

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd February 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Ms M Demetri

Ward:
Turkey Street

Ref: 15/03684/FUL

Category: Full Application

LOCATION: 654 Hertford Road, Enfield, EN3 6LZ,

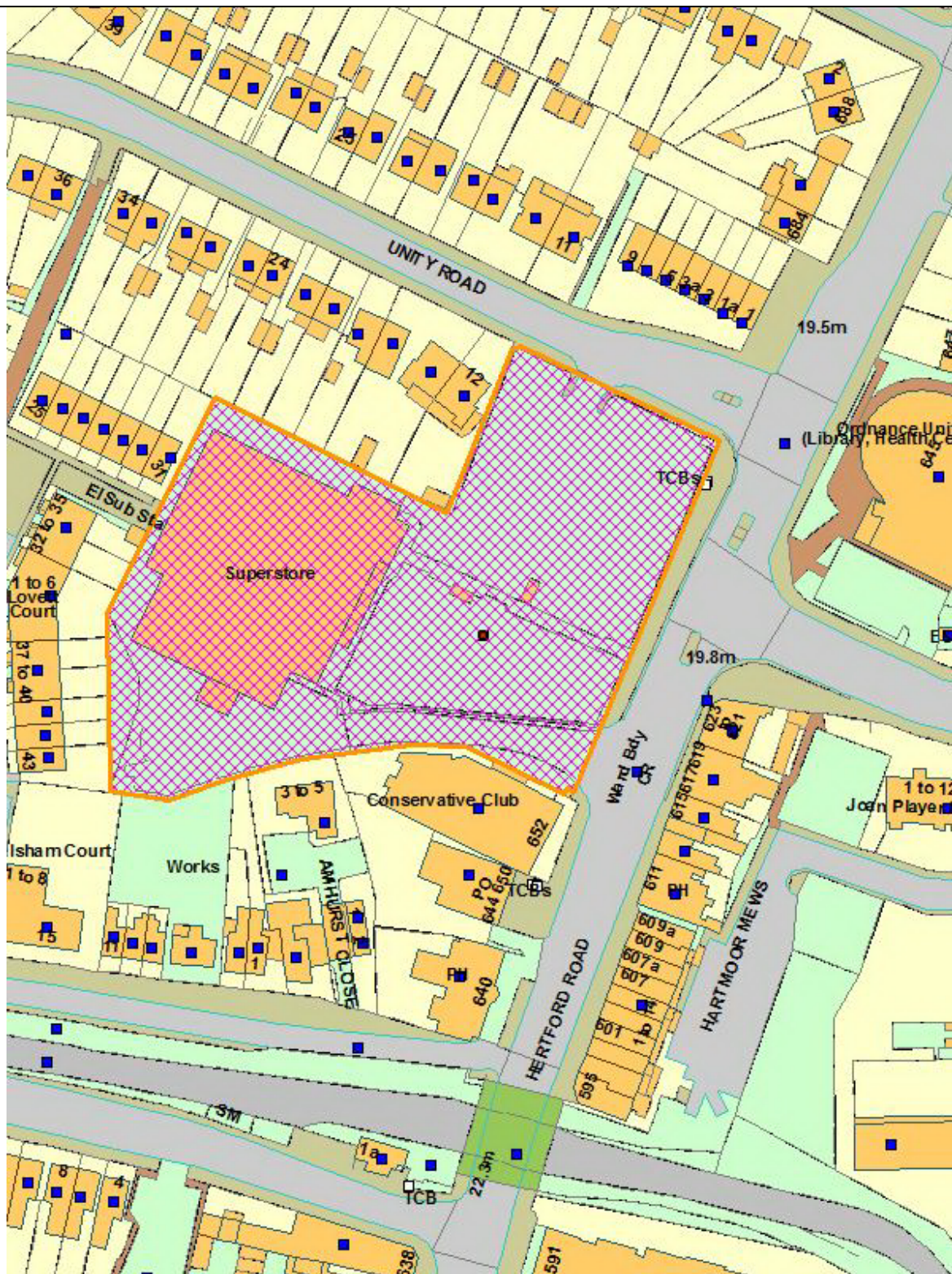
PROPOSAL: Demolition of existing building and erection of a retail food store (A1) with ancillary staff facilities and office accommodation, provision of car parking spaces, cycle parking, trolley bays and external plant works, together with closure of existing vehicular access on Hertford Road and alteration of vehicular access to Unity Road.

Applicant Name & Address:
Mr Sean Lafferty
807-829 Longbridge Road
Dagenham
London
RM8 2BD
United Kingdom

Agent Name & Address:
Mr Sean Lafferty
807-829 Longbridge Road
Dagenham
London
RM8 2BD
United Kingdom

RECOMMENDATION:
That the application be **REFUSED** on grounds.

Ref: 15/03684/FUL LOCATION: 654 Hertford Road, Enfield, EN3 6LZ,



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The former Co-operative store is set to the rear on its respective plot with customer parking to its front. The store itself is single storey with a pitched roof. There is a vehicle access off of Hertford Road to the store, which is only used by delivery/service vehicles. There is an access off of Unity Road, which leads to the customer car park and is only used by members of the public.
- 1.2 The application site lies within the Enfield Wash Large Local Centre. It is a key gateway site to the stretch of commercial frontages due to its corner plot location with Hertford Road and Unity Road.
- 1.3 The eastern site boundary is formed by the A road, Hertford Road, and its northern side is bounded by Unity Road, which in all other respects is a residential street. The land to the immediate rear of the site (Dairy Close) is also residential.
- 1.4 To the north, the surrounding area is mainly housing from the inter-war and later periods, typically characterised by tree-lined streets and two storey, semi-detached houses with rendered walls and hipped roofs. To the south, the housing is generally Victorian and Edwardian terraces.
- 1.5 On the diagonally opposite corner of the Ordnance Road junction is the Ordnance Unity Centre which offers a range of facilities and services, including library, doctors surgery, dental practice and community centre.
- 1.6 The site is not in a Conservation Area and the building on the site is not a Listed Building.
- 1.7 A key consideration here in determining the form of development appropriate for this site is that it is subject to site specific guidance in the Council's North East Enfield Area Action Plan (NEEAAP) which provides a comprehensive planning framework and identifies opportunity sites for redevelopment in North East Enfield. The NEEAAP aims to ensure that new development proposals bring real benefits, particularly by delivering sustainable communities, high quality environmental improvements, housing, affordable homes, jobs and community facilities. The site is labelled as Policy 14.2: Redevelopment of the Co-operative site in the NEEAAP and this policy context is discussed further in the main body of the report.

2.0 Proposal

- 2.1 This proposal seeks permission for the demolition of the existing building and erection of a retail food store (A1) with ancillary staff facilities and office accommodation, provision of car parking spaces, cycle parking, trolley bays and external plant works.
- 2.2 This proposal also includes the closure of existing vehicular access on Hertford Road and alteration of vehicular access to Unity Road. This element of the scheme has been subject to negotiations, originally the main access into the site was Hertford Road and Unity Road was to be closed.

3.0 Relevant Planning Decisions

3.1 The planning history to the site relates to the erection of advertisement serving the existing store.

4.0 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transport

No objection is raised with regards to the shutting off of the existing access on Hertford Road and re-locating the access on Unity Road. This is subject to conditions and a Section 106 Agreement to ensure the works undertaken to the public highway is paid for and implemented. This is a total of £30,000. Further, no objection is raised to the number of car parking spaces of cycle spaces on the site.

However, the Senior Transport Officer notes that there is still scope to improve accessibility from Hertford Road, which would complete the proposed Cycle Enfield scheme. Further, there is concern with regards to safety within the proposed car park. These matters can be resolved through removing more car parking spaces and incorporating proper routes within the site for pedestrians and cyclists.

4.1.2 Environmental Health

No objection is raised to the submitted documentation and noise mitigation measures. This is subject to a condition ensuring that the maintenance of the noise mitigation measures is completed twice a year and a condition regarding arrangements for service/delivery vehicles.

4.1.3 Sustainable Urban Drainage

No objection is raised. The developers must demonstrate betterment in the overall runoff rate from site as a result of the development, and must dispose of any excess runoff through Sustainable Drainage. In the event that the scheme was recommended for approval then this can be secured by way of a condition.

4.1.4 Economic Development

No objection raised subject to Section 106 Agreement. The Employment and Skills Strategy submitted is acceptable. This is subject to being secured by way of a Section 106 Agreement to ensure what has been promised can be delivered.

4.1.5 Thames Water

No objection raised. Subject to attaching standard Informatives.

4.1.6 MPS Crime Prevention and TP Capability

The Metropolitan Police have requested that the applicant adopt the principles and practices of 'Secure by Design' and Complies with the physical

security and design layout requirements within the current Commercial Developments 2015 Version 2 and Secured by Design 3D display presentations.

4.1.7 Tree Officer

Objection raised. There are no significant arboricultural constraints on site. However, the proposed landscape plan is not adequate for the site. The Tree Officer expects significant soft landscape enhancement on the site including significant tree planting incorporating modern and sustainable tree pit design.

4.1.8 Urban Design Officer

Objection raised. The proposed layout is not acceptable and the lack of landscaping is not acceptable. How the proposed store relates to the public realm is poor. The appearance/materials and detailing of the store will be out of context in the area and appear overbearing and superficial.

4.2 Public response

4.2.1 Letters were sent to 200 adjoining and nearby residents. In addition a site notice has been displayed on site and in the local press. The scheme has been subject to amendments. Thus two sets of consultation periods have occurred.

4.2.2 The first consultation period ended on the 11th September 2015. Two neighbours had objected to the scheme. Number 116 Albany Park Avenue objected to the scheme due to local ecology and general dislike of the proposal. Comments were also advanced regarding its poor design. Number 14A Ferndale Road also objected to the scheme due to the inadequate access to the site by pedestrians and vehicles.

4.2.3 The second consultation period ended on the 28th January 2016. Only one letter of objection has been received. This was from the owner/occupier of 5 Gilbert Street. In summary, the objections are as follows:

- Close to adjoining properties;
- Conflict with local plan;
- General dislike of proposal;
- Increase in traffic;
- Increase of pollution;
- Information missing from plans;
- Loss of privacy;
- No Opinion expressed on development;
- Noise nuisance;
- Not enough info given on application;
- Other - give details;
- Out of keeping with character of area;
- Over development;
- Acoustic report does not provide detail about noise after the store has opened;
- Issues regarding security;
- Additional car parking is not acceptable;
- There are sufficient trolley bays on site now and should not be next to 5 Gilbert Street; and

-There is already a Lidl's in 1 mile of the proposed site.

5.0 Relevant Policy

5.1 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.2 London Plan

Policy 3.9	Mixed and balanced communities
Policy 4.8	Supporting a successful and diverse retail sector
Policy 5.1	Climate change mitigations
Policy 5.2	Minimising carbon emissions
Policy 5.3	Sustainable design and construction
Policy 6.9	Cycling
Policy 6.11	Smoothing traffic flow and tackling congestion
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.4	Local Character
Policy 7.5	Public Realm
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Obligations

5.3 Core Strategy

Policy 13	Promoting Economic Prosperity
Policy 16	Taking Part in Economic Success and Improving Skills
Policy 17	Town Centres
Policy 18	Delivering shopping provision
Policy 20	Sustainable Energy Use and Energy Infrastructure
Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Policy 24	The Road Network
Policy 25	Pedestrian and Cyclists
Policy 28	Managing Flood Risk through development
Policy 30	Maintaining and improving the quality of the built environment
Policy 32	Pollution
Policy 36	Biodiversity
Policy 40	North East Enfield

5.4 Development Management Document

DMD 25	Location for new retail, leisure and office development
DMD 28	Large Local Centres, Small Local Centres and Local Parades
DMD 37	Achieving high quality and design led development
DMD 38	Design Process
DMD 39	The design of business premises
DMD 40	Ground floor frontages
DMD 45	Parking Standards and Layout
DMD 46	Vehicle Cross Overs and Dropped kerbs
DMD 47	Access, New Roads and Servicing
DMD 48	Transport Assessments
DMD 49	Sustainable Design and Construction Statements

DMD 50	Environmental Assessment Methods
DMD 51	Energy Efficiency Standards
DMD 52	Decentralised Energy Networks
DMD 53	Low and Zero Carbon Technology
DMD 56	Heating and Cooling
DMD 57	Responsible Sourcing of Materials, Waste minimisation and green procurement
DMD 58	Water efficiency
DMD 59	Avoiding and reducing flood risk
DMD 61	Managing surface water
DMD 64	Pollution control and assessment
DMD 65	Air quality
DMD 68	Noise
DMD 69	Light pollution
DMD 76	Wildlife Corridors
DMD 81	Landscaping

5.5 Other relevant policy/guidance

- The North Enfield Area Action Plan (NEAPP)
- Upper Lee Valley Opportunity Area Planning Framework
- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Town Centre Uses and Boundaries Review 2013
- Enfield Mini Holland Bid Document 2013
- Section 106 SPD

6.0 **Analysis**

6.1 Background

6.1.1 This scheme has been subject to numerous negotiations and discussions between all parties over the last year and since its formal submission in August 2015. The key issues that the Local Planning Authority have with the scheme are:

- The policy considerations regarding the North East Enfield Area Action Plan;
- Highway concerns, including access arrangements;
- Design concerns;
- Impact on the street scene, in particular due to the siting of the building;
- Impact on neighbours; and
- Failure to relate to the adjoining Large Local Centre.

6.1.2 The revised plans and details received on the 24th December 2015 dealt with certain elements of the issues raised during the discussions and negotiations. However, Officers consider that there was still further work to be undertaken before Officers could be in a position to be able to present the scheme at Planning Committee with a recommendation for approval. On the 24th December 2015 the Agent stated that the scheme should be considered based on the amended plans submitted. Thus, this Committee Report is an assessment of the revised plans received on the 24th December 2015 which Officers are still not satisfied with.

6.2 Principle

6.2.1 *Formal stance with regards to emerging policies, including the North East Enfield Area Action Plan (NEEAPP)*

6.2.1.1 The NEEAAP has yet to be formally adopted. In this regard, an opinion was sought to establish the weight of this policy when determining the planning application. Appendix 1, Paragraph 216 of the National Planning Policy Framework (NPPF) states:

“From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- *the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
- *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)”.*

6.2.1.2 Taking the above into account, the North East Enfield Area Action Plan (NEEAAP) policies can now be afforded significant weight in determining planning applications given the plan has been progressed through the Examination Hearings (28th April to 1st May 2015), further consultation on the resulting Main Modifications and the Inspectors Information Fact Check Report is due to be published by the end of February 2016. Once this has been received the internal process of formally adopting the document will commence.

6.2.2 *The North East Enfield Area Action Plan (NEEAPP)*

6.2.2.1 The North East Enfield Area Action Plan (NEEAAP) provides a comprehensive planning framework and identifies opportunity sites for redevelopment in North East Enfield. The NEEAAP aims to ensure that new development proposals bring real benefits, particularly by delivering sustainable communities, high quality environmental improvements, housing, affordable homes, jobs and community facilities. The NEEAPP is fundamental to the determination of any redevelopment of the former Co-operative site. The site is labelled as Policy 14.2: Redevelopment of the Co-operative site in the NEEAAP.

6.2.3 *Policy 14.2 Redevelopment of Co-operative site*

6.2.3.1 The policy is worded as follows:

“The redevelopment of the Co-operative store and, if possible, adjoining land for mixed-use, retail-led development will be supported. Any redevelopment should:

- *create a strong, positive A1 retail frontage to Hertford Road;*
- *incorporate a range of other uses, which may include residential, offices and community uses;*
- *design the corner at Unity Road / Hertford Road to act as a distinctive gateway feature to Enfield Wash from the north;*
- *relate the new development sensitively to existing residential dwellings on Unity Road and on the recently developed Dairy Close site to the west; and*
- *incorporate shoppers' car parking.*

The following is an assessment of whether the scheme complies with this relevant and fundamental policy based on the bullet points in the policy.

6.2.4 *Create a strong, positive A1 retail frontage to Hertford Road*

6.2.4.1 In addition to policy 14.2 of the NEEAPP, DMD 25 (g) states that development will only be permitted in a town centre if an active frontage is achieved at the ground floor. As explained above, the site is situated within the Enfield Wash Large Local Centre, as designated within the Town Centre Uses and Boundary Review. The current store is sited 33.5m away from Hertford Road. The proposal provides a replacement A1 unit, however not in a form that creates a strong positive retail frontage to Hertford Road. This is because the proposal is still set back from Hertford Road by 22m. Whilst it is acknowledged that this is closer to Hertford Road than the existing store, this is still contrary to the aspirations and requirement of the policy which acknowledges the existing situation, but wants there to be a positive enhancement of the locality when redevelopment proposals come forward. In this regard the siting of the store would not create a strong, positive frontage to Hertford Road. In addition to this, to the front of the store facing Hertford Road is a large number of car parking bays which would dominate the frontage, with little opportunities to break this area up with any form of greenery. This matter is exacerbated by the fact that the the car parking spaces along Hertford Road tightly abuts the boundary with the public highway. The retained slither of land between the public highway and the car parking spaces would not create sufficient space to provide a sustainable and established landscaping scheme. In this regard it is clear that a strong, positive frontage has not been created and the poor design to the front does not aid in creating the frontage to the site anticipated in the NEEAAP. The proposal would fail under this element of the policy.

6.2.5 *Incorporate a range of other uses, which may include residential, offices and community uses*

6.2.5.1 It is acknowledged that there is currently an A1 retail store on the site and the provision of a new store is acceptable in broad land-use terms. However, the NEEAPP develops this further by providing detailed and area-specific policies. It aims to ensure that new development proposals bring real benefits, particularly by delivering sustainable communities, high quality environmental improvements, housing, affordable homes, jobs and community facilities. The Co-operative site is identified as one of these sites and the aspiration is to deliver a range of uses on this under-utilized site.

6.2.5.2 The Local Plan defines optimization as “developing land to the fullest amount consistent with all relevant planning objectives”. Here, the NEEAAP seeks to optimize the site in terms of potential uses. The applicants have argued that their operational model does not lend itself to other uses occupying the site, but this statement does not, in itself, provide a sound justification as to why no other uses could be provided on site. The proposal would not be policy compliant in this regard as it would fail to deliver the aspirations of the NEEAAP and is not of sufficient overall design quality, as explained elsewhere in this report, in order to justify making an exception to the NEEAAP in this matter.

6.2.6 *Design the corner at Unity Road / Hertford Road to act as a distinctive gateway feature to Enfield Wash from the north*

6.2.6.1 The plan accompanying policy 14.2 of the NEEAPP demonstrates that the corner of the site with Hertford Road and Unity Road is a “positive corner”. In addition the plan gives an indication where the new frontage would be expected to be erected. DMD 25 (b) states that development will only be permitted if the design and siting of the development promotes visual continuity with the surrounding built environment. In this case, the submitted plan has been annotated to demonstrate that there would be a Lidl's totem sign 2.1m high on the junction of Unity Road and Hertford Road. As referred to elsewhere, this would be in the context of a largely unbroken expanse of car parking spaces. The flank elevation of the store is set back some 38m away from the corner of Hertford Road/Unity Road. The provision of a totem site and expanse of car parking spaces cannot be described as creating a distinctive gateway feature, which is critical given the prominence of the site.

6.2.6.2 The store has not been designed to respond to the particular constraints of the site. Rather, the flank of the building, given its length and siting, would be extremely visible and prominent when viewed from the north. This elevation is to have an element of glazing in it, but it would certainly not constitute a distinctive form of development, with the remaining exposed area covered with vinyl graphics. The applicants state that this cannot be changed and is due to the internal configuration of the store. This may well be an explanation for it, but it is considered that, whatever the reason is, it does not assist in creating the distinctiveness required and, instead, detracts from the overall appearance of the site.

6.2.7 *Relate the new development sensitively to existing residential dwellings on Unity Road and on the recently developed Dairy Close site to the west*

6.2.7.1 The proposed store is in a similar siting to the current store on site. The height of the building is however lower by 1.5m in height. Notwithstanding the fact that the development cannot be described as “relating sensitively” to the aspirations of the NEEAPP regarding this site given that it is for the erection of a retail store in a similar location to the existing store, no harm to residential amenity would result. In this regard, the store is sensitive to the residential units on Unity Road and Dairy Close to the rear.

6.2.8 *Incorporate shoppers' car parking*

6.2.8.1 The existing site has 129 car parking spaces. The site would be providing a total of 134 car parking spaces and there would be 4 parent and child car parking spaces and 8 disabled spaces within these 134 spaces. This is a net increase of 5 spaces. The Agent has confirmed that the car park will operate

ANPR (automatic number plate recognition) which will give shoppers and visitors to the Local Centre 90 minutes' free parking, which is considered to be a useful contribution to the vibrancy of the adjacent Local Centre. In this regard, the proposal would be delivering a shoppers car park within the scheme and would be policy compliant in that respect. However, as explained elsewhere there are concerns about the visual impact of this amount of car parking and the failure to deliver a scheme with the necessary design quality as aspired to by the NEEAAP.

6.2.9 Overall

6.2.9.1 The proposal, by virtue of its siting, design, poor relationship with the Hertford Road frontage and the Unity Road/Hertford Road corner, would constitute a form of development which would fail to optimise the potential of the site. In this regard, the proposal would fail to meet the aspirations of the North East Enfield Area Action Plan, policy 14.2. The proposal would also be contrary to policies 3.9, 7.4 and 7.5 of the London Plan, Core Strategy policies 30 and 40, Development Management Document 37 and 39 and the North East Enfield Area Action Plan (NEEAAP).

6.2.9.2 The fact that the proposal would bring an underused site back into use and provide a new store on the site is obviously a consideration that weighs in the overall balance. The Planning Service is keen to make sure that opportunities for growth and new employment are maximised wherever possible. However, in this case, as explained, the aspirations of the Council are that development should take place on the site, but that development has to acknowledge the context of the site and that it should maximise the opportunities that doing so provides. The applicant has failed to demonstrate that they have had account of the Council's aspirations, as set down in the NEEAAP, in the preparation of the scheme and having been made aware of those aspirations have failed to demonstrate that they are unable to provide a development that would go much further than it currently does at the moment in order to maximise the opportunities that the site can deliver.

6.3 Highways

6.3.1 DMD 25 (e) states that the development will only be permitted where by the proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area. The existing service access off of Hertford Road is to be closed. The existing access on Unity Road is to be re-located and enlarged to be the main access into the site by vehicles. There is to be two formal pedestrian accesses off of Hertford Road. The main pedestrian access is where the current landscaping area is along the flank elevation with Conservative Club.

6.3.2 The Traffic and Transport Officer has raised no objection to the closed access on Hertford Road and the relocation of the existing access on Unity Road. The closed access on Hertford Road is welcomed as is the relocation of the access on Unity Road away from the junction with Hertford Road will allow the safer free flow of vehicle movement. This would be subject to a Section 106 Agreement whereby the Agent would need to pay a fee of £30,000 so that the Highways Authority could undertake the works. In addition to this, as the existing retail store is being replaced by a proposed retail store the impact to traffic flow will be similar not to cause harm to the adjoining public highways.

- 6.3.3 As explained the site would be providing a total of 134 car parking spaces. There would be 4 parent and child car parking spaces and 8 disabled spaces. In addition to this there are to be 24 short stay cycle spaces and 14 long stay cycle spaces. The Traffic and Transport Officer has stated that the number of car parking spaces as well as cycle spaces is acceptable in quantitative terms to adhere to the requirements of the London Plan.
- 6.3.4 The Officer has stated that more car parking spaces could be lost to improve pedestrian access from Hertford Road and also provide opportunities for tree planting or landscaping in order to enhance the appearance of the site. The applicants have decided not to reduce the number of spaces. It is noted that there is no pedestrian access off of Unity Road and members of the public would be expected to walk through the car park, via the only access into the site without a designated route. This in itself is not deemed to be a safe feature of the site. The main pedestrian access into the site would be next to the Conservative Club at the southern end of the site leading directly to the entrance/exit of the store. The existing grassed area is being removed and being replaced with hard surfacing material. Having a strong pedestrian and cycle route into the site directly linked to the entrance/exit to the store would aid in making the entrance/exit distinctively clear and encourage the use of cycle spaces on the site. The Council would want to improve connections between the site and the adjacent designated Centre for the benefit of all and the creation of an appropriately designed pedestrian access point is critical to this aspiration. However, the site has been designed in order to maximise car parking at the expense of other accessibility considerations. This further emphasizes the Local Planning Authority's refusal on the failure to meet the requirements of the NEEAAP.
- 6.3.5 With regards to refuse, the Agent has stated that there is to be no external storage of refuse. Rather, as happens in other stores, refuse is contained internally and then collected and disposed of accordingly. This internal area is demonstrated on drawing 3377 11 C. A condition can be imposed to ensure that all refuse remains internally to safeguard residential amenity and to safeguard the service access into the store.

8.0 Residential amenity

- 8.1 DMD 68 specifically states that developments must be sensitively designed, managed and operated to reduce exposure to noise and noise generation. DMD 69 specifically relates to light pollution and advises that light pollution that is harmful would not be permitted. Impact to residential amenity by the built form and vehicle movement would be assessed under DMD 39 which requires mitigation measures to be installed to ensure negative impacts to the surrounding area are marginal. In addition to this DMD 25 (d) states that retail development will only be permitted if the residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy.
- 8.2 The flank boundary with number 31 Dairy Close to the rear is where the proposed plant is sited and deliveries are to take place. Along the boundary with number 31 Dairy Close is to be a new acoustic fence at a height of 2.2m. In addition to this, there are to be individual acoustic enclosures installed around the plant units. The Environmental Health Officer has raised no objection to this or the submitted acoustic report. It is considered that the

combination of these two elements would reduce noise from the proposed plant to ensure that there is no demonstrable harm to health. As there is no objection to this element of the scheme subject to a condition ensuring that the acoustic enclosures will be maintained every 6 months to ensure their effectiveness.

- 8.3 Currently, there are no known conditions on the site that restrict when delivery times are to occur. This scheme would allow the opportunity to impose conditions to ensure that deliveries are undertaken during appropriate times during the day to reduce harm to residential amenity to those in Dairy Close.
- 8.4 With regards to 12 Unity Road, it is acknowledged that the sole access into the site will be closer than the existing access into the site on Unity Road. This however does not cause concern given that there is already an existing access on Unity Road and there is existing parking along the shared boundary with number 12 Unity Road. The additional service vehicle movements, which would be restricted to two a day, would not cause demonstrable harm to these residents.
- 8.5 With regards to the built form, the siting of the building is similar, albeit it is deeper towards Hertford Road and shallower away from 32 to 35 Dairy Close. The proposal is 1.5m lower than the existing store on the site. It is of a similar mass and it is considered that as the proposed building is so similar, there would be no undue harm in terms of sunlight, daylight, outlook and privacy. It is noted that the store is to be mainly glass and there have been concerns raised by neighbours about light over spill. It is considered that matters regarding external light can be secured by way of a condition. With regards to the first floor, there would be no light overspill towards Unity Road or Dairy Close. Rather, the store has been designed to have windows facing on to the car parking area and have a separation distance of some 25m to 45m from the shared boundary with the Conservative Club and Elmhurst Court. Due to the siting of the windows and the distance away, it is considered there would be marginal harm to residential amenity.
- 8.6 Overall, no objection is raised subject to conditions restricting the delivery hours to the store, that the plants be maintained every 6 months and the hours of operation of the store be restricted.

9.0 Sustainable Development

- 9.1 The proposed scheme would achieve an estimated regulated CO₂ saving of 37% through the use of ground source heat pump technology for heating and cooling. The policy requirement is 35% and thus would achieve the policy requirement. However, it is considered that the ground source heat pump technology is not the most efficient measure to achieve the requirement. In this instance, a condition can be imposed to ensure that the CO₂ savings is more efficient. This would not warrant a reason for refusal.
- 9.2 All major non-residential developments are required to achieve an “excellent” BREEAM rating. The submitted report states that the store would achieve a “very good” rating. This would not be policy complaint. Having reviewed the details, it is considered that an excellent rating can be achieved and thus can reasonably be conditioned. This would not be a reason for refusal in this instance, although this is on the basis that a BREEAM rating of “excellent” would be achieved in the event that the store were ever to be built.

10.0 Section 106

10.1 As the existing cross over on Hertford Road is being closed, the existing access on Unity Road is being altered and Hertford Road needs to be redesigned to incorporate a new pedestrian access, a contribution of £30,000 is required. This would need to be secured by way of a Section 106 agreement. In addition to this, an Employment and Skills Strategy would be required. This document has been submitted in draft form and the Economic Development Officer is satisfied with its content. The contribution requested by the Traffic and Transport Department and the Employment and Skills Strategy have not been secured by way of a Section 106 Agreement. Consequently, an objection is raised to the lack of mechanism to secure these two elements.

11.0 CIL

11.1 As of April 2010, new 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 spring / summer 2016. In this instance the proposed development would be subject to a £20 per square metre levy in accordance with the GLA's CIL Charging Schedule.

11.2 The applicant has indicated that the new development would create 192 square metres in gross internal floor area (2447 sqm – 2237 sqm = 210 sqm). On this basis, the calculation and sum arising would be as follows:

$$(\text{£}20/\text{m}^2) \times (210\text{m}^2) \times 274/223 = \text{£}5160.54$$

11.3 Should permission be granted, a separate CIL liability notice would need to be issued. However, as the scheme is being refused, the proposal would not be CIL liable.

7.0 **Conclusion**

7.1 The NEEAAP has a specific policy relating to the opportunities for redevelopment presented by this site. It encourages the optimisation of development by encouraging a retail-led, mixed use frontage development. Officers have given weight to the economic advantages associated with the scheme and the changes that the Agent has incorporated including amendments to access and layout, improving pedestrian links to Hertford Road and minimising the effects of the noise / air con plant on residential to the rear. However, although there have also been revisions to the design and elevational treatment of the proposed store, it is considered these do not go far enough to address the Local Planning Authority's concerns regarding the appearance of the development and its contribution to the street-scene, urban townscape and linkages to the adjacent Centre. The economic benefits associated with the scheme do not outweigh these considerations. An objection is raised to the scheme and it should be refused.

8.0 Recommendation

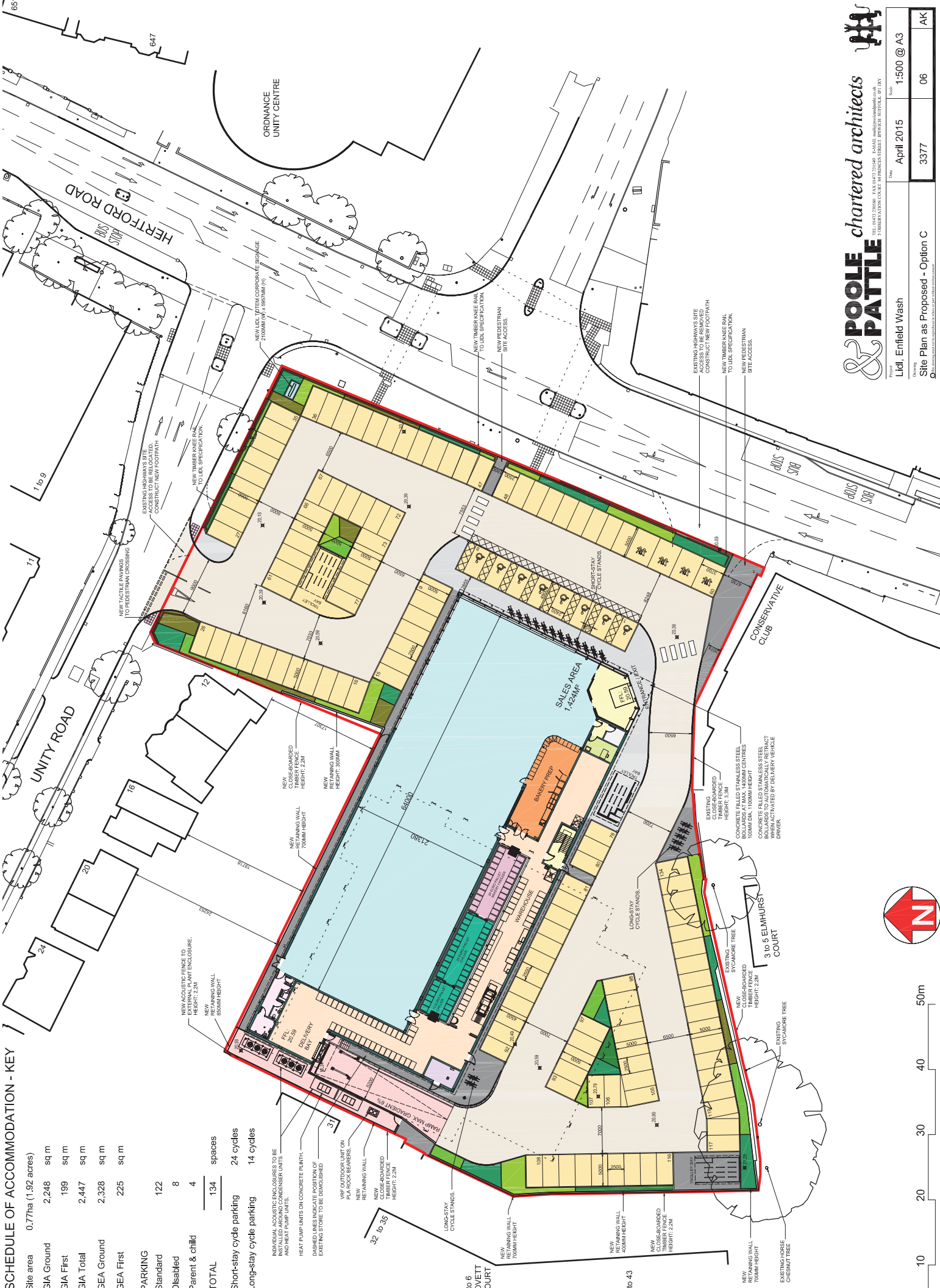
8.1 That the application be REFUSED on the following grounds:

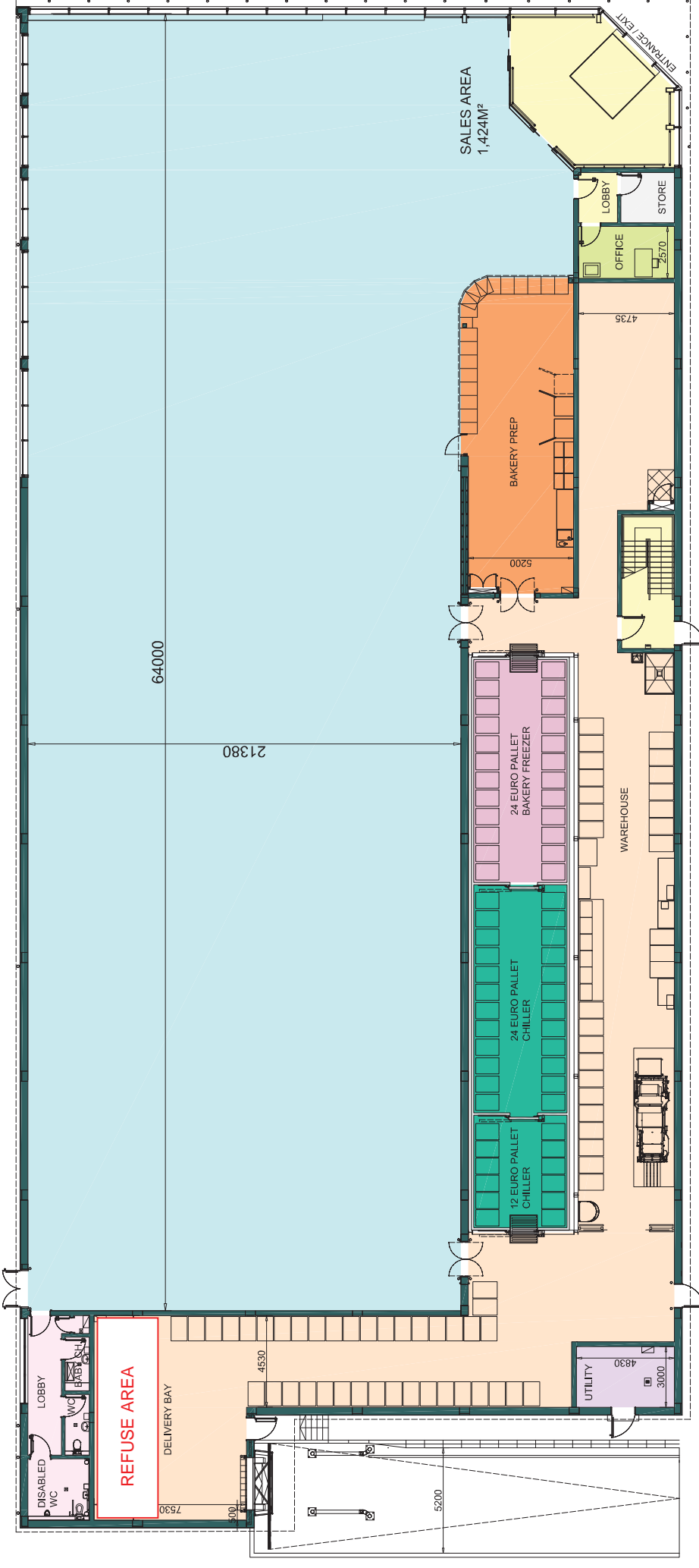
1. The proposal, by virtue of the siting and appearance of the building, its failure to provide an appropriate design quality, the lack of space and opportunities for sustainable and suitable landscaping with car parking and hard-surfacing visually dominating the site, the poor relationship with the Hertford Road frontage and the Unity Road/Hertford Road corner, the poor quality connectivity for pedestrians and cyclists between Hertford Road and Unity Road through the car park to the entrance of the store, as well as the failure to take the opportunity to connect the site to the adjacent Shopping Centre, would constitute a form of development that would fail to optimise the recognised potential of the site or provide a mixed use development. The proposal would result in a visually unacceptable form of development that would relate poorly to the site, in particular, and the wider locality, in general. In this regard, the proposal would fail to meet the aspirations of the North East Enfield Area Action Plan, policy 14.2. The proposal would also be contrary to policies 3.9, 7.4 and 7.5 of the London Plan, Core Strategy policies 30 and 40, Development Management Document 25, 37 and 39 and the North East Enfield Area Action Plan (NEEAAP).
2. A Section 106 mechanism to secure the contributions towards highway improvements and implementation of the Employment Skills Strategy has not been advanced and secured. This is contrary to Policies 16, 24 and 46 of the Core Strategy (2010), Policy 8.2 of the London Plan, the Section 106 SPD and the National Planning Policy Framework (2012).

SCHEDULE OF ACCOMMODATION - KEY

Site area	0.77ha (1.92 acres)
GIA Ground	2,248 sq m
GIA First	199 sq m
GIA Total	2,447 sq m
GEA Ground	2,328 sq m
GEA First	225 sq m
PARKING	
Standard	122
Disabled	8
Parent & child	4
TOTAL	134 spaces
Short-stay cycle parking	24 cycles
Long-stay cycle parking	14 cycles

INDICATE ACOUSTIC ENCLOSURES TO BE INSTALLED AROUND ALL BUSINESS UNITS AND HEAT PUMP UNITS.
 DASHED LINES INDICATE POSITION OF EXISTING STONE TO BE DEMOLISHED.
 NEW OUTDOOR UNIT ON CONCRETE PAVEMENT.
 NEW RETAINING WALL.
 NEW CLOSE-BOARDED TIMBER FENCE HEIGHT 2.2M.





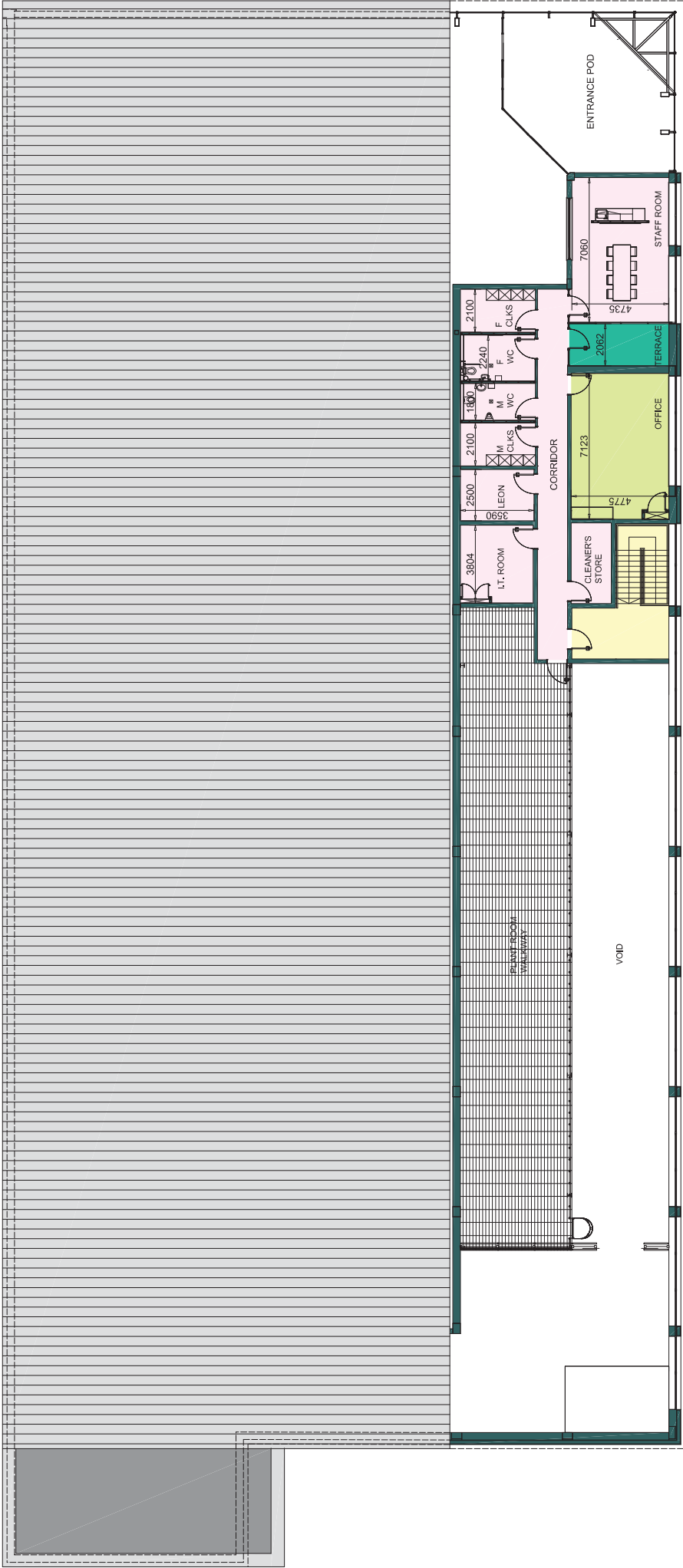
SCHEDULE OF ACCOMMODATION - KEY

GIA ground	2,248	sq m
GEA ground	2,328	sq m
Sales area	1,424	sq m
Warehouse	413.3	sq m
Bakery Prep	83.5	sq m
Bakery Warehouse	50.6	sq m
Additional Chillers	77.8	sq m
Office	12.1	sq m
Public wc, etc	30.5	sq m
Utility	14.4	sq m
Circulation	66.6	sq m
Store	6.5	sq m
Internal partitions	68.7	sq m



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Project	Lidl, Enfield Wash	Date	April 2015	Scale	1:200 @ A3
Drawing	Ground Floor Plan as Proposed	Number	3377	Sheet	11 of 11

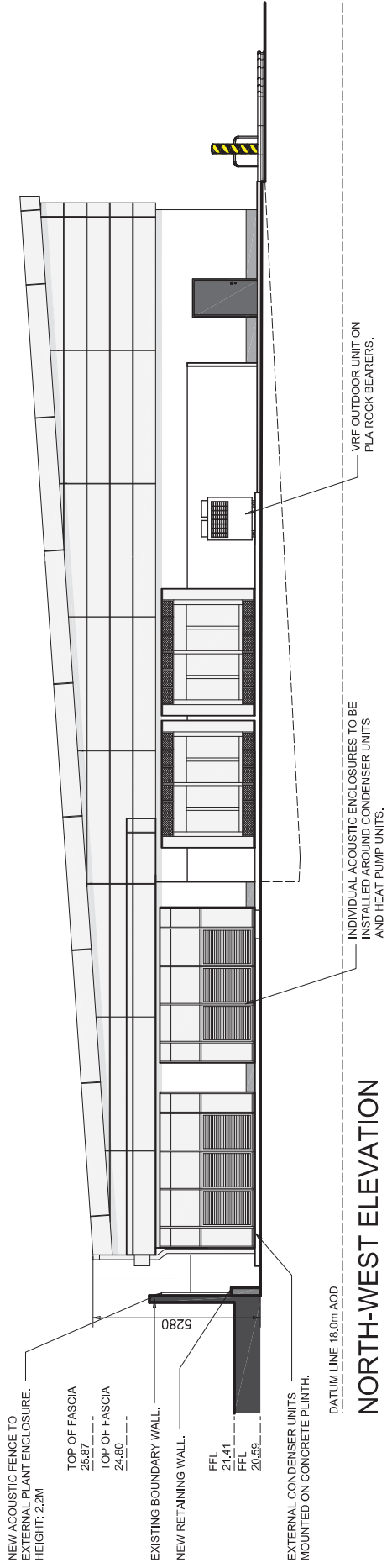


SCHEDULE OF ACCOMMODATION - KEY

	GIA first	199	sq m
Office	34.0	sq m	
Wellfare area, wc, etc	126.3	sq m	
Terrace	10.0	sq m	
Circulation	22.4	sq m	
Internal partitions	6.3	sq m	



Project	Lidl, Enfield Wash	Date	April 2015	Scale	1:200 @ A3
Drawing	First Floor Plan as Proposed	Sheet	3377		12
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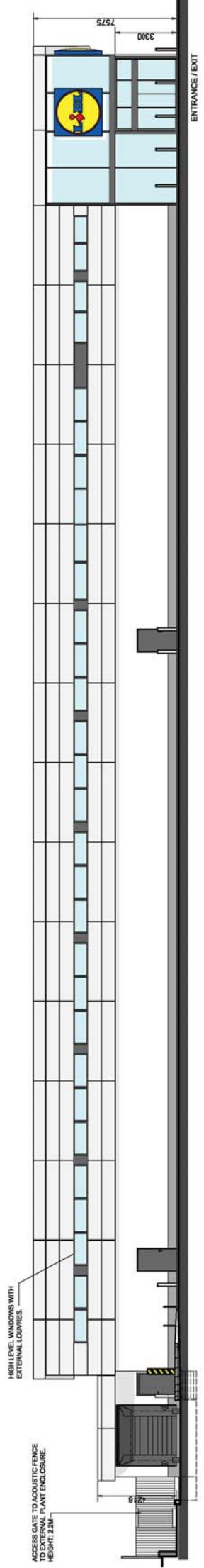
PROPOSED MATERIALS

- WALLS**
- 20mm mineral render painted white RAL 9010 with low level plinth in grey RAL 7038.
 - Ash & Lacy Building Systems Freedom 1 rainscreen cladding with 4mm Alucobond in silver metallic finish RAL 9006.
- ROOF**
- Standing seam aluminium sheet roofing in silver RAL 9006 finish
- SHOPFRONT GLAZING, ENTRANCE / EXIT LOBBY AND WINDOWS**
- Powder coated aluminium framed, double glazed system in Graphite Grey, RAL 7024.
- EXTERNAL DOORS**
- Steel external escape doors and sectional door for deliveries in Graphite Grey, RAL 7024.

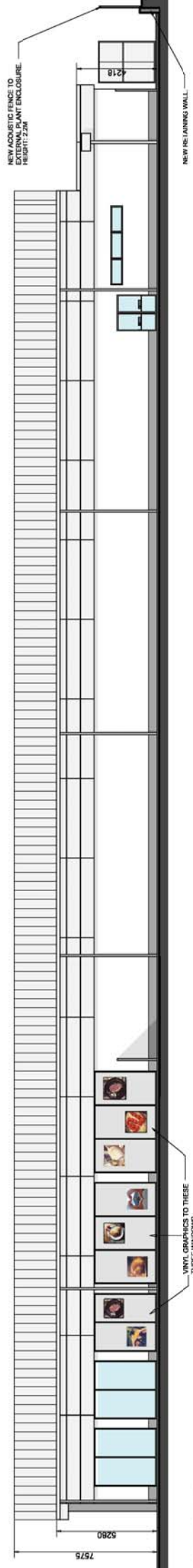


Project	Lidl, Enfield Wash	Date	April 2015	Scale	1:200 @ A4
Drawing	North-West Elevation as Proposed		3377		18
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DATUM LINE 18.0m AOD
SOUTH-WEST ELEVATION



DATUM LINE 18.0m AOD
NORTH-EAST ELEVATION

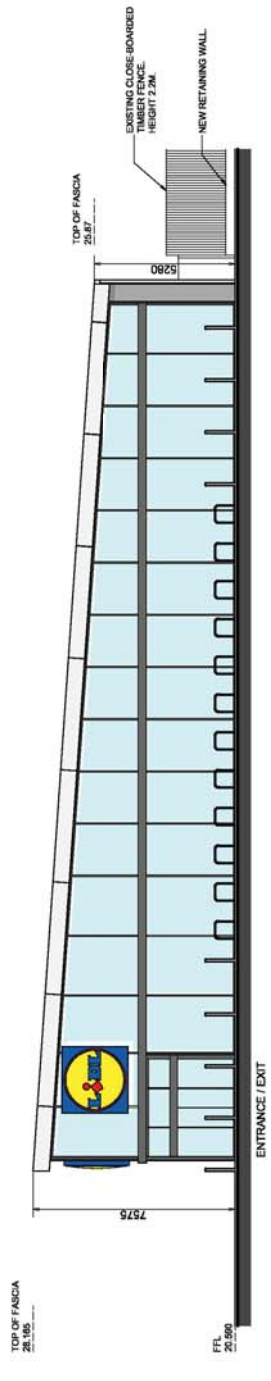
PROPOSED MATERIALS

WALLS
 20mm mineral render painted white RAL 9010 with low level plinth in grey RAL 7038.
 Ash & Lacy Building Systems Freedom 1 rainscreen cladding with 4mm Alucobond in silver metallic finish RAL 9006.

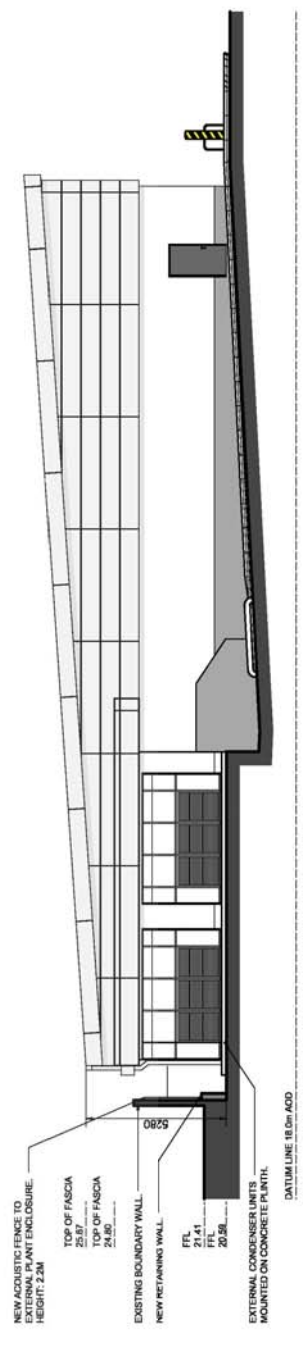
ROOF
 Standing seam aluminium sheet roofing in silver RAL 9006 finish

SHOPFRONT GLAZING, ENTRANCE / EXIT LOBBY AND WINDOWS
 Powder coated aluminium framed, double glazed system in Graphite Grey, RAL 7024.

EXTERNAL DOORS
 Steel external escape doors and sectional door for deliveries in Graphite Grey, RAL 7024.



DATUM LINE 18.0m AOD
SOUTH-EAST ELEVATION



DATUM LINE 18.0m AOD
NORTH-WEST SECTION / ELEVATION



POOLE & PATTLE chartered architects

Project: **Lidl, Enfield Wash**

Date: **April 2015**

Scale: **1:200 @ A3**

Drawing: **Elevations as Proposed - Option 2**

Sheet: **3377**

Page: **20**

Code: **E**

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