

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 25th January 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mr S. Newton Tel: 020 8379 3851

Ward: Grange

Application Number : TP/10/0911

Category: Change of Use

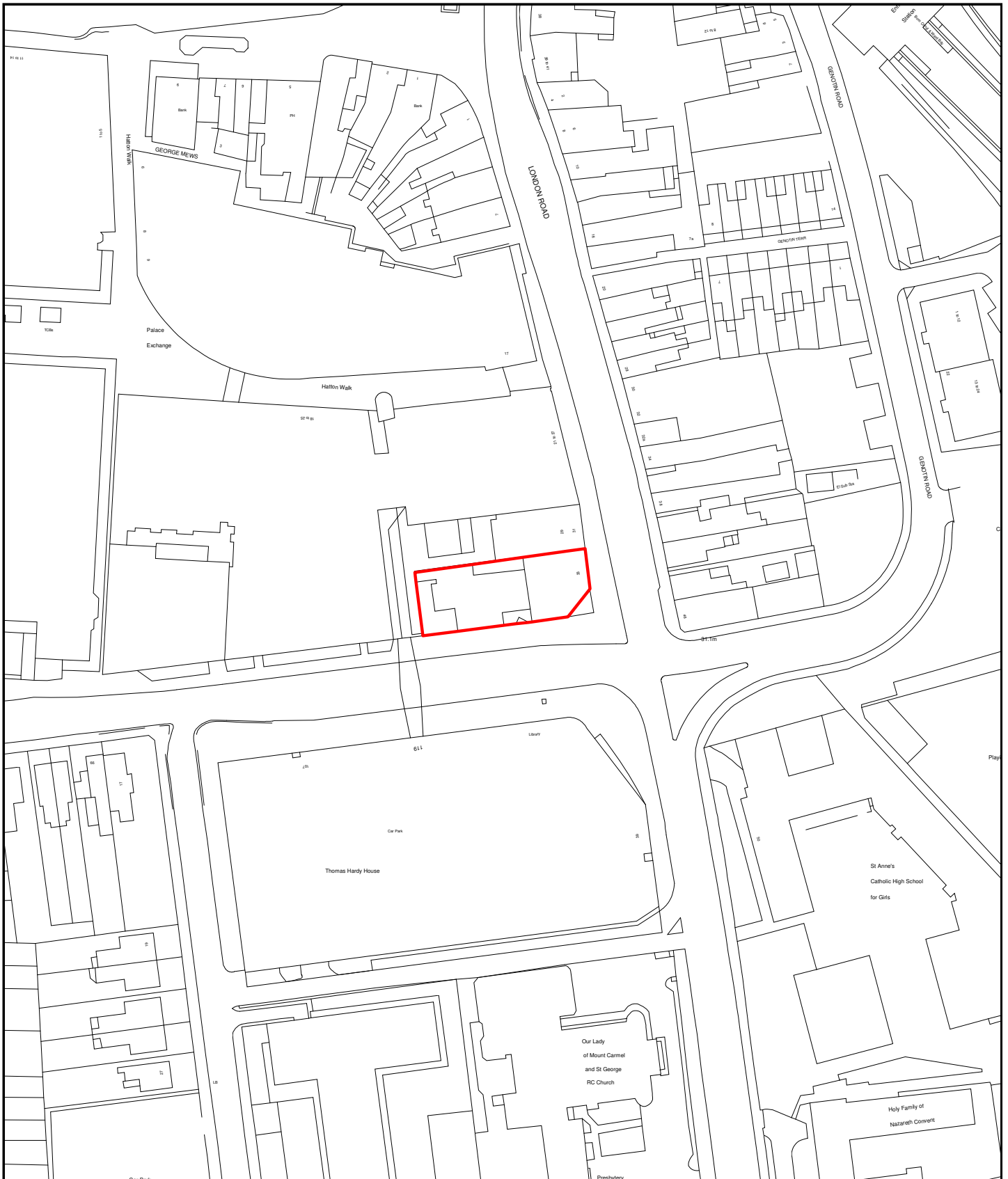
LOCATION: 33, LONDON ROAD, ENFIELD, EN2 6DR

PROPOSAL: Change of use of office building class B1 to a 56-bed Hotel (C1) with restaurant at ground floor (A3/A5) and external alterations to form a new entrance to North east elevation.

Applicant Name & Address:
Arima Leisure Ltd
C/O Agent

Agent Name & Address:
Mr Nick Jenkins,
Savills (L&P) Limited
23, Furzton Lake
Shirwell Crescent
Furzton
Milton Keynes
MK4 1GA

RECOMMENDATION: Planning permission is **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 14:11

Date of plot: 11/01/2011

1. Site and Surroundings

- 1.1 A vacant office building located on the north-western corner of the juncture of Cecil, London and Genotin Roads and situated within Enfield Town: designated as a Major Centre within the London Plan and Core Strategy, it also falls within the Enfield Town Conservation Area and is designated within the Core Strategy as Primary Shopping Frontage.
- 1.2 To the north of the site, on the western side of London Road, are three storey buildings, with ground floor commercial units and residential/offices over while on the eastern side of London Road, the buildings are predominantly two storeys. On the opposite side of Cecil Road is the Dugdale Centre, Argos Extra and Lidl. Above these units is a multi storey car park. The southern side of Cecil Road, is linked to the retail units on the northern side of Cecil Road by a 'skywalk'.
- 1.3 The vehicular entrance for the building, leading to the servicing area and a basement car park for 18 vehicles, is situated off Cecil Road, approximately 48m west of the junction with Cecil, London and Genotin Roads.
- 1.4 The site is well served by public transport with Enfield Town Station approximately 230m away, and numerous bus services in and around Enfield Town and the train station.

2. Proposal

- 2.1 Permission is sought for the change of use of the building from B1(a) to a 56-bed hotel (C1) with a restaurant at ground floor level (A3/A5) and alterations to form a new entrance to the south-east elevation.
- 2.2 The proposed restaurant will be independent of, although complimentary to, the proposed hotel as the hotel does not provide any catering facilities. There will be seating for approximately 46 covers.
- 2.3 The proposed hotel will retain the existing entrance on the eastern elevation, providing access to the lobby from which guests will use either the stairs or the lift to the first floor reception. The first floor will provide 17 rooms, one of which will be a wheelchair accessible room. The second and third floors will each contain 19 rooms, inclusive of one wheelchair accessible room.
- 2.4 In terms of employment, it is estimated that there will be 10 full-time and 16 part-time employees or 18 full-time equivalents (FTE).

3. Relevant Planning Decisions

- 3.1 None.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic & Transportation comment that there is no objections to the change of use in principle but concerns exist regarding the allocation of car parking between the hotel and restaurant use, the pedestrian linkage between the car

park and the hotel (i.e. no direct access) and the potential congestion arising from taxi drop off / pick ups occurring on Cecil Road or London Road.

- 4.1.2 To address these it is accepted that a new on-footway lay-by for short term use by taxi / mini cabs would ameliorate the main concern and a S106 agreement will secure this improvement in addition to necessary alterations to waiting restrictions (& associated modifications to the CPZ) with additional guard railing close to the junction to deter kerbside waiting at an unacceptable location. In addition, a Travel Plan would better emphasise to hotel guests the public transport options to reach the hotel + routes to the stations.
- 4.1.3 With regard to the linkage between the car park and hotel, further information on the layout and internal levels demonstrate that no direct link is possible. No objection is thus raised on this ground.
- 4.1.4 Thames Water comment that there is no objections in relation to sewerage and water infrastructure and that where a connection I proposed to the public sewer, the prior approval of TW Development Services is required.
- 4.1.5 Environmental Protection & Regulations advise that there are no objections. In addition, conditions have been suggested to ensure that any neighbouring residential occupiers are not unduly affected by noise and dust emissions.
- 4.1.6 Economic Development comment
- this relatively modern 4 storey office building in the core of Enfield Town centre has been substantially occupied until very recently. With a floor space of around 20,000 sq feet it has the capacity to provide office jobs for around 100 people who could reasonably be expected to provide regular support to the town centre retail /leisure/hospitality sectors. The building does not appear to have been vacant for sufficiently long to gauge with accuracy the level of demand for continued office use.
 - The applicant states that the proposed development would provide 18 full-time equivalent jobs - substantially less than the number generated by an office development. Moreover the hotel jobs are likely to be mainly low skilled and relatively low paid.
 - There are, however, strong reasons to support the proposal in terms of its contribution to bringing inward investment into the borough. Clearly, a town centre hotel would boost the number of visitors to Enfield Town, bringing additional spending power to the local shops and restaurants. The provision of a new restaurant on the ground floor would also add to the offer of the town centre, as well as enlivening that prominent stretch of road frontage.
 - In providing only 56 rooms, the hotel would appear to be smaller than what is normally regarded as the minimum needed to achieve the level of profitability to attract one of the bigger hotel-chain operators. I understand that no operator is currently signed up to run the hotel. There may be a requirement therefore to add an additional storey to make the scheme viable.

4.2 Public

- 4.2.1 Consultation letters have been sent to 26 neighbouring and nearby properties. No replies have been received.
- 4.2.2 Comments have been received from the Enfield Town Conservation Area Group. The Group advises that there are no objections in principle but that there are difficulties with parking at the front entrance in London Road.

4.3 Conservation Advisory Group

It is advised that there are no objections although there is concern for the need of a set down for cars and the need for detailed drawings of the new entrances to ensure that they are not inappropriate or prominent

5. **Relevant Policy**

5.1 Local Development Framework

At the meeting of the full Council on 10th November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

- CP11: Recreation, leisure, culture and arts
- CP12: Visitors and tourism
- CP13: Promoting economic prosperity
- CP17: Town centres
- CP18: Delivering shopping provision in Enfield
- CP19: Offices
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25 Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP31: Built and landscape heritage
- CP32: Pollution
- CP36: Biodiversity
- CP42: Enfield Town
- CP46: Infrastructure contributions

5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and

updates policies and development standards within the Development Management Document. The following are of relevance:

(II)C29	Resist loss of uses considered important to the Conservation Area
(II)C30	New buildings, extensions, alterations to existing buildings in a Conservation Area
(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing
(II)H8	Privacy
(II)T1	To ensure development takes place in locations which have appropriate access to transport networks
(II)S3	Coordination and management of Town Centres
(II)S5	Core retail frontages

5.3 The London Plan

Policy 2A.1	Sustainability criteria
Policy 3A.3	Maximising the potential of sites
Policy 3C.22	Cycling strategy
Policy 3C.23	Parking strategy
Policy 3D.7	Visitor accommodation and facilities
Policy 3D.14	Biodiversity and nature conservation
Policy 4A.1	Tackling climate change
Policy 4A.2	Mitigating climate change
Policy 4A.3	Sustainable design and construction
Policy 4A.6	Decentralised Energy: heating, cooling and power
Policy 4A.7	Renewable energy
Policy 4A.9	Adaptation to climate change
Policy 4A.16	Water supplies and resources
Policy 4B.1	Design principles for a compact city
Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.8	Respect local context and communities
Policy 4B.11	London's built heritage
Policy 4B.12	Heritage conservation

5.4 Other Relevant Policy

PPS1:	Sustainable development
PPS4:	Planning for sustainable economic growth
PPS5:	Planning for the historic environment
PPS9:	Biodiversity and Geological Conservation
PPG13:	Transport
PPG24:	Planning and Noise

6. **Analysis**

6.1 Principle

- 6.1.1 The general approach of planning policy is to encourage development in sustainable locations with good accessibility to a range of public transport options. Enfield Town is designated as a major centre and has a PTAL rating of 5. As a result, the location would be consistent with this approach.

- 6.1.2 There is a general need for a range of hotel accommodation across the Borough which is recognised in Policy 12 of the Enfield Plan Core Strategy. In addition, the proposed hotel represents a complementary use to the retail function of Enfield Town and would add to its vitality and viability whilst also strengthening the role of the town centre and its attractiveness to a range of retail, commercial, leisure and other related uses.
- 6.1.3 Overall therefore, the principle of a hotel in this location is considered to be consistent with planning policy for this town centre location having regard to Policies 11, 12, 13 and 17 of the Enfield Plan Core Strategy as well as Policy 3D.7 of the London Plan and PPS4.
- 6.1.4 The introduction of a hotel however must also be weighed against the loss of office space, as Core Policy 19 of the Enfield Plan Core Strategy confirms that the Council will protect and enhance Enfield Town as the main location for new office development in the Borough, including the renewal and modernisation of existing offices. In addition, Core Policy 42 also confirms that the loss of office accommodation in Enfield Town will be resisted whilst also recognising that there will be a focus on the growth of jobs in the hospitality and retail sectors.
- 6.1.5 The introduction of a non-retail use on the ground floor must also be weighed against the desire to protect the main function of the Town Centre as a focus for shopping and complementary activities.

6.2 Loss of office accommodation

- 6.2.1 As indicated above, there is a presumption against the loss of office accommodation within Enfield Town Centre. Whilst this is a key consideration, the loss of such space must be weighed against the benefits of bringing the building back into a beneficial and appropriate use.
- 6.2.2 The ground floor A2 unit has been vacant for three years and the offices (B1) occupying the upper floors have been vacant since the Council vacated from the building 2 years ago. It remains vacant despite marketing by a local and a central London estate agent.
- 6.2.3 In addition, information provided indicates that where there is demand for office accommodation, it is more for smaller flexible office units inclusive of those above retail units, rather than for the size and nature of the existing office space. Furthermore, it is advised that whilst the building could be refurbished for office accommodation, the expenditure involved when compared to the expected rent yield would make this unviable, lending more weight to a change of use.
- 6.2.4 On balance, it is therefore considered that the loss of office accommodation can be supported in this instance as there is no clear demand for this level of office space. Moreover, the intended use is compatible with the town centre location and would also support one of the aims of Core Policy 42 which is to focus on the growth of jobs in the hospitality sector.

6.3 Introduction of Non Retail Ground Floor Use

6.3.1 The use of the ground floor into a restaurant with takeaway facility (from A2) will not further harm the vitality and viability of Enfield Town Centre. There are a range of uses along London Road and the introduction of a restaurant would compliment the area and introduce an element of night time activity that can only be beneficial to the Town Centre in terms of economy and security. Moreover, the proposed use is also complementary to the adjacent proposed hotel.

6.4 Integration with Character and Appearance of Surrounding Area

6.4.1 The proposal does not involve any extensions to the building footprint. Whilst reference is made in the comments received that an additional floor may be required to ensure the viability of the scheme, the application must be assessed on the plans submitted. Should a further application be submitted to include an additional floor, then that application would be assessed against all of the relevant planning considerations.

6.4.2 With this in mind, the external appearance of the building will not be altered significantly. A new entrance is proposed beneath the diagonal undercroft to provide access into the proposed restaurant. The overall design of the proposed entrance doors is considered acceptable and should not detract from the character and appearance of the building or the surrounding conservation area. A condition will be imposed however, to secure details of the entrances.

6.5 Impact on Neighbouring Properties

6.5.1 As there is no increase in the size of the building, the proposal will not lead to any loss of light or overshadowing to neighbouring properties. Furthermore, although the proposal involves a change in the use, it is considered that there would not be any undue loss of privacy or overlooking when compared to the former use as an office.

6.4 Traffic Generation

6.4.3 Whilst a multi-modal trip generation forecasting has been provided, (using data from similar hotel schemes at Battersea Travelodge (Wandsworth) and Express Holiday Inn (Newham)) and compared with the existing office use. The most pressing concern from the proposed scheme is the potential increase of vehicular traffic to and from the site (servicing is discussed below). The results of this analysis indicate that the proposed hotel is forecast to generate 26 fewer vehicle trips between 7am and 6pm than the existing office use. This confirms that the proposed trip generation would not be unacceptable.

6.5 Access

6.5.1 Vehicular traffic can only approach from an easterly direction as Cecil Road is a one-way street. Similarly, vehicles can only exit in a westbound direction. The access will remain unaltered and is still considered acceptable for the intended uses.

6.5.2 There is no internal link between the car parking area and the hotel / restaurant for guests. Whilst this is not ideal, the very confined space provided on the ground floor within the hotel and restaurant elements would not enable a separate guest entrance. Hotel guests using the car park would have a distance of approximately 50m to traverse and diners will have approximately 40m to cover. This is not an unacceptable distance.

6.6 Parking

6.6.1 The site currently has eighteen parking spaces located in the basement and ground floor levels, although the two spaces nearest to the entrance will be lost to provide a refuse storage area. In addition, two of the remaining sixteen spaces will be marked out for disabled parking. The site is also in close proximity to pay and display parking, although it is expected that the majority of visitors would either use public transport or taxis. It is therefore considered that due to the highly sustainable location of the proposed hotel, a relaxation of parking standards would be acceptable.

6.6.2 The 16 parking spaces are supplemented by numerous public car parks in the vicinity should the need arise. A framework travel plan has been submitted and a full travel plan will be submitted once the hotel becomes operational, which will then be monitored for a five year period. In addition to this eight cycle spaces proposed are considered acceptable.

6.6.3 The applicant is unable to submit a full travel plan until an operator and staffing levels have been confirmed. In addition to the measures that will be introduced to staff, sustainable travel information will be provided to hotel guests through promotional literature, the hotel's website, at the time of booking, and at the hotel reception.

6.6.4 The above measures are considered acceptable and will be secured by way of a suitably worded condition. A staff travel plan will be sought by way of condition to demonstrate that sustainable travel patterns will be achieved.

6.6.5 An initial concern of the scheme centred on the high probability of taxis stopping on either Cecil or London Roads to pick up / drop off passengers and the impact this would have on the free flow of traffic. To address this, the Applicant has agreed to the imposition of a Grampian condition that would require entering into a S278 Agreement to secure the implementation of a drop off/ pick up lay-by and CPZ changes prior to occupation of the development.

6.7 Servicing

6.7.1 Due to the hotel not providing any catering facilities, the Transport Assessment estimates the following servicing programme for the development:

- Laundry deliveries/collections to be carried out by 7.5T MGV with tail lift (maximum four per week);

- Hotel supplies (including vending machines, stationery, and consumables) to be carried out by 7.5T MGV with tail lift (maximum two per week);
- Refuse collections by private contractor using euro / paladin bins and medium size refuse vehicles; and
- For a small A3/A5 town centre unit a maximum of four service trips.

6.7.2 There is provision for on-street servicing in the vicinity, with marked loading bays on the eastern side of London Road, which restrict loading to a maximum 20 minute stay between 8am and 6:30pm Monday to Friday. On the western side of London Road, there is no restriction outside of the aforementioned times beyond the area immediately around the junction. Cecil Road is not suitable for loading / unloading due to double loading blips and double yellow lines. It is however, the stated aim of the developer to undertake all servicing within the designated area within the basement / parking area. This would therefore result in no adverse impact in terms of the free flow and safety of traffic, on the adjoining roads. Similarly, there should be no impact on pedestrian traffic using the adjoining footpaths.

6.8 Sustainable Design and Construction

BREEAM

6.8.1 The proposal must demonstrate that it can meet with a BREEAM rating of 'very good'. A condition will be imposed to secure this.

Energy

6.8.2 London Plan policy adopts a presumption that developments will achieve a reduction of emissions of 20% from site renewable energy sources, unless it can be demonstrated that this is not feasible.

6.8.3 An Energy Statement has been submitted with the application, demonstrating the following:

Fabric energy efficiency measures will achieve approximately 15% CO₂ savings compared with the Building Regulations notional building. This is achieved via:

- Use of efficient materials and changes to the systems and controls
- Improvements to the U-values of the external envelope
- Improvements to the U-values to the glazing
- Improvements to the air permeability of the structures
- Use of energy efficient lighting
- Use of intelligent lighting and system controls
- Variable speed pumps, fans and drive to match the demand
- Heat recovery to mechanical ventilation

Additionally, the proposed combined heat and power (CHP) system is estimated to deliver CO₂ savings of 20.8%. A further 3.3% saving is estimated with the proposed use of PV cells.

Overall, it is claimed that the development will achieve CO₂ reductions in excess of 32% on the Notional Building requirements an additional 12% of the requirement Target Emission Rate. It is also advised that included in the

development, there is a figure of 32 KgCO₂/M².annum displaced due to the use of renewable energy sources.

- 6.8.4 An appropriately worded condition will be imposed to ensure that the development will meet with the desired targets for sustainable design and construction.

7. Conclusion

- 7.1 It is considered that the provision of a hotel in this sustainable town centre location would help to contribute to the vitality and viability of Enfield Town Shopping Centre and would add to the range of facilities available. It would also assist in bringing new activity to this part of the town centre.
- 7.2 In addition the development would help to attract and retain visitors to Enfield Town as well as creating further jobs within the local community.
- 7.3 Notwithstanding the socio economic benefits, it is considered that the development would be appropriately located, and the minor alterations to the entrances would sympathetically integrate with the existing building and not harm the character and appearance of the surrounding conservation area.
- 7.4 Accordingly, it is recommended that planning permission be granted for the following reasons:
1. The proposed change of use from an office building (B1) to 56-bed hotel is an appropriate use for this sustainable town centre location with good access to a range of public transport option and would both add to the range of facilities on offer while also strengthening the role, vitality and viability of Enfield Town Centre having regard to Core Policies 11, 12, 13 & 17 of the Enfield Plan Core Strategy, and Policies 2A.1, 3C.2 and 3D.7 of the London Plan.
 2. The proposed change of use of the vacant ground floor office accommodation (A2) to restaurant (A3/A5) would not harm the vitality and viability of Enfield Town Centre, is appropriately located and would not be detrimental to the residential amenities of adjoining occupiers, having regard to Core Policies 11, 13, 17 & 18 of the Enfield Plan Core Strategy, Policy (II)GD3 of the Unitary Development Plan, Policies 2A.1, 3C.2 and 3D.7 of the London Plan.
 3. The proposed external alterations to the building due to its design would have an acceptable appearance within the street scene and would serve to preserve the character and appearance of the surrounding Conservation Area having regard to Core Policy 31 of the Enfield Plan Core Strategy, Policies (II)C29, (II)C30, (II)GD3 of the Unitary Development Plan and Policies 4B.1, 4A.3, 4B.5, 4B.8 and 4B.12 of the London Plan.
 4. The proposed hotel building would not have any undue impact on the amenities and operation of the neighbouring residential and commercial occupiers having regard to Policies (II)GD3, of the Unitary Development Plan and London Plan Policies 4B.1, 4A.3, 4B.5 and 4B.8 of the London Plan.

5. The development would not have any adverse effect on the free flow and safety of traffic and pedestrians using the adjoining highways due to the town centre location, the availability of nearby car parks, good access to public transport and the on site cycle parking having regard to Policies (II)T1, (II)GD6, (II)GD8 of the Unitary Development Plan and Policies 2A.1, 3C.2, and 3C.23 of the London Plan.
6. The propose development, by virtue of the measures proposed and conditions imposed, should achieve an acceptable level of sustainable design and construction having regard to Policies 4A.1, 4A.2, 4A.3, 4A.7, 4A.9 and 4A.16 of the London Plan as well as PPS1.

8. Recommendation

8.1 Planning permission is granted subject to the following conditions:

1. C60 Approved Plans
2. C08 Materials to Match
3. C16 Private vehicles only – Parking Areas
4. C19 Details of Refuse Storage & Recycling Facilities
Notwithstanding the submitted plans, the development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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

5. C20 Details of fume extraction and other plant
Details of the specification and appearance of any fume extraction and/or ventilation plant and any other plant (inclusive of CHP units) required in connection with the approved uses shall be submitted to and approved in writing by the Local Planning Authority. The plant shall be installed in accordance with the approved details before the use commences.

Reason: To ensure a satisfactory appearance, to protect the character and appearance of the surrounding conservation area, and to safeguard amenity.

6. C35 Opening Hours Restriction-Rest/Takeaways
The restaurant with ancillary takeaway element of the development hereby approved shall only be open for business between the hours of 07:00 hrs and 23:00hrs Monday to Sunday; and all activity associated with the use shall cease within 1 hour of the closing time specified above. Reason: To safeguard the amenities of the occupiers of adjoining and nearby residential properties and having regard to the opening times proposed.

Reason: Having regard to the amenity of surrounding residential occupiers.

- 7. C37 Restricted hours – Deliveries (07:00hrs and 20:00hrs Mon to Sat)
- 8. C41 Details of external lighting
- 9. C48 Restricted Use Classes
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the ground floor commercial unit of the development hereby approved shall only be used as a restaurant (A3) with ancillary takeaway (A5) and shall not be used for any other purpose, without the prior written approval of the Local Planning Authority.

Reason: To safeguard the character and vitality of Enfield Town Centre.

- 10. C59 Details of Cycle Parking
- 11. NSC1 Finishing Details - Entrances
That development shall not commence until detailed drawings, including sections to a scale of 1:20 or larger, of the proposed entrances have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation.

Reason: To safeguard the character and appearance of the Enfield Town Conservation Area.

- 12. NSC2 Restriction of Shutter Boxes / Security Grills
That no roller shutter boxes or security grills shall be applied to any external face of the building hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the character and appearance of this part of the Enfield Town Conservation Area.

- 13. NSC3 External Plant, Fittings, Plumbing or Pipes
Unless required by any other condition attached to this permission, no external plant, fittings, plumbing or pipes other than those shown on the approved drawings shall be fixed to any external element of the buildings unless otherwise approved in writing by the Local Planning Authority in advance of any work being carried out.

Reason: To ensure a satisfactory appearance to the development and to preserve the character and setting of the Conservation Area.

- 14. NSC4 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by

the Local Planning Authority. The construction methodology shall contain:

- (i) a photographic condition survey of the roads, footways and verges leading to the site
- (ii) details of construction access, associated traffic management and vehicle routing to the site
- (iii) arrangements for vehicle servicing and turning areas
- (iv) arrangements for the parking of contractors vehicles
- (v) arrangements for wheel cleaning
- (vi) details of the site compound and the layout of temporary construction buildings
- (vii) arrangements for the storage of materials
- (viii) hours of work
- (ix) A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

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

15. NSC5

BREEAM

Evidence confirming that the development achieves a BREEAM rating of no less than 'Very Good' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

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

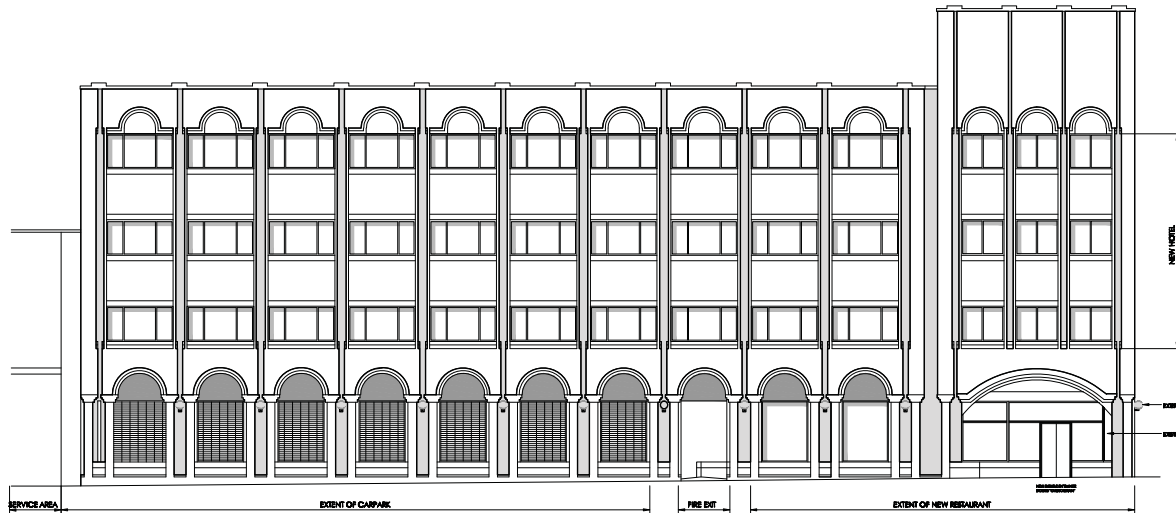
The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

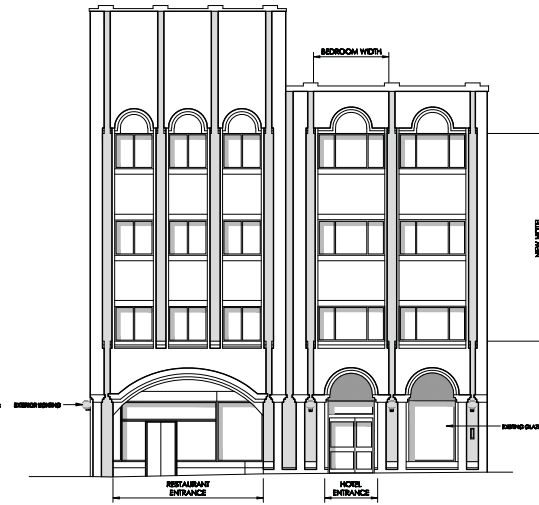
16. NSC6 Footway works
The development authorised by this permission shall not commence until the applicant has entered into a Section 278 agreement under the Highways Act 1980 with the Council (as local planning authority and local highway authority) to secure the provision of a pick up / drop off lay-by to serve the development and guard railings as appropriate in accordance with a location and a scheme to be submitted to and approved in writing by the Local Planning Authority Thereafter the defined Section 278 works shall be completed to the satisfaction of the local highway authority prior to occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.
- Reason: To ensure that the development does not prejudice the free flow and safety of vehicular and pedestrian traffic on the adjoining highways.
17. NSC7 Travel Plan
Within 3 months of occupation, a Travel Plan shall be submitted to the Local Planning Authority for approval in writing. The Travel Plan shall include measures identified within the submitted Framework Travel Plan. The approved Travel Plan shall thereafter be implemented and adhered to and reviewed by the site occupiers including ongoing monitoring for a period of not less than 5 years. The Local Planning Authority shall be notified of the reviews to be set down in the Travel Plan, with the recommendations to be approved or refused as appropriate, with revised recommendations being resubmitted within 1 month of refusal and all recommendations being implemented within 1 month of approval or such longer time as may be agreed in writing with the Local Planning Authority.
- Reason: To ensure that the development establishes as a sustainable entity by seeking to reduce car borne trips and promoting the use of sustainable transport modes.
18. NSC8 Disabled Parking
The disabled car parking spaces hereby approved shall only be used for the exclusive use of disabled persons unless otherwise agreed in writing by the Local Planning Authority. The disabled car parking spaces are to be constructed / laid out in accordance with the approved plans prior to the first occupation of the buildings or commencement of use and shall thereafter be retained.
- Reason: To ensure that the development complies with adopted standards and to ensure that future occupiers and visitors to the site have access to and exclusive use of the car parking facilities provided within the development.
19. C51A Time Limited Permission
- Directive 1: Thames Water advises that where the developer is proposing to discharge to a public sewer, prior approval from Thames

Water Developer Services will be required. They can be contacted on 0845 850 2777, quoting their DTS Reference: 20068.

Directive 2: You are advised that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take into account this minimum pressure in the design of the proposed development.



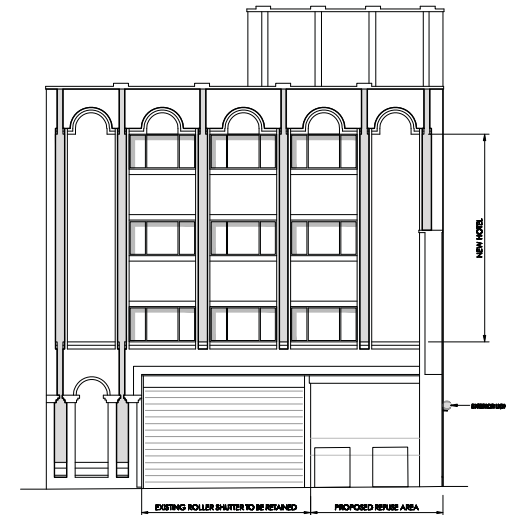
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

Revision _____ JWA Date _____

jwa
architects
interiors

8 office@jwa-architects.co.uk T +44 (0) 1888 255840
W www.jwa-architects.co.uk F +44 (0) 1888 255527

JWA Architecty Limited
Robert Tresham House, Clapton, Market Harborough,
Leicestershire LE16 9RE

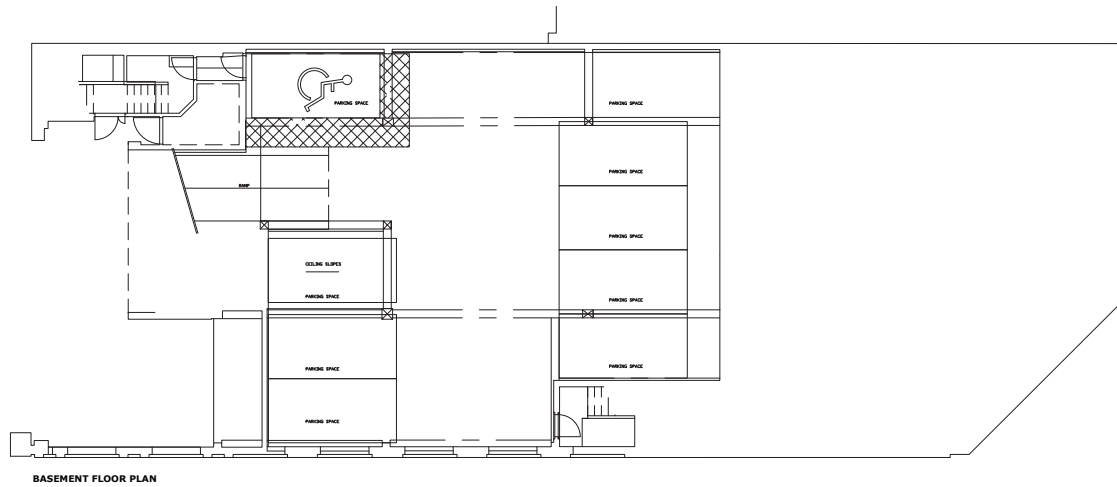
Client
ARIMA LEISURE LTD

Project
**PROPOSED HOTEL
33 LONDON ROAD
ENFIELD**

Drawing
**PROPOSED
ELEVATIONS**

Scale 1:100@A1	Date 14.04.10	Drawn SPB
CAD Ref 06	Checked	
Dwg No. H7139/10	Revision	

PLANNING



BASEMENT FLOOR PLAN

B FURTHER REVISED TO CLIENTS --- 17.06.10 SCS
 COMMENTS:
 A CAR PARKING REVISED/ANNOTATED --- 17.06.10 SCS
 Revision: JWA/1009 By:



E office@jwa-architects.co.uk (0) 1858 525343
 W www.jwa-architects.co.uk (0) 1858 525527
 JWA Architects Limited
 Robert Tresham House, Clipston, Market
 Harborough, Leicestershire LE16 9RZ

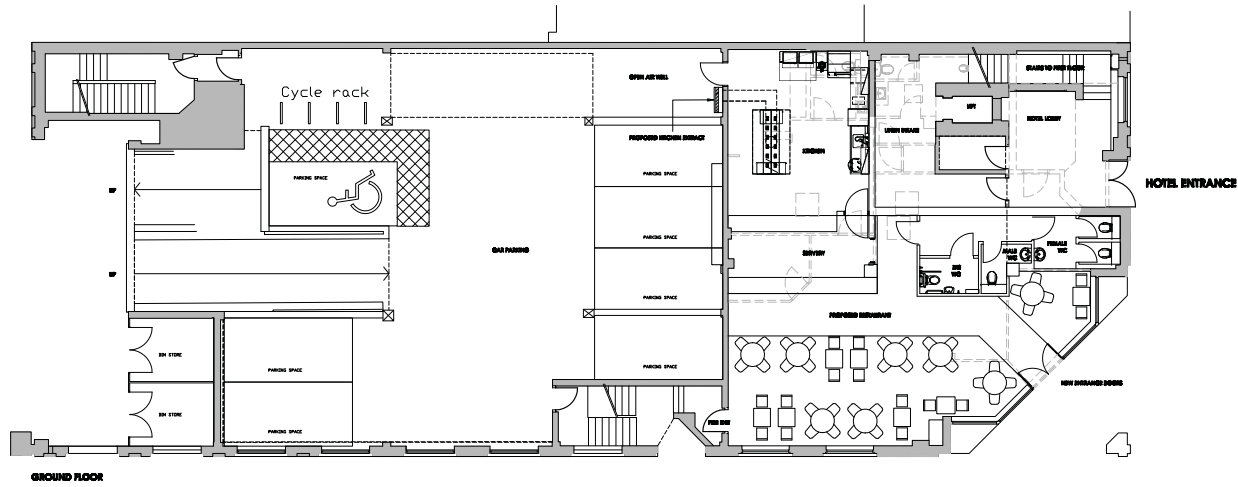
PLANNING

Client
 ARIMA PROPERTIES LTD

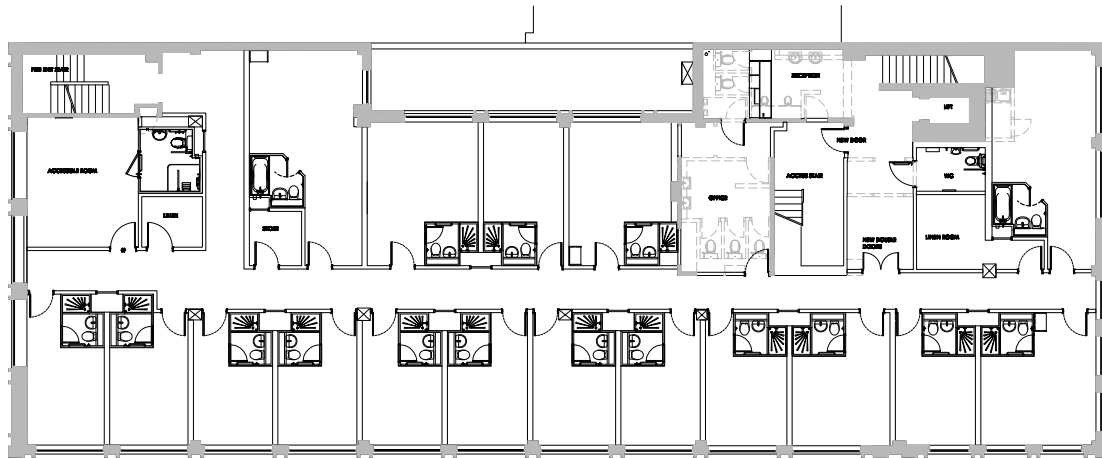
Project
 PROPOSED HOTEL
 33 LONDON ROAD
 ENFIELD

Drawing
 PROPOSED
 BASEMENT PLAN

Scale	Date	Drawn
1:100@A1	FEB 2010	BC
CAD Ref		Checked
H7139		
Dwg No.		Revision
H7139-09		B



GROUND FLOOR



FIRST FLOOR: 18 BEDROOMS

C BIN STORES INCORPORATED. --- 21.06.10 SCS
 B FURTHER REVISED TO CLIENTS --- 17.06.10 SCS
 COMMENTS: --- 17.06.10 SCS
 A CAR PARKING REVISED/ANNOTATED --- 17.06.10 SCS
 Revision: JWA/1006 1/1



JWA Architects Limited
 Robert Treston House, Clifton, Market Harborough,
 Leicestershire LE16 9YZ
 T 444 83 188 2348
 F 444 83 188 2327
 www.jwa-architects.co.uk

PLANNING

Client ARIMA LEISURE LTD		
Project PROPOSED HOTEL 33 LONDON ROAD ENFIELD		
Drawing PROPOSED GROUND FLOOR LEVEL PLAN FIRST FLOOR LEVEL PLAN		
Scale 1:100@A1	Date FEB 2010	Drawn BC
CAD Ref H7139	Checked	
Dwg No. H7139-07	Revision C	