

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 9 February 2016

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

Andy Higham
Andy Bates
Ms Claire Williams

Ward:

Ponders End

Ref: 15/03316/FUL

Category: Full Application

LOCATION: The Former Green Dragon Pub, 889 Green Lanes, London, N21 2QP

PROPOSAL: Redevelopment of site to provide 7 x 3-bed, 3-storey town houses with sun terraces to front and rear and off street parking at front, part single, part 2-storey rear and single storey side extension to extend a retail unit (A1) at ground floor with ancillary storage and staff facilities at first floor and 2 x 2-bed self contained flats at second floor, external staircase, vehicular accesses to Vicars Moor lane, car park at rear and associated plant and landscaping.

Applicant Name & Address:

Greenlanes Investments LLP

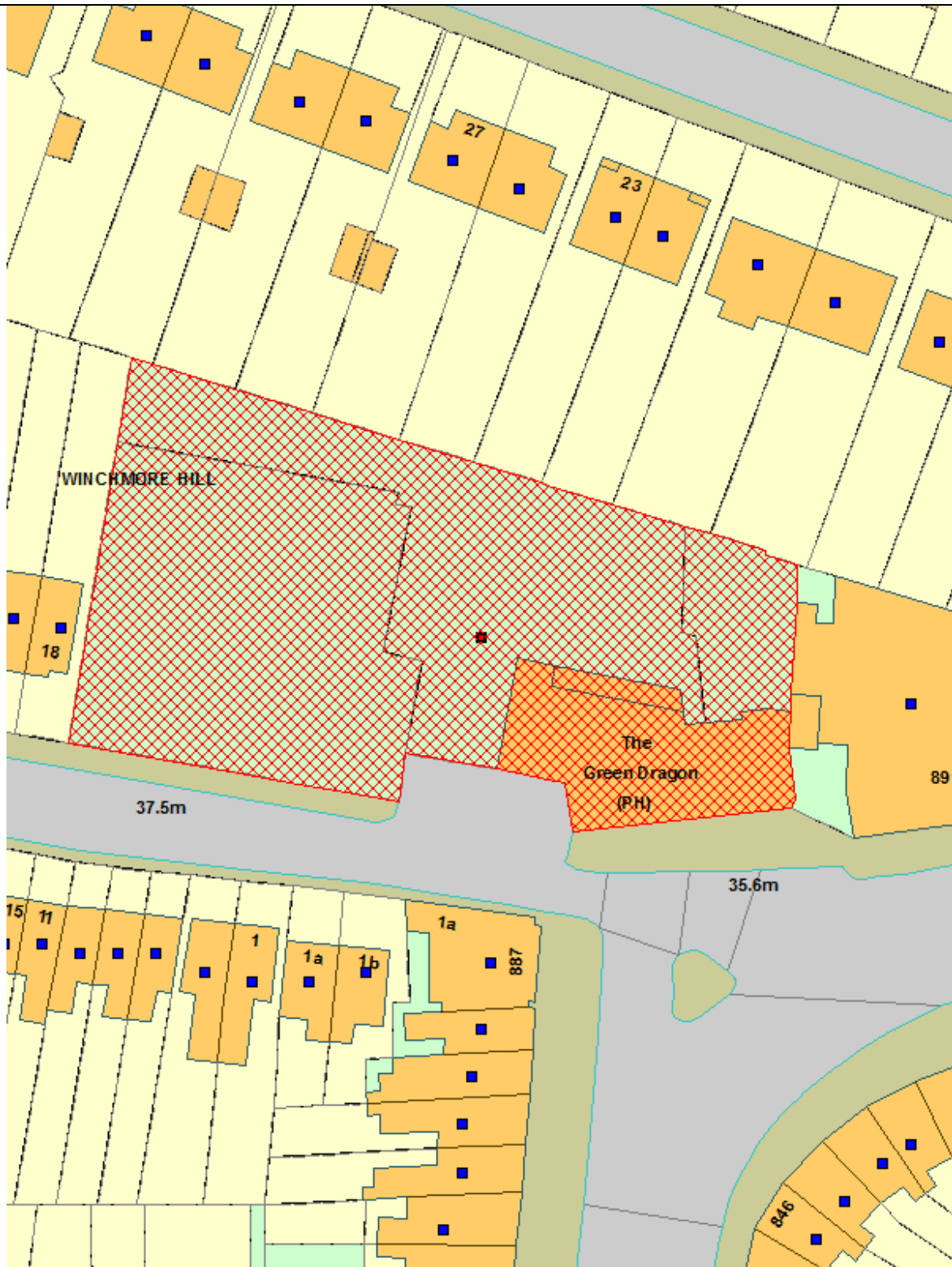
Agent Name & Address:

Mr Simon Zargar
DP9 Ltd
100 Pall Mall
London
London
SW1Y 5NQ
United Kingdom

RECOMMENDATION:

That planning permission be **approved** subject to conditions and the completion of a S106 Agreement.

Ref: 15/03316/FUL LOCATION: The Green Dragon, 889 Green Lanes, London, N21 2QP



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The application site is located on the junction with Vicars Moor Lane and Green Lanes within the Winchmore Hill (Green Dragon) Large Local Centre. Vicars Moor Lane is a residential street comprising blocks of flats and residential dwellings of varying designs, tenures and sizes. In the immediate vicinity Green Lanes comprises predominately two and three storey buildings with commercial uses at the ground floor level and residential above. The site is bounded by residential dwellings to the north, south and west. To the east there is a two storey building accommodating the Winchmore Hill Autocentre and to the south (on the opposite side of Green Lanes) are commercial and residential units.
- 1.2 The site includes a three storey building accommodating the former Green Dragon pub which is now occupied by a retail unit at ground floor level and residential above. The building is not designated as a Listed or Locally Important Building, however as confirmed by the Conservation Officer the building is worthy of being put on a local list and acts as a focal point within the street. The building has a mock Tudor manor house design and has been extended and altered over the years.
- 1.3 To the west of the site is a car park.
- 1.4 There is a slope in the road from west to east so that the three storey building is set at a slightly lower ground level than the car park. The site is in an open and prominent location and has a number of trees that are not protected by a Tree Preservation Order.
- 1.5 The application site is not located within a Conservation Area.

2.0 Proposal

- 2.1 The application seeks full planning permission for the redevelopment of the site to provide 7 x 3-bed, 3-storey town houses with sun terraces to front and rear and off street parking at front, part single storey part 2-storey rear and single storey side extension to extend a retail unit (A1) at ground floor with ancillary storage and staff facilities at first floor and 2 x 2-bed self contained flats at second floor and an external staircase, vehicular accesses to Vicars Moor lane, car park at rear and associated plant and landscaping.
- 2.2 The new row of three storey terrace dwellings would have an overall width of approximately 35 metres and measure 11 metres in depth. Each unit would comprise a mono pitched roof, a second floor level set back from the main front building line and a front parapet wall and railings at first floor level. The dwellings would measure 5 metres in width, a maximum height of 9.6 metres and an eaves height of 8.4 metres. The dwellings would be set back from the front boundary by approximately 6 metres. The front garden would accommodate one parking space and a refuse/ recycling store. The rear garden would measure 6 – 7.8 metres in depth and accommodate a cycle store.
- 2.3 The existing extensions to the north and west of the building would be demolished to accommodate a new rear extension to serve a Waitrose at ground floor level and retail storage and staff facilities and a plant area at first floor level. The ground floor level would provide a total retail space of 600sqm

and the first floor level would accommodate a gross floor area of 288sqm. The second floor level would accommodate two self-contained flats.

- 2.4 The ground floor element would extend up to the rear boundary to measure a maximum depth of approximately 19.5 metres. The first floor level would be staggered in depth and height. It would extend to the rear by a maximum depth of 11 metres and would be set away from the rear boundary by a minimum of approximately 7.5 metres. The part single part two storey rear extension would comprise flat roof forms. The ground floor extension would comprise a green roof and the roof of the first floor extension would provide a terrace for the residential flats at second floor level.
- 2.5 The side extension would be sited to the east and accommodate stairs that would provide access to the retail unit and the new flats. The extension would be built up to the side boundaries for a height of approximately 4 metres and a brick/ aluminium wall is proposed to the front of the extension which would have a height of approximately 8 metres from the ground level.
- 2.6 Two small dormers are proposed within the rear roofslope of the main building.
- 2.7 The façade including the windows and doors of the existing building would be retained, however the main entrance to the retail unit would be sited along the western elevation of the building. A door within the south east corner of the building is proposed to be used by people who wish to use the seating area. A 3 metre high canopy is proposed along the western elevation of the retail unit.
- 2.8 The dwellinghouses would be finished in orange brick and orange hung clay tiles at second floor level. The retail extension would consist of terracotta bricks laid in stack bond at ground floor level, aluminium panels and terracotta walls.
- 2.9 The proposed works to original features are to replace only when broken beyond repair, this approach would apply to all original features. The existing white paint applied to the first and second floor would be removed by cleaning the brick with a non-damaging method to the brick surface. Any damaged bricks would be replaced to match existing dimensions, colour, texture and appearance. Existing timber windows would be fully overhauled and redecorated. Timber features such as the decorative roof level timbers and roof fascia boards would be redecorated.
- 2.10 The existing steps and ramp would be removed and an external seating area with a frameless glass balustrade with orange brick would be introduced along the front of the building. It would have a depth of 1.7 metres. The external seating area would be a facility for Waitrose customers to consume food or drink purchased in store and not an independent/ full service café.
- 2.11 Retail parking would be sited to the east of the new townhouses and along the northern boundary in an area wrapping around the back of the houses. A total of 25 parking spaces are proposed. Cycle stands would be sited to the rear and west of the retail unit. A retail loading bay is proposed to be provided to the front of the existing building.

3.0 Relevant Planning History

- 3.1 TP/92/0503 - Construction of extension to existing car park – Approved 27/07/1992
- 3.2 TP/99/0770 - Part single storey, part 2-storey, part first floor side and rear extension and front entrance porch – Approved 15/06/1999

4.0 Consultations

4.1 Statutory and Non-Statutory Consultees

Urban Design Officer

- 4.1.1 No objection in principle to the proposed development but raised a number of points and suggested improvements to the scheme such as the positioning of the cycle store, re-siting the front entrance of the retail unit to the front of the existing building and a more pedestrian and cycle friendly environment.

Traffic and Transportation

- 4.1.2 No objection subject to obligations for the modification of loading arrangements and possible dedication of land if Cycle Enfield scheme proceeds, as well as funding to enable the Winchmore Hill CPZ to be reviewed in the event that off-site pressures for parking are increased. Conditions relating to a Car Park Management Plan (to ensure that the car park is available for shoppers so as to benefit the wider Centre), a Delivery and Servicing Plan and a Construction Traffic Management Plan are also required.

Housing

- 4.1.3 Made the following comments:
- 4.1.4 'As this development comprises less than 10 units and as a result of which there is no requirement to provide affordable housing on-site, the Council will seek to receive a financial contribution to deliver off-site affordable housing, based on a borough-wide target of 20%'.

Thames Water

- 4.1.13 No objection but informative suggested.

Tree Officer

- 4.1.14 No objection in principle to the proposed development subject to appropriate tree protection conditions. However additional planting has been suggested.

Environmental Health

4.1.15 The noise assessment is acceptable and the mitigation proposed must be installed as per the report. The contamination report states that an intrusive site investigation is required so a condition for contamination is required to ensure this is fulfilled.

SuDS Officer

4.1.16 Detailed sustainable drainage plan required.

4.2 Public response

4.2.1 Letters were sent to 238 adjoining and nearby residents. 28 letters of support and a petition with 50 signatories in support of the development were received along with 32 objections that can be summarised as follows:

- Overdevelopment of the plot
- Inadequate access and parking provision
- Increase in traffic, congestion and pollution
- Increased traffic with large delivery vans for the proposed supermarket which would impact on vicars moor lane, which is a narrow road, making traffic an issue during peak commuting times and damage the road
- Parking will be compromised, among others by virtue of the fact that the Super Cycle Highway "Mini Holland" runs adjacent to the property.
- Noise nuisance from the frequency of deliveries and sizes of the vans
- Result in more danger to cyclists
- Loss of amenity to neighbouring dwellings
- The external seating area suggests café facilities which would have a detrimental effect on small local coffee shops.
- Proposed raised external seating area to the front of the existing building would detrimentally affect the appearance the building.
- Out of keeping with character of area
- Existing car park provides a break in buildings, proposal would result in the loss of this break
- The extensions to the building and the modern constructions are out of keeping with the character of the building and the surrounding area.
- There will also be a loss of trees which previously provided a green backdrop to the pub and neighbouring properties.
- There will be a loss of light for those living directly opposite the development.
- Impact on the value of property
- Pub is a local landmark proposal – keen to remain as a pub and proposals not sympathetic
- Impact on outlook
- Driveways would impact on surface water run off
- Several supermarkets within walking distance and the new supermarket would negatively impact on the smaller independent shops
- No affordable housing

- Height of the rear extension - proposal appears higher than current site and will overlook into gardens and is out of keeping with the character of the original building
- Width of the rear extension - proposal appears to build more along the full width of the original building than current rear extension. In particular concern is to the side of the property up to the east elevation which is in view from a rear garden and currently not built up. The proposed rear extension will overdevelop the site from the back and will disrupt the character of the original building.
- The shared pedestrian/lorry bay will block pedestrian access when in use, and the loading and unloading of lorries will cause noise affecting residential properties in Vicars Moor Lane.
- Proposals would impact on noise and air pollution, coupled with a reduction in road safety, particularly for children walking to and from the school.
- Security risk and uncontrolled 24 hour access to the rear of gardens.
- The noise and pollution from continuous car parking will disturb neighbours and pollute gardens.
- Concerns regarding the hours of operation of a retail unit.
- There are large trees as canopy /screen in residential gardens along the back fence to the pub site and there is genuine concern at what the excavation for the large extension to rear fence will do to the trees stability.
- Loss of privacy from rear terraces – first and second floor proposal

4.2.2 Winchmore Hill Residents Association: Regret the loss of the pub but the scheme would provide additional housing. The developers must be made aware of the Cycle Enfield proposals and the associated traffic management.

5.0 Relevant Policy

5.1 London Plan

- Policy 2.15 – Town Centres
- Policy 3.3 – Increasing housing supply
- Policy 3.4 – Optimising housing potential
- Policy 3.5 – Quality and design of housing development
- Policy 3.8 – Housing choice
- Policy 3.10 – Definition of affordable housing
- Policy 3.11 – Affordable housing targets
- Policy 3.12 – Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 – Affordable housing thresholds
- Policy 4.7 – Retail and Town Centre Development
- Policy 4.8 – Supporting a successful and diverse retail sector and related facilities and services
- Policy 5.1 - Climate change mitigation
- Policy 5.2 - Minimising carbon dioxide emissions
- Policy 5.3 - Sustainable design and construction
- Policy 5.7 - Renewable energy
- Policy 5.9 – Overheating and cooling
- Policy 5.10 – Urban greening

Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 - Sustainable drainage
Policy 5.14 - Water quality and wastewater infrastructure
Policy 5.15 - Water use and supplies
Policy 5.16 - Waste self sufficiency
Policy 6.3 – Assessing effects of development on transport capacity
Policy 6.9 – Cycling
Policy 6.10 - Walking
Policy 6.13 - Parking
Policy 7.1 - Building London’s neighbours and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 - Local character
Policy 7.6 – Architecture
Policy 8.2 – Planning obligations
Policy 8.3 – Community infrastructure levy

5.2 Core Strategy (adopted October 2010)

CP2 Housing Supply and Locations for New Homes
CP3 Affordable Housing
CP4 Housing Quality
CP5 Housing Types
CP13 – Promoting Economic Prosperity
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
CP30 - Maintaining and Improving the Quality of the Built and Open Environment
CP31 – Built and Landscape Heritage
CP32 – Pollution
CP36 - Biodiversity
CP40 – North East Enfield
CP41 – Ponders End
CP46 - Infrastructure Contributions

5.3 Development Management Document (adopted November 2014)

DMD2 - Affordable Housing for Developments of less than 10 units
DMD3 - Providing a Mix of Different Sized Homes
DMD6 - Residential Character
DMD7 - Development of Garden Land
DMD8 - General Standards for New Residential Development
DMD9 - Amenity Space
DMD10 – Distancing
DMD25 – Locations for new Retail, Leisure and Office Development
DMD28 – Large Local Centres, Small Local Centres and Local Parades
DMD30 – Floorspace above Commercial Premises

DMD37 - Achieving High Quality and Design-Led Development
 DMD44 – Preserving and Enhancing Heritage Assets
 DMD45 - Parking Standards and Layout
 DMD47 – New roads, access and servicing
 DMD48 – Transport Assessments
 DMD49 - Sustainable Design and Construction Statements
 DMD50 – Environmental assessment methods
 DMD51 – Energy efficiency standards
 DMD53 – Low and zero carbon technology
 DMD55 – Use of roof space/ vertical surfaces
 DMD56 – Heating and cooling
 DMD57 -Responsible Sourcing Of Materials, Waste Minimisation And Green Procurement
 DMD58 - Water Efficiency
 DMD59 – Avoiding and Reducing Flood Risk
 DMD61 – Managing surface water
 DMD64 – Pollution Control and Assessment
 DMD66 – Land Contamination and Instability
 DMD68 – Noise
 DMD79 – Ecological enhancements
 DMD80 – Trees and landscaping
 DMD81 - Landscaping

5.4 Other Material Considerations

National Planning Policy Framework
 National Planning Practice Guidance
 Enfield Mini Holland Bid Document, Dec 2013
 Town Centre Uses and Boundaries Review, 2013
 London Plan Housing SPG
 Housing SPG
 Affordable Housing SPG
 Enfield Market Housing Assessment
 Section 106 SPD

6.0 Analysis

Principle of Development:

Loss of the Public House

- 6.1 It is noted that many objections received related to the loss of the former Green Dragon public house. It is important to note that the pub ceased trading on January 2015 and through permitted development it is permissible for a change of use from use Class A4 (public house) to use Class A1 (retail) to occur without planning permission. The Big Discount Shop began trading on the site from March 2015.

Residential

- 6.2 Policy 3.4 of the London Plan promotes the optimisation of housing output within different types of location. Policy 3.8 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of

the various different groups who require different types of housing. The proposal would be compatible with these policies, and Core Policy 2 of the Core Strategy, insofar as it would maintain and add to the Borough's housing stock.

- 6.3 In terms of housing need, the Council's Core Strategy and Development Management Document seeks to ensure new developments offer a range of housing sizes to meet housing need. The Core Strategy policy is based on evidence from the research undertaken by Ecotec. The findings of Ecotec's research, Enfield Strategic Housing Market Assessment (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (i.e. 3+ bedrooms).
- 6.4 The proposed development would accommodate predominately 3 bedroom dwellings which would serve an identified need for 3+bedroom family dwellings in the borough. However in the determination of applications for provision of new dwellings and flats, the Council has a number of standards that must be met for the development to be considered acceptable. These comprise a minimum floor area of the proposed unit, proposed layout, car parking provision and amenity space provision. Regard must also be given to the relevant policies within the Enfield Local Plan that seek to, in particular, protect the residential amenities of the neighbouring and future occupiers, is in keeping and character, and has appropriate regard to highway issues. These issues must be balanced with the requirement for new housing within the Borough, as set out above.

Retail

- 6.5 Even though the change is permitted development for the avoidance of doubt Policy 2.15 of the London Plan requires development proposals in town centres to sustain and enhance the vitality and viability of the centre and accommodate economic and/ or housing growth through intensification and selective expansion in appropriate locations.
- 6.6 Policy CP17 of the Core Strategy and Policy DMD25 of the Development Management Document seeks to promote the vitality and viability of town centres recognising that town centres are at the heart of communities.
- 6.7 The proposed development would be in accordance with these policies because the proposed retail and residential development would be located in a designated large local centre. However in determining town centre developments, development must accord with the criteria set out in Policy DMD25 which is detailed below. These issues will be explored in the report.

'Development will be permitted provided that all of the following criteria are met:

- a) The proposed use supports town centre vitality and viability;*
- b) The design and siting of the development promotes visual continuity with the surrounding built environment;*
- c) The proposed use does not harm the character, appearance and amenity of the area;*
- d) The residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy;*

- e) *The proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area;*
- f) *The scale of parking is proportionate to the size of the development; and*
- g) *An active frontage is achieved at the ground floor’.*

Design and Impact on Street Scene

- 6.8 The London Plan policy 7.6B states that all development proposals should be of the highest architectural quality which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation.
- 6.9 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character; and also Policy DMD37 which sets out a criteria for achieving high quality and design led development.

Residential

- 6.10 In terms of residential development, Policy DMD8 seeks to ensure that development is high quality, sustainable, has regard for and enhances local character.
- 6.11 The siting of the new residential development on the existing car park would be a natural progression to the existing residential development along the northern side of Vicars Moors Lane. The front and rear building lines of the new terrace building would be similar to the existing buildings sited to the west of the site. The ridgeline of the building closest to the western boundary would be set below No.18 Vicars Moor Lane and would continue with a staggered reduction in height to follow the slope in the road.
- 6.12 The dwellings with mono pitched roofs have been designed so that at second floor level they would be set back from the front building line. The two storey parapets that are proposed along the front elevation have been designed to relate to the two storey Victorian terraces that are sited on the opposite side of the road of the application site. Although these features are not common features along the road they are considered to be acceptable in their own right and it is not considered that the proposed dwellings would result in any significant harm to the visual amenity within the street scene to warrant refusal of the application. In fact it is considered that the new dwellings would provide visual interest and variety within the street scene to the beginning of this end of Vicars Moor Lane.

Extension

- 6.13 The proposal seeks to extend the building up to the rear boundary at ground floor level by a maximum of 19.5 metres which would create a building with a large building footprint. However the extension is to accommodate a retail unit which needs to be of a certain size to be viable. The extension would not be

built up to the rear boundary for its entire rear elevation. The rear elevation would be broken up, the extensions would comprise flat roofs and different materials would be used to break up the bulk and massing of the proposed development. The first floor element would also comprise staggered depths and heights and would be set away from the rear boundary by a minimum of 7.5 metres.

- 6.14 The new side extension and walls to be located to the east of the subject building would be built in materials that would be sympathetic and in keeping with the existing building, and with a set back from the front building line of at least 10 metres it is considered that the walls and extension would not appear significantly dominant and obtrusive within the street scene to result in any undue harm.
- 6.15 Two new dormers are proposed within the rear roofslope of the building. They would be set down from the ridge, in from the sides and would be positioned proportionally within the roofslope and are therefore considered acceptable.
- 6.16 The existing steps and ramp at the front of the building would be removed and an external seating area introduced which would consist of brick and frameless glass to help mitigate the existing difference in levels between the internal floor level of the building and the footpath. It is considered that the use of lightweight materials would ensure that the seating area would not appear dominant within the street. However further details on the materials to be used would need to be submitted via condition.
- 6.17 The Conservation Officer has stated that the building is worthy of being put on a local list and acts as a focal point within the street. The front façade of the building is to be retained, existing unsympathetic extensions removed, the proposed extension to the building would be sited to the rear and appropriate external materials would be used which would help ensure that the character and appearance of the building is reserved.
- 6.18 It is noted that the Design and Access Statement sets out that the proposed works to original features are to replace only when broken beyond repair, this is applicable to all original features. The windows are key features of the building and there are concerns that the siting of shelving next to windows would result in clutter thus impacting on the special architectural importance of the building. Consequently a condition would be attached to any permission for details of the layout of the unit to be submitted and approved by the LPA.
- 6.19 The main public access into the retail unit is proposed via a new entrance on the west elevation of the building rather than the front of the building. Although it would be ideal for the entrance to be located to the front of the building to create an active frontage, the agent has set out in a supporting statement that locating the main entrance to the west of the retail unit is best suited to service all customers via car, bicycle or pedestrian access and would minimise conflict between shoppers pushing trolleys to cars and pedestrians outside the front of the store. Furthermore it would not be practical for the existing front central doors to be the used as the main entrance without fundamentally altering the buildings front façade and streetscape. These changes would represent a significant physical intervention into the architecture of the building that would materially alter the appearance of the elevation and would not be acceptable. An external seating area is proposed along the front of the building which would be a facility for Waitrose customers to consume food or drink purchased in

store and not an independent/ full service café. The facility would be an ancillary element to the unit which would help to create an active frontage.

Quality of Accommodation

Internal Layout

- 6.20 The provision of good quality housing is a key aspect of the Council's housing policy. One of the Council's strategic objectives set out in the adopted Core Strategy is to provide new homes that are of exemplary space and design standards to meet the aspirations of local people. Policy CP4 states that high quality design and sustainability will be required for all new homes. Policy DMD8 requires developments to provide a well-designed, flexible and functional layout, with adequately sized rooms in accordance with the London Housing Design Guide.
- 6.21 On 27th March 2015 a written ministerial statement (WMS) was published outlining the government's policy position in relation to the Housing Standards Review. The statement indicated that as of the 1 of October 2015 existing Local Plans, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.
- 6.22 DMD5 and DMD8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. In accordance with the provisions of the WMS, the presence of these Policies within the adopted Local Plan is such that the new Technical Housing Standards – Nationally Described Space Standard would apply to all residential developments within the Borough. It is noted that the London Plan is currently subject to Examination, with Proposed Alterations currently being considered which seek to reflect the Nationally Described Space Standards.
- 6.23 Notwithstanding the fact that the existing Development Plan Policies broadly align with the new technical standards and in acknowledgement of London Plan review process, the LPA has sought Counsel Advice in relation to the status of adopted Local Plan Policy.
- 6.24 The changes announced as part of the WMS are a material planning consideration in the determination of applications. However, the change to national policy is only one of a number of material planning considerations that must be taken into account in the determination of any particular application or appeal.
- 6.25 Accordingly, when determining such applications the Council must have regard to and apply the provisions of the Local Plan including Policies DMD5, DMD8 and 3.5 which requires that all new residential development attain a minimum internal floor area across all schemes and remain a material consideration.
- 6.26 Table 1 sets out the GIA of the proposed new units. From submitted plans, all of the units meet and exceed the relevant minimum space standards and are therefore considered acceptable. The quality of the accommodation is also considered acceptable and in accordance with policy requirements.

Unit	Proposed GIA	London Plan (sq.m)	National Space Standards (sqm)
7 x (3-bed 5 person houses)	120sqm	102sqm	99sqm
2 x (2-bed 3 person flats)	73 / 74sqm	61sqm	61sqm

Table 1: Proposed Gross Internal Area for the development

Amenity Space

- 6.27 Policy DMD8 states that development will only be permitted if all of the criteria set out in Policy DMD9 is provided which includes providing a high quality amenity space within developments in line with Policy DMD9.
- 6.28 Policy DMD9 (amenity space standards) sets out that a three bedroom dwelling house for 5 persons is required to provide a minimum private amenity space of 29 square metres and a 2 bedroom flat for 3 persons is required to provide a minimum private amenity space of 7 square metres.
- 6.29 The residential dwellings would each have a rear garden measuring a minimum of approximately 30sqm and would also have rear 2.5sqm terraces at first floor level and front 7.6sqm terraces at second floor level. The proposed residential dwellings would be in accordance with the minimum amenity space requirements.
- 6.30 The residential flats would be served by a terrace measuring approximately 50sqm. Although individual amenity space is not proposed for each flat, given the nature of the proposal i.e. residential development above a retail unit, the number of units and the fact that a terrace would be provided for the flats to share, in this instance the proposed amenity space for the flats is considered acceptable.

Inclusive Access

- 6.31 The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion. The supporting text at paragraph 4.112 emphasises that a truly inclusive society is one where everyone, regardless of disability, age or gender can participate equally. The London Plan, Policy CP4 and Policy DMD8 confirm that all new housing should be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing homes that are able to be adapted to meet changing needs.
- 6.32 As stated previously in this report the WMS new national technical standards are material in the assessment of the subject application. Building Regulations optional standard M4(2) is the equivalent of Lifetime Homes Standard and given the status of the Development Plan and in particular Policies 7.2, DMD5, DMD8 and CP4 the LPA would hold that this optional standard is applicable to all residential development within the Borough.

- 6.33 A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items.
- 6.34 The Planning, Design and Access Statement sets out that the units have been designed to meet the Lifetime Homes criteria ensuring that a sufficient amount of consideration has been given to ensure that the development is capable of adapting to the changing needs of its population over their lifetime. A condition would be attached to any planning permission to ensure the application complies with the M4(2) standard which is the equivalent of Lifetime Homes Standard.

Impact on Neighbours

- 6.35 Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 6.36 Any new development should not impact on the residential amenity of neighbouring residents in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

Residential

- 6.37 The new residential terrace building would not extend beyond the front and rear building lines of No.18 to a degree that would result in any significant loss of light to the habitable windows of this dwelling or a significant overbearing impact.
- 6.38 Recessed terraces are proposed to the rear of the new dwellings. Due to the design and siting of the terraces there would be no significant opportunity for overlooking to occur into the rear gardens of the residential dwellings located to the west of the site.
- 6.39 Policy DMD10 requires new development to maintain a 25 metre distance between 2 and 3 storey buildings to maintain a sense of privacy and avoid overshadowing. There is a distance of approximately 27 metres between the rear wall of the houses along Sherbrook Gardens and the rear boundary of the site. The dwellings/ flats would be set forward of the rear boundary line of the site by a minimum of approximately 20 metres, and therefore there would be a minimum overall distance of approximately 47 metres between the buildings. The proposed development would not result in any significant loss of privacy to the dwellings located to the north of the site and is therefore considered acceptable and in accordance with Policy DMD10. It is also important to note that there are existing trees within the curtilages of the residential dwellings along Sherbrook Gardens which would provide a degree of screening from the proposed development.
- 6.40 Car parking spaces are proposed to wrap around the western side and rear of the new houses which potentially could result in noise and disturbance for existing and future occupants. It is considered appropriate to attach a condition

to any grant of planning permission requiring details of a vehicular gate within the car park to be submitted and approved by the LPA to reduce the opportunity for people to park and gather in the car park outside of the operating hours of the retail unit.

- 6.41 It is important to acknowledge that the existing building has residential units at second floor level; however the proposal would introduce features such as a terrace at second floor level and new dormers. The proposed terrace would be screened by a wall and planting and would be set back from the rear boundary by at least 12 metres. With a distance of approximately 23 metres between the rear elevation of the houses along Sherbrook Gardens and the rear boundary of the site, it is considered that the distance between the proposed terrace and the houses along Sherbrook Gardens and the design of the terrace would ensure that the proposed development would not result in significant loss of privacy or unacceptable levels of overlooking into habitable rooms or rear gardens.
- 6.42 The two new dormers would be set down significantly from the roof ridge and would not be excessive in size. Due to the design of the extension the dormers would be partly screened by the terrace and its associated screening. In addition, there would be a significant distance between the new dormers and the dwellings to the north of the site. As a result, the proposed dormers would not result in any significant opportunity for overlooking to occur or loss of privacy.
- 6.43 The proposed plant equipment at first floor level would be well screened and the terrace would include planters/screening along the perimeter to prevent overlooking over the roof at lower level. Environmental Health concluded that the submitted noise assessment is acceptable and the mitigation proposed must be installed as per the report – a condition would be required to secure this to ensure that the proposed plant would not result in any demonstrable harm to the residential occupants of the flat in terms of noise.
- 6.44 No concerns are raised with the proposed stacking arrangement of the flats as rooms of compatible uses are stacked beside each other.

Extensions

- 6.45 Policy DMD10 requires new development to maintain a 22 metre distance between 2 storey buildings to maintain a sense of privacy and to avoid overshadowing. There would be a minimum distance of approximately 23 metres between the proposed two storey extension and the two storey houses located on Sherbrook Gardens which would be in accordance with policy requirements.
- 6.46 Although the proposed extension to the existing building on the site would be built partly up to the rear boundary this would be at ground floor level only. The ground floor extension would measure a maximum height of 4 metres which is not considered excessive given the overall length of residential gardens to the rear and would comprise a flat roof which would reduce the bulk of the scheme. The first floor rear extension would also comprise a flat roof. No windows are proposed to the rear elevation and the terrace is proposed to be screened with plants. Due to these design features and the distance between the rear boundary and the dwellings along Sherbrook Gardens of a minimum of approximately 23 metres, it is considered that the proposed development would

not result in any demonstrable harm to the residential amenity of the residents to the north of the site and is therefore considered acceptable.

- 6.47 It is not considered that the proposed extension to the existing building would result in any material harm to the residential amenity of the future occupants of the new residential dwellings due to the 17 metre distance between the new residential development and the proposed extension.

Transportation, Access and Parking

- 6.48 The London Plan, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 6.49 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 6.50 The Parking Addendum to The London Plan sets out maximum parking standards for new development dependent upon their use and level of public transport accessibility. The site has a PTAL rating of 3. The London Plan recommends a maximum residential car parking standard of less than 1 parking space for a 1 - 2 bed unit, and 1 - 1.5 spaces for a 3 bed unit. In terms of retail parking the London Plan recommends 30 – 20 parking spaces for a food store of up to 2,500sqm.
- 6.51 The proposed dwellings would each have one car parking space whilst no parking is allocated to the 2 bed flats. Given the nature of the proposal, the number of bedrooms proposed and the location of the site the number of parking spaces proposed for the residential units is considered acceptable.
- 6.52 With the removal of two retail parking spaces the proposal still falls at the higher end of the London Plan standards. As the car park would also serve the wider community when residents visit the large local centre, the proposed number of parking spaces is considered on balance acceptable. The applicants have indicated that they feel that the number of spaces provided is needed in order to meet the likely shopping demands placed on the shop, there are still concerns that the proposal could lead to some overspill parking in the surrounding streets to the detriment of people living nearby, as well as conditions of highway safety. Winchmore Hill CPZ includes Vicars Moor Lane and currently provides some protection for existing residents between 10:30 - 11:30am. However, outside these times, it would be possible for some shoppers to park on-street in Vicars Moor Lane and T&T have stated that funding from the applicant is necessary in order to enable further parking surveys to be undertaken in the future and that if problems are identified, then formal consultation on possible amendments to the CPZ will need to take place in the interests of highway conditions near to the site. Transportation Officers have confirmed that without this they would raise objections to the current proposals.

- 6.53 The general number of cycle parking spaces for the residential and retail development is considered acceptable and the cycle stores have been repositioned to ensure there is no obstruction to pedestrian access.
- 6.54 Policy DMD46 states that vehicle crossovers and dropped kerbs that allow for off-street parking and access onto roads will only be permitted where it meets a certain criteria. T&T initially raised concerns with the proposed vehicle crossovers as it was considered that they would lead to the loss of publicly available kerbside parking space and encourage higher car ownership on a site located close to local amenities and services along Green Lanes. Options for relocating parking to the rear of the houses were discussed, however given the impact on neighbouring amenity, changes to the building line and security concerns, this option was not considered feasible. Furthermore the new residential dwellings would accommodate three bedroom family homes and therefore the occupants are likely to own at least one car. In addition there are already several existing crossovers in the immediate vicinity of the application site. On balance and in this instance the proposed crossovers would not result in any material adverse effect on traffic flow and road safety, lead to increased pressures on on-street parking or affect the character of the area to warrant refusal of the application.
- 6.55 Policy DMD47 of the DMD states that new development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic. New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must also achieve a safe, convenient and fully accessible environment for pedestrians and cyclists.
- 6.56 In terms of deliveries it is proposed that the delivery vehicles will approach the loading bay from Vicars Moor Lane which is not considered ideal. However, the alternative scenario where HGVs access the site from Green Lanes by turning left and/or right into Vicars Moor Lane has been assessed and it was concluded that a 14.4m delivery vehicle could not practically turn utilising the car park entrance. Furthermore matters relating to the impact on pedestrians whilst a delivery is unloading and the manoeuvring that may occur on the highway if vehicles approach the loading bay via Green Lanes are also issues for consideration. It is, therefore, proposed that a Delivery and Servicing Plan that controls the use, timing and routing of delivery vehicles to and from the site be secured through condition.
- 6.57 In terms of loading, it is acknowledged that the existing retail unit (and any subsequent occupiers) do benefit from an existing lawful loading bay at the front of the building, which can be operated without the need for planning permission. The proposed loading bay would be marked out through differential hard landscaping, with signage and visual clutter kept to a minimum. The submitted information states that the frequency and the number of deliveries would ensure that pedestrians would not need to step out into the carriageway when vehicles are parked in the bay.
- 6.58 The application would actually improve the current situation by creating a paved area in front of the retail unit. Officers do have to be mindful of the ongoing Cycle Enfield proposals and to make sure that all developments that are considered do take account of those Cycle Enfield iterations if they do come forward in the future. Here the Traffic and Transportation team have suggested

rotating the loading bay to tie in better with the new kerb-line, but given the current land boundaries this would result in the loading bay being partly on private land and partly on the highway. This could be addressed by the affected land being dedicated as highway so that the bay is entirely on the highway and its use controlled by Traffic Management Order. A S106 agreement is therefore necessary to ensure the best design solution can be implemented if the Cycle Enfield scheme comes forward.

- 6.59 Due to the likely increase in the number of pedestrians and cyclists to and around the site due to Cycle Enfield and also adopted planning policy requirements, the scheme needs to provide a high quality cycling and pedestrian environment and pedestrian accessibility to and from the site.
- 6.60 Officers have previously expressed concern about the car parking arrangements proposed towards the access into the site from both a visual and pedestrian safety perspective, given their relationship with the access into the site and more importantly the entrance into the store itself. The applicants have indicated that they do not share these concerns, but amended drawings have been received that has improved the pedestrian permeability and safety across the site. Two parking bays nearest to the highway on Vicars Moor Lane have been removed; an extended raised table at the site entrance introduced and the protective bollards along the western side of the retail unit have been re-positioned. As a result, this element of the scheme is considered to be, on balance, acceptable. As explained above, Highway Officers consider that a Car Park Management Plan is required in order to ensure that the car park is available for all shoppers and will consequently benefit the wider shopping Centre.
- 6.61 The Applicant has confirmed that there will be no external locker click and collect service within the car park or an externally accessible service room at this site. A customer service desk operating on the sales floor will allow customers to use the C&C service as part of the retail unit.

Trees and Landscaping

- 6.62 Policy DMD80 seeks to protect trees of significant amenity or biodiversity value and sets out that any development that involves the loss of or harm to trees covered by Tree Preservation Orders or trees of significant amenity will be refused.
- 6.63 There are no trees on the site that are protected by a Tree Preservation Order or by being located within a Conservation Area. The Tree Officer was consulted on the scheme and has raised no objection in principle to the proposed development subject to appropriate tree conditions. It is acknowledged that concerns regarding the level of soft landscaping within the car park were raised, but there is insufficient space to introduce a landscaping/ tree plant strip along the northern boundary of the site. The Tree Officer has not raised any concerns regarding the level of soft landscaping that is proposed to the front of the site, and soft landscaping is proposed across the site in the form of grass and shrubs. In addition there are existing trees that are sited along the northern boundary within the residential curtilages of the houses along Sherbrook Gardens that provides a back drop. Ultimately the proposal would provide a new supermarket and much needed housing for the borough, and therefore the proposed development is considered acceptable. A landscaping condition will

be attached to any grant of planning permission to seek additional soft landscaping across the site as it would further help to soften the car park and assist with SuDS.

Pollution

- 6.64 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development. A Noise Impact Assessment and Environmental Assessment has been submitted with the planning application. The Environmental Assessment concluded that there are no reasons to prevent the proposed development coming forward and that a phase II intrusive investigation is necessary to identify the extent of any contamination. The Noise Impact Assessment explains that noise from delivery activities will meet acceptable limits within nearby residential properties, the proposed plant will comply Enfield Council noise requirements and acoustic assessments have been undertaken and recommendations have been made such that noise intrusion from external noise sources meet the internal requirements as stated in BS8233:2014. Several conditions would be attached to any grant of planning permission to ensure that the proposed development does not result in any significant harm to the existing and future residents in terms of noise and contamination.

Sustainable Design and Construction

- 6.65 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 6.66 An Energy Statement has been submitted with the application that confirms that the development would achieve a 35% CO₂ saving due to the provision of improved standards beyond Part L and energy efficient systems for the building. A photovoltaic array of 16.4 kWp (houses – 8.4 kWp, commercial 8 kWp) is proposed. In addition the retail unit has been designed to achieve a BREAM Very Good rating.
- 6.67 In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policy DMD50 several conditions would be attached to any grant of planning permission.

Biodiversity

- 6.68 The London Plan, adopted Core Strategy and DMD seeks to protect and enhance biodiversity. Policy DMD79 states that developments resulting in a net gain of one or more dwellings should provide on-site ecological enhancements and Policy DMD81 states that development must provide high quality landscaping that enhances the local environment. Conditions would be attached to any grant of planning permission to ensure that the proposal is in accordance with these policies.

Section 106 Agreements

- 6.69 S106 agreements are required to produce acceptable development which would otherwise be unacceptable in planning terms. Policy 3 of the Core Strategy states that some form of contribution towards affordable housing will be expected on all new housing sites. For developments of less than ten dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a Borough-wide target of 20%. The Policy sets out that where the applicant considers that the viability of scheme does not warrant affordable housing contribution, a viability assessment should be produced that demonstrates a more appropriate level of Affordable Housing provision.
- 6.70 The Council's S106 Supplementary Planning Document states that all residential development will result in increased pressure on the availability of primary and secondary school places in the current context of rising pupil numbers will create demand for new or expanded provision. Furthermore it states that S106 contribution will be sought on all residential development, including mixed use development involving an element of residential, where there is a net gain in residential units, including applications involving residential conversions.
- 6.71 Table 5.1 of the S106 SPD summarises the range of planning obligations that the Council will seek for different types and scale of development across the borough. In terms of one - nine residential units, appropriate mitigation measures include financial contribution towards affordable housing, learning and skills facilities and sustainable transport measures.
- 6.72 A viability statement was submitted with the application which set out that it would not be viable to make an affordable housing contribution. This document was scrutinized by the Council's independent consultant and through negotiations an increased contribution has been agreed totaling £275,000.00. The total planning contributions is broken into the following component parts:

• Mayoral CIL	= £18,223.00
• Section 106 Education	= £52,067.68
• Affordable housing	= £275,000.00
• Monitoring fee	= £16,353.38
Total contributions	= 361,644.06

- 6.73 In addition T&T have requested funding to enable further surveys to be undertaken once the retail unit is operational and, if problems identified, consultation on possible amendments to the Winchmore Hill and modification of loading arrangements, and possible dedication of land if Cycle Enfield scheme proceeds.

CIL

- 6.74 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure

that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until 2015. The proposed development is CIL liable and would amount to £18,223.00.

7.0 Conclusion

- 7.1 The proposed development would contribute to meeting the need to increase housing stock in the borough and provide a retail unit that would help promote the vitality and viability of the wider Winchmore Hill shopping centre, provide jobs and contribute to the local economy. The development would not significantly impact on the amenities of nearby residential properties, detract from the character and appearance of the surrounding area or give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways. Subject to the conditions below and planning obligations to be secured through a S106 Agreement the proposed development is considered acceptable.

8.0 Recommendation

That, subject to the completion of a S106 Agreement, PLANNING PERMISSION BE GRANTED subject to the following conditions

1. (C51 Time Limit) - The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.
3. Notwithstanding the submitted details the development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.
4. Notwithstanding the submitted details 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.

5. 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.

6. 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 interests of highway safety.

7. The parking area(s) forming part of the row of terrace dwellings 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 the Enfield Local Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

8. Development shall not commence until details of the internal consumption of potable water for the residential dwellings have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day as specified in the pre-assessment submitted with the scheme.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policy 5.15 of the London Plan.

9. No works or development shall take place until a scheme for the protection of the retained trees (BS 5837:2012, a Tree Protection Plan and Arboricultural Method Statement) has 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 screen, preserve and enhance the development and ensure adequate landscape treatment in the interest of amenity and to ensure that

the retained trees, shrubs and hedgerows on the site or in adjacent sites are not adversely affected by any aspect of the development in accordance with Policies CP30, CP31, CP33, CP34 and CP36 and Policies DMD 80 and DMD 81.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, 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 details of biodiversity enhancements is submitted to and approved in writing by the Local Planning Authority. This shall include 5 bird and 5 bat tiles/bricks/ tubes.

Prior to first occupation, confirmation of bird/bat bricks/tubes/tiles shall be submitted and approved in writing by the Local Planning Authority. Details shall comprise a short letter report, to include a plan showing the location of the bricks and tiles and their specifications along with photographic evidence of their installation. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure that the biodiversity of the site is enhanced post development in order to comply with CP36 of the Core Strategy and to ensure that the council fulfil their obligations under the 2006 NERC Act.

12. No exterior lighting is to be installed near the entrance/ exit point of new biodiversity enhancement features (bat/bird boxes/bricks etc) or situated adjacent to any trees/ hedgerows on the site boundaries.

Reason: To ensure maximum benefits of the biodiversity enhancements to be installed as part of the development and to avoid adverse impacts on bats and their wildlife.

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

- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
- Implementation timetables

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

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

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Policies CP30 and CP36 of the Core Strategy, Policy DMD81 of the DMD, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan 2011.

14. The development shall be carried out in accordance with the submitted Energy Statement providing for no less than 35% improvement in total CO₂ emissions arising from the operation of a development and its services over Part L of Building Regulations 2013.

The location and specification of the proposed photovoltaic arrays along with details of ongoing servicing and maintenance strategy shall be submitted to and approved by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and all Low and Zero Carbon Technology operational prior to occupation

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

15. The development shall not commence until details of facilities and methodology for cleaning the wheels of construction vehicles leaving the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period.

Reason: To prevent the transfer of site material onto the public highway in the interests of safety and amenity.

16. The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change to include a full maintenance and management plan. The drainage system shall be installed/operational prior to the first occupation and the approved management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.

17. 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.

18. Notwithstanding the submitted information, 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.

19. Notwithstanding the submitted details, the building shall not be occupied until details of the siting, number and 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.

20. No development or works shall take place until a construction management plan is submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. The plan shall include the following matters:

- Signage for the construction traffic, pedestrians and other users of the site,
- Controls on the arrival and departure times for the construction vehicles;
- Earthworks;
- Hoardings to the site, including future development plots on adjacent land,
- Noise limits;
- Hours of working,
- Vibration,
- Control of emissions,
- Waste management and disposal and material re use,
- Prevention of mud / debris being deposited on public highway;
- Materials storage; and hazardous material storage and removal

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

21. Following practical completion of works a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order, no buildings or extensions to buildings shall be erected without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard visual and residential amenity.

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

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

24. The development shall be carried out and maintained in accordance with the submitted Architectural Acoustic Design report (July 2015).

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers.

25. The development shall not commence until a detailed internal ground and first floor plan is provided. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interests of the locally important building.

26. The retail premises shall only be open for business and working between the hours of Monday to Saturday 07:00 to 23:00 and Sunday/ Bank Holidays 9:00 to 23:00.

Reason: To safeguard the amenities of the occupiers of nearby residential properties and to ensure the safe and free flow of pedestrian and vehicle movement.

27. Deliveries and collections to and from the retail premises shall only take place between the hours of 07:00 to 9:00 to 18:00 to 19:00 Monday to Saturday.

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

28. The retail store shown on the approved plans shall not be brought into use until details of the means of securing the shoppers car park, which could include a vehicular gate to be sited within the retail car park, are submitted to and approved by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interests of residential amenity and highway safety.

29. No part of the development shall be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. This shall be implemented as approved and remain in operation for the lifetime of the development.

Reason: In order to ensure that deliveries and servicing of the site is managed effectively so as to minimise impact upon the road network and to safeguard the amenities of the occupiers of residential properties and in the interests of road safety.

30. No part of the development shall be occupied until a Car Park Management Plan, including details of how the car park would be available for shoppers visiting the shopping centre at all times, has been submitted to and approved in writing by the Local Planning Authority. The car park management plan shall be implemented as approved at all times thereafter.

Reason: In order to ensure that the car park provides a facility that enhances the vitality of the adjacent Shopping Centre in the interests of the locality.

31. The car parking area for the retail store shall only be used for the parking of motor vehicles, shall not be used for any other purpose and must be available for use, and permanently maintained as such, prior to the retail store shown on the approved plans first opening.

Reason: To ensure that the development complies with the Enfield Local Plan Policies and to ensure that the development does not detract from highway safety in the area.



GREEN LANES

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VICARS MOOR LANE
Existing Parking Bays

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Scale: 1/8" = 1'-0"

North Arrow

Legend:

- Site boundary
- Concrete slab
- Potential designated route
- Concrete parking
- Concrete slab
- Grass
- Existing walk
- Membrane
- Boiled gravel

Sheet: **110101-01**
 Title: **Proposed First Floor Plan**
 Date: **1/17/19**



stephen davy architects
peter smith

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100% COMPLETE

DATE: 15/07/2024

SCALE: 1:1000

PROJECT: VICARS MOOR LANE

CLIENT: Greenlanes Investments LLP

ARCHITECT: stephen davy architects

DATE: 15/07/2024

SCALE: 1:1000

PROJECT: VICARS MOOR LANE

CLIENT: Greenlanes Investments LLP

ARCHITECT: stephen davy architects

Site boundary

Concrete parking

Bound gravel

Potential designated route

Grass

Existing walls

Concrete slab

Membrane

North arrow

Scale bar

0 1 2 3 4 5 6 7 8 9 10



General Notes

© Copyright Stephen Clay & Peter Smith Architects, 2015
 These proposals are subject to the approval of all statutory planning authorities and service providers.
 The site boundaries and access details are based on an aerial photograph and a site visit. The site boundaries and access details are based on the aerial photograph and a site visit. The site boundaries and access details are based on the aerial photograph and a site visit.
 These drawings are to be used in conjunction with all other drawings and are not to be used in isolation.
 Do not scale the drawings.

Species Notes

Legend

- Site boundary
- Concrete pavements
- Bonded gravel (Retail car parking)
- Bonded gravel (Residential car parking)
- Pedestrian designated route
- Grass

Key

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 0 2 4 6 8 10m
 1:200

Client Approval

A - APPROVED	
B - APPROVED WITH COMMENTS	
C - DENIED USE	

Particulars of Issue

Rev	Drawn By	Date	Checked By	Date	Approved By	Date
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Project: 889 Green Lanes, Green Lanes, VICAR'S MOOR LANE, VICAR'S MOOR LANE, VICAR'S MOOR LANE

Client: Stephen clay architects, peter smith

Site Layout Plan

Scale: 1:200 @ A1

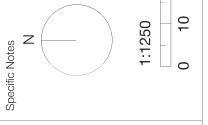
Drawing No.: GRP-DS-01-GR-DR-A-P002

GreenLanes Investments LLP



--- Site boundary

General Notes
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 These proposals are subject to the approval of all Statutory Building Control requirements and the requirements of all Statutory Authorities and Service Providers.
 The site boundaries and surroundings are based on a survey carried out by XXXX Surveyors. The site boundaries are those described by the client.
 These drawings are to be read in conjunction with all other relevant drawings and documents prepared by Stephen Davy / Peter Smith Architects and other consultants employed by the client.
 Do not scale the drawing.



Rev	Down By	Date	Checked By	Date	Approved By	Date																
P0	xxxxx	xx/xx/xx	xxxxx	xx/xx/xx	xxxxx	xx/xx/xx																
<table border="1"> <tr> <td colspan="2">Client Approval</td> <td colspan="2">Purpose of Issue</td> </tr> <tr> <td>X</td> <td>A - APPROVED</td> <td>S2</td> <td>PLANNING</td> </tr> <tr> <td>X</td> <td>B - APPROVED WITH COMMENTS</td> <td>Job No.</td> <td>1517</td> </tr> <tr> <td>X</td> <td>C - DO NOT USE</td> <td>Scale</td> <td>1:1250 @ A3</td> </tr> </table>							Client Approval		Purpose of Issue		X	A - APPROVED	S2	PLANNING	X	B - APPROVED WITH COMMENTS	Job No.	1517	X	C - DO NOT USE	Scale	1:1250 @ A3
Client Approval		Purpose of Issue																				
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X	B - APPROVED WITH COMMENTS	Job No.	1517																			
X	C - DO NOT USE	Scale	1:1250 @ A3																			

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Project
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N21 2QP
 Drawing Title
Location Plan
 Drawing No.
 GRD-DS-01-GF-DR-A-001
 Revision
P0

