Barnet, Herts EN4 8QS
 Tel: 020 8449 5100
 Fax: 020 8449 5170

Client:	Prodigy Estates Ltd
Site:	136 Palmerston Road London N22 8RD
Drawing Title:	Floor Plans as Proposed
Scale:	1:100 @ A3
Date:	Jun. 2015
Dwg. No.	1023/03
Rev.	A



BASEMENT PLAN

ATTIC FLOOR PLAN

FIRST FLOOR

GROUND FLOOR

No scaled dimensions to be taken from this drawings. All dimensions to be site checked.



No.	Revisions	Note	Date

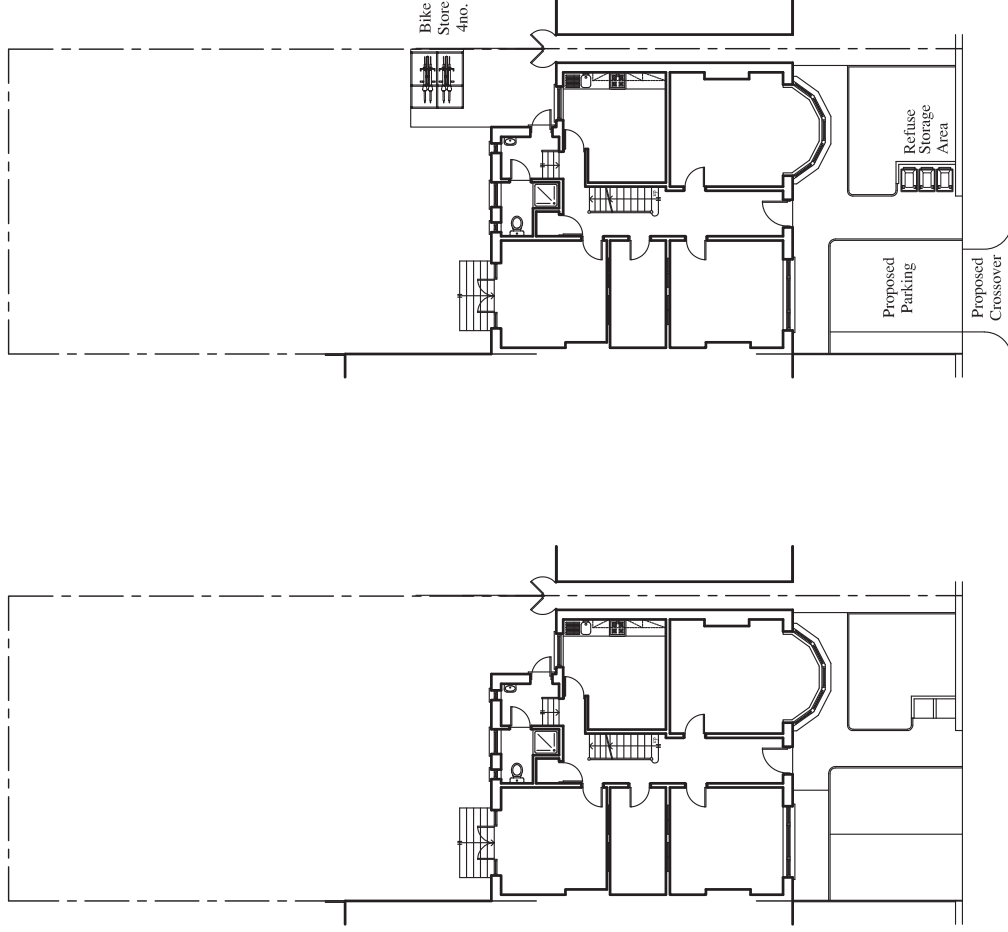
CGA architects
221 East Barnet Road,
Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170

Client:
Prodigy Estates Ltd

Site:
**136 Palmerston Road
London
N22 8RD**

Drawing Title:
**Site Plan as Existing
and Proposed**

Scale: 1:200 @ A4
Date: Jun. 2015
Drg. No. 1023/04
Rev. A



LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

Andy Higham
Sharon Davidson
Ms Eloise Kiernan

Ward:

Cockfosters

Ref: 15/02727/HOU

Category: Householder

LOCATION: 73 Avenue Road, London, N14 4DD,

PROPOSAL: Minor Material Amendment to 15/00588/HOU to allow the removal of step in first floor for the two storey side extension and part single, part single, part 2 storey rear extension involving rear conservatory.

Applicant Name & Address:

Mr Daniel Pearce
73 Avenue Road
Southgate
Enfield
N14 4DD
United Kingdom

Agent Name & Address:

Mr Ian Eggleton
40 Blake Road
London
London
N11 2AE

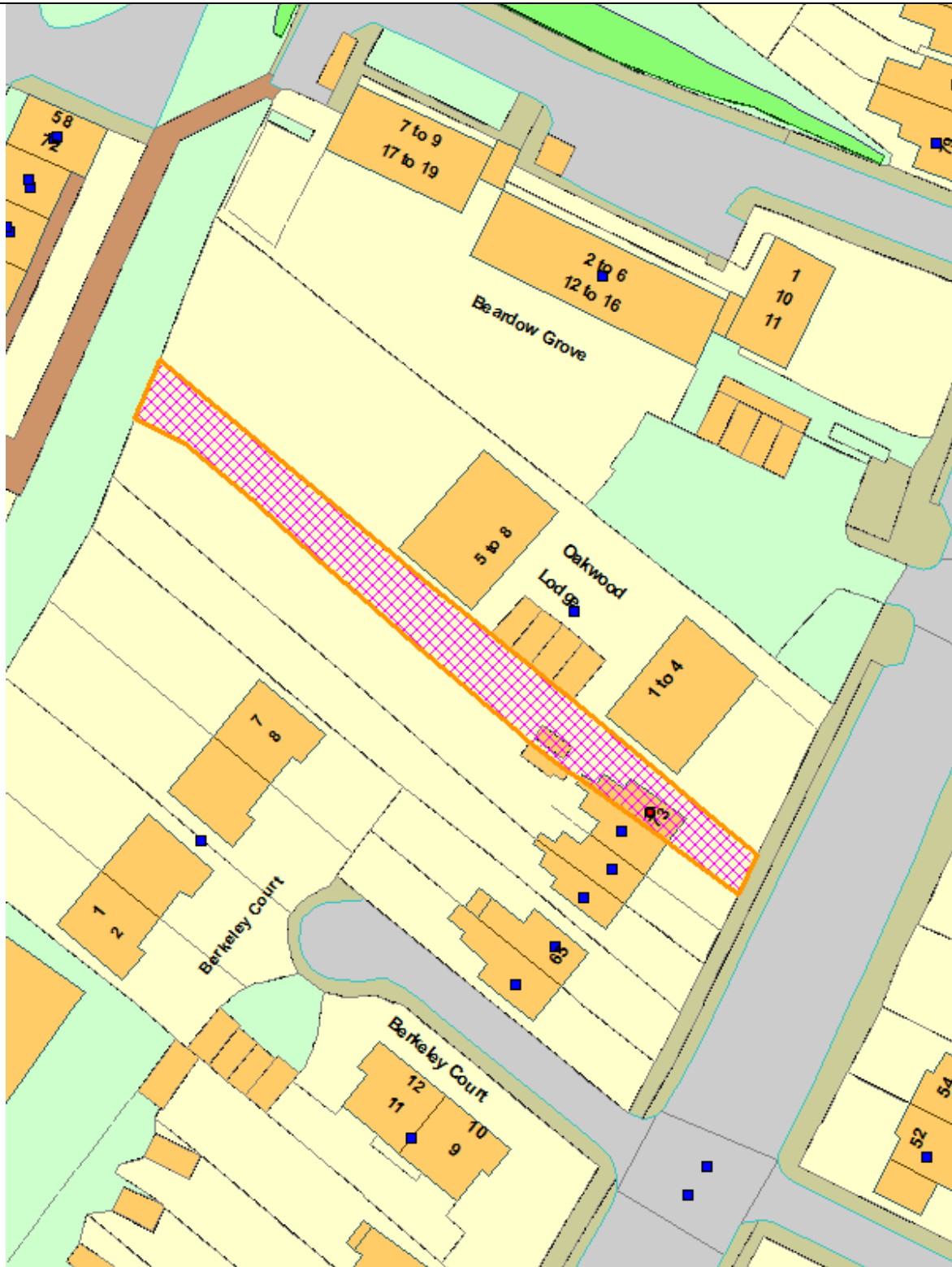
RECOMMENDATION:

That planning permission be **REFUSED** for reasons.

Note for Members:

Although an application of this nature would normally be determined under delegated authority, the application is reported to Planning Committee as the applicant is Councillor Daniel Pearce.

Ref: 15/02727/HOU LOCATION: 73 Avenue Road, London, N14 4DD,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1 The application site is situated on the north western side of Avenue Road on a rectangular shaped plot. The site contains an end of terrace dwelling with hipped roof design.
- 1.2 The surrounding area is residential in character and contains a number of flatted developments and dwellings of a varying design, age and character.

2. Proposal

- 2.1 The proposal is for a minor material amendment to the planning permission granted under reference 15/00588/HOU which was approved at Planning Committee on 28th April 2015. Planning permission was granted for a two storey side extension and part single, part two storey rear extension. The two storey rear extension projected approximately 1.5m beyond rear wall of the neighbouring property before stepping in. The amendment now proposed removes this step in so that the extension projects approximately 3.5m in depth along the boundary with No.71.

3. Relevant Planning Decisions

- 3.1 14/03616/HOU – Two storey side extension and rear conservatory – refused on design and appearance
- 3.2 15/00588/HOU - two storey side extension, part single, part two storey rear extension involving rear conservatory – granted at Planning Committee on 28th April 2015

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Environment Agency

No comments to make

4.2 Public response

- 4.2.1 Letters were sent to 14 adjoining and nearby residents. No responses were received.

5 Relevant Policy

5.1 London Plan

- 7.4 Local character
- 7.6 Architecture

5.2 Core Strategy

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

5.3 Development Management Document

DMD6 Residential character
DMD11 Rear extensions
DMD 37 Achieving High Quality and Design Led Development

5.4 Other relevant policy/guidance

NPPF
NPPG

6. Analysis

6.1 Impact on Character of Surrounding Area

6.1.1 The overall design of the first floor rear extension would not differ from that approved under 15/00588/HOU. Members did not raise any objections to the design of the extension and on the basis that this element is sited to the rear, it is not considered that the amendments proposed would have any greater impact on the character and appearance of the building, having regard to DMD37 of the DMD and CP30 of the Core Strategy..

6.2 Impact on Neighbouring Properties

6.2.1 The neighbouring properties most impacted would be the adjoining terrace, no.71 and the adjacent flatted development at Oakwood Lodge.

6.2.2 Oakwood Lodge projects substantially further to the rear and the proposed rear infill element would be flush with the previously approved side projection and thus would not have any further impacts on the occupiers of this property.

6.2.3 Policy DMD11 of the Development Management Documents states that first floor rear extensions must not exceed a 30 degree line taken from the mid-point of the nearest original first floor window to any of the adjacent properties and/or where appropriate seek a common alignment of rear extensions. The rear projection would be constructed at a depth of 3.5m on the common boundary with no. 71 Avenue Road, which features a bathroom window at first floor level. This would clearly breach both a 30 degree line from this window and would fail to secure a common alignment as it projects an additional 3.5m beyond the existing building line of no's 71 and 73.

6.2.4 The previous approval did not respect the 30' line but the limited breach was accepted as the nearest window was a bathroom window. The extension as approved extended approximately 1.5m beyond the rear wall before stepping out to 3.5m at a distance of 1.3m from the common boundary. This proposal would result in an extension of 3.5m in depth on the common boundary. The overall impact of the increased scale of the extension would therefore have further impacts on the residential amenities of occupiers at no. 71 and would be contrary to policy DMD11.

6.3 CIL

6.3.1 The CIL Regulations 2010 (as amended) 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 2016

6.3.2 The development is not liable for CIL.

7. Conclusion

7.1 The amendments to the first floor rear extension to allow the removal of the stepped element, by virtue of the increased size and depth on the common boundary would have a more overbearing impact, detrimental to residential amenities of the attached terraced property at no. 71 Avenue Road, contrary to Policy DMD11 of the Development Management Document.

8. Recommendation

8.1 That planning permission be refused for the following reason:

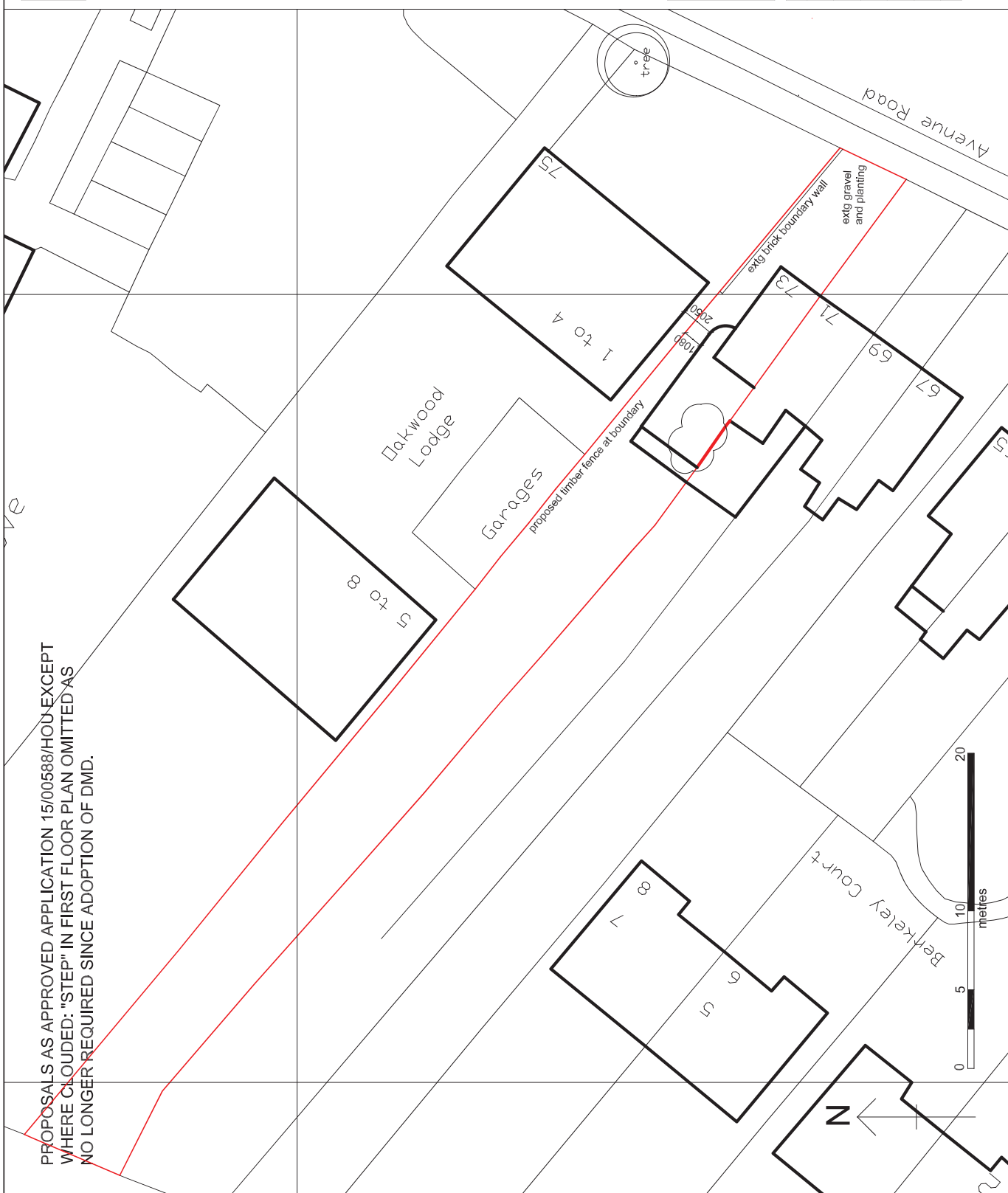
- 1 The amendments to the first floor rear extension to allow the removal of the stepped element, by virtue of the increased size and depth on the common boundary would have a more overbearing impact, detrimental to residential amenities of the attached terraced property at no. 71 Avenue Road, contrary to Policy DMD11 of the Development Management Document.

DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
All dimensions to be checked on site to commencement of works.
Scale, dimensions and levels of structural, landscape, electrical, mechanical, plumbing or other specialist elements are to be confirmed by the contractor.
This drawing is to be used in conjunction with all relevant drawings, specifications and contracts.
E:\PROJECTS\ASK

A 11.6.15 Minor Material Amendment to first floor and roof plan.
3.10.14
Rev. Date Description

Drawing Status	Planning
Project	Extension and Remodelling 73 Avenue Road
Location	London N14 4DD
Client	Daniel Pearce
Drawing Name	Proposed Block Plan
Drawing Number	006-12 revision: A
Scale	1:250@A3 Date: October 2014

egg architecture
107/64/3729
a@eggarchitecture.com
02070873251
www.eggarchitecture.com



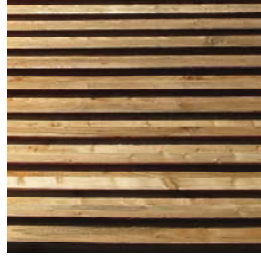
PROPOSALS AS APPROVED APPLICATION 15/00588/HOU EXCEPT WHERE CLOUDED: "STEP" IN FIRST FLOOR PLAN OMITTED AS NO LONGER REQUIRED SINCE ADOPTION OF DMD.

DO NOT SCALE THIS DRAWING. USE DIMENSIONS ONLY.
 All dimensions to be checked on site prior to commencement of work.
 Shows dimensions and details of structural, mechanical, electrical or other specialist elements are indicative
 only. They are not to be used for construction purposes. The drawing is to be used in conjunction with all relevant drawings, specifications and schedules.
 I.P.N. COURT, ANK.

MATERIALS:

1. Square profiled zinc gutter to define roof edge
2. Vertical board-on-batten cladding, larch (see below)
3. Lead capping
4. Slabtingy coloured render

Windows to existing house to be replaced with timber-framed, white finish.
 All windows and external doors to extension timber-framed, natural finish,
 frame profiles to match existing house.



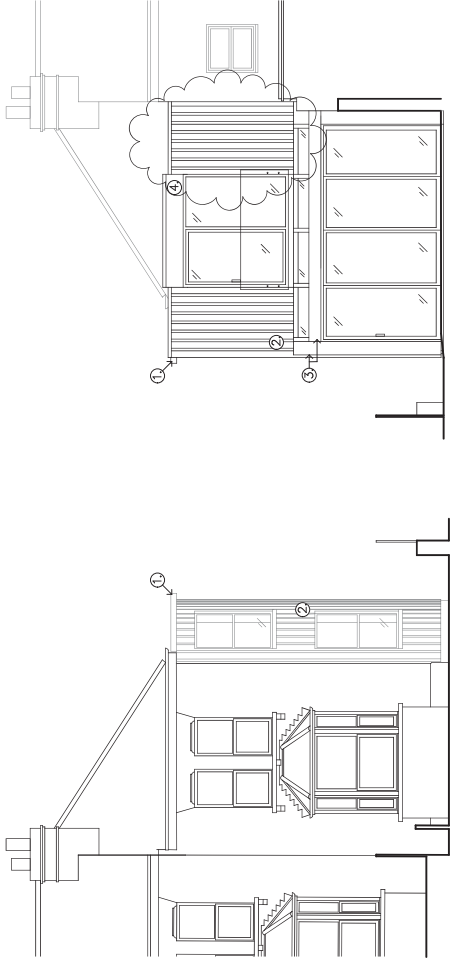
Indicative board and batten cladding detail. Structure omitted for clarity.

E 11.6.15	Minor Material Amendment to rear elevation, clouded.
D 12.3.15	Issued for Planning.
C 12.3.15	Amended following meeting. Issued for Planning.
B 4.5.14	Amended following client's comments. Issued for Planning.
A 10.5.14	Amended following LA pre-Planning comments.
	Revised for size and rear as clients comments.
	Rev. Date Description

Drawing Status	Planning
Project	Extension and Remodelling 73 Avenue Road
Location	London N14 4DD
Client	Daniel Pearce
Drawing Name	Proposed Elevations
Drawing Number	006-07
Scale	1:100@A3
Date	May 2014

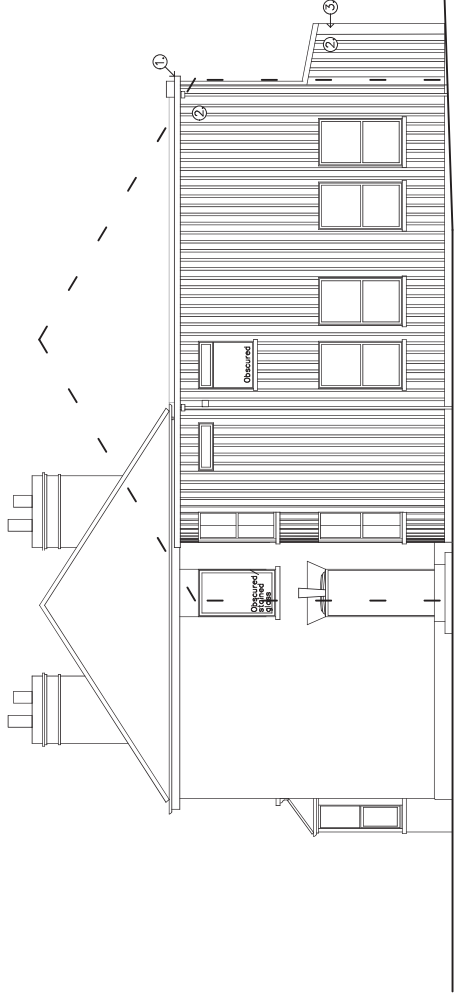
egg architecture

11028457322
 11079373261
 11079373261
 www.eggarchitecture.com



PROPOSED FRONT ELEVATION

PROPOSED REAR ELEVATION



outline of no.75 shown dashed

PROPOSED SIDE ELEVATION (partially obscured by neighbouring building)

PROPOSALS AS APPROVED APPLICATION 15/00588/HOU EXCEPT
 WHERE CLOUDED: "STEP" IN FIRST FLOOR PLAN OMITTED AS
 NO LONGER REQUIRED SINCE ADOPTION OF DMD.

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Andy Higham
Sharon Davidson
Mr R. Singleton

Ward: Highlands

Application Number : 15/03039/FUL

Category: Major Small Scale –
Other

LOCATION: CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 8JI

PROPOSAL: Erection of temporary buildings, construction of hardstanding, associated plant and landscaping

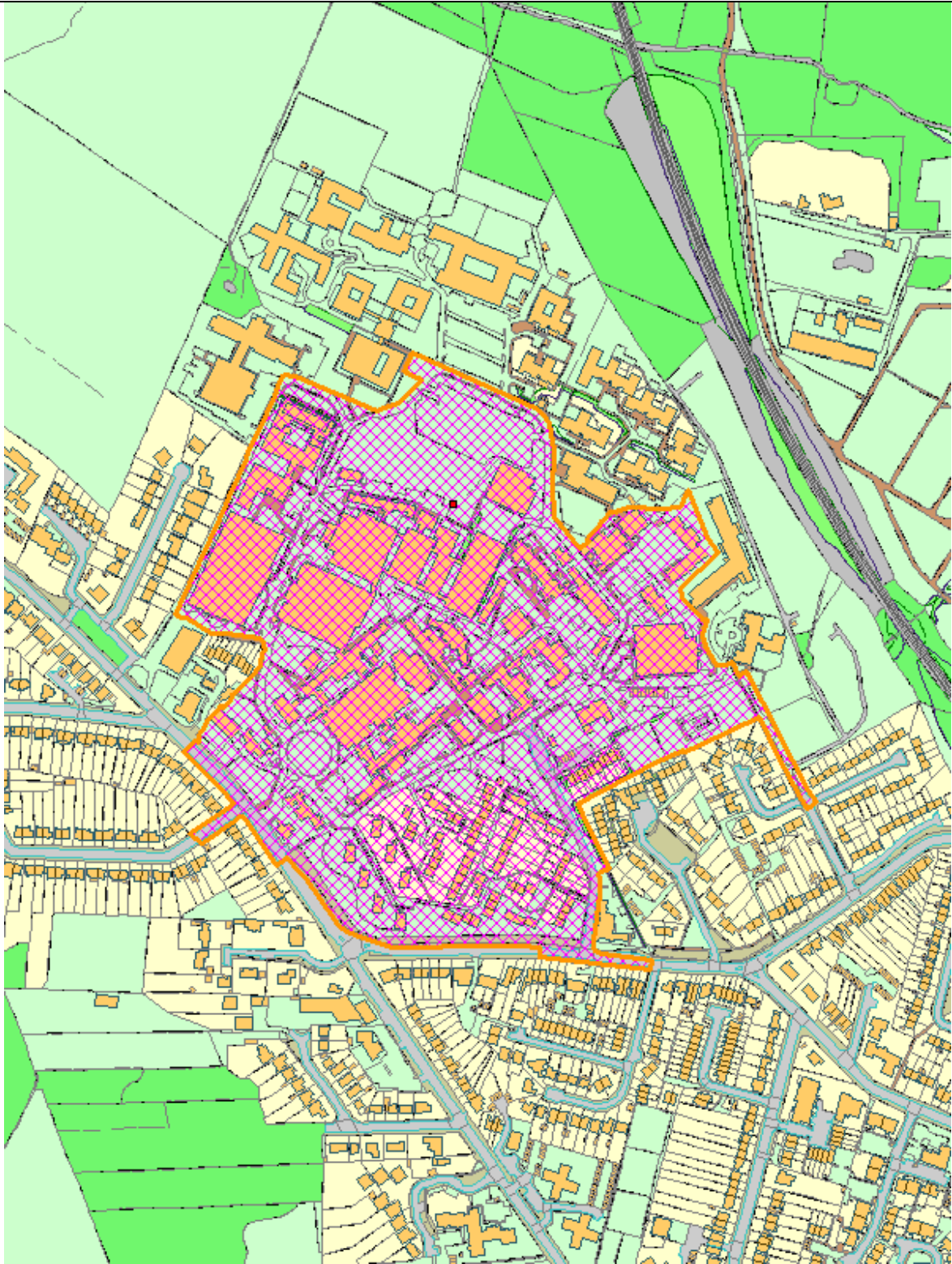
Applicant Name & Address:
Royal Free London NHS Foundation Trust
C/O Agent

Agent Name & Address:
Mr Tim Chilvers
Montagu Evans
Montagu Evans LLP
5 Bolton Street
W1J 8BA
United Kingdom

RECOMMENDATION:

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

Ref: 15/03039/FUL LOCATION: Chase Farm Hospital, The Ridgeway, EN2 8JL,



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Scale 1:5000

North



1. Site and Surroundings

- 1.1 The subject site comprises Chase Farm Hospital complex, a 14.9 hectare plot of land with principal health care usage with ancillary staff / residential accommodation laying to the south of the site. The main hospital is located to the north and is contained within a series of 3-4 storey healthcare blocks, ad-hoc temporary structures, single storey buildings and a multi-storey car park. In this regard, area is mixed in terms of character, a legacy of historic hospital expansion that radiates out from the original (and heavily extended) Victorian core.
- 1.2 A number of adopted routes penetrate the site with principle access to both the hospital and Mental Health Trust facilities spread between Hunters Way to the south and The Ridgeway to the east. The site is bounded by The Ridgeway to the west and Lavender Hill to the south. Both are classified roads. To the north-west and south-east, predominately residential properties line a series of cul-de-sacs namely Spring Court Road and Albuhera Close / Shooters Road respectively. The retained Mental Health Trust land and secure unit lays to the north-east of the site.
- 1.3 Over-spill car parking facilities permeate the site and the hospital provides the terminus for a series of bus routes including the W8 and 313. Gordon Hill mainline train station lies to the east of the site and a number of surrounding residential roads are subject to Controlled Parking. Overall, the site has a Public Transport Accessibility Level of 2
- 1.4 The site is adjacent to designated Green Belt to the north and east.
- 1.5 The site is not within a Conservation Area and does not form part of the curtilage of a Listed Building. However, the Victorian Clock Tower complex is considered to be a non-designated heritage asset.
- 1.6 A number of established and vintage trees pepper the site and the area is known to have bat activity and established bat roosts.
- 1.7 The site is not within a flood zone, but is at risk of surface water flooding.

2. Proposal

- 2.1 This is an application for the erection of temporary buildings with associated plant, construction of hardstanding and landscaping. The works are in part associated with the outline application under ref: 14/04574/OUT for the redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school and construction of up to 500 residential units. The temporary structures are associated with the Royal Free London NHS Foundation Trust's operational activities and are expressly required to ensure a seamless continuity of NHS care during the redevelopment works.
- 2.2 The works comprise the following temporary elements:
 - Extensions to the medical block;
 - Endoscopy unit;
 - Shop and café block;

- Cycle Storage and staff changing facility;
- An outdoor 'Green Gym' area;
- IT and telecommunication unit;
- Communications pod;
- Gas storage unit
- Linen and waste storage unit; and,
- A salt store.



Illustration 1: Block Plan of the site (location of temporary structures marked in red)

2.3 The temporary structures will conform to the development zone volumes stated below:

Ref	Temporary Building / Works	Building / Area	Description	Area (sq.m) / Maximum build zone dimension (m x m x m)
001	Medical Block	Medical Block	Temporary new entrance area at the front of the building to provide waiting space for the Urgent Care Centre and outpatients services. Extension for League of Friends shop	Single storey extension: 10.15 x 4.42 Single storey extension: 5 x 19.73
002	Endoscopy unit	Rear of Highlands Wing	Modular units to provide temporary endoscopy facilities	24 x 27 x 5

003a	Shop / Container Cafe	To the immediate west of Chapel	Temporary shop and café facility for staff and patients	18 x 17 x 5.5
003b	Cycle Storage and Staff Changing	To the immediate west of Chapel	Modular unit to provide temporary staff changing area and bicycle storage	3 x 3 x 4
003c	Green Gym	To the immediate west of Chapel	Outdoor exercise area	Total ground coverage: 232 sq m
004	IT and telecoms relocation	Adjacent to Multi Storey Car Park	Modular unit to south-east of MSCP to provide telephony exchange and patient TV equipment	6.5 x 4.2 x 4.4
005	Communications pod	Front of Clock Tower	Modular unit to be used for providing information about the new hospital	9.9 x 3.0 x 2.6
006	Gas Storage Compound	Waste ground to side of Clock Tower	New hard-standing and construction of temporary gas storage compound	16 x 10.5 x 2.9
007	Linen and Waste Storage	Engineering car park	Construction of temporary linen storage and waste compound	12 x 14.8 x 2.87
008	Decontamination unit	Rear of Greenfields restaurant	Modular unit	8.7 x 21.2 x 5

2.4 Consent is sought for a temporary period of 3 years and each of the structures will be a modular prefabricated build.

3. Relevant Planning Decisions

3.1 The site has an extensive planning history. However, the most applicable in the determination of the subject application are as follows.

3.2 14/04574/OUT – Redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of access to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – The planning application was reported to the Council's Planning Committee on the 12th March 2015 when Members resolved to grant planning permission subject to the Stage II Referral of the application to The Mayor of London and no objections being raised and subject to the satisfactory completion of a section 106 agreement and subject to conditions to grant planning permission.

The Mayor advises that he is content to allow Enfield Council to determine the case, subject to any action that the Secretary of State may take, and therefore does not want to direct refusal. The s106 Agreement remains in negotiation.

4. Consultations

4.1 Statutory and non-statutory consultees

Tree Officer:

- 4.1.1 The Tree Officer has indicated that he has no objection in principle to the scheme, commenting that there are a number of significant and good quality trees on the site that positively contribute individually or as groups to the amenity and character of the site.

Traffic and Transportation:

- 4.1.2 No objections

4.2 Public response

- 4.2.1 The application was referred to 337 surrounding properties, a press notice released (as featured in the Enfield Independent on 26/08/15) and 8 site notices were posted on and around the site. No written representations have been received.

5. Relevant Policy

5.1 The London Plan

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
Policy 3.1 – Ensuring equal life chances for all
Policy 3.2 – Improving health and addressing health inequalities
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 3.17 – Health and social care facilities
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land

Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.8 – Heritage assets and archaeology
Policy 7.9 – Heritage-led regeneration
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

Housing Supplementary Planning Guidance

5.2 Local Plan – Core Strategy

Core Policy 9: Supporting community cohesion
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 31: Built and landscape heritage
Core Policy 32: Pollution
Core Policy 33: Green Belt and countryside
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity

Biodiversity Action Plan
S106 SPD

5.3 Development Management Document

DMD16: Provision of new community facilities
DMD17: Protection of community facilities
DMD37: Achieving high quality and design-led development
DMD38: Design process
DMD42: Design of civic / public buildings and institutions
DMD44: Conserving and enhancing heritage assets
DMD45: Parking standards and layout
DMD47: New road, access and servicing
DMD48: Transport assessments
DMD49: Sustainable design and construction statements
DMD50: Environmental assessments method
DMD51: Energy efficiency standards
DMD52: Decentralised energy networks

DMD53: Low and zero carbon technology
DMD55: Use of roofspace / vertical surfaces
DMD57: Responsible sourcing of materials, waste minimisation and green procurement
DMD58: Water efficiency
DMD59: Avoiding and reducing flood risk
DMD60: Assessing flood risk
DMD61: Managing surface water
DMD62: Flood control and mitigation measures
DMD63: Protection and improvement of watercourses and flood defences
DMD64: Pollution control and assessment
DMD65: Air quality
DMD66: Land contamination and instability
DMD67: Hazardous installations
DMD68: Noise
DMD69: Light pollution
DMD70: Water quality
DMD71: Protection and enhancement of open space
DMD72: Open space provision
DMD73: Child play space
DMD76: Wildlife corridors
DMD77: Green chains
DMD78: Nature conservation
DMD79: Ecological enhancements
DMD80: Trees on development sites
DMD81: Landscaping

5.4 Other Material Considerations

NPPF

NPPG

Accessible London: achieving an inclusive environment SPG

Planning and Access for Disabled People: a good practice guide (ODPM)

London Plan Sustainable Design and Construction SPG

Mayor's Climate Change Adaption Strategy

Mayor's Climate Change Mitigation and Energy Strategy

Mayors Water Strategy

Mayor's Ambient Noise Strategy

Mayor's Air Quality Strategy

Mayor's Transport Strategy

Land for Transport Functions SPG

London Plan; Mayoral Community Infrastructure Levy

Circular 06/05 Biodiversity and Geological Conservation – Statutory Obligations and Their Impact within the Planning System

6. Analysis

6.1 The main issues to consider are as follows:

- i. Principle of development
- ii. Design;
- iii. Amenity of neighbouring properties;
- iv. Highway safety;
- v. Sustainability and biodiversity; and
- vi. Community Infrastructure Levy

6.2 Principle

- 6.2.1 The subject site comprises the Chase Farm Hospital complex with ancillary residential accommodation. .
- 6.2.2 London Plan Policy 3.17 and CP7 of the Core Strategy seeks to support the provision of high quality health appropriate for a growing and changing population with a flexibility of form that can adapt to meet identified healthcare needs including the provision of urgent care centres. The Council is committed to work with the Enfield PCT, NHS London, and other public and private sector health agencies in delivering appropriate proposals for new health and social care facilities.
- 6.2.3 The principal aim of the subject application is to support a continuity of healthcare service across the redevelopment phases of the main hospital site to secure what the applicant describes as a 'seamless' transition to a modern and fit-for-purpose healthcare facility for the borough. Given the resolution of members to grant planning consent for the redevelopment of the site to provide a new hospital facility and mindful of the importance of maintaining a fully operational healthcare facility over the construction phases, it is considered that the principle of temporary structures to facilitate this transition is acceptable.

6.3 Design

- 6.3.1 The temporary structures are to be prefabricated modular build units. As such they possess a limited aesthetic and cannot be held to integrate with the pattern of development of the varying design of buildings in the surrounding area. However, outside of its historic core, Chase Farm is characterised by ad hoc extensions, temporary structures and buildings of eclectic design. While the structures will contribute to this architectural clutter, each of the structures are relatively modest in size, largely screened by existing buildings and temporary in nature and hence their impact and influence to the character of the surrounding area will be limited. Indeed, significant weighting must be given to the fact that the structures are necessary to ensure a continuity of service across the phases of redevelopment and therefore while it cannot be held that the development would enhance the character of the area such a consideration is clearly outweighed by the social benefits of the scheme and hence is acceptable on balance, consistent with the provisions of the NPPF and the Local Plan.

6.4 Impact to Neighbouring Properties

- 6.4.1 The proposed structures are wholly contained within the hospital site and each are surrounded by compatible healthcare uses. The nearest residential uses are sited a significant distance from each of the structures and hence it is considered that the development will have no impact to the residential amenity enjoyed by even the nearest of these properties through either the physicality of the built form or indeed its function.

6.5 Highway Safety

- 6.5.1 The development provides a continuity of function and does not introduce any additional uses or an intensification of existing uses and hence will not result

in an increase in traffic generation over levels currently experienced and further will not erode current parking provision across the site. This is consistent with DMD45, DMD46 and DMD47 of the Development Management Document.

6.6 Sustainable Design and Construction

Energy

- 6.6.1 In accordance with London Plan Policy 5.2 and DMD51 of the Development Management Document, the application includes an energy strategy for the development setting out how carbon dioxide emissions will be reduced with an overarching target to reduce carbon dioxide emission by 35% over Part L of Building Regulations 2013 across the site.¹
- 6.6.2 The Policy embeds the principles of the energy hierarchy (be lean, be clean, be green) and requires strict adherence to the hierarchy to maximise energy efficiency in development from the ground up, ensuring that the structure of the energy policies serve to incentivise considered innovative design as the core value in delivering exemplar sustainable development in accordance with the Spatial Vision for Enfield and Strategic Objective 2 of the Core Strategy. Indeed, reflecting the overarching strategic vision for the borough, the Policy goes further than the London Plan and instils a flexibility in the decision making process to seek further efficiencies and deliver exemplar developments within the Borough.
- 6.6.3 While an Energy Statement has been omitted, it is clear from supporting documentation that the prefabricated buildings would exceed current Building Regulations for air permeability and energy efficiency to the tune of 33%. This does not strictly accord with the Policy, however, with temporary structures it is often overly onerous to impose strict compliance and further the temporary nature of the structure is such that its energy usage will be definition be minimal particularly when set against the carbon reduction targets sought by the new hospital. This is considered to be acceptable.

BREEAM

- 6.6.4 DMD50 of the Development Management Document dictates that non-residential development a BREEAM New Construction rating of 'Excellent' from 2016. The scale and scope of the works is such that the temporary structures are not of a sufficient size to enable a BREEAM Assessment to be carried out and hence the attainment of relevant ratings is not technically feasible. DMD50 is responsive to this constraint and hence in this instance a BREEAM rating will not be sought.

Green Roofs

- 6.6.5 Policy DMD55 of the Development Management Document seeks to ensure that new-build developments, and all major development will be required to use all available roof space and vertical surfaces for the installation of low

¹ In accordance with London Plan updated 'Energy Planning - GLA Guidance on preparing energy assessments' amendments to Part L of Building Regulations 2013 have been integrated into stated targets to reflect Fabric Energy Efficiency Standards and amendment to the Standard Assessment Procedure 2012. In this regard, a 35% improvement over Part L1A 2013 is also a permissible target.

zero carbon technologies, green roofs, and living walls subject to technical and economic feasibility and other relevant planning considerations. Again the nature scale and scope of the development is such that the provision of green roofs will not be technically feasible or economically viable.

Trees

6.6.6 An arboricultural report and tree survey was submitted with the parent application. In consultation with the Council's Tree Officer, it was determined that the container café would have an impact upon trees scheduled for retention as part of the outline scheme. Additional information has been requested and discussions to safeguard the trees is ongoing and an update will be provided at the meeting.

6.7 *S106 Contributions*

6.7.1 A Section 106 agreement will not be required for the scheme

6.8 *Community Infrastructure Levy*

6.8.1 The CIL Regulations 2010 (as amended) 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 2016.

6.8.2 The proposed development would not be CIL liable.

6.9 *Other Matters*

Equalities Impact Assessment

6.9.1 Regard has been given to any potential impact upon the protected characteristics outlined by the Equalities Act 2010 Section 149 and the provisions contained therein. It is considered that due regard has been given to the impact of the scheme on all relevant groups with the protected characteristics schedule and on the basis of the wider social imperative of the development to deliver a modern hospital facility there would no undue impact upon any identified group.

7. Conclusion

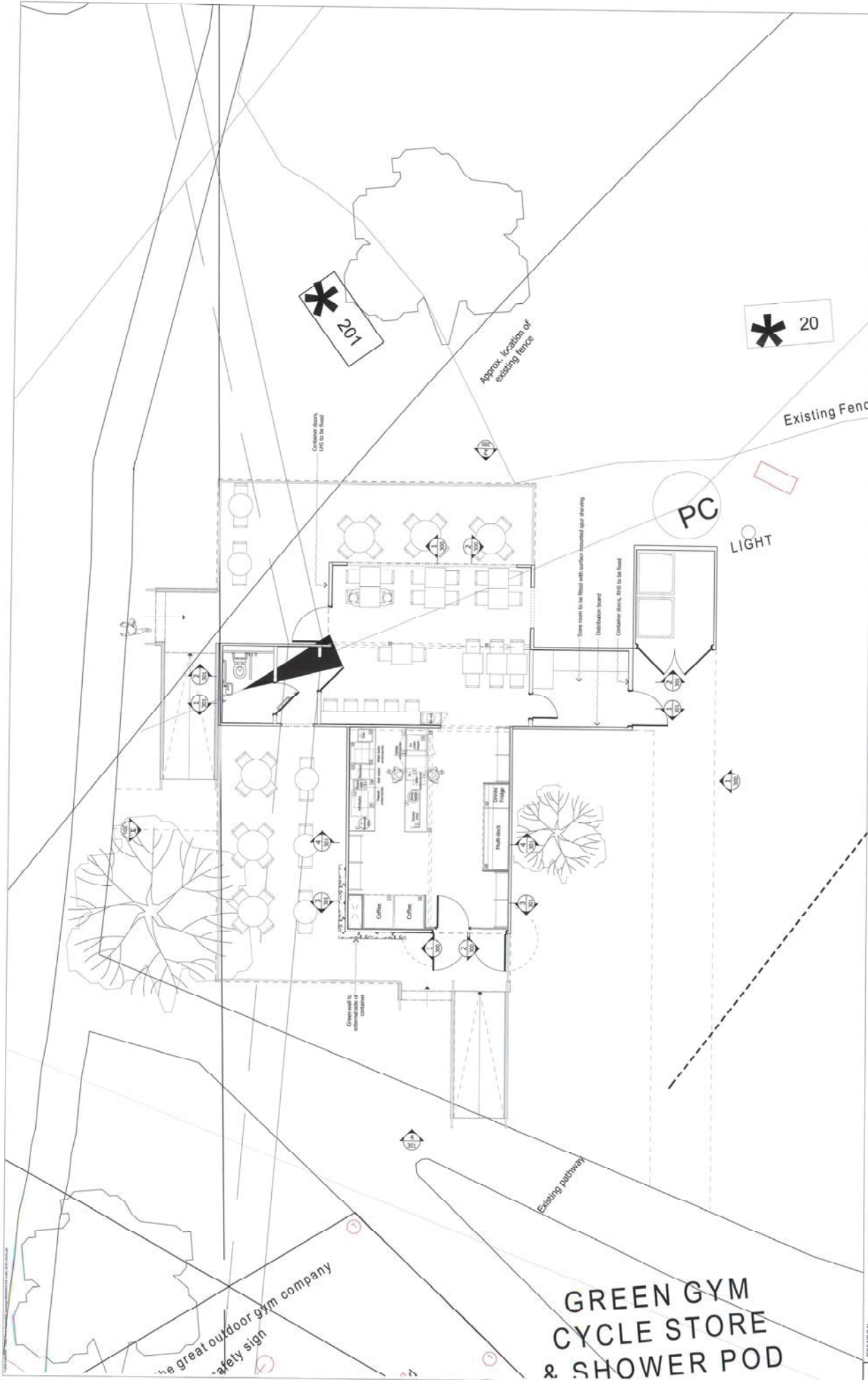
7.1 The proposed development will contribute to the continuity of healthcare service provision while the Chase Farm hospital development and will support the wider strategic objectives for Borough and its surround top provide fit-for-purpose hospital facility to the site.

8. Recommendation

8.1 That planning permission be to be granted subject to conditions

1. Approved Plans

2. Tree protection
3. Temporary consent (3 years or completion of the hospital whichever is the later)



1 SCALE 1/8" = 1'-0"
GENERAL ARRANGEMENT PLAN

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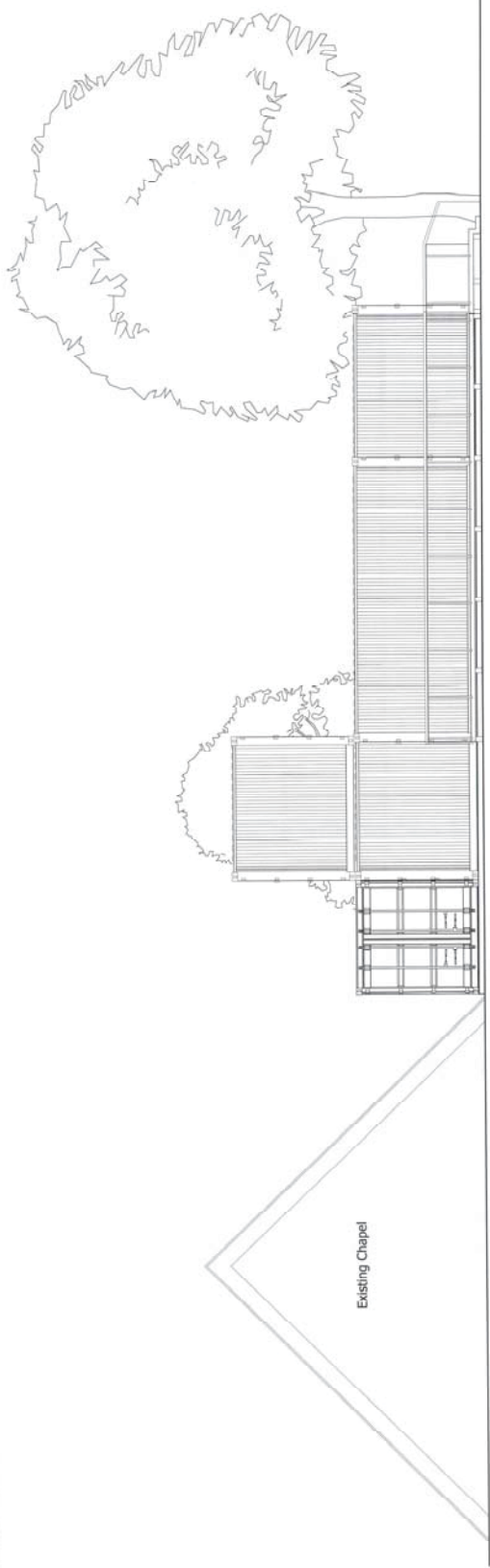
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Legend & Notes

Symbol	Description
(Symbol)	Item 1
(Symbol)	Item 2
(Symbol)	Item 3
(Symbol)	Item 4



 SHoP ARCHITECTS | INTERIORS | EXTERIORS
 CHASE FARM HOSPITAL
 Cafe
 Chase Farm Hospital
 127 The Ridgeway
 Uxbridge, Middlesex UB8 3PH
 Phone: +44 (0) 189 580 8131
 Fax: +44 (0) 189 580 8132
 Email: info@shoparchitects.co.uk
 RIBA # 287667
 Chartered Practitioner
 Project Location: Uxbridge, Middlesex, UK
 Project Number: 151020091FVLL
 Client: Congrave Group
 Drawing Title: GGD General Arrangements
 GA Plan
 (809)020_SK01



2 REAR ELEVATION (CLOSED VIEW)



1 SIDE ELEVATION (CLOSED VIEW)

SCALE 1:200 @ A1
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Revisions & Notes

No	Date	Description

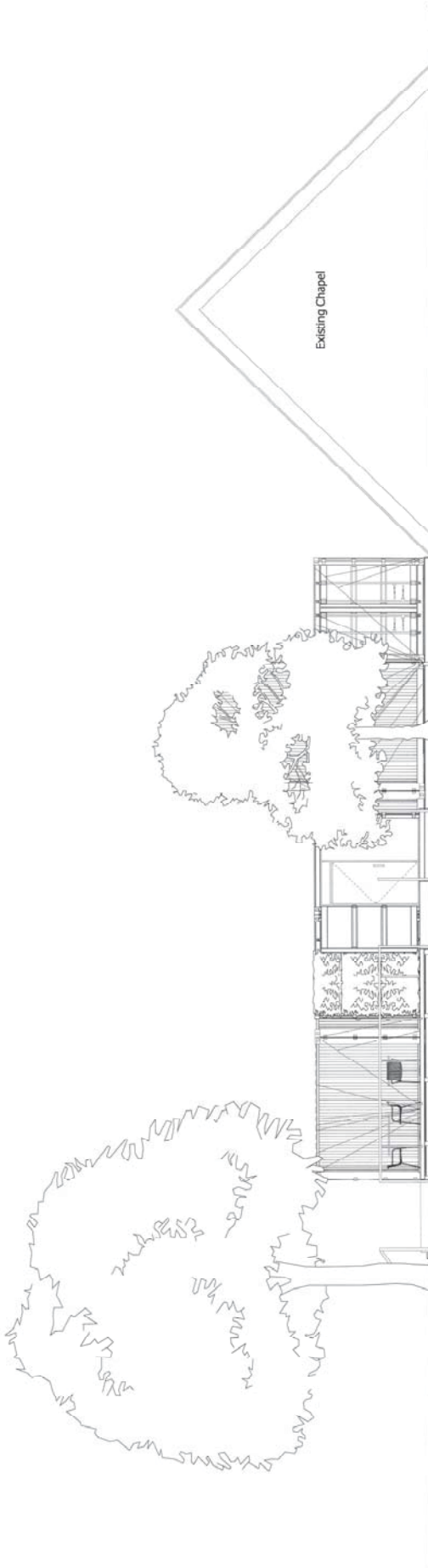
1 Woodcot Park, Mansfield, Notts,
 Nottingham, Lincoln LN10 3TA
 Email: info@ribanhs.co.uk
 www.ribanhs.co.uk

RIBA **HS**
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SH
 SHAW-ROBERTS ARCHITECTS

Project: **Chase Farm Hospital Cafe**
 Chase Farm Hospital
 127 The Ridgeway, Uxbridge, Middlesex, U.K.
 Client: **Compass Group**

Drawing Title: **External Elevations**
 Project Number: 2011_Uxbridge_Archives
 (809) 200_5K01



2 SCALE 1:100 (1/8"=1'-0")
FRONT ELEVATION (CLOSED VIEW)



1 SCALE 1:100 (1/8"=1'-0")
SIDE ELEVATION (CLOSED VIEW)

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Rev	Date	Description
01	2024-04-26-17	Issued for information
02		
03		

Revisions & Notes:

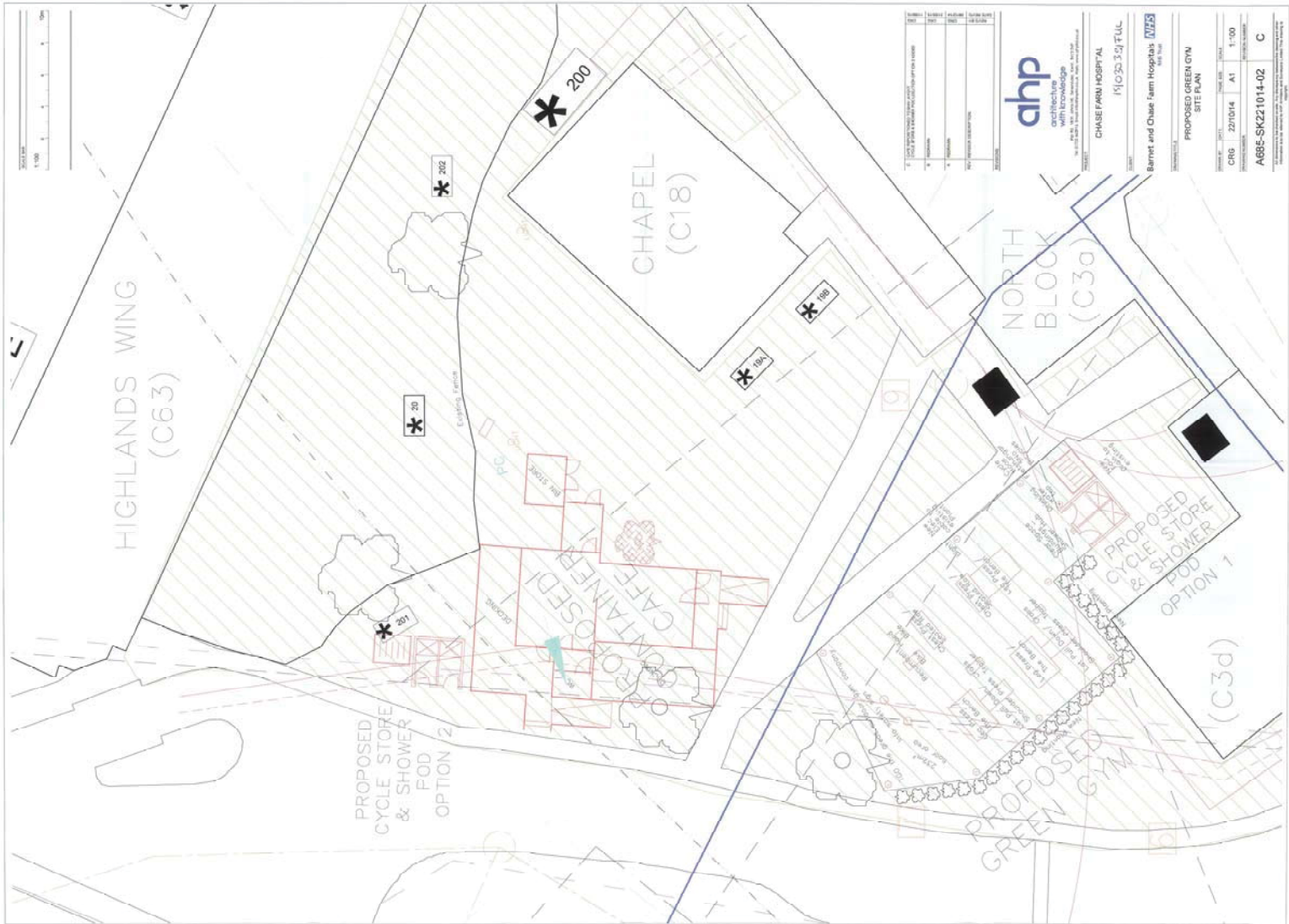
1. Richard Park, Architectural Firm,
 11000 Park Road, Suite 100
 Dallas, TX 75244
 Phone: (214) 343-1111
 Fax: (214) 343-1112
 www.rpafirm.com



Client:
 Chase Farm Hospital
 127 The Ridgeway
 Uxbridge, Middlesex
 Ux8 3PL

Project Number: (809) 203_SK01
 External Elevations

Drawing Title:
 200 Elevations
 External Elevations



REV	DATE	BY	CHKD
A	13/02/15	Not added. Approx. shown. Dim changed.	SC RL
B	17/02/15	Notes amended. Struct. Eng. profile added. Electrical layout added.	SC RL
C	15/04/15	Structural changes. Cladding changed. Eaves profile changed.	RL

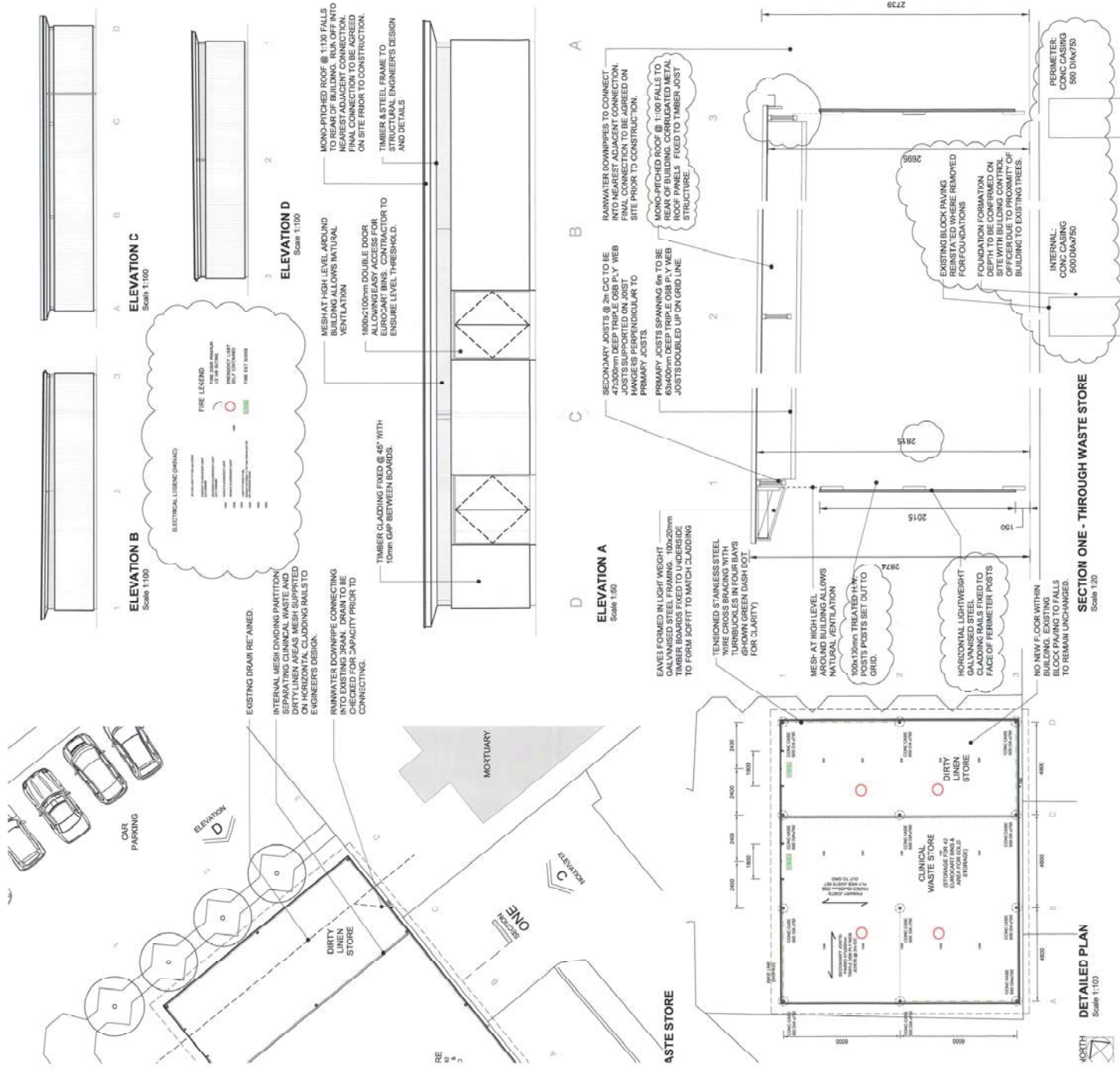
NOTES:

- STRUCTURAL STEEL & TIMBER FRAME TO STRUCTURAL ENGINEERS DESIGN AND DETAILS.
- CONNECTIONS TO EXISTING IRON ENGINEERS SPECIFICATION AS NOTED ON PLAN (DIFFERENT DIMENSIONS PER FOUNDATION DEPTH) TO BE CONFIRMED WITH BUILDING CONTROL OFFICER ON SITE DUE TO PROXIMITY TO EXISTING TREES.
- WALL CONSTRUCTION (EXT-INT) TO BE CONFORMED TO BRICKWORK SPECIFICATION WITH 10mm GAP BETWEEN BOARDS. TIMBER CLADDING FIXED VERTICALLY TO STRUCTURAL FRAME AND ALL LATERAL RESTRAINT TO STRUCTURAL ENGINEERS SPECIFICATION. TENSIONED STAINLESS STEEL WIRE CROSS BRACING WITH BRACKETS IN FOUR BAYS (SHOWN GREEN DASH DOT ON DETAILED PLAN FOR CLARITY).
- AT HIGH LEVEL ABOVE TIMBER CLADDING, CLADDING IS TO BE FIXED UP TO LEAVES ALLOWING THE STORE TO BE NATURALLY VENTILATED.
- ELECTRICAL SUPPLY FOR LIGHTING AND POWER TO BE PROVIDED BY MAINS TO BE AGREED PRIOR TO COMMENCING CONSTRUCTION.
- ALLOW SINGLE SSO TO EACH SPACE - PERMITTED BY BUILDING CONTROL ON THE CENTRE POSTS IN EACH CASE.

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SMALL SCALE RELOCATIONS
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ENGLAND
Royal Fire London
1755 0200
15020339 FUL
TITLE
LINEN STORE/CLINICAL WASTE STORE RELOCATION
BIT LOCATION: LAM
DATE: FEB 2015 PRODUCED: SC
SCALE: AS SHOWN @ A1 CHECKED:
CAD REF: NL APPROVED:
DRAWING NUMBER: D-14-034-230 REVISION: C
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KEY PLAN



ELEVATION B
Scale 1:100



ELEVATION C
Scale 1:100



ELEVATION D
Scale 1:100



ELEVATION A
Scale 1:50

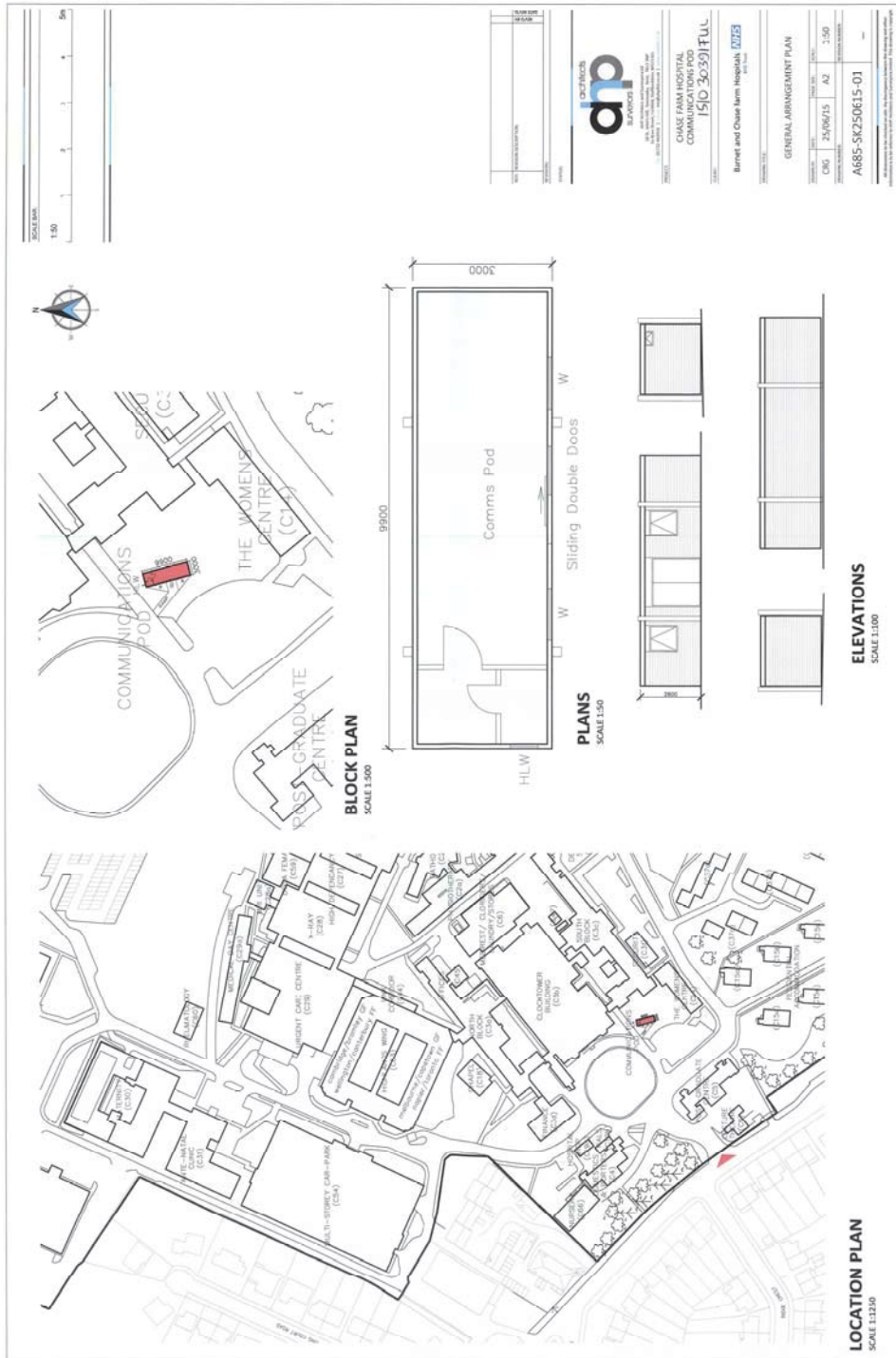


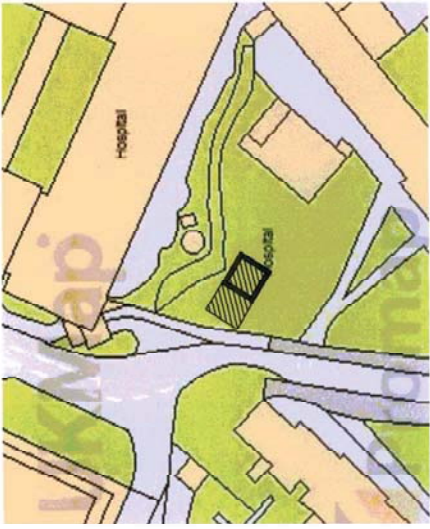
DETAILED PLAN
Scale 1:100



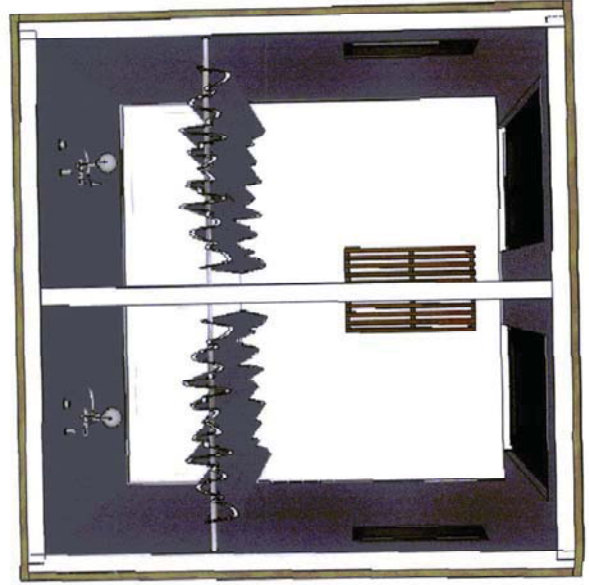
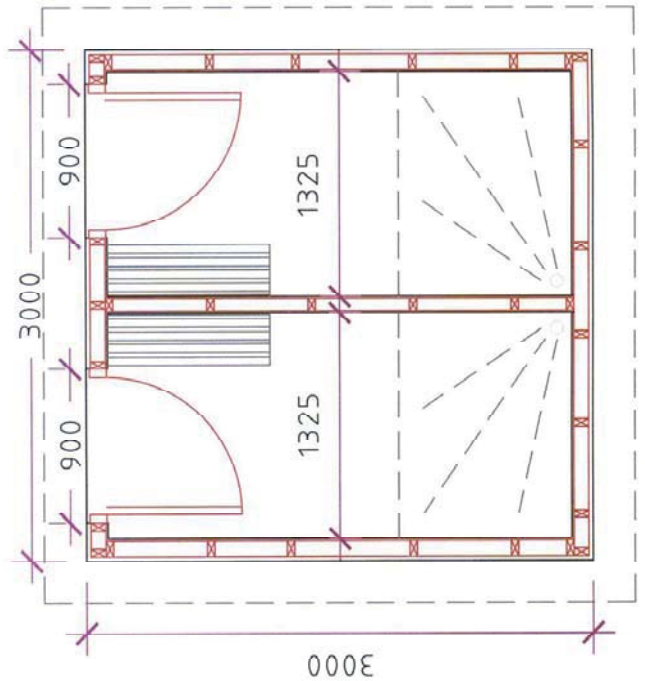
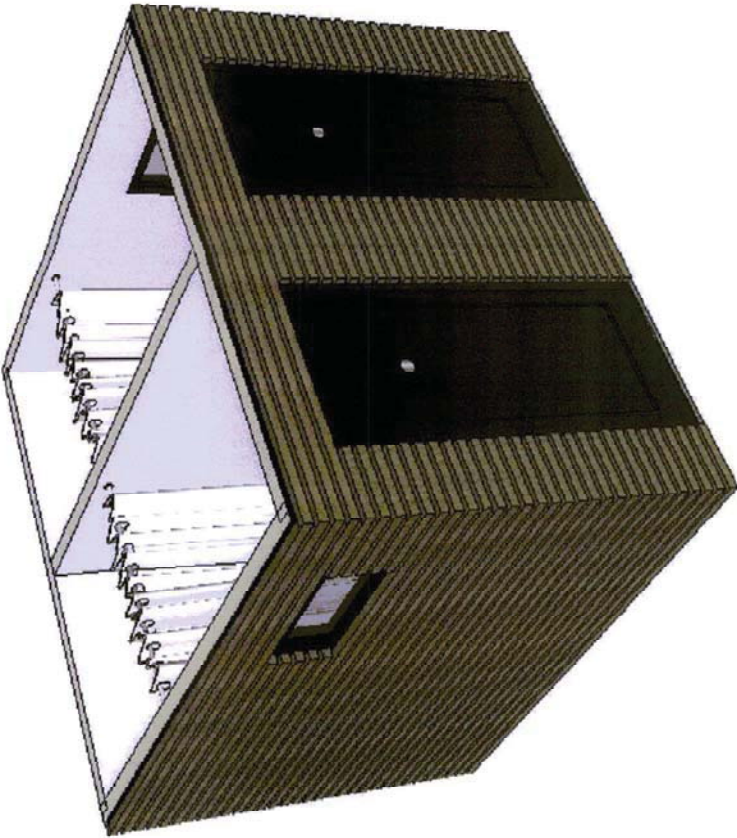
SECTION ONE - THROUGH WASTE STORE
Scale 1:20







PROPOSED SITE PLAN



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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Ms M Demetri

Ward:
Ponders End

Ref: 15/03613/FUL

Category: Full Application

LOCATION: 50 Suffolk Road, Enfield, EN3 4AZ,

PROPOSAL: Conversion of single family dwelling into HMO for 4 persons.

Applicant Name & Address:

Mr Stephen Dupey
C/O Agent

Agent Name & Address:

Mr A Shersby
PO BOX 1111
Enfield
EN1 9JW

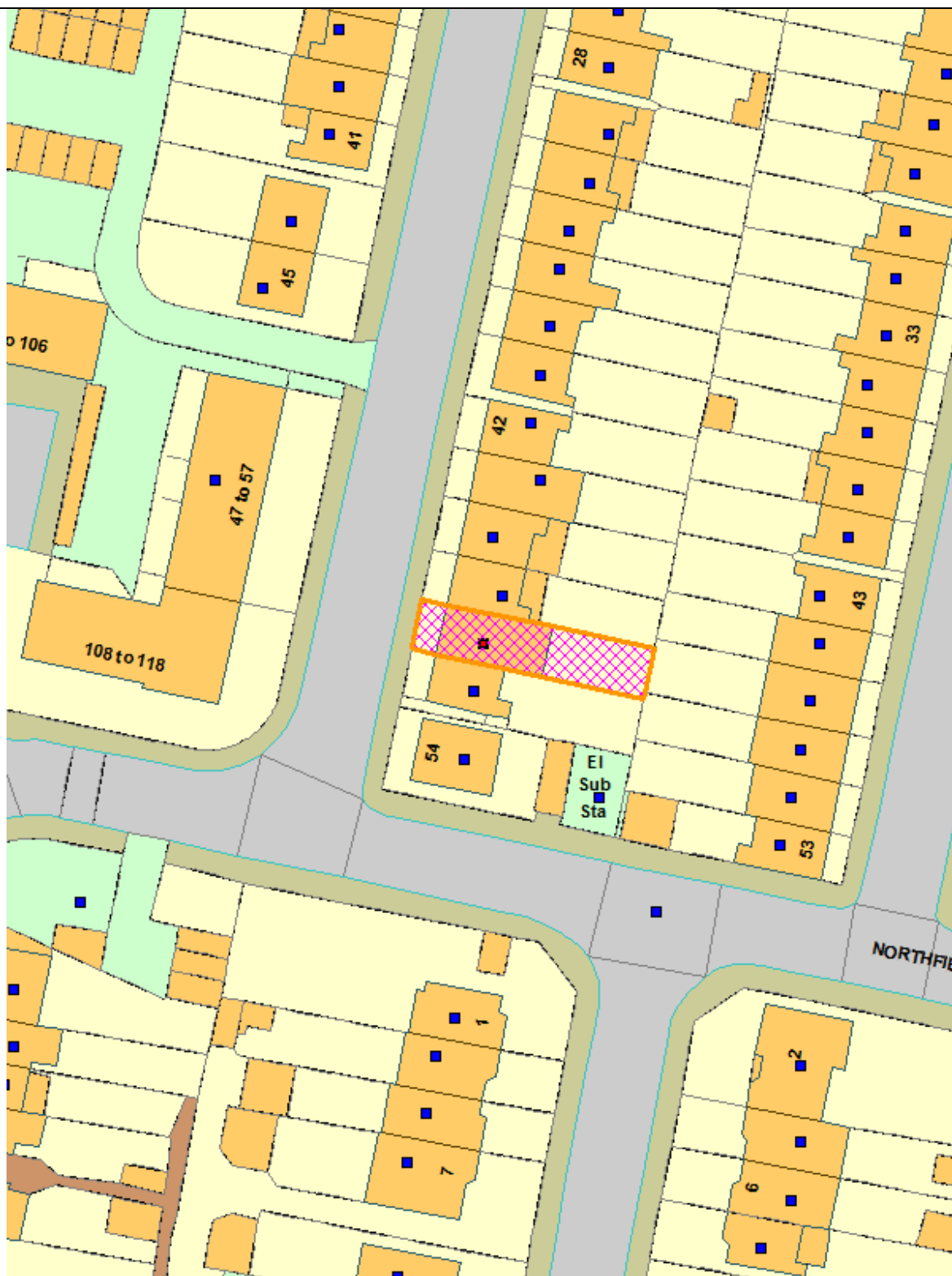
RECOMMENDATION:

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

Note for Members:

Although an application of this nature would normally be determined under delegated authority, the application is reported to Planning Committee at the request Councillor Orhan on grounds that the consequences of such conversions are leading to over-arching concentrations of this type of properties in this area, leading to antisocial behaviour, litter and overcrowding in terms of car parking.

Ref: 15/03613/FUL LOCATION: 50 Suffolk Road, Enfield, EN3 4AZ,



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Scale 1:1250

North



Site and Surroundings

- 1.1 The application property comprises a mid terrace dwelling house situated in an established residential area of the Ponders End Ward.

1.0 Proposal

- 2.1 This proposal seeks permission to change the use of the dwelling house from C3 (residential) to C4 (House of Multiple Occupancy). The premises would accommodate a maximum of 4 residents.

2.0 Relevant Planning Decisions

- 3.1 15/02147/FUL - Conversion of single family dwelling into HMO for 4 persons. Withdrawn
- 3.2 This application was withdrawn by the Agent as officers had an objection to because the proposed use of the property with its four double rooms would have the potential to house 7 persons. Further, there was a lack of viable shared facilities and thus would not constitute a House of Multiple Occupation within use class C4. The proposal would have resulted in a substandard form of accommodation and an over intensive use of the property leading to an unacceptable increase in activity, general noise and disturbance associated with the proposed level of occupation.
- 6.1.2 The scheme has been revised and now there are 4 single bedrooms resulting a maximum of 4 people being able to be accommodated. Further, a kitchen and a lounge have been incorporated within the scheme and this would provide appropriate shared facilities within the C4 use class.

4.0 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Environmental Health

No objection raised. The Environmental Health Officer does not object to the application for planning permission as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.

4.1.2 Housing Enforcement Officer

Notes that the applicant is retaining the existing patio doors. They advise that this would not be acceptable for means of ventilation and the room maybe unfit. The applicant has confirmed that the patio doors would be altered to allow ventilation. This will be dealt with under the HMO license having due regard to the Housing Act.

4.1.3 Thames Water

No objection raised. No standard informative required.

4.1.4 Traffic and Transport

No objection raised subject to conditions regarding cycle spaces and refuse.

4.2 Public response

4.2.1 Letters were sent to 4 adjoining and nearby residents. No responses have been received. Consultation ended on the 28th August 2015.

4.2.2 Cllr Orhan has objected to the application expressing concern that the consequences of such conversions are leading to over-arching concentrations of this type of properties in this area, leading to antisocial behaviour, litter and overcrowding in terms of car parking. She would like the planning committee to fully satisfy itself that the application fully meets all the criteria and that such issues will not arise

5.0 Relevant Policy

5.1 The London Plan

Policy 3.3 – Increasing housing supply
Policy 3.4 – Optimising housing potential
Policy 3.5 – Quality and design of housing development
Policy 3.8 – Housing choice
Policy 3.14 – Existing housing
Policy 6.13 – Parking
Policy 7.4 – Local character
Policy 7.6 – Architecture

5.2 Core Strategy

Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 26: The road network
Core Policy 30: Maintaining and improving the quality of the built and open environment

5.3 Development Management Document

DMD3: Providing a Mix of Different Sized Homes
DMD4: Loss of Existing Residential Units
DMD5: Residential Conversions
DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD 11: Rear extension
DMD37: Achieving High Quality and Design-Led Development
DMD 68: Noise

5.4 Other

Housing SPG
NPPG
NPPF

6.0 Analysis

6.1 Policy DMD 5 requires that development involving the conversion of existing units into self contained flats or HMO's will only be permitted if the following criteria are met:

- a Provide a high quality form of accommodation which meets internal floor space standards in the London Plan;
- b Not harm the residential character of the area or result in an excessive number or clustering of conversions. The number of conversions must not exceed 20% of all properties along any road; and only 1 out of a consecutive row of 5 units may be converted.
- c Not lead to an unacceptable level of noise and disturbance for occupiers and adjoining properties;
- d Incorporate adequate parking and refuse storage arrangements that do not, by design or form, adversely affect the quality of the street scene.

Quality of accommodation

6.2 The adopted London Plan contains minimum standards for the size of new residential accommodation. The London Plan provides the square metre floor space requirements for single and double rooms. The rooms accommodate either a single person or two persons in accordance with the requirements of the Housing SPG. If the main rooms are considered to be solely as bedrooms servicing the HMO, each of these spaces would accord with the SPG.

6.3 The London Housing SPG does not have a specific floor space requirement for 4 bedroom 4 persons dwelling houses. The floor space of the existing dwelling house is 89 sqm. The London Housing SPG states that 2 bedroom 4 person dwellings should provide 83 sqm of accommodation. The same document states that 3 bedroom 4 person dwellings should provide 87 sqm of accommodation.

6.4 As the proposal is for 4 persons it is considered prudent and acceptable to use the floor space requirement of the London Housing SPG for 4 persons serving 2 and 3 bedroom properties. The space requirement for these types of properties are 83sqm and 87sqm as stated above. As the proposal has a floor space of 88 sqm it is considered that the proposal provides a sufficient amount of floor space. In addition to this, the bedroom sizes meet the requirements of the London Housing SPG, as does the living/kitchen/dining area.

Percentage of Conversions

6.5 No properties along the road have been converted, although it is noted that there are purpose built flats opposite the site. Thus, the conversion of this property would not result in more than 20% of properties nor more than 1 in 5 consecutive properties being converted.

Noise and disturbance

- 6.6 The property presently has 4 bedrooms and therefore there would unlikely be an increase in the number of people residing at the property. The proposal is therefore unlikely to an increase in levels of activity, noise and disturbance. A condition is recommended limiting occupancy to 4 persons.

Parking

- 6.7 The existing property does not have the benefit of off street car parking facilities. In terms of traffic and parking demand it is considered that there will be minimal net change from the original use as a four bedroom dwelling.
- 6.8 Cycle parking would be provided in the rear garden with. Facilities provided would need to be secure and covered and therefore a condition is recommended to require this.
- 6.9 Refuse provision will need to be provided to the front of the property as with all other residential properties on this street. A condition is requested requiring details.

Visual amenity

- 6.10 There are to be no external changes to the property. Rather, all the changes to the property are to occur internally.

Amenity

- 6.11 There is no specific policy with regards to the amount of amenity space required to be provided for a HMO. There is a large rear garden serving the property. Access to this garden is through the shared kitchen on the ground floor. All occupants have access to the garden which is large enough to serve the units.

Sustainable development

- 6.12 An energy statement has been omitted. Whilst the Local Planning Authority acknowledge that the scope of the proposed works is limited, Policy CP20 requires that all developments within the control of planning are required to demonstrate how carbon emissions is being reduced and energy efficiency measures enhanced as a result of the scheme. A condition to secure the required details can be imposed as this would not warrant a sound reason for refusal.

CIL

- 6.13 The CIL Regulations 2010 (as amended) allow 'charging authorities' in England and Wales to apportion a levy on net additional floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until autumn/winter 2015. The development would not be CIL liable.

7.0 Conclusion

- 7.1 The proposed development complies with the criteria set down in pOlicy DMD 5 as outlined above and therefore the proposed development is considered acceptable.

8.0 Recommendation

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

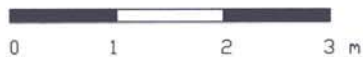
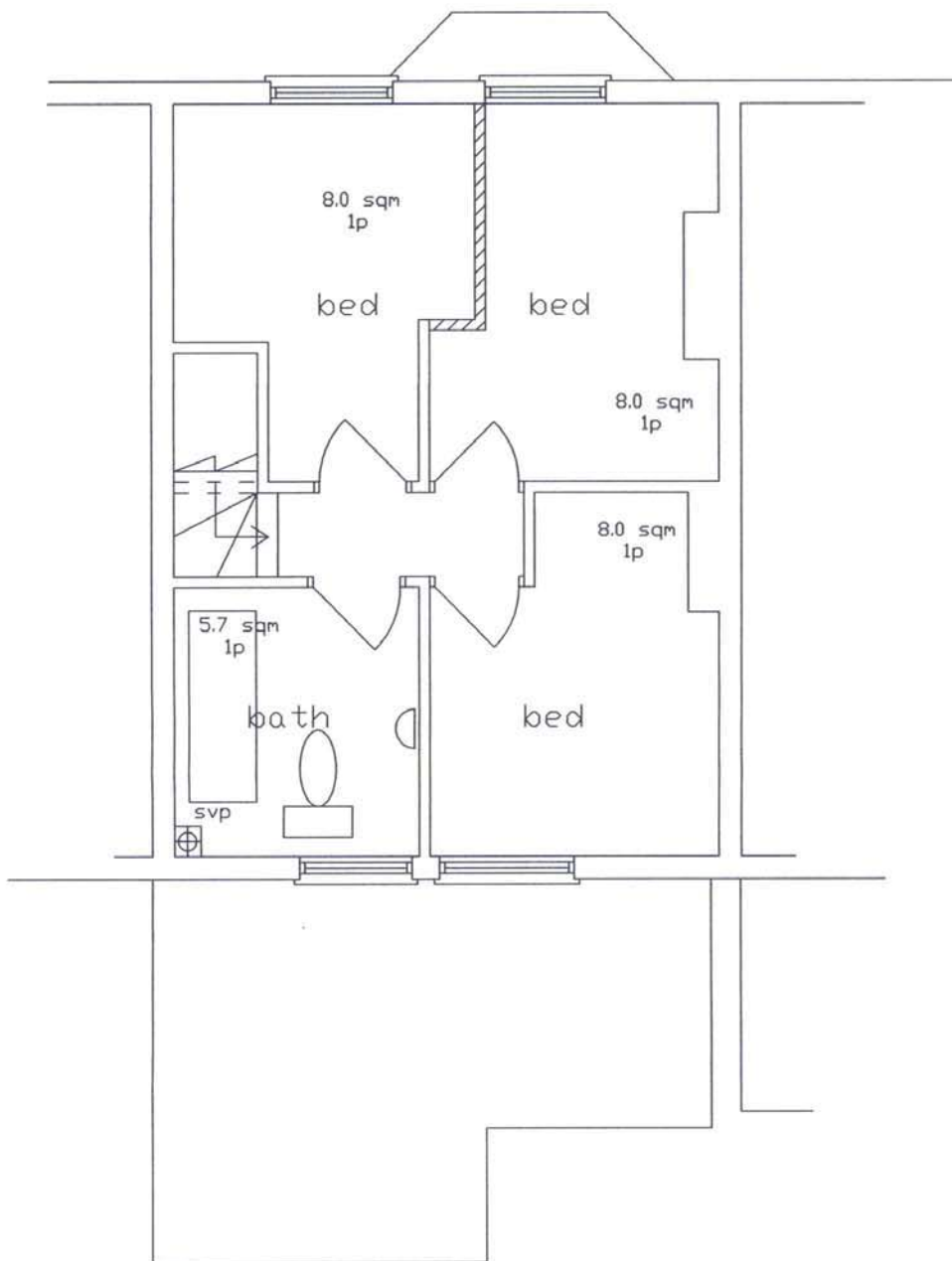
1. C51A – time limit (statutory 3 years to implement the works)
2. C60 – plans (the scheme needs to be implemented in accordance with submitted plans)
3. Details of refuse (including recycling)
4. Details of cycle provision (cycle store must be secure)
5. The use of the property as a House of Multiple Occupation hereby approved shall be occupied by a maximum of 4 people acting as a single household and shall not be subdivided or occupied as self-contained units.

Reason: To accord with the stipulations of definition as a House of Multiple Occupation and to safeguard the residential character of the surrounding area.

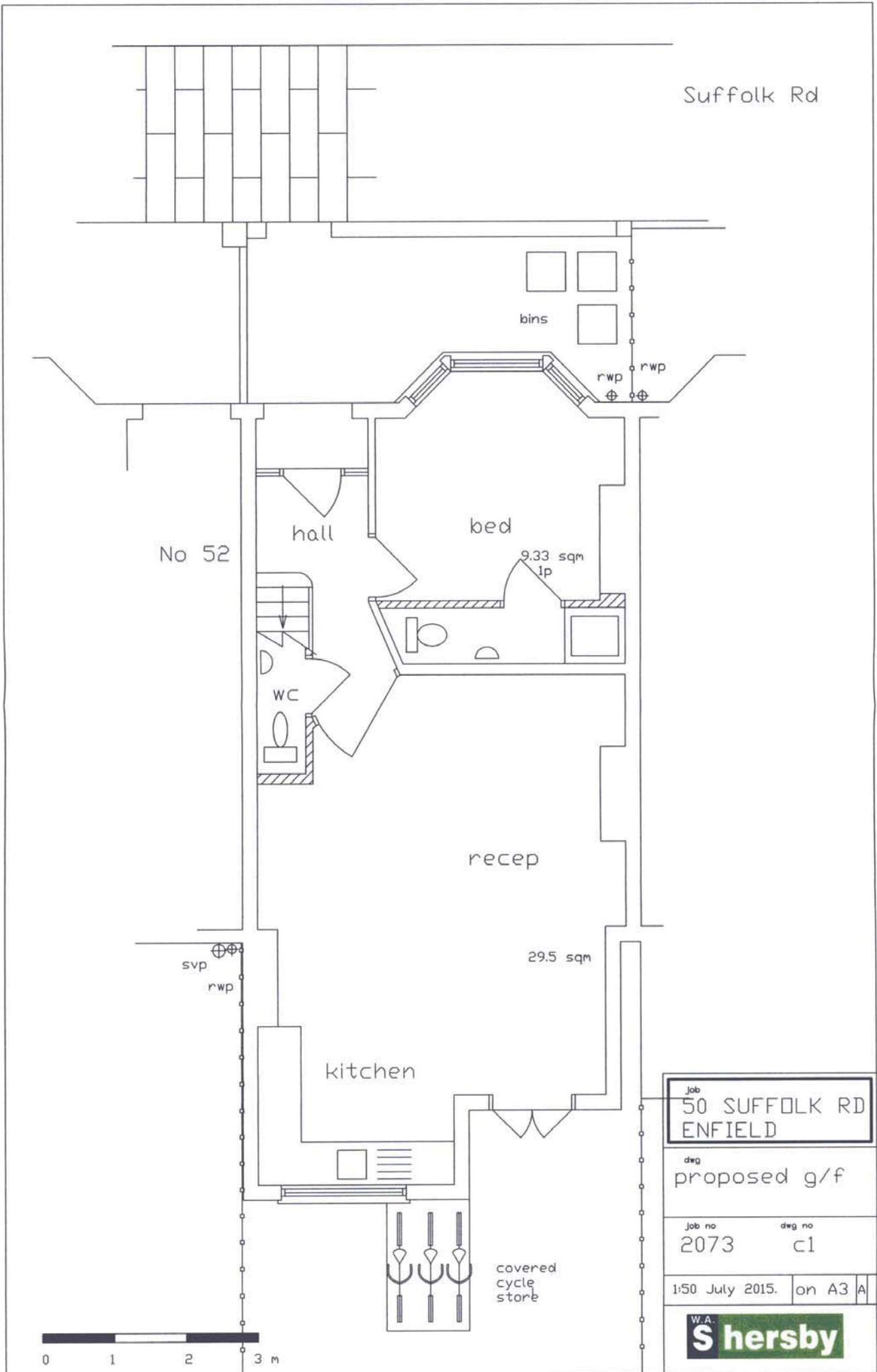
6. No independent cooking or laundry facilities shall be installed in any of the respective bedrooms and the communal lounge / diner as shown on the approved plans, shall be retained in perpetuity.

Reason: To accord with the stipulations of definition as a House of Multiple Occupation and to safeguard the residential character of the surrounding area.

7. Energy Statement



Job 50 SUFFOLK RD ENFIELD	
deg proposed f/f	
Job no 2073	deg no c2
1:50 July 2015.	on A3
W.A. S hersby	





30 15 0 30 m

Scale 1:1250



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50 Suffolk Road
Enfield
EN3 4AZ

Plot centre co-ordinates: 534770, 195562
Download file: Print52610_1508652
Project name: ashersby_suffolk

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Ms Marina Lai

Ward:
Palmers Green

Ref: 15/03824/FUL

Category: Full Application

LOCATION: 291 Green Lanes, London, N13 4XS,

PROPOSAL: Demolish & rebuild exiting rear addition by replicating exiting rear shell (mimicking the original roof slant _ levels) and erection of a two-storey side extension

Applicant Name & Address:

Mr ERTAN HURER
291 GREEN LANES
PALMERS GREEN
LONDON
N13 4XS
United Kingdom

Agent Name & Address:

Mr ERTAN HURER
291 GREEN LANES
PALMERS GREEN
LONDON
N13 4XS
United Kingdom

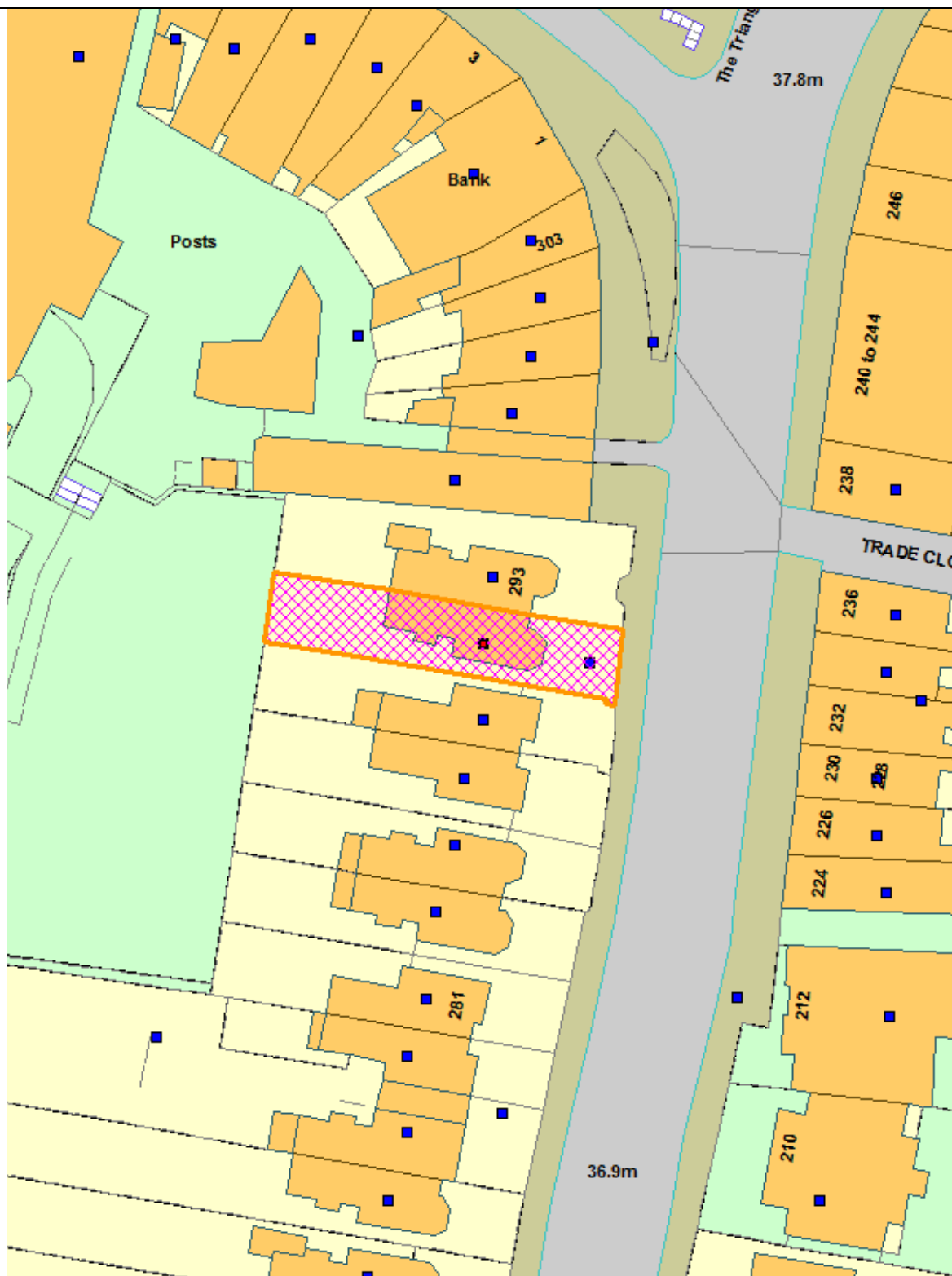
RECOMMENDATION:

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

Note for Members:

Although an application of this nature would normally be determined under delegated authority, the application is reported to Planning Committee as the applicant is Councillor Ertan Hurer.

Ref: 15/03824/FUL LOCATION: 291 Green Lanes, London, N13 4XS,



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Scale 1:1250

North



Site and Surroundings

- 1.1. The application site is a two-storey semi-detached Victorian building located on the western side of Green Lanes, approximately 30m to The Triangle. The property has an existing two-storey rear addition and a paved courtyard to the front, and adjoins the parking area for ASDA to the rear.
- 1.2. The group of which this property forms a part (Nos: 281 – 293 Green Lanes), contains 8 x semi-detached dwellings of similar design and appearance, has been historically in use as office premises and forms part of shopping parades on this side of Green Lanes. The parent building (No.291 & 293 Green Lanes) abuts the southern boundary of the Palmer Green District Town Centre.
- 1.3. The surrounding area is predominately commercial in nature. The property is not listed, and doesn't fall in within a conservation area.

2. Proposal

- 2.1. Planning consent is sought for the demolition of the existing two-storey rear addition and the rebuild of a new rear extension of comparable scale, footprint and bulk and the erection of a new two-storey side infill extension.
- 2.2. The new side extension would be 2.2m in width x 7.7m in depth x 7.2m in height, constructed with a flat-roof that aligns with the existing eaves level of the rear addition. The rear addition would be 500mm deeper than the original back addition and the proposal would result in an additional internal floor space of 25.08 sqm (12.54 sqm on each floor).
- 2.3. The proposed development would also involve the enlargement and re-configuration of the existing rear and side openings, and creation of new side openings, featuring to the rear 2 sets of sliding doors on the ground floor, 2 x windows on the first floor and 1 x round window on the second floor, and additional side openings comprising one new window on each floor, 1 x new door and 2 x windows on the ground floor.
- 2.4. The proposed materials include locally sourced fired earth toned brick to match the existing and neighbouring buildings, double glazed UPVc windows and doors, and grey tile roof to match the existing.
- 2.5. The proposed development would retain the existing parking and refuse arrangements and vehicle access to the building.

3. Relevant Planning History

- 3.1 None of direct relevance

4. Consultations

4.1. Statutory and non –statutory consultees

4.1.1 Thames Water

No objections, informative only

4.1.2 Transportation

No objections raised to the application

4.1.3 **Public response**

4.2.1 Letters were sent to 17 adjoining and nearby residents. No objections were received.

5. Relevant Policies

5.1. London Plan

Policy 7.4: Local character
Policy 7.6: Architecture

5.2. Core Strategy

Core Policy 1: Strategic growth areas
Core Policy 26: Public transport
Core Policy 30: Maintaining and improving the quality of the built and open environment

5.3. DMD Policies

DMD 37: Achieving high quality and design-led development
DMD 39: The Design of Business Premises

5.4. Other Relevant Policy Considerations

Enfield Characterisation Study (C.III)

6. Analysis

Principle of Development

6.1. There is no objection to extensions to an existing office premises, provided that development is of a high standard of design, respects the character of its surroundings and does not adversely impact upon the amenity of existing and adjoining properties or residents in accordance with above mentioned development policies.

Design and impact on the character of the surrounding

6.2. Section 7 paragraph 56 of the NPPF states that good design is a key aspect of sustainable development, while paragraph 58 states that 'planning policies and decisions should aim to ensure that developments... respond to local character and history and reflect the identity of local surroundings and materials'.

6.3. Policy DMD 39 (The Design of Business Premises) states that all new business premises must make efficient use of land and maximise their contribution to the urban environment. Having regard to viability and the operational requirements of the proposed use, development must meet the following criteria and will only be permitted if it:

- a) Facilitates movement through the provision of suitably located, safe, naturally lit and publicly accessible routes.
 - b) Positively addresses the public realm: publicly accessible and more active areas should front the public realm and be located close to the site entrance. Building entrances should be prominently located and clearly indicated through the architecture and/or massing of the building. The amount and location of fenestration, landscaping, means of enclosure, architectural detailing and lighting should all help to create a pleasant and safe environment for pedestrians, cyclists and vehicles at all times of the day;
 - c) Clearly differentiates between public and private areas and respects any appropriate, existing building lines. In the absence of such a feature, the development should establish one;
 - d) Provides inclusive access arrangements and encourages commuting via cycle and foot, and where possible provide supporting facilities such as showers and lockers;
 - e) Wherever possible, locates servicing, parking and refuse to the rear, sensitively locating and screening these where visible from the public realm;
 - f) Is flexibly designed so as to be suitable for a number of different businesses and to facilitate conversion to alternative uses, subdivision and/or amalgamation of units;
 - g) Through layout, landscaping and other site features, helps to mitigate the potential for negative impacts on surrounding uses, including consideration of access arrangements for different uses within the site and wider area;
 - h) Ensures that the massing and facades of buildings are made visually interesting through architectural detailing, height variation and fenestration. Consideration will need to be given to how the development will appear when viewed from the surroundings and in long views;
 - i) Respects the grain and character of the surrounding area, for example by wrapping larger buildings in smaller units to maintain activity, character and visual interest;
 - j) Uses materials that are high quality and considers how, through the use of local materials and those used in surrounding buildings, a distinct character and area identity can be created, enhanced or preserved.
- 6.4. No alterations are proposed to the existing frontage and façade of the building and therefore the development would have no effect on the character of the existing street scene.
- 6.5. The enlarged rear addition would be 500mm deeper than the primary building on the site. Given the main building is 8.88m deep, the increased depth as a result of the development would be hardly noticeable from the public domain.
- 6.6. Given the scale and massing, the new side extension is not considered to dominate the host building, or detract from the character of the neighbouring properties.
- 6.7. The materials proposed, brickwork to match existing, are considered appropriate to the local context.

Amenity impact

- 6.8. The application site adjoins the two-storey Victoria buildings to its north and south that are in use of office premises, and a supermarket to its rear. Given this the development is unlikely to have a detrimental impact on the neighbouring properties.

Transport impact

- 6.9. The site abuts the Palmer Green Town Centre, and has an existing vehicular access from Green Lanes (classified highway) leading to the rear of the property via the side of the building. The proposed development would reduce the access width from existing 2m to approximately 1.5m.
- 6.10. The narrowing of the side access would prevent the rear parking spaces being accessible and thus displace the vehicles using the spaces onto the surrounding roads. The minimum pinch point will be 1.50m which is below the width of most vehicles. However the intensity of the use of the building as a result of the extension will not be increasing to a point where additional vehicles will be visiting to the site, and therefore Traffic and Transportation are satisfied that the existing spaces available to the front of the site are sufficient for the development.
- 6.11. It is noted that whilst the width would prevent most vehicles accessing the rear, cycles would be able to gain access, and therefore some cycle parking can be provided. The requirement is four spaces, to help complement the Mini Holland cycle scheme, which will run outside the site on Green Lanes. A condition is therefore recommended requesting the details of cycle storage to be provided

Community Infrastructure Levy (CIL)

- 6.12. The Community Infrastructure Levy (CIL) Regulations 2010 (as amended) 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.
- 6.13. Since the proposal would generate additional office space less than 100 sqm, it would not be liable for Mayoral CIL.

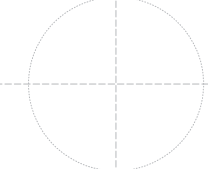
7 Conclusion

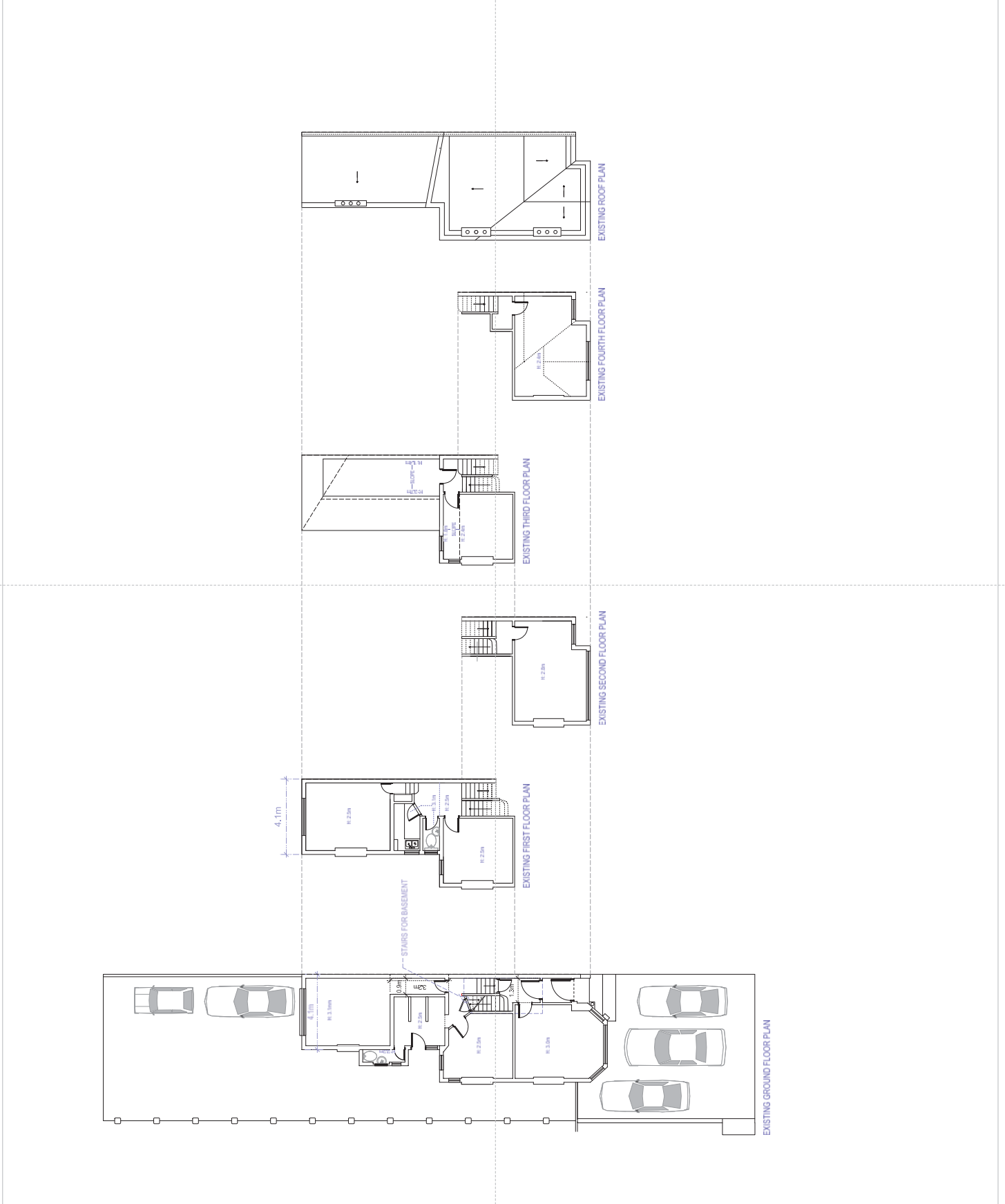
- 7.1 Having regard to the above assessment, the proposed development is not considered to adversely impact on the amenity of the adjoining occupiers, and by virtue of scale, massing and bulk, would be appropriate to its local context.

8 Recommendation

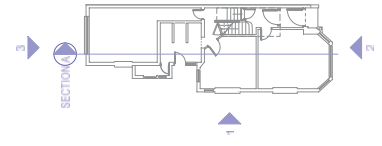
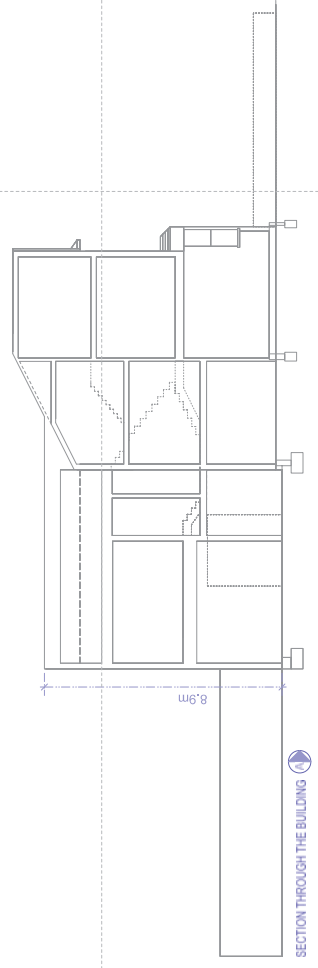
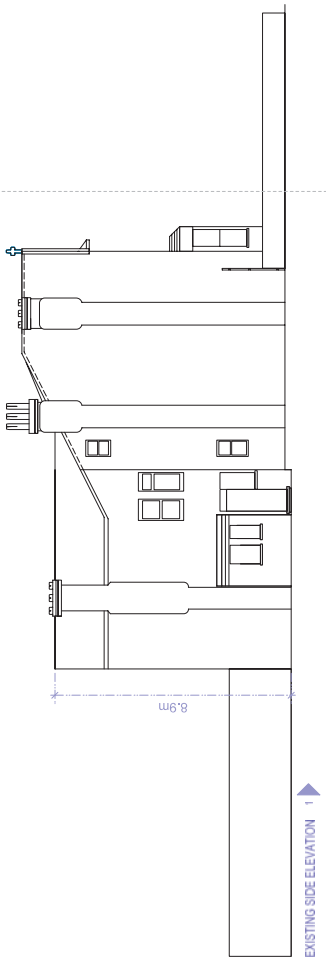
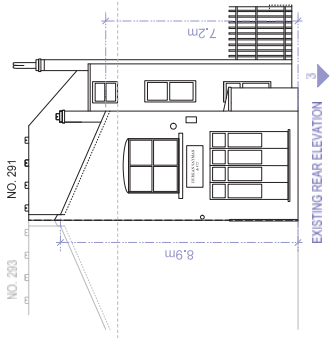
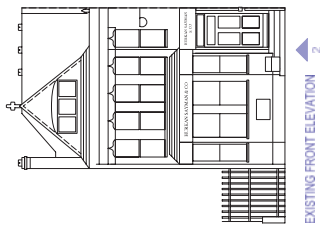
8.1 That planning permission be GRANTED subject to the following conditions

- 1 Materials to match
- 2 Time limited permission
- 3 Approved plans
- 4 Cycle parking

<p>KEY:</p> <p>— WALL BOUNDARY WITH NO. 293</p> <p>--- ROOF GRADIENT</p>		<p>SCALE BAR:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>10m</td></tr> <tr><td>9m</td></tr> <tr><td>8m</td></tr> <tr><td>7m</td></tr> <tr><td>6m</td></tr> <tr><td>5m</td></tr> <tr><td>4m</td></tr> <tr><td>3m</td></tr> <tr><td>2m</td></tr> <tr><td>1m</td></tr> <tr><td>0m</td></tr> </table>	10m	9m	8m	7m	6m	5m	4m	3m	2m	1m	0m	<p>SITE:</p> <p>HSCALTD 291 GREEN LANES LONDON N13 9RS</p> <hr/> <p>TITLE:</p> <p>EXISTING PLANS</p> <hr/> <p>SCALE: 1:200</p> <p>SIZE: A1</p> <hr/> <p>DRAWING NO:</p> <p>E007/HSCAL15</p> <hr/> <p>DATE: 15.08.2015</p>
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