

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 18th December 2012

Report of

Assistant Director, Planning &
Environmental Protection

Contact Officer:

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Ward: Southbury

Application Number : P12-01895PLA

Category: Small Scale Major

LOCATION: 232, GREAT CAMBRIDGE ROAD, ENFIELD, EN1 1SQ

PROPOSAL: Demolition of existing unit and erection of two retail units with associated car parking and servicing area.

Applicant Name & Address:

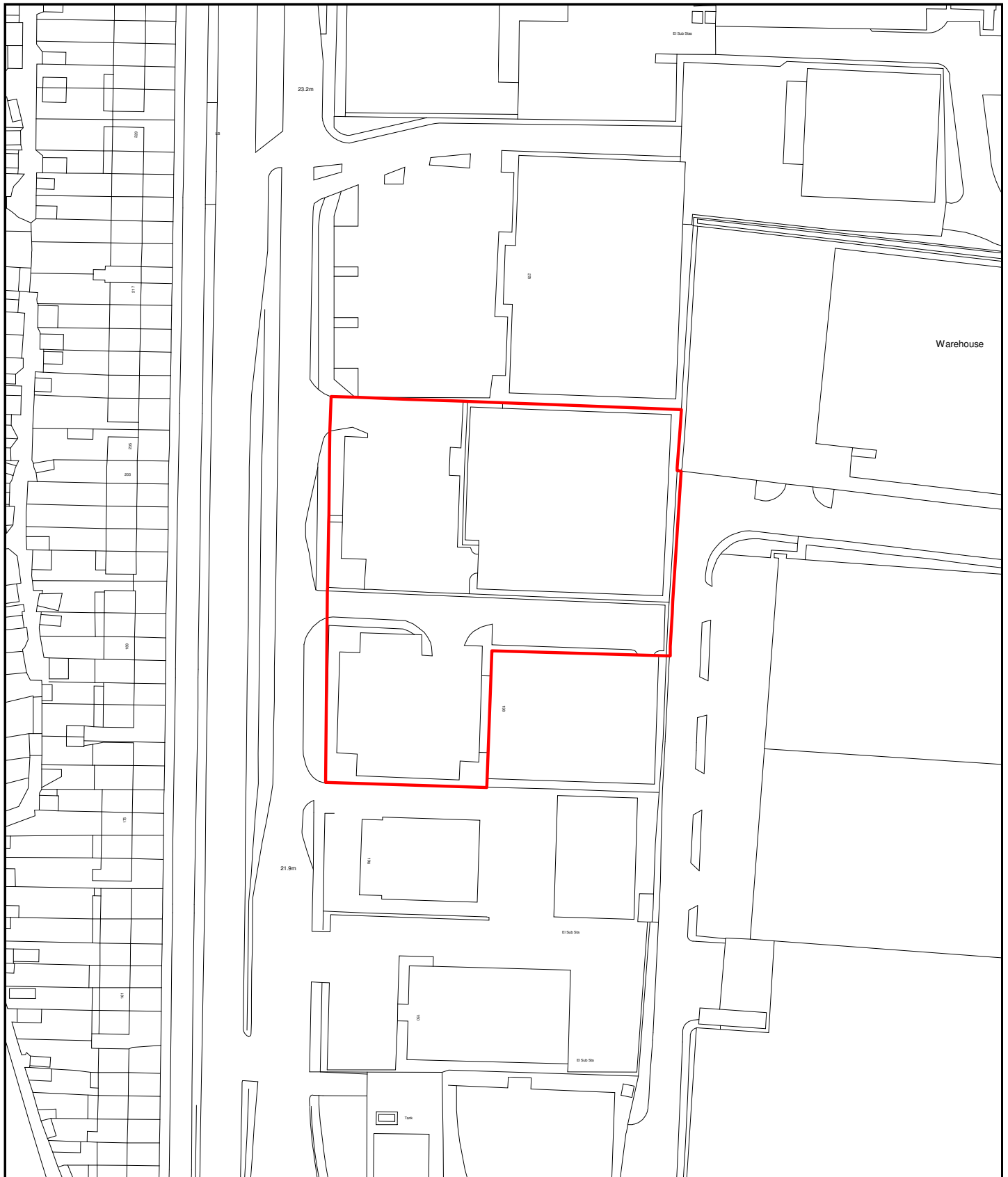
Scottish Widows Investment Partnership
Scottish Widows Inv. Partners
Edinburgh One
60 Morrison Street
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EH3 8BE

Agent Name & Address:

Tim Miles
Montagu Evans
5 Bolton Street
London
United Kingdom
W1J 8BA

RECOMMENDATION:

That following the completion of a legal agreement, the Head of development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 08:07

Date of plot: 05/12/2012

1. Site and Surroundings

- 1.1 The application site is located on the eastern side of The Great Cambridge Road (A10) and comprises of the Magnet store and the car park in front of the Carpetright store immediately to the south.
- 1.2 The two premises (Magnet and Carpetright) are currently served by separate access points, each located at the northern end of their respective sites. Servicing for the Magnet store takes place at the front of the site, within the car park, whilst that for the Carpetright store takes place towards the rear within a service yard.
- 1.3 The existing Magnet store is served by 26 parking spaces and the Carpetright store by 55 parking spaces.
- 1.4 The Martinbridge Industrial Estate is located to the rear of the site, accessed via Lincoln Road. North of the Magnet site is the DFS store beyond which lies Morrison's Supermarket. South of the Carpetright are office buildings (TNG and IKON) and beyond this, on the corner with Lincoln Road is Stephen James BMW.
- 1.5 Previously the site was designated as Strategic Industrial Land (SIL), however with the adoption of the Core Strategy, this designation has been removed.

2. Proposal

- 2.1 Permission is sought for the demolition of the existing unit and erection of two retail units involving alterations to car park, access and servicing area.
- 2.2 The proposal involves the demolition of the existing Magnet store, which comprises of approximately 1,960sqm of gross floor space, and its replacement of two units of 510sqm and 929sqm of gross floor space.
- 2.3 The car parking arrangements will be rationalised with that of the Carpetright store to the south, providing a parking area that will serve both units, access via the retained access point serving the Magnet store. A total of 107 parking spaces, inclusive of 6 disability spaces, are proposed.
- 2.4 The reduction in the footprint of the proposed units allows for a dedicated servicing area at the rear of the buildings that will also serve the Carpetright store.
- 2.5 The applicant is seeking a restricted permission which would allow the sale of bulky goods, comprising of: furniture and furnishings; carpets and floor coverings; white goods and large appliances; DIY goods and gardening products; and automotive goods and cycles.
- 2.6 The application is the same as that which was approved in 2009 (see section 3.1 below), which remains extant.

3. Relevant Planning Decisions

- 3.1 Planning permission was granted in 2009 for the demolition of the existing unit and erection of two retail units involving alterations to car park, access and servicing area (ref: TP/09/1497).
- 3.2 In September 2005, permission was granted for internal alterations to facilitate increase in retail showroom area, together with external alterations/refurbishment consisting of replacement entrance doors, rendering of existing brickwork and cladding and 5 floodlights to front elevation (ref: TP/05/1471) at the Magnet store.
- 3.3 In October 2004, permission was granted for the demolition of existing retail unit and erection of two retail units with associated car parking and service area at 198/232 Great Cambridge Road.
- 3.4 In November 1996, permission was granted in respect of an application (ref: TP/95/0746) for the redevelopment of site to provide a 4,273 square metre retail warehouse (A1 non-food) and a 1,347 square metre trade warehouse (B8) with ancillary car parking and servicing areas and rearrangement of accesses to Great Cambridge Road, in respect of Nos.198, 232 and 290 Great Cambridge Road. One of the imposed conditions being that no more than 465sqm of the warehouse building could be used for the retail sale of kitchen and bedroom furniture.
- 3.5 An application for the change of use and extension to existing premises to provide a retail (A1) (non-food) store (comprising 3065 sq. metres floor space) together with ancillary parking facilities (ref: TP/93/0565) was granted planning permission in May 1993. One of the conditions imposed restricted the type/ nature of goods that could be sold and the floor area given over to some of the goods sold:
- That the premises shall be used for the retailing of: (i) DIY and garden improvement products, building materials and builder's merchants goods, and/or (ii) self-assembly furniture and fittings applicable thereto, and/or (iii) pre-made kitchen furniture, bathroom furniture and bedroom furniture but restricted to a maximum floor area of 465sqm. Reason: to ensure that the proposed development does not prejudice the vitality and viability of existing shopping centres in the Borough.
- 3.6 Planning permission was granted in 1983 for the redevelopment of the existing buildings by the erection of a warehouse building with ancillary showroom and offices (ref: TP/83/1564). Conditions were imposed to restrict the use of the unit to the storage and sale of timber products and ancillary items and to limit the size (no more than 15%) of the total retail trade of the premises. A restrictive condition was imposed:
- The units hereby approved shall only be used for the retailing of furniture and furnishings (Category 05.1.1,05.2), carpets and floor coverings (Category 05.1.2), white goods and large appliances (Categories 05.3.1, 05.3.2, 05.4, 05.5, 08.2 and 09.1), D.I.Y. and gardening products (Category 04.3.1) and automotive goods and cycles (category 07.1.3) and not for any other purpose (expenditure categories as defined by the classification of individual consumption by purpose, (COICOP)).

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic & Transportation

It is advised that whilst there are no objections, material changes in policy (London Plan) will result in the need to provide 10% of parking spaces to be electric with a further 10% for future provision, 10 cycle spaces, and 7 disability bays.

4.1.2 Thames Water

No objections are raised in relation to both sewerage and water infrastructure.

4.1.3 Environmental Health

It has been advised that there are no objections.

4.1.4 Biodiversity Officer

It has been advised that there should be no ecological constraints to the development. The applicant is proposing to "include the addition of nine trees (which will be of a native species) to the boundary of the site". This is welcome, however in line with climate change adaptation and biodiversity policies, the proposals should also include large canopy trees to break up the large car park. It is recommended that the landscaping condition should specifically mention this.

4.1.5 English Heritage (GLAAS)

It is advised that due to the visible past ground reduction at the site and the past disturbances from earlier construction, there is no need for archaeological intervention.

4.1.6 London Fire and Emergency Planning Authority

The Brigade advises that they are satisfied with the proposal subject to a fire appliance being able to negotiate the turns at the end of the car park.

4.1.7 Sustainable Design Officer

It is advised that the scheme falls significantly short of the required energy and CO2 reduction savings. An in lieu payment towards the Boroughs carbon fund would help mitigate this.

4.1.8 Any additional comments received will be reported at Committee.

4.2 Public

4.2.1 Consultation letters were sent to the occupiers of 24 adjoining and nearby properties. In addition notice was published in the local press and displayed at the site. No comments have been received.

5. Relevant Policy

5.1 Local Plan – Core Strategy

- CP1: Strategic growth areas
- CP13: Promoting economic prosperity
- CP14: Safeguarding strategic industrial locations
- 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
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP28: Managing flood risk through development
- CP30: Maintaining and improving the quality of the built and open environment
- CP31: Built and landscape heritage
- CP32: Pollution
- CP36: Biodiversity

5.2 Saved UDP Policies

- (II)E13 Opportunities for attainment of measures arising from B1, B2 & B8 proposals
- (II)E15 Noise generated by industrial and warehouse premises
- (II)GD3 Design
- (II)GD6 Traffic generation
- (II)GD8 Access and servicing
- (II)GD12 Flood risk
- (II)GD13 Surface water attenuation
- (II)S17 New retail development outside of town centres
- (II)T19 Provision for cyclists

5.3 The London Plan

- Policy 4.1 Developing London's economy
- Policy 4.4 Managing industrial land and premises
- Policy 4.7 Retail and town centre development
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.9 Cycling

Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Planning obligations

5.4 Other Relevant Policy

National Planning Policy Framework
Section 106 Supplementary Planning Document
Draft Development Management Document

6. Analysis

6.1 Principle

6.1.1 The use of the site for retail purposes has previously been established. Moreover, whilst at the time of the determination of the previous application (TP/09/1947) the site was within land designated as SIL, this designation was not carried forward with the adoption of the Core Strategy. With SIL designation no longer applicable, there is no need to treat the application as a departure from adopted policy.

6.1.2 One of the overriding principles of the National Planning Policy Framework (NPPF) is to build a strong and competitive economy (Section 1, NPPF), however this should not be to the detriment of the vitality and viability of existing town centres (Section 2, NPPF). This is normally demonstrated through a sequential test.

6.1.3 The acceptability of the proposed scheme will also rest upon, amongst other material considerations, the provision of adequate parking, servicing and overall design.

6.2 Sequential Analysis

6.2.1 With the previous application, the sequential assessment confirmed that there were no other sites that were suitable or available that would provide the minimum 510sqm of floor area required. An updated assessment has confirmed that there has been no change in circumstance.

6.2.2 A Retail Impact Assessment confirms that the requirement for retail floor space within Enfield Town remains buoyant and would unlikely be affected by the provision of a unit that would be restricted by condition to only selling bulky goods

6.3 Impact on Character of Surrounding Area

6.3.1 The surrounding development is characterised by large buildings which extend across most of the width of their respective plots, an example of this being the DFS store immediately to the north. With a reduction in overall

footprint, there is a commensurate decrease in site coverage and scale. In addition, the height and design of the new units is considered acceptable and appropriate within the context of the site and surroundings and having regard to relevant policy and guidance.

- 6.3.2 A condition was imposed on the previous approval for the submission of an amended parking layout plan to incorporate improved pedestrian access and landscaping. A similar condition would again be imposed to achieve this.

6.4 Impact on Neighbouring Properties

- 6.4.1 The nearest residential property is approximately 80m to the west and separated from the application site by the Great Cambridge Road (A10). There is no affect on this property.

- 6.4.2 In relation to the other industrial and commercial units, it is considered that the proposal is acceptable.

6.5 Access and Servicing

- 6.5.1 The two sites (Magnet and Carpetright) are currently served by separate access points, each located at the northern end of their respective sites. The proposal will involve the retention of the Magnet access point, which would also lead to the servicing yard at the rear of the two proposed units. The common service area would also serve the retained Carpetright store.

- 6.5.2 The proposed arrangement is an improvement on the existing situation on the Magnet site as lorries were also utilising the parking area to the front of the building, leading to potential conflict with small vehicles.

- 6.5.3 In relation to the comments from the London Fire Brigade, a revised parking layout is to be provided (discussed below) and the condition will include provision of tracking to satisfy the Brigade's concern.

6.6 Parking

- 6.6.1 Parking provision should be made in accordance with the guidance in the London Plan, which suggests a total of 92 spaces in total. As a result, the proposed number of spaces can be considered an overprovision.

- 6.5.5 This was indentified as an issue with the 2009 application. However the matter was then to be addressed through the imposition of a condition that required a revised parking car park layout incorporating additional and improved pedestrian routes through the site and additional landscaping. The current application has not addressed the matter and consequently, the condition will be re-imposed.

- 6.5.6 The submitted Planning and Retail Statement advises that a Travel Plan is being produced to support the sustainable transport initiatives of the applicant. The details of the Travel Plan can be secured by condition.

- 6.5.7 Cycle parking is proposed for x6no. bicycles through the provision of x3no. 'Sheffield' cycle hoops. This level is considered to not be sufficient and an increase in number can be sought by way of a condition.

6.7 Sustainable Design and Construction

Energy

- 6.7.1 The London Plan stipulates that an Energy Assessment must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (25%) from energy efficiency and renewable energy measures incorporated into the development.
- 6.7.2 It has been estimated that overall CO2 emission could be reduced by 7.7% prior to renewable systems being considered. This is achieved through:
- Addressing heat loss through the fabric of the building,
 - Large amount of glazing on the west façade reducing the amount of artificial lighting required
 - The provision of shading (through signage, overhang and louvers) on that same facade
- 6.7.3 Various means of renewable energy have been investigated, with ground source heat pumps (GSHP) considered the most feasible of the various measures. This is however subject to suitable ground conditions. A similar condition to that previously imposed should again be considered.
- 6.7.4 Notwithstanding the above, the applicant is only expecting that a 16.4% reduction in energy and carbon dioxide emission savings. This falls considerably short of the adopted standard and would not normally be acceptable. However, a mechanism has been adopted within the S106 SPD to address the shortfall by way of a contribution to a carbon fund. Applying the formula, the contribution would be £29,475 and would need to be secured through a legal agreement.

BREEAM

- 6.7.5 The development will be able to achieve a BREEAM rating of 'Very Good', although the Sustainable Design Officer has commented it only just achieves this rating. A condition is therefore suggested to ensure that the evidence is provided confirming that BREEAM 'Very Good' rating is achieved.

Biodiversity / Ecology

- 6.7.6 CP36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. The site, due to its extensive hard-surfaced areas, its location, large building footprint and small amount of existing landscaping, has a very low ecological value. This is confirmed by the Biodiversity Officer who confirms there are no ecological constraints to the site. The improvements suggested within the *Ecological Improvement Statement* relate to additional landscaping in the area where one of the existing access points will be closed off, and the planting of nine additional native trees to the site boundary.
- 6.7.7 The above improvements are welcomed and would be secured by condition. In addition, Members are reminded that a condition seeking a revised parking layout plan is to be re-imposed. This would also include some additional plantings within the site in an attempt to reduce the overprovision of parking spaces.

Site Waste Management

- 6.7.8 Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2031, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2031. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition (CE&D) waste of 95% by 2020.
- 6.7.9 In order to achieve the above, through the Local Plan, developers should be required to produce site waste management plans (SWMP) to arrange for the efficient handling of construction, excavation and demolition waste and materials. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 6.7.10 The developer has produced a *Demolition Statement and Site Waste Management Plan*. In relation to the demolition element, the applicant has advised that they are willing to accept the re-imposition of the standard condition requiring details of a Construction / Demolition Plan.
- 6.7.11 In relation to the SWMP element, the applicant has recommended the wording for a condition and has also appended a document *Site Waste Management Plan – Pre Design Measures*. The suggested condition would not be suitable for the purposes intended because it is directed more at the waste facilities to be provided for the occupiers. Such facilities would have to be provided in accordance with adopted standards in any regard. The SWMP should be indicating the proportion of construction, excavation and demolition waste and materials to be diverted from landfill. It is noted that the Appendix of the submitted document advises that some of the material will be manufactured off-site but the document does not address the quantum of material being diverted / destined for landfill, or being recycled / re-used.

6.8 Mayoral Community Infrastructure Levy (CIL)

- 6.8.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20.
- 6.8.2 The existing floor area is 1960sqm and a total of 1439sqm will be re-provided. On the basis that the development involves a reduction in floor space, it is not liable for a CIL contribution.

6.9 Section 106

- 6.9.1 The only obligation sought is for a financial contribution towards the carbon fund, as outlined above in paragraph 6.6.4. The Applicant has indicated that they will make the contribution and is offering this by way of a Unilateral Undertaking.

7. **Conclusion**

- 7.1 The proposed development would be consistent with previous permissions granted on this site and further supported by the de-designation of the site as SIL. Furthermore, notwithstanding the elapse of time since the original

application, the retail and sequential analysis still enable the scheme to be supported in policy terms.

7.2 The design of the proposed units remains compatible with surrounding developments and through the use of appropriate conditions, it is considered the development will improve the appearance of the site. Furthermore, access, servicing arrangements are considered acceptable, and the car park layout will be improved to allow for greater pedestrian access and additional plantings.

7.4 Taking the above into account, it is concluded that on balance, planning permission should be granted for the following reasons:

1. The proposed retail units, by virtue of the existing use of the site and through the conditions imposed, would not adversely impact on the vitality and viability of existing centres having regard to Core Policies 17 and 18 of the Core Strategy, Policy (II)S17 of the Unitary Development Plan, Policy 4.7 of the London Plan, and with guidance contained within the National Planning Policy Framework (in particular, Section 2).
2. The proposed development, having regard to its design, size and scale has appropriate regard to its surroundings and would not detract from the appearance of the surrounding area. In this respect the proposal complies with Core Policy 30 of the Core Strategy, Policy (II)GD3 of the Unitary Development Plan, Policy 7.4 of the London Plan, and with guidance within the National Planning Policy Framework (in particular, Section 7).
3. The proposed development is capable of meeting on-site parking requirements, loading and unloading facilities and should therefore not lead to conditions prejudicial to the free flow and safety of traffic on the adjacent highways. In this respect it is considered that the proposed development complies with Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, and with Policy 6.13 of the London Plan.
4. The proposed development, whilst not meeting with expected on-site carbon dioxide savings, will by way of the contribution towards Enfield's carbon fund, contribute to tackling climate change. In this regard, the development would comply with Core Policy 20 of the Core Strategy.

8. Recommendation

8.1 That having regard to the completed Unilateral Undertaking, planning permission be granted subject to the following conditions:

1. C60 Approved Plans
2. C08 Materials to Match
Unless required by any other condition attached to this permission, the materials to be used throughout the development hereby approved shall match those on the approved plans.

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

- 3. C09 Details of Hard Surfacing
- 4. C14 Details of Access and Junction
- 5. C17 Details of Landscaping
- 6. C19 Details of Refuse Storage
- 7. NSC1 Construction Management Plan

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 and associated traffic management to the site;
- (iii) arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- (iv) arrangements for the parking of contractors vehicles;
- (v) arrangements for wheel cleaning;
- (vi) arrangements for the storage of materials;
- (vii) details of site compound enclosures
- (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';
- (x) The size and siting of any ancillary buildings.
- (xi) Details of tree root protection measures for any works within 1m of any retained trees.

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

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

- 8. C30 Restriction of Open Storage
- 9. C41 Details of External Lighting
- 10. C46 No Subdivision
- 11. C48 Restricted Use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the two approved units shall only be used as retail units for the sale of goods restricted by Condition 15 of this permission (Restriction of Retail Goods), and shall not be used for any other purpose within Use Class A1, or for any other purpose.

Reason: To ensure that the proposed development does not prejudice the vitality and viability of established shopping centres in the Borough in accordance with the aims of adopted policy.

- 12. NSC2 Details of Parking Area - Layout

Notwithstanding any submitted plans and documentation, the development shall not commence until detailed plans of a revised layout of the parking area, to be provided in accordance with the standards adopted by the Local Planning Authority, have been submitted to and approved in writing by the Local Planning Authority. The detailed plans shall include details of levels, parking spaces, pedestrian links and landscaping. In addition, it should demonstrate that a fire appliance is able to negotiate the turns at the end of the car park.

The parking area shall then be constructed in accordance with the approved detail before the development is occupied and shall be maintained for this purpose.

Reason: To ensure that the development complies with the adopted policy and does not prejudice conditions of safety of pedestrians and traffic within the site or the free flow of traffic on the adjoining highway, and provides sufficient turning room for emergency vehicles.

13. NSC3

Green Travel Plan

The use of the premises hereby approved shall not commence until such time as a Travel Plan incorporating the components set out in "Guidance for workplace travel planning for development" published by Transport for London, March 2008 is submitted to and approved in writing by the LPA. The approved Travel Plan shall thereafter be implemented and adhered to.

Reason: In the interests of sustainability and to ensure that traffic generated from the site is minimised.

14. NSC4

Cycle Parking

Prior to commencement of the use hereby approved, details of the cycle parking shall be provided to the Local Planning Authority for approval in writing. The cycle parking shall be implemented in accordance with the approved details prior to occupation of any one of the approved units and permanently retained thereafter.

Reason: In the interest of promoting sustainable modes of transport.

15. NSC5

Restriction of Retail Goods

The retail units hereby approved shall only be used for the sale of non-food bulky goods comprising DIY/hardware, furniture, furnishings, carpets, floor coverings, household textiles, gardening goods, motor vehicle and /or cycle goods, electrical goods including computers, audio-visual equipment and pet supplies.

Reason: To ensure that the retail activity and sales from the premises do not prejudice the viability of the established

shopping centres in the Borough having regard to adopted policy.

16. NSC6 Mezzanine Floors
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no additional floor space shall be created through the provision of mezzanine floors without the prior agreement in writing by the Local Planning Authority.

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

17. NSC7 Redundant Footway Crossings
Prior to development commencing, details for the reinstatement of the redundant vehicular access and the reinstatement of the footpath adjacent to the Great Cambridge Road (A10) shall be submitted to and approved in writing by the Local Planning Authority. Such detail to include existing and finished ground levels, and surfacing materials. The reinstatement of the vehicular access and footpath shall be carried out in accordance with the approved detail prior to first occupation of the development.

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

18. NSC8 Front Boundary Wall
The low level boundary wall fronting the Great Cambridge Road shall be constructed and finished in materials to match the existing low boundary wall, as annotated on Drawing No.URB CG [08]0006 rev.P00.

Reason: In the interest of amenity and in the interest of vehicular and pedestrian safety on the adjoining highway and footway.

19. NSC9 Construction Waste Management Plan
Notwithstanding any submitted document, a revised Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing prior to any works commencing on site. The revised Construction Waste Management Plan shall detail the proportion of construction waste generated on site to be re-used, recycled or

Demolition and construction shall be undertaken in accordance with the approved detail.

Reason: To enable the efficient handling of construction, excavation and demolition waste generated on

20. NSC10 BREEAM
Following the practical completion of the development but prior to first occupation, a post construction assessment, conducted by an accredited BREEAM Assessor and supported by

relevant BRE accreditation certificate, shall be provided to the Local Planning Authority, to be approved in writing.

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

21. NSC11 SUDS 1

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

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

22. NSC12 SUDS 2

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

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

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

23. C51A Time Limited Permission

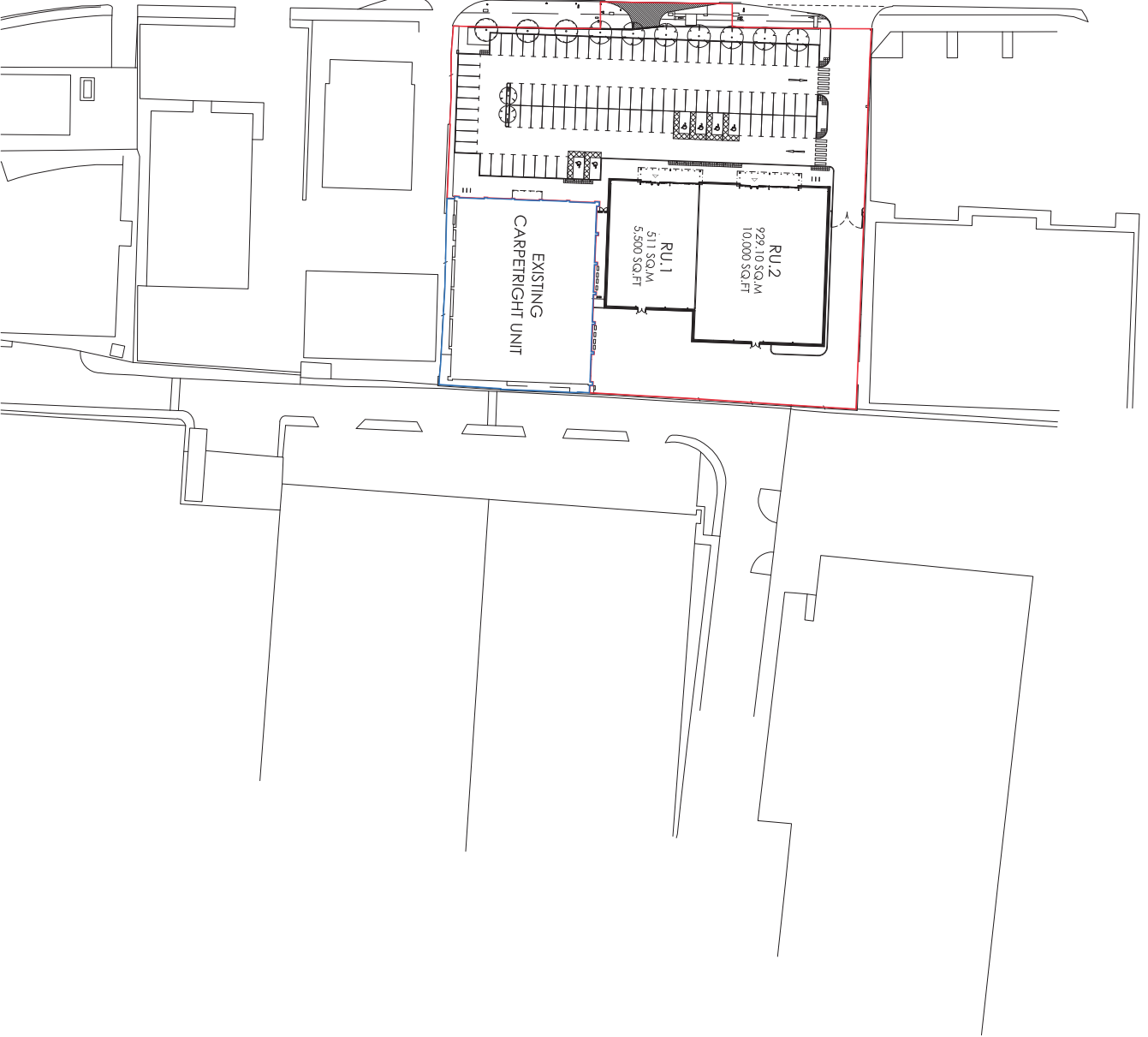


SCALE 1:500
0m 5m 10m 20m 30m 40m 50m



(A10) GREAT CAMBRIDGE ROAD

(A10) GREAT CAMBRIDGE ROAD



EXISTING
CARPETRIGHT
UNIT

RU.1
511 SQ.M
5,300 SQ.FT

RU.2
929,10 SQ.M
10,000 SQ.FT

PLANNING

R01 Planning
 R02 Planning
 R03 Planning
 R04 Planning
 R05 Planning
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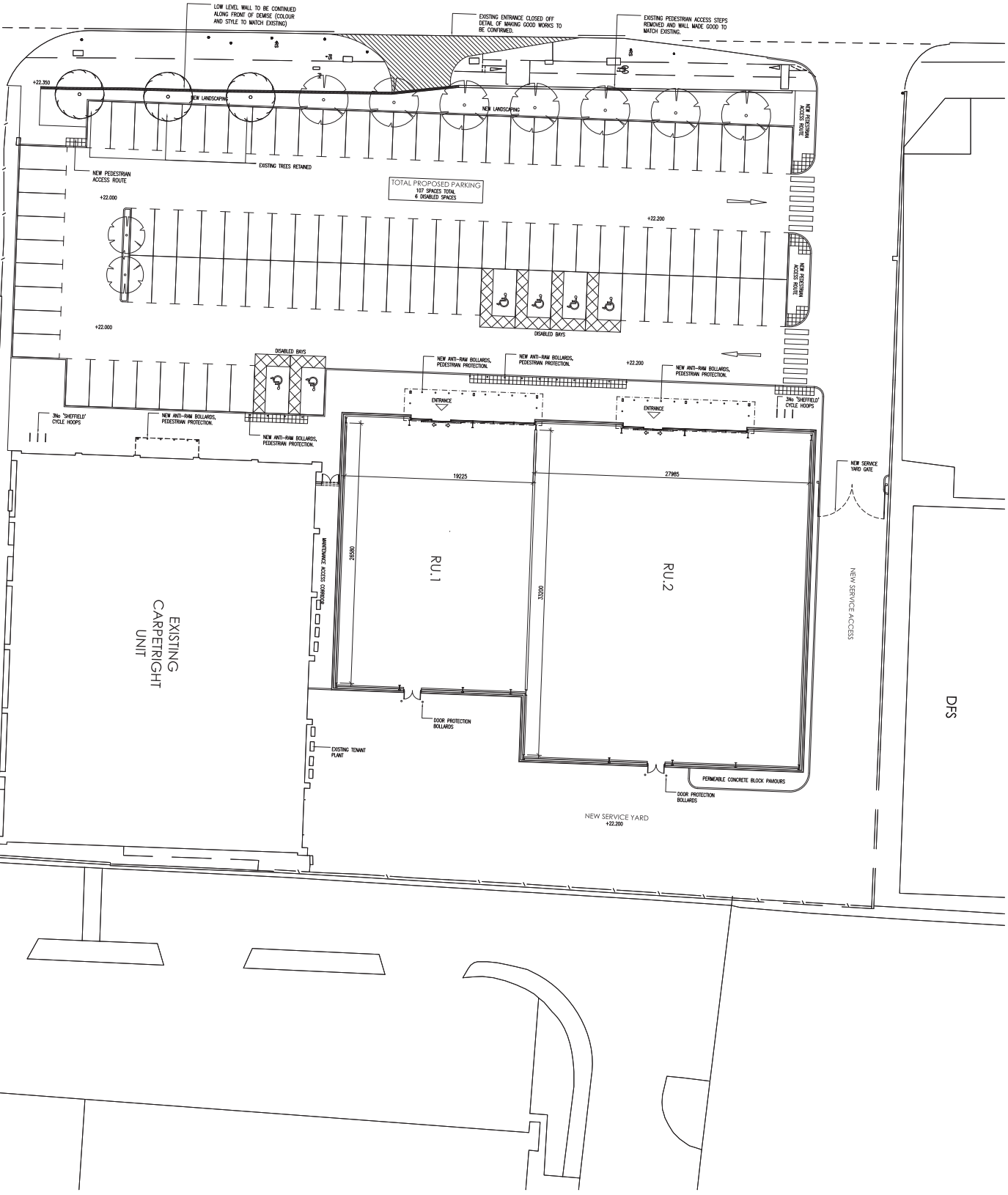
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(A10) GREAT CAMBRIDGE ROAD

(A10) GREAT CAMBRIDGE ROAD

SCALE 1:200
0m 5m 10m 15m 20m



DFS

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Project: GREAT CAMBRIDGE ROAD EMPLED

Client: SCOTTISH WINDOWS INVESTMENT PARTNERSHIP

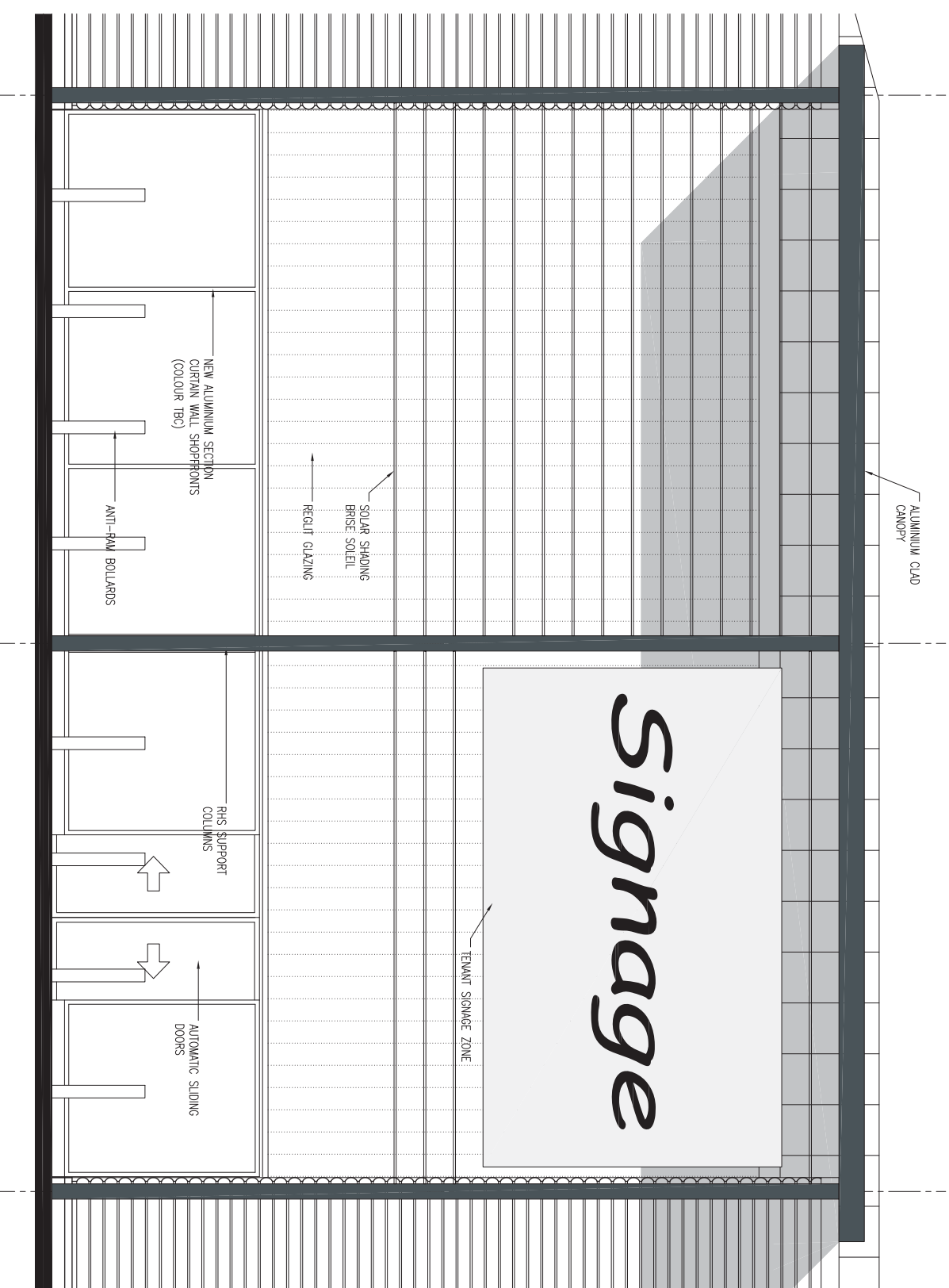
Project: GREAT CAMBRIDGE ROAD EMPLED

External Works Plan AS PROPOSED

Urban Edge Architecture Limited
22/07/19
Date: 22/07/19
Scale: 1:200
Drawing: EM

1165 URB CB [08] 00 06 P00

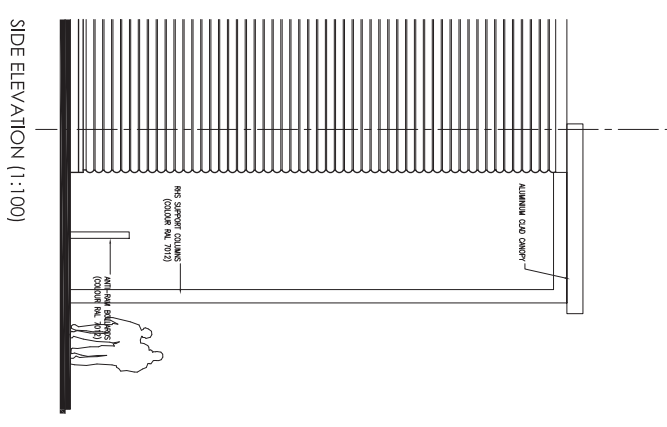
PLANNING



FRONT ELEVATION (1:50)



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SIDE ELEVATION (1:100)

P00	Planning Issue	22.09.09
Revision	Description	Date

URBANEDGE
 ARCHITECTURE / MASTERPLANNING / DESIGN

Client
SCOTTISH WIDOWS INVESTMENT PARTNERSHIP
 Project
GREAT CAMBRIDGE ROAD ENFIELD

Drawing
PROPOSED ENTRANCE FEATURE DETAILS

Scale	VARIABLE AS	Drawn	DH
Date	SEP 09	Revision	
Project No. Drawing No.	1165 URB CG [08] 90 01	Revision	P00

PLANNING