

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Sean Newton

Ward:
Southbury

Ref: 14/04999/FUL

Category: Full Application

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

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

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

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

RECOMMENDATION:

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

Note for Members:

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



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Scale 1:1250

North



1 Site and Surroundings

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

2 Proposal

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

3 Planning History

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

4 Consultations

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

English Heritage (GLAAS)

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

Environment Agency

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

Transport for London

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

4.2 **Public response**

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

5 **Relevant Policy**

5.1 The London Plan

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

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

5.2 Local Plan

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

5.3 Development Management Document

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

5.4 Other Relevant Considerations

6 Analysis

6.1 Principle

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

6.2 Impact on Character of Area

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

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

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

6.3 Impact on Amenity

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

6.4 Highway Safety

Access

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

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

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

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

Parking

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

Cycle Parking

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

6.5 Sustainability

Energy

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

Site Waste Management

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

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

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

Biodiversity / Ecology

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

Drainage

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

6.6 Mayoral Community Infrastructure Levy (CIL)

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

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

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

7 Conclusion

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

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

8 Recommendation

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

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

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

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

Reason: In the interests of visual amenity

5. NSC1 Details of Levels

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

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

6. NSC2 Details of Refuse Storage
The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

14. NSC8

Living Walls

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

- (a) Locations for planting of “living walls”;
- (b) Type and density of native wildlife friendly plantings;

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

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

15. NSC9

Biodiverse Roof

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

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

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

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

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

16. C19
17. C30

Details of Refuse Storage
Restriction of Open Storage

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

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

18. C41

Details of External Lighting

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

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

The approved lighting plan shall thereafter be implemented as agreed.

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

19. NSC10

Energy 1

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

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

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

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

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

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

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

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

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

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

23. NSC14

SuDS 2

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

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

24. NSC15

Construction Waste Management Plan

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

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

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

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

25. NSC16 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- a. details of construction access and associated traffic management to the site;
- b. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- c. arrangements for the parking of contractors vehicles;
- d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- e. arrangements for the storage of materials;
- f. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- g. size and siting of any ancillary buildings.

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

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

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

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

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

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

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

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

Reason: In the interest of promoting sustainable travel.

GENERAL NOTES

THE SCHEME IS SUBJECT TO TOWN PLANNING AND BUILDING REGULATIONS. ALL DIMENSIONS AND LEVELS SHOWN ON THESE PLANS ARE TO BE TAKEN AS INDICATED UNLESS OTHERWISE STATED. ALL DIMENSIONS ARE TO BE CHECKED ON SITE, DO NOT ASSUME.

THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANT AND/OR SPECIALIST REPORTS AND SPECIFICATIONS. ANY VARIATIONS ARE TO BE NOTIFIED TO THE ARCHITECT BEFORE COMMENCEMENT OF WORK.

THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND ANY STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING AND SANITARY SERVICES ARE SUBJECT TO ALL RELEVANT REGULATIONS AND STANDARDS. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AND ANY STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING AND SANITARY SERVICES ARE SUBJECT TO ALL RELEVANT REGULATIONS AND STANDARDS.

FEASIBILITY

REV.	DATE	AMENDMENTS
A.	14/07/14	Client request plan change
B.	20/07/14	Client request plan change
C.	21/07/14	Client request made for Day

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jha
architecture + interior design

1404-997 FULL
1404-997 FULL

Stephen James Icon Site
A10, ENFIELD

PROPOSED
NEW STAND ALONE MINI PLANS & SITE LAYOUT

SCALE
1:10000 B A1

DRAWN BY
JVA

CHECKED BY
JVA

DRAWING NO.
JVIN X73-FE-002

REV
C



