

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

Report of
Assistant Director, Planning
& Environmental Protection

Contact Officers:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
David Warden Tel: 020 8379 3931

Ward:
Upper
Edmonton

Application Number : LBE/10/0037

Category: Smallscale Major
Dwellings

**LOCATION: Highmead Estate Fore Street & Trafalgar Place Car Park,
London, N18 2SL**

PROPOSAL: Redevelopment of site to provide 4 commercial and 120 residential units (comprising a part 6-storey, part 8-storey block of 1092 sqm of commercial floorspace (A1 Retail, A2 offices, A3 Restaurant and A4 Drinking establishments) at ground floor, 3 x 3-bed maisonettes, 45 x 1-bed, 33 x 2-bed and 17 x 3-bed flats with balconies to front and rear and 3 blocks of 5 x 3-storey, 4-bed terraced houses with balcony at second floor rear, 1 block of 6 x 3-bed part 2-storey, part 3-storey town houses with integral garages and sun terrace at second floor rear and 1 x 2-bed single family dwelling, a 3-storey block of 180 sqm of community space (D1 non residential institutions), vehicular access to Alpha Road, landscaping works and 28 car parking spaces and 137 cycle parking spaces and change of use of car park at Trafalgar Place from public to private parking.

Applicant Name & Address:
London Borough of Enfield
c/o agent

Agent Name & Address:
Andrew Boyd
Savills
Lansdowne House,
57, Berkeley Square,
London
W1J 6ER

RECOMMENDATION: That in accordance with Regulation 4 of the Town & Country Planning General Regulations 1992, and subject to the completion of a S106 Agreement, planning permission be deemed to be **GRANTED** subject to conditions.



Development Control



Scale - 1:2002
Time of plot: 16:12

Date of plot: 02/02/2011

1. Site and Surroundings

1.1 Site

- 1.1.1 The main application site ('the site') is located on eastern site of Fore Street between Cowper Road to the north and Alpha Road to the south. The site currently comprises a mix of residential and retail uses. This includes 61 residential properties comprising: a series of 3 bed maisonettes that are located above a north-south parade of 14 shops which front Fore Street; 10 flats over floors one and two of the 11 storey tower and 40 maisonettes above third floor level. The residential properties are in poor condition and have been vacant since July 2010.
- 1.1.2 To the rear of the Fore Street block is a service road servicing the premises. The site also has a private play area and grassed area to the rear of the site, which is surrounding by high perimeter fencing, is in a relatively poor condition and has not been used since the former Highmead residents have vacated the site.
- 1.1.3 The other element of the application site is comprises the Trafalgar Place Car Park. This is an existing surface level pay and display public car park located behind the rear gardens of properties facing Leeds Street and to the north of Trafalgar Place. Surveys have concluded that there is currently limited use of these facilities.

1.2 Surroundings

- 1.2.1 The surrounding area comprises retail and commercial uses fronting Fore Street with an increasingly residential character moving away from the District centre to the east or west. To the north of the site lie a mixture of two and three storey retail/commercial premises fronting Fore Street along with two storey terraced dwellings fronting Cowper Road and Hester Road, followed by the Trafalgar Place Car Park. To the east and southwest are two storey terraced dwellings fronting Buckstone Road and Alpha Road. To the south and west fronting Fore Street are further two and three storey retail/commercial premises, along St James Court a Church building converted residential. Further south is petrol station where planning permission has previously been granted for a nine storey block. Further west lies St John & St James Primary School, St James Open Space and taller residential blocks extending to nine storeys fronting Joyce Avenue.
- 1.2.2 The site is within walking distance of Silver Street station, which is approximately 500 metres walking distance to the northwest. Fore Street provides immediate access to bus stops and local facilities.
- 1.2.3 The Fore Street frontage is located within the Upper Edmonton (Angel) District Centre. The Fore Street South Conservation lies opposite and to the south of the application site. However, the site is not itself located within a Conservation Area, nor are any of the buildings listed.

2. Proposal

- 2.1 The application proposes the demolition of the existing buildings and redevelopment of the site to provide commercial units fronting Fore Street along with 120 residential units and a community space.
- 2.2 The main building fronting Fore Street would rise to 8 storeys in height, with retail uses at ground floor comprising of 1092 sq m of retail floor space. This building can be divided into Plot 1, comprising 22 affordable homes and Plot 2 including 74 private market flats and 2 affordable maisonettes. Collectively they provide 3 x 3-bed maisonettes, 45 x 1-bed, 33 x 2-bed and 17 x 3-bed flats.
- 2.3 On the rear part of the site, on Plot 3, 22 terraced houses are proposed comprising of 7 x 3 bed units and 15 x 4 bed units. These are arranged as two terraces of 5 dwellings facing Alpha Road, a further terrace of 5 dwellings facing north to south fronting the courtyard and a terrace of 7 dwellings facing east to west again fronting the courtyard.
- 2.4 A three storey community building is proposed in the south western corner along Alpha Road, providing 180 sq m of D1 floor space. A courtyard space is provided to the rear to be used in conjunction with the community space.
- 2.5 The areas around the blocks provide small front gardens matching those already found in Alpha Road, private rear gardens to each of the houses and a central courtyard provide parking and open space. Vehicular accesses are provided from Cowper Road and Alpha Road, but do not provide a through route. Pedestrian access is direct from Fore Street, Alpha Road, Cowper Road or from within courtyard. Servicing of the commercial units is via rear service corridors accessed from Cowper and Alpha Road.
- 2.6 The proposal includes the change of use of Trafalgar Place Car Park from a pay and display public car park to a private car park for the exclusive use of Highmead redevelopment residents. Improvements to the car park will include perimeter fencing, lighting and CCTV.
- 2.7 The scheme provides 26 on-site parking spaces, which will be allocated to the family housing. Two car club bays would also be available on-site, which evidence suggests are equivalent to approximately 20 parking spaces. A further 45 parking spaces are provided in the proposed private car park at Trafalgar Place. Together, these elements provide for a total of 91 spaces or 76% provision. The scheme provides 130 cycle parking spaces across the site.
- 2.8 The application is submitted on behalf of Council following a series of Cabinet decisions to decant existing tenants, demolish the building and regenerate the site. A Statement of Consultation has also been provided confirming consultation workshops and events, along with two separate questionnaires to 1,000 local residents. The statement confirms that the events informed changes to the design of the scheme including the provision of outdoor space to the community unit, car parking, a secure perimeter and the height of the proposed houses on Alpha Road reduced so that they are no higher than the existing dwellings.

3. Relevant Planning Decisions

3.1 None relevant to the proposed redevelopment of this site.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Thames Water does not object to the proposal and provides guidance for the applicant in respect of surface water and foul drainage. However, they note that the water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development and request a planning condition to address the magnitude of any new additional capacity requirement along with a suitable connection point.

4.1.2 EDF Energy raises concerns regarding the proximity of the new dwellings to the retained Highmead substation site. Guidance is provided on the potential for noise and vibration impacts, as well as construction safety requirements.

4.1.3 The Metropolitan Police Crime Prevention Design Advisor comments that pre-application meetings have been held and that the development appears capable of achieving Secured by Design recognition.

4.1.4 The Housing Enabling Team fully support the Highmead application stating it meets the following key objectives in the emerging Estate Renewal strategy;

- Increase supply of good quality affordable housing in the borough
- Meets an identified housing need
- Tackle deprivation on housing estates that combines physical, social and economic deprivation
- Support sustainable mixed communities across the borough

4.1.5 The Urban Design Team welcome the generally clean and simple form of the development and acknowledge the following essential design criteria, listed below, which have been fulfilled:

- A landmark building forming a beacon on centre of Fore Street
- Mixed tenure but externally tenure blind
- Provision of community space
- Consolidates and forms good high street
- Ground floor retail units on Fore Street
- Range of home types within 1, 2 or 3+ bed
- Catalyst for regeneration
- Complementary civic/ community uses for the area to be incorporated
- Active edges to rear streets
- Some residential access from high street
- No blank gable ends to transverse streets
- Corner retail units to have glazed façade wrapping around corners
- Pedestrian dominant public realm, integrated with traffic calming
- Maximise natural light
- Integrate with existing street and building fabric to front, sides and rear
- Maximise massing towards high street

- Set principles for future high street (50-100 yrs) - massing, height, rhythm, etc
- Achieve Place Shaping, as well as physico-spatial and socio economic objectives

4.1.6 The School Organisation and Development Officer confirms that due to deficiencies in the area financial contributions in respect of education will be required. These are calculated based upon the net increase when compared with the existing building:

Primary	- 6 places x £13,115 per place = £78,690
Secondary	- 2 places x £19,762 per place = £39,524
Total	= £118,214

4.1.7 The Sustainable Design Officer raises concerns that the scheme does not currently meet Code Level 3 for the flats and 4 for the houses. However, it is noted that a number of the issues can be readdressed to realise additional credits and recommends that the application be conditioned to secure both interim and final certification of the scheme to achieve these standards. In addition, conditions are requested to ensure the commercial and community elements of the development achieve a BREEAM rating of 'Very Good'.

4.1.8 The Arboricultural Officer does not object to the scheme and supports the proposed replacement trees surrounding the site.

4.2 Public response

4.2.1 Consultation letters were sent to 341 neighbouring properties. At the time of writing no responses have been received.

4.3 Conservation Advisory Group

4.3.1 The Group were, on balance, in favour of the scheme, despite some concern over the 8 storey Fore Street block. There were also concerns regarding the design such as roof form and materials and fenestration proportions.

5. Relevant Policy Considerations

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:

- SO1 Enabling and focusing change
- SO2 Environmental sustainability
- SO3 Community cohesion
- SO4 New homes
- SO5 Education, health and wellbeing
- SO6 Maximising economic potential
- SO7 Employment and skills
- SO8 Transportation and accessibility
- SO9 Natural environment

SO10	Built environment
CP1	Strategic growth areas
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP6	Meeting particular housing needs
CP7	Health and social care facilities and the wider determinants of health
CP8	Education
CP9	Supporting community cohesion
CP11	Recreation, leisure, culture and arts
CP13	Promoting economic prosperity
CP16	Taking part in economic success and improving skills
CP17	Town centres
CP18	Delivering shopping provision across Enfield
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
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
CP34	Parks, playing fields and other open spaces
CP36	Biodiversity
CP46	Infrastructure contributions

5.1.2 In particular, Core Policy 4 states:

An Estates Investment Management Strategy will be undertaken to inform the future management and priorities for investment across the Council's own housing stock. The Council will facilitate the renewal of the Ladderswood Way and Highmead estates as early phases of this programme, undertaking feasibility studies and working with local residents to identify the most appropriate solution for renewal, taking into account potential for refurbishment and comprehensive redevelopment.

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)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)H6	Size and tenure of new developments

(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)H12	Residential Extensions
(II)H14	Terracing
(II)H15	Roof Extensions
(II)T13	Creation or improvement of accesses
(II)T16	Adequate access for pedestrians and disabled persons
(II)C38	Loss of trees of public amenity value
(II)C39	Replacement of trees
(II)S8	Non-retail uses
(II)S18	Food and drink uses
(II)S19	Shop fronts

5.3 London Plan

2A.8	Town centres
2A.9	The Suburbs: Supporting sustainable communities
3A.1	Increasing Supply of Housing
3A.2	Borough Housing Targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3A.8	Definition of affordable housing
3A.9	Affordable housing targets
3A.10	Negotiating affordable housing in individual private residential and mixed-use schemes
3A.11	Affordable housing thresholds
3A.17	Addressing the needs of London's diverse population
3C.1	Integrating transport and development
3C.21	Improving Conditions for Cycling
3C.23	Parking Strategy
3D.2	Town centre development
3D.3	Maintaining and improving retail facilities
4A.3	Sustainable Design and Construction
4A.12	Flooding
4A.13	Flood risk management
4A.19	Improving air quality
4A.20	Reducing noise and enhancing soundscapes
4B.1	Design principles for a compact city
4B.2	Architectural design
4B.8	Respect the context of local communities
Annex 4	Parking standards

London Plan Supplementary Planning Guidance: Children and Young People's Play and Recreation

London Plan Supplementary Planning Guidance: Sustainable Design and Construction (2006).

Draft London Plan Supplementary Planning Guidance: Interim Housing Guidance (2009).

5.4 Other Material Considerations

PPS1	Delivering Sustainable Development
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PPS1	Supplement Climate Change
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning for the Historic Environment
PPS9	Biodiversity and Geological Conservation
PPG13	Transport

6. Analysis

6.1 Principle

- 6.1.1 The site is located within Upper Edmonton District Centre. A mixed retail and residential scheme would be consistent with the surrounding character of the area. The provision of additional residential units in this sustainable location would increase the supply of housing, which would assist in the attainment of the Borough's housing targets.
- 6.1.2 Policy 4 of the recently adopted Core Strategy makes it clear that the renewal of the Highmead estate should be carried out in the early phases of the plans implementation and that this includes the potential for comprehensive redevelopment. Refurbishment of the building has been previously discounted by the Council due to the cost implications and the regeneration benefits of a comprehensive scheme.
- 6.1.3 As such, subject to the resolution of the matters below regarding the scale of development, impact on neighbouring properties and access matters, the principle of the development of the site for residential purposes is considered acceptable.

6.2 Impact on Character of Surrounding Area

Density

- 6.2.1 As previously stated the site lies within the Upper Edmonton (Angel) district centre, along a main arterial route and within close proximity to public transport links. The surrounding area is characterised by a mixture of commercial and residential properties including terraced houses and high rise blocks of flats with a strong urban character. As such, for the purposes of the London Plan's density matrix, it is considered the site lies within an urban area. Moreover, the site has a PTAL of 4/5. Thus the density matrix suggests a range 200 to 700 habitable rooms and 55 to 225 units per hectare. Having regard to the sites primary location, a density towards the top of this range would seem appropriate. However, the need to reduce the form of development on the eastern part of the site to reflect adjoining housing will provide a limitation. Having regard to these factors, a density in the region of 600 habitable rooms and 200 units per hectare is considered appropriate for this site.
- 6.2.2 The application proposes 120 units and 373 habitable room providing a proposed density of 196 u/h or 610hrph. The area of the Trafalgar Place Car Park has not been included. These fall within the range considered acceptable, as set out above. However, advice contained in PPS1 and PPS3, states that a numerical assessment of density must not be the sole test of acceptability and must also depend on the attainment of appropriate

scale and design relative to character and appearance of the surrounding area.

- 6.2.3 In this instance, the bulk of the proposed development fronts Fore Street reinforcing its primary position as a District Centre with the elements to the rear of the site designed to provide the appearance of two storey buildings with accommodation in the roof. The scale of the existing building to be demolished is noted, as are the supportive comments of the Urban Design Team. Whilst there are some concerns regarding the height and bulk of frontage building, which will be discussed further below, overall it is considered, that the scale of development is appropriate for this prominent urban location.
- 6.2.4 Having regard to these matters, as well as the surrounding patterns of development, the extent of site coverage and the numerical assessment details above, it is considered that the proposed density is acceptable and would not result in an overdevelopment of the site.

Layout

- 6.2.5 The layout of the proposed development has emerged from a number of options considered at pre-application stage. The site naturally lends itself to a larger block fronting Fore Street and to the provision of family housing to the rear. The family housing enables the site to integrate well into the surrounding pattern of development.
- 6.2.6 It is noted that the Urban Design Team support the scheme commenting that there is a well designed internal mews layout to the rear in a dense urban setting with positive overlooking of the communal amenity space.
- 6.2.7 The hard and soft landscaping scheme will need to ensure that parking does not dominate the areas around the buildings. This will be secured by condition.
- 6.2.8 Overall, the proposed layout is considered acceptable.

Design

- 6.2.9 The scheme provides for a contemporary design emphasising the strong angles of the building, whilst seeking to break up its mass through the use of variations in plane, projecting balconies, projecting upper floors and the use of materials.
- 6.2.10 There are some concerns regarding the bulk of the frontage block. However, the combination of the above factors mean that it will not be read as a continuous mass and is, on balance, considered acceptable. In addition, there are concerns regarding the overall height of the building and whether 8 storeys is greater containment than Fore Street requires. However, planning permission has previously been granted for a 9 storey block within the vicinity of the site, there are tall buildings nearby and the building provides a mixture of storey heights with the majority of the upper two floors recessed from the main façade. Again, on balance, this element of the scheme is considered acceptable.

- 6.2.11 The proposed terraced houses reflect the scale of the surrounding dwellings and provide similar eaves and ridge heights. However, they still provide a contemporary feel in their detailing and roof design. Overall, it is considered this is a successful approach.
- 6.2.12 The scheme includes a relatively simple palette, but with considerable interest added through the use of brick patterns. Often this is simply a mixture of light and dark bricks with either one or the other in significantly greater proportion than the other. In other places within the scheme it involves the use of a dark brick plinth to the main block with light brick string detailing and a hit and miss patterned parapet.
- 6.2.13 The scheme includes the loss of existing trees within the site. However, the Arboricultural Officer has accepted the loss of these trees provided suitable replacements are secured.
- 6.2.14 It is essential in schemes of this nature to ensure there is a consistent approach from the end users of the proposed retail units in respect of shop fronts and signage. A condition will, therefore, secure a Signage and Shop Frontage Strategy. This will ensure that the fabric of the building supports commonality in the shop frontage detailing.
- 6.2.15 A condition will be required to provide a central satellite to avoid individual satellite dishes from adversely affecting the design.
- 6.2.16 Overall, it is considered that the proposal provides for a strong design that breaks up the massing of the frontage block and integrates well with the surrounding terraced dwellings.

Amenity space

- 6.2.17 The adopted standard requires the provision of 100% of the gross internal area (GIA) for houses, 75% for flats with 2 or more bedrooms and 50% for those with one bedroom.
- 6.2.18 The proposal incorporates approximately 2,583 square metres of amenity space of which 1065 square metres is in the form of private gardens, 848 square metres is balconies/terraces, while 670 square metres is communal garden and patio. This equates to a 53% provision for the houses and maisonettes and a 21% provision for the flats. In addition, significantly more than 15% is provided in the form of terraces and balconies.
- 6.2.19 Taking each element in turn, the gardens proposed are of similar sizes to those present in serving the surrounding terraces properties. They are of a regular shape and a reasonable depth (between 9 and 11 metres). Compared with the form and layout of neighbouring residential properties, this quantum of provision is consistent with this and, in the context of this and the desire for regeneration, is considered to provide high quality private amenity space in what is an urban environment. As a result, it is not considered the shortfall in respect of the housing would warrant the refusal of this application.
- 6.2.20 In respect of the maisonettes, these units are provided with large private roof terraces of 35 square metres and have the use of the communal garden and patio space. In addition, with regard to the flats, where design consideration permit, the vast majority of the flats benefit from private balconies in excess of

5 square metres. The communal space is of a regular shape, benefits from natural surveillance and is considered to provide a usable space. Nevertheless, it is recognised that the scheme is deficient against the normally applied amenity space standards.

- 6.2.21 In mitigation of this, it must be noted that the site is located within a town centre location where there would normally be a degree of flexibility in the provision of amenity space especially where accommodation is being provided above commercial premises. In addition, the site benefits from being in close proximity to both Florence Hayes Adventure Playground and St James Open Space. Having regard to the site's location, guidance within PPS1 and PPS3 provides for a more flexible approach to planning standards. It is therefore considered that off site improvements to improve local open space could address the reduced level of on site provision. Moreover, it is considered that such a contribution, provided it is appropriately allocated, would meet the tests of Circular 05/05 and would accord with the objectives of the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation.
- 6.2.22 Such a contribution would need to address the immediate shortfall, in particular in children's play space. In light of this it is considered that improvements to St Johns Open Space, which is opposite the site and within a couple of minutes walk, should be sought. In this instance, having regard to the extent of the deficiency, it is considered that a sum of £50,000 will be required by a S106 agreement to improve the facility.
- 6.2.23 Having regard to all of the above considerations, on balance, it is considered the proposed amenity space provision, on and off site, is acceptable.

6.3 Effect of Retail on Upper Edmonton District Centre

- 6.3.1 The scheme includes the provision of 1,092 square metres of retail floor space, this represents a reduction of approximately 400 square metres from the retail floor space being demolished. However, the space provided is more usable and has been produced to meet the needs of retailers in respect of plot width and depth. Consequently, this level of provision is considered acceptable.
- 6.3.2 The retail floor space has been designed to allow a number of different divisions of this space; this includes a double height section at the southern end of the frontage block. The plans show the retail space as four units, but it is likely to be further divided into a larger number of smaller units when let. In respect of the double height unit, this may be occupied by a small supermarket. There is no objection to such a flexible approach but it is considered important to limit the maximum floor area of the units to ensure that such a premises does not harm the existing retail offer within the centre.
- 6.3.3 With this in mind, the existing parade has a strong retail offer with approximately 65% of the retail uses remaining within A1. This is consistent with saved objectives of the Policy (II)S8. It will therefore be necessary to control the mix of uses to ensure that there remains a strong retail offering but allows a range of uses to aid variety. It is considered that a restriction of 65% of the floorspace to A1 uses, along with a further restriction that there should be no more than one A4 use and two A3 uses within the parade is an acceptable balance to ensure the vitality and viability of the parade.

6.3.4 Further conditions will be required in respect of opening hours, delivery hours, plant and air conditioning equipment and noise controls for any A3 or A4 uses.

6.3.5 Overall, subject to the conditions set out above, the retail impact of the scheme is considered acceptable.

6.4 Community Use

6.4.1 The scheme includes a 180 square metre community building. The submitted details indicate that a competition will be run in the local area to find a suitable community group for the building. It is considered this element of the scheme has a significant public benefit. It will be necessary to secure the long-term future of the community building within the legal agreement. The proposed community is considered acceptable.

6.4.2 Having regard to each of the above sections, it is considered the proposed development would have an acceptable impact on the character of the surrounding area.

6.5 Impact on Neighbouring Properties

6.5.1 The site benefits from the fact that commercial properties and their associated rear car parks front Fore Street to the north and south of the application site. As a result, the bulk of the frontage building has a far more limited impact on the surrounding properties due to the separation distances involved. In addition, the removal of the existing 11 storey block provides for significant improvements to the surrounding properties.

6.5.2 There are some concerns regarding overlooking from the terraces serving the maisonettes to the rear gardens of the existing terraced properties fronting Cowper Road. However, there is separation of 14 metres at the nearest point and it is considered the situation would be an improvement over the more direct overlooking that occurred from the existing high rise tower. Whilst there would undoubtedly be further views from the rear of the proposed block fronting Fore Street of these rear gardens and the surrounding buildings, it is considered having regard to both increased separation distances involved that on balance, the views from the existing tower block and the sites urban context, the level of amenity available to these properties would not be unduly prejudiced.

6.5.3 Turning to the relationship between the existing and proposed properties on the opposite side of Alpha Road, there would be window to window distances of only 16 metres, against a standard of 22-25 metres. However, the proposed houses reflect the existing building line of the street and such views would be across a public road rather than private gardens. In such situations, distancing standards are always applied more flexibly and largely dictated by prevailing urban layouts and whilst there are some concerns that the proposed scheme includes second floor windows, these are set back between 1 to 1.5 metres from the front façade. In this urban and public realm context, the relationship is considered acceptable.

6.5.4 The dwelling proposed adjacent to no. 29 Alpha Road has been revised as a result of pre-application discussions to ensure that it does not breach a 30

degree line taken from the nearest window of no. 29. As a result, it is considered the proposal would not unacceptably affect the outlook from this property.

- 6.5.5 The proposed courtyard dwellings facing east to west would have window to window distances to the rear of the existing dwellings fronting Buckstone Road of between 18 and 24 metres. Whilst not wholly compliant with normally applied standards, particularly as the scheme includes second floor windows in line with the rear façade, the garden depths mirror those of the existing properties and the pattern of the surround area.
- 6.5.6 In respect of the residential properties on the opposite side of Fore Street, including no. 79 Fore Street which is currently being refurbished for residential purposes and the previously converted St James Court, again, given the proposed height of the frontage element, there would be the potential for overlooking from the proposed development to these surrounding properties, especially as there are balconies proposed on the front elevation. However, these views would be across a busy road within a District Centre and having considered the relevant relationships, it is considered there would be no unacceptable loss of privacy to these properties.
- 6.5.7 A Daylight and Sunlight Assessment has been submitted with the application to show the impact of the taller elements of the building on the surrounding residential properties. The report confirms that there will be some impact from the development on the surrounding properties, in particular the Vicarage at St James Court and Corolwian House. However, the extent of the impact is limited and is with the BRE guideline levels; the report confirms that the properties are afforded relatively generous lighting level levels for such an urban environment. Having regard to the surrounding context of the site, and, in particular, that the scheme has been designed to minimise such impacts, this element of the scheme is considered acceptable.
- 6.5.8 The access to Cowper Road reflects the existing situation. Moreover, there would likely be a reduction in its impact due to the closing off of the through route from Alpha Road.
- 6.5.9 It is considered that the residential elements of the proposal would not result in an unacceptable level of noise and disturbance to nearby residents. In respect of the commercial elements, conditions are proposed to control such impacts in the retail section below.
- 6.5.10 In respect of the concerns raised regarding disruption during construction, this is not a basis upon which planning permission could be refused. However, a condition is proposed requiring a construction management plan to be submitted for approval which will seek to management the potential effects.
- 6.5.11 Overall, it is considered the proposal will not have an unacceptable impact on the amenities of neighbouring properties.

6.6 Standard of Residential Accommodation

- 6.6.1 The proposed units have been designed to meet the London Housing Design Guide and the 2008 Housing Quality Indicator standards for the affordable and private units respectively. With very few minor exceptions, these

standards meet or exceed the Council's own guidance on minimum unit sizes. All of the units meet the lifetime homes standards.

6.6.2 There are concerns that some of the units are single aspect. However, where possible this has been avoided. Where it does occur the aspect is either east or west rather than north.

6.6.3 The spatial relationship between blocks / dwellings is good thus creating acceptable levels of outlook and daylight for individual units. The closest relationship concerns the 8 metre separation distance between the rear of the properties fronting Alpha Road and the flank elevation of one of the courtyard blocks and the siting of the courtyard block that is situated at 90 degrees to the Fore Street block. However, having regard to the urban context of the site, and the fact that this relationship relates to new build, it is considered sufficient to provide an acceptable residential environment.

6.6.4 The application is accompanied by a detailed noise assessment. The report highlights significant noise levels, particularly at night-time, from traffic on Fore Street. This will have the greatest impact on the western façade of the building, which will essentially screen much of the remainder of the development. The noise levels at the western façade fall within PPG24 categories C and D, for day-time and night-time respectively. Within these categories PPG24 provides that planning permission could be refused unless appropriate mitigation is included. In this case, the report suggests mitigation measures in the form of thermal double glazing to reduce the impact of the noise to within guidance levels. Although opening windows would reduce the effectiveness of this mitigation, it is noted that this reflects the existing situation of properties along Fore Street, many of which will have far protection against noise and is not an uncommon situation for development in town centres where residential accommodation exists above retail / commercial activities. Comments are awaited from the Environmental Health Officers and will be reported at the meeting, but these are likely to support the case that appropriate mitigation measures can be secured by condition.

6.6.5 EDF Energy note that the development would involve residential accommodation being in close proximity of the existing substation within the site. It is not viable to relocate the substation and having regard to all of the other factors limiting the layout, it is considered that the most effective method of addressing this constraint is mitigation through the construction process. This will be secured by condition, which will require an examination of the noise and vibration impacts from the substation, with associated mitigation measures.

6.6.6 The development is capable of achieving Secured by Design recognition and a condition is proposed securing a further assessment to seek to obtain this accreditation.

6.6.7 Overall, the quality of the proposed accommodation is considered acceptable.

6.7 Traffic Generation

6.7.1 Details of the predicted traffic generation associated with the proposed development are included within Section 6 of the Transport Assessment. The predicted traffic flows have been derived from the TRAVL database and then due to the small sample size of comparable sites the TRAVL data have been

supplemented with data from the London Travel Demand Survey 2005-2008 (LTDS) for the Borough of Enfield. This is deemed acceptable to T&T.

Table 6.3: Net Change in Residential Trips by Mode

Mode	Residential Trips		Net Change
	Existing	Proposed	
Car	82	151	+69
Car Passenger	45	82	+37
Motorcycle	1	1	0
Taxi	2	3	+1
Bus	45	82	+37
National Rail	9	17	+8
Bicycle	1	2	+1
Walk	73	136	+63
Total	258	474	+216

According to the table above the proposed residential element will generate approximately 151 daily two-way trips. This trip generation is acceptable.

6.7.2 With regard to the proposed commercial and community uses, due to the scale of change in floor area, no trip generation assessment for the commercial and community elements has been conducted as it is highly likely that in fact there will be a net decrease in trips to these land uses. This approach is considered acceptable.

6.7.3 Concerns have been raised regarding construction traffic and the submitted Transport Assessment does not include any information on a proposed construction traffic management. It is therefore recommended that a condition be imposed for the provision of a Construction Traffic Management Plan to demonstrate how the needs traffic related to demolition and new build will be catered for. The Plan should also include a contractors parking strategy.

6.8 Access and Servicing

6.8.1 It is proposed that the southern section of the adopted road and its access to Alpha Road will be formally stopped up and a new private site access provided to the east of the existing adopted road/Alpha Road junction. This will service the residential units in the south and eastern section of the site and will also be used by service vehicles for this section of the site.

6.8.2 The access from Cowper Road will remain open but the road will be transformed into a private gated cul-de-sac, only for the use of the residents and vehicles servicing the north-western section of the development. It is proposed that both site access points will be gated and waiting bays (5m long) will be assigned for each access so that vehicles wishing to enter the site can do so without disrupting the flow of traffic.

6.8.3 Whilst the general idea of the site access arrangement is considered acceptable for smaller vehicles visiting the site the primary concern relates to access for refuse, small delivery and emergency vehicles and whether they would be able to turn into the site from Alpha and Cowper Roads and reverse back again onto the public highway without compromising highway safety or creating congestion on these narrow roads. Vehicle tracking analysis undertaken for both access points determined that whilst a large car will not

have difficulty completing the turning movements necessary to access the site it failed to show whether emergency and large refuse vehicles will be able to do so. This position needs to be clarified and a swept path analysis undertaken and thus a condition is requested requiring the tracking movements of a large refuse and emergency vehicle to be provided..

6.8.4 As no formal footways are provided, it is assumed that the internal access road will be shared use. As a result, it is important that proper pedestrian inter-visibility splays from the proposed access can be achieved and are provided. The pedestrian inter-visibility of 2.0m x 2.0m at the back of footway provided at the east of the southern access appears to be compromised however it is considered that this can be achieved through the provision of appropriate boundary treatments and as a result, this matter could be dealt with by condition should planning permission be granted.

6.9 Vehicular & Cycle Parking

6.9.1 The number of spaces that can be provided within the site needs to be assessed against the relevant parking standard and any departure from standards needs to be justified in terms of satisfying predicted demand.

6.9.2 The current planning application proposes a total car parking provision of 29 (of which 2 will be car club bays, 6 will be in garages and the rest will be dedicated for the use of house/maisonette units). No dedicated parking will be provided for flats; however future residents will be encouraged to use the Trafalgar Place Car Park. The intention within the application is that this car park is passed to the private owner to manage as a satellite car park for Highmead residents.

6.9.3 The parking standard for residential, as set out in Table A4.2 of The London Plan, for sites with a PTAL of 4 such as the proposed site is:

Predominant housing type	4+ bed units	3 bed units	1 – 2 bed units
Car parking provision	2 – 1.5 spaces per unit	1.5 – 1 space per unit space	1 to less than 1 per unit*

Against this standard, the maximum number of parking spaces that should be provided is 128 spaces and what needs to be assessed to whether the 29 parking spaces are sufficient based on site circumstances and access to public transport.

6.9.4 To inform this, a Parking Impact Assessment for the site has been undertaken based on the levels of car ownership. The results showed that 95 flats will create demand for 84 car parking spaces whilst 25 houses and maisonettes would require 19 parking spaces, leading to a total demand of 103 parking spaces. Bearing in mind the fact that only 26 spaces will be provided on-site, this means that 77 spaces would still need to be accommodated on street or at Trafalgar Place Car Park, which can accommodate 45 cars.

6.9.5 In order to establish the impact of an increase in on-street parking demand could have on the surrounding streets, parking surveys were undertaken in August and November 2010 which revealed that between 159 and 213 on-street parking spaces were available within a 5 minute walk of the site on a

weekday. At the weekend between 125 and 205 spaces were available within the same distance (table below).

Table 3.3: On-street Parking Availability within Survey Area

Date	Day	Time	Parking Availability (number of spaces)
9 th August 2010	Monday	14.30	159
9 th August 2010	Monday	18.00	183
11 th November 2010	Thursday	19.30	213
28 th August 2010	Saturday	11.00	125
28 th August 2010	Saturday	18.00	158
13 th November 2010	Saturday	19.30	205

6.9.6 The on street parking results revealed in the Transport Assessment show that this demand can be accommodated on the surrounding streets. Moreover the submitted Transport Assessment proposes the following parking mitigation measures:

- car club bays- there will be 2 car club bays provided on-site which have the potential to reduce parking demand by 20 spaces.
- Trafalgar Place Car Park- this car park located to the north of the site is currently underutilised and as it was revealed by the parking survey has a potential of accommodating up to 45 car parking spaces.

6.9.7 The proposed parking provision and mitigation methods are considered acceptable on the basis that the proposed residential flats will have a car free element involved. A strong Travel Plan can be secured by conditions and Section 106.

6.9.8 It is noted that the proposed car parking provision includes 3 disabled spaces, which the Design and Access Statement states have been located as near as possible to their intended units. This overall provision of disabled spaces within the site is acceptable; however these should have a 1.2m clear area to the side and rear which is not indicated on the proposed layout drawing. This can be secured by a condition

6.9.9 With reference to the parking layout, this is generally acceptable and meets the required standards. However, around the sub station, there is a need to review the position of the adjoining car park.. A condition is therefore proposed to ensure this is addressed

6.9.10 It is considered that there is also a potential for informal parking to occur within the site which may result in vehicles not being able to gain access, or having to reverse out if the turning space is unavailable. In order to address this issue a Parking management plan demonstrating preventive measures against illegal parking as well as explaining spaces assignment will be required by a condition.

6.10 Cycle Parking

6.10.1 It is proposed that the development will provide 137 cycle parking spaces in total. This is in accordance with the cycle parking standards as set out in Council's Cycle Action Plan. Details of the design of the secure/covered cycle parking spaces, their siting and number/phasing can be addressed through the implementation of a condition.

6.10.2 Whilst the number of the proposed cycle parking spaces appears to be acceptable the location of some of the wall mounted cycle facilities within in the same enclosure is not ideal. To explore opportunities to minimise this occurrence, a condition is suggested

6.11 Affordable Housing Provision

6.11.1 The scheme includes the provision of 24 affordable units (20% of the overall scheme) comprising 9 one bed, 3 two bed and 8 three bed flats and 2 three bed maisonettes. This falls short of the 40% affordable housing target set by Core Policy 3. This is a Borough wide target and a detailed viability assessment has been provided with the application and the report concludes that the scheme cannot sustain additional affordable housing; indeed it is clear that the viability of the scheme is very finely balanced such that additional S106 contributions or affordable housing would render the scheme unviable.

6.11.2 Moreover, the number of affordable units is based upon the scheme receiving grant funding. The Highmead scheme is listed as a specific priority for such funding. In the event that a lesser sum is available to facilitate affordable housing on this site, it will be necessary to include a clause within the legal agreement that allows for a reduction in affordable units commensurate with the relative reduction in grant obtained.

6.11.3 Whilst there will be two three bed maisonettes, there are concerns that none of the houses will be affordable. However, because of the difference in values of each unit type, if houses were put forward as affordable the overall number of affordable units would need to be reduced to ensure the scheme remained viable. The resultant level of affordable housing has been arrived at in discussion with the Housing Enabling Officer. The sites location in an area with a high proportion of existing social housing also suggests that the introduction of a larger proportion of private accommodation has the potential to provide a more balanced community.

6.11.4 Overall, therefore, the 24 intermediate affordable units proposed, including a cascade mechanism, is considered acceptable.

6.12 Housing Mix

6.12.1 The Enfield Strategic Housing Market Assessment (2010) identifies a significant need for larger sized 3 and 4 bedroom units. Core Policy 5 of the emerging Core Strategy seeks to secure market housing at in the following proportion: 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses , (5-6 persons), 20% 4+ bed houses (6+ persons).

6.12.2 The submitted scheme provides 45 one bed (37.5%), 32 two bed (27%), 28 three bed (23%) and 15 four bed units (12.5%). Twenty two houses are proposed and three maisonettes or 21% of the scheme.

6.12.3 There are concerns that the scheme lacks sufficient family sized units to comply with the Core Policy 5. Although this falls below the desired level of family sized housing, this is a Borough wide target. Taking into account its town centre location, the mixed nature of the scheme and the wider regeneration objectives, it is considered that higher proportions of one and

two bedroom units are justifiable. In addition, the maximum amount of houses possible within the constraints of the site has been provided; houses would not be appropriate on the Fore Street frontage. The scheme includes 6 affordable and 6 private units, 10% of the total, that are designed to meet the Wheelchair Design Guidance Notes, which will be secured by condition.

6.12.4 Overall, on balance, the proposed mix of housing is considered acceptable.

6.13 Sustainable Design and Construction

6.13.1 The application includes both a renewable energy assessment and a Code for Sustainable Homes Pre-Assessment. The Sustainable Design Officer has raised concerns does not currently meet Code Level 3 for the flats and 4 for the houses, which were the standards agreed at pre-application stage. Whilst a code 4 across the site would have been preferable, this is more difficult to achieve where there is limited roof space relative to the amount of accommodation proposed and where the viability of the scheme is finely balanced. It is considered the outstanding matters to achieve the requisite credits are attainable and can be addressed through planning conditions to secure both interim and final certification of the scheme.

6.13.2 The commercial and community elements of the scheme are required to achieve BREEAM rating of 'Very Good', which will be secured by condition.

6.13.3 The scheme includes an Energy Assessment that concludes that photovoltaic panels provide the most effective renewable energy solution for the site. These achieve a carbon saving of 9.6%, which does fall below the 20% London Plan target. As justification, a detailed explanation of the competing priorities for roof space, for amenity and brown roofs is provided within the submitted planning statement and it is noted that taller buildings present problems with such installations due to the ratio of roof space to internal accommodation. Alternatives technologies have had to be discounted due the viability of the scheme. It is further noted that the Sustainable Design Officer confirms that 10% renewables are required for CfSH credits. Having regard to all the above matters, it is considered, on balance, that a requirement of 10% is an acceptable level of renewables for this site. This will be secured by condition.

6.13.4 The scheme includes a Site Waste Management Plan, which confirms that a target for the site has been set that less than 9.2 cubic metres of waste will be generated per 100 square metres of floor area.

6.13.5 The application includes Site Investigation reports in respect of potential land contamination. The report identifies a number of potential contaminants and linkages that may result in harm to health. Mitigation measures are identified including the importation of clean topsoil. However, a condition requiring the mitigation measures set out in the report to be completed is proposed.

6.13.6 The application incorporates a Sustainable Urban Drainage System approach and this will be secured by condition.

6.13.7 Thames Water has advised that works will be necessary to provide additional water supply infrastructure to meet the needs of the development. In accordance with their request, a condition proposed requiring reports to be provided including the identification of a suitable connection point.

6.13.8 Overall, having regard to all of the above factors, the proposed sustainable design features are considered acceptable.

6.14 Biodiversity

6.14.1 The application is accompanied by a Phase 1 Habitat Survey. Formal comments are awaited from the Biodiversity Officer, which will be reported at the committee meeting. However, the report concludes that there is limited potential for the buildings to support bats and the trees low potential to shelter small numbers of bats during summer months. The report notes signs of birds, in particular feral pigeons, and that the building has the potential house breeding birds. The report provides mitigation measures for the felling of the trees and demolition of the building.

6.14.2 The report also recommends brown roofs and integral bat and bird boxes should be incorporated within the building. It is noted that roof space is at a premium in respect of the provision of photovoltaic panels. However, a condition will secure a report to integrate these features, including brown roofs where possible. Moreover, the report will examine opportunities for biodiversity improvements to the open spaces across the site. The Sustainable Design Officer confirms this will also improve the CfSH scores.

6.14.3 Overall, mitigation measures will prevent unacceptable impacts on protected species and a further report will secure biodiversity improvements.

6.15 S106 Matters

6.10.1 For the reasons set out within the report above, an agreement under S106 will be required to secure the following, along the relevant monitoring fees:

- An education contribution of £118,214
 - Primary 6 places x £13,115 per place = £78,690
 - Secondary 2 places x £19,762 per place = £39,524
- Affordable housing
 - The provision of 24 units of affordable housing (intermediate) in accordance with accommodation schedule, but subject to a cascade mechanism based upon the availability of grant funding
- Employment and Training Initiative
- Open space contribution of £50,000
 - Toward improvements to local open space
- Community Use
 - Provision of 180 square metres of community floorspace
- Highway improvements works
 - Junction Works at Alpha Road and Cowper Road
 - Reinstatement of disused crossover
 - Provision of a loading/unloading bay
- Restriction that prevents occupiers of the units owning residents parking permits
- A travel plan for future residents
- Provision and Management of a Car Club
- - Management / Linkage/ Continued Availability of Trafalgar Place car park

7. Conclusion

7.1 It is considered the scheme provides for an appropriate scale of development having regard to its sustainable location. The brings forward a development that is identified with the Core Strategy and regard must be had to the wider regeneration benefits to the surrounding area which results in a significant planning gain from the development proceeding. In this respect, whilst acknowledging the scheme is finely balanced financially, it is considered significant weight must be afforded to achieving the Core Strategy objectives set out above and the viability of the scheme which leads to 20% intermediate affordable housing and an overall high quality development. The impact on neighbouring properties has been considered acceptable. The S106 contributions will address the impact of the proposal on local infrastructure. In light of the above, it is considered that the proposed development is acceptable for the following reasons

1. The proposed development would contribute to increasing the range of the Boroughs housing stock, having regard to London Plan Policies 3A.1 and 3A.2, as well as providing units of an acceptable size and quality having regard to Policies (I)GD1, (I)GD2, (II)GD3 and (II)H16 of the Unitary Development Plan, adopted Supplementary Planning Guidance on Flat Conversions and policies 3D.2 and 3D.3 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPS4.
2. The proposed development would not have an unacceptable impact on the character and appearance of the area having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)GD3 of the Unitary Development Plan as well as the objectives of PPS1 and PPS3.
3. The proposed development would not unacceptably impact on the amenities of nearby residents having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
4. The proposed development would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13.

8. Recommendation

8.1 That in accordance with Regulation 4 of the Town & Country Planning General Regulations 1992, and subject to the completion of a S106 Agreement, planning permission be deemed to be GRANTED subject to conditions:

1. Twelve of the units shall be built to Wheelchair accessible standards, in accordance with the Councils Wheelchair Design Guidance Notes.

Reason: In the interests of providing for the varied needs of future residents.

2. 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.

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

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

4. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

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

5. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority, this shall include the provision of low walls and railings to aid natural surveillance of communal areas. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

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

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

Reason: To ensure that the development complies with Unitary Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

7. The development shall not commence until details of trees, shrubs and grass to be planted on the site and along the surrounding street frontages have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

8. 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.

9. The development shall not commence on site until a Site Management Plan has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain: a photographic condition survey of the roads and footways leading to the site, details of construction access and vehicle routing to the site, arrangements for vehicle servicing and turning areas, arrangements for the parking of contractors vehicles, arrangements for wheel cleaning, arrangements for the storage of materials and hours of work. The development shall then be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing roads, prejudice highway safety or the free-flow of traffic and to minimise disruption to neighbouring properties.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

11. The development shall not commence until a scheme to insulated the building against noise and vibration from the adjacent substation has been submitted to and approved in writing by the Local Planning Authority. The building(s) shall be constructed in accordance with the approved detail before the development is occupied.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

12. The development shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

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

13. Detail of the proposed works to Trafalgar Place car park including perimeter fencing, external lighting, surfacing and CCTV, shall be submitted to and approved by the local planning authority. No part of the residential hereby approved shall be occupied until the approved measures have been implemented unless otherwise agreed by the local planning authority.

Reason: in order to ensure adequate parking is available to serve the development and to avoid conditions prejudicial to the free flow and safety of traffic on the adjoining highway.

14. Details of the proposed play equipment and other furniture within the development including details and specification for its future management shall be submitted to and approved by the local planning authority. The approved equipment shall be installed prior to the occupation of the first residential unit unless otherwise agreed in writing and thereafter, shall be maintained for such purpose..

Reason: in the interests of providing a high quality residential environment and to ensure adequate facilities are provided for the benefit of future residents having regard to the Council's adopted amenity space standards.

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

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

16. Details of a shop front and signage strategy for the ground floor commercial units on the Fore Street Frontage, shall be submitted prior to the commencement of the development. The development shall be carried out in accordance with this strategy unless otherwise agreed in writing by the local planning authority.

Reason: in the interests of maintaining the appearance of the development and the visual amenities of the street scene.

17. No less than 65% of the retail floor space as shown on submitted plans shall be for uses falling within Class A1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and no more than one A4 use and two A3 uses shall be permissible within the approved retail parade at any one time

Reason: To ensure the vitality and viability of the parade.

18. The restaurant and hot food take away premises permitted (with reference to Condition 17) shall only be open for business between the hours of 08:00 and Midnight Monday to Saturday and 09:00 to 23:00 on 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 prop

- 19 Deliveries and collections to and from the premises shall only take place between the hours of 07:30 and 18:00 Monday to Saturday and at no other times.

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

- 20 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no statalite dishes shall be affixed to the external elevations of the development.

Reason: in order to maintain the integrity of the design and the visual appearance of the development within the surroung area.

- 21 Prior to any of the reatil premises being occpuied for purposes within Use Class A3 or A4 (see Condition 17), the use shall not commence until details of measures to insulate the unit to minimise the transfer of noise to residetial accomodation on the upper floors have been submitted to and approved in writing by the Local Planning Authority. The units shall be fitted out in accordance with the approved detail before the development is occupied.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

- 22 No development shall commence until details of the specification and appearance of any fume extraction and/or ventilation plant required in connection with the use have been submitted to and approved in writing by the Local Planning Authority: the necessary plant to be incorporated in to the fabric and design of the building. The plant shall be installed in accordance with the approved details before the use commences.

Reason: To ensure a satisfactory appearance and safeguard amenity.

- 23 Details of a strategy for incoporating providing a communal satalite telecommunications system for the benefit of all residents, shall be submitted to and approved by the local planning authority. The development shall be carried out in accordance with this approved strategy unless otherwise agreed in writing by the local planning auhtority.

Reason: in order to maintain the integrity of the design and the visual appearance of the development within the surroung area.

- 24 No development shall commence until details of a Sustainable Urbans Drainage scheme have been submitted to and approved in writing by the local planning authority. The developemtn to be implemeted in accordance with these approved details.

Reason: in the interests of sustainable development and minimising surface water run off into the main sewerage system

- 25 Details of the mitigation measures identified in the Biodiversity Phase 1 Habitat Survey including a strategy for securing biodiversity improvements to the open spaces across the site shall be submitted to and approved by the local planning authority prior to any development commencing. The development to be carried out in accordance with the approved details / strategy.

Reason: in the interests of safeguarding and improving the biodiversity value of the site and the wider locality.

- 26 With reference to the submitted noise assessment report, details of a scheme of mitigation to include thermal double glazing and whole house ventilation systems where necessary shall be submitted to and approved by the local planning authority. prior to any development commencing. The development to be carried out in accordance with the approved details / strategy

Reason: in order to ensure an adequate level of residential amenity for future residents.

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

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

- 28 No plant, machinery, goods, products or waste material shall be deposited or stored on any open part of the site unless otherwise agreed in writing by the Local Planning Authority.

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

- 29 Notwithstanding the provisions of Classes A-E of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings shall be erected to the houses hereby approved without the prior approval in writing of the Local Planning Authority.

Reason: in order to safeguard the appearance of the development and to preserve adequate levels of residential amenity.

- 30 No development shall commence until details of any works necessary to address the additional demands associated with the development on the water / sewerage infrastructure and / or agreement with Thames Water have been submitted to the local planning authority and

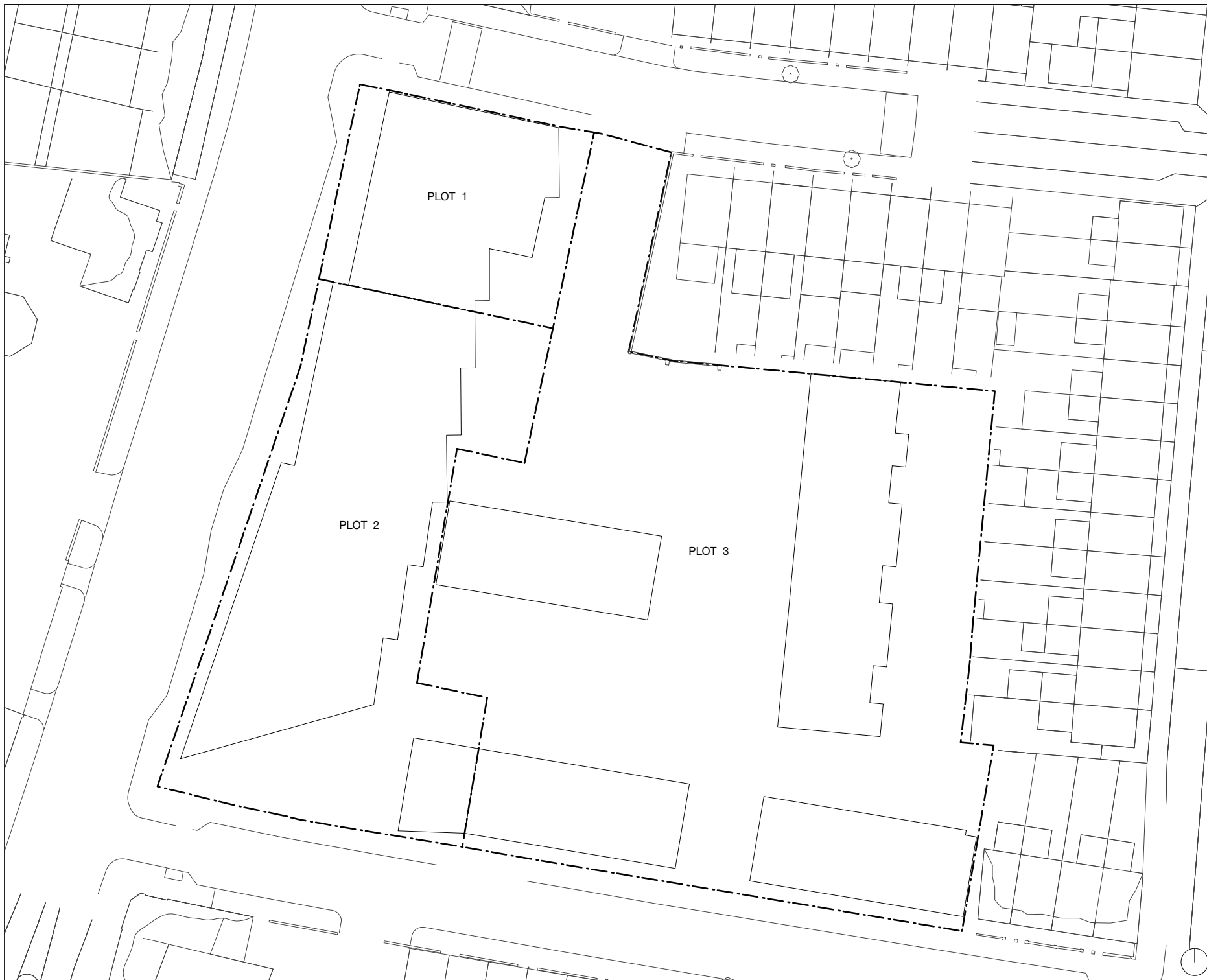
approved. The development to be carried out in accordance with these details.

Reason: In order to ensure the necessary water infrastructure exists to serve the development

infrastructure has insufficient capacity to meet the additional demands for the proposed development and request a planning condition to address the magnitude of any new additional capacity requirement along with a suitable connection point.

- 31 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.



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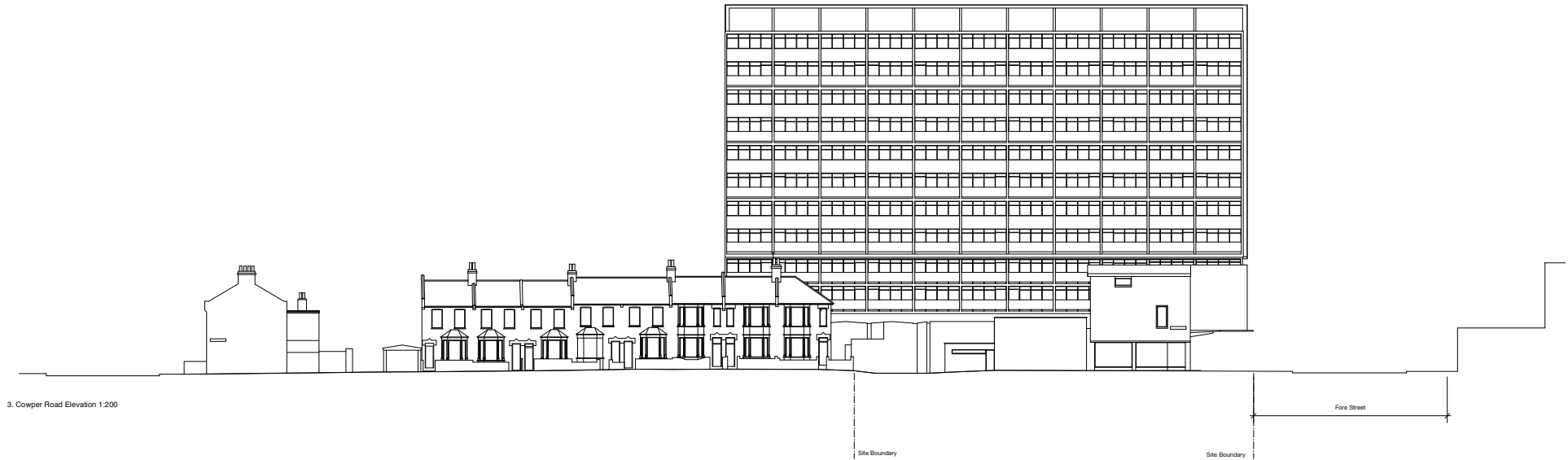
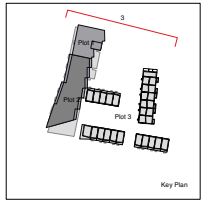
Revisions		
P1	Issued for Planning	26/11/10

Hawkins\Brown
 60 Bastwick Street London EC1V 3TN
 020 7336 8030t 020 7336 8851f
 mail@hawkinsbrown.co.uk www.hawkinsbrown.co.uk

Project
Highmead, Enfield

Drawing
Proposed Block Plan

Scale at A1 (A3)	Date
1:200	November 2010
Drawn by	Checked by
NH	
Job Number	Status
1266	Planning
Drawing No.	Rev
PL_101	P1



Revisions		
P1	Issued for Planning	26/11/10

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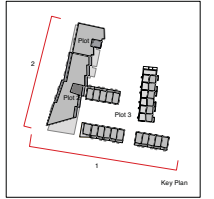
Scale at A1 (A3)	Date
1:200 (1:400)	Nov 2010
Job Number	Status
1266	Planning
Drawn by	Checked by
AS	DC

Project
Highmead, Enfield
Drawing
Existing Site Elevations

Hawkins\Brown	
60 Bastwick Street London EC1V 3TN 020 7336 8030t 020 7336 8851f	mail@hawkinsbrown.co.uk www.hawkinsbrown.co.uk
Drawing No.	Rev
PL_131	P1

KEY

- | | | |
|---|---|---|
| 1. Light brick Type 1 with small percentage dark brick | 11. Metal Door | 20. Anodised aluminium mesh cladding to existing electricity substation |
| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | 21. Light brick Type 2 for banding |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 22. Garage door |
| 4. Dark brick | 14. Parapet with decorative pattern of omitting bricks | 23. Aluminium framed sliding door |
| 5. Polished aluminium with strung wire for ivy/planters | 15. Glazed entrance | 24. Aluminium framed sliding door |
| 6. Black painted steel railing | 16. Anodised aluminium window box for planting | 25. Charcoal grey single ply membrane with integrated photovoltaic panels |
| 7. Recessed balcony | 17. Charcoal grey fibre cement panels | 26. Black painted steel security gates |
| 8. Aluminium framed window | 18. Timber entrance door with anodised aluminium surround and cover | 27. Aluminium edging panel |
| 9. Aluminium framed shop front with integral signage | 19. Timber fence | 28. Metal ventilation panel |
| 10. Glazed residential entrance with anodised aluminium surround. | | |



1. Alpha Road Elevation 1:200



2. Fore Street Elevation 1:200

Revisions		
P1	Issued for Planning	26/11/10

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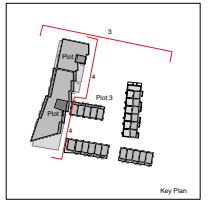
Scale at A1 (A3) 1:200 (1:400)	Date Nov 2010
Job Number 1266	Status Planning
Drawn by AS	Checked by DC

Project Highmead, Enfield
Drawing Proposed Elevations Plots 1, 2 + 3

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Drawing No. PL_230	Rev P1

KEY

- | | | |
|---|---|---|
| 1. Light brick Type 1 with small percentage dark brick | 11. Metal Door | 20. Anodised aluminium mesh cladding to existing electricity substation |
| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | 21. Light brick Type 2 for banding |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 22. Garage door |
| 4. Dark brick | 14. Parapet with decorative pattern of omitting bricks | 23. Aluminium framed sliding door |
| 5. Polished aluminium with strung wire for ivy/planters | 15. Glazed entrance | 24. Aluminium framed folding door |
| 6. Black painted steel railing | 16. Anodised aluminium window box for planting | 25. Charcoal grey single ply membrane |
| 7. Recessed balcony | 17. Charcoal grey fibre cement panels | 26. Black painted steel security gates |
| 8. Aluminium framed window | 18. Timber entrance door with anodised aluminium surround and cover | 27. Aluminium edging panel |
| 9. Aluminium framed shop front with integral signage | 19. Timber fence | 28. Metal ventilation panel |
| 10. Glazed residential entrance with anodised aluminium surround. | | |



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Job Number 1266	Status Planning
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Drawing
**Proposed Elevations
Plots 1 + 2**

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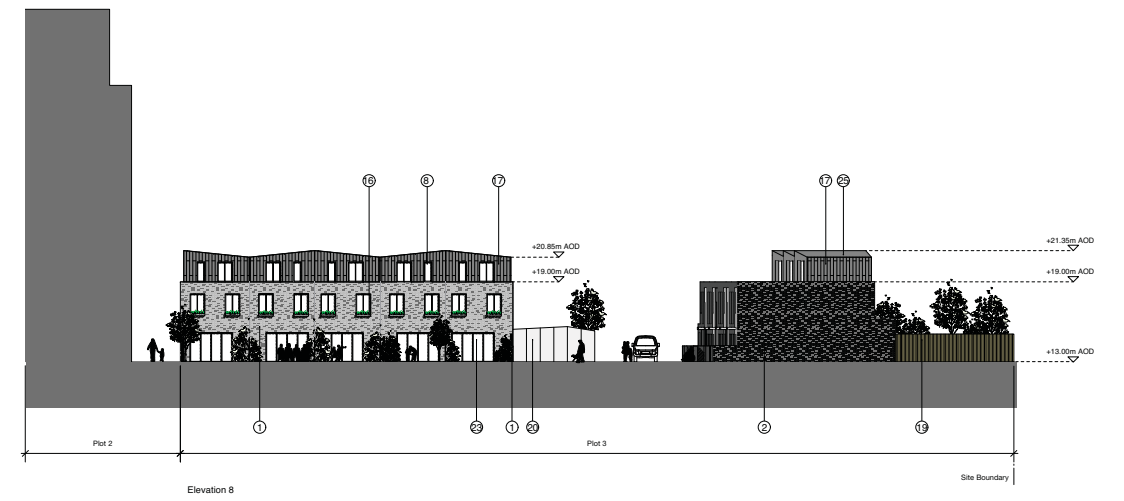
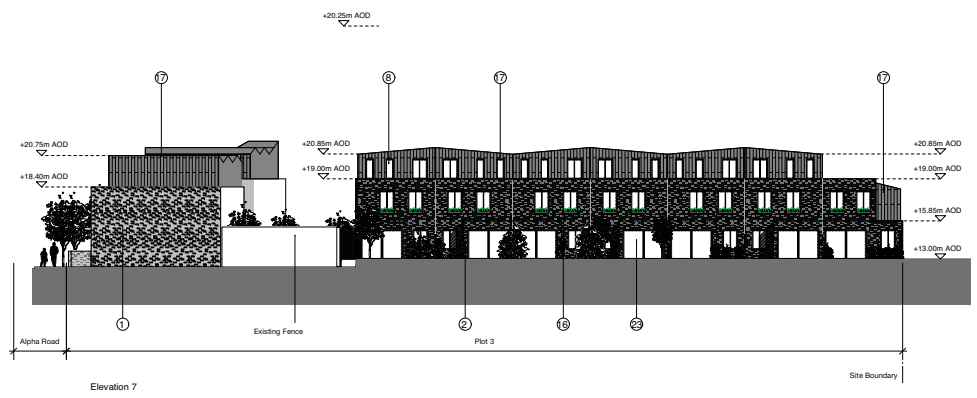
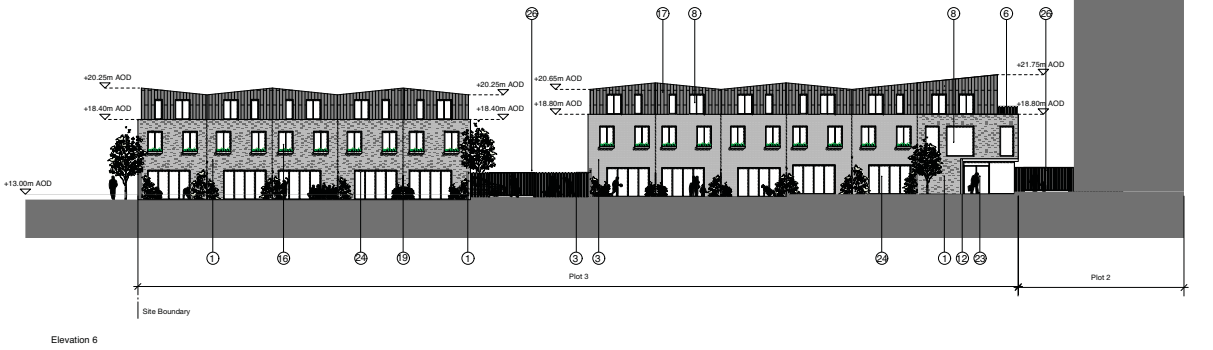
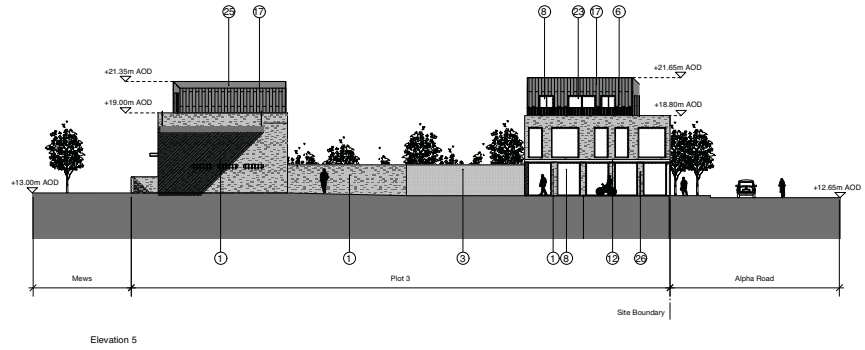
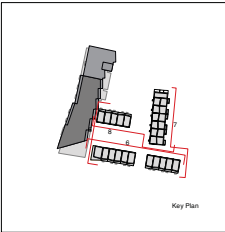
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Drawing No.
PL_231

Rev
P1

KEY

- | | | |
|---|---|---|
| 1. Light brick Type 1 with small percentage dark brick | 11. Metal Door | 20. Anodised aluminium mesh cladding to existing electricity substation |
| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | 21. Light brick Type 2 for banding |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 22. Garage door |
| 4. Dark brick | 14. Parapet with decorative pattern of omitting bricks | 23. Aluminium framed sliding door |
| 5. Polished aluminium with strung wire for ivy/planters | 15. Glazed entrance | 24. Aluminium framed loding door |
| 6. Black painted steel railing | 16. Anodised aluminium window box for planting | 25. Charcoal grey single ply membrane with integrated photovoltaic panels |
| 7. Recessed balcony | 17. Charcoal grey fibre cement panels | 26. Black painted steel security gates |
| 8. Aluminium framed window | 18. Timber entrance door with anodised aluminium surround and cover | 27. Aluminium edging panel |
| 9. Aluminium framed shop front with integral signage | 19. Timber fence | 28. Metal ventilation panel |
| 10. Glazed residential entrance with anodised aluminium surround. | | |



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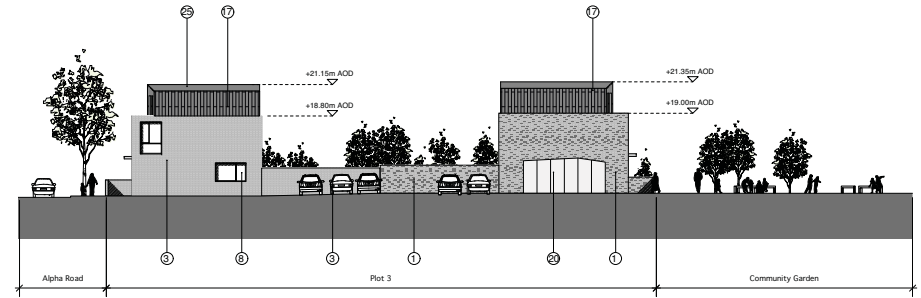
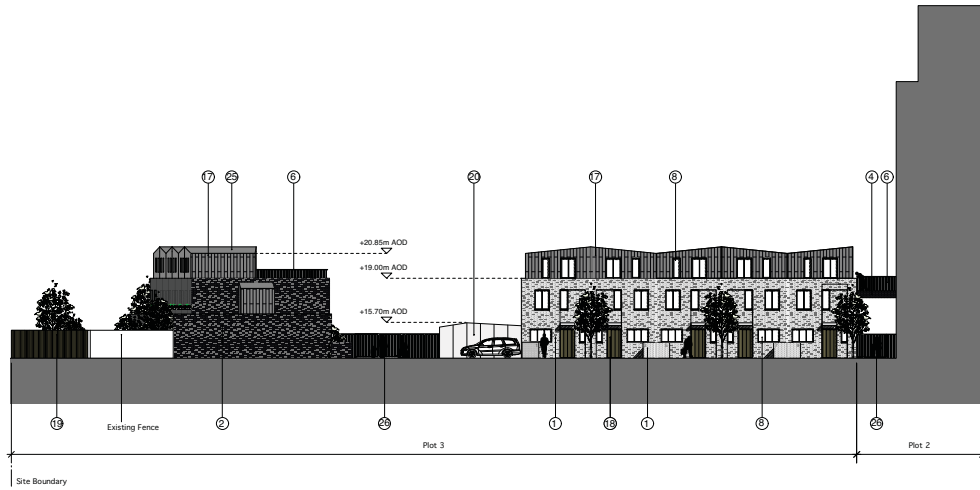
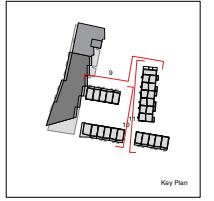
Scale at A1 (A3) 1:200 (1:400)	Date Nov 2010
Job Number 1266	Status Planning
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Project Highmead, Enfield
Drawing Proposed Elevations Plot 3

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KEY

- | | | |
|--|---|---|
| 1. Light brick Type 1 with small percentage dark brick | 11. Metal Door | 20. Anodised aluminium mesh cladding to existing electricity substation |
| 2. Dark brick with small percentage light brick | 12. Aluminium box frame | 21. Light brick Type 2 for banding |
| 3. Light brick Type 1 | 13. Semi recessed balcony | 22. Garage door |
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| 6. Black painted steel railing | 16. Anodised aluminium window box for planting | 25. Charcoal grey single ply membrane |
| 7. Recessed balcony | 17. Charcoal grey fibre cement panels | 26. Black painted steel security gates |
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| 9. Aluminium framed shop front with integral signage | 19. Timber fence | 28. Metal ventilation panel |
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Job Number 1266	Status Planning
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Project
Highmead, Enfield

Drawing
Proposed Elevations Plot 3

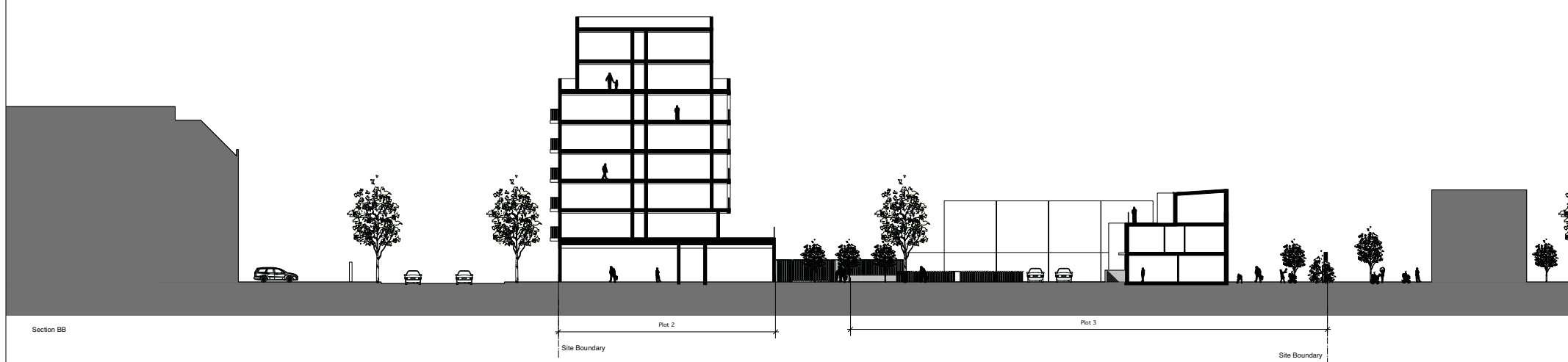
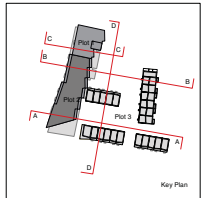
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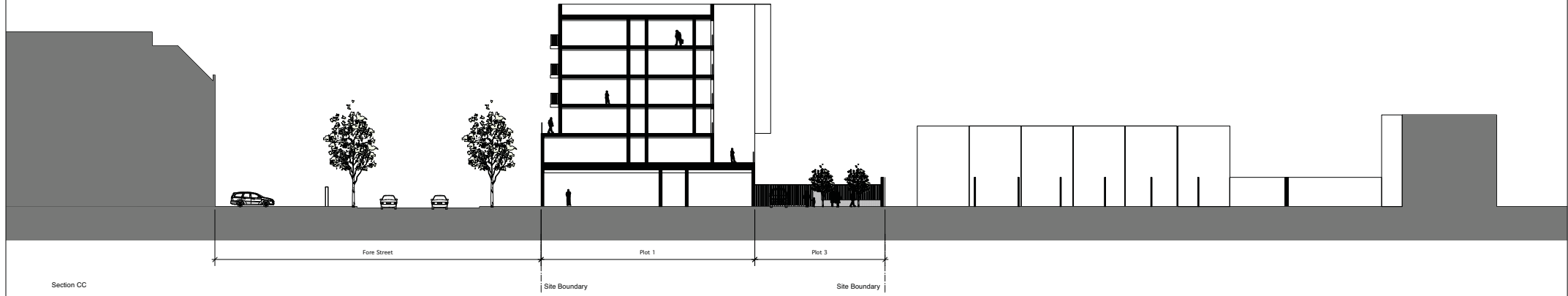
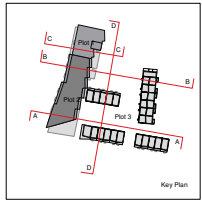
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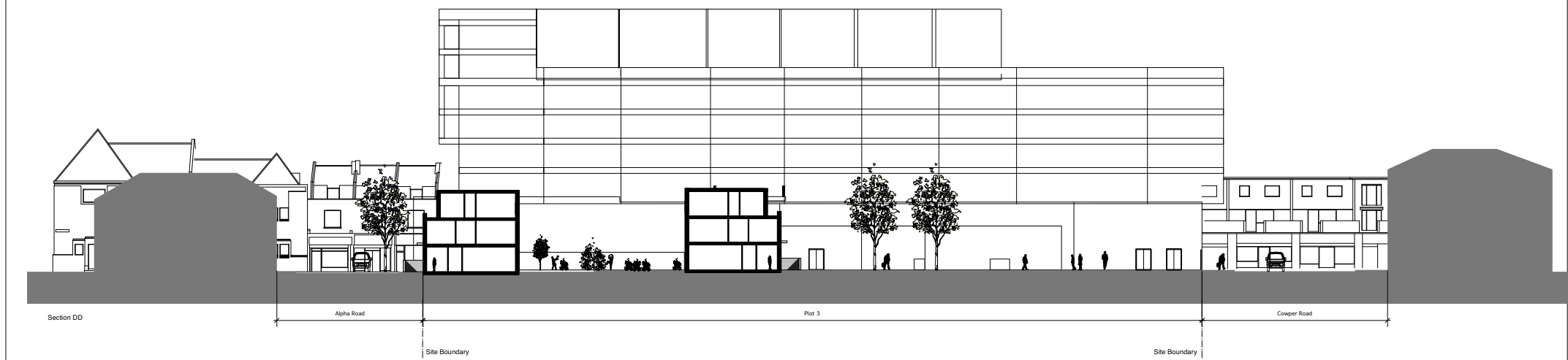
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Section CC



Section DD

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Scale at A1 (A3)	Date
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Job Number	Status
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Drawn by	Checked by
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Drawing No. PL_251	Rev P1