

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 24th November, 2015 at 7.30 pm  
Venue: Conference Room,  
The Civic Centre, Silver Street,  
Enfield, Middlesex, EN1 3XA

Contact: Jane Creer / Metin Halil  
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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 23/11/15**

## 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 20 OCTOBER 2015 (Pages 1 - 8)**

To receive the minutes of the Planning Committee meeting held on Tuesday 20 October 2015.

**4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 124) (Pages 9 - 10)**

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. 15/02026/FUL - LAND END, 18 AND 20, BUSH HILL COTTAGE, BUSH HILL, LONDON (Pages 11 - 54)**

RECOMMENDATION: Approval of delegated powers to officers to negotiate an appropriate level of off-site affordable housing contribution together with the various obligations as outlined in the report. 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. Should no agreement be reached within 12 weeks, officers be granted delegated powers to refuse the application.

WARD: Grange

**6. 15/03922/FUL - DEEPHAMS SEWAGE WORKS, PICKETTS LOCK LANE, LONDON, N9 0BA (Pages 55 - 78)**

RECOMMENDATION: Approval subject to conditions

WARD: Lower Edmonton

**7. 15/04171/RE4 - 4 AND 5, BURLEIGH WAY, ENFIELD, EN2 6AE (Pages 79 - 88)**

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

WARD: Town

**8. 15/04172/HOU - 74 THE CHINE, LONDON, N21 2EH (Pages 89 - 100)**

RECOMMENDATION: Approval subject to conditions

WARD: Grange

**9. 15/04050/RE4 - VACANT LAND, MERIDIAN WAY, LONDON, N18 3HE (Pages 101 - 112)**

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

WARD: Upper Edmonton

**10. 15/04173/RE4 - WILLOUGHBY LANE GAS WORKS, WILLOUGHBY LANE, LONDON, N17 0RY (Pages 113 - 124)**

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

WARD: Upper Edmonton

**11. 15/03266/FUL - ST JOHNS PREP SCHOOL, 497 THE RIDGEWAY, ENFIELD, EN6 5QT (Pages 125 - 150)**

RECOMMENDATION: Approval subject to conditions

WARD: Chase

**12. 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 - 20.10.2015

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON TUESDAY, 20 OCTOBER 2015**

**COUNCILLORS**

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

**ABSENT** George Savva MBE

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

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

**205****WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed all attendees, including Kevin Tohill, who is to be the new Planning Decisions Manager (North Area) and explained the order of the meeting.

Apologies for absence were received from Councillor Savva. Apologies for lateness were received from Councillor J. Charalambous.

**206****DECLARATION OF INTERESTS**

There were no declarations of interest.

**207****MINUTES OF THE PLANNING COMMITTEE 22 SEPTEMBER 2015**

**AGREED** the minutes of the Planning Committee meeting held on 22 September 2015 as a correct record.

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

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

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209

**ORDER OF THE AGENDA**

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

210

**15/03824/FUL - 291 GREEN LANES, LONDON, N13 4XS**

NOTED

1. The introduction by the Planning Decisions Manager (South Area) clarifying the application site.
2. The application proposed the demolition of the existing two storey rear addition and the rebuilding of a new extension of comparable scale and bulk for the provision of further office space.
3. The widening of the extension would prevent vehicle access to the rear of the property, which currently exists, preventing access to the existing parking spaces to the rear. Traffic & Transportation were satisfied that there were sufficient spaces to the front of the property.
4. Members' discussion and questions responded to by officers.
5. The unanimous support of the committee for the officers' recommendation.

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

211

**15/03613/FUL - 50 SUFFOLK ROAD, ENFIELD, EN3 4AZ**

NOTED

1. The introduction by the Planning Decisions Manager (South Area) clarifying the application site which proposed the use of the mid terraced property as an HMO for a maximum of 4 people.
2. The Council adopted policies sets certain criteria against which to assess such applications. The application met:
  - Sufficient dwelling size to accommodate 4 people.
  - Bedroom sizes met the minimum requirement of 8 sq.m for a single bedroom and the combined kitchen/living/dining area is 29.5sq.m above the minimum requirement of 27 sq.m.
  - Not to exceed 20% of conversion in any road – no other properties along the road had been converted.
  - Not lead to unacceptable noise and disturbance. The occupation of a maximum of 4 people was unlikely to be any different if the

**PLANNING COMMITTEE - 20.10.2015**

property remained in single family occupation. A condition is recommended limiting occupancy to 4, which is in place.

- There would be minimal net change in demand for car parking compared to use as a single family dwelling.
- 3. The statement of Councillor Don McGowan, Ponders End Ward Councillor, against the application, which was tabled and read out by Councillor Ayfer Orhan, Ponders End Ward Councillor.
- 4. The statement of Councillor Ayfer Orhan, Ponders End Ward Councillor, against the application. All three Ponders End Ward Councillors opposed the application, including Councillor Doug Taylor (Leader of the Council).
- 5. The deputation of Stephen Dupey (applicant).
- 6. The comments of Dennis Stacey, Chair of CAG.
- 7. Members' debate and questions responded to by officers. Concerns were raised regarding the level of occupancy, anti-social behaviour and the lack of building control for an HMO property as opposed to a single occupancy house.
- 8. The officers' recommendation was supported by a majority of the committee: 9 votes for and 1 abstention.

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

**212**

**15/03039/FUL - CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 8JI**

**NOTED**

1. The introduction by the Planning Decisions Manager clarifying the application site.
2. Outline planning permission had already been granted for the redevelopment of the site to include the provision of a new hospital. This proposal sought to provide the temporary buildings on the site necessary to deliver this and to facilitate the redevelopment.
3. In terms of tree protection (para 6.6.6.) the Tree Officer was concerned about the impact of the raised decking to the new café which could have an impact on the root protection zone of protected trees and the surfacing works associated with the green gym. This could be addressed through amendments to the extent of the raised decking/surfacing and therefore a condition requiring the submission of further details of this and appropriate tree protection measures is required (detailed below).
4. Members' debate and questions responded to by officers. Concerns were raised regarding the location of the café, the clock tower, green gym and tree protection.

**PLANNING COMMITTEE - 20.10.2015**

5. Following a debate, the unanimous support of the officers' recommendation by the committee.

**AGREED** that planning permission be granted, subject to the conditions within the report and the additional condition below:

Notwithstanding the plans submitted, development shall not commence on the erection of the temporary café building and associated decking or on the surfacing works for the green gym, until revised details of the extent of the decking/surfacing have been submitted to and approved in writing by the Local Planning Authority (LPA). The works shall be completed in accordance with the approved details.

Reason: To safeguard the existing trees.

**213**

**15/02727/HOU - 73 AVENUE ROAD, LONDON, N14 4DD**

NOTED

1. The introduction by the Planning Decisions Manager (South Area) clarifying the application site.
2. Councillor Charalambous joined the meeting at 20:05 pm but was unable to vote on this item due to lateness.
3. Planning permission was originally granted at Planning Committee in April 2015 for the erection of a two storey side extension, and a part single part two storey rear extension. The application now proposed a two storey rear extension 3.5m in depth on the boundary with No.71. This would not be compliant with the Council's adopted policies.
4. The deputation of Mr Ian Eggleton (Agent).
5. Members' discussion and questions responded to by officers.
6. The officers' recommendation was supported by the committee: 9 votes for and 1 abstention.

**AGREED** that planning permission be Refused.

**214**

**15/02717/FUL - 136 PALMERSTON ROAD, LONDON, N22 8RD**



PLANNING COMMITTEE - 20.10.2015

NOTED

1. The introduction by the Head of Development Management clarifying the application site.
2. The proposed conversion to HMO use was previously occupied as a 7 bed children's home and would not involve a loss of single family accommodation.
3. Figures at 6.10, of the report, show the number of converted properties in the street, which is over 50% which would make it difficult to argue harm to residential amenity.
4. The standard of residential accommodation exceeded the floor space requirements of the London Plan.
5. The provision of 1 car parking space. Due to low level of car ownership in the street, Traffic and Transportation noted that additional parking demand could be accommodated on street.
6. Members' discussion and questions responded to by officers.
7. The officers' recommendation was supported by the committee: 7 votes for and 4 against.

**AGREED** that planning permission be granted, subject to the conditions within the report and the amendment below to condition 2 to read:

*The development hereby approved shall be laid out in accordance with the approved plans and the rooms identified on the approved plans as 'office/store' (first floor) and 'store' (Attic floor) shall only be used for those purposes and shall not be used for habitable purposes. There shall be no deviation from the number, size or mix of bedrooms without the prior approval in writing of the Local Planning Authority.*

**215**

**14/04997/FUL - 150 GREAT CAMBRIDGE ROAD, ENFIELD, EN1 1PW**

NOTED

1. This application was debated at the same time as application ref: 14/04999/FUL, but a separate decision made for each application.
2. Introduction by the Head of Development Management, summarising the proposals, and the planning history, and highlighting the key issues.
3. The only item to report was to apologise for an error in the agent details which need to be removed.
4. Members' discussion and questions responded to by officers.
5. The unanimous support of the committee for the officers' recommendation.

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

**216**

**14/04999/FUL - 196 GREAT CAMBRIDGE ROAD, ENFIELD, EN1 1UQ**

PLANNING COMMITTEE - 20.10.2015

NOTED

1. This application was introduced and debated in parallel with application ref: 14/04997/FUL, but voted on separately.
2. Introduction by the Head of Development Management summarising the proposals and planning history.
3. Car parking provision was considered acceptable although there was a requirement by TfL for 12 cycle parking spaces together with cycle changing facilities. Condition 10 would need to be amended accordingly.
4. The only further item to report was to apologise for an error in the agent details which needed to be removed.
5. The comments of Mr Dennis Stacey (CAG Chair).
6. Members' discussion and questions responded to by officers'. Members' comments included:
  - a. that the application would provide a welcome improvement to both sides of Lincoln Road.
  - b. Concern regarding the mini model to the front of the building.
7. The support of a majority of the Committee for the officers' recommendation: 9 votes for, 1 against and 1 abstention.

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

**217**

**14/04825/FUL - TRENT BOYS SCHOOL HOUSE, 120 COCKFOSTERS ROAD, BARNET, EN4 0DZ**

NOTED

1. Introduction by the Planning Decisions Manager, summarising the proposals, and the planning history, and highlighting the key issues.
2. The use of the school house itself as a dwelling house was granted a lawful development certificate in September 2013. Planning permission was granted on appeal in August 2011 and the full appeal decision is appended to the report.
3. The proposal provides for the retention of the two protected trees on the site.
4. The application no longer includes solar panels to the roof given the objections raised by the Conservation Officer.
5. Correction to the description was reported. The description of development as confirmed with the agent is "Erection of new residential dwellings".
6. The comments of Dennis Stacey, Chair of CAG.
7. Members' discussion and questions responded to by officers.
8. The unanimous support of the committee for the officers' recommendation.

**PLANNING COMMITTEE - 20.10.2015**

**AGREED** that subject to the completion of a Section 106 agreement, the Head of Development Management / Planning Decisions Manager be authorised to grant planning permission subject to the conditions set out in the report.

**218  
FUTURE MEETINGS**

NOTED that the provisional meeting date of 10 November 2015 would not be required for a meeting of Planning Committee. The next meeting would therefore be on 24 November 2015.

1. There will be a site visit to the following 2 planning application sites, which are due to be determined on the 24 November 2015 Planning Committee meeting.

The sites visits will be taking place on Saturday 21 November 2015 to the following sites:

- 36 Walsingham Road, Enfield
- 18 – 20 Bush Hill, Enfield

Councillors are asked to meet at **09:00am** at the first address (36 Walsingham Road, Enfield) and can then move onto the second site, which is in close proximity to the first address.

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MUNICIPAL YEAR 2015/2016 - REPORT NO **124**

**COMMITTEE:**  
PLANNING COMMITTEE  
24.11.2015

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, 391 applications were determined between 09/10/2015 and 12/11/2015, of which 313 were granted and 78 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 : 24<sup>th</sup> November 2015

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

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Mr Sean Newton

**Ward:**  
Grange

**Ref:** 15/02026/FUL

**Category:** Full Application

**LOCATION:** Land End, 18 And 20 , Bush Hill Cottage, Bush Hill, London

**PROPOSAL:** Redevelopment of site to provide 4 x 3-storey blocks of 20 self contained flats comprising 8 x 2-bed, 8 x 3-bed and 4 x 4-bed with basement car and cycle parking and refuse storage, balconies to front and rear, solar panels to roof, alteration to vehicle access and associated landscaping.

**Applicant Name & Address:**  
Mr K Fall  
C/O Agent  
United Kingdom

**Agent Name & Address:**  
Mr Michael Calder  
Majesty House  
200 Avenue West  
Skyline 120  
Braintree  
Essex  
CM77 7AA

**RECOMMENDATION:**

That Members grant delegated powers to officers to negotiate an appropriate level of off-site affordable housing contribution together with the various obligations as outlined in the report above. Subject to the completion of a S106 Agreement, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions Should no agreement be reached within 12-weeks, officers be granted delegated powers to refuse the application.

Ref: 15/02026/FUL LOCATION: Land End, 18 And 20 , Bush Hill Cottage, Bush Hill, London



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Scale 1:1250

North





## 1. Site and Surroundings

- 1.1. The application site comprises of three properties, each with a two-storey detached dwelling, on the northern side of Bush Hill on the junction with Carrs Lane. Surrounding the site to the north, east and west is the Bush Hill Golf Course, with Carrs Lane dividing the site from the element of the golf course to the west. To the south is Bush Hill, with dwellings opposite.
- 1.2. The development site is not located with a Conservation Area, neither does it contain any listed buildings. A tree preservation order (TPO) covers the entire development site: LBE ORDER NUMBER 8.

### 18 Bush Hill

- 1.3. Number 18 Bush Hill, the eastern-most property, is situated on lower ground level to the remaining two dwellings which form the application site. The dwelling has benefitted from extensions to the rear and sits 40m back from the back-edge of the pavement.
- 1.4. The property is served by a driveway with its access point adjacent to the boundary with Bush Hill Cottage, leading to a large area of hardstanding at the front of the dwelling.
- 1.5. Immediately to the east is an area of woodland on the adjacent golf course.

### Bush Hill Cottage

- 1.6. Bush Hill Cottage is the centrally positioned of the three dwellings. It benefits from various extensions to the rear but also from a conservatory on its western flank but which projects beyond the front building line. Although the front building line is similar to that of 18 Bush Hill, due to the bend in the road, the dwelling is approximately 33m back from the back-edge of the pavement.
- 1.7. The property is served by a circular driveway accessed from a single point of access approximately 10m east of the Carrs Lane junction.
- 1.8. The property is well-screened from the road. To the east of the entrance drive the screening comprises of some mature Leyland cypress while to the west, the hedge is mostly comprised of Laurel. Significantly, midway between the flank wall and the boundary with No.18 Bush Hill is a London plane tree approximately 30m in height, described within the Arboricultural Report as being "*a magnificent tree of great stature and beauty*" (p11).

### Lane End

- 1.9. Lane End is the eastern-most of the three dwellings and fronts Carrs Lane. The dwelling benefits from various single storey extensions, some of which are attached to those serving Bush Hill Cottage.
- 1.10. The property is served by an access which is sited approximately 34m north west of the junction with Bush Hill and almost directly opposite to the access serving the golf club.

- 1.11. A solid boundary wall forms the majority of the boundary treatment with Carrs Lane with some plantings behind.

## **2. Proposal**

- 2.1. Permission is sought for the redevelopment of site to provide 4 x 3-storey blocks of 20 self-contained flats comprising 8 x 2-bed, 8 x 3-bed and 4 x 4-bed with basement car and cycle parking and refuse storage, balconies to front and rear, solar panels to roof, alteration to vehicle access and associated landscaping. Each block will provide 2 x 2-bed, 2 x 3-bed and 1 x 4-bed.
- 2.2. The two blocks fronting Carrs Lane will have a maximum depth of approximately 22.5m and a width of 18.7m, and will be approximately 9m in height to the top of the parapet surrounding a flat roof.
- 2.3. The two blocks fronting Bush Hill will have a maximum depth of approximately 21m and a width of 18.7m, and will be approximately 9m in height to the top of the parapet surrounding a flat roof.
- 2.4. The second floor will be set back from the front of the building by between 1.8m and 3.6m.
- 2.5. A basement is proposed that will sit below all four blocks. This will provide parking for 26 vehicles and cycle parking for 40 bicycles. Two additional spaces are provided at surface level for visitors.

## **3. Relevant Planning Decisions**

- 3.1. Various planning applications have been made in respect of extensions to each of the dwellings.

## **4. Consultations**

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

#### Traffic and Transportation

- 4.1.1. No objections have been raised subject to securing appropriately worded conditions relating to access, means of enclosure, electric vehicle charging points, cycle parking and a construction traffic management plan. It is also advised that the scheme should be providing a financial contribution relating to the Cycle Enfield project.

#### Tree Officer

- 4.1.2. Following some initial objections due to the impact of the development on the health of the London Plane tree and the quality of the information submitted, it has been advised that following the receipt of revised plans and supporting information, there are no objections to the proposed development subject to securing conditions that will in particular protect the long term health of the London Plane tree.

#### Housing Development & Renewal

- 4.1.3. It has been advised that on the basis of Core Policy 5, eight units should be affordable units (rent =6, shared ownership= 2). Two units should be wheelchair designed units.

Environmental Health

- 4.1.4. It has been advised that there are no concerns with regard to noise or air quality. It is also advised that the desktop contamination study concludes that an intrusive site investigation should be undertaken. The information has not been submitted, therefore it should be secured by condition to ensure that contamination does not pose an unacceptable risk.

Thames Water

- 4.1.5. It is advised that there are no objections in relation to sewerage and water infrastructure capacity. In addition, the developer is advised that discharging to a public sewer, will require the prior approval from Thames Water Developer Services to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Public Housing, Health, Adult Social Care

- 4.1.6. It has been advised that 28 parking spaces for 20 flats is considered excessive due to the location of the site and the proximity of railway stations.

Economic Development

- 4.1.7. It has been advised that due to the size of the development, an employment and skills strategy will be required.

SuDS Officer

- 4.1.8. A drainage plan is required following the London Plan Drainage Hierarchy and a management plan for all drainage features.

Waste Services

- 4.1.9. It has been advised that there are no comments to be made.

Metropolitan Police Service

- 4.1.10. It has been requested that the development adopt the principles of "Secure by Design" and complies with Sections 1, 2 & 3 of the current SBD New Homes 2014 and Multi storey dwellings.

The Enfield Society

- 4.1.11. The following comments have been received:

*"Bush Hill is one of the most pleasant residential roads in Enfield. The character derives from single, good sized dwellings with plenty of greenery. The application proposes a different form of development, in this instance blocks of apartments. This would set a precedent for the area rapidly to change into blocks of flats with complete loss of its special character, as has happened with the Bycullah Estate. The pre-application submissions indicate the sort of result that could be anticipated. The current proposal, for maisonettes in four blocks in a modern idiom, is architecturally acceptable, but this does not alter the fact that it could be rapidly followed by applications for blocks of flats in various shapes and sizes which would be difficult to*

*resist. The Society therefore wishes to object strongly to the application on the grounds that it would damage the character of this attractive area. We would not object to redevelopment as single units of an appropriate size and design."*

Ward Cllr Neville

4.1.12. Objections are raised for the following reasons:

- Flat roofed development out of keeping and character with the road
- Overdevelopment of the site
- Poor design and build quality
- Highway safety

Ward Cllr Milne

4.1.13. Objections are raised for the following reasons:

- The proposal neither enhances nor protects the local character, which is predominantly large detached properties.
- It is totally out of keeping with any properties in the local vicinity, the design being more akin to a school or office development, and has no regard or sympathy with the 1920's or 1930's architecture predominant in the area.
- There is a shortage of large family dwellings in the Borough, once lost buildings of this size will not be replaced resulting in a reduction of availability of such dwellings.
- To compare this development with a 1960's Council block on London Road , a considerable distance away and in an areas of mixed residential and commercial development, to justify the development is plain wrong. The two sites could not reasonably be considered like for like in terms of area character.
- This would set a very dangerous precedent for the character of the area, and would likely result in copycat developments which would change the character of the area beyond recognition.

**4.2. Public Response**

4.2.1. Letters were initially sent to the occupiers of 56 adjoining and nearby properties in addition to the posting of site and press publicity. As a result, 22 letters of objection, 1 petition against with 124 signatures (Ward Cllrs notified), and 2 letters in support were received. Following the receipt of some amended plans where two of the buildings were moved nearer to the road, a further round of consultation was undertaken on 9 October 2015. As a result, three further letters of objection have been received. All objections are summarised below:

Impact on character of the area

- Gross overdevelopment of the site.
- What about the conservation of Winchmore Hill?
- Out of character of the area which comprises a mix of traditional houses, with pitched roofs, in a quiet suburban area.
- Disingenuous for the applicant to show pictures of flats, in other locations, in Enfield. Bush Hill contains no flats whatsoever. It is typified by large properties set in generous plots.
- The four separate blocks are in close proximity to each other. The closeness will appear as a continuous wall of development as one approaches from either side

of Bush Hill. Lack of space between the blocks runs contrary to the prevailing style of the area.

- The whole area is verdant with an abundance of trees. There is no space between the blocks for trees.
- 3-storeys is out of scale with neighbouring buildings.
- Substantial increase in density, footprint, height, size and massing.
- Contemporary modernist design is not in keeping with the area and does not preserve or enhance the locality.
- Proposed flats are of a poor standard design with no architectural merit and re of monotonous repetitiveness.
- The design, being close to the road, will stick out like a sore thumb.
- Inappropriate design.
- The NPPF does give leeway to consider the prevailing style, rhythm and setting of the location in which a development is sited. This proposal runs contrary to that directive.
- All properties in Bush Hill are set back from the road with forecourt parking. The proposal will be situated very close to Bush Hill with an ugly basement entrance.
- Substantial loss of mature trees.
- No reference to the established pattern of existing buildings in locality.
- Massive erosion of the character of the area.
- An approval will set a dangerous precedent.
- Close to adjoining properties.
- Development is too high.
- Whole area is verdant with an abundance of trees.
- Such a development will be the beginning of the end of Bush Hill as we know it.
- Proposed buildings too prominent.
- Photographs provided are taken in the summer with a large tree obscuring the true view.
- Concern over the impact of the very large tree.
- While not in a conservation area, it is adjacent to a site that does have one listed building situated on an archaeologically sensitive site and an historic green lane.
- Whilst the council is under pressure to build more homes, it does not mean it has to accept entirely unsuitable projects.
- Affect local ecology.
- Modern featureless design.
- The development will be detrimental to the spacious and open character of the area, the visual amenities of nearby occupiers, will be an eyesore and contrary to policies in the Unitary Development Plan.
- It will alter the fabric of the area and amount to serious cramming in what is a low density area.
- Although not objecting to a higher density, the scheme should be in the form of houses and not flats.
- Core policy 5 seeks a range of housing sizes and that there is greatest need for 3-bed and 4-bed houses. The scheme provides flats, not houses, of which almost half are 2-bed flats.
- No flatted developments along Bush Hill and Bush Hill Road.
- The flats referred to in Bush Hill Park are too distant from the application site to form its character.
- Part of Bush Hill Park is in a conservation area and the character appraisal refers to how blocks of flats have harmed the character of the area. By allowing the current scheme we are just repeating the same mistakes.
- The design of the proposal does not comply with policy DMD 6 or the London Plan and the NPPF.

- We do not want Bush Hill to resemble Cockfosters Road.
- Moving the buildings forward make them more prominent and overbearing.
- When No.134 Bush Hill was built they had to keep to the building line.

#### Impact on amenity

- Environmental impact of such a large construction.
- Noise pollution.
- Increase in pollution.
- Noise nuisance.
- Digging out the basement will cause massive disruption. No information has been provided as to how this will be mitigated.
- Loss of privacy from front balconies.
- Loss of outlook.

#### Highways matters

- Insufficient parking for residents and visitors.
- Carrs Lane also serves the golf club therefore with only 2 visitor bays, visitors will park around the triangle, blocking access or impeding sightlines.
- The priority tee junction and access to the basement are too near to the bend in the road and is likely to cause accidents.
- The bend by the golf club is a notorious accident black spot. It is a dangerous blind bend.
- Number of vehicular trips the 20 flats would generate looks light.
- Significant increase in traffic.
- There are many cars parked along the street at night.
- The basement area will occupy half of the site. No other properties have basement parking.
- There is the potential for 94 additional cars in the vicinity.
- Already difficult to get out of Ringmer Place in the mornings.
- Inconceivable that there will be less than 2 cars per flat.
- Access to The Orchard and Quakers Walk will be made more difficult with extra traffic.
- Carrs Lane is a pedestrianised country lane used by children, ramblers, dog walkers, cyclists and will not withstand the increase in traffic.
- Inadequate public transport provisions.

#### Any other matters raised

- Existing low water pressure in the road.
- Landowners have only financial matters on their mind and not neighbours and the environment.
- Inconsistences in the Planning Statement – reference to Bush Hill as one of the primary routes into the Town Centre, and reference to a Fairfield Conservation Area.
- Why has no decision yet been made as to the tenure and mix of the units? This could be critical to their marketing.
- Whilst there is no law against demolishing a new build house, it is a waste of time, money and environmentally unfriendly unless everything is recycled.
- Increased danger of flooding.
- The applicant states that the flats will be appropriate for people downsizing. Floor plates, whether for two, three or four bedroom flats are very generous. It is

difficult to sustain the argument that the development has a meaningful impact on the Borough's housing stock.

- Strain on existing community facilities.
- Water channels below could affect the development.
- Loss of value for surrounding properties.
- Insufficient time for objections has been given. More time should be given.
- The developers promise a contribution towards Council expenditure elsewhere. This is a tacit admission that the application does not in itself merit approval.
- Moving the buildings has not addressed concerns over excavation with the RPA of tree T17 (London plane).

4.2.2. As advised above, two letters of support have been received. One of these is from an owner of one of the properties, setting out the reasons for the development and the second letter is from a 46-year resident of the street. Comments are summarised below:

- The development will enhance the area.
- Care should be given to the entrance so as to not endanger traffic on the bend.
- Sufficient car parking spaces should be provided.
- The development blends into the surroundings.
- In complete favour providing it does not open the door for the golf club to develop their land.
- The scheme will provide employment during the construction.
- It will provide a boost to the council and local shops from the increase in the number of people.

## 5. 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 developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
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 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
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 7.6	Architecture
Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP9:	Supporting community cohesion
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP28:	Managing flood risk through development
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD1	Affordable Housing on Sites Capable of Providing 10 Units or More
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of Existing Residential Units
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials



DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4. Other Relevant Policy Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Mayor of London Housing SPG (Nov 2012)  
LBE S106 SPD  
Enfield Strategic Housing Market Assessment (2010)  
Community Infrastructure Levy Regulations 2010

**6. Analysis**

6.1. Principle

6.1.1. In broad terms, the proposal is consistent with the aims of the London Plan and policies within the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London and the Borough. However, it is equally important that all other relevant planning considerations which seek to ensure that appropriate regard is given to design, the character of the area, neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability, are taken into account.

6.2. Impact on Character of Surrounding Area

*Density*

6.2.1. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan in particular encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity.. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 1b, therefore the London Plan suggests that a density of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location.

6.2.2. Each proposed block is identical in relation to the number and mix of units it will therefore contain: 1x 4b8p (7no habitable rooms each); 2x 3b6p (5no. habitable rooms each); and 2x 2b4p (4no. habitable rooms each). Over the four blocks, one hundred habitable rooms are proposed on a site measuring approximately 0.548sqm. This equates to a density of approximately 182.5hrph.

- 6.2.3. The scheme is above the mid-point of the suggested density range and given the context of the site, it is considered appropriate that the development is not achieving the maximum value of the density range. However, as identified above, adopted policy acknowledges a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the proposed development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

### *Design*

- 6.2.4. There is clear guidance on the approach to the matter of design. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development but Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 further advises that “*decision should not impose architectural styles or particular tastes... [nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness*” while paragraph 61 advises that “*...decisions should address...the integration of new development into the natural, built and historic environment*”.
- 6.2.5. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “*a positive relationship between urban structure and natural landscape features...*” Policy DMD 37 (Achieving High Quality and Design Led Development”) confirms the criteria upon which application will be assessed. However, it also recognised there is a degree of subjectivity in this assessment of acceptable design.
- 6.2.6. It is recognised that any form of redevelopment will effect a change on how this site relates to the street scene. A key factor in this proposal would be the removal of many trees on the site for which it is considered that adequate compensatory planting is provided. In principle, would be difficult to argue this is not a site which could accommodate more intensive form of development but the questions, illustrated through the objections from the local community, is whether this is the right form for that development.
- 6.2.7. The original scheme excluded No.18 Bush Hill. This would have led to a more fragmented approach to the site and resulted in that dwelling sitting approximately 27m behind the front building line of the originally proposed buildings. This would have created an adverse effect on the existing amenity for the occupiers of that dwelling. A more comprehensive development, including No.18, as proposed, would remove amenity issues and allows for a more cohesive development on the northern side of Bush Hill and a unified street scene. It is considered this is to be welcomed in terms of the development approach to this site.

- 6.2.8. Through discussion at pre application stage and recognising the significance of this site within the street scene, the development now proposed has evolved from a large single block fronting the perimeter of the site, through a scheme for 3 residential blocks to the current scheme for 4 residential blocks. Whilst the addition of a further block in the latest iteration adds to the intensity of development on the site, it is considered the level of development is appropriate for this site. Certainty, Members must focus consideration on the acceptability of the scheme before them rather than any alternative that may or may not be preferable.
- 6.2.9. In terms of the effect of the development on the character of the area, the immediate surrounding area, whilst containing large single family dwellings, is largely but not exclusively characterised by “traditional-looking” buildings, that is 2-storey brick-built, with multi-hipped roofs, many containing accommodation within the loft space. Opposite the site however there are bungalow style properties and approximately 380m south is a short terrace of 3-storey town houses. It should also be noted that approximately 500m to the south, off Bush Hill Road is the more modern development of Cunard Crescent which comprises of three and two storey blocks of flats while some 300m north-east of the site, at the junction of Bush Hill and London Road is Princessa Court, a five storey 1960s block of flats. Consequently, on balance, it is felt there is sufficient variety in the built forms for their not to exist an overly strong singular character that taking into account the position of the site would mean a more modern development typology could prove acceptable.
- 6.2.10. The proposal will introduce buildings which are quite contemporary in design and a type of housing that is not prominent in the immediate area. Whilst it would represent a significant change in the street scene, it is felt this in itself would not be sufficient grounds to consider a refusal because as advised above, paragraph 59 of the NPPF indicates what the LPA should be considering in relation to design. Moreover, there is an overriding strategic need to increase housing supply within the Borough and in London.
- 6.2.11. Mindful of Para 59 of the NPPF, the scheme under consideration is considered to be of an appropriate scale within the context of the site and the street scene. Although it is three-storeys in height, the impact is reduced through the second floor being recessed back from the front of the building presenting a more dominant 2 storey form. This is not dissimilar in effect from the more traditional two-storey dwellings with their roofs hipped away from the road. In addition, articulation is provided on the front elevations through the provision of large areas of fenestration. It is only the flank elevations where the full height is more evident and due to the layout of the scheme, this is only potentially noticeable from the north when approaching along Bush Hill and when walking along the footpath that bound the golf course. In effect however, the views of the flank elevations due to retained landscaping are limited and it is proposed the flank elevations are provided with timber panelling to support living walls (and to provide solar shading and privacy). Although contemporary, the use of brick is an acknowledgement of the predominant building material in the area and on balance, the height and overall form is considered to be appropriate.
- 6.2.12. Taking the above considerations into account, the proposed density, having regard to the adopted London Plan standard as discussed above, is considered to be appropriate for the site and for the area. With regard to massing and distancing, the site is surrounded on three sides by the Bush Hill Golf Course. Notwithstanding this, there is sufficient distancing being retained between the boundaries and the buildings and although trees are being removed as part of the proposals, overall it is felt the development does not appear overbearing from the public footways and surrounding area.

6.2.13. The layout is considered to be an appropriate design response to the shape of the site, site constraints, to address the street, and for each building to address each other. The siting of the buildings nearer to the road frontages than the existing dwelling houses is considered acceptable albeit more prominent, as this enables the buildings to address the road and have some presence. It also moves the built form away from the golf course (Metropolitan Open Land) thus reducing any visual impact there. It also ensures the blocks have an appropriate relationship to the retained trees on the site particularly the large London plane tree.

6.2.14. At present, there is a variety of boundary treatment types across the three sites. These include brick walls with railings, timber fencing and railings. The development proposes to unify the boundary treatment through the provision of railings to a height of approximately 1.2m along the site frontage. Immediately behind will be a beech hedge and various trees between the hedge and the buildings. The proposed boundary treatment is considered to be a significant improvement on the existing.

6.2.15. Having regard to all of the above, it is recognised the redevelopment of this site will represent a significant change in its relationship to the street scene due to the increase in the quantum of development on the site. Change in itself however, is not a material consideration and consideration must be given to the actual merits of the scheme proposed relative to guidance and adopted policy and whether this results in an acceptable scheme. Careful consideration has been given to this issue and while the concerns of local residents are noted on balance, it is considered the design principle and characteristics of the proposed scheme would not harm the residential character and appearance of the street scene and surrounding area.

*Quality of Accommodation*

6.2.16. To improve the quality of new housing, the new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments) and the Mayor’s Housing SPG in terms of the GIA of individual units and individual rooms because the Mayor considers the size of new housing to be a key strategic issue. The adopted minimum standards are also contained in DMD Appendix 4.

6.2.17. The minimum size of individual flats is dependent on the occupancy level. Of the four blocks, the pair fronting Carrs Lane is identical in relation to the size of the individual units, while the remaining pair, fronting Bush Hill, is slightly reduced to avoid any impact on the large London plan tree to the rear. The respective size of the two sets of blocks are set out below, with those for the “Bush Hill units” in brackets:

Carrs Lane units, each block to provide

	Proposed Unit Size (sqm)	Adopted Minimum Standard (sqm)
2 x 2b4p	135 (125)	70
2 x 3b6p	145 (135)	95
1 x 4b8p	295 (275)	119*

\*The largest recognised unit is 4b6p requiring 99sqm. The London Plan Housing SPG advises that for each additional occupant an extra 10sqm should be provided.

6.2.18. Turning to individual rooms, paragraph 2.3.22 of the Mayor’s Housing SPG, advises that the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 8sqm and 12sqm respectively, although “7.5sqm and 11.5sqm are

*generally regarded as the smallest respective benchmarks*". The combined floor areas for living / dining / kitchen space is 27sqm (4p), and 31sqm (6p). It should be noted that in the table below, any differences in relation to the rooms provided for the "Bush Hill units" is provided in brackets:

	Room Type	Proposed Area (sqm)	Minimum Adopted Area (sqm)
2b4p	Bedroom 1	17	12
	Bedroom 2	19	12
	Kitchen / Living / Dining	60 (50)	27
3b6p	Bedroom 1	24	12
	Bedroom 2	14.75	12
	Bedroom 3	14.8	12
	Kitchen / Living / Dining	54 (44)	31
4b8p	Bedroom 1	38.9	12
	Bedroom 2	27.6	12
	Bedroom 3	18.9	12
	Bedroom 4	17.2	12
	Kitchen / Living / Dining	120.11 (100.8)	*

\*No additional floor space requirements above that for 6 persons.

#### *Amenity Space Provision*

6.2.19. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Differences provided by the "Bush Hill units" are in brackets:

	Proposed Private Amenity Space Size (sqm)	Adopted Minimum Standard (sqm)
2b4p	11.7-16.9 (5.4 - 10.3)	7
3b6p	18.5 (12)	9
4b8p	12	11*

\*The largest recognised unit is 4b6p requiring 9sqm. The London Plan Housing SPG advises that for each additional occupant an extra 1sqm should be provided.

6.2.20. In addition to the private amenity space as outlined above, the scheme will also be providing approximately 3452sqm of communal amenity space, of which 2723sqm is provided at the rear / side.

6.2.21. All of the proposed units, with the exception of two of the 2-beds (units 19 & 20), exceed the adopted standard for private amenity space. The Mayor's Housing SPG advises that in exceptional circumstances (where site constraints prohibit private amenity space for all dwellings), a proportion of dwellings may instead be provided with additional internal living space equivalent to the area of the private amenity required.

6.2.22. The two units in question fall below the minimum standard by 1.6sqm. Whilst the scheme is not one that can be considered "exceptional" to justify the shortfall, consideration should be given to the fact that the two terraces are still of a sufficient size to accommodate patio furniture. In addition, the overall size of the two units is 78% greater than the minimum requirement for 2-bed units. Moreover, there is in excess of 3400sqm of communal amenity space being provided, which far exceeds

the levels of provision of other sites in the vicinity. On balance, it is considered that it would be difficult to resist the scheme on the shortfall of private amenity space for two of the units of 1.6sqm.

#### *Daylight levels*

- 6.2.23. Whilst there are no neighbouring developments that would be impacted upon by the development, a daylight assessment has been provided to establish whether the accommodation proposed will receive acceptable levels of lighting. This is considered particularly important for the scheme due to the near proximity of the large London plan tree to the two blocks fronting Bush Hill. It is also acknowledged that the applicant has reduced the rearward projection of the two aforementioned blocks. Whilst this is primarily to negate any potential future need to reduce the crown because the tree may appear too overbearing for future occupiers, it also helps to reduce some impact from overshadowing due to its close proximity.
- 6.2.24. The daylight assessment has been undertaken in accordance with the recommendations of the Building Research Establishment ("BRE") report "Site Layout Planning for Daylight & Sunlight 2011". The average daylight factor ("ADF") method is used and assesses the quality and distribution of light within a room, taking into account the size / number of windows and room use / size. British Standard 8206: Code of Practice for Daylighting recommends 1% in bedrooms, 1.5% in living rooms and 2% in kitchens.
- 6.2.25. The assessment concludes that having regard to the ADF, all living rooms and bedrooms fully comply with the BRE target values, and in particular, during the summer when the trees are in full leaf. With the exception of the kitchen in unit 2, all other kitchen spaces do not meet the BRE target values when assessed against the winter and summer transmittance values, ranging between 1.06% and 1.9% (winter) and 1.01% and 1.98% (summer).
- 6.2.26. Although only one of the kitchen spaces assessed met the BRE target, regard must be given to the fact that kitchens are not habitable rooms. On balance, it is considered that the development has sufficient regard to daylight standards to not detrimentally harm the living conditions of future occupiers.

#### 6.3. Impact on Neighbour Amenity

- 6.3.1. The nearest dwellings are located on the opposite of Bush Hill, between 30m and 38m distant at their nearest point. This level of distancing and having regard to the road between the proposed and existing developments, will not lead to conditions prejudicial to neighbour amenity in terms of loss of outlook, light, overlooking and loss of privacy. The development is therefore considered to have sufficient regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework

#### 6.4. Highway Safety

- 6.4.1. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 & 47 provide the criteria upon which

developments will be assessed with regard to parking standards / layout and access / servicing.

### *Parking*

- 6.4.2. The maximum parking standards of the London Plan are set out below, although it is advised that all developments in areas with a good PTAL score should be aiming for significantly less than 1 space per unit. The site, as discussed above, is located in an area with a poor PTAL score (1b) therefore applying the London Plan standards, the scheme should be providing a maximum of 28 parking spaces.

Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

- 6.4.3. Twenty eight parking spaces are proposed, of which 26 will be located within the basement and the remaining two will be at surface level to be used as visitor parking. Of the parking spaces within the basement, 4 will be designated as disabled persons parking. The layout of the parking and the provision of the disability spaces will be secured by condition.
- 6.4.4. In accordance with advice received, the applicant has investigated the need to provide a car club bay within the vicinity of the site. Zip-Car, the car club operator, has confirmed that they are not looking to commit to a new car club bay at present.
- 6.4.5. Having regard to the requirement to provide 20% of the spaces for electric vehicle parking and a further 20% passive provision for future use, the scheme will meet with the adopted standard through the proposed 6 active and 6 passive spaces. The details and provision of the active / passive charging points would be secured by condition.
- 6.4.6. In relation to cycle parking, the London Plan requires 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). This equates to 40 long-stay spaces and 1 short-stay space for the current scheme. The development is proposing 40 long-stay spaces within a secure lock-up in the basement and 8 short-stay spaces (2 groups of 4) at surface level. The level of provision and location of the cycle spaces will be secured by condition.
- 6.4.7. In addition, it has been advised that £30,000 towards the provision of improved pedestrian/cyclist infrastructure in the immediate vicinity of the site as part of the Cycle Enfield project should be made. This would need to be secured through the S106 Agreement.

### *Access and Servicing*

- 6.4.8. Each existing property is currently served by individual access points. The existing access serving No.18 will become redundant and the footway reinstated (to be secured by condition). The access currently serving Bush Hill Cottage will be moved approximately 7m to the west and a 5.5m wide entrance created to the basement carpark. An existing redundant access on Carrs Lane will be shifted south (directly opposite the raised island) to provide access to the proposed two parking spaces for visitors. The access serving Lane End will be closed up (secured by condition) and a pedestrian only access will be provided in its place.

- 6.4.9. Each of the access points have been designed to an acceptable level in relation to visibility splays and will enable vehicles to access / exit the site safely in a forwards gear.
- 6.4.10. Currently, the pedestrian footway extends along Bush Hill up to the junction with Carrs Lane. It is proposed that the footway is extended into Carrs Lane, terminating at the new pedestrian only access described above. Safe footway access is welcomed for the residents and will need to be secured through the dedication of the relevant piece of land. It is intended that the new footway will be adopted.
- 6.4.11. Two bin stores are proposed at surface level that will each serve two blocks. The respective locations are considered acceptable as residents will not have to walk more than 30m to access the respective stores. Their appearance will be secured by condition.
- 6.4.12. Having regard to the above, it is considered that the development makes acceptable provision for parking and servicing and is unlikely to lead to conditions prejudicial to the free flow of traffic or highway safety, having regard to Policy 6.13 of the London Plan and DMD Policies 28 and 45 of the Development Management Document.

6.5. Housing Need

- 6.5.1. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure 20% of market housing is for four or more bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.5.2. The findings of Ecotec’s research, *Enfield Strategic Housing Market Assessment* (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (i.e. 3+ bedrooms). This is equivalent to a need for 1,667 family sized homes of which nearly 40% is for four bedroom homes over a period of two years.
- 6.5.3. The earlier findings of Fordham’s Research, *Enfield Council Housing Study* (September 2005) corroborate Ecotec’s findings. The research showed there was an absolute shortage of four bedroom properties in the owner occupied sector, which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation.

6.5.4. The following mix is proposed:

Dwelling Type	Number	Percentage (%)
2-bed	8	40
3-bed	8	40
4-bed	4	20
TOTAL	20	100

6.5.5. The development provides an appropriate mix of units and suitable compensatory provision for the loss of the existing large-sized family dwellings on site. In this regard, it is considered that the development is consistent with Policies 3.8 and 3.14



of the London Plan, Core Policy 5 of the Core Strategy and DMD Policies 3 and 4 of the Development Management Document.

- 6.5.6. It is considered appropriate to secure the mix and size of units through an appropriately worded condition to ensure that any potential future changes are fully policy / standards compliant and appropriate levels of contributions have been secured.

6.6. Sustainable Design and Construction

*Lifetime Homes*

- 6.6.1. The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.
- 6.6.2. A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing.
- 6.6.3. The Mayor's minimum internal floor space standards incorporate Lifetime Home standards (Housing SPG para. 2.3.12). Notwithstanding this, a Lifetime Homes Statement has been submitted detailing how the development will be Lifetime Homes compliant. A condition is recommended to secure those details.

*Contamination*

- 6.6.4. Potential contamination may be present due to the potential for "made ground" to be present, potential asbestos impacted soils from demolition of previous buildings and infilled former gravel pits.
- 6.6.5. In accordance with the advice of the environmental health officer, details of a scheme to deal with the contamination of the site to avoid risk to health and the environment will be secured by condition.

*Biodiversity / Ecology*

- 6.6.6. 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.
- 6.6.7. The proposal involves the demolition of three dwelling houses and their associated outbuildings and there are mature trees within the site which could offer opportunities for bat roosts. A bat roost survey has been undertaken which has concluded that the buildings do not offer features that could be exploited by roosting bats. Moreover, there were no signs such as droppings and or staining. The trees identified for removal did not have crevices, with many covered in ivy. They are considered to be unsuitable for roosting bats.

- 6.6.8. In relation to ecology, the majority of the site is amenity lawn. The trees to be removed are poor quality specimens and many of those forming borders are ornamental specimens. Replacement trees will be provided as per an agreed landscape plan.
- 6.6.9. Further enhancements to the ecological value of the site will be achieved through the provision of green walls. These will comprise of flowering plants in groups of 2 to 3 species to provide variety and interest. In addition, a sedum roof is also proposed around the solar panels.
- 6.6.10. Having regard to the above, the proposed development will not unduly impact upon the existing ecological value of the site but through measures proposed and to be secured by condition, will serve to enhance the value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

#### *Trees*

- 6.6.11. An Arboricultural Assessment has been provided to help inform the decision making process insofar as any potential impacts from the development proposal on trees within the site and immediately adjacent. The development site currently contains 50 trees, four groups, one hedge and various shrubs.
- 6.6.12. An arboricultural survey has been undertaken and an Arboricultural Constraints Report (with Constraints Plan) has been submitted in support of the application. All trees were categorised in accordance with BS5837:2012 to establish their condition, age and quality. Category A trees are of high quality, contribute to local amenity, and should be retained if possible. Category B trees are of moderate quality with an estimated life expectancy of at least 20 years. Category C trees are considered to be of low quality, with either a limited life expectancy, or very young trees with a stem diameter of not more than 150mm, or very little contribution to local amenity. Category U trees are ones in such a poor condition that they cannot realistically be retained as living trees.
- 6.6.13. Of the 16 trees / groups of trees / hedgerow identified to be wholly removed or in part, 12 of these are graded Category C and four as Category B. The Category B trees are directly impacted upon by the development and their removal cannot be reasonably avoided. It is however proposed to re-provide 18 trees and this is considered acceptable.
- 6.6.14. To ensure adequate provision is made for the protection of retained trees, the recommended Root Protection Areas (RPA) have been calculated in accordance with BS5837:2012 (and shown on the Tree Protection Plans ) and recommendations outlined throughout the Arboricultural Assessment.
- 6.6.15. The most significant tree on site is the London plan, a Category A tree. The originally proposed basement has been amended to take into account the roots of the tree and the two blocks nearest to this tree (facing Bush Hill) have been reduced in depth to provide a greater level of distancing to the tree.
- 6.6.16. It is acknowledged that a small area of the basement (8sqm) would still encroach into the RPA of the London plane. The Tree Officer confirms that this level of encroachment would not unduly impact upon the tree.

6.6.17. Moving the two blocks forward, as discussed above, was sought primarily to avoid any potential future need to inappropriately prune or remove trees in the future because the tree may appear too overbearing for future occupiers. A minimum distance of 8.5m will now be retained from the back edge the two aforementioned blocks to the outer spread of the canopy. Council's Tree Officer agrees that this level of distancing should be sufficient.

6.6.18. To provide protection to retained trees during construction, especially the London Plane, recommendations have been provided within the Arboricultural Impact Assessment. These include the usual measures such as protective fencing, the supervision of demolition works by an arboriculturist, and the siting of plant, machinery and materials outside of the root protection. In addition, specific recommendations are proposed for works (including basement construction) in proximity to the London Plane in particular, and the agreement of an underground services plan. Appropriately worded conditions are proposed to secure the measures proposed.

#### *Energy*

6.6.19. An *Energy Statement* has been submitted which would appear to demonstrate that the development will exceed the energy reduction targets. The *Statement* provides some recommendations with regards to low / zero carbon measures such as a photovoltaic array atop each of the buildings and a community CHP. A condition is therefore proposed to seek details of the energy saving measures to be employed.

#### *Drainage*

6.6.20. 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.

6.6.21. The drainage strategy is not clear (two options have been mooted), although it is noted that permeable paving, a sedum roof and living walls will be employed. In addition, over 3000sqm of garden space is being retained to further allow for natural surface water drainage. Although the aforementioned is welcomed, a full drainage strategy should be submitted. A condition is proposed to secure these details.

#### *Site Waste Management*

6.6.22. 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 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020.

6.6.23. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans

to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.

6.6.24. Details of a construction waste management plan can be secured through an appropriately worded condition

6.7. Viability

*Affordable Housing*

6.7.1. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to “decent and appropriate housing in their borough” (para.5.17 Core Strategy). The scheme does not propose any on-site affordable housing.

6.7.2. All sites should be Core Policy compliant and in this regard, eight units should be provided as affordable units. However, the initial view is that the scheme could only potentially provide four affordable units. However, given the size and potential values of the units, affordable units cannot realistically be provided. Independent viability advice has been sought in relation to the provision of on-site affordable housing for the scheme. Negotiations are still underway with the applicant to agree an appropriate level of contribution and an update will be provided to Members at the committee meeting.

*Education / Childcare*

6.7.3. The scheme will be liable for an education contribution for the net increase of seventeen units, in accordance with Table 7.3 of the S106 SPD:

8 x 2b4p = 8 x £1855.98 =	£14847.98
8 x 3b6p = 8 x £6907.96 =	£55263.68
1 x 4b8p = 1 x £11408.98 =	£11408.98
Total	£81520.64

6.7.4. In addition to the above, childcare contributions will also be sought based upon Table 7.5 of the S106 SPD:

8 x 2b4p = 8 x £290.66 =	£2324.80
8 x 3b6p = 8 x £465.06 =	£3720.48
1 x 4b8p = 1 x £494.12 =	£494.12
Total	£4216.84

6.7.5. The total level of contributions sought for education and childcare is £85737.49. This would need to be secured via an s106 legal agreement.

Employment and Training

6.7.6. Core Policy 16 of the Core Strategy confirms the commitment of the Council to promote economic prosperity and sustainability in the Borough through a robust strategy to improve the skills of Enfield’s population. One initiative is, through the collaboration with the Boroughs of Haringey, Broxbourne, Epping and Waltham Forest is to promote skills training for local people.

6.7.7. Details of a Local Employment Strategy could be secured by legal agreement. The Strategy should set out how the development will engage with local contractors /

subcontractors, the number of trainees to be employed on site and the number of weeks training will be provided.

#### Community Infrastructure Levy (CIL)

- 6.7.8. 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 an Outer London weighting (£20) and a monthly indexation figure (259 for November 2015).
- 6.7.9. The development is CIL liable for the construction of 4067sqm of new residential floor space and the CIL calculation is:  $(£20/m^2 \times 4067.12m^2 \times 259)/223 = £94473.91$ .

#### 6.8. Other Matters Raised

- 6.8.1. The impact on the values of adjoining properties is not a relevant planning consideration.
- 6.8.2. Thames Water has advised that they are satisfied with the development with regards to sewerage and water infrastructure capacity.
- 6.8.3. It is recognised that should the development be approved, there will be additional pressure placed on community facilities such as schools and childcare. To address this, the Council is able to seek financial contributions as set out in the adopted S106 SPD. The scheme should be providing financial contributions as set out below. The seeking of contributions is not an admission that the scheme is not acceptable but recognition that developers should be contributing to necessary infrastructure.

#### 6.9. Section 106 / Legal Agreement

- 6.9.1. Having regard to the content above, it is recommended that should planning permission be granted, the following obligations / contributions should be secured through a legal agreement:
- An off-site affordable housing contribution (sum to be agreed)
  - £81520.64 towards education provision
  - £4216.84 towards childcare provision
  - £30,000 towards the provision of improved pedestrian/cyclist infrastructure in the immediate vicinity of the site as part of the Cycle Enfield project
  - The dedication of a 2m wide strip of land on Carrs Lane to provide a public footway
  - Local Employment Strategy
    - Securing the local sourcing of labour
    - Securing the local supply of goods and materials
    - Securing on-site skills training
  - 5% monitoring fee for the financial contributions

## 7. **Conclusion**

- 7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Polices 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development

Management Document, and with guidance contained within the National Planning Policy Framework.

2. The proposed development due to its design, size, scale and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
3. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

## 8. Recommendation

- 8.1. That Members grant delegated powers to officers to negotiate an appropriate level of off-site affordable housing contribution together with the various obligations as outlined in the report above. Subject to the completion of a S106 Agreement, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions as set out below. Should no agreement be reached within 12-weeks, officers be granted delegated powers to refuse the application.

1. Approved Plans - Revised
2. Time Limited Permission
3. Mix / Size of Units
4. The development hereby approved shall only be laid out as 20 flats (comprising 8 x 2-bed, 8 x 3-bed and 4 x 4-bed) as shown on Drawing Nos.284.201 Rev.10, 284.202 Rev.10, 284.203 Rev.07 There shall be no deviation from the number, size or mix of units from that approved without the prior approval in writing by the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s), in accordance with adopted Policy.

5. Details of Materials
6. Lifetime Homes

Prior to development commencing, details shall be provided to the Local Planning Authority confirming how the scheme will meet with 100% Lifetime Homes' standards, unless otherwise approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To provide for future adaptability of the housing stock.

7. Details of External Lighting

Details of any external lighting to be provided including the design, height and siting shall be submitted to the Local Planning Authority prior to installation. In addition details regarding how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the wooded boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be provided prior to the occupation of the first residential unit and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

8. Details of Basement Construction

Development shall not commence until details of the engineering methodology and sequence of works for the construction of the basement, to be completed by an appropriately qualified person, has been provided to the Local Planning Authority and approved in writing.

The methodology should take into account the recommendations as set out in the Tree Protection Plans and Arboricultural Method Statement as per condition 28 ('Tree Protection') of this permission.

The development shall only be implemented in accordance with the approved Engineering Methodology and Sequence of Works.

Reason: To ensure adequate protection of retained trees.

9. Details of Hard Surfacing

10. Dedication of Land – Public Footway

The development shall not be occupied until the applicant has provided written confirmation that the land outlined in red on Drawing No.284.219 Rev.00 has been dedicated to the Council to enable a public footpath to be constructed around the site onto Carrs Lane.

Reason: The land is required to extend the public footway onto Carrs Lane to enable pedestrians to safely use the public highway.

11. Parking / Turning Facilities

Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No.284.200 Rev.10 and 284.201 Rev.10 and permanently retained 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.

12. Disabled Parking

The number and location of the disabled parking/ blue badge spaces indicated on Drawing No.284.200 Rev.10 shall be provided in accordance with the approved plan and thereafter retained for this purpose.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for the development in accordance with adopted standards.

13. Private Vehicles Only - Parking Areas

The car parking spaces to be provided shall be kept available for the parking of private motor vehicles at all times. The parking spaces shall be used solely for the benefit of the occupants of the residential units of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

Reason: To ensure that the development complies with adopted Policy and to prevent the introduction of activity that would be detrimental to visual and residential amenity.

14. Electric Vehicle Charging Points

Prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting and design of plugs, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) 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 first occupation of the development and permanently maintained and retained.

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

15. Details of Access and Junction

The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development, inclusive of the reinstatement of redundant footway crossings, have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before the development is occupied.

Reason: To ensure that the development complies with adopted Policy and does not prejudice conditions of safety or traffic flow on adjoining highways.

16. Gates

Any vehicular entrance gates erected shall be automatic to prevent stopping vehicles obstructing the footway, they shall be hung to open inwards and shall be set back a minimum distance of 5m from the carriageway edge. Pedestrian gates shall be hung to open inwards.

Reason: To avoid the unnecessary obstruction of the public highway in the interests of highway safety.

17. Means of Enclosure



Details of the proposed railing fence to enclose the site shall be provided to the Local Planning Authority for approval in writing. The fence shall be erected in accordance with the approved detail prior to first occupation.

Reason: To secure an acceptable design in the interest of visual amenity.

18. Construction Methodology / Traffic Management Plan

Unless additional detail is required as set out below, demolition and construction shall take place in accordance with the submitted 'Proposed Site Management Plan' (Drawing No.284.212 Rev.00), unless otherwise approved in writing:

The detail shall include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;
- b) wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of the vehicle call up procedure;
- f) Coordination with other development projects in the vicinity;
- g) A Construction Management Plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved detail.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and 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.

19. Cycle Storage

Prior to first occupation, the above ground and basement bicycle parking spaces shall be provided in accordance with the detail as shown on Drawing Nos.284.200 Rev.10 and 284.201 Rev.10, unless otherwise approved in writing by the Local Planning Authority. The approved cycle storage shall be permanently maintained, kept free from obstruction and available for the parking of bicycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel and in accordance with adopted policy.

20. Details of Refuse Storage & Recycling Facilities

Notwithstanding the submitted plans, details (inclusive of elevational treatment) of the refuse storage / recycling facilities shall be submitted to the Local Planning Authority for approval in writing.

The facilities shall be constructed in accordance with the approved detail prior to first occupation.

Reason: In the interest of visual amenity.

21. Energy Efficiency

The energy efficiency of the development shall provide for no less than a 35% improvement in the total CO<sub>2</sub> emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline

measure, unless otherwise approved in writing. Prior to first occupation, confirmation shall be provided to the Local Planning Authority of the development meeting or exceeding the stated target.

Reason: To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

22. Details of Zero / Low Carbon Technologies

Details of the zero / low carbon technologies to be used in the development (rooftop photovoltaic panels and combined heat & power boilers) shall be provided in accordance with details to be submitted to the Local Planning Authority for approval in writing and implemented prior to first occupation of the development and permanently maintained. The submitted detail shall demonstrate compliance with the approved renewable energy strategy and include the design, size, siting, and a maintenance strategy / schedule inclusive of times, frequency and method.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets by renewable energy are met in accordance with adopted Policy.

23. No Additional Fenestration

24. 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) How the chosen Strategy conforms to the London Plan Drainage Hierarchy
- b) A drainage plan that includes flow routes,
- c) Overland flow routes for exceedance events
- d) The discharge rate off site
- e) The proposed storage volume of storm water
- f) Specifications for any swale and rain gardens (and any other drainage feature)
- g) A management plan for the drainage system
- h) Measures to prevent pollution of the receiving groundwater and/or surface waters
- 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
- j) 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.

25. 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.

26. CfSH 1

Development shall not commence until evidence in the form of a design stage assessment conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, has been provided and approved in writing by the Local Planning Authority. The evidence provided shall confirm that the dwellings can achieve a Code for Sustainable Homes rating of no less than Code Level 4 (or such national measure of sustainability for design that replaces that scheme).

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

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with adopted Policy.

27. CfSH 2

Following the practical completion of the dwelling but prior to first occupation, a post construction assessment, conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority for approval in writing.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with adopted Policy.

28. Tree Protection

The development (including demolition) shall be undertaken in accordance with the recommendations and Tree Protection Plans (SHA 088TPP 1-4) contained within the submitted 'Arboricultural Impact Assessment Report' and the submission of an approved Arboricultural Method Statement (inclusive of Arboricultural supervision programme) in accordance with BS5837: 2012, having particular regard to the basement construction details to be submitted pursuant to condition 8 ('Details of Basement Construction) of this permission. There shall be no deviation without the prior written approval of the Local Planning Authority.

Reason: To ensure that retained trees are not adversely affected by any aspect of the development.

29. Trees - Underground Services

No underground service works shall commence until details of underground services for the development have been provided to the Local Planning Authority for approval in writing. Services shall be located outside of the root protection areas (RPA) of retained trees and not at all into the RPA of Tree T17 as identified on the Tree Protection Plan. Should it be unavoidable that underground services will encroach into an RPA of any retained tree, an Underground Services Method Statement shall be provided for approval in writing.

Reason: To ensure that no retained tree is unduly harmed by the implementation of the development.

30. Vegetation Clearance (Outside of Nesting Season)

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

Reason: Nesting birds are protected under the Wildlife & Countryside Act, 1981 (as amended), this condition will ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy

31. Landscaping

No works or development shall take place until full details of the landscape proposals have been submitted to and approved by the Local Planning Authority. Details shall include:

- (a) Planting plans;
- (b) Written specifications (including cultivation and other operations associated with plant and grass establishment);
- (c) 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);
- (d) Implementation timetables;
- (e) Wildlife friendly plants and trees of local or national provenance.

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

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 minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with adopted Policy.

32. Living Walls

Details of the "living walls" shall be submitted to the Local Planning Authority for approval in writing. The submitted details shall include:

- (a) Type of native wildlife friendly plantings (with a minimum of three species);
- (b) Density of plantings;
- (c) Written specifications (including cultivation and other operations associated with plant establishment);

(d) Maintenance plan

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.

33. Biodiverse Roof

Details of the proposed sedum roof to be provided on all four buildings shall be submitted to the Local Planning Authority for approval in writing. The submitted detail shall include [location], 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 council.

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.

34. Contamination

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

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

35. Construction Site Waste Management Plan

Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Waste Management Plan shall include as a minimum:

(a) Target benchmarks for resource efficiency set in accordance with best practice;

(b) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;

- (c) Procedures for minimising hazardous waste;
- (d) Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
- (e) Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
- (f) 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 of the London Plan.

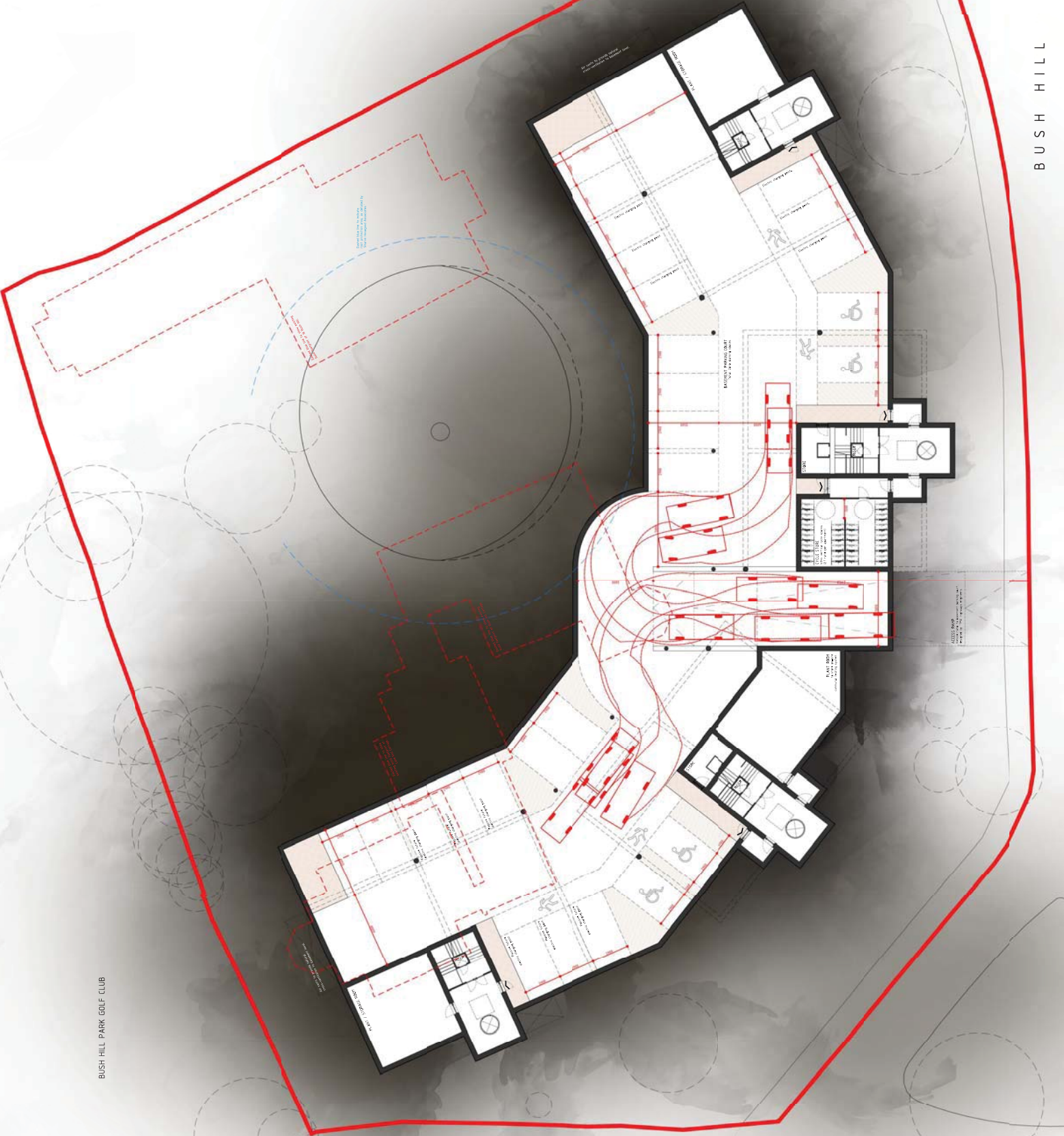
DESIGN NOT TO BE CONSIDERED A CONTRACT DOCUMENT UNLESS IT IS SPECIFICALLY IDENTIFIED AS SUCH IN THE PROJECT AGREEMENT. THE CLIENT ACCEPTS THE DESIGN AS SHOWN AND ASSUMES ALL LIABILITY FOR THE PROPERTY OF THE DESIGN. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED AND DOES NOT EXTEND TO THE CONSTRUCTION OF THE PROJECT. THE CLIENT SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION COSTS AND SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR INTERFERENCES TO THE PROJECT. ALL DISPUTES SHALL BE REFERRED TO ARBITRATION.

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RESIDENTIAL DEVELOPMENT  
BUSH HILL COTTAGE  
29 BUSH HILL ENFIELD, N20 2BT  
PROJECT NO: 284.200.10  
BASINCHAMPTON, ENGLAND  
ARWALL PROPERTIES LTD  
1000 BUSH HILL ENFIELD, N20 2BT

DATE: 28/03/2019  
SCALE: 1:1000  
JOB NO: 284.200.10  
JOB DATE: 28/03/2019

284.200.10

PLANNING  
1 CONSULTANT  
1 ARCHITECT  
1 LANDSCAPE ARCHITECT  
1 STRUCTURAL ENGINEER  
1 SERVICES ENGINEER  
1 SURVEYOR  
1 PHOTOGRAPHER



**BUSH HILL ENFIELD**  
RESIDENTIAL SCHEME OF 20 NO. OF APARTMENTS

AS PROPOSED: BASEMENT PARKING LAYOUT PLAN

BUSH HILL

**DAVID PLANT ARCHITECTURE LTD**  
 RESIDENTIAL DEVELOPMENT  
 SITE + GROUND FLOOR PLAN

PROJECT: BUSH HILL COTTAGE  
 20 BUSH HILL  
 ENFIELD, N20 2BT

DATE: 28.03.2019  
 SCALE: 1:100  
 DRAWN: JB  
 CHECKED: DA

284.201.10

PLANNING PERMISSION NO: 16/01487/001  
 DATE: 15/01/2016

GENERAL NOTE:  
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**BUSH HILL ENFIELD**  
 RESIDENTIAL DEVELOPMENT + GROUND FLOOR PLAN

BUSH HILL PARK GOLF CLUB

BUSH HILL

AS PROPOSED - SITE + GROUND FLOOR PLAN











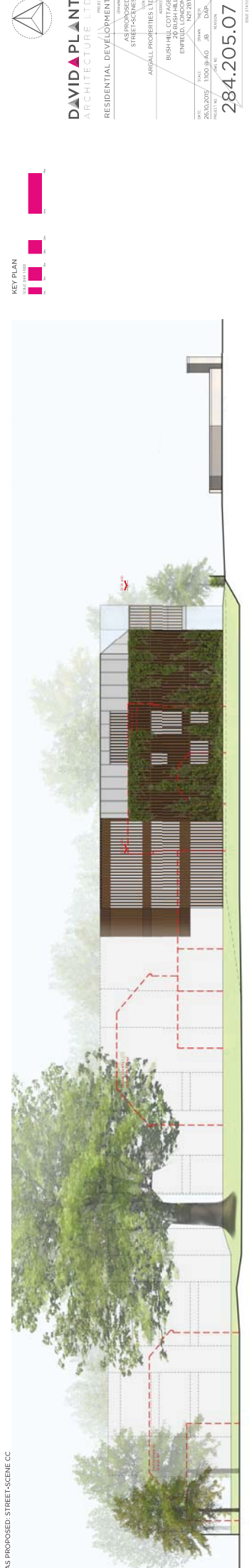
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RESIDENTIAL SCENE 2020 APARTMENTS  
DATE: 05/2020  
SCALE: 1:500  
DRAWN BY: J. COX  
CHECKED BY: J. COX  
PROJECT NO: 2020/05/01  
CLIENT: DAVID PLANT ARCHITECTURE LTD  
ARCHITECT: DAVID PLANT ARCHITECTURE LTD  
CONTRACT NO: 2020/05/01  
PROJECT NAME: BUSH HILL ENFIELD RESIDENTIAL SCENE 2020 APARTMENTS  
DATE: 05/2020  
SCALE: 1:500  
DRAWN BY: J. COX  
CHECKED BY: J. COX  
PROJECT NO: 2020/05/01  
CLIENT: DAVID PLANT ARCHITECTURE LTD  
ARCHITECT: DAVID PLANT ARCHITECTURE LTD  
CONTRACT NO: 2020/05/01



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RENDERING SITE: BUSH HILL ENFIELD  
RESIDENTIAL SCENE 2020 APARTMENTS  
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PROJECT NO: 2020/05/01  
CLIENT: DAVID PLANT ARCHITECTURE LTD  
ARCHITECT: DAVID PLANT ARCHITECTURE LTD  
CONTRACT NO: 2020/05/01



**DAVID PLANT ARCHITECTURE LTD**  
RESIDENTIAL DEVELOPMENT

**PROJECT**  
ARWELL PROPERTIES LTD  
BUSH HILL COTTAGE  
20 BUSH HILL  
ENFIELD, N9 2RT

**DATE:** 26.03.2020  
**SCALE:** 1:500  
**DRAWN BY:** J. COX  
**CHECKED BY:** J. COX  
**PROJECT NO:** 2020/05/01  
**CLIENT:** DAVID PLANT ARCHITECTURE LTD

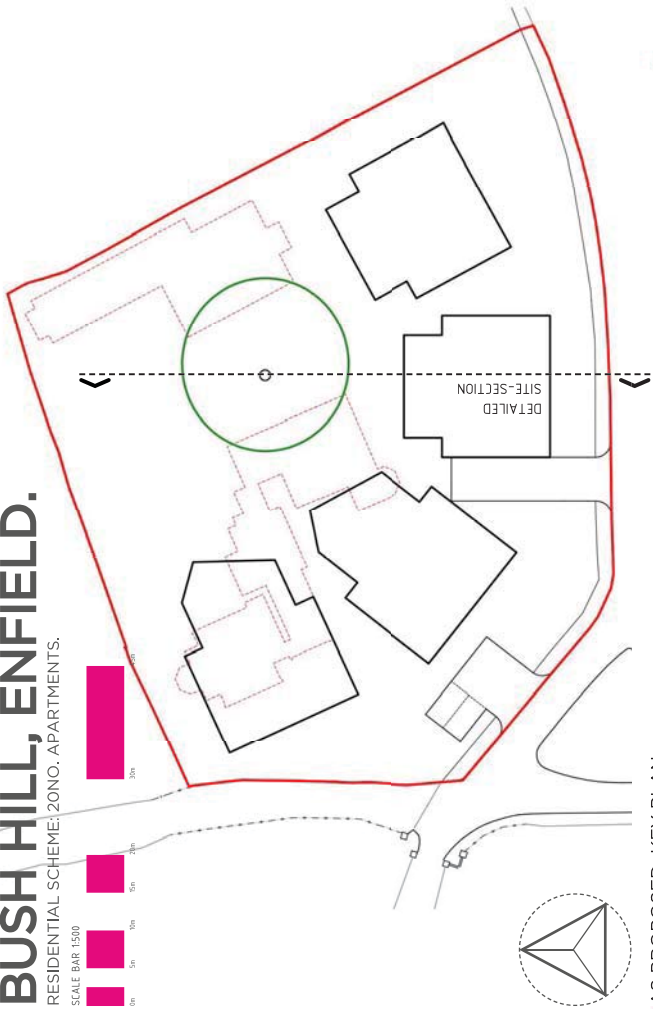
**DATE STATUS:** PLANNING  
**1: CONSULTANT:** DAVID PLANT ARCHITECTURE LTD

284.205.07

# BUSH HILL, ENFIELD.

RESIDENTIAL SCHEME: 20 NO. APARTMENTS.

SCALE BAR 1:500



AS PROPOSED: KEY PLAN

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Sharn Woodgate Architects Ltd details.

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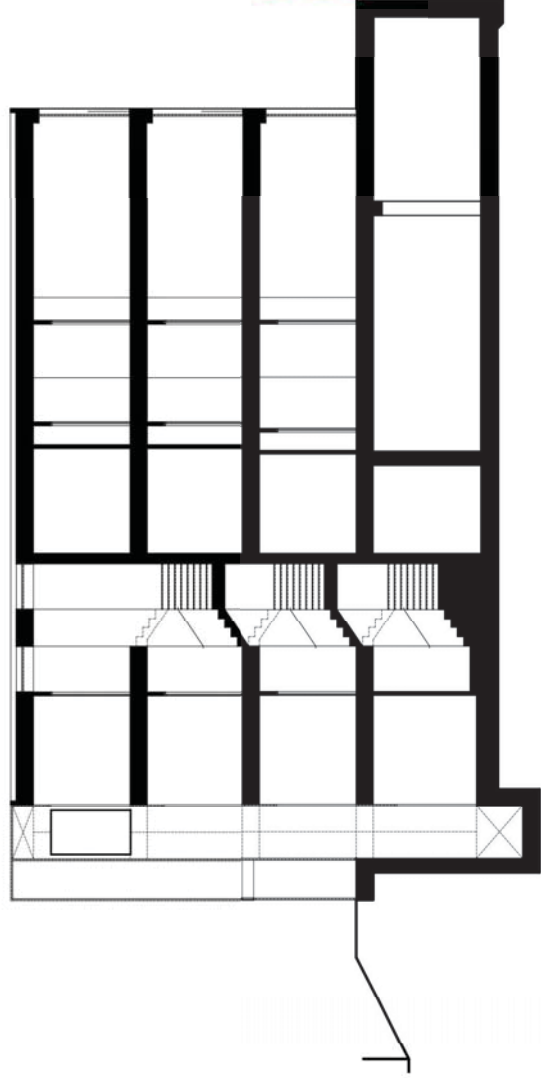
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AS PROPOSED: DETAILED SITE-SECTION

SCALE BAR 1:100



PROJECT **DAVID PLANT**  
 RESIDENTIAL DEVELOPMENT ARCHITECTURE LTD  
 DRAWING DATE SCALE CHECK DRAWN BY  
 AS PROPOSED 26.10.2015 1:100 @ A2 DAP  
 DETAILED SITE-SECTION  
 CLIENT ARGALL PROPERTIES LTD  
 BIVE NO. 2884.213.01  
 REVISION

ISSUE STATUS  
 PLANNING  
 e studio@daparchitecture.co.uk t 08943 854 9007  
 w.w.daparchitecture.co.uk  
 LONDON BIRMINGHAM ESSEX

ADDRESS  
 BUSH HILL COTTAGE  
 20 BUSH HILL  
 ENFIELD, LONDON  
 N21 2BT

# BUSH HILL, ENFIELD

RESIDENTIAL SCHEME: 20NO. APARTMENTS.

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APARTMENT BUILDING 1



APARTMENT BUILDING 2



APARTMENT BUILDING 3



APARTMENT BUILDING 4

PROJECT	<b>DAVID PLANT</b>			
RESIDENTIAL DEVELOPMENT	ARCHITECTURE LTD			
DRAWING	DATE:	SCALE:	DRAWN:	CHECK:
AS PROPOSED: APARTMENT BUILDINGS	26.10.2015	NTS @ A3	JB	DAP
PERSPECTIVE VIEWS	PROJECT NO.	DWG NO.	REVISION.	
CLIENT	<b>284.214.01</b>		ISSUE STATUS	
ARGALL PROPERTIES LTD			PLANNING	
ADDRESS			e studio@daparchitecture.co.uk t (0844) 854 9007	
BUSH HILL COTTAGE			www.daparchitecture.co.uk	
20 BUSH HILL			LONDON BIRMINGHAM ESSEX	
ENFIELD, LONDON				
N21 2BT				

# BUSH HILL, ENFIELD

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DATE: 26.10.2015  
SCALE: NTS @ A3  
PROJECT NO. DWG NO.  
DRAWN: RP  
CHECK: JB  
REVISION:

# 284.215.01

EXISTING VIEW ONE: View along Bush Hill / Carrs Lane

ARCHITECTURE LTD

ISSUE STATUS  
PLANNING

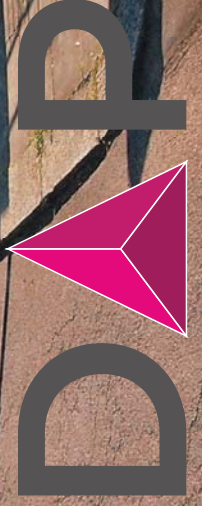
# BUSH HILL, ENFIELD

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Page 51



ILLUSTRATIVE VISUAL ONE: View along Bush Hill / Carrs

DATE: 26.10.2015  
SCALE: NTS @ A3  
PROJECT NO: 284.216.01  
DRAWN: RP  
CHECK: JB  
REVISION:

284.216.01

ARCHITECTURE LTD

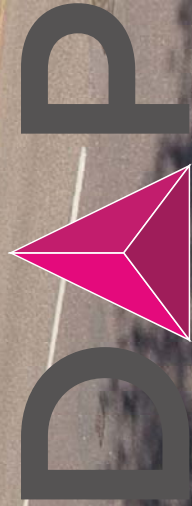
ISSUE STATUS  
PLANNING

# BUSH HILL, ENFIELD

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DATE: 26.10.2015  
SCALE: NTS @ A3  
PROJECT NO. 284.217.01  
DRAWN: RP  
CHECK: JB  
REVISION:

EXISTING VIEW TWO: View along Bush Hill

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ISSUE STATUS  
PLANNING



# BUSH HILL, ENFIELD

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ILLUSTRATIVE VISUAL TWO: View along Bush Hill

ARCHITECTURE LTD

DATE: 26.10.2015  
SCALE: NTS @ A3  
PROJECT NO: 284.218.01  
DRAWN: RP  
CHECKED: JB

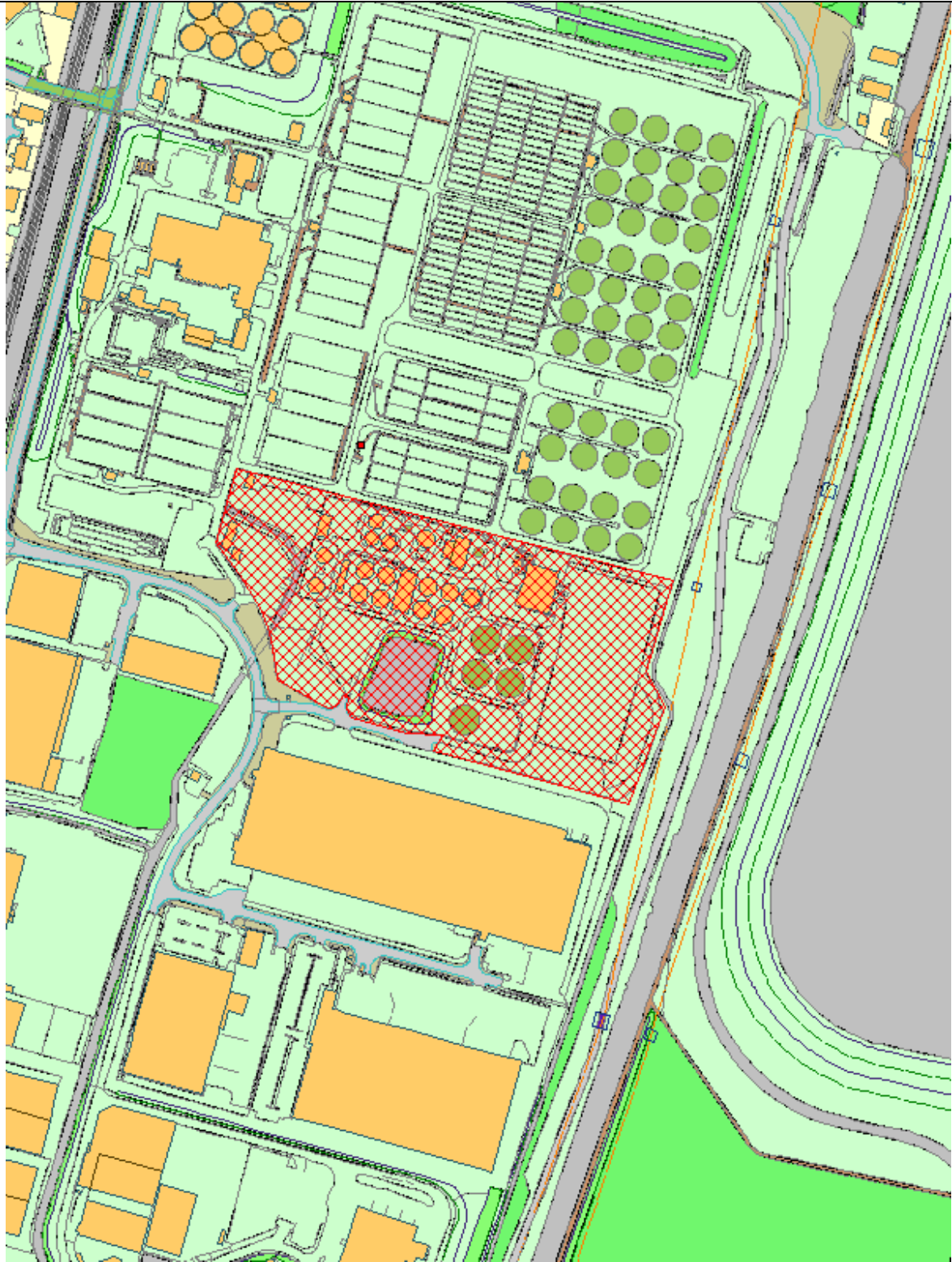
REVISION: \_\_\_\_\_  
DWG NO: \_\_\_\_\_

ISSUE STATUS: PLANNING

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 24 <sup>th</sup> November 2015
<b>Report of</b> Assistant Director, Planning, Highways & Transportation	<b>Contact Officer:</b> Andy Higham Sharon Davidson Mr Richard Laws	<b>Ward:</b> Lower Edmonton
<b>Ref:</b> 15/03922/FUL		<b>Category:</b> Full Application
<b>LOCATION:</b> Deephams Sewage Works, Picketts Lock Lane, N9 0BA		
<b>PROPOSAL:</b> Works in the south part of the site involving erection of 3 new buildings as part of the Deephams enhanced sludge digestion facility.		
<b>Applicant Name &amp; Address:</b> Thames Water Utilities Ltd Clearwater Court Vastern Road Reading Berkshire RG1 8DB United Kingdom		<b>Agent Name &amp; Address:</b> Mr Andy Blaxland 7 St Peter Street Winchester Hampshire SO23 8BW United Kingdom
<b>RECOMMENDATION:</b> That Planning Permission be <b>GRANTED</b> subject to conditions.		

Ref: 15/03922/FUL LOCATION: Deephams Sewage Works, Picketts Lock Lane, N9 0BA,



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Scale 1:1250

North



## 1.0 Site and Surroundings

- 1.1 Deepphams Sewage works is Thames Waters fourth largest sewage works. It treats sewage collected within its catchment and discharges effluent flows into Salmons Brook a tributary of the River Lee. Located off Picketts Lock Lane in Edmonton, the full extent of the sewage works is 34 hectares of land, the application site is sited on area occupying approximately 7 hectares of this larger site.
- 1.2 The sewage works is currently undergoing a major Upgrade works as part of planning permission granted in February 2015 (14/02612/FUL), which are currently being undertaken at the site at present. The Upgrade will meet the environmental permit requirements for the quality of the effluent (treated waste water) discharged from Deepphams Sewage Works into Salmons Brook. The Upgrade will also increase wastewater treatment capacity to accommodate population growth and improve the infrastructure at the sewage works much of which is over 50 years old. The Upgrade will also significantly reduce odour levels.

## 2.0 Proposal

- 2.1 The Enhanced Sludge Digestion project is located on land in the southern part of the Deepphams Sewage works site. The application site currently comprises part of the Deepphams Sewage works site devoted to sludge treatment and sludge cake storages. It comprises of plant and equipment, together with large open air sludge cake storage pad, buildings open and enclosed digester tanks, gas bags and other equipment, and vacant land.
- 2.2 The proposal involves the erection of three new buildings as part of the Enhanced Sludge Digestion Facility at the sewage works.

A) A new combined CHP & THP low Voltage motor control building, this building will have a pitched roof with a height of 4.29m to eaves, and 5.65m to pitch. The footprint of the building will be 21.14m in length and 10.14m in width. The cladding of the walls will be profile sheet coloured grey.

B) A new steam generation building, this will have a pitched roof with a height of 6.425m to eaves and 8.25m to pitch. The footprint of this building will be 25.7m in length and 16.7m in width, the cladding of the walls and roof would be coated steel profile sheet coloured grey.

C) A new cake dewatering building is also proposed, this will have a pitched roof with a height of 14.43m to the eaves, and 15.9m to pitch. The footprint of the new dewatering building will be 38.6m in length and 16.76m in width.

- 2.3. The proposed development will enable Thames Water to:
- Treat additional volumes of sewage sludge generated as a result of population growth within the Deepphams catchment;
  - Treat the sewage sludge to higher environmental standards;
  - Reduce the volume of sludge cake produced, as a result of the improved digestion process, and the volume requiring transport off site for recycling to agricultural land, and
  - Recover more biogas and convert this to electricity to help run the sewage

treatment processes on site and reduce reliance on the National Grid.

- 2.4 The proposed development will collect sludge produced by the primary and secondary treatment processes within the sewage works. Following straining and blending to remove any remaining material such as rag, the sludge will be transferred to centrifuges for thickening and to reduce its water content. The thickened sludge is then transferred into the Thermal Hydrolysis Plant (THP) for high temperature treatment before being passed into the existing anaerobic digesters. The biogas produced by the digestion process is collected and used to power an additional 1.56 MW CHP engine, together with the two CHP engines being installed as part of the Upgrade works (Planning Application ref: 14/02612/FUL) that will generate heat for use in the THP process and electricity, reducing the need for the site to receive power from the national grid.
- 2.5 The digested sludge is then dewatered in presses to reduce its water content and stored on the existing sludge cake storage pad prior to transport off site to be recycled to agricultural land. The cake storage pad will provide capacity for up to 70 days sludge production (approximately 11,500m<sup>3</sup> of sludge cake) which is in accordance with Thames Water's standard requirements to ensure sufficient space is available for occasions when sludge cannot be take onto agricultural land (e.g. due to adverse weather conditions).
- 2.6 The sludge liquors arising from dewatering will be returned to the main sewage treatment works for further treatment, the same as for the existing processes. The thermal hydrolysis process, siloxane filter regeneration on the CHP engine and digested sludge dewatering building will all be odour controlled.
- 2.7 The completed enhanced sludge digestion facility will be operational 24 hours a day, days a week, in line with the rest of the sewage process. Construction of the Enhanced Sludge Digestion Facility is planned to commence in Autumn 2016 with works completing in early 2019. Once the new sludge treatment process is operational the existing 5 secondary digesters will be demolished as these will no longer be required.

### **3.0 Relevant Planning Decisions**

- 3.1 15/01701/S0- Environmental Impact Assessment Screening Opinion request under the Town and Country Planning (Environmental Impact Assessment ) ( England & Wales) Regulations 2011, as amended 2015, for installation of enhanced sludge digestion to existing sludge treatment facilities- Screening opinion concluded that proposal does not constitute EIA Development.
- 3.2 14/02612/FUL- Upgrade of sewage infrastructure, including phased development of primary settlement tanks, aeration lanes, final settlement tanks, pumping station, blower house, secondary digesters and ancillary buildings- approved 20:02:2105
- 3.3 P14-00525SOR -Request for a Scoping Opinion in respect of proposals for Deephams Sewage Works Upgrade. Scoping Opinion request given by the LPA on the 25/4/14.

- 3.4 P14-00100SOR- Request for a Screening Opinion- Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 for the demolition of redundant Digesters & Associated Plant and partial culverting, re-profiling and diversion of Enfield Ditch Tributary- Screening Opinion issued confirming not EIA development 10/ 2/14.
- 3.5 P14-00097 PRI- Demolition of redundant pumping station building and redundant single storey switch gear building- Prior Approval not required 10/2/14.
- 3.6. Various notification works regarding the intention to undertake works under permitted development on the site.

#### **4.0 Consultations**

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

###### Tree Officer

- 4.1.1 No objections raised.

###### Environmental Health

- 4.1.2 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. The application contains sufficient information in terms of noise, air quality, and odour and dust control from demolition and construction activities. The noise report sets out in detail the noise likely to be generated from construction and operation of the new plant. The methodology used and the results are robust and the conclusions accepted. The odour report demonstrated that the odour arising from the new plant will be less odorous than the existing installation which fits in with the upgrade of the rest of the site. A condition is required to ensure the methodology for controlling dust and emissions, detailed in the construction management plan submitted with the application, is employed during the works on site to install the new plant and buildings.

###### Traffic and Transportation

- 4.1.3 No objections subject to a Construction travel plan & traffic management plan.

###### Canal & River Trust

- 4.1.4 No objection to the proposed development.

###### Environment Agency

- 4.1.5 They have no objections to the proposals as the development falls outside the extent of the modelled 1 in 100 chance in any year flood event, taking the impacts of climate change into account. They have reviewed the supporting flood risk data and don't consider that there are grounds for objection. With regards to surface water drainage, although they commented on the drainage strategy for the application for the main upgrade works, as this is a new application they are happy to defer the assessment of the drainage proposals the authority in its capacity as lead local flood authority.

English Heritage (Archaeological)

- 4.1.6 The site lies within an area where heritage assets of archaeological interest may lie. Appraisal of this application indicate that the development would not cause sufficient harm to justify refusal of planning permission provided a condition is applied to require an investigation to be undertaken to advance understanding.

Lee Valley Regional Park Authority

- 4.1.7 If planning permission is granted a condition is required requiring strict adherence to the proposed landscape strategy involving management and maintenance of the landscape belts to ensure their effectiveness in screening the development.

London Fire & Emergency Planning Authority

- 4.1.8 The brigade is satisfied with the proposals for firefighting access subject to compliance with Part B5 of the Building Regulations.

**4.2 Public**

A total of 54 surrounding properties were consulted in addition 2 site notices were displayed. 1 letter of concern/objection was received raising the following points.

- Concerned about the impact of smell from the sludge and indication of any impact of smell from the buildings
- Concerns about dust and hours of work

**5.0 Relevant Policy**

5.1 The London Plan (Consolidated With Alterations Since 2011) March 2015

- 5.2 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. Since the 2011 plan was published in July of that year, revised early minor alterations (REMA) were made to ensure it reflected the National Planning Policy Framework and the Government's approach to affordable housing. These were formally published on 11<sup>th</sup> October 2013. Draft further alterations to the London Plan (FALP) were published for public consultation in January 2014 to reflect Mayoral priorities set out in his *2020 Vision: The Greatest City on Earth – Ambitions for London*, particularly the need to plan for the housing and economic capacity, needed for London's sustainable development against the background of the growth trends revealed by the 2011 Census. These have now been incorporated, along with the changes made by the REMA, into the consolidated London Plan which was published in March 2015.

- 5.3 The following policies are considered pertinent to the assessment of this application:

Policy 1.1	Delivering the Strategic Vision & Objectives of London
Policy 2.2	London & the wider Metropolitan area
Policy 2.6	Outer London: Vision & Strategy
Policy 2.13	Outer London: economy
Policy 2.18	Green Infrastructure



Policy 3.2	Improving Health & Addressing Equality
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 5.14	Water quality and wastewater infrastructure
Policy 5.16	Waste Self sufficiency
Policy 5.17	Waste Capacity
Policy 5.18	Construction, excavation & demolition waste
Policy 5.20	Aggregates
Policy 5.21	Contaminated Land
Policy 6.1	Transport- Strategic Approach
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 6.14	Freight
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.5	Public Realm
Policy 7.6	Architecture
Policy 7.8	Heritage Assests and Archaeology
Policy 7.13	Safety, Security & Resilience to Emergency
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.16	Green Belt
Policy 7.19	Biodiversity and access to nature
Policy 7.21	Trees & woodlands
Policy 7.24	Blue Ribbon Network
Policy 7.26	Increasing the use of the Blue Ribbon Network for Freight Transport
Policy7.27	Blue Ribbon Network Infrastructure & recreational use
Policy 7.28	Restoration of the Blue Ribbon Network
Policy 7.30	London's canals and other rivers and water spaces
Policy 8.2	Planning Obligations
Policy 8.3	London's canals and other rivers and water spaces

## 5.5 Local Plan – Core Strategy

CP 1	Strategic Growth Areas
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure

- CP22 Delivering sustainable waste management
- CP24 The Road Network
- CP25 Pedestrians and cyclists
- CP28 Managing Flood Risk through development
- CP29 Flood Management Infrastructure
- CP30: Maintaining and improving the quality of the built and open environment
- CP31 Built and Landscape Heritage
- CP32: Pollution
- CP33 Green Belt and Country Side
- CP35 Lee Valley Regional Park and waterways
- CP36: Biodiversity
- CP37 Central Leaside
- CP38 Meridian water
- CP39 Edmonton
- CP40 North East Enfield
- CP46 Infrastructure contributions

Development Management Document (DMD) adopted Nov 2014

- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD44 Preserving 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
- DMD54 Allowable solutions
- DMD55 Use of Roof space/ Vertical Surfaces
- DMD56 Heating & Cooling
- DMD57 Responsible Sourcing of Materials, Waste Minimisation
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing surface water
- DMD62 Flood Control Mitigation
- DMD63 Protection & Improvements of Watercourses & Flood defences
- DMD64 Pollution Control and Assessment
- DMD65 Air Quality
- DMD66 Land Contamination & Instability
- DMD68 Noise
- DMD69 Light Pollution
- DMD 70 Water quality
- DMD 75 Waterways
- DMD 76 Wildlife Corridors
- DMD 77 Green Chains
- DMD 78 Nature Conservation
- DMD79 Ecological Enhancements
- DMD80 Trees on development sites
- DMD81 Landscaping

DMD 83 Developments Adjacent Green Belt

## 5.8 Other Relevant Considerations

National Planning Policy Framework (NPPF) March 2012  
National Policy Statement for Waste Water March 2012  
Future Water- The Government Strategy for England  
National Planning Policy for Waste (October 2014)  
Water for Life- Government's White Paper on Water  
Water Act (May 2014)  
Defra's Strategic Policy Statement to Ofwat- Incorporating Social & Environmental Guidance (May 2013)  
The Mayor's Water Strategy: Securing London's Water Future (2011)  
Circular 17/91- Water Industry Investment: Planning Considerations  
Circular06/05- Biodiversity & Geological Conservation  
Upper Lee Valley Opportunity Area Planning Framework (July 2013)  
Central Leaside Area Action Plan (Proposed Submission)  
Meridian Water Master Plan, Planning & Urban Design Guidance  
Section 106 Supplementary Planning Document (November 2011)

## 6.0 **Analysis**

### 6.1 Principle of Development

6.1.1 Thames water is required to ensure that its facilities for treating wastewater sludge are able to meet the demands placed upon them by population growth, climate change and stricter environmental regulations. To meet the overall aims of sludge treatment In North London the strategy has been to provide enhanced digestion technology .This current proposal will:

- Reduce quantities of sludge to be transported off site for recycling to agricultural land
- Reduce odour sometimes attributed to applying sludge to land
- Potentially widen accessibility to other land types for sludge cake disposal

6.1.2 In both " Future Water" The Governments Water Strategy for England 2008 and "Water for Life the Governments White Paper on Water 2011, recognises that improving sewage systems is fundamental to the quality and ecology of the water environment, meeting the needs of a growing population and addressing climate change. In addition the NPPF urges local authorities to ensure that supporting infrastructure is of sufficient quality and capacity to meet forecast demands. The principle of the proposed development is further supported by Policy 5.14 of the London Plan to ensure that London has adequate and appropriate infrastructure to meet the requirements placed upon it by population growth and climate change, and to protect and improve water quality. Core Policy CP21 also advises that in order to "improve water quality in the Borough during the life of this Plan, Thames Water plan to improve/ redevelop Deephams Sewage Treatment works. The core strategy notes that the Borough is committed to delivering sustainable water infrastructure and intends to work with water companies to ensure that Enfield's future wastewater treatment needs are managed effectively in a coordinated manner. Paragraph 8.4.5 of the DMD states that a major upgrade is being planned for the Deephams Sewage works during the plan period, to meet new environmental standards and also to accommodate growth within the catchment area. The principal of the Enhanced Sludge Digester Facility is supported as being necessary to deliver infrastructure to

meet existing and future wastewater demands. The principle of the proposal is therefore supported by planning policy.

## 6.2 Odour/ Air Quality

6.2.1 An odour assessment has been undertaken of the Enhanced Sludge Digestion project. The project will result in a further reduction in odour emissions from the works. This further reduction is achieved through the improvement in the quality of sludge cake, a reduction in the volume of sludge cake stored, the demolition of what will become the secondary digesters, and the implementation of two additional control units. These further reductions also need to be seen in the context of the very significant reductions in odour as a result of the Upgrade project implementation.

6.2.2 Environmental Health advise that the odour report demonstrates that the odour arising from the new plant will be less odorous than the existing installation which fits in with the upgrade of the rest of the site. A condition is required to ensure the methodology for controlling dust and emissions, detailed in the construction management plan submitted with the application, is employed during the works on site to install the new plant and buildings.

6.2.3 An Odour Management Plan for the site during construction of the Deephams Sewage Upgrade, and for its future operation is secured through planning conditions on the upgrade planning permission. That Odour Management Plan will be updated to incorporate the implementation of the Enhanced Sludge Digestion project, this can be appropriately conditioned. It is considered that the proposal would have appropriate regard to CP 32 and DMD 65.

6.2.4 An air quality assessment has also been undertaken of the Enhanced Sludge Digestion scheme and the assessment concludes that it would not change the conclusions of the detailed air quality assessment undertaken for the proposed Sewage works Upgrade. No objections are raised by Environmental Health in terms of air quality regarding the proposal.

## 6.3 Impact on Residential Amenity

6.3.1 It is not considered that the siting of the three proposed buildings would adversely impact on the residential amenities of properties within the vicinity, given their siting and distance within the site. The closest premises to the new buildings for the Enhanced Sludge Facility are Industrial building in Adra Road and it is not considered that that they were would be adversely impact by the buildings.

## 6.4 Traffic Generation /Parking and Highway Safety

6.4.1 A Transport statement together with a Construction Logistics Plan and a Construction Travel Plan has been submitted with the application. During the construction phase of the Deephams Sewage Works Upgrade (already approved and works underway) a dedicated construction compound has been provided by the main Picketts lock Lane entrance site. This compound would also be utilised for the construction of the Enhanced Sludge Digestion Facility. This compound area provides 160 dedicated car parking spaces, including 3 disabled bays and 20 cycle parking spaces.

6.4.2 As the Enhanced Sludge Digester (ESD) facility is to be constructed at the same time as the Deephams Sewage Upgrade, the Transport Statement also considers the potential combined effects of the two projects. The peak construction traffic for the

Upgrade project will occur during Phase 2, the construction of wastewater treatment stream A. The peak in traffic during that phase will have ended before the construction of the Enhanced Sludge Digestion facility commences. The assessment is that thereafter, as the latter Upgrade phases are constructed and the ESD Facility is built, the combined traffic would still be less than the Upgrade Phase 2 peak. Accordingly, it is not considered that the combined construction traffic would give rise to unacceptable impacts in transport terms.

- 6.4.3 Once complete there would also be a reduction in operational traffic movements from the site, as the Enhanced Sludge Digestion process would result in less sludge being produced for recycling, which requires off site transport to agricultural land. There would be no change to the operational staff on site following the construction of the buildings.

## 6.5 Design / Landscape Character

- 6.5.1 Core Policy CP 30 requires all new developments to be high quality and design led having regard to their context. London Plan Policies 7.1, 7.4 and 7.6 are also relevant regarding design, character and appearance. DMD37 also refers to achieving High quality and design led development. The proposed buildings will be seen in the context of the existing sewage treatment infrastructure and operations and are considered to be of a scale comparable to the existing infrastructure and buildings on site. The buildings will be seen in the context of the existing industrial landscape from near and distant views. Whilst the largest building (the new cake dewatering Building) will have a footprint of 38.6m in length by 16.76m in width with a height of 15.9m, given the scale of the site and the complex of surrounding industrial buildings in Adra Road, it is not considered the proposal would have any significant impact on the surrounding area.
- 6.5.2 The proposed three new buildings are functional in terms of their design and would mimic the industrial architecture present on site, in particular the large scale warehousing buildings located immediately to the south. Materials and colours for these new buildings would be grey so as to fit in with the existing industrial landscape of the site. Overall the design and appearance of the buildings are acceptable in policy terms.
- 6.5.3 In terms of impact on landscape/ visual character, the proposed is already located within the developed Deephams Sewage works and is within a belt of industrial development. Accordingly it is considered similar in scale and character to the existing land uses, with the area consisting of large building and hard standings, with limited vegetation. Industrial estates are located to the south of the proposed development. Accordingly, it is not considered that the proposal would result in any significant effects on the landscape character of the site, the surrounding industrial character or the Lee Valley character Area.
- 6.5.4 Whilst the new dewatering building would be visible in glimpsed views, it is considered that they would not be significantly different from the existing views of the industrial and warehousing buildings located to the south. The new building and other permitted developments will be seen within the industrial context of the surroundings. The landscape strategy and associated landscape plans indicate new planting along the eastern boundary with taller native trees, hedgerows and shrubs. Existing trees to be retained will be protected by protective fencing during the construction period.

6.5.5 While the scale of the development is substantial, when viewed in the context of the wider site and the upgrade works currently being undertaken, it is not considered that this proposed development would have any significant visual impact on the adjacent Green belt, having regard to London Plan Policy 7.16 and CP33. None of the site itself is situated within the green belt.

## 6.6 Sustainable Design / Energy

6.6.1 The London Plan Climate change policies require developments to make the fullest contributions to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction, prioritising decentralised energy and incorporating renewable energy. The following policies of the London Plan are of particular relevance 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8, 5.9, and 5.18. In addition Core Policy 20 (Sustainable Energy & Energy Infrastructure), is also applicable. In addition Sustainability and Energy Development Management Document Policies DMD 51, 52, 53, 55, are also relevant. The applicants have submitted both a Sustainability Statement and Energy Statement with the application.

6.6.2 The proposed Enhanced Sludge Digestion facility will produce additional biogas, from an equivalent sludge volume, which will be collected and stored in gas holders, and used to feed the proposed CHP for on-site electricity generation and provision of heat to the digestion process.

6.6.3 The energy statement identifies that the energy (electricity and heat) generation from renewable fuel CHP is estimated to reduce the carbon footprint by approximately 5,960 tonnes of CO<sub>2</sub> emissions per annum within the context of the baseline for the Upgraded (ESD) works. This Co<sub>2</sub> reduction outweighs the additional loads that are anticipated at the site and will allow Thames Water to achieve an overall reduction of Carbon emissions at the Deephams site of 81%, which is significantly above the 35% reduction required by Policy 5.2 of the London Plan.

## 6.7 Biodiversity /Trees/Landscaping

6.7.1 The majority of the site is previously developed land, containing sewage treatment infrastructure and therefore has limited ecology and nature conservation interest. The main features of ecological interest are found along the periphery of the site along the eastern boundary. The Lea Valley Site of Metropolitan Importance Nature Conservation (SMINC) is adjacent the site. However, the development does not propose any works within the SMINC boundary and there will be no direct impact upon the SMINC.

6.7.2 There is a small limited removal of scrub although this is identified as being of low biodiversity value. The landscape strategy proposes that existing vegetation along the eastern boundary of the development will be supplemented with taller native trees, hedgerows and shrubs to enhance biodiversity and habitat connectivity. This will also provide additional screening of the building to people using the Lee Park Way and River Lee Navigation. The additional planting and habitat enhancement is considered to have appropriate regard to DMD 80 and 81 as well as London Plan Policies 7.19 and 7.28

## 6.8 Flooding/ Surface Water

6.8.1 A detailed Flood Risk Assessment (FRA) has been submitted with the application . The FRA concludes that based upon the most recent modelling it is anticipated that the works would not increase the fluvial flood risk on the site or elsewhere. No

objections to the proposal are raised by the Environment Agency in terms of flood risk. In terms of surface water a sustainable drainage strategy will be secured by an appropriately condition so as to follow the drainage hierarchy in the London Plan as well as having regard to DMD61 which will include information on storage volumes and direction of flows.

## 6.9 Community Infrastructure Levy

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

6.9.2 The three new buildings that will be constructed are exempt from CIL payment as they are classed as buildings into which people” do not normally go” e.g. buildings containing plant etc. that would only visited for maintenance

## 7. **Conclusion**

7.1 The proposed three buildings are considered acceptable in terms of their form, design and scale having regard to their location within the Deephams sewage works site and their surrounding context. It is not considered that the proposals would give rise to any adverse environmental effects during the construction and there will also be an appropriate Construction Environment Management Plan.

7.2 Once complete the proposal will improve the quality and reduce the quantity of sludge cake that is produced and taken off site to be spread on agricultural land. There will be a reduction in operational vehicle movements following the completion of the development. The proposal will also significantly increase the biogas generation from the sludge treatment process leading to an increase in renewable energy generation. There will also be a reduction in odour emissions from the site. In addition new landscaping is proposed to enhance the existing boundary vegetation on the eastern boundary of the site where it abuts the Lee Valley Regional Park and Green Belt, which will also include biodiversity enhancements.

7.3 The proposed development meets a clear statutory need within an existing operational sewage works and is considered acceptable in policy terms.

Recommendation: That Planning Permission be GRANTED subject to the following Conditions:

1. C60- Approved Plans
2. C7- Details of Materials
3. C10 -Details of Levels
4. Archaeology

(A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological

investigation in accordance with a written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority in writing.

(B) No development or demolition shall take place other than that in accordance with the Written Scheme of Investigation approved under Part (A);

(C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under part (A) , and the provision made for analysis , publication and dissemination of the results and archive deposition of results.

Reason: Heritage assets of archaeological interest are expected to survive on the site. The Planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

#### 5. Sustainable Drainage System

Prior to the commencement of development a Sustainable Drainage Strategy shall be submitted to and approved in writing by the LPA. The Sustainable Drainage Strategy shall include the following:

- A Plan of the existing site
- A topographical Plan of the area
- Plans and drawings of the proposed site layout identifying the footprint of the area being drained ( Including all buildings, access roads and car parks)
- The controlled discharge rate for a 1 in 1 year event and a 1 in 100 year event ( with an allowance for climate change), this should be based on the estimated greenfield runoff rate
- The proposed storage volume
- Information on proposed SuDS measures with a design statement describing how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- Geological information including borehole logs, depth to water table and/ or infiltration test results
- Details of overland flow routes for exceedance events
- A management plan for future maintenance

Reason: To ensure that the proposal has appropriate regard and Development Plan Document Policy DMD61 in providing a Sustainable Drainage Strategy.

#### 6. Landscape Strategy

The proposed landscaping shall accord with “ Deephams Sewage Works Enhanced Sludge Digestion Facility “ Landscape Strategy Final report August 2015 including the landscaping plan Drawing 230 A..

Reason: to ensure the provision of a satisfactory landscaping Scheme and in the interests of visual amenity and biodiversity.



7. Updated Construction Environmental Management Plan

Prior to the commencement of development an updated Construction Environment Management Plan (CEMP) for the existing Upgrade works to also include the Enhanced Sludge Digestion Facility shall be submitted to and approved in written by the Local Planning Authority. The updated CEMP shall be regularly monitored and reviewed.

Reason: To ensure that the development does not lead to damage to the existing highway and to minimise disruption to surrounding neighbours.

8. Ecological Enhancements

The biodiversity measures and enhancements shall accord with Ecology report "Ecological Site Improvements & Species Protection final Report " August 2015.

Reason: To ensure biodiversity enhancements having regard to Core Strategy Policy CP36 and DMD 79 of the Development management document.

9. Updated Odour Management Plan

An updated Odour management plan to incorporate the implementation of the Sludge Digester Facility shall be submitted to and approved in writing by the LPA and thereafter adhered to. The Updated Odour management Plan shall include include measures to ensure regular monitoring and review of odour emissions from the Odour Control units, in consultation with LB Environmental Health Officers to ensure the predicted reduction in odour emissions from the completed development.

Reason: To ensure that the proposed development minimises and reduces odour having regard to Policy 7.14 of the London Plan, Core Strategy cP32 and Development management Document Policies DMDD64 and 6

10. Construction and Logistics plan

Prior to the commencement of development and updated Construction and Logistics Plan (CLP) shall be submitted to and approved in writing by the LPA and there after adhered to during the works.

Reason: In order to minimise the impact of the development on the surrounding highway network, in addition to setting out how the construction site and its operation will be managed.

11. Sustainability / Energy

The development shall be implemented in accordance with Energy Statement and Sustainability Statement Final Reports 2015.

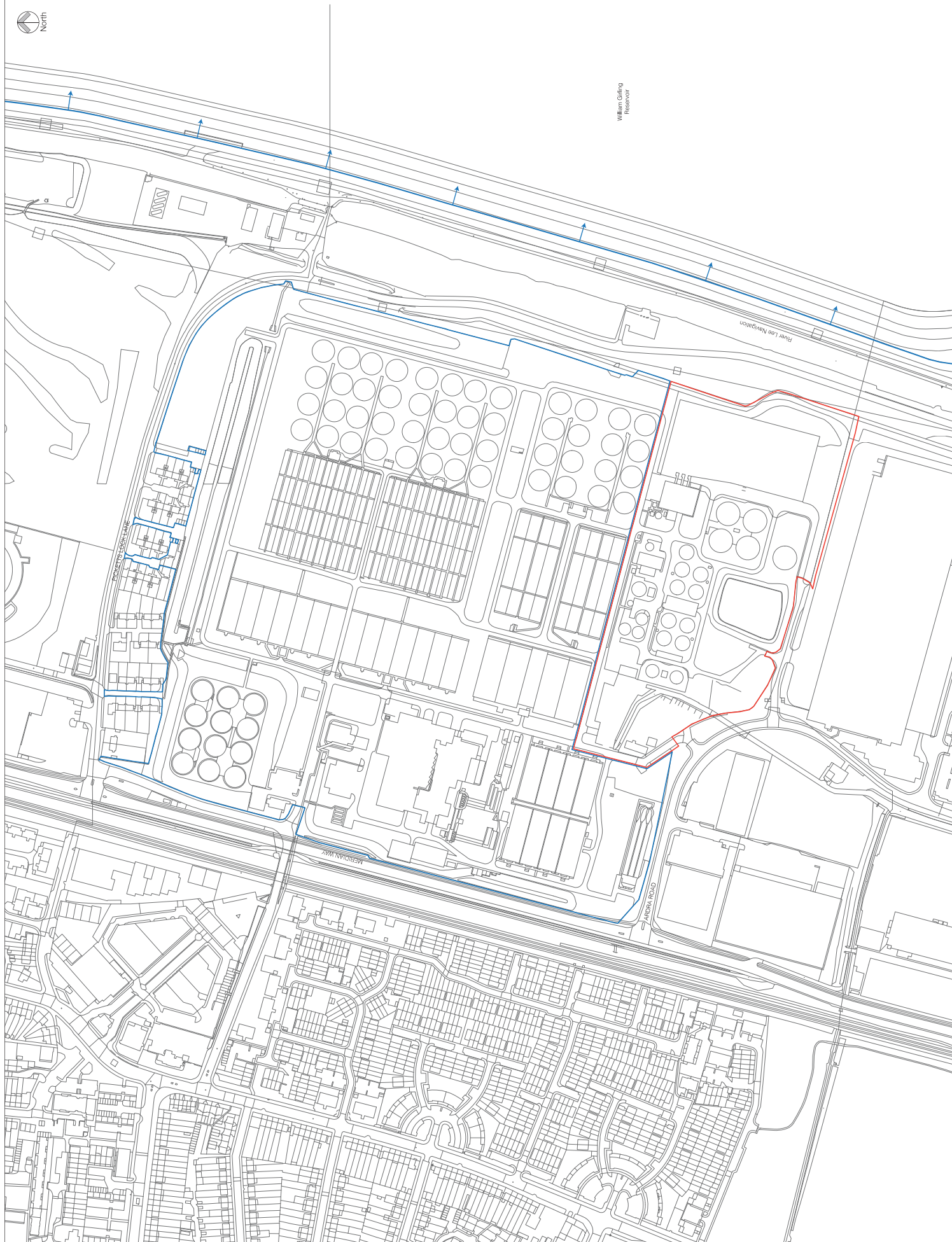
Reason : In the interests of sustainable development and to ensure that the Local Planning authority may be satisfied that CO2 reduction targets are met in accordance with Policy Cp20 of the Core Strategy, DMd51 of the Development Management Document, Policies 5.2,5.3,5.7 and 5.9 of the London Plan2011 including alterations.

12. Details of Contamination

13. C51 A- time Limit



**KEY**  
  Planning application area  
  Other land in the ownership of the applicant



William Gullig Reservoir

River Lee Navigation

WICKENS ROAD

MERCIAN WAY

ARDRA ROAD

THAMES WATER

DEERHAM'S SEWAGE TREATMENT WORKS  
 ENWANGED SLUDGE FACILITY

Planning Drawing Number: AHCI-PIP-002

APPLICATION AREA &  
 LAND OWNERSHIP

Drawn by: T. HAYES/TFP/02	Checked: A
Checked by: JAC	Scale: 1:5000 A3
Scale: 1:5000 A3	Scale: 1:5000 A3

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Adams Hendry  
 100019165

NOTES:  
 1. Do not scale from this drawing.  
 2. All dimensions must be checked on site and per discrepancies.  
 3. All dimensions are in millimetres.  
 4. All dimensions are in millimetres.  
 5. All measurements must be as specified unless otherwise approved by the architect.

**Key**

Please refer to **Tamla Trees** report for details

- Category A - Trees of high quality
- Category B - moderate quality
- Category C - low quality
- Category U - Dead, Dying or Defect trees with <30 years retention value

RPA - root protection area as defined by Table 2 BS 5837:2012

- Existing trees retained
- Tree to be removed to facilitate development
- Proposed tree planting
- Proposed thick/hedgerow planting (TM1 - see Planting Schedule)

- KEY TO LINES:
- PLANNING APPLICATION AREA
  - EXISTING STRUCTURES
  - STRUCTURES DEMOLISHED
  - PROPOSED WORKS - PERMITTED DEVELOPMENT
  - PROPOSED WORKS - REQUIRING PLANNING PERMISSION

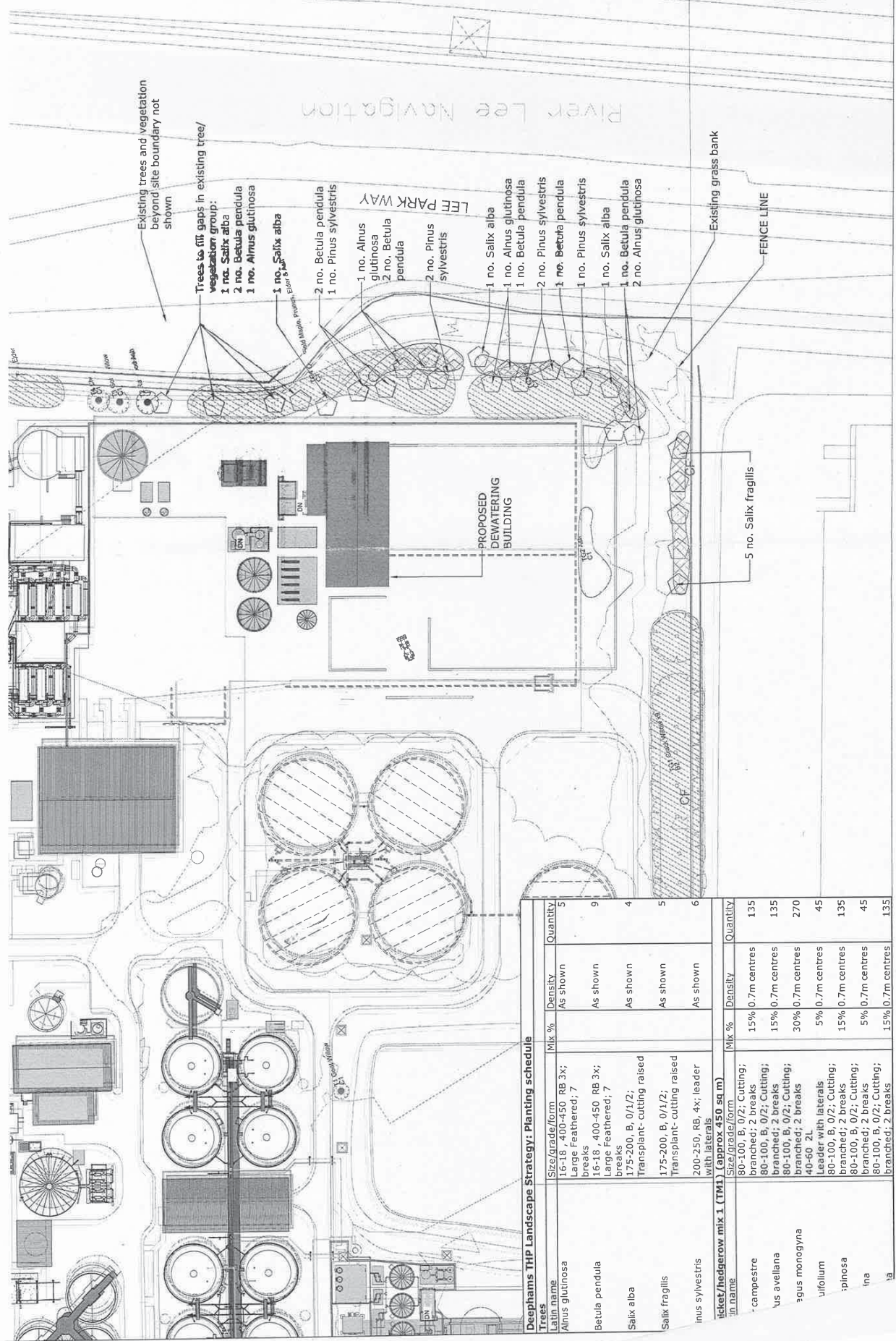


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1:1	1:1	1:1	1:1	1:1	1:1

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 London W1A 3AP  
 T: 020 7883 5790  
 F: 020 7883 6798  
 luc@luc-ltd.co.uk  
 www.luc-ltd.co.uk

Project: DEEPHAMS SW Upgrade  
 Client: THAMES WATER  
 Title: Draft  
 Date: THP - Landscape Plan  
 Scale: 1:500@A1  
 Job No: 5959  
 Drawing: 230  
 Date: A

Figure 2: Proposed landscape plan



**Deephams THP Landscape Strategy: Planting schedule**

Trees	Size/grade/form	Mix %	Density	Quantity
Alnus glutinosa	16-18, 400-450 RB 3x; Large Feathered; 7	As shown	As shown	5
Betula pendula	16-18, 400-450 RB 3x; Large Feathered; 7	As shown	As shown	9
Salix alba	175-200, B, 0/1/2; Transplant - cutting raised	As shown	As shown	4
Salix fragilis	175-200, B, 0/1/2; Transplant - cutting raised	As shown	As shown	5
Pinus sylvestris	200-250, RB, 4x; leader with laterals	As shown	As shown	6

Planting mix name	Size/grade/form	Mix %	Density	Quantity
Planting mix 1 (TM1)	(approx 450 sq m)			
Campanula	80-100, B, 0/2; Cutting; branched; 2 breaks	15%	0.7m centres	135
Salix avellana	80-100, B, 0/2; Cutting; branched; 2 breaks	15%	0.7m centres	135
Salix monogyna	80-100, B, 0/2; Cutting; branched; 2 breaks	30%	0.7m centres	270
Salix viminalis	40-60 2L	5%	0.7m centres	45
Salix pinosa	80-100, B, 0/2; Cutting; branched; 2 breaks	15%	0.7m centres	135
Salix na	80-100, B, 0/2; Cutting; branched; 2 breaks	5%	0.7m centres	45
Salix na	80-100, B, 0/2; Cutting; branched; 2 breaks	15%	0.7m centres	135



**AMK**  
 Wastewater Solutions  
 2000 South Lakes Drive  
 4401 220 22488 fax  
 www.amkinc.com

PLANNING APPLICATION DRAWING  
 NUMBER AMK-THP-004

ALCOB 10/20/12

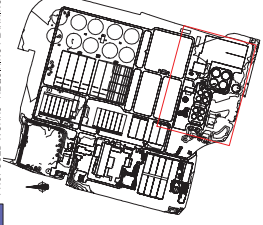
NOTES

KEY TO PROJECT SUBCATEGORIES

1. PRIMARY SETTLEMENT TANKS (PST)
2. ACTIVATED SLUDGE PLANT (ASP)
3. TERTIARY TREATMENT PLANT (TTP)
4. TTP ACO MIXER
5. TTP ACO MIXING STATION
6. S&S BUFFER TANK
7. S&S BUFFER TANKS
8. S&S BUFFER TANKS
9. S&S BUFFER TANKS
10. S&S BUFFER TANKS
11. NEW ACTIVATED SLUDGE TRANSFER PUMPS (IN AQUARIET BUILDING)
12. S&S BUFFER TANKS
13. S&S BUFFER TANKS
14. S&S BUFFER TANKS
15. S&S BUFFER TANKS
16. S&S BUFFER TANKS
17. GAS HOLDERS
18. COOLING TOWER
19. COOLING TOWER
20. COOLING TOWER
21. DEMOLISHED
22. WASTEWATER KIOSK
23. PRIMARY SLUDGE TRANSFER PUMPS TO THP
24. PRIMARY SLUDGE TRANSFER PUMPS TO THP
25. B&G STORAGE GAS RIG PARADAY CAGE
26. FLARE STACK
27. FLARE STACK
28. FLARE STACK
29. FLARE STACK
30. FLARE STACK
31. DIGESTED SLUDGE REMOVAL AREA 4 - SEE DRG 786 FOR ITEM LIST
32. DIGESTED SLUDGE REMOVAL AREA 5 - SEE DRG 786 FOR ITEM LIST
33. DIGESTED SLUDGE REMOVAL AREA 6 - SEE DRG 786 FOR ITEM LIST
34. DIGESTER INFESTAGE PUMPS

KEY TO LINE TYPES

- PLANNING APPLICATION AREA
- EXISTING STRUCTURES
- STRUCTURES DEMOLISHED
- PERMITTED DEVELOPMENT
- PROPOSED WORKS - REQUIRING PLANNING PERMISSION



DRAWINGS CAN BE SCALED FOR PLANNING PURPOSES

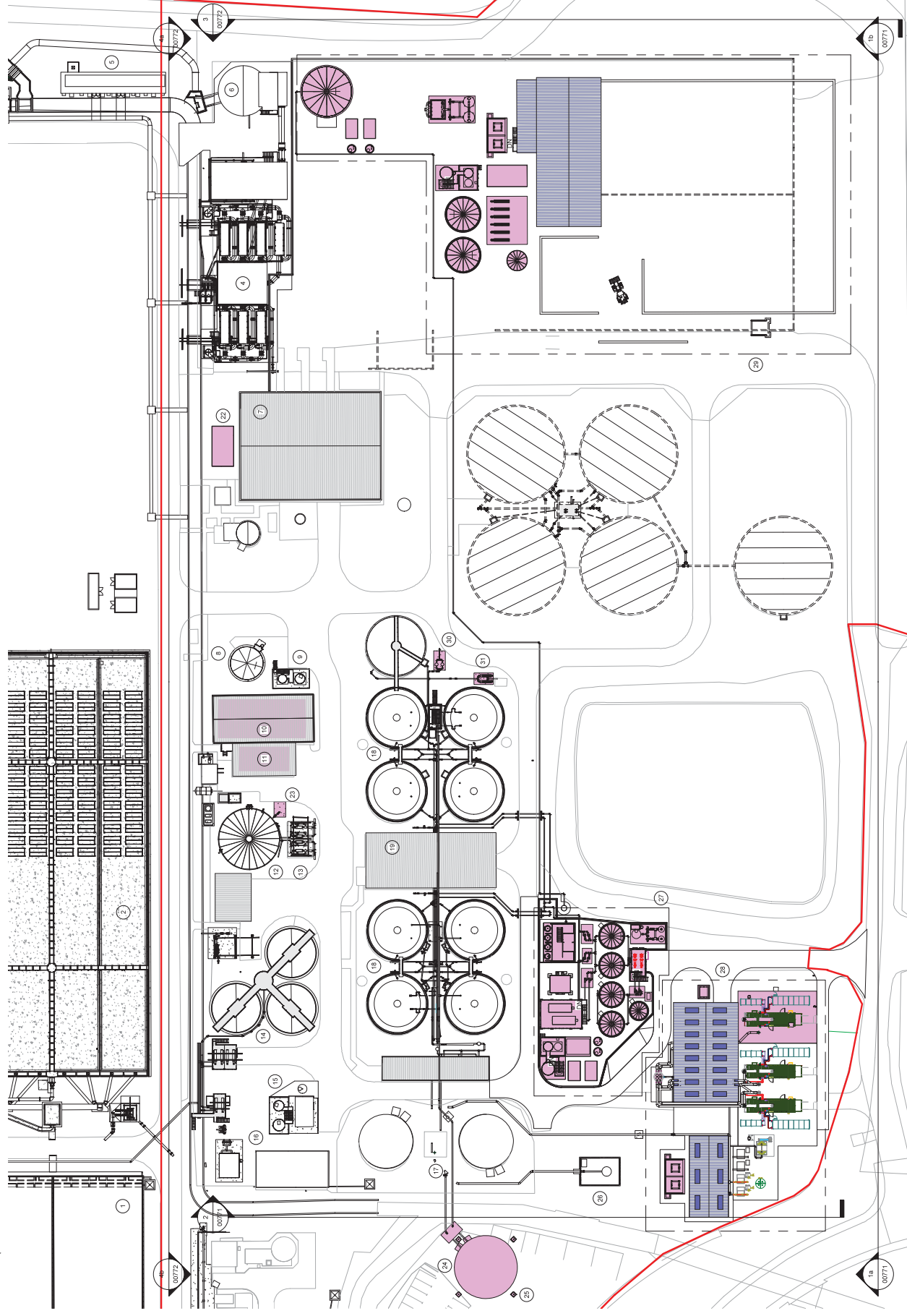
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**Thames Water**  
 Thames Water Utilities  
 CAPITAL DELIVERY

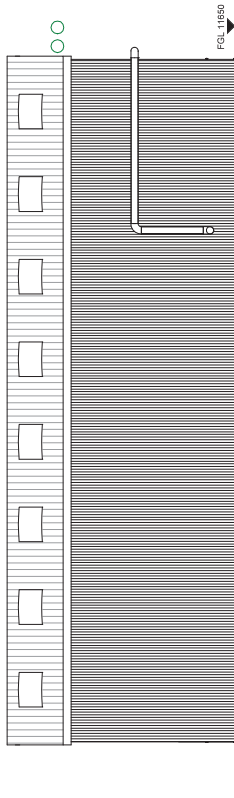
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 S&P Process: AI

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 Drawing Title: A630 DEEPIHAMS STW UPGRADE ENHANCED SLUDGE DIGESTION (THP) PROPOSED SITE PLAN

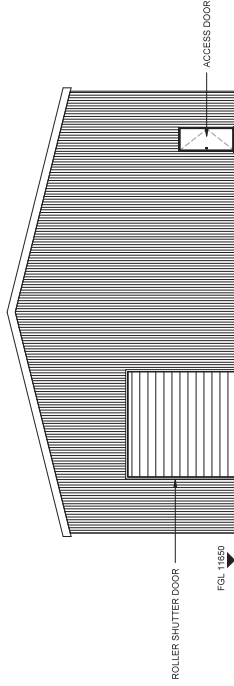
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 Rev: A



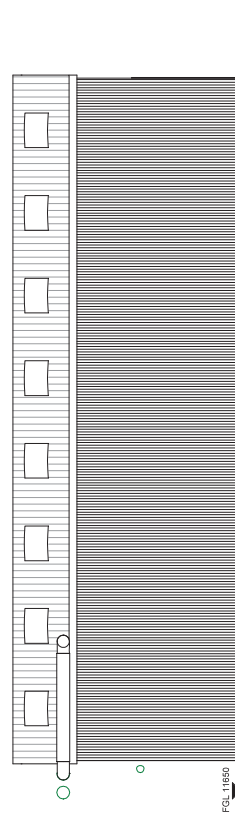
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 3. DOORS: COATED STEEL PROFILES SHEET, COLOUR GREY (ACCONSTONE) PAL 2035  
 4. WINDOWS: COATED STEEL PROFILES SHEET, COLOUR GREY (ACCONSTONE) PAL 2035  
 5. FLOOR: GALVAZINC  
 6. PAINTS: WHITE PIGMENT RESIN BLUE PAL 5005  
 7. GLASS: CLEAR GLASS  
 8. ROOF LOADS: 0.5 KN/M<sup>2</sup>  
 9. WIND LOADS: 0.5 KN/M<sup>2</sup>



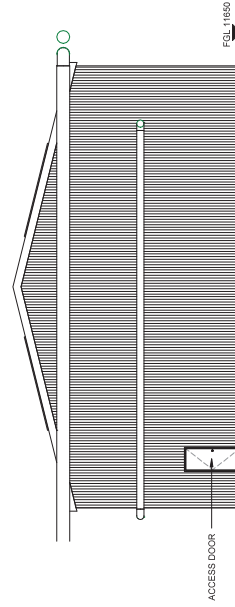
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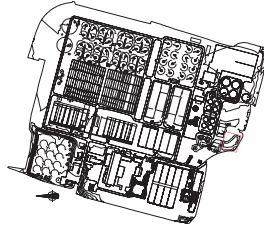
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2 SOUTH ELEVATION  
 00761 SCALE: 1:100



4 WEST ELEVATION  
 00761 SCALE: 1:100



SCALE 1:100  
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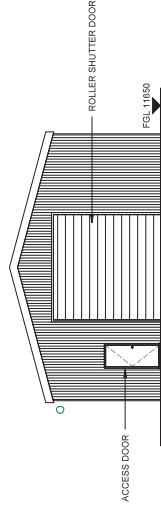


**Thames Water Utilities**  
 CAPITAL DELIVERY  
 River Hill Court  
 River Hill Lane, Reading, RG2 0HP

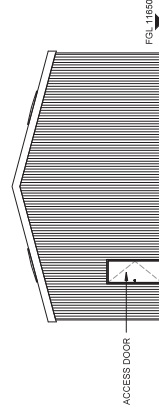
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Project Group	SAP Process	Sheet Size	Scale
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Site Name	Contract Name	Drawing Title
A630 DEEPHAMS	A630 DEEPHAMS STW UPGRADE	ENHANCED SLUDGE DIGESTION (THP)
		AREA 4 STEAM GENERATION BUILDING
		A630-AMK-020-00 - P - SHF-00762

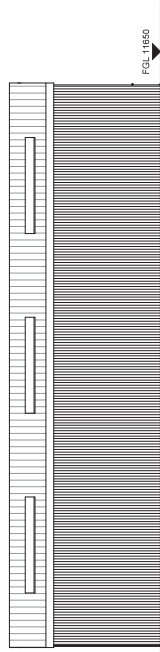
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 ROOF  
 CORRUGATED GALVANIZED STEEL SHEET, COLOUR BLUE (RAL 5005)  
 FASCIA, GUTTERS & LOUSES  
 TO MATCH WALLS & ROOF



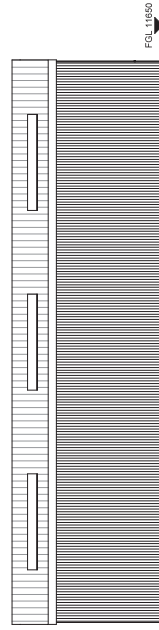
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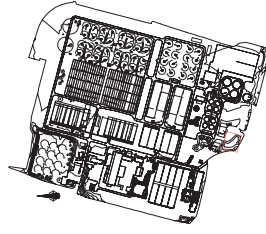
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2 SOUTH ELEVATION  
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DRAWINGS CAN BE SCALED FOR PLANNING PURPOSES

No.	Description	Jr.	CRSN	Date
A	PLANNING APPLICATION	JR.	CRSN	07/07/2015
		Drawn	Checked	Date



Thames Water Utilities  
 CAPITAL DELIVERY

Rose Hill Court  
 Rose Hill Lane, Reading, RG2 0TP

Location Code	OS Reference	Survey Reference	Drawn By
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Project Group	SAP Process	Sheet Size	Scale
		A1	As Indicated
Location - Town	Site Name	Contract Name	Drawing Title
		A630 DEEPHAMS STW UPGRADE	A630 DEEPHAMS STW UPGRADE
		ENHANCED SLUDGE DIGESTION (THP) AREA 4	ENHANCED THP & CHP LV & HV MCC BUILDING
		A630-AMK-020-00 - P - SHI-00764	

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		ENHANCED SLUDGE DIGESTION (THP) AREA 4	ENHANCED THP & CHP LV & HV MCC BUILDING
		A630-AMK-020-00 - P - SHI-00764	



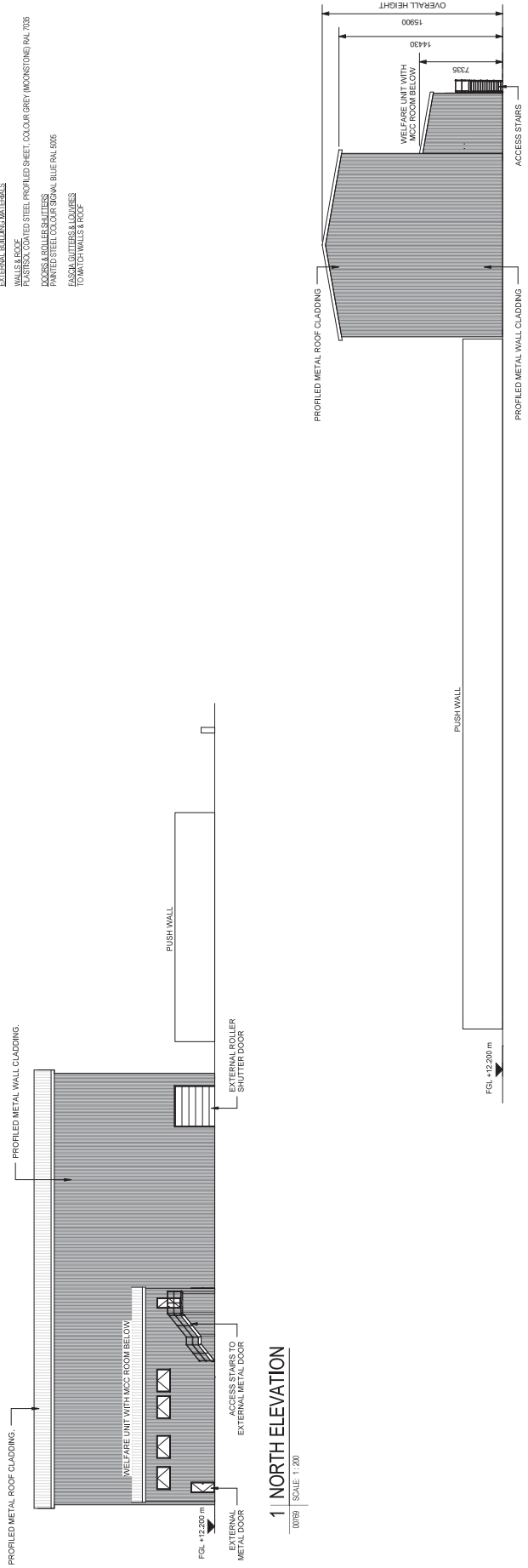
**AMK**  
 Watermark Building Park  
 5000 South Yorks Rd, York  
 YO26 4JH  
 Tel: +44 (0) 1904 224468 Fax  
 +44 (0) 1904 224469  
 www.amk.co.uk

PLANNING APPLICATION DRAWING  
 NUMBER AMK-THP-019

ALCOM PROJECT REF

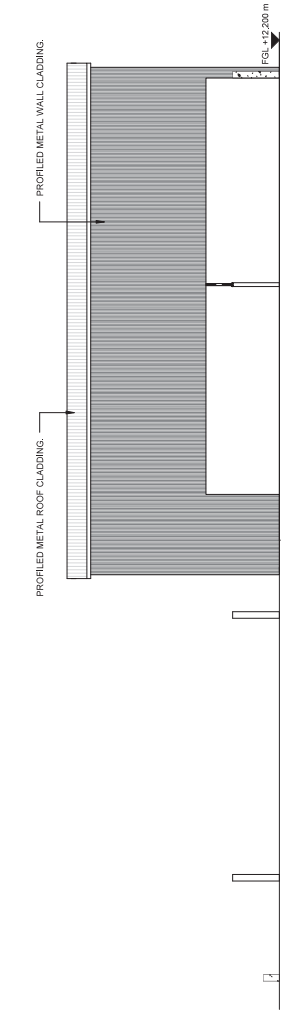
NOTES

EXTERNAL BUILDING MATERIALS  
 PROFILED METAL ROOF CLADDING  
 POLYURETHANE COATED STEEL PROFILED SHEET, COLOUR GREY (MCKINSTRONG) PAU 7035  
 POLYURETHANE COATED STEEL PROFILED SHEET, COLOUR BLUE (RAL 5005)  
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 POLYURETHANE COATED STEEL PROFILED SHEET, COLOUR BLUE (RAL 5005)



**1 | NORTH ELEVATION**  
 00769 | SCALE: 1:200

**2 | EAST ELEVATION**  
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**3 | SOUTH ELEVATION**  
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**4 | WEST ELEVATION**  
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DRAWINGS CAN BE SCALED FOR PLANNING PURPOSES

No.	Description	Rev.	Date	Checked by	Date
A	PLANNING APPLICATION	RW	CRNJ	06/07/2015	



**Thames Water Utilities**  
 CAPITAL DELIVERY  
 Rose Hill Court  
 Rose Hill Lane, Reading, RG2 0TP

Location Code	OS Reference	Survey Reference	Drawn By
DEEPSIZZ	TQ338937	UBR	JR

Project Group	SAP Process	Sheet Size	Scale
WASTEWATER	AI	A1	As Indicated

Contract Name	Contract No.
A630 DEEPHAMS STW UPGRADE	A630 DEEPHAMS STW UPGRADE

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ALCOBTHP001.RVT

NOTES

- REF TO OBJECT SPECIFICATIONS**
1. PRE-THEAT SLAGS (PTS)
  2. ACTIVATED SLUDGE PLANT (ASP)
  3. 'CHEMULSHEP'
  4. POLYMER STORAGE
  5. THERMAL HYDROLYSIS PLANT (THP)
  6. DISC FILTER PLANTING STATION
  7. SANDS BUILDING
  8. POLYMER STORAGE TANKS
  9. DEWATERING POLYMER MAKE-UP & STORAGE TANKS
  10. DEWATERING POLYMER MAKE-UP & STORAGE TANKS
  11. MEVA STABILISED SLUDGE TRANSFER PUMPS (IN AQUALET BUILDING)
  12. DESLISTER FEED TANK
  13. DEWATERING POLYMER MAKE-UP & STORAGE TANKS
  14. SLUDGE FEED TANKS
  15. POLYMER STORAGE
  16. GAS HOLDING TANK
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  18. PRIMARY DIGESTERS
  19. DESLISTER BUILDING
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  24. BIODIGESTOR STORAGE GAS BAG
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DRAWINGS CAN BE SCALED FOR PLANNING PURPOSES

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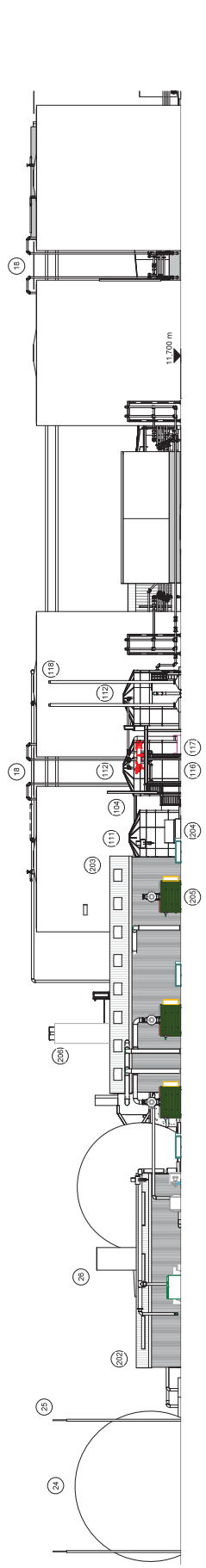
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**Thames Water Utilities**  
 CAPITAL DELIVERY

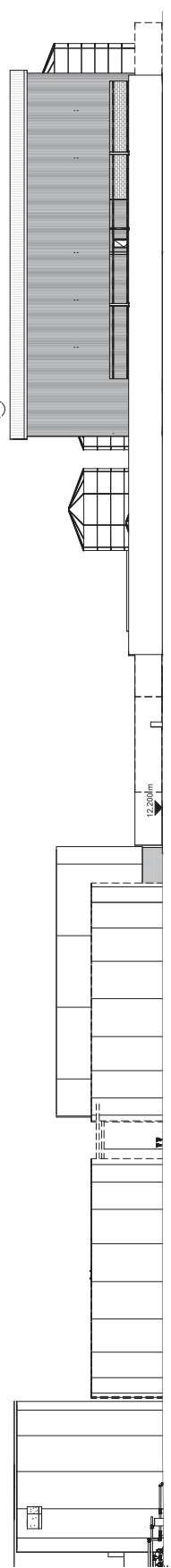
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DEEPSIZZ	UQR	UQR	JR
Project Group	SAP Process	Sheet Size	Scale
WASTEWATER	SAP Process	A1	As Indicated
Location	A630 Deephams STW Upgrade		
Contract Name	A630 DEEPHAMS STW UPGRADE		
Contract No.	A630 DEEPHAMS STW UPGRADE		
Drawing Title	ENHANCED SLUDGE DIGESTION (THP)		
Site Sections SH1	SITE SECTIONS SH1		
Doc. No.	A630-AMK-000-00 - P - SH1-00771		

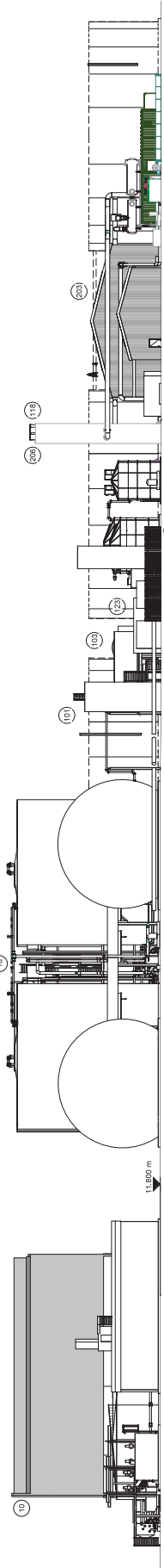
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1a | ELEVATION 1  
 00771 | SCALE: 1:200



1b | ELEVATION 1 (CONTINUED)  
 00771 | SCALE: 1:200



2 | ELEVATION 2  
 00771 | SCALE: 1:200



**AMK**  
 Watercare Buildings Park  
 Boundary, South Works 875 StL  
 4401 2200 224488 8m  
 www.amk.co.uk

**PLANNING APPLICATION DRAWING  
 NUMBER AMK-THP-0022**

ALCOB 17/03/2012

**NOTES**

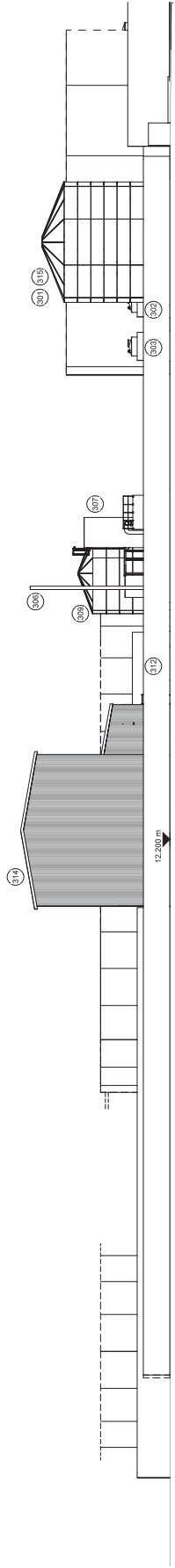
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  2. ACTIVATED SLUDGE PLANT (ASP)
  3. TERTIARY TREATMENT PLANT (TTP)
  4. TERTIARY TREATMENT PLANT (TTP)
  5. TTP MCC HOSK
  6. TTP MCC HOSK
  7. TTP MCC HOSK
  8. SAS BUFFER TANK
  9. SAS BUFFER TANK
  10. AQUABEL BUILDING
  11. NEW ACTIVATED SLUDGE TRANSFER PUMPS (IN AQUABEL BUILDING)
  12. DEWATERING PUMPS
  13. DEWATERING PUMPS
  14. SLUDGE BUFFER TANKS
  15. TYPICAL SLUDGE
  16. COOLUP CONTROL
  17. GAS HOLDERS
  18. GAS HOLDERS
  19. DEWATERING BUILDING
  20. DEMARKER
  21. WASHWATER HOSK
  22. WASHWATER HOSK
  23. PRIMARY SLUDGE TRANSFER PUMPS TO TTP
  24. POLYMER STORAGE GAS BIG FARMWAY CASE
  25. POLYMER STORAGE GAS BIG FARMWAY CASE
  26. FLARE STACK
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  31. DEEPHAMS SLUDGE TRANSFER PUMPS
  32. DEEPHAMS INTERSTAGE PUMPS
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  102. PRE-THP DEWATERING POLYMER STORAGE INLO
  103. PRE-THP DEWATERING POLYMER STORAGE INLO
  104. THP FEED SLO
  105. HYDRAULIC SLUDGE TRANSFER PUMPS
  106. HYDRAULIC SLUDGE TRANSFER PUMPS
  107. PRE-THP DEWATERING CENTRIFUGES/FILTRATE PUMPING STATION
  108. DRAINAGE PUMPS
  109. DRAINAGE PUMPS
  110. THP BYPASS PUMPS
  111. SOLUBLE ENDINGS STORAGE TANKS
  112. SOLUBLE ENDINGS STORAGE TANKS
  113. IMPORTS BUFFER TANK
  114. BUFFER TANK COMPRESSOR
  115. BLENDING SLUDGE TRANSFER PUMPS
  116. BLENDING SLUDGE TRANSFER PUMPS
  117. THP ASKS COOL TREATING SYSTEM/ROLLING STACK (COOL)
  118. WASHWATER BREAK TANK - THP AREA
  119. WASHWATER BREAK TANK - THP AREA
  120. POTABLE WATER BOOSTER SET - THP AREA
  121. POTABLE WATER BOOSTER SET - THP AREA
  122. WASHWATER BOOSTER SET - THP AREA
  231. PRE-THP DEWATERING POLYMER MAKE-UP & LOSING HOSK
  232. PRE-THP DEWATERING POLYMER MAKE-UP & LOSING HOSK
  233. STEAM GENERATION SYSTEM BUILDING
  234. STEAM GENERATION SYSTEM BUILDING
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  236. CHP ENGINE
  237. CHP ENGINE
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  241. POTABLE WATER BREAK TANK
  242. WASHWATER BREAK TANK
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  244. POTABLE WATER BOOSTER SET
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  246. DEWATERING FACILITY VENTILATION SYSTEM STACK (COOL)
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  248. DIGESTED SLUDGE DEWATERING PRESS DIGESTED SLUDGE FEED TANKS
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  250. HIGH SOLIDS DEWATERING PRESS DIGESTED SLUDGE FEED TANKS
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  313. DEWATERING BUILDING & CASE STORAGE PAUL
  314. DEWATERING BUILDING & CASE STORAGE PAUL
  315. FILTRATE BUFFER TANK

DRAWINGS CAN BE SCALED FOR PLANNING PURPOSES

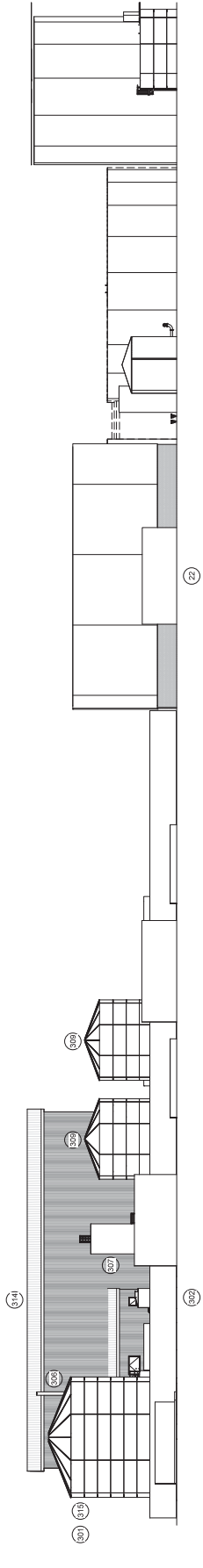
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A	PLANNING APPLICATION	Jr.	CR/NI	07/07/2012



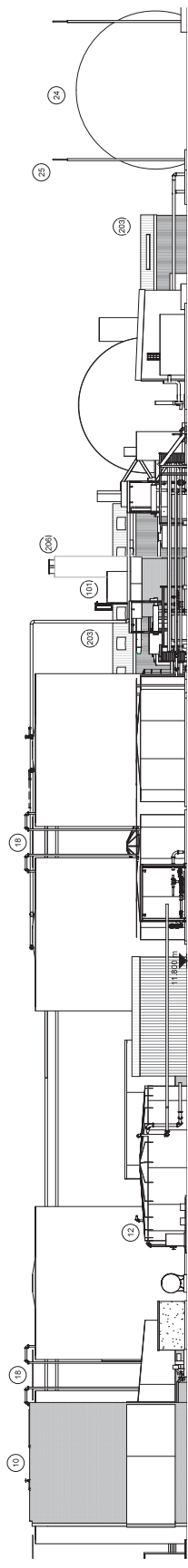
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Project Group	SAP Process	Sheet Size	A1
WASTEWATER			
Location / Issue	A630 Deephams STW Upgrade		
Contract Name	A630 DEEPHAMS STW UPGRADE		
Drawing Title	A630 DEEPHAMS STW UPGRADE		
Site Sections	ENHANCED SLUDGE DIGESTION (THP)		
Revision	A630-AMK-000-00 - P - SHF-00772		



**3 ELEVATION 3**  
 SCALE: 1:200



**4a ELEVATION 4**  
 SCALE: 1:200



**4b ELEVATION 4 (CONTINUED)**  
 SCALE: 1:200

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 24<sup>th</sup> November 2015

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

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Ms Gemma Robinson

**Ward:**  
Town

**Ref:** 15/04171/RE4

**Category:** LBE - Dev by LA

**LOCATION:** 4 And 5, Burleigh Way, EN2 6AE,

**PROPOSAL:** Change of use form Retail (A1) to Medical Health Clinic (D1).

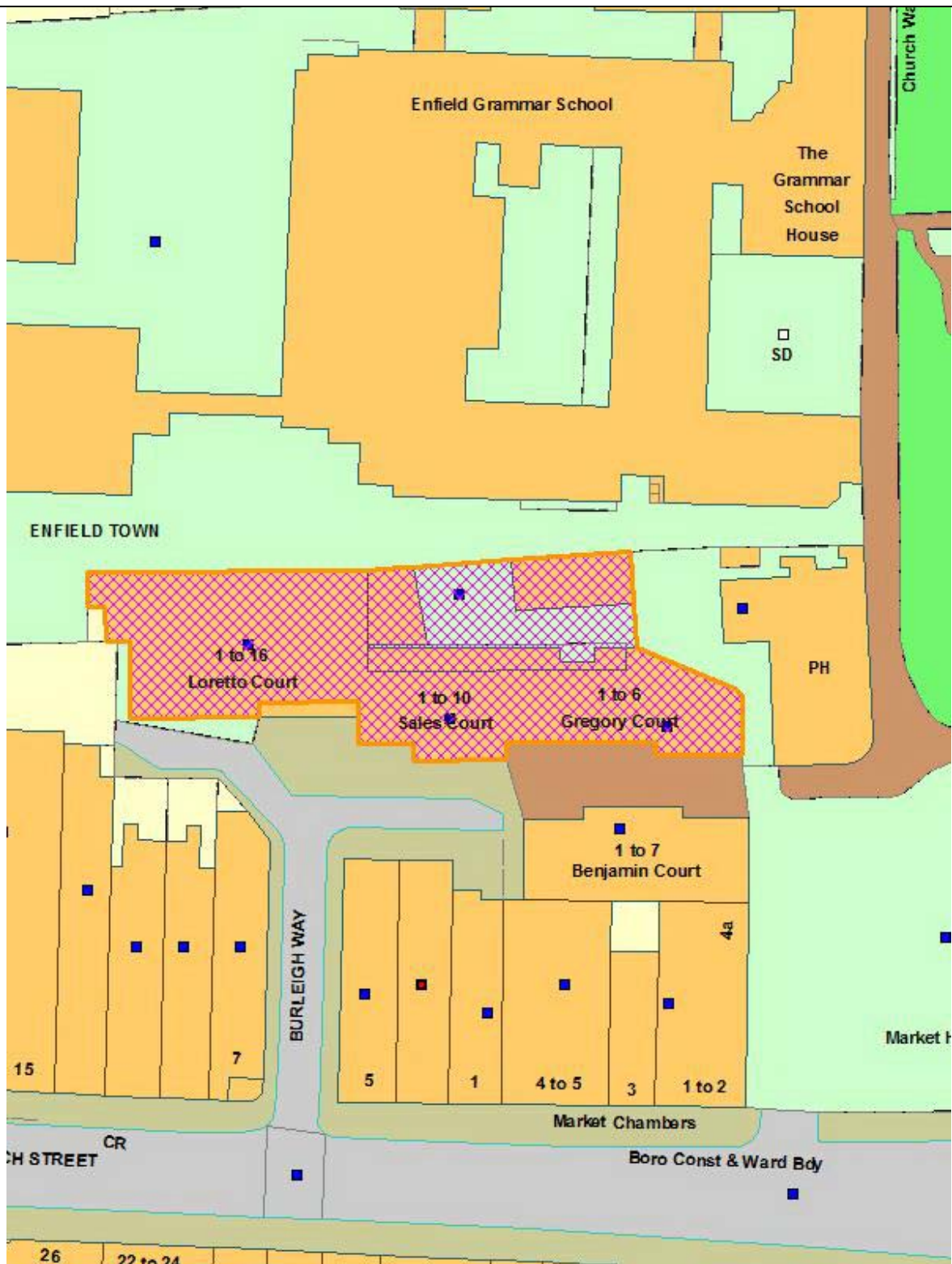
**Applicant Name & Address:**  
Bindi Nagra

**Agent Name & Address:**  
Tahir Ditta  
P O Box 52  
Civic Centre  
B Block South  
Silver Street  
EN1 3XD

**RECOMMENDATION:**

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

Ref: 15/04171/RE4 LOCATION: 4 And 5, Burleigh Way, EN2 6AE,



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Scale 1:1250

North



## Site and surroundings

- 1.1 The application site area comprises a relatively new ground floor unit to the north side of the pedestrianised section of Burleigh Way. It currently has A1 retail use.
- 1.2 The surrounding area is a mix of commercial units on the ground floor and residential above. To the east Burleigh Way leads to the Market Square and to the south it joins Church Street.
- 1.3 The site is within the Enfield Town Conservation Area, within a Site of Archaeological interest and a Major Centre.

- **Proposal**

- 2.1 Planning permission is sought for the change of use from Retail (A1) to Medical Health Clinic (D1).
- 2.2 The Medical Health Clinic will comprise five (5) treatment rooms, two cubicle service areas with ancillary waiting area, reception, wash closets and staff room with kitchenette.
- 2.3 The proposed opening hours are to be:  
  
Monday to Friday: 8.00am to 7.00pm;  
Saturday: 9.00am to 2.00pm; and  
Sunday: 9.00am to 2.00pm.
- 2.4 No change to the total floor space is proposed, it will remain as 157m<sup>2</sup>.
- 2.5 The proposed total number of full time employees is 6, with no part-time employees proposed.

- **Relevant Planning Decisions**

- 3.1 TP/10/1112 Planning permission granted for the demolition of the existing building and erection of 6 commercial units & 39 residential units (50% of which Affordable Housing) in two, part 3 & part 4 storey blocks, comprising of 6 x 1-bed, 17 x 2-bed & 16 x 3-bed flats, incorporating accommodation in roof space with front, rear & side dormer windows & pedestrian access to the Market Place.

- **Consultation**

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

- 4.1.1 Environmental Health

No objection.

- 4.1.2 Enfield Town Conservation Area Study Group

No comments received.

4.1.3 Conservation Officer

No objection.

4.1.4 Traffic and Transportation

No objection.

**4.2 Public**

4.2.1 Letters were sent to 84 neighbouring properties. The consultation period ended on the 15 October 2015. No representations were received.

• **Relevant Policy**

5.1 The London Plan

6.13 Parking

7.4 Local Character

5.2 Core Strategy

CP13 Promoting economic prosperity

CP16 Economic success and skills

CP17 Town Centres

CP25 Pedestrians and cyclists

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

5.3 Development Management Document

DMD16 Provision of new community facilities

DMD26 Enfield Town

DMD44 Conserving and Enhancing Heritage Assets

DMD45 Parking Standards and Layout

5.4 Other Relevant Policy

National Planning Policy Framework

National Planning Practice Guidance

Enfield Town Conservation Area Character Appraisal

• **Analysis**

6.1 Principle

6.1.1 The principal of a change of use is acceptable providing that it does not harm the vitality and viability of the shopping centre, amenities of residential occupiers, street scene, conservation area nor impact upon traffic and parking.

6.2 Impact on Vitality and Viability

6.2.1 CP18 of the Core Strategy states that a range of facilities and uses will be encouraged consistent with the scale and function in the hierarchy, to meet people's day to day needs whilst preserving the predominance of retail use

within the centres. CP17 encourages development that would ensure that Enfield Town will be the preferred location for new retail, leisure and cultural developments, particularly those with a borough wide catchment area.

6.2.2 DMD26 relates to Enfield Town and states development within primary shopping areas, comprising primary and secondary frontages must have regard to a number of criteria amongst others including the following; it must not create an over-concentration of similar uses, must be of an appropriate town centre use and complement the shopping function of the centre, retain a shop front, achieve an active ground floor frontage during the day, not have a detrimental visual impact and must respect the character of the centre.

6.2.3 The units the subject of this application are not on a primary shopping frontage and therefore may support non-A1 uses. Moreover, the units have been vacant since their construction and have struggled to attract long term occupiers. The proposed community service use will complement existing uses in the Enfield Town centre area by providing a key community service in an area that is well serviced by public transport and will bring into use a long standing vacant unit .

6.2.4 DMD26 is further supported by DMD25 under general considerations for town centre development whereby development will only be permitted if it meets the following set of criteria:

- a. the proposed use supports town centre vitality and viability,
- b. the design and siting of the development promotes visual continuity with the surrounding built environment,
- c. the proposed use does not harm the character, appearance and amenity of the area,
- d. the residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy,
- e. the development will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area,
- f. the scale of parking is proportionate to the size of the development, and an active frontage is achieved at the ground floor.

6.2.5 Those elements that are repeated in both policies but not assessed above are assessed below.

### 6.3 Provision of Community Facilities

6.3.1 DMD16 encourages new community facilities which will be supported borough wide, with planning permission being granted providing the proposed development is demonstrated to have a community need, makes an efficient and effective use of land and buildings, and where appropriate, provides opportunities for co-location, flexible spaces and multi-use, is easily accessible to the community it is intended to serve by walking, cycling and public transport to reduce dependence upon private car transport, is designed to provide access for physically impaired users, does not harm the amenities of neighbouring and nearby properties and does not have a negative impact on the area in terms of the potential traffic generated.

6.3.2 The proposed use as a medical centre will provide health care services within the centre of the Enfield Town area. It is considered that the proposal makes efficient use of an existing building to provide a high demand community service.

6.3.3 The site is located on the pedestrianised section of Burleigh Way which is accessible for both disabled and non-disabled people from both the Market Square and also via Church Street. Taking the above into consideration the proposal would be an appropriate sustainable use of the site having regard to DMD16.

#### 6.4 Impact on the Character and Appearance of the Conservation Area

6.4.1 The site was permitted for retail uses but has never been occupied. The application does not propose any external changes to the building except for window signage and minor identification treatments. However, the arrangement of facilities within the building will mean that the existing shopfront windows are likely to be obscured in some way, to safeguard the privacy of patients. Whilst recognising the need for privacy, it is considered important to see details of the treatment of the windows to encourage an active and visually interesting frontage as possible and therefore a condition is recommended requiring the submission of details. Subject to this, and taking into consideration that there is otherwise no change to the external structure of the shop front, it will not harm the character and appearance of the unit and so would serve to conserve the Enfield Town Conservation Area having regard to DMD37 and DMD44.

6.4.2 Any signage associated with the proposed use will need to obtain advertising consent as appropriate.

#### 6.5 Impact on Neighbouring Residential Properties

6.5.1 The medical use will occupy the ground floor unit of the proposal. The upper floors above the commercial units of Burleigh Way are residential. The proposal does not include any external additions. Taking into consideration the mixed use nature of the surrounding area, the proposal will not have an unduly harmful impact to nearby residential occupier's amenities having regard to DMD25 and DMD26.

#### 6.6 Impact on Traffic and Pedestrians

6.6.1 Currently the site has no designated parking spaces for staff vehicles nor for the public. There is restricted parking available within Market Square on specific days of the week. The site area has a Public Transport Access Level rating of 5 (with 1 being the least accessible and 6 being the most accessible). The site is served by a number of bus routes, with bus stops nearby and Enfield Town Rail station in close walking distance. The unit is currently situated on a pedestrianised section of Burleigh Way.

Due to the location the proposed use is unlikely to attract trade from passing cars. There are parking restrictions along Church Street but parking facilities are available within the car parks near Little Park Gardens and Cecil Road. Taking the above into consideration the change of use is within a highly accessible area with various modes of transport available.

6.6.2 In addition, the proposal would not have a negative impact upon pedestrian safety.



6.7 Hours of Operation

- 6.7.1 The proposed opening hours are to be Monday to Friday 8am – 7pm, Saturday 9am – 2pm and Sunday and Bank Holidays 9am to 2 pm.
- 6.7.2 Should permission be granted a condition will be attached ensuring that any changes to the hours of operation for the D1 use will have to be first agreed in writing by the Local Planning Authority. This will also ensure there is no undue harm to the residents of the surrounding area. In addition to this Environmental Health have no objections. In regard to the above the proposal accords with policies CP30, DMD25 and DMD26.

6.8 Refuse and servicing

- 6.8.1 The existing development incorporates bin stores (general waste and recyclable) for the retail units at the ground floor. For the duration of the project, the bins are to be stored in the retail secondary bin store which is 1 of 3 bin stores located to the left of the Unit 1 Burleigh Way. This is acceptable having regard to DMD32.

• **Conclusion**

- 7.1 It is considered that the change of use of the retail unit to D1 will not be detrimental to the surrounding area and will add vitality to the shopping area and will conserve the character and appearance of the Enfield Town Conservation Area.

**8 Recommendation**

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

1. C60 Approved Plans
2. C38 Restricted Hours - Opening  
The premises shall only be open for business and working between the hours of 08:00hrs and 19:00hrs Monday to Friday, 09:00 and 14:00 on Saturdays, Sundays and Bank Holidays.

Reason: to ensure that the approved use does not unduly prejudice the amenities of the occupiers of adjoining and nearby residential properties.

3. C49 Restricted Use Class

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, the premises shall only be used for purposes within Use Class D1(a) 'for the provisions of any medical or health services except the use of premises attached to the residence of the consultant or practitioner'.

Reason: To ensure the premises is used only for a Use Class D1(a) purpose and no other Use Class D1 purposes that may result in adverse traffic or noise impacts in Burleigh Way.

- 4 That prior to occupation of the premises details shall be submitted of any proposed treatment to be applied to the existing windows to the front elevation of the building to safeguard the privacy of patients. The works shall be carried out only in accordance with the approved details.  
Reason: To safeguard the character and appearance of the area.
- 5 C51A Time Limited Permission

DO NOT SCALE FROM DRAWING. ALL DIMENSIONS MUST BE TAKEN ON SITE.



North Direction



Rev	Description	Dm	Chk	Date
01	Revision	..	..	..
00	Initial Supply	..	..	..



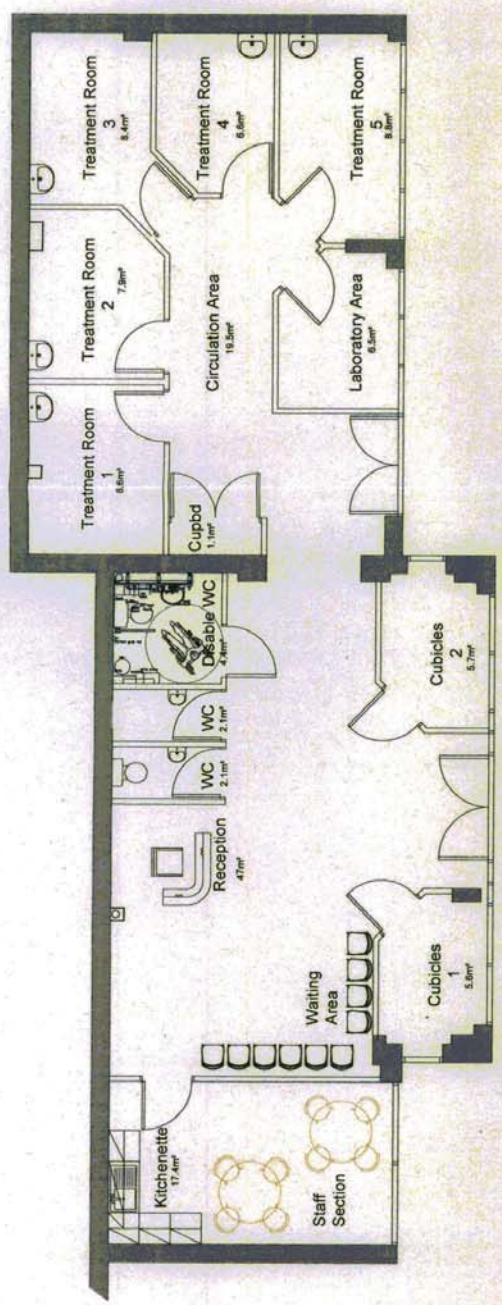
**CONSTRUCTION**  
 6 MONTHS  
 12 MONTHS  
 18 MONTHS  
 24 MONTHS  
 30 MONTHS  
 36 MONTHS  
 42 MONTHS  
 48 MONTHS  
 54 MONTHS  
 60 MONTHS  
 66 MONTHS  
 72 MONTHS  
 78 MONTHS  
 84 MONTHS  
 90 MONTHS  
 96 MONTHS  
 102 MONTHS  
 108 MONTHS  
 114 MONTHS  
 120 MONTHS

Property: Units 4 & 5 Burlleigh Way  
 Enfield, Middlesex,  
 London, EN2 6AE

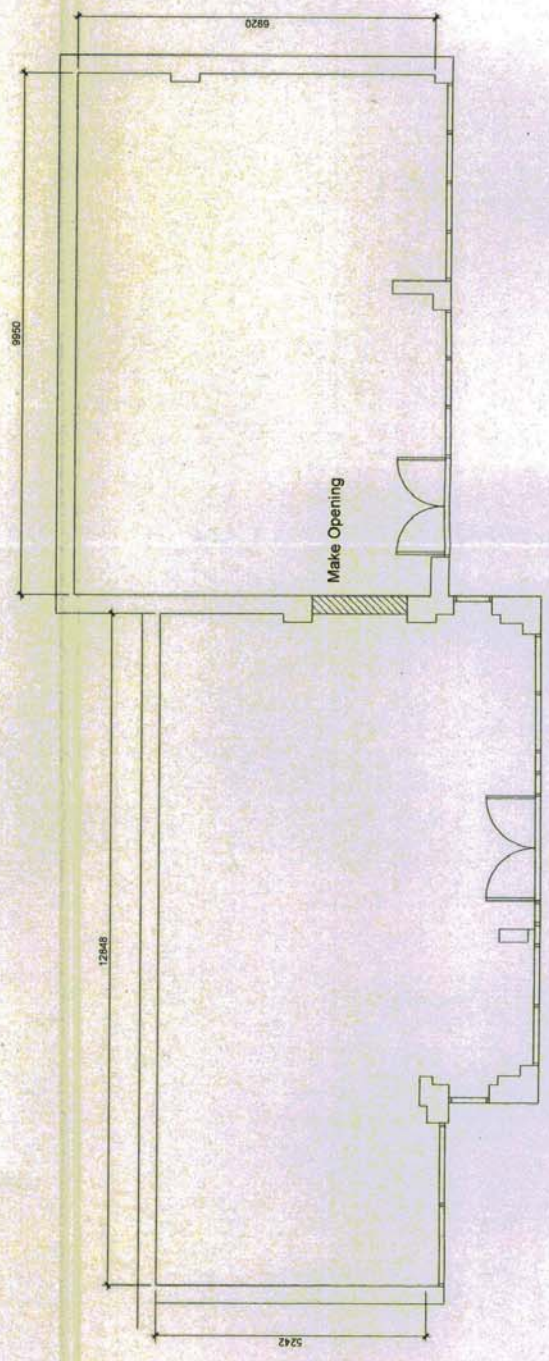
Title: Ground floor Plan  
 Existing & Proposed Plans.

Area Information		LBE Ref: ..
Total Site Area:	..	Scale: 1:100 @ A3
Gross External Area:	..	Date: 09-09-15
Gross Internal Area:	157m2	Survey: PB
Total Room Area:	..	Drawn: Pavinder Shumber
Net Internal Area:	..	Checked: T. Dilla
LBE Site Boundary:	..	LBE Drawing Check:
Filename:	Burlleigh Way	

UPRN No: M004686 - 01 01 OF 01

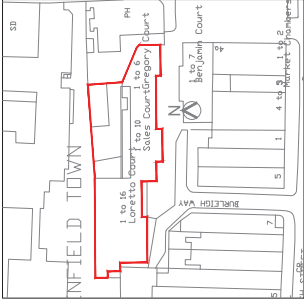


PROPOSED LAYOUT



EXISTING LAYOUT

DO NOT SCALE FROM DRAWING. ALL DIMENSIONS MUST BE TAKEN ON SITE.



Rev	Description	Dm	Chk	Date
01	Amended as to email from NHS 14-09-15	PB	PB	15-09-2015
00	Initial Supply	PB	PB	09-09-2015



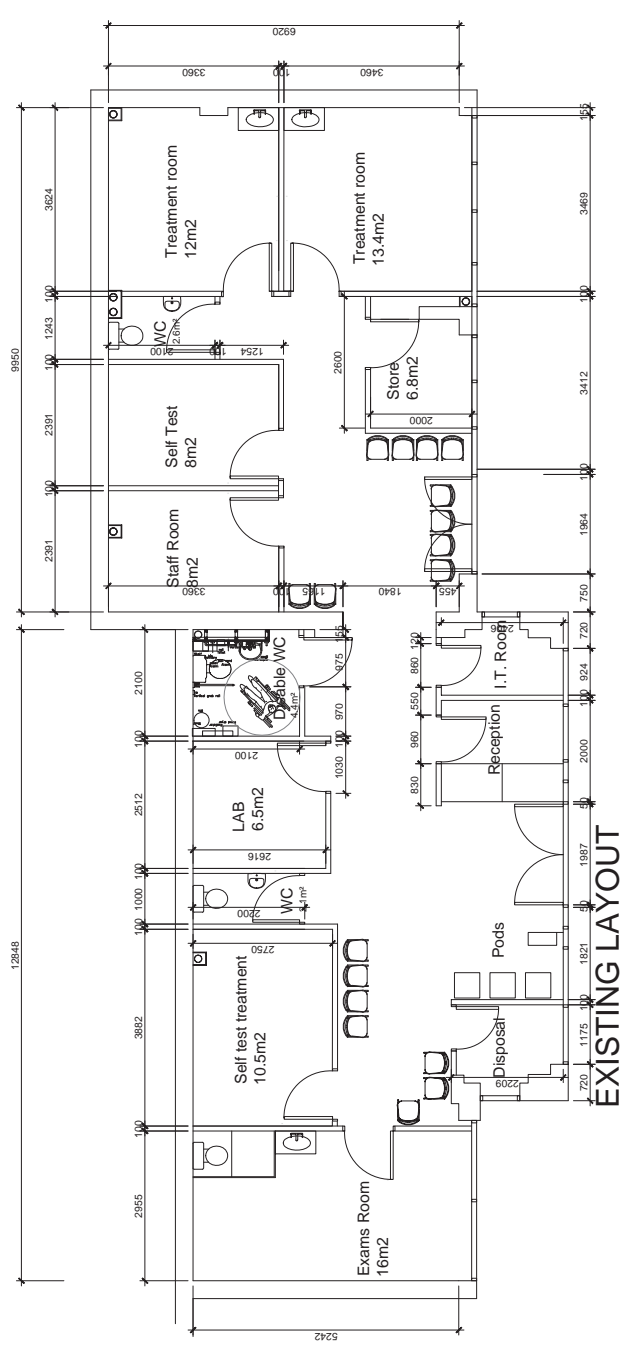
**CORPORATE MAINTENANCE & CONSTRUCTION**  
 15 Market Street, Enfield, Middlesex, EN2 6AE  
 Tel: 020 8270 0000  
 Fax: 020 8270 0001  
 Email: corporate.maintenance@enfield.gov.uk

**Property:** Unit 4 & 5 Burreleigh Way  
 Enfield, Middlesex,  
 London, EN2 6AE

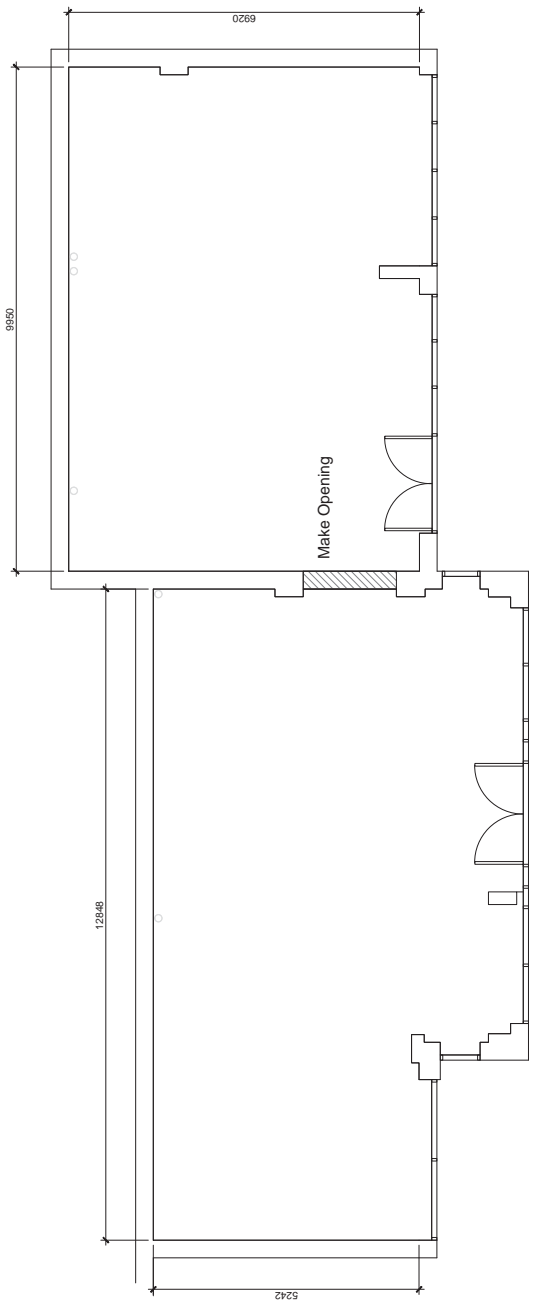
**Title:** Ground Floor Plan  
 Existing & Proposed Plans  
 Dimensions

Area Information	LBE Ref.:	...
Total Site Area:	000	Scale: 1:100 @ A3
Gross External Area:	000	Date: 09-09-2015
Gross Internal Area:	000	Survey: Parvinder Bhumber
Total Room Area:	000	Drawn: Parvinder Bhumber
Net Internal Area:	000	Checked: T. Dilla
LBE Site Boundary:	Yes	LBE Drawing Check: T Dilla

Filename: Unit 4 & 5 Burreleigh Way  
 Plan No: M/004686 - 02  
 02 OF 02



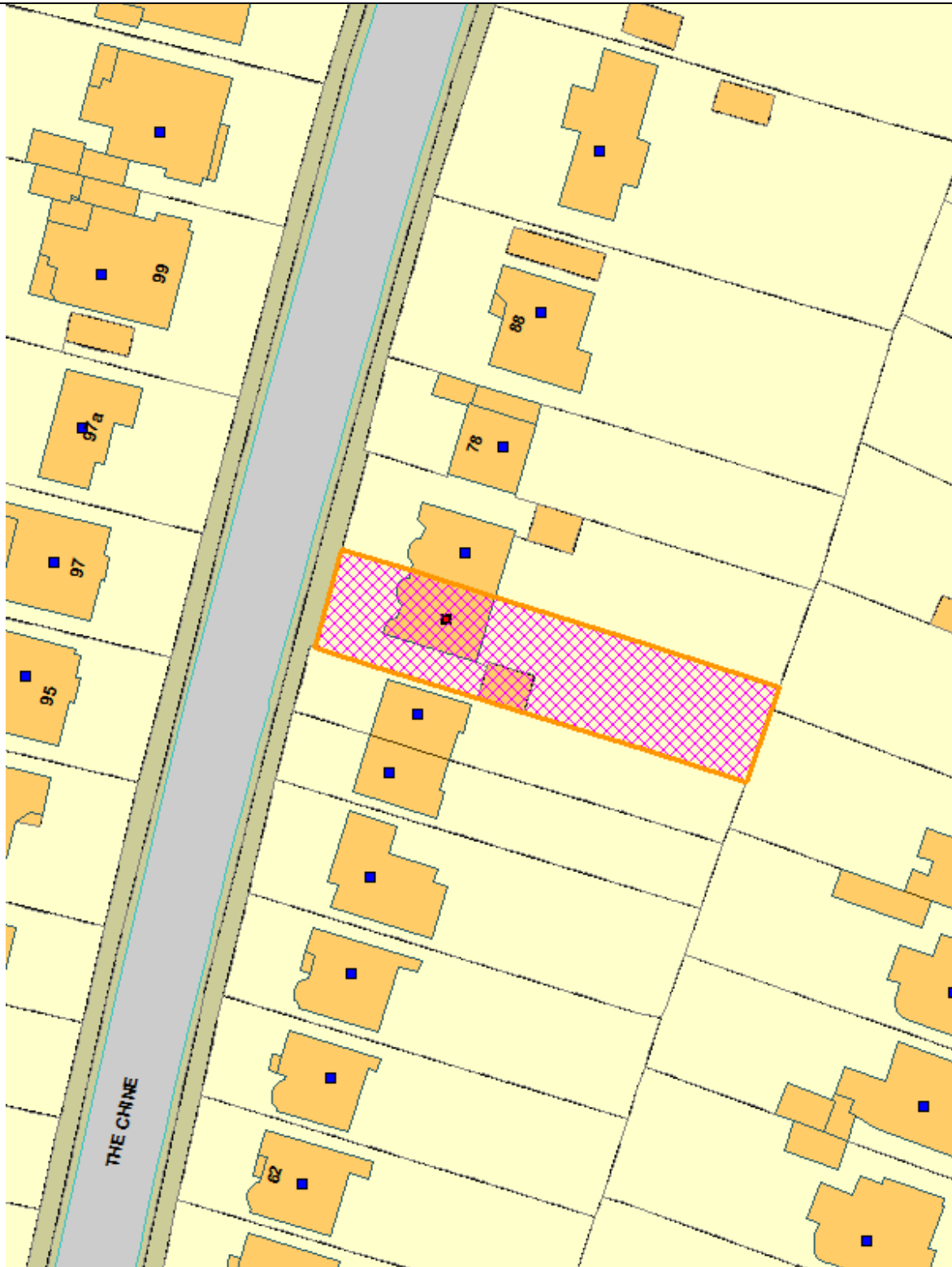
**EXISTING LAYOUT**



**EXISTING LAYOUT**

<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 24 <sup>th</sup> November 2015
<b>Report of</b> Assistant Director, Planning, Highways & Transportation	<b>Contact Officer:</b> Andy Higham Sharon Davidson Ms M Demetri	<b>Ward:</b> Grange
<b>Ref:</b> 15/04172/HOU		<b>Category:</b> Householder
<b>LOCATION:</b> 74 The Chine, London, N21 2EH,		
<b>PROPOSAL:</b> Single storey side extension, part single, part 2-storey rear extension, raised patio and detached shed at rear and hard surfacing and new steps to front.		
<b>Applicant Name &amp; Address:</b> Mr Y Kazim 74 The Chine London N21 2EH		<b>Agent Name &amp; Address:</b> John Perrin And Co 885, Green Lanes, London, N21 2QS
<b>RECOMMENDATION:</b> That planning permission be <b>GRANTED</b> subject to conditions		

Ref: 15/04172/HOU LOCATION: 74 The Chine, London, N21 2EH,



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Scale 1:1250

North



## Site and Surroundings

- 1.1 Number 74 The Chine comprises an interwar semi-detached dwelling circa. 1921-1935 that is sited within the boundaries of the Grange Park Conservation Area. The dwelling is characteristic of inter-war speculative housing and has a strong Arts and Crafts influence, featuring a double height canted bay window (leaded lights) topped with a projecting half-timbered gable, canted oriel window and a hipped roof (clay tiled) with central exposed brick chimney stack over. A brick porch set on a canted plan with original half glazed timber door and clay tiles over is a prominent feature to the front elevation along the front boundary.
- 1.2 The site has an east to west orientation and there is a slope on the site so that the application dwelling is set at a higher ground level than the rear boundary. The front garden comprises soft landscaping and a sweeping path. There is hardstanding along the side of the house that leads to an existing detached garage which is set back from the rear elevation of the house sited adjacent to the common boundary with number 72 The Chine. To the rear of the garage is a store and greenhouse. The rear garden measures approximately 325 square metres and is enclosed with close boarded fencing.
- 1.3 Grange Park Conservation Area is formed of a cohesive group of houses and shops initially laid out and partly built between 1910 and 1914 by a single developer, and subsequently completed in the 1920s and 1930s. The designs of the existing dwellings draw on strong Arts and Crafts influences and consistently make use of high quality details and materials. The area retains a strong sense of architectural unity which is key to its special character and appearance of the area.
- 1.4 No. 74 is cited in the Conservation Area Character Appraisal as a building contributing to the special interest of the area. Key views identified in the Appraisal are afforded northwards along the Chine. The Conservation Area is also covered by an Article 4 (2) Direction which withdraws certain permitted development rights relating to dwelling houses.

## 2.0 Proposal

- 2.1 This proposal seeks permission for a single storey side extension, part single, part two-storey rear extension, raised patio to the rear, detached shed to the rear and alterations to the front hard standing.
- 2.2 The proposal will involve the demolition of the existing garage, stores and green houses on the site.

## 3.0 Relevant Planning History

### 3.1 15/00422/HOU

Two storey side extension, part single, part two storey rear extension, rear dormer and rooflights to side and front roof.

Refused on the 29<sup>th</sup> June 2015. The application was refused based on the following reason:

1. The proposed two storey side and rear extension due to its excessive size, width and design would result in a prominent form of development that would not be subordinate to the existing dwelling and would unacceptably disrupt the balance of

the pair of semi-detached dwellings that make a positive contribution to the established special character of the surrounding Conservation Area. In this regard, the proposed development would result in demonstrable harm to the character and appearance of the application dwelling, the pair of semis, the street scene and the Grange Park Conservation Area. The proposed development would fail to preserve or enhance the Grange Park Conservation Area and fail to comply with Policies 7.4 and 7.8 of the London Plan, Policies CP30 and CP31 of the Core Strategy, Policies DMD8, DMD13, DMD14, DMD37 and DMD44 of the Development Management Document and the Grange Park Conservation Area Appraisal (2008).

3.2 Since the refusal, Officers have been in discussion with the applicant. The current scheme is reflective of these discussions. The differences are as follows:

- The side extension is single storey rather than two storey.
- A planter has been incorporated to the front of the single storey side extension.
- The drive way has been increased in depth by 0.9m.
- The first floor element of the part single, part two storey rear extension has been reduced in width and is now deeper past the existing bedroom to the rear.
- The front roof lights have been removed.
- The rear dormer has been removed.
- A shed is being erected in the rear garden.
- The window facing The Chine serving the study now matches the window on the existing elevation.

#### **4.0 Consultation**

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

###### Conservation Officer

4.1.1 No objection is raised as the scheme reflects the discussions agreed prior to the resubmission. This is subject to the following conditions:

- 1) Submission of details of the proposed windows (1:20 scale with 1:5 sections showing cills/headers); and
- 2) Materials are required to match the existing in terms of brick type, bond and mortar.

###### Conservation Advisory Group (CAG)

4.1.2 An objection is raised to the proposed scheme. The CAG minutes states that No. 74 the Chine comprises an interwar semi-detached dwelling circa 1921- 1935, characteristic of speculative developments of this era with a strong arts and crafts influence. The area retains a strong sense of architectural unity which is key to its special character and appearance. The dwelling is cited as making a positive contribution to the character and appearance of the Conservation Area. The Group noted that key views are afforded northwards along the Chine. Although the proposed side extension has been set back from the building line and the rendered plinth helps to break up the massing of the proposed extension, the development is still highly visible in the streetscape particularly given the steep rising topography of the site. The Group also stated that the massing is not subordinate to the existing building and the ridge height should be set below the canopy to the main façade.

##### **4.2 Public**



- 4.2.1 Letters were sent to 6 adjoining and nearby residents, a site notice was posted and a press notice published in the Enfield Independent and no comments were received.

Grange Park Conservation Area Study Group

- 4.2.2 The Study Group raises an objection to the scheme as it would do nothing to improve or add to the character of the Conservation Area. This is because the extension at the side would look unimpressive and the Study Group do not like the front elevation. In view of the hill, the proposal will look imposing from The Chine.

**5.0 Relevant Planning Policies**

5.1 London Plan

Policy 7.4 - Local Character  
Policy 7.6 – Architecture  
Policy 7.8 – Heritage Assets and Archaeology

5.2 Core Strategy

CP30 - Maintaining and improving the quality of the built and open environment  
CP31 - Built and landscape heritage

5.3 Development Management Document

DMD6 - Residential character  
DMD8 – General Standards for New Residential Development  
DMD11 - Rear Extensions  
DMD13 – Roof Extensions  
DMD14 – Side Extensions  
DMD37 - Achieving High Quality and Design-Led Development  
DMD44 - Preserving and enhancing heritage assets

5.4 Other Policy

National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (NPPG)  
Grange Park Conservation Area Appraisal (2008)  
Enfield Characterisation Study

**6.0 Analysis**

6.1 Impact on character of the surrounding area and the Conservation Area

*Policy*

- 6.1.1 Policy CP31 and Policy DMD44 states that when considering development proposals affecting heritage assets, regard will be given to the special character and those applications for development which fail to conserve or enhance the special interest, significance or setting of a heritage asset will normally be refused. This approach is consistent with that set out in the NPPF. Policy DMD14 seeks to ensure that extensions to the side of existing residential properties do not assist in creating a continuous façade of properties or a terracing effect out of character with the street scene.

*Harm*

- 6.1.2 Any development proposal has some form of impact. An “impact” is not necessarily harmful. Paragraph 132 of the NPPF confirms that it is the significance of the heritage asset upon which a development proposal is considered and that “great weight should be given to the asset’s conservation”. Where a development will lead to less than substantial harm, the harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 6.1.3 Case law has established (*Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137) that where an authority finds that a development proposal would harm the setting ... or the character and appearance of a conservation area, it must give that harm “considerable importance and weight”. Moreover (*Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin)) where there is a finding of harm there is a strong presumption against planning permission being granted.

*Assessment*

- 6.1.4 The single storey side extension has been set back from the bay window and projecting porch of 74 The Chine. The extension has been designed with a crown roof which benefits from roof lights within the pitched element of the roof. The rooflights are to be conservation style and are set towards the rear of the side extension and thus would not be readily apparent in the street scene. The extension has been designed with a window on the front façade that matches the existing ground floor window at number 74. Next to the side extension would be a door leading to an alley way down the side of the garden. Details of this side door would be required to be submitted. Ultimately, it is considered that the side extension has been designed to be subordinate to the parent dwelling house. The front façade of the dwelling house would remain the prominent feature in the street scene due to the design and siting of the single storey side extension.
- 6.1.5 The part single, part two storey rear extension is conventional in design and traditional in appearance. The ground floor French doors are modern in appearance given the size of the glazing which expands the majority of the width of the extension. The addition of modern French doors is deemed to be acceptable as they would not be visible from the public realm. The ground floor element of the extension has been designed with a pitched roof that complements the pitched roof element of the side extension. The first floor element that accommodates the new bedroom has been designed with a pitched roof which is also hipped to reduce its overall bulk and mass. The other first floor element has been designed with a flat roof which extends the depth of the existing bedroom. The flat roof element would not be visible from the street scene and it is modest in its depth at 1.1m deep.
- 6.1.6 Details of the patio area materials, the stairs and fence would need to be secured by way of a condition to ensure they are appropriate for the site.
- 6.1.7 It is considered that overall the proposed scheme would not harm the Conservation Area but would have a neutral impact, which would be localised given the siting of 74 The Chine., and thus the character and appearance of the Conservation Area would be preserved. Further, the larger extensions are situated to the rear of the property and therefore not visible from the public realm. Furthermore, due to the substantial level differences along The Chine the full appreciation of the single storey side

element would not be overtly apparent within the street scene or to the wider Conservation Area.

### *Conclusion*

6.1.8 In conclusion, the proposal would preserve the character and appearance of the Grange Park Conservation Area. The proposal would comply with Policies 7.4 and 7.8 of the London Plan, Policies CP30 and CP31 of the Core Strategy, Policies DMD8, DMD14, DMD37 and DMD44 of the Development Management Document and the Grange Park Conservation Area Appraisal (2008).

### 6.2 Impact on Neighbours

6.2.1 Policy DMD8 requires development to preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

6.2.2 The proposed first floor rear extension would not intrude into a 30 degree line when taken from the mid-point of the nearest original first floor window from No.72 or 76. Amended drawings were received that reduced the depth of the extension so that there is no intrusion into the 30 degree line when taken from No.76.

6.2.3 In terms of the single storey rear extension there would be no intrusion into the 45 degree line when taken from No.72, but there would be an intrusion when taken from the adjoining neighbour No.76. It is noted that the proposed extension would measure 3.3 metres in depth but given No.76 has implemented a 2.5 metre deep single storey rear extension and the proposed extension would be set no higher than the neighbouring extension it is considered that the proposed extension would not result in any significant impact on outlook or loss of light to the windows of No.76.

6.2.4 The proposed patio has been reduced in width so that it is set in from the common boundary with No.76 which would ensure there is no significant opportunity for overlooking to occur to this neighbour.

### 6.3 Parking/ Amenity Space

6.3.1 The proposal would add one additional bedroom to the dwelling which would result in a four bedroom dwelling. The rear garden measures approximately 325 square metres. The proposed extension would not be of a scale that would impede on the rear garden space enjoyed by the occupants of the application dwelling and therefore sufficient garden space would be retained for existing and future occupants.

6.3.2 In terms of parking it is important to assess whether the loss of the existing garage would give rise to conditions that would significantly increase the demands for car parking provision in the surrounding area in accordance with principles outlined by NPPF and parking standards referred to by Policy 6.13 of the London Plan. It is considered that the retention of the hard-standing drive and associated crossover currently servicing the garage is of sufficient size to accommodate the demands for off-street parking provision resultant from the loss of the existing garage, thereby, remaining broadly compliant with NPPF and Policy 6.13 of the London Plan.

### 6.4 Trees/Soft and Hard Landscape

6.4.1 The existing width of the site is 10.5m. The existing width of the hard standing is 2.4m with the remainder being a raised landscaping area with stairs. The proposal seeks to increase the width of the hard standing to 3.2m (to the front of the side extension) and 3.5m (to the shared boundary with the public highway). The

remaining area is to remain as a raised landscaped area with a new brick wall being erected through the reconstructed bricks already on site. The increase in the width of the hard standing is deemed to be acceptable. The existing hard standing can only be described as a sea of tarmac which is uneven. An increase in hard standing is not always acceptable within the Conservation Area. The current hard standing is unsightly and suffers from drainage problems. The proposal is to relay the drive way with permeable block paving. Details of the actual materials would be required by condition. This improvement to the appearance of the surface finish mean that overall there is an enhancement, even with the marginal increase in width. No objection is raised to this element of the scheme.

6.4.2 There are no trees affected by the proposed works.

#### 6.5 Other

6.5.1 It should be noted that the Article 4 Direction covering the Grange Park Conservation Area removes permitted development rights for the erection of outbuildings. A block plan has been submitted demonstrating that an outbuilding is to be erected to the rear of the property. A photograph has been submitted demonstrating that the out building is to be a shed that is to be 2.4m (8ft) wide and 3.6m (12ft) deep. However, details of the height of this conventional and traditional wooden shed have not been advanced. This has been requested and an update will be provided at the meeting.. Once established Officers will be able to advise whether the proposal falls within permitted development rights or whether a condition is required to be imposed for further details.

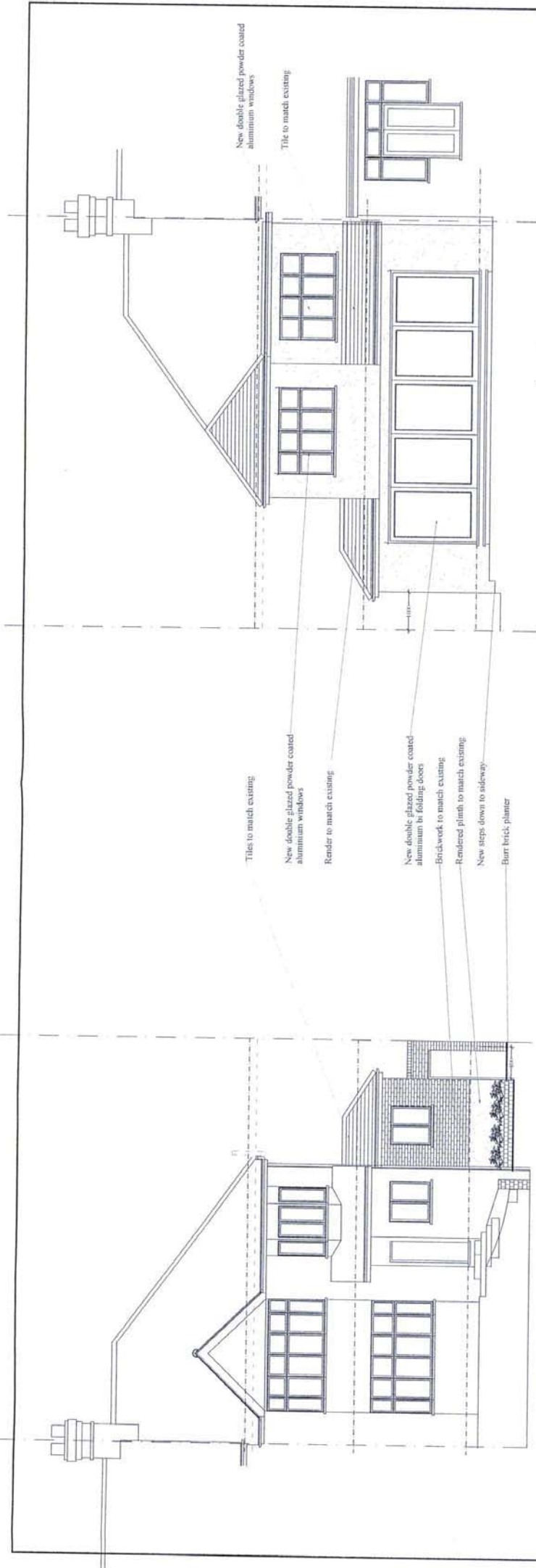
#### 6.6 CIL

6.6.1 The development is not CIL liable.

### **7.0 Recommendation**

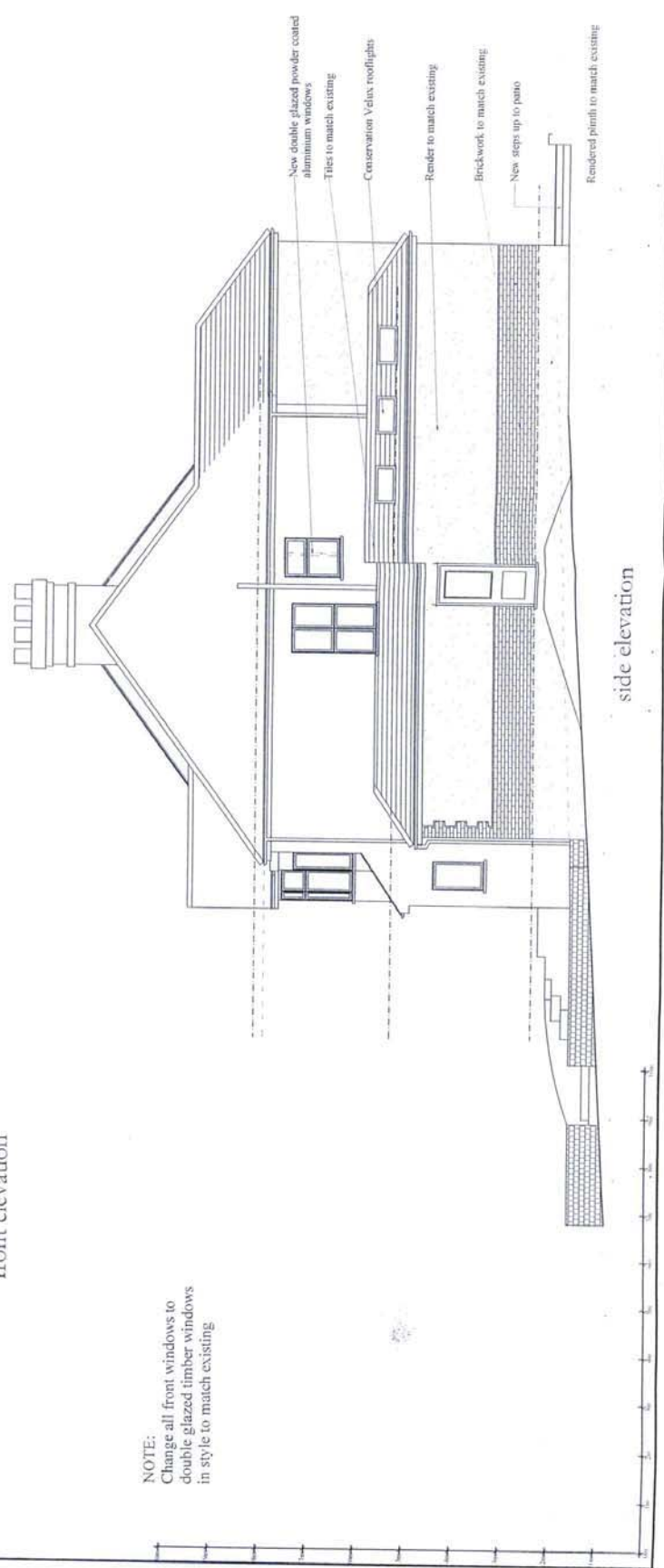
7.1 That planning permission be GRANTED subject to the following conditions:

1. Time Limit (three years)
2. Plans (to be built in accordance with the approved plans)
3. Details of material, which also includes the brick type, bond and mortar to the dwelling house and to the burr brick wall and planter
4. Details of the proposed windows to a scale of 1:20 with 1:5 sections showing cills and heads to be submitted.
5. Details of the hard standing to be submitted.
6. Flat roof of the extension not to be used as amenity
7. Details of the boundary fence to the rear including levels, details of the patio and details of the stairs of the adjoining site.
8. Details of the proposed shed.



front elevation

rear elevation



side elevation

**REVISIONS**

A	30' line from No 76 first floor window shown and extension. Refer to 20' line to void this. Steps shown down to side way from patio at rear rear No 76 boundary. These changes are made in accordance with the planning officers comments 22.4.15
B	Alterations as per planning officers comment. Rooflights reduced in number. Alteration to front garden removed 1.6.15

PROJ: Proposed two storey rear, single storey side extension

74 The Chine, London N21

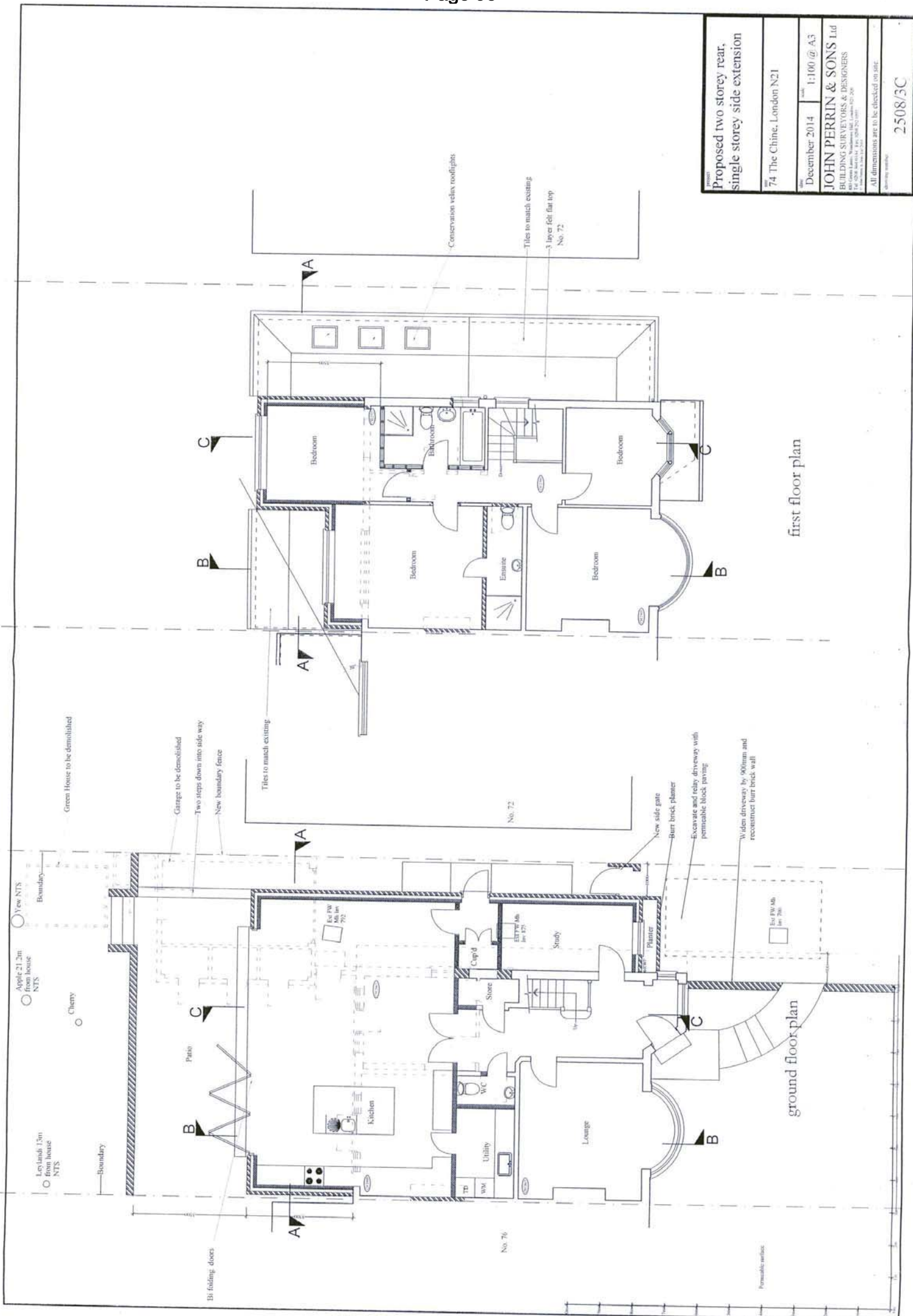
November 2014 1:100 @ A3

**JOHN PERRIN & SONS Ltd**  
BUILDING SURVEYORS & DESIGNERS  
851 Great Lane, Waltham Cross, Herts SG12 2JF  
Tel: 01923 821111 Fax: 01923 821109

All dimensions are to be checked on site.

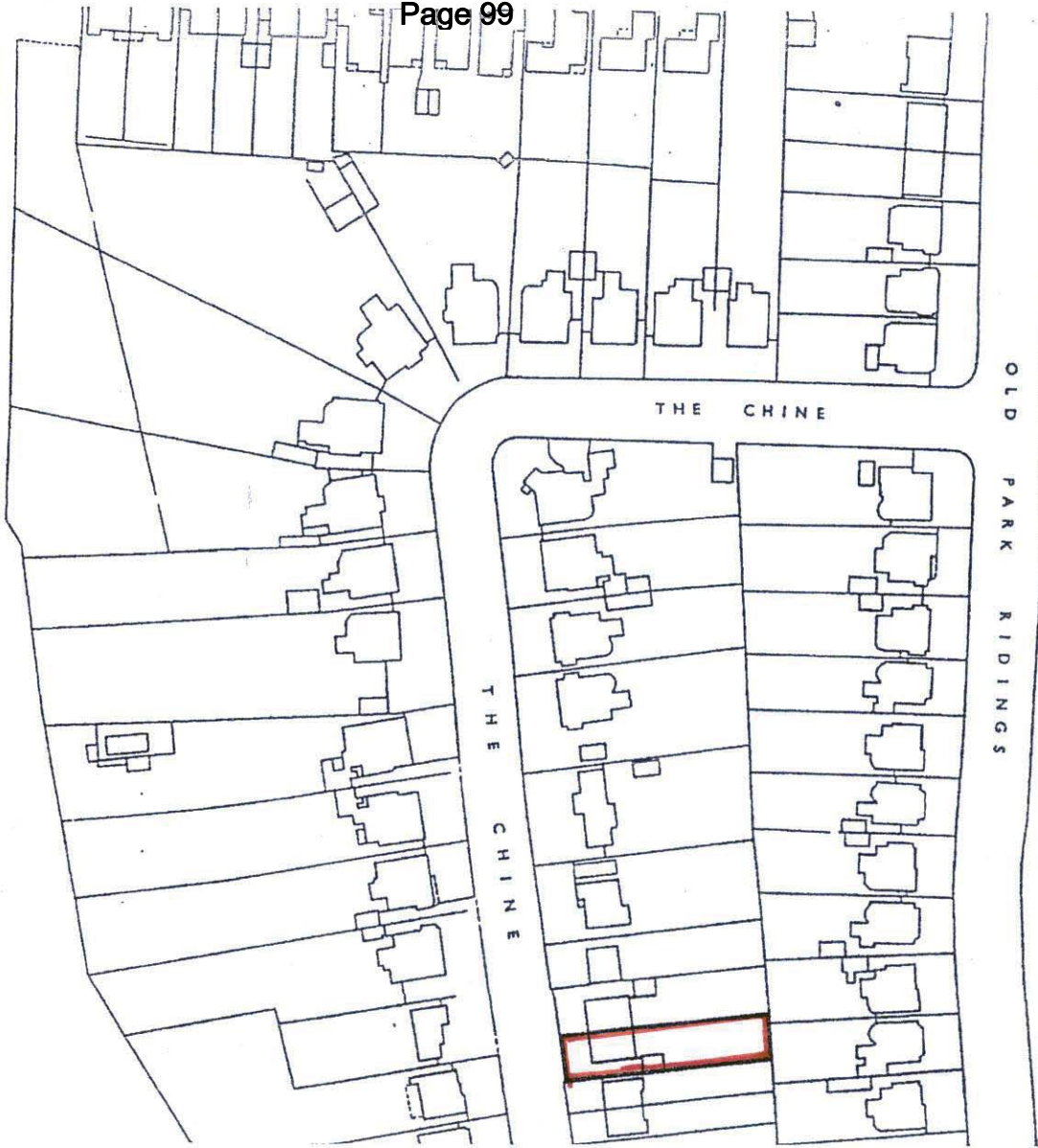
2508/5B

**NOTE:**  
Change all front windows to double glazed timber windows in style to match existing



<b>Proposed two storey rear, single storey side extension</b>	
74 The Chine, London N21	
December 2014	1:100 @ A3
<b>JOHN PERRIN &amp; SONS Ltd</b> BUILDING SURVEYORS & DESIGNERS	
All dimensions are to be checked on site	
Drawing number: 2508/3C	

TQ 3196 SE  
TQ 3195 NE



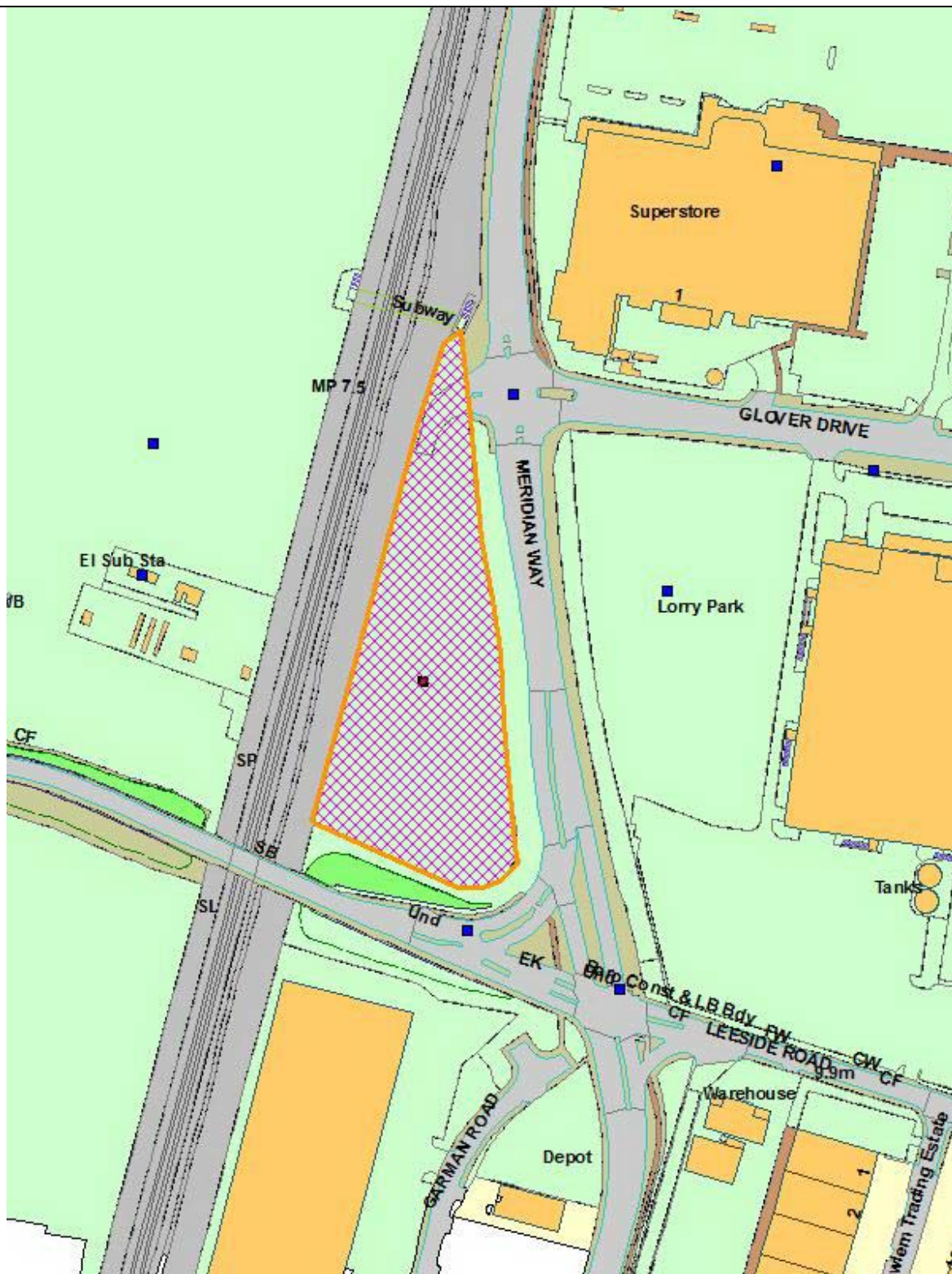
SITE PLAN  
1:250  
74 THE CHINE

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 24 <sup>th</sup> November 2015
<b>Report of</b> Assistant Director, Planning, Highways & Transportation	<b>Contact Officer:</b> Andy Higham Sharon Davidson Ms Sharon Davidson	<b>Ward:</b> Upper Edmonton
<b>Ref:</b> 15/04050/RE4		<b>Category:</b> LBE - Dev by LA
<b>LOCATION:</b> Vacant Land, Meridian Way, London, N18 3HE		
<b>PROPOSAL:</b> The remediation of contaminated soils and shallow groundwater and removal of buried structures.		
<b>Applicant Name &amp; Address:</b> Mr Marc Clark Silver Street Enfield EN1 3XY United Kingdom		<b>Agent Name &amp; Address:</b> Mr Brian Hamilton Lomond House Newbury Business Park Newbury Berkshire RG14 2PS United Kingdom
<b>RECOMMENDATION:</b> That planning permission be deemed to be <b>GRANTED</b> in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 subject to conditions		

Ref: 15/04050/RE4 LOCATION: Vacant Land, Meridian Way, London, N18 3HE



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Scale 1:1250

North



## 1 Site and Surroundings

- 1.1 The application site is triangular in shape and extends to approximately 1.10ha. It was previously used as a coal handling site and railway sidings associated with the adjacent former Willoughby Lane gasworks. It has recently been acquired by the Council, along with the gasworks site for future redevelopment as part of the wider regeneration proposals for Meridian Water. Many elements of the former infrastructure on site have been demolished and the site has been subject to a number of phases of investigation and some limited ground water remediation measures. However, further remediation is essential in order to render the site suitable for redevelopment.
- 1.2 The site is bounded by Meridian Way to the east, the railway line to the west Leaside Road to the south. The site is relatively flat but rises at the southern end where an embankment adjoins Leaside Road. A number of earth bunds are present, originally located to prevent vehicular access at the perimeter and to inhibit movement around the site. To the north of the site are steps leading to a disused subway which passes below the railway line to Willoughby Lane, which contains a medium pressure gas main.
- 1.3 The site surface generally comprises heavily vegetated rough ground with a small area of tarmac road running from the site entrance in the north east, where a signalled controlled junction with Meridian Way has been created. Strands of Giant Hogweed have been identified on the site. This is an invasive species and requires management and control. Japanese Knotweed is also present on part of the site and this will also require treatment.
- 1.4 No trees or structures on site have been identified as suitable as bat roosts. An ecological walkover has identified habitat potentially suitable to support common reptile species but no reptiles were found during subsequent reptile surveys.

## 2 Proposal

- 2.1 This application, together with that for the adjoining Willoughby Lane former gasholders site reported elsewhere on this agenda (15/04173/RE4) proposes the remediation of contaminated soils and shallow groundwater and the removal of buried structures. The need for remediation of the deep groundwater beneath the London Clay will be considered following additional investigation and risk assessment and is outside the scope of this current planning application.
- 2.2 The remediation strategy covers soil remediation, former abstractions wells and proposed remediation, shallow groundwater remediation objectives and options.
- 2.3 Soil remediation will involve excavation to a nominal depth of 1.6m below final ground levels to reveal significant contamination and structures/foundations. It is anticipated that the site will be raised by an average of 0.5m, less in the north where the site will grade into the existing road and a greater increase in the south. The depth of excavation is likely to range between 1.6m in the north to 1m in the south. Excavations will be extended to a greater depth to chase out any gross contamination in the unsaturated zone. To the west of the site, adjacent to the railway, the depth of excavation may be reduced.

- 2.4 The strategy seeks to ensure that significant contamination in the unsaturated zone is removed and shallow structures that may interfere with future building foundations are excavated, without undertaking widespread excavation below groundwater, which may give rise to odour nuisance during the remediation works.
- 2.5 Site works will generate additional traffic, particularly the requirement to export site materials and waste. Procedures will be developed to reduce traffic impact, such as averaging or timing of vehicle movements, route planning on public roads and maximising re-use of material on site where reasonable practicable. The site only has one access direct to the A1055 Meridian Way, which leads north to the A406 North. The currently estimated volume of contaminated soil to be taken offsite for treatment or disposal is approximately 1200m<sup>3</sup>, which equates to 80 lorry loads involving 160 lorry movements. If waste disposal was to occur Monday to Friday over a 4 week period, this would equate to 4 loads per day. There will be relatively little import of materials into the site.
- 2.6 The applicant confirms that the remediation measures included in this planning application have been developed as part of an overall two stage package of measures that are together designed to enable the site to be safely redeveloped. Once the works currently proposed are completed then further measures will be required. These additional measures do not form part of the current proposals. They will be an integral part of the redevelopment and will be incorporated in a separate application.

### **3 Relevant Planning decisions**

- 3.1 None of direct relevance

### **4 Consultation**

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

##### Traffic and Transportation

- 4.1.1 No objections subject to conditions relating to construction management.

##### Environmental Health

- 4.1.2 No objections. The remediation strategy is acceptable and should ensure there is no risk to human health arising from contamination in the shallow ground. All contaminants potentially below the London clay could pose a risk to controlled waters and the Environment Agency would comment upon this aspect of the strategy. The remediation strategy must be fully implemented in line with the report forming part of the application and a verification report will be required once the remediation works are completed.

##### Environment Agency

- 4.1.3 No objection to the proposed soils and shallow ground water remediation as a standalone activity, subject to conditions. The Agency note that this is part of a long-term re-development to be subject of further applications.

Transport for London

- 4.1.4 No objection on the basis of the number of trips per day as a result of the remediation works. TfL are content that this figure will present minimal impact on the road. TfL are therefore content that the proposal meets the required standards. However, they recommend that a condition be set to prevent HGV movements to and from the site between 07:00 – 08:00am and 17:00 – 18:00pm. This would further prevent any impact during peak hours

Historic England

- 4.1.5 On the basis of an updated Historic Environment Desk Based Assessment, Historic England confirms that there is now sufficient information to determine the application. They advise that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is attached to require an investigation to be undertaken to advance understanding. The condition recommended requires no works to take place until a written scheme of investigation has been submitted to and approved.

Network Rail

- 4.1.6 No objections. The application must ensure that the development does not encroach on Network Rail land, affect the safety, operation or integrity of the railway and its infrastructure, undermine its support zone, place additional load on cuttings, over-sail or encroach upon the air-space of any Network Rail land, cause to or obstruct or interfere with any works or proposed works or Network Rail development now or in the future.

London Borough of Haringey

- 4.1.7 No comments received

**4.2 Public**

- 4.2.1 Letters have been sent to the occupiers of 432 adjoining and nearby properties. No responses have been received.

**5 Relevant Policy**

5.1 London Plan

- 2.13 Opportunity areas and intensification areas ( Upper Lee Valley)
- 2.14 Areas for regeneration
- 5.21 Contaminated land
- 5.22 Hazardous substances and installations.
- 6.3 Assessing effects of development on transport capacity
- 7.8 Heritage assets and archaeology

5.2 Core Strategy

- CP1 Strategic Growth Areas
- CP2 Housing supply and locations for new homes (Central Leaside/Meridian Water)

CP32 Pollution  
CP37 Central Leaside  
CP38 Meridian Water

5.3 Development Management Document

DMD44 Conserving and enhancing heritage assets  
DMD64 Pollution control and assessment  
DMD66 Land contamination and instability  
DMD67 Hazardous installations  
DMD70 Water quality

5.4 Other relevant policy

NPPF  
NPPG  
Central Leaside AAP  
Meridian Water Master Plan

**6 Analysis**

Principle

6.1 The application site forms part of the Meridian Water regeneration area where the Council expects to see the delivery of at least 5000 new homes along with associated infrastructure and employment opportunities. The remediation of these sites is a necessary initial phase of the regeneration process and therefore this application is welcomed.

Impact on neighbouring amenity

6.2 Unlike the former gasholder site, this site does not adjoin any residential properties. The nearest adjoining occupiers are Tesco and Ikea to the east and industrial premises to the south. It is considered the proposed works would have no undue detrimental impact on the operations of these existing premises, subject to conditions relating to construction management and dust control.

Traffic Impact on adjacent road network

6.3 The applicant has confirmed that the development would generate a limited number of daily HGV movements. This is acknowledged by both Transport for London and the Council's Traffic and Transportation team who raise no objections to the development in terms of impact on the local highway network, subject to conditions controlling hours of working and construction management.

Environmental Impact

6.4 There is both national and local policy support for the remediation of contaminated sites to protect human health and the environment and to bring sites back into beneficial use.

6.5 The Environment Agency has confirmed that the proposals are acceptable in themselves. They note that the works proposed seek only to deal with visible gross contamination and this may not preclude the need for subsequent soils remediation

based on proposed future development. The applicant acknowledges the potential need for future remediation associated with any redevelopment scheme.

- 6.6 The applicants planning statement confirms that the site contains two invasive species, Giant Hogweed and Japanese Knotweed. A condition is recommended requiring these to be eradicated from the site in accordance with a strategy that has first been agreed.

#### Flood Risk

- 6.7 The site is shown in Flood Zone 1 and not at risk of fluvial flooding. A small area of flooding to the south east of the site is identified in the 1 in 200 year event. The LBE preliminary flood risk assessment (PFRA) indicated that there had been no groundwater incidents across the site to date. The detailed Level 2 SFRA for the wider Meridian Water development area states that the area is not considered at significant risk of groundwater flooding. There is a residual risk of flooding as a consequence of reservoir failure. The proposed remediation works are temporary and the limited flood risk will be assessed and managed as par tof the applicants construction environmental management plan.

### **7 Conclusion**

- 7.1 The proposed remediation is welcomed as the necessary first stage for the redevelopment of this site and the longer term regeneration ambitions for Meridian Water.

### **8 Recommendation:**

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

- 1 No development approved by this planning permission shall take place until a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the submitted remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action has been submitted to and approved in writing by the local planning authority. Any changes to the verification plan require the express written consent of the local planning authority. The scheme to be implemented as approved.

Reason: To ensure full documentation of the work completed and evidence that it will not lead to long-term adverse impact on groundwater quality

- 2 Within 6 months of the completion of the remediation (or another timeframe otherwise agreed in writing with the local planning authority) a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan ( a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification

plan. The long-term monitoring and maintenance plan shall be implemented as approved

Reason: To demonstrate that there is not an unacceptable risk to groundwater quality from the site.

- 3 No development should take place until a site-wide groundwater management and long-term monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the development does not have an adverse impact on groundwater quality.

- 4 No development approved by this planning permission shall take place until a risk assessment is undertaken to quantify the effect of increased infiltration and leaching following the soil remediation.

Reason: To prevent pollution of controlled waters.

- 5 That all open-topped vehicles entering or leaving the site which are carrying materials to be removed from the site shall be fully sheeted to prevent wind entrainment of such materials.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties.

- 6 That works in connection with the remediation of the site shall be undertaken only in accordance with the details and particulars forming part of the application hereby approved.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties.

- 7 That works in connection with the remediation of the site, including the movement of lorries to and from the site, shall only take place between 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays and at no other time except with the prior written approval of the Local Planning Authority. No HGV movements to and from the site shall take place between 07:00 – 08:00am and 17:00 – 18:00pm Monday to Friday.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties and to safeguard the free flow of traffic on the adjoining highway.



- 8 That works shall not commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority The Plan should include:
- a) Photographic condition survey of public carriageways, verges and footways in the vicinity of the site;
  - b) Map showing routing of vehicles used for the delivery to or removal of material from the site;
  - c) Access arrangements to the site;
  - d) Wheel cleaning methodology and facilities;
  - e) Contractors parking;
  - f) The estimated number and type of vehicles per day/week;
  - g) Details of vehicle holding area;
  - h) Details of the vehicle call up procedure;
  - i) Details of any changes to on- street waiting and loading restrictions that will be required;
  - j) Details of measures to protect pedestrians and other highway users from construction activities on the highway;
  - k) Coordination with other development projects in the vicinity;
  - l) Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including the extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
  - m) measures to control dust and emissions from the proposed remediation works; and
  - n) details of the location of soil processing area

The development shall be carried out in accordance with the approved Construction Management Plan.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and to safeguard the amenities of the occupiers of adjoining and nearby properties and to ensure that material removed from the site is not deposited on local roads.

- 9 Works shall not commence on site until a written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included in the WSI, no demolition or development shall take place other than in accordance with the approved WSI, which shall include the statement of significance and research objectives; and
- A The programme and methodology of site investigation and recording and the nomination of a competent person (s) or organisation to undertake the agreed works;
  - B The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.
- Reason: To ensure the recording of any archaeology on site.

- 10 No development shall commence until a Japanese Knotweed and Giant Hogweed eradication strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy is to be implemented as approved unless otherwise agreed in writing.

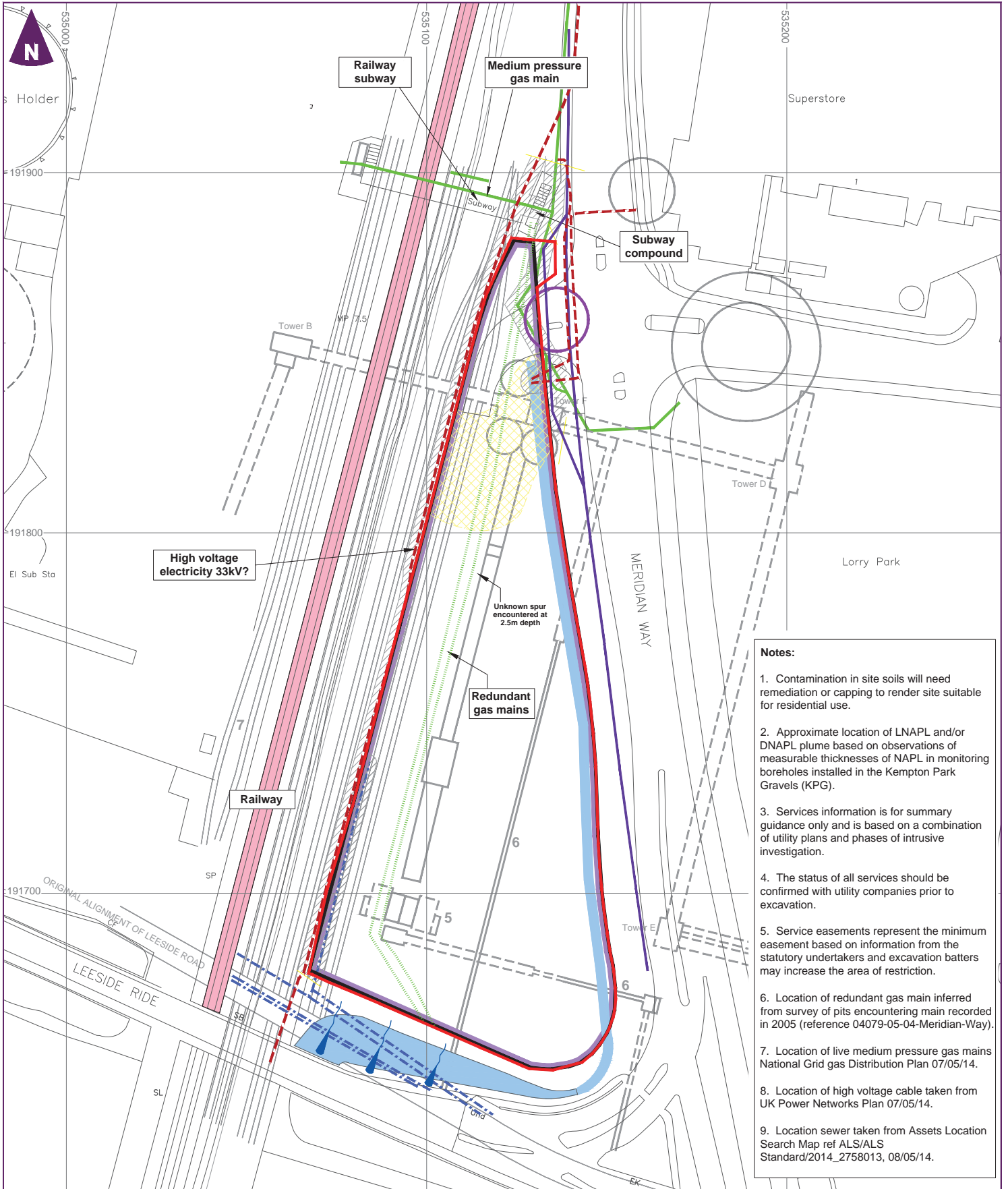
Reason: To ensure that the Japanese Knotweed and Giant Hogweed, identified as an invasive species, is eradicated and does not spread.

- 11 All areas of scrub or similar vegetation where birds may nest, and which are to be cleared as part of this application, are to be cleared outside the bird breeding season

(mid-February – mid-September inclusive) or if clearance during the bird-nesting season cannot be avoided, a suitably qualified ecologist shall survey the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance will proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with local and national policy and wildlife legislation.

12 C51 Time limited permission



- Notes:**
1. Contamination in site soils will need remediation or capping to render site suitable for residential use.
  2. Approximate location of LNAPL and/or DNAPL plume based on observations of measurable thicknesses of NAPL in monitoring boreholes installed in the Kempton Park Gravels (KPG).
  3. Services information is for summary guidance only and is based on a combination of utility plans and phases of intrusive investigation.
  4. The status of all services should be confirmed with utility companies prior to excavation.
  5. Service easements represent the minimum easement based on information from the statutory undertakers and excavation batters may increase the area of restriction.
  6. Location of redundant gas main inferred from survey of pits encountering main recorded in 2005 (reference 04079-05-04-Meridian-Way).
  7. Location of live medium pressure gas mains National Grid gas Distribution Plan 07/05/14.
  8. Location of high voltage cable taken from UK Power Networks Plan 07/05/14.
  9. Location sewer taken from Assets Location Search Map ref ALS/ALS Standard/2014\_2758013, 08/05/14.

**Key**

Site boundary	Electric (easement unknown)	Standoff buffer for services
Development boundary	BT overhead line	Buffer around site perimeter, 1m off boundary then 45° batter to base of excavation.
Access	Surface water drain (easement unknown)	
Historical feature	Approximate location of LNAPL and/or DNAPL plume in Kempton Park Gravels	
Gas Medium Pressure (easement of 3m either side)	Limitation due to significant topographic change	
Redundant gas mains		

0 m 50 m  
Scale 1:1000 @ A3

Enfield Council  
Meridian Way Planning  
Support Report

**Figure 7**  
Site constraints plan indicating site services and access

July 2015 34910-Lon238.dwg parkj

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 24<sup>th</sup> November 2015

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

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Ms Sharon Davidson

**Ward:**  
Upper Edmonton

**Ref:** 15/04173/RE4

**Category:** LBE - Dev by LA

**LOCATION:** Willoughby Lane Gas Works , Willoughby Lane, London, N17 0RY

**PROPOSAL:** The remediation of contaminated soils and shallow groundwater and removal of buried structures

**Applicant Name & Address:**

Mr Marc Clark  
Silver Street  
Enfield  
EN1 3XY  
United Kingdom

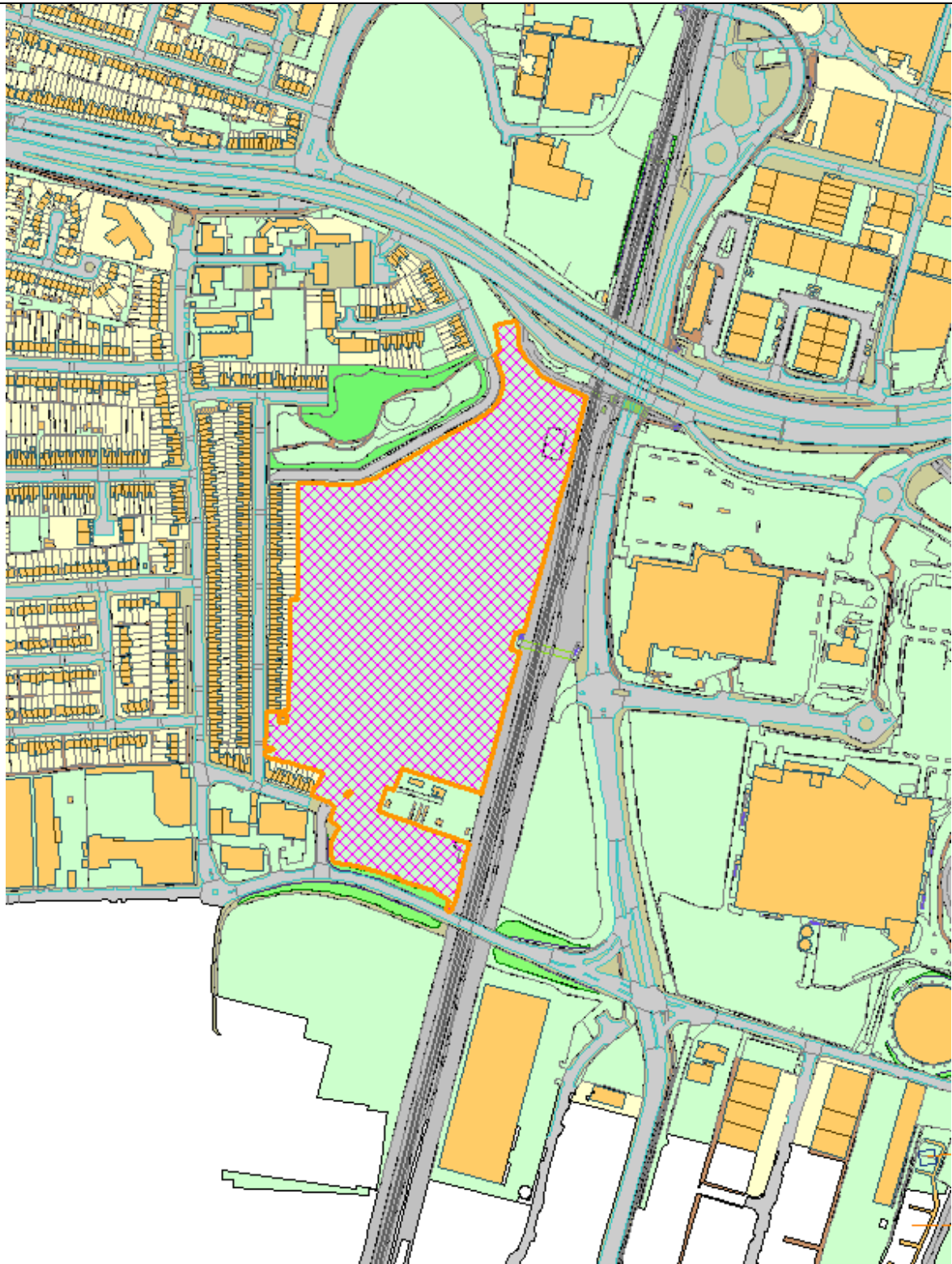
**Agent Name & Address:**

Mr Brian Hamilton  
Lomond House  
Newbury Business Park  
Newbury  
Berkshire  
RG14 2PS  
United Kingdom

**RECOMMENDATION:**

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

Ref: 15/04173/RE4 LOCATION: Willoughby Lane Gas Works , Willoughby Lane, London, N17



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Scale 1:5000

North



## **1 Site and Surroundings**

- 1.1 The application site extends to 6.70ha and comprises the former gas works site, now redundant and disused and has been recently acquired by the Council for future redevelopment as part of the wider regeneration proposals for Meridian Water. The gasworks infrastructure has historically covered the majority of the site. Underground structures, including the former gas holder tanks, have undergone various stages of decommissioning and remediation over the years, although numerous underground structures and obstructions, including live gas main remain.
- 1.2 The site extends from the North Circular Road to the north to Leaside Road to the south. It bounds Albany Road and the site of the proposed new Meridian Angel Primary School on Ladysmith Open Space to the north west. Residential properties in Kimberley Road and Willoughby Lane bound the site to the west; the railway line forms the eastern boundary. The site wraps around an operational pressure reduction station (PRS), owned by National Grid Gas, and which will remain in situ and operational.

## **2 Proposal**

- 2.1 This application, and that submitted under reference 15/04050/RE4 reported elsewhere on this agenda, proposes the remediation of contaminated soils and shallow ground water and the removal of buried structures on the site, to prepare the site for redevelopment. The need for the remediation of the deep groundwater beneath the London Clay will be considered following additional investigation and risk assessment and is outside the scope of this current planning application.
- 2.2 The remediation strategy assumes excavation across the site generally to a depth of 1.6m below ground level, where no structure/foundation is encountered, or to groundwater level where this is shallower. This is to reveal (and excavate for processing, remediation or removal from site) gross contamination and structures/foundations. Excavations may be extended deeper than 1.6m to chase out and remove shallow concrete /brick obstructions/structures that continue below this level. Excavations will also be extended to a greater depth than 1.6m to excavate identified gross contamination in the unsaturated zone above groundwater. Excavated material will be recovered, processed and re-used in situ where practical and economically feasible.
- 2.3 Former abstraction wells represent a potential migration pathway between shallow ground and groundwater contamination, and deep groundwater. Former monitoring/abstraction wells are to be identified and then decommissioned (unless otherwise retained for monitoring) in advance of the excavation works to ensure that these wells do not provide a conduit for contamination to enter the underlying Chalk Aquifer.
- 2.4 Shallow ground water will also be remediated
- 2.5 The applicant confirms that the remediation measures included in this planning application have been developed as part of an overall two stage package of measures that are together designed to enable the site to be safely redeveloped. Once the works currently proposed are completed then further measures will be required. These additional measures do not form part of the current proposals. They

will be an integral part of the redevelopment and will be incorporated in a separate application.

- 2.6 The remediation works will generate additional traffic, particularly the requirement to export site material and wastes. The only access to and from the site will be via the existing main site entrance from Leaside Road. The currently estimated volume of contaminated soil to be taken off site for treatment or disposal is approximately 5000m<sup>3</sup>, which equates to approximately 500 lorry loads involving 1000 lorry movements. If waste disposal occurs Monday to Friday over a 3 month period, this would equate to less than 15 loads per day. There would be a similar rate of import of clean fills into the site as a consequence of the remediation works. Clean topsoils and aggregates for the formation of roads and hardstanding will be imported during the later site development phase.

### **3 Relevant Planning History**

- 3.1 P13-01382PLA - Temporary stockpiling of London Clay for a period of 24 months on western side of the site. Planning permission granted November 2013.
- 3.2 P13-03173PLA - Temporary stockpiling of London Clay for a period of 24 months on eastern side of the site. Planning permission granted November 2013
- 3.3 P13-03564PRI - Removal of 2 no. gasholders and associated booster house building. Confirmed that prior approval not required , December 2013.

### **4 Consultations**

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

##### Traffic and Transportation

- 4.1.1 No objections subject to conditions relating to construction management.

##### Environmental Health

- 4.1.2 No objections. The remediation strategy is acceptable and should ensure there is no risk to human health arising from contamination in the shallow ground. All contaminants potentially below the London clay could pose a risk to controlled waters and the Environment Agency would comment upon this aspect of the strategy. The remediation strategy must be fully implemented in line with the report forming part of the application and a verification report will be required once the remediation works are completed.

##### Environment Agency

- 4.1.3 No objection to the proposed soils and shallow ground water remediation as a stand alone activity, subject to conditions . The Agency note that this is part of a long- term re-development to be subject of further applications.

##### Transport for London

- 4.1.4 No objection on the basis that the applicant has confirmed that there will be no more than 16 HGV trips per day as a result of the remediation works. TfL are content that this figure will present minimal impact on the road. TfL are therefore content that the proposal meets the required standards. However, they recommend that a condition



be set to prevent HGV movements to and from the site between 07:00 – 08:00am and 17:00 – 18:00pm. This would further prevent any impact during peak hours

Historic England

- 4.1.5 On the basis of an updated Historic Environment Desk Based Assessment, Historic England confirm that there is now sufficient information to determine the application. They advise that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is attached to require an investigation to be undertaken to advance understanding. The condition recommended requires no works to take place until a written scheme of investigation has been submitted to and approved.

Network Rail

- 4.1.6 No objections. The application must ensure that the development does not encroach on Network Rail land, affect the safety, operation or integrity of the railway and its infrastructure, undermine its support zone, place additional load on cuttings, over-sail or encroach upon the air-space of any Network Rail land, cause to or obstruct or interfere with any works or proposed works or Network Rail development now or in the future.

London Borough of Haringey

- 4.1.7 No comments received

**4.2 Public**

- 4.2.1 Letters have been sent to the occupiers of 432 adjoining and nearby properties. No responses have been received.

**5 Relevant Policy**

5.1 London Plan

- 2.13 Opportunity areas and intensification areas ( Upper Lee Valley)
- 2.14 Areas for regeneration
- 5.21 Contaminated land
- 5.22 Hazardous substances and installations.
- 6.3 Assessing effects of development on transport capacity
- 7.8 Heritage assets and archaeology

5.2 Core Strategy

- CP1 Strategic Growth Areas
- CP2 Housing supply and locations for new homes (Central Leaside/Meridian Water)
- CP32 Pollution
- CP37 Central Leaside
- CP38 Meridian Water

5.3 Development Management Document

DMD44	Conserving and enhancing heritage assets
DMD64	Pollution control and assessment
DMD66	Land contamination and instability
DMD67	Hazardous installations
DMD70	Water quality

5.4 Other relevant policy

NPPF  
NPPG  
Central Leaside AAP  
Meridian Water Master Plan

**6 Analysis**

Principle

6.1 The application site forms part of the Meridian Water regeneration area where the Council expects to see the delivery of at least 5000 new homes along with associated infrastructure and employment opportunities. The remediation of these sites is a necessary initial phase of the regeneration process and therefore this application is welcomed.

Impact on neighbouring amenity

6.2 The key issues arising from the remediation of the site in terms of impact on existing adjoining occupiers relates to general noise and disturbance, dust and traffic impact.

6.3 The applicant acknowledges in their submission that remedial activities such as earthworks or soil processing will generate noise and vibration that could have a potential impact on neighbouring properties and people. However, they advise that they will employ monitoring techniques at the site boundary to determine if corrective measures are required. Corrective measures could include control of working hours, acoustic barriers and/or the use of specialist plant and appropriate working methods. In respect of dust they advise that they would seek to minimise dust generation through positioning and design of material stockpiles, damping down, wheel washes, road sweepers and the location of process plant.

6.4 It is recommended that conditions be attached to control hours of work on site to ensure these are limited to normal working hours Monday to Friday and Saturday mornings, together with a condition covering construction management to deal with noise/ dust control measures.

6.5 Vehicle access to the site would be to the south. From the site entrance it is 200m to the A1055 meridian Way, which leads on to the A406 North Circular Road. Vehicles would not be required to pass through the adjacent residential roads and therefore the development should have limited impact on the amenities of adjoining residents in this respect.

Traffic Impact on adjacent road network

6.6 The applicant has confirmed that the development would generate a limited number of daily HGV movements. This is acknowledged by both Transport for London and

the Council's Traffic and Transportation team who raise no objections to the development in terms of impact on the local highway network, subject to conditions controlling hours of working and construction management.

#### Environmental Impact

- 6.7 There is both national and local policy support for the remediation of contaminated sites to protect human health and the environment and to bring sites back into beneficial use.
- 6.8 The Environment Agency has confirmed that the proposals are acceptable in themselves. They note that the works proposed seek only to deal with visible gross contamination and this may not preclude the need for subsequent soils remediation based on proposed future development. The applicant acknowledges the potential need for future remediation associated with any redevelopment scheme.

#### Ecological Impact

- 6.9 The site has been the subject of an Extended Phase 1 Habitat Survey (December 2014) . This identified a possible badger set in the north west part of the site. An updated badger survey was undertaken in July 2015. The survey revealed that the old disused sett was no longer present with no sign of badgers.
- 6.10 The site is considered to have no potential to support priority or legally protected species other than nesting birds and a condition is recommended to ensure works do not disturb birds during nesting season, unless with the advice of a qualified ecologist.
- 6.11 Japanese Knotweed is known to be present on the site. A condition is recommended requiring this to be eradicated in accordance with an agreed strategy.

#### Flood Risk

- 6.12 The site is more than 1 ha in extent triggering the need for a Flood Risk Assessment. The key findings are that small parts of the site fall within Flood Zone 2, highlighting a low-medium risk of fluvial flooding from Pymmes Brook. However, the site benefits from flood defences along the Brook. There is limited surface water flooding across the site and the risk of groundwater flooding is low. There is a residual risk of flooding as a consequence of reservoir failure. The proposed remediation works are temporary and the limited flood risks will be assessed and managed by the applicant as part of their construction environmental management plan

## **7 Conclusion**

- 7.1 The proposed remediation is welcomed as the necessary first stage for the redevelopment of this site and the longer term regeneration ambitions for Meridian Water.

## **8 Recommendation:**

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

- 1 No development approved by this planning permission shall take place until a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the submitted remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action has been submitted to and approved in writing by the local planning authority. Any changes to the verification plan require the express written consent of the local planning authority. The scheme to be implemented as approved.

Reason: To ensure full documentation of the work completed and evidence that it will not lead to long-term adverse impact on groundwater quality

- 2 Within 6 months of the completion of the remediation (or another timeframe otherwise agreed in writing with the local planning authority) a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan ( a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved

Reason: To demonstrate that there is not an unacceptable risk to groundwater quality from the site.

- 3 No development should take place until a site-wide groundwater management and long-term monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring , shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the development does not have an adverse impact on groundwater quality.

- 4 No development approved by this planning permission shall take place until a risk assessment is undertaken to quantify the effect of increased infiltration and leaching following the soil remediation.

Reason: To prevent pollution of controlled waters.

- 5 That all open-topped vehicles entering or leaving the site which are carrying materials to be removed from the site shall be fully sheeted to prevent wind entrainment of such materials.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties.

- 6 That works in connection with the remediation of the site shall be undertaken only in accordance with the details and particulars forming part of the application hereby approved.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties.

- 7 That works in connection with the remediation of the site, including the movement of lorries to and from the site, shall only take place between 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays and at no other time except with the prior written approval of the Local Planning Authority. No HGV movements to and from the site shall take place between 07:00 – 08:00am and 17:00 – 18:00pm Monday to Friday.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties and to safeguard the free flow of traffic on the adjoining highway.

- 8 That works shall not commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority The Plan should include:
- a) Photographic condition survey of public carriageways, verges and footways in the vicinity of the site;
  - b) Map showing routing of vehicles used for the delivery to or removal of material from the site;
  - c) Access arrangements to the site;
  - d) Wheel cleaning methodology and facilities;
  - e) Contractors parking;
  - f) The estimated number and type of vehicles per day/week;
  - g) Details of vehicle holding area;
  - h) Details of the vehicle call up procedure;
  - i) Details of any changes to on- street waiting and loading restrictions that will be required;
  - j) Details of measures to protect pedestrians and other highway users from construction activities on the highway;
  - k) Coordination with other development projects in the vicinity;
  - l) Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including the extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
  - m) measures to control dust and emissions from the proposed remediation works; and
  - n) details of the location of soil processing area

The development shall be carried out in accordance with the approved Construction Management Plan.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and to safeguard the amenities of the occupiers of adjoining and nearby properties and to ensure that material removed from the site is not deposited on local roads.

- 9 Works shall not commence on site until a written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included in the WSI, no demolition or development shall take place other than

in accordance with the approved WSI, which shall include the statement of significance and research objectives; and

A The programme and methodology of site investigation and recording and the nomination of a competent person (s) or organisation to undertake the agreed works;

B The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure the recording of any archaeology on site.

- 10 No development shall commence until a Japanese Knotweed eradication strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy is to be implemented as approved unless otherwise agreed in writing.

Reason: To ensure that the Japanese Knotweed, identified as an invasive species, is eradicated and does not spread.

- 11 All areas of scrub or similar vegetation where birds may nest, and which are to be cleared as part of this application, are to be cleared outside the bird breeding season (mid-February – mid-September inclusive) or if clearance during the bird-nesting season cannot be avoided, a suitably qualified ecologist shall survey the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance will proceed until all young have fledged the nest.

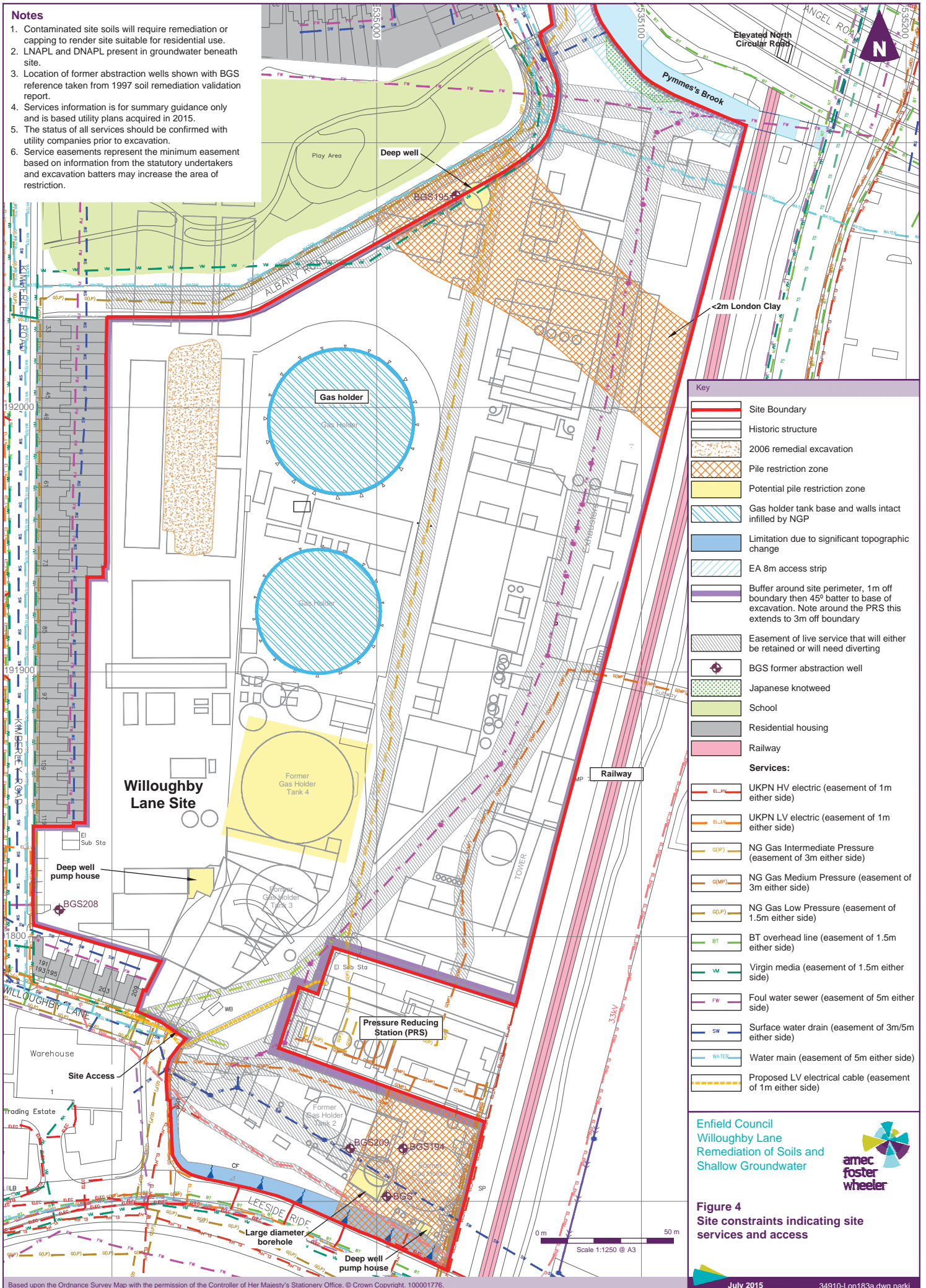
Reason: To ensure that wildlife is not adversely affected by the proposed development in line with local and national policy and wildlife legislation.

- 12 C51 Time limited permission



**Notes**

1. Contaminated site soils will require remediation or capping to render site suitable for residential use.
2. LNAPL and DNAPL present in groundwater beneath site.
3. Location of former abstraction wells shown with BGS reference taken from 1997 soil remediation validation report.
4. Services information is for summary guidance only and is based on utility plans acquired in 2015.
5. The status of all services should be confirmed with utility companies prior to excavation.
6. Service easements represent the minimum easement based on information from the statutory undertakers and excavation batters may increase the area of restriction.





## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 24<sup>th</sup> November 2015

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

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Ms Gemma Robinson

**Ward:**  
Chase

**Ref:** 15/03266/FUL

**Category:** Full Application

**LOCATION:** St Johns Prep School, 497 The Ridgeway, Enfield, EN6 5QT

**PROPOSAL:** Demolition of part of east wing and erection of 2 storey extension to north and east elevations and lower ground floor level to provide additional nursery classrooms and ancillary space, increased roof height with glazing, access ramp to front.

**Applicant Name & Address:**

Mr  
THE RIDGEWAY  
POTTERS BAR  
HERTFORDSHIRE  
EN6 5QT  
United Kingdom

**Agent Name & Address:**

Mr MALCOLM HONOUR  
140 LONDON WALL  
LONDON  
EC2Y 5DN  
United Kingdom

**RECOMMENDATION:**

To **GRANT** planning permission subject to the conditions.

Ref: 15/03266/FUL LOCATION: St Johns Prep School, 497 The Ridgeway, Enfield, EN6 5QT



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Scale 1:1250

North



## **1. Site and surroundings**

- 1.1 The application site comprises a school campus situated on the north side of The Ridgeway, approximately 200m south of the M25 and half a mile east of junction 24 on the M25. The site lies within the Metropolitan Green Belt and Area of Special Character. The building is not listed but lies with the Green Belt. There are a number of trees within the site but they are not the subject of a Tree Preservation Order.
- 1.2 The existing school building comprises two storeys, it was originally built as a private house. There are also a number of adjacent modular buildings in classroom use to the north of the site. The school includes an apartment on the first floor western end currently occupied by the owners. The property was granted planning permission in 1989 from residential to a Preparatory School.
- 1.3 The existing building is made up of the main building that has been extended to both sides and rear. To the west side it has a single storey level pergola area that was built under permitted development. To the rear are two large single storey modular buildings. There are also two areas of green roof on the main buildings.
- 1.4 The surrounding character of the area is predominantly rural. Immediately to the north and east of the school is New Cottage Farm which comprises a range of farm buildings. To the west of the school site is the access lane to the farm.

## **2. Proposal**

- 2.1 Planning permission is sought for the demolition of part of east wing and erection of two storey extension to north and east elevations and lower ground floor level to provide additional nursery classrooms (to accommodate 32 pupils) and ancillary space, increased roof height with glazing and access ramp to front. This is an alternative scheme, in part, to one granted planning permission under reference TP10/0955 described below.
- 2.2 The revisions to the east wing may be summarised as follows:
  - 700mm to the north (600mm of this under the first floor projection and a 100mm on the first floor projection) and to the west to maintain these new projections in line with the forward projection of the existing west wall of the hall at the front of the building.
  - A total increase to the ground floor footprint of the building by approximately 121m<sup>2</sup> (the previous approved application would have resulted in an increase of 98m<sup>2</sup>). In comparison to the previously approved application this would be an increase of 23m<sup>2</sup>, however part of this would be infilling below first floor projection.
  - Introduction of basement level to encompass two storage rooms and two music practice rooms, comprising an area of 158m<sup>2</sup>.
  - Extension of the staircase on east elevation to ground level to serve as a means of escape, and further to cellar level.

- A change in roof form and design will result in an increase in height from the originally approved scheme by 1.1 metre (from a height of 9.1 metre to 10.2 metre).

2.3 The external finishing materials are to be pebble dash masonry to southern elevation, S and O render to north and west elevations. The roof tiles are to be eternity blue/grey resin coated fibre cement slate, the windows are to be double glazed polyester coated aluminium /timber composite frames. The doors are to be double glazed polyester coated aluminium/timber frames.

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

- 3.1 A lawful development certificate (ref: P13-01026LDC) was granted for a raised outdoor play area with pergola over in June 2013.
- 3.2 Planning permission was granted in December 2010 (ref: TP10/0955) for a two storey side and rear, single storey rear extension, alterations to conservatory at front involving re-glazing, timber louvres to front and side, new roof with canopy / overhang and access ramp to front. The enlargement of the school in two areas, the west (new toilets for reception age children, and a replacement of an existing conservatory with a reception classroom) and the east (increased sanitary facilities, improved kitchen, improved circulation and enlarged class bases for year 1) allowed for an increased floor area of approximately 35%. Works to the west side of the building which includes new toilets for reception age children and a replacement of an existing conservatory with a reception classroom were commenced in February 2013 and completed in September 2013. However works to the east were not. This application seeks to increase the amount of floor space at the ground and first floor levels.

### **4. Consultation**

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

##### Early Years Schools and Children's Services

4.1.1 Support the application.

##### Historic England

4.1.2 The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

##### Traffic and Transportation

4.1.3 No objections to the extension despite a small increase in pupil numbers associated with the new nursery use given that the school operates an up to date Travel Plan and safely accommodates any additional vehicular traffic.

4.1.4 The proposal retains acceptable car parking and access arrangements and will not give rise to conditions prejudicial to the free flow and safety of traffic or pedestrian movements on the adjoining highway having regard to Policy 6.13 of the London Plan (2014), and Policy 45 of the Enfield DMD.

Sustainable Urban Drainage Systems Officer (SuDS)

- 4.1.5 The total discharge rate off site should not increase as a result of the extension. If possible, the developers must demonstrate that they are reducing the total discharge rate from site.

Where attenuation is required to not increase the discharge rate off site, sustainable drainage systems must be maximised.

There are ponds etc. on site which can be used for surface water management.

The developers must provide a detailed sustainable drainage plan demonstrating how they will not increase the discharge rate off site.

Environmental Health

- 4.1.6 No objection 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.
- 4.1.7 It is noted that given the Green Belt setting and surrounding vegetation, the proposal may adversely impact surrounding habitat values by virtue of external lighting. To address any issues, the applicant should submit external lighting details prior to commencement.

**4.2 Public Response**

- 4.2.1 Letters were sent to 9 neighbouring properties together with statutory site and press publicity. One (1) submission in support of the proposal was received.

**5. Relevant Policy**

5.1 London Plan

Policy 3.16	Protection and Enhancement of Social Infrastructure
Policy 3.18	Education Facilities
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	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 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.17	Waste capacity
Policy 5.18	Construction, Excavation and Demolition Waste
Policy 6.13	Parking
Policy 7.1	Communities and Neighbourhoods
Policy 7.4	Local Character

Policy 7.6 Architecture  
 Policy 7.16 Green Belt

5.2

Core Strategy

CP8 Education  
 CP20: Sustainable energy use and energy infrastructure  
 CP21: Delivering sustainable water supply, drainage and sewerage infrastructure  
 CP22: Delivering sustainable waste management  
 CP25 Pedestrians and Cyclists  
 CP30 Maintaining and Improving the Quality of the Built Environment and Open Environment  
 CP31 Built and Landscape Heritage  
 CP33 Green Belt and Countryside

5.3

Development Management Document

DMD16 Provision of New Community Facilities  
 DMD18 Early Years Provision  
 DMD37 Achieving High Quality and Design-Led Development  
 DMD38 Design Process  
 DMD45 Parking Standards  
 DMD47 New Roads, Access and Servicing  
 DMD48 Transport Assessments  
 DMD49 Sustainable Design and Construction Statements  
 DMD50 Environmental Assessment Methods  
 DMD51 Energy Efficiency Standards  
 DMD53 Low and Zero Carbon Technology  
 DMD54 Allowable Solutions  
 DMD55 Use of Roof Space / Vertical Surfaces  
 DMD56 Heating and Cooling  
 DMD57 Responsible Sourcing of Materials  
 DMD58 Water Efficiency  
 DMD59 Avoiding and Reducing Flood Risk  
 DMD60 Assessing Flood Risk  
 DMD61 Managing Surface Water  
 DMD65 Air Quality  
 DMD68 Noise  
 DMD69 Light Pollution  
 DMD70 Water Quality  
 DMD82 Protecting the Green Belt

5.4

Other Relevant Policy

National Planning Policy Framework  
 National Planning Practice Guidance  
 Enfield Characterisation Study  
 S106 SPD  
 Community Infrastructure Levy Regulations 2010

**6. Analysis**

6.1

Principle

- 6.1.1 Extensions to schools and commercial buildings are in principle acceptable providing they do not have a detrimental impact to the character and appearance of the surrounding area, Green Belt, highway and neighbouring residential amenities.
- 6.1.2 The site is located within the Metropolitan Green Belt. The National Planning Policy Framework (NPPF) (paragraph 79) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 6.1.3 Paragraph 87 of the NPPF sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 89 advises that the construction of new buildings in the Green Belt is considered inappropriate. Exceptions to this are:
- Buildings for agriculture and forestry;
  - Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
  - The extension or alteration of a building provided that it does not result in disproportionate additions over and above the original building;
  - The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
  - Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
  - Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- 6.1.4 The principles set out in the NPPF are reflected in Policy 7.16 of the London Plan, Core Strategy 33 of The Enfield Plan Core Strategy and Policy DMD82 of the Development Management Document. Policy 7.16 of the London Plan states that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances and development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance. Policy DMD 82 states that inappropriate development within the Green Belt will not be permitted and only appropriate development will be permitted if it meets a certain criteria.
- 6.2 Application of policy
- 6.2.1 In applying the Green Belt policy considerations set out above, there are three main considerations for school extension proposal:
1. Whether the proposal would comprise inappropriate development in the Green Belt;
  2. The effect on the openness of the Green Belt;
  3. If it is inappropriate development, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to 'very special circumstances' necessary to justify the development.

*Inappropriate development*

- 6.2.2 Having regard to the proposed size, design and siting of the development, it is considered that the proposed extension is a disproportionate addition above the size of the original building. As such, potential harm by reason of inappropriateness, and any other harm, must be outweighed by other considerations (paragraph 88 NPPF).

*The effect on the openness of the Green Belt*

- 6.2.3 Extensions to the existing building have already been approved as part of TP/10/0955, with the following comments provided:

*'Openness is the most important attribute of Green Belts. The proposal would lead to a marginally greater 'spread' of built form on the site, but the proposed two storey elements is contained within the existing main school building and would not intrude into an area that is not developed or the areas of the site predominated by a number of single storey structures. Nonetheless, there would inevitably be some impact. It is considered that the proposed extensions do not have a significantly greater impact than the existing development on the openness of the Green Belt.'*

- 6.2.4 The proposal involves an increase in floor area to extensions already approved within the Green Belt. The proposal seeks to increase the ground floor footprint of the building by approximately 121m<sup>2</sup>, compared to an already approved increase in floor space of 98m<sup>2</sup>, resulting in a total increase to the approved footprint by 23m<sup>2</sup>. This is an increase of 39% compared to the previously approved increase of 35%. On this basis, it is considered that although the total quantum of development may be inappropriate, the increase in floor area above that already approved is minor and will not have a greater impact on openness than the extant permission.
- 6.2.5 Although the proposed amendments will result in an increase in height, the revised roof design provides a transparent open roof form which will assist in reducing any harm to the openness of the Green Belt. Furthermore, the increase in windows proposed will reduce the bulk and dominance of the building in the Green Belt setting.
- 6.2.6 Overall, it is considered that the extent and design of the changes that the proposal will not result in any significant harm to the open and rural character of the Green Belt and the proposal is therefore considered acceptable.

*Very special circumstances*

- 6.2.7 The Planning Statement dated July 2015 submitted by the applicant provided an assessment of the proposal against the criteria in DMD 82, noting:
- Siting, scale, height and bulk: the proposal remains of a scale compatible with the existing school building and will not be visible from a public view point.
  - Regard to site contours: the design is contemporary, complementing the original building.



- Nature, quality, finish and colour of materials: materials have been chosen for longevity and to complement the existing school.
- Retention of existing trees: the revised design will not have any increased impact on trees.
- Parking provisions, safe access, egress and landscaping: no changes to parking provision are proposed as part of this development.

6.2.8 To further support their application, the following has also been advanced to justify the development:

<b>Circumstance</b>	<b>Justification</b>
Meeting WC requirements as per Ofsted recommendations	There are currently (before alterations to the East Wing) 12 WCs/urinals and 24 are required to meet School Premises Regulations.
Adjusting internal floor levels	The north eastern part of the building in its current form has irregular floor levels.
Providing proper internal access for all	The current internal arrangements means that the school hall, used for assembly and meals and the adjacent toilets (the main toilet facilities in the school) are accessible only through the kitchen, one of the class bases or from the outside.
Increasing the size of the school hall to accommodate all pupils	The school hall is not currently large enough for all of the school to attend assembly in a satisfactory manner.
Addressing deficiencies in the teaching and staff accommodation	A number of the existing class rooms are small, the proposal seeks to ensure the 'capacity and quality' of social infrastructure.

6.2.9 It is considered that the special circumstances advanced, together with the minor increase in built development over the extant permission, constitutes the very special circumstances necessary to outweigh the identified harm.

### 6.3 Impact on the Neighbouring Residential Properties

6.3.1 The proposed extensions will create additional floor space for educational purposes. In total, the amendments to the approved extension will increase the floor area by 23m<sup>2</sup> at ground level (beyond what has already been approved to be extended). It is considered that the extensions are sited in a discrete location and compatible with the existing use of the site.

6.3.2 The extensions will be largely screened by the presence of mature trees along the eastern boundary and when viewed from the east.

6.3.3 The proposed amendments are considered to be in keeping with the extensions already completed to the western portion of the building and will have limited impact on the neighbouring residential properties.

### 6.4 Parking, Access and Servicing

- 6.4.1 The London Plan, the Core Strategy and the Development Management Document encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example. Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments. Policy DMD47 states that new development will only be permitted if there is no adverse impact on highway safety and the free flow of traffic.
- 6.4.2 The amendments to the proposed development scheme will result in the provision of a nursery classroom area on the proposed ground floor. The proposed ground floor plan (Stern Thom Fehler, Dwg no. 1, Rev G) includes a notation that the maximum capacity of nursery classroom 1 and 2 is to be 16 children (ie a total increase in children for the preparatory school of 32).
- 6.4.3 Traffic and Transport have no objections to the scheme given the school operates an up to date Travel Plan and safely accommodates any additional vehicular traffic.
- 6.4.4 The scheme proposes no parking and given that it is contained within the site it would not impact upon highway safety, the free flow of traffic or pedestrians.

## 6.5 Sustainable Design and Construction

### 6.5.1 *Sustainable urban Drainage Systems (SuDS)*

- 6.5.2 DMD61 states in relation to managing surface water drainage that all developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems. A condition is proposed to secure those details.

### *Energy*

- 6.5.3 Information has not been provided in relation to energy saving measures. This can reasonably be conditioned.

### *Ecology*

- 6.5.4 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.
- 6.5.5 The development proposes an additional 98sqm above that approved. In addition there are no trees and minimal landscaping in the location of the extension.

### *Trees*

- 6.5.6 The applicant is relying upon the tree report submitted with the 2010 application. Ideally, an updated report should be provided however, the Tree officer has confirmed that subject to securing details of a tree protection plan (TPP) and an arboricultural method statement (AMS), the development should not detrimentally harm any retained trees.

*Site Waste Management*

- 6.5.7 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 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020.
- 6.5.8 In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 6.5.9 Details of a construction waste management plan can be secured through an appropriately worded condition

6.6 Community Infrastructure Levy (CIL)

- 6.6.1 Educational development such as this is not CIL liable.

**7. Conclusion**

- 7.1 Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. It is considered that the identified harm to the openness of the Green Belt has been sufficiently outweighed by special circumstances advanced in this report that amount to the very special circumstances necessary to justify the development. In this regard, the proposal would comply with Policy 7.16 of the London Plan, Core Policy 33 of the Core Strategy, DMD82 of the Development Management Document and with guidance contained within the National Planning Policy Framework (in particular section 9).
  2. The proposed development provides for improved school accommodation. The development will assist the Council and the needs of existing and new communities in accordance with Policy 3.18 of the London Plan, Core Policies 8 & 11 of the Core Strategy, DMD16 & 18 of the Development Management Document and with guidance contained within the National Planning Policy Framework (in particular section 8).
  3. The proposed development, having regard to its size, siting and design and by virtue of conditions imposed has appropriate regard to its surroundings, the character and amenities of the local area and those of adjoining occupiers and in this respect complies with Policies 7.1, 7.4 & 7.6 of the London Plan, Core Policy 30 of the Core Strategy, and national

guidance contained within the National Planning Policy Framework (in particular section 7).

4. The proposed development, by virtue of the measures proposed and conditions imposed, should achieve an acceptable level of sustainable design and construction having regard to Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9 5.13, 5.17, 5.18 & 5.19 of the London Plan, Core Policies 20, 21 & 22 of the Core Strategy, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, as well as national guidance contained with the National Planning Policy Framework (in particular section 11).

## **8. Recommendation**

8.1 To grant planning permission subject to the following conditions:

1. C060 Approved plans

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

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

2. C51A Time Limited Permission

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

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

3. C07 Details of materials

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

Reason: To ensure a satisfactory external appearance.

4. Details of tree protection

Prior to the commencement of the development hereby approved (including all preparatory work), a scheme for the protection of the retained trees including a tree protection plan (TPP) and an arboricultural method statement (AMS) in accordance with BS5837:2012, shall be submitted to the Local Planning Authority for approval in writing.

Specific issues to be dealt with in the TPP and AMS:

- (a) Location and installation of services/ utilities/ drainage.

- (b) Methods of demolition within the root protection area ( RPA as defined in BS 5837: 2012) of the retained trees
- (c) Details of construction within the RPA or that may impact on the retained trees
- (d) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- (e) Boundary treatments within the RPA
- (f) Methodology and detailed assessment of root pruning
- (g) Arboricultural supervision
- (h) The method of protection for the retained trees

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To protect existing planting during construction and in the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies.

5. C41 Details of External Lighting

Prior to development commencing, details of the design, siting, lux levels and measures to prevent external lighting affecting light sensitive premises or ecologically sensitive areas in the vicinity of the development shall be submitted to the Local Planning Authority for approval in writing. The approved lighting scheme shall be implemented prior to first occupation in accordance with the approved detail and permanently maintained..

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area and to protect habitat values and the visual impact of the Green Belt.

6. Sustainable Drainage Plan

Prior to development commencing, details of a sustainable drainage plan shall be submitted to the Local Planning Authority for approval in writing. The submitted detail should demonstrate how the development will not increase the discharge rate off site. The submitted detail shall include:

- (a) A plan of the existing site.
- (b) A topographical plan of the area.
- (c) Plans and drawings of the proposed site layout identifying the footprint of the area being drained (including all buildings, access roads and car parks).
- (d) The proposed storage volume.
- (e) Information on proposed SuDS measures with a design statement describing how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan (DMD 61- 10.5.12).
- (f) Geological information including borehole logs, depth to water table and/or infiltration test results.
- (g) Details of overland flow routes for exceedance events.
- (h) A management plan for future maintenance.

Reason: To manage surface water drainage in accordance with DMD61.

7. SuDS Verification Report

Prior to occupation / first use 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.

8. Energy Saving Measures

The energy saving measures identified in the 'Environmental design statement' shall be amended to consider the revised design and submitted to Council for approval in writing prior to construction. Before the development is first occupied, the developer shall submit to the Local Planning Authority a statement confirming that the approved energy saving measures has been so carried out.

Reason: In the interest of sustainability.

9. Construction Methodology / Traffic Management Plan

Prior to development commencing, the following detail shall be provided to the Local Planning Authority for approval in writing:

- a) photographic condition survey of the roads, footways and verges leading to the site;
- b) wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of the vehicle call up procedure;
- f) A Construction Management Plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved detail

10. Construction Waste Management Plan

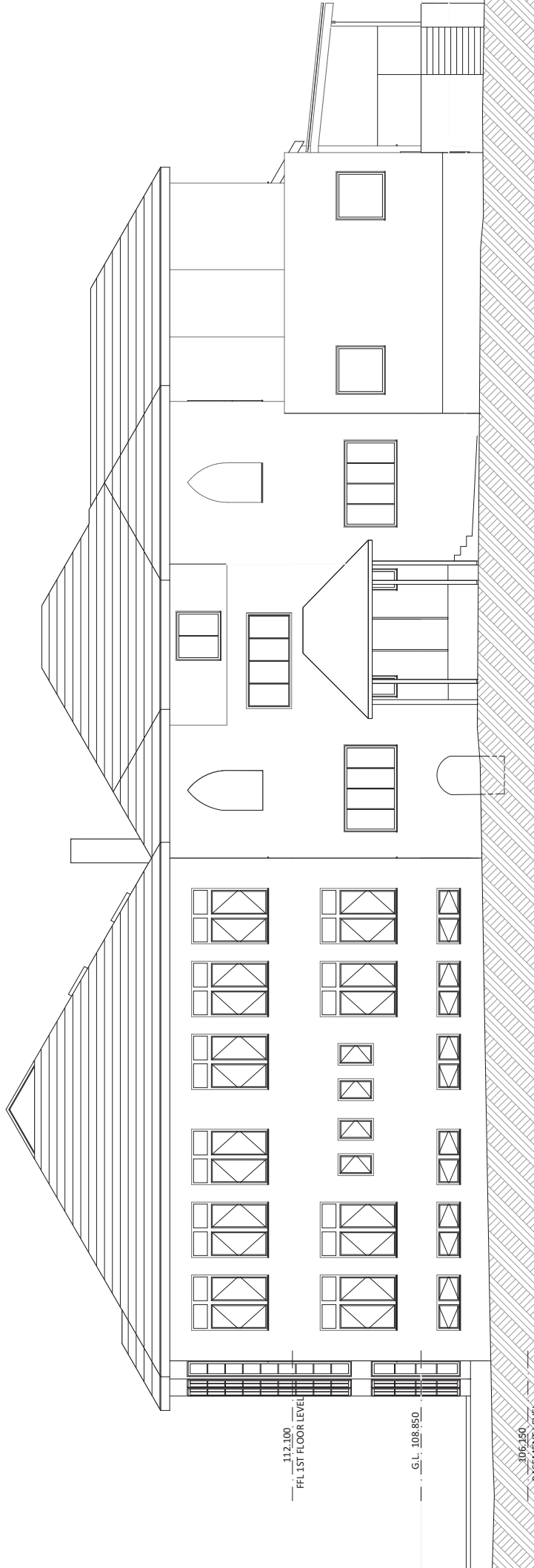
Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Waste Management Plan shall include as a minimum:

- a. Target benchmarks for resource efficiency set in accordance with best practice;
- b. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
- c. Procedures for minimising hazardous waste;

- d. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
- e. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
- f. 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 of the London Plan.

PROPOSED EAST WING EXTENSION  
(ALTERED FROM THAT FOR WHICH PLANNING  
CONSENT OBTAINED 2010)

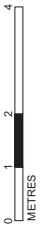


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16/03/2015	IH		
Job No.	Drwg. No.	Revision	
1835A	13	A	

Drawing Title  
**PROPOSED NORTH ELEVATION**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
THE RIDGEWAY  
ENFIELD EN6 5QT**



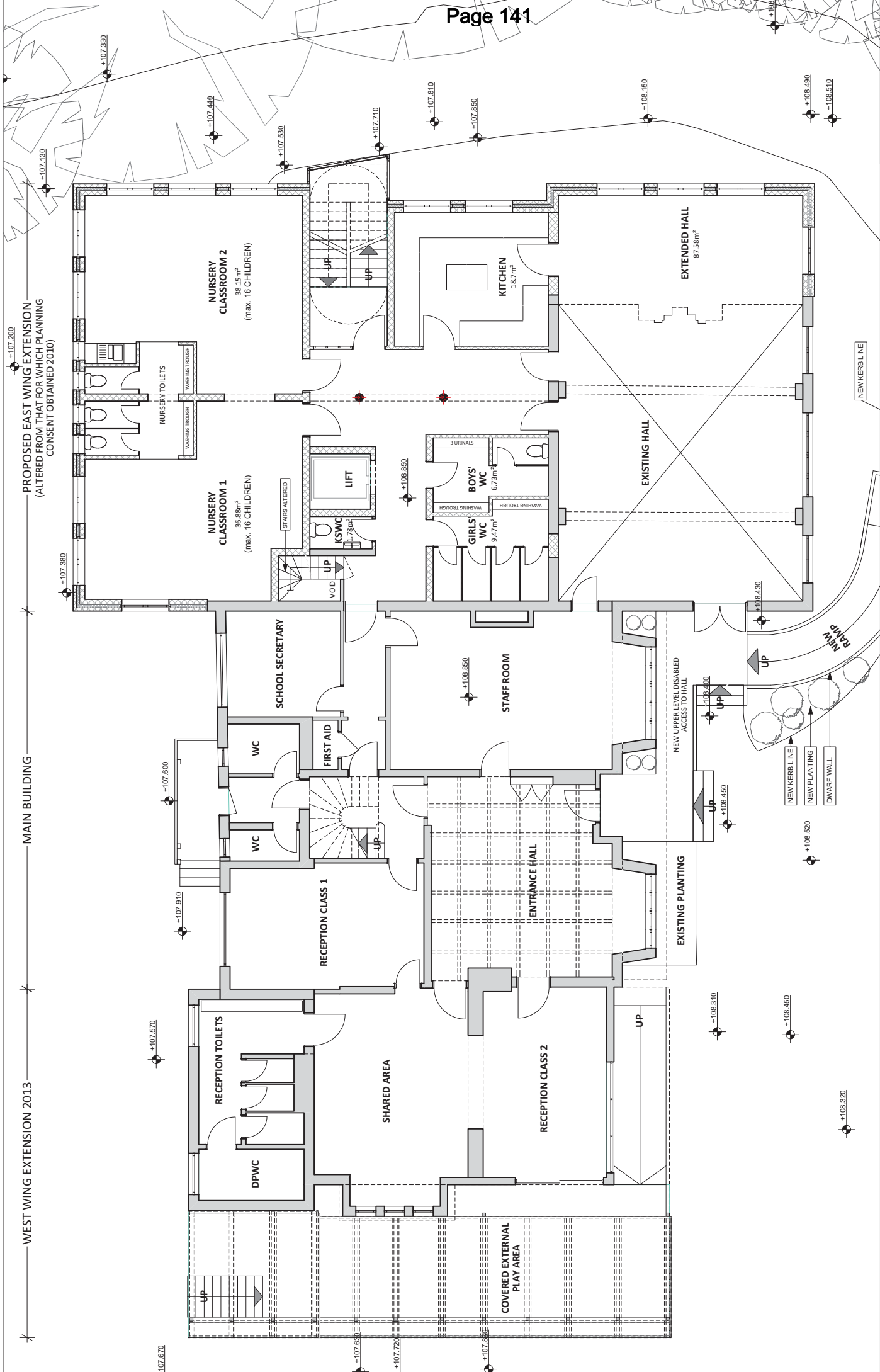
Revisions	Content	Scale
Date	By	Chd
13.03.15	IH	DDT
		Client alterations
		A

Notes  
Use the drawings in accordance with the contract.  
Check dimensions on site before starting work in hand.  
Refer any uncertainty or discrepancy to the Architect.  
Do not enlarge drawings without the Architect's approval.

**Stern Thom Fehler**  
Chartered Architects

40 Queen's Way, London N1 2JY Tel: (020) 8455 5842  
7 Lucy Lane, Loughton, Milton Keynes, Bucks MK5 8EP Tel: (01908) 676 653





PROPOSED EAST WING EXTENSION  
(ALTERED FROM THAT FOR WHICH PLANNING  
CONSENT OBTAINED 2010)

MAIN BUILDING

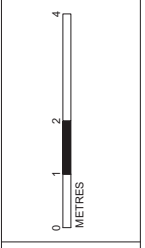
WEST WING EXTENSION 2013

Scale	1:100
Date	16/03/2015
Drawn By	CHD
Checked By	DIDT
Job No.	1835A
Drawg. No.	01
Revision	G

Drawing Title  
**PROPOSED GROUND FLOOR  
PLAN**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
THE RIDGEWAY  
ENFIELD EN6 5QT**



Revisions	Content	Scale
13.01.15 - IH - CHD	Client alterations	B
15.01.15 - IH - DIDT	Client alterations	C
10.02.15 - IH - DIDT	Client alterations	E
06.03.15 - IH - DIDT	Client alterations	F
12.03.15 - IH - DIDT	Client amendments	G

Notes  
Use the floor plan in conjunction with the site plan.  
Check dimensions on site before starting work in hand.  
Refer any uncertainty or discrepancy to the Architect.  
Large scale drawings are for reference only.

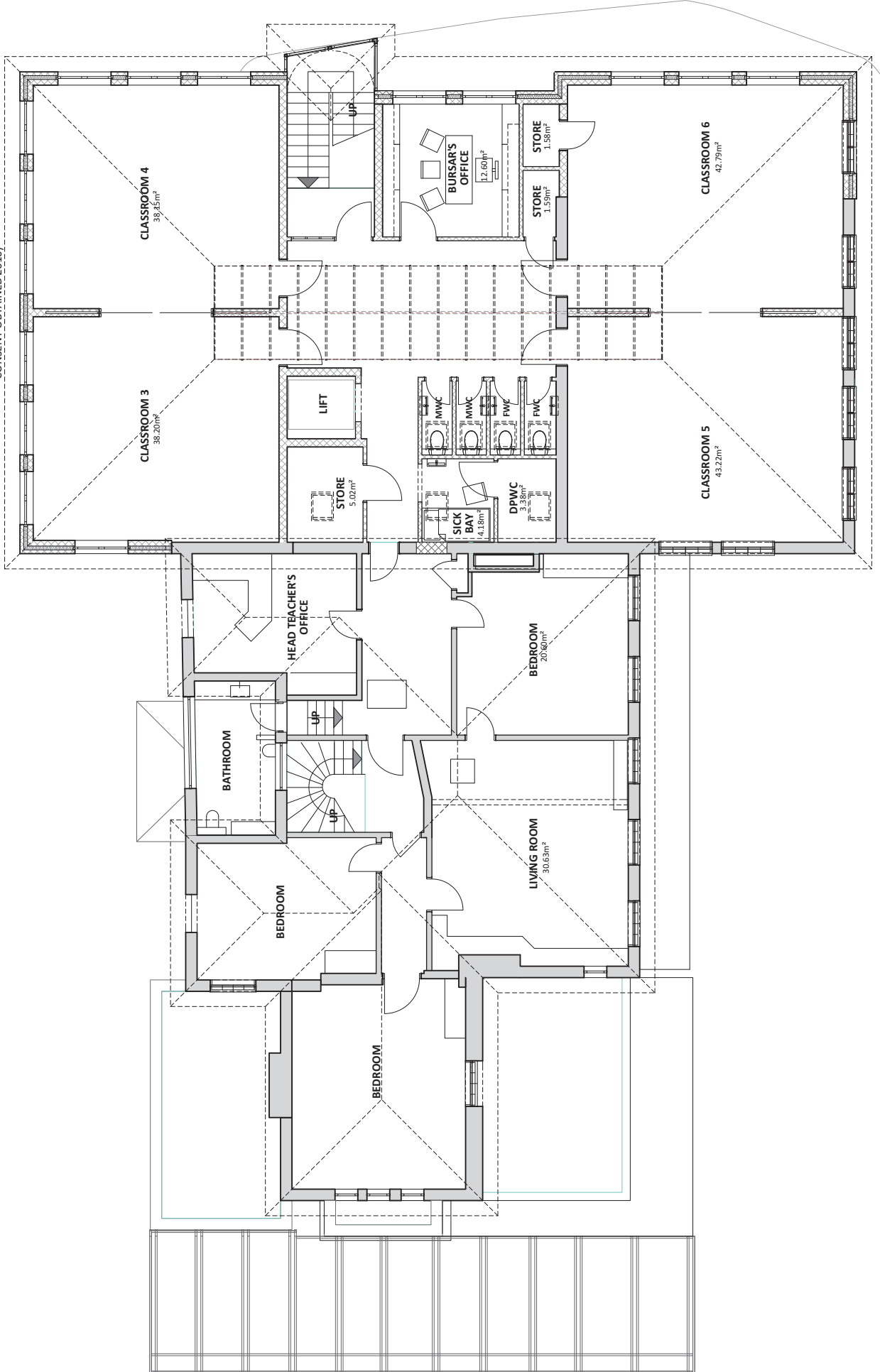
**Stern Thom Fehler**  
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PROPOSED EAST WING EXTENSION  
(ALTERED FROM THAT FOR WHICH PLANNING  
CONSENT OBTAINED 2010)

MAIN BUILDING

WEST WING EXTENSION 2013



Scale	1:100
Date	16/03/2015
By	CHD
Drawn	DIDT
Job No.	1835A
Drawg. No.	02
Revision	H

Drawing Title  
**PROPOSED FIRST FLOOR  
PLAN**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
THE RIDGEWAY  
ENFIELD EN6 5QT**



Date	By	Chd	Content	Rev.
13.01.15	HH	DDT	Client alterations	B
15.01.15	HH	DDT	Client alterations	C
21.01.15	HH	DDT	Client alterations	D
21.02.15	HH	DDT	Client alterations	E
25.02.15	HH	DDT	Client alterations	F
05.03.15	HH	DDT	Client alterations	G
24.03.15	HH	DDT	Client alterations	H

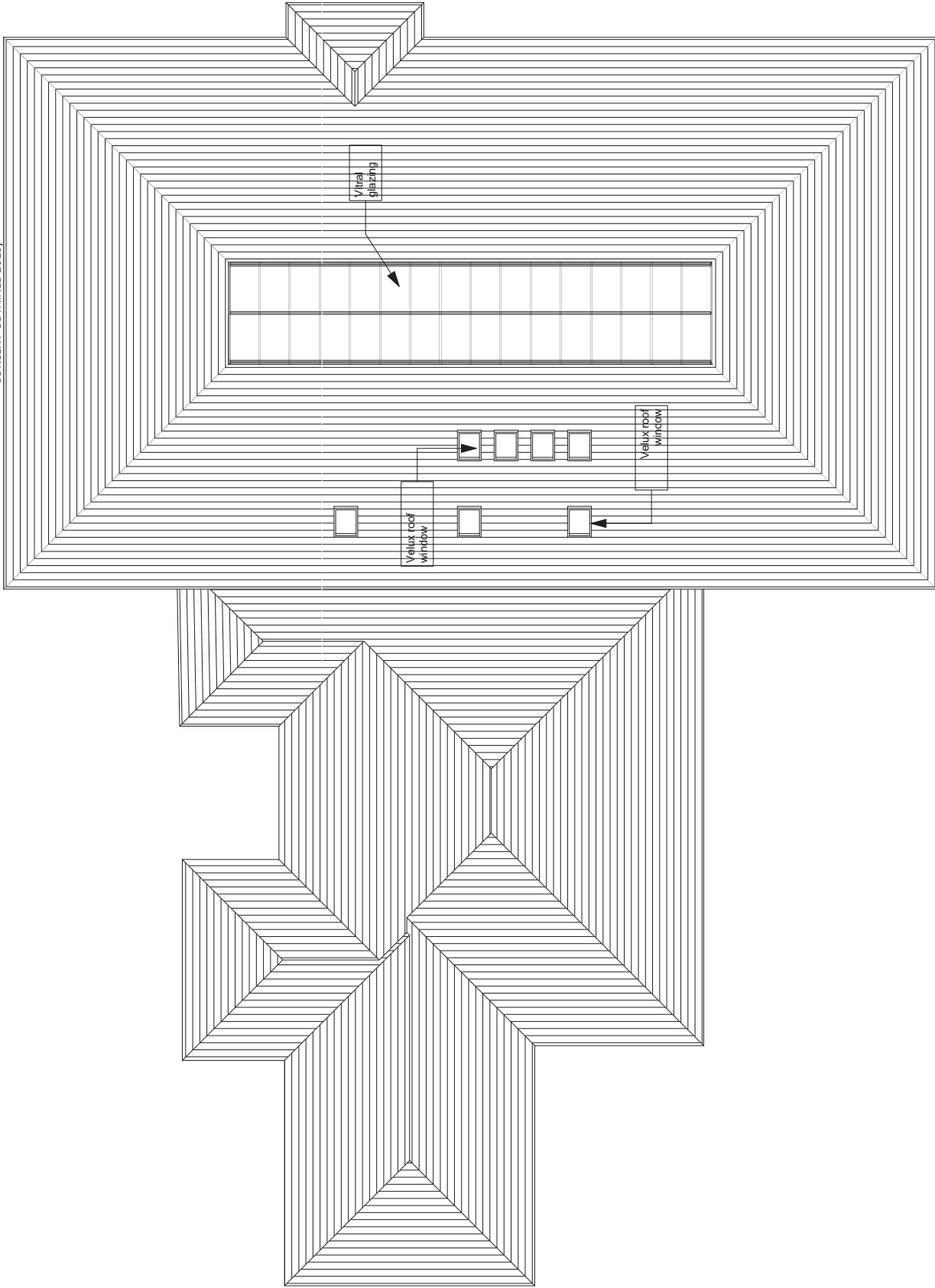
Notes  
Use of the plan is limited to the work shown. Do not use for any other purpose without the written consent of the Architect. Check dimensions on site before starting work in hand. Refer any uncertainty or discrepancy to the Architect. Large scale drawings are for reference only.

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PROPOSED EAST WING EXTENSION  
(ALTERED FROM THAT FOR WHICH PLANNING  
CONSENT OBTAINED 2010)

MAIN BUILDING



Scale	1:100
Date	06/03/2015
By	IH
Chd	DIDT
Job No.	1835A
Drawg. No.	03
Revision	C

Drawing Title  
**PROPOSED ROOF PLAN**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
THE RIDGEWAY  
ENFIELD EN6 5QT**



Revisions

Date	By	Chd	Content
10.02.15	IH	DIDT	Client alterations
25.02.15	IH	DIDT	Client alterations
06.03.15	IH	DIDT	Client alterations

Notes

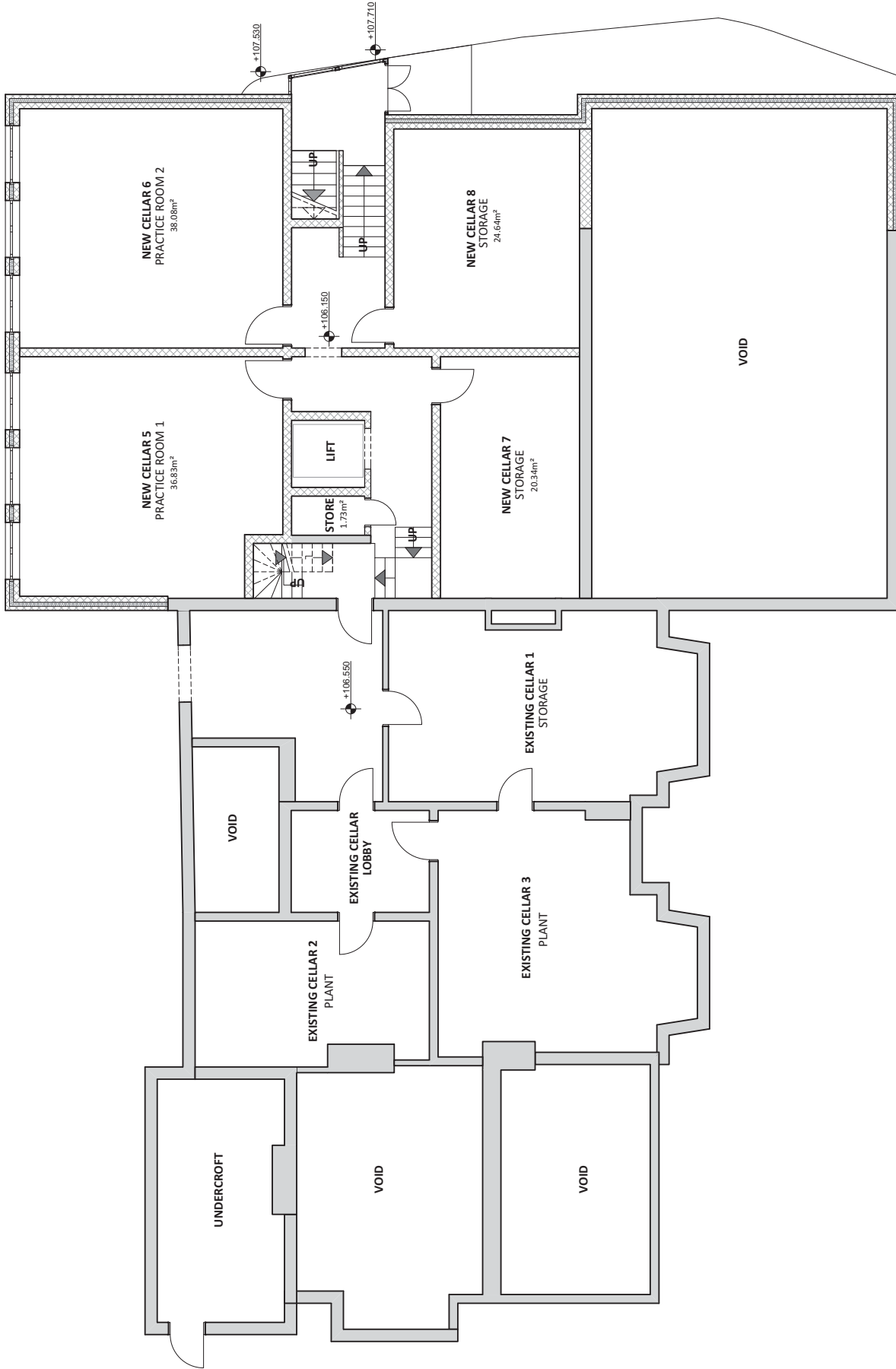
The client is responsible for the accuracy of the information provided. The architect is not responsible for any errors or omissions in the drawings or for any discrepancies between the drawings and the actual construction. Refer to the contract documents for the Architect's obligations and limitations of liability.

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PROPOSED EAST WING EXTENSION  
(ALTERED FROM THAT FOR WHICH PLANNING  
CONSENT OBTAINED 2010)

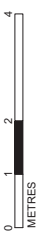


Scale	1:100
Date	16/03/2015
By	IH
Checked	CHD
Drawn	DDT
Job No.	1835A
Drawg. No.	04
Revision	C

Drawing Title  
**PROPOSED LOWER GROUND  
LEVEL PLAN**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
THE RIDGEWAY  
ENFIELD EN6 5QT**



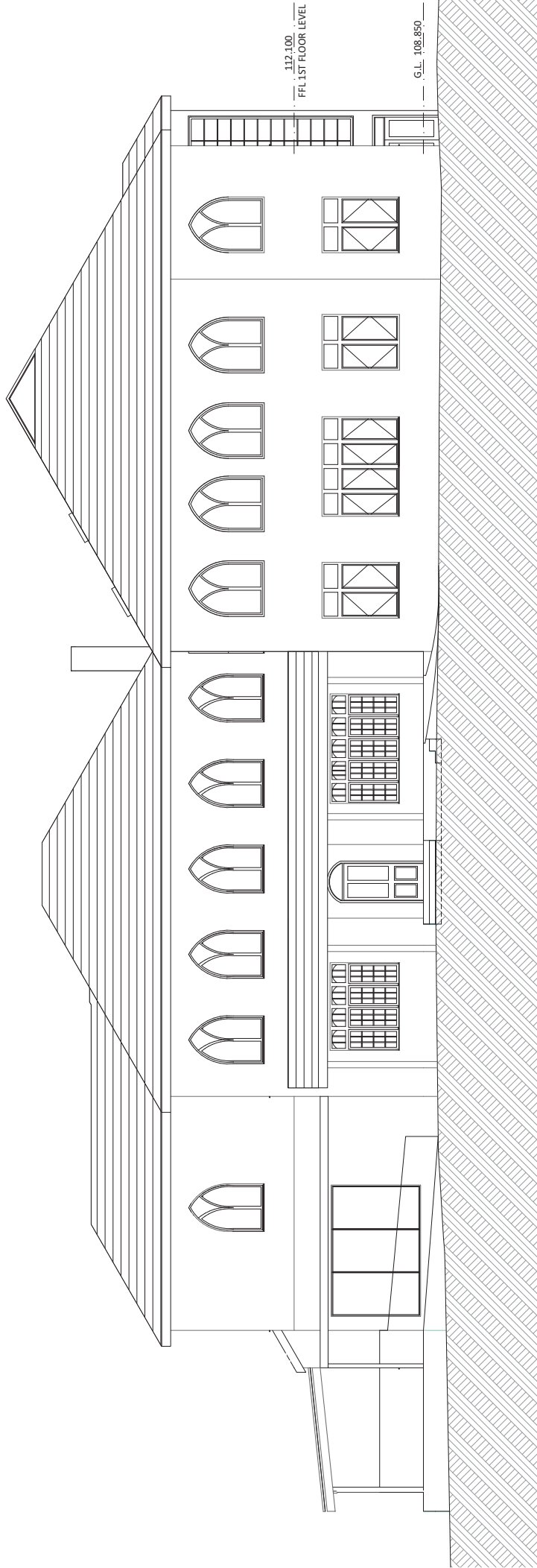
Revisions	Content	Scale
10.02.15 - IH	Client alterations	A
12.03.15 - IH	Client alterations	C
12.03.15 - IH	Client alterations	C

Notes  
Use figures in brackets only. Do not work  
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PROPOSED EAST WING EXTENSION  
(ALTERED FROM THAT FOR WHICH PLANNING  
CONSENT OBTAINED 2010)



Scales		1:100	
Date	By	Chd	DIDT
16/03/2015	IH		
Job No.	Drwg. No.	Revision	
1835A	11	A	

Drawing Title  
**PROPOSED SOUTH ELEVATION**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
THE RIDGEWAY  
ENFIELD EN6 5QT**

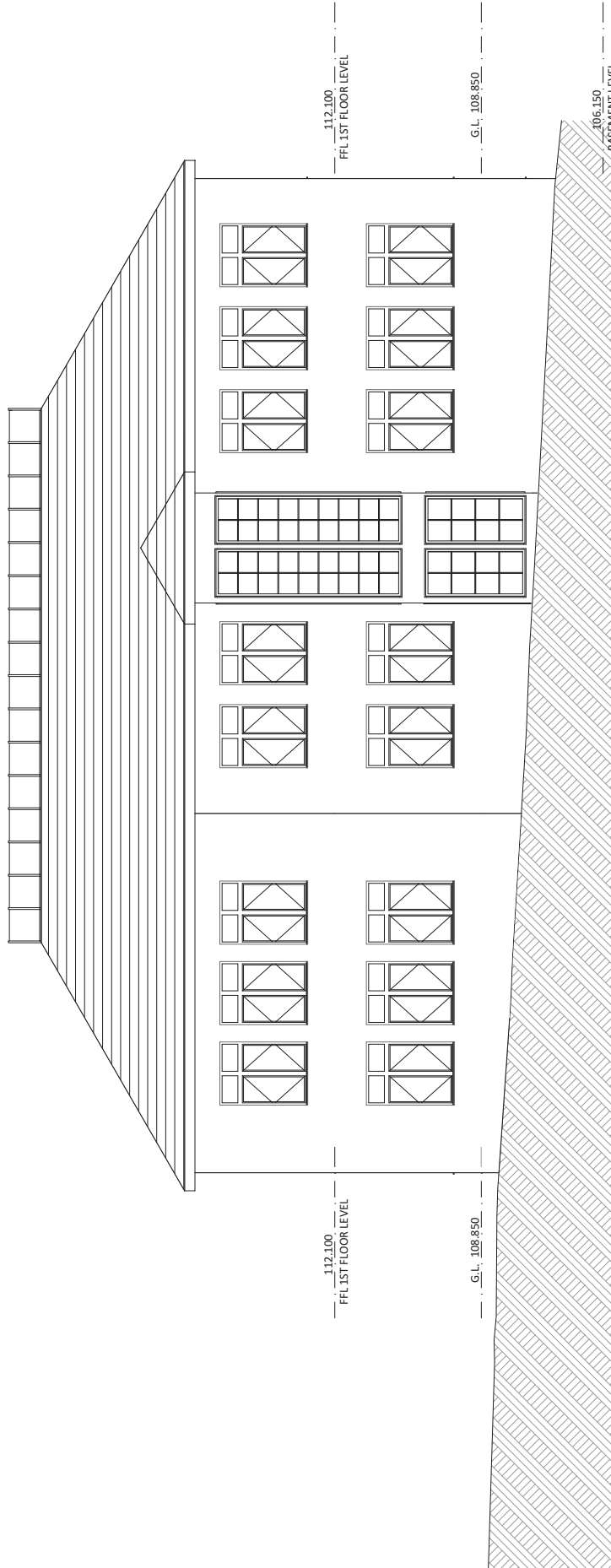


Revisions	Content	Scale
Date	By	Chd
13.03.15	IH	DIDT
		Client alterations
		A

Notes  
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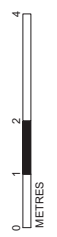


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Date	By	Chd	DIDT
16/03/2015	IH		
Job No.	Drawg. No.	Revision	
1835A	12	A	

Drawing Title  
**PROPOSED EAST ELEVATION**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
 THE RIDGEWAY  
 ENFIELD EN6 3QT**



Revisions	
Date	Content
13.03.15	Client alterations
	Sheet alterations
	A

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**REVISED PROPOSAL**

Scales	
Date	23/04/2015
By	CHD DIDT
Job No.	1835A
Dwg. No.	31
Revision	A

Drawing Title  
**BIRD'S-EYE VIEW IMAGES  
 FROM SOUTHEAST**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
 THE RIDGEWAY  
 ENFIELD EN6 5QT**

**EXTANT PLANNING CONSENT**

Revisions	Content	Scale
23.04.15	Colours in image altered	A

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**REVISED PROPOSAL**

Scales		Date		By		Ctd		Dtd		Revision	
23/04/2015		IH		IH		Ctd		Dtd		1835A	
Job No.		1835A		Dwg. No.		32				Revision	
										A	

Drawing Title  
**BIRD'S-EYE VIEW IMAGES  
 FROM NORTH-WEST**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
 THE RIDGEWAY  
 ENFIELD EN6 5QT**

**EXTANT PLANNING CONSENT**

Notes  
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Revisions  
 Date: 23.04.15 By: IH Content: Colours in image altered  
 Date: By: Ctd Content: Scale: A

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Scales	
Date 23/04/2015	By IH
Job No. 1835A	Drawg. No. 33
Revision A	

Drawing Title  
**IMAGE OF PROPOSED SOUTH  
ELEVATION**

Project  
**EAST WING EXTENSION**

Client  
**ST JOHN'S PREPARATORY SCHOOL  
THE RIDGEWAY  
ENFIELD EN6 5QT**

Revisions	Content	Scale
23.04.15	Minor adjustments	A

Notes  
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REVISED PROPOSAL



EXTANT PLANNING CONSENT

<p><b>Stern Thom Fehler</b> Chartered Architects</p>  <p>40 Dawson Way, London SE20 2JF Tel: (020) 8455 5842 7 Lucy Lane, Loughton, Milton Keynes, Bucks MK8 5BP Tel: (01908) 676 653</p>	<p><b>Notes</b></p> <p>Use for planning consent only. Do not construct. Check dimensions on site before starting work in hand. Refer any uncertainty or discrepancy to the Architect. Do not make any changes to the design.</p>	<p><b>Revisions</b></p> <table border="1"> <thead> <tr> <th>Date</th> <th>By</th> <th>Chd</th> <th>Content</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Date	By	Chd	Content					<p><b>Client</b></p> <p><b>ST JOHN'S PREPARATORY SCHOOL THE RIDGEWAY ENFIELD EN6 3QT</b></p>	<p><b>Project</b></p> <p><b>EAST WING EXTENSION</b></p>	<p><b>Drawing Title</b></p> <p><b>IMAGES OF EAST ELEVATION</b></p>	<p><b>Scales</b></p> <table border="1"> <thead> <tr> <th>Date</th> <th>By</th> <th>Chd</th> </tr> </thead> <tbody> <tr> <td>01/04/2015</td> <td>IH</td> <td>DIDT</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Job No.</th> <th>Drawg. No.</th> <th>Revision</th> </tr> </thead> <tbody> <tr> <td><b>1835A</b></td> <td><b>34</b></td> <td> </td> </tr> </tbody> </table>	Date	By	Chd	01/04/2015	IH	DIDT	Job No.	Drawg. No.	Revision	<b>1835A</b>	<b>34</b>	
Date	By	Chd	Content																							
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