

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 22 March 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Ms Eloise Kiernan

Ward:
Southgate

Ref: 15/04472/FUL

Category: Full Application

LOCATION: 100 High Street, N14 6BN, ,

PROPOSAL: Demolition of part of the existing decked car park and erection of a 6-storey, 90 bed hotel with restaurant at ground floor (lower Deck) and undercroft parking with extended deck car park above.

Applicant Name & Address:

c/o Agent
United Kingdom

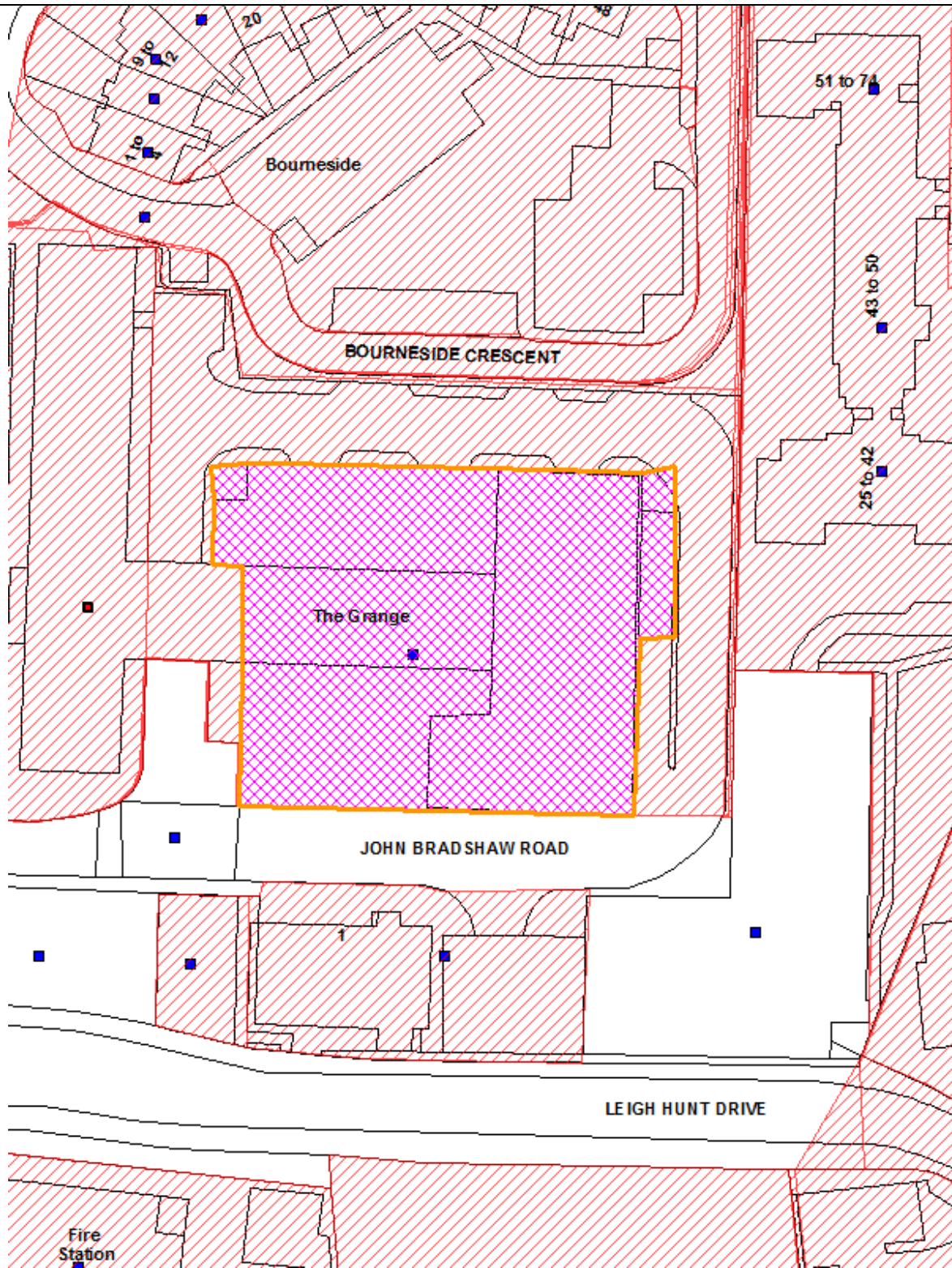
Agent Name & Address:

Ceire Topley
72 Welbeck Street
London
W1G 0AY

RECOMMENDATION:

It is therefore recommended that planning permission be **GRANTED** subject to an s106 to secure highway contributions and conditions.

Ref: 15/04472/FUL LOCATION: 100 High Street, N14 6BN, ,



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Scale 1:750

North



1. Site and Surroundings

- 1.1. The application site comprises an irregular shaped plot and contains a 3 storey post 1950's office building with undercroft car park to the rear of The Grange; a 6 storey 20th-century office building and immediately outside the boundaries of Southgate Circus Conservation Area. It is on the northern side of John Bradshaw Road and bounded by High Street to the East, and The Bourne to the North West. The development site incorporates a decked car park associated with The Grange office building.
- 1.2. The surrounding area comprises Southgate Town Centre with a mix of retail, commercial and office uses. Additionally, there are residential properties sited to the east at Grange Gardens and Leigh Hunt Drive.
- 1.3. The site is adjacent to the Southgate Circus Conservation Area, but is not a Listed building.

2. Proposal

- 2.1. The applicant seeks full planning permission for the demolition of part of the existing decked car park and erection of a 6-storey, 90 bed hotel with restaurant at ground floor (lower deck) and undercroft parking with extended deck car park above.
- 2.2. The proposal involves the demolition of part of an existing car park in order to erect the hotel, which includes a 98 cover ancillary restaurant at ground floor (lower level) with 43 car parking spaces for the hotel and restaurant spaces.
- 2.3. The existing site consists of 224 car spaces associated with The Grange building which is currently in use as an office building, The Grange is however not part of the application site and the existing office use will remain, however part of the existing car park associated with The Grange forms the proposed hotel site. The creation of the hotel will lead to the loss of 70 office based car parking spaces.
- 2.4. John Bradshaw Road is a private service road (in the ownership of the Applicant) and is accessible via the High Street from the west of the development site. This currently provides access to the existing car park associated with The Grange and also the Alan Pullinger Centre (Youth Centre). This private road will become the main vehicular access to the hotel development.
- 2.5. The proposed hotel would have a floorspace of approximately 3,885 sq.m and be constructed of a mixed brick façade, zinc cladding, and dark grey framed windows and external doors.

3. Consultations

3.1. Neighbours

Letters were sent to 347 adjoining and nearby residents. Four responses were received which raised the following planning considerations:

- Development too high;
- Too close to neighbouring properties-Grange Gardens;

- Inadequate parking;
- Loss of existing parking for office use;
- Additional noise and disturbance;
- Loss of light and overlooking to Grange Gardens;
- Lack of consultation;
- The mass of the building is out of keeping with the area;
- Noise from rooftop plant rooms needs to be adequately considered;
- Poor environment for pedestrians-maintain vehicle access at rear.

3.2. *Internal*

Traffic and Transportation - No objections subject to conditions

Designing out Crime - No comments

Economic Development - No comments

Environmental Health - No objections subject to conditions

Regeneration, Leisure and Culture - No comments

Strategic Planning and Design - No comments

Heritage and Design Team - No comments

Conservation Officer - No objections subject to conditions

3.2 *External*

Enfield Disabled Association - No comments

London Fire and Emergency Planning - No comments

Thames Water - No objections

Historic England - No objections subject to conditions

Southgate District Civic Trust - No objections

CAG - No objections subject to conditions

4. **Relevant Planning History**

- 4.1. 15/01946/PREAPP - Proposed demolition of part of existing car park and erection of a part 6, part 7-storey hotel (C1) with restaurant (A3) and associated works - Pre-application advice given

5. **Relevant Policy**

- 5.1. The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

5.2. 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.

5.3. London Plan (incorporating FMA)

- 2.2 London and the wider Metropolitan area
- 2.15 Town centres
- 3.9 Mixed and balanced communities
- 4.1 Developing London's economy
- 4.2 Offices
- 4.6 Arts, culture, sport and entertainment provision
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Building London's neighbours and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.7 Tall and large buildings
- 7.8 Heritage assets and archaeology
- 7.15 Reducing noise and enhancing soundscape

5.4. Core Strategy

- CP9 Supporting community cohesion
- CP11 Recreation, leisure, culture and arts
- CP12 Visitors and Tourism
- CP16 Taking part in economic success and improving skills
- CP17 Town Centres
- CP19 Offices
- 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
- CP26 Public transport
- CP25 Pedestrians and cyclists
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and Landscape Heritage

CP32: Pollution
CP46 Infrastructure Contribution

5.5. Development Management Document

DMD10	Distancing
DMD16	Provision of New Community Facilities
DMD27	Southgate District Centre
DMD31	Development Involving Tourism and Visitor Accommodation
DMD37	Achieving High Quality and Design-Led Development
DMD43	Tall buildings
DMD44	Conserving 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
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality

5.6. Other relevant policy/guidance

National Planning Policy Framework
National Planning Practice Guidance

6. Analysis

Principle of Development

- 6.1 Polices CP11 of the Core Strategy and DMD27 of the Development Management Document relate to Town Centres. Additionally, policies CP12 and DMD31 relate to visitors and tourism.
- 6.2. The council's planning policy evidence base has identified for a need for additional hotel accommodation within the borough. This has an identified lack of visitor accommodation for a Borough of its size, and additionally North London has the lowest number of hotels when compared to other London sub regions. As this is the case, developments to provide visitor accommodation in Enfield in town centres and other locations with good public transport accessibility would help to support the enhancement of Enfield's visitor and tourism potential. Additionally, it is considered that the hotel with conference facilities in this location would be well placed to serve the Borough's existing businesses as well as making the area more attractive to potential businesses.
- 6.3. The proposed hotel would be an appropriate town centre use which would complement the existing shopping function and provide a direct service to the public as well as promoting employment opportunities associated with recreation, leisure, culture and arts. Additionally, the location within a town centre offers good public transport connections to Central London by London underground, or bus services. As such, having regard to policies CP11 and CP12 of the Core Strategy and DMD27 and DMD31 of the Development

Management Document the principle of this development is considered acceptable.

Character and Appearance

- 6.4. Policy DMD37 of the DMD encourages achieving a high quality and design led development that should be suitable for its function and appropriate in its context with appropriate regard to its surroundings. Additionally, policy 7.4 of the London Plan specifies the need to respect the character of the surrounding area but also make a positive contribution to the places identity. This policy is re-iterated by CP30 of the Core Strategy as well as the fundamental aims of the NPPF.
- 6.5. The proposed design is contemporary and features an articulated bay rhythm to break up the bulk and massing across the elevation with a use of a varied palette of materials, which take cues from the surrounding area. The proposed materials include a mixed brick façade, zinc cladding, and dark grey framed windows and external doors, which are considered to take reference from the distinguishing positive characteristics of Southgate Circus to create a modern building with a sense of local identity which would integrate well with the prevailing character of the area.
- 6.6. Officers consider that the proposed hotel would make a positive architectural contribution in relation to the surrounding building. The Grange, which is also a 6-storey building and other tall buildings within the vicinity such as South Point House, are not considered to be architectural merit and have a negative impact on the Southgate Circus Conservation Area. In relation to these buildings and the location of the proposed hotel, the overall bulk, mass and scale are considered acceptable and it is considered the design and siting relates well to its context, given the architectural design.

Impact on setting of Grade II* Listed station and Conservation Area

- 6.7. The application site falls outside the boundaries of the Southgate Circus Conservation Area, however several listed buildings and structures are sited in the immediate vicinity of the site. These include Southgate Station, Chase Side (grade II* listed), Station sign to north of Southgate Station, Chase Side (grade II* listed) Station Parade, Nos. 1 to 8 (consecutive) including No 1 Chase Side (grade II* listed).
- 6.8. The focus of the Conservation Area is the early 1930s listed Underground station and its ancillary structures, which together comprise one of the finest examples of Charles Holden's modernist work commissioned by London Underground. The setting of the booking hall, the concourse, the curved traffic islands, the adjoining shops and office building, and the signs and shelters, were all designed by Holden in a carefully integrated urban design exercise, which translated the former Southgate village green into a modernist town centre to match its new status as a major commuter gateway for Enfield. These structures and the layout remain largely intact and endow Southgate with a distinctive character rare in suburban London.
- 6.9. The predominant guidance on development within the setting of heritage assets is contained within the English Heritage document *The Setting of Heritage Assets* (2015). It is largely acknowledged that in large cities views and settings will often evolve more rapidly than elsewhere. Good design of

new development within the settings of historic assets is therefore essential if their significance is to be retained or enhanced.

- 6.10. The Southgate Circus Conservation Area Character Appraisal state that over-large buildings are a factor detracting from the listed buildings. Additionally, within the Summary of Issues Facing the Conservation Area, it goes on to state,

“The buildings forming the backdrop need to respect the scale and design principles of the station. A design brief will be essential to secure the urban design quality of any future proposed redevelopment.” [p. 19].

- 6.11. Officers consider that the overall design and choice of materials would respect and relate to the characteristics of the surrounding listed buildings, particularly the Grade II* listed station. Additionally, the choice of materials and overall design are considered to assist in mitigating the overall height, scale and bulk of the proposed hotel.
- 6.12. Both the Councils Conservation officer and Conservation Advisory Group (CAG) have raised no objections subject to conditions requiring the submission of details and materials. CAG were also satisfied that the proposals did not interfere with the adjacent listed station. However, further details were required, as particular concern was expressed about the likelihood of roof elements, such as lift over run housings, exposed roof plant, TV aerials etc, extending beyond the proposed highest part of the roof. Furthermore, Southgate District Civic Trust concluded that they are satisfied that the proposal, is acceptable as it is no higher than adjacent developments.

Impact on Residential Amenity

- 6.13. The nearest residential properties are those at Leigh Hunt Drive, Bourneside Crescent and Grange Gardens. The nearest blocks are 25-42 Grange Gardens approximately 20 metres away, which is located to the north east section of the site, Bourneside Crescent approximately 20 metres away to the north and 312-317 Leigh Hunt Drive approximately 50 metres away to the south east of the site.
- 6.14. A Daylight/Sunlight Assessment was submitted with the application. It assessed the impact on properties at Bourneside Crescent and Grange Gardens.
- 6.15. Grange Gardens is a 4-storey block of residential apartments. There are a number of windows on the properties west facing façade that directly overlook the proposed site. Bourneside Court is a 4-storey property comprising residential apartments that is situated to the north of the proposed site fronting The Bourne. There are a high number of windows on the property's south facing façade that look towards the proposed site.
- 6.16. The results of the assessments illustrate that the proposal would have little effect on the neighbouring residential dwellings in terms of daylight and sunlight. All of the windows serving habitable rooms would continue to retain levels of VSC and NSC in excess of the BRE targets and are therefore compliant with the daylight criteria.

- 6.17. It is therefore considered that the proposed development would not be dominant or overbearing to adjacent occupiers, or give rise to an unacceptable loss of sunlight/daylight or privacy, having regard to policies DMD6, DMD8 and DMD10 of the Development Management Document.

Traffic and Transportation

- 6.18. High Street is a principal road with a PTAL of 5, which indicates very good access to public transport services.
- 6.19. The subject site is located in the Southgate CPZ, which is operational from Monday to Saturday between 8am-6:30pm. There is also the Southgate (one hour) CPZ which is operational between Monday to Friday from 11am-12noon.
- 6.20. John Bradshaw Road is a private service road and is accessible via the High Street from the west of the development site. It currently provides access to the existing car park associated with The Grange and also the Alan Pullinger Centre (Youth Centre). This private road will become the main vehicular access to the hotel development.
- 6.21. Leigh Hunt Drive which is located immediately outside the CPZ boundary, to the south, has waiting restrictions in the form of single yellow lines which are in operation from Monday to Saturday, between 9am and 6:30pm.

Parking

- 6.22. The proposals involve the partial demolition of the existing car park in order to erect the hotel. There is also an extended deck car park proposed on the upper deck, resulting in an estimated height clearance of 2.4-2.5m.
- 6.23. The existing site consists of 224 car spaces associated with The Grange building which is currently in use as an office building. The Grange is however not part of the application site and existing office use would remain. However, part of the existing car park associated with The Grange forms the proposed hotel site. The creation of the hotel would therefore lead to the loss of 70 office based car parking spaces.
- 6.24. The current parking layout shows a number of disabled bays located near the office building columns which would not enable easy access for its users. The current office parking layout will be reviewed to ensure that disabled parking is provided at the appropriate locations. Details of the office and hotel parking layouts would be secured via condition and would also be incorporated into the Delivery and Servicing Management Plan (also secured by condition).
- 6.25. The Grange office development as existing has a gross floor area of 5,612 sq.m and the current parking provision in the London Plan leads to a maximum provision of 56 car parking spaces taking into account the area of the development. Therefore the existing 224 spaces are in excess of the current London Plan standards.
- 6.26. However, it must also be noted that the office development and its associated car parking was existent prior to the current parking standards; the demand for the existing car park is already established and hence the car park might be fully utilised at the moment. The Applicant is aware of the fact that office

employees drive because of the availability of parking and are willing to reduce the quantum of office parking currently available to facilitate the hotel development and have offered to secure an office based Sustainable Travel Plan.

- 6.27. As a result of this, it is noted that the loss of any existing spaces presents risk of over-spill parking onto neighbouring streets, including those outside the CPZs. The site is on the periphery of a CPZ which was put in place to manage on-street parking demands. The subject site is also located on the very edge of the existing Southgate CPZ; the immediate surrounding streets (outside the CPZ) particularly to the south, east and west of the site are vulnerable to increased parking overspill.
- 6.28. Productive discussions during the course of the application with the Applicants team has resulted in agreement of the following mitigation measures:
- Travel Plan for the hotel development;
 - Travel Plan for the remaining office development;
 - Both travel plans to be submitted, and approved prior to occupation;
 - Baseline survey of office staff and on-street parking conditions to be carried out as part of the pre-occupation submission.
- 6.29. The parking survey specification would need to comply with the Lambeth Methodology and full details and methodology would be agreed with the Council prior to undertaking them.
- 6.30. The results of the surveys would form the basis of Travel Plans (TPs) for the existing office use and hotel developments. Efficiently, two separate travel plans would be secured by an S106, one for the hotel development and the other for the existing office use and will complement each other. Both TPs will also include parking management proposals.
- 6.31. The Travel Plan's would be secured to be delivered at pre-occupation stages of the hotel to enable the baseline office staff surveys and parking surveys to be undertaken. As part of the Travel Plan the following would be required:
- Parking permits for surrounding public car parks - to be secured through S106 agreement, for office building only; no hotel staff and on a diminishing basis to zero at Year 5;
 - Number of permits to be allocated for Year 1 will depend on results of office Travel Plan baseline survey, LBE Parking team's confirmation of wider demand, and LBE Property team's confirmation of future use of each car park. Year 1 allocation will be on the basis of already achieving reductions over current private car use with reductions continuing to diminish to zero over the five year period, if not earlier;
 - Initially parking permit cost in public car parks would be borne by the applicant/site owner, not staff. However, in order to ensure the effectiveness of the travel plan in reducing the reliance on the use of the private car, (given that the site is in a high PTAL area), it is considered that the responsibility for the cost of permit shifts to the office employee as an incentive to use more sustainable transport modes. This would form part of the targets for the office based Travel Plan;

- Office Staff survey - a very high response rate will be required from employees, and must be demonstrated in the baseline survey reporting;
 - Lambeth-style parking survey (extent to be agreed with LBE), purpose is to provide a basis for the Applicant and LBE to establish whether, and to what extent, the on-street parking situation (especially in the nearby streets outside the CPZ) deteriorates over the initial 5-year TP period.
- 6.32. Any increase in demand for on-street parking identified from the baseline parking survey scenario will trigger a £10,000 initial contribution secured via S106 towards consultation for the extension of the existing CPZs covering the affected areas. Further surveys will be required after 1, 3 and 5 years post occupation to ensure that the full effects of the scheme can be captured with scope to provide up to £25,000 towards consultation and implementation of the CPZ. It should be noted that the Travel Plan is effectively managed, should minimise the risk of these contributions being imposed.
- 6.33. Additionally, a S106 contribution of £2,500 would be secured towards the provision of parking control measures to protect neighbouring junctions (including Leigh Hunt Drive) and other side roads from any overspill parking associated with the hotel development.

Cycle Parking

- 6.34. A total of 5 Sheffield stands are proposed to be provided near the entrance to the hotel to serve guests arriving by bike. This will lead to the provision of 10 spaces. A cycle store is also proposed to be provided at the rear of the hotel block for the staff. This level of short stay provision is considered to be acceptable and in line with the current cycle parking standards set out in the London Plan 2015 (FALP).
- 6.35. Details of the number of cycle racks provided, types and the size of the bike store have not been specified. As such details of the style, location and type of cycle parking proposed will be secured by condition.
- 6.36. The London Plan 2015 (FALP), states that in outer London town centres that are designated as 'mini-Hollands' (e.g. Enfield) or which have high PTALs, (e.g. Southgate) cycle parking facilities are expected to match those of inner/central London. Furthermore, in line with policy, Enfield's Core Strategy requirements, Manual for Streets and the London Plan seek to improve the local pedestrian and cycling connectivity in and around the proposed development.
- 6.37. As one of the Cycle Mini Holland Boroughs, Enfield is particularly keen to ensure the provision of high quality pedestrian/cyclist infrastructure within and around new developments. The short and long stay cycle parking layout for the hotel development would be secured by an appropriate planning condition.

Access

- 6.38. Vehicular access to the site would continue to be provided from John Bradshaw Road, which also serves the Alan Pullinger Youth Centre. From the main Southgate High Street, a ghost right-turn lane is provided at its junction with John Bradshaw Road for vehicles approaching the site from the

south. This facility therefore ensures the through-flow of traffic is not impeded when a vehicle is waiting to turn into the site.

- 6.39. The existing one-way (clockwise) route around the perimeter of The Grange car park would remain in place however the upper storey of the decked car park would be extended north to accommodate additional parking as a result of the hotel development. The northern section of John Bradshaw Road would therefore be subject to a height restriction (approx. 2.4m-2.5m), with goods vehicles and coaches having to use the southern section only.
- 6.40. The decked car park would provide a number of double and triple parked spaces associated with the office. It is important to note that this is an existing situation and that this parking is suitably coordinated and managed by the offices and would therefore not be problematic. Furthermore this car parking is located on the upper deck and is therefore clearly separated from the hotel parking which is at ground floor level. Usage of this car park will also be the focus of the office travel plan.
- 6.41. The development proposals would lead to the generation of increased pedestrian movements in the area. Detailed designs of the scheme must ensure that there is good connectivity between pedestrian facilities throughout the site and the surrounding streets. Well designed, safe and lit pedestrian access arrangements and facilities would enhance pedestrian safety and improve amenity and street scene. Pedestrian access to the hotel development will take place from John Bradshaw Road via 1.5m wide footways. However, according to the Manual for Streets, in lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should be 2 m. The footways should therefore be revised to achieve the recommended width.
- 6.42. In order to ensure the effective and efficient functionality of the proposed shared access on John Bradshaw Road, appropriate signage will be required. Existing access controls in the form of bollards, barriers located at various points along John Bradshaw Road are anticipated to be removed as part of the hotel development proposals, however details of this are yet to be finalised. Details of the access arrangements for vehicles and pedestrians, signage and controls would be secured by planning condition.

Delivery and Servicing Arrangements

- 6.43. The proposed access and servicing arrangements shown on the proposed plans could lead to various conflicting movements as they will be used by pedestrians, office and hotel vehicles, refuse lorries, delivery and emergency vehicles. The busy nature of the proposed shared access also raised highway safety concerns for parents and other patrons of the neighbouring Alan Pullinger Youth Centre.
- 6.44. However as part of the proposals, a Framework Delivery and Servicing Management Plan (DSP) has been produced. Management of the development have committed to servicing the site using a vehicle no larger than a 12m rigid at the proposed site in Southgate. This vehicle size would be managed in the future to ensure only vehicles of this size gain access to the site.

- 6.45. A layby which is at grade with the rest of the access road would be provided near the entrance to the upper-deck car parking area which will serve as a pick-up and drop off area as well as parking area in the event of any coach trips associated with the hotel development.
- 6.46. The Framework DSP includes swept path analysis which confirms that the proposed delivery vehicles could be accommodated at this junction; vehicles would be coordinated such that only 1 vehicle is present on-site at any given time and in the rear event that a coach party arrive at the sites, then these could be accommodated within the coach lay-by. The DSP would need to include specific details of booking systems, delivery refusal mechanisms (to avoid blocking/congesting the access), and proposed delivery times.
- 6.47. Larger vehicles required for servicing the hotel development would enter the site via John Bradshaw Road but manoeuvre at the entrance to upper decked office car park, before reversing towards the entrance of the hotel building before exiting in forward gear. In order to manage and control vehicular movements, time periods for servicing would be scheduled for the least congested periods. According to the surveyed data included in the accompanying the Transport Assessment, these are between 10am and 4pm and would be secured by planning condition.
- 6.48. Vehicular movements associated with the office, hotel and Alan Pullinger Youth Centre will be via clockwise traffic circulation around the parking area and exit from the far eastern corner of the access and back out towards the High Street. All drop-off, hotel and office traffic would operate in a similar manner, except coaches, deliveries and other tall vehicles.
- 6.49. The existing office development is currently serviced with small transit vans which will be able to circulate round the site. Office refuse collection is currently undertaken by a private contractor which would remain in operation. The Framework DSP would therefore be revised to include all the comments discussed above.
- 6.50. A detailed Delivery and Servicing Management Plan, linked to the travel plan, which sets out how the pickup drop off taxi trips, vehicular movements from the existing office and hotel, servicing and delivery trips plus the increased pedestrian movements would interact with the trips from the Youth Centre etc, will be secured via planning condition. All the various movements would be effectively managed to prevent queuing back onto the High Street which would adversely affect the smooth operation of the surrounding local highway network.

Refuse

- 6.51. The proposed refuse store is currently more than 10m away from the kerbside for collection, however, details of the refuse and recycle storage facilities will be secured via planning condition and will aim to reduce this arrangement.

Sustainability

- 6.52. Policies 5.2 & 5.3 of the London Plan and Policy 20 of the Core Strategy recognise that not all developments are capable of achieving significant improvements over building regulations, and makes provision to mitigate for any shortfall through agreed allowable solutions.

- 6.53. A BREAAAM Pre-Assessment Report was submitted as part of the application. The details confirm that a score of 64.43 would be achieved with a score of 'Very Good'. This is considered acceptable and would be secured by an appropriate condition, should the scheme be granted.

s106

- 6.54. Traffic and Transportation are seeking the following contributions, which would be secured by an S106:
- £2,500 towards parking control measures to protect neighbouring junctions (including Leigh Hunt Drive) and other side roads from any overspill parking associated with the hotel development;
 - £7,240 for monitoring both the Office and Hotel Travel Plans over 5 years;
 - £10,000 initial contribution towards consultation for the extension of the existing CPZ's covering the affected areas. Further surveys will be required after 1, 3 and 5 years post occupation to ensure that the full effects of the scheme can be captured with scope to provide up to £25,000 towards consultation and implementation of the CPZ;
 - Parking permits in surrounding public car parks for office building ONLY on a diminishing basis to zero at Year 5.

CIL

- 6.55. As of the 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 2014.
- 6.56. The development would be liable to a Community Infrastructure Levy contribution as the development is for new commercial accommodation and equates to approximately 3,885 sq.m.
- 6.57. This would result in a CIL contribution of £95,470 (3885 sq.m x £20 x 274/223)

7. Conclusion

- 7.1. The proposed hotel is appropriately design and would integrate satisfactorily and represent a positive architectural statement within this location and would not detract from the setting of the surrounding listed buildings. Additionally, the proposal would not be detrimental to residential amenities, or highway safety, having regard to adopted local, regional and national level policies.

8. Recommendation

- 8.1. It is therefore recommended that planning permission be granted subject to an s106 to secure highway contributions and the following attached conditions:

Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans, 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. That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- a. arrangements for wheel cleaning;
- b. arrangements for the storage of materials;
- c. hours of work;
- d. arrangements for the securing of the site during construction;
- e. the arrangement for the parking of contractors' vehicles clear of the highway;
- f. The siting and design of any ancillary structures;
- g. Enclosure hoarding details;
- h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

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

4. Detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:

1. Schedule and sample of materials used in all elevations, should also include brick sample board (bonding and pointing);
2. Details of all windows and doors at scale 1:10, windows shall be set at least 115mm within window reveal scale 1:10
3. Details of balconies, bris soliel and canopies;
4. Construction details of all external elements at 1:20 scale (including sections). This should include: entrances and exits, glazing, masonry, weathering and flashings, balustrades and parapets, roof, plant and plant screening, health and safety systems.
5. Full drawn details (1:20 scale elevations, 1:2 scale detailing) of the railings and gates (including hinges, fixings, locks, finials);

6. Details and locations of rain water pipes.

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality.

5. Prior to commencement of the development hereby approved, a sample panel and a schedule of materials to be used in all external elevations including walls, doors, windows front entrances and balconies within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any building work commences and this condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure that the building has an acceptable external appearance and preserves the character and appearance of the conservation area.

6. Notwithstanding the details of the application, hereby approved, screening shall be provided for all roof top plant equipment, details of which in the form of drawings at a scale of 1:20 and manufacturers details of performance shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. The development shall thereafter be implemented in accordance with the approved details.

Reason: In order to ensure that the building has an acceptable external appearance.

7. The development shall not commence until details and design of the surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas, road markings and all other hard surfacing has 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.

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

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

9. 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.

10. 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.

11. The development shall not commence 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.

12. The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than a 25% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2010 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

13. The development hereby approved shall be built to a minimum standard of BREEAM 'very good'. Prior to the occupation of the approved building, a copy of the Post Construction Certificate verifying that BREEAM 'very good' has been achieved shall be submitted to the local planning authority.

Reason: In the interests of sustainable development in accordance with Council Policy.

14. Prior to occupation details of the internal consumption of potable water shall be 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 90 litres per person per day as stated in the pre-assessment accompanying 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, DMD58 of the Development Management Document and Policy 5.15 of the London Plan.

15. No part of the extension hereby permitted shall be occupied until a detailed strategy for the management of deliveries and servicing has been submitted to and approved in writing by the local planning authority. The strategy shall include measures to avoid localised congestion, parking on footways and damage to buildings caused by vehicles. The applicant shall detail a booking system to be operated to co-ordinate the arrival of deliveries to ensure that all associated vehicles can be accommodated within the site with no need to wait on the adjoining highway and also set out a robust enforcement regime to ensure that no unauthorised use occurs. Deliveries and servicing shall thereafter be carried out solely in accordance with the approved details.

Reason: To avoid hazard and obstruction being caused to users of the public highway.

16. Prior to the occupation of the hereby consented element of the site details of a Coach and Taxi Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. This should set out an appropriate means of managing coaches and identify appropriate locations for the drop-off and pickup of coach passengers.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety (Policy 9 of the Unitary Development Plan 2007: Policies saved beyond 5th August 2010 and not superseded by the Core Strategy: January 2011).

17. Notwithstanding the details of the application, hereby approved, a detailed crime prevention management and maintenance strategy detailing how the development will minimise opportunities for crime including details of a controlled access system, CCTV and external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the extension.

Reason: To ensure that the development protects community safety.

18. No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.

Reason: To safeguard and enhance the visual amenities of the locality.

19. Details of all air conditioning units, ventilation and filtration equipment and any other plant, machinery or equipment (including rooftop plant), in addition to measures to control noise from such equipment, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the operational use of the relevant parts of the development hereby permitted. Development shall take place in accordance with the approved details and shall be so retained for the duration of the permitted use unless otherwise agreed in writing by the local planning authority

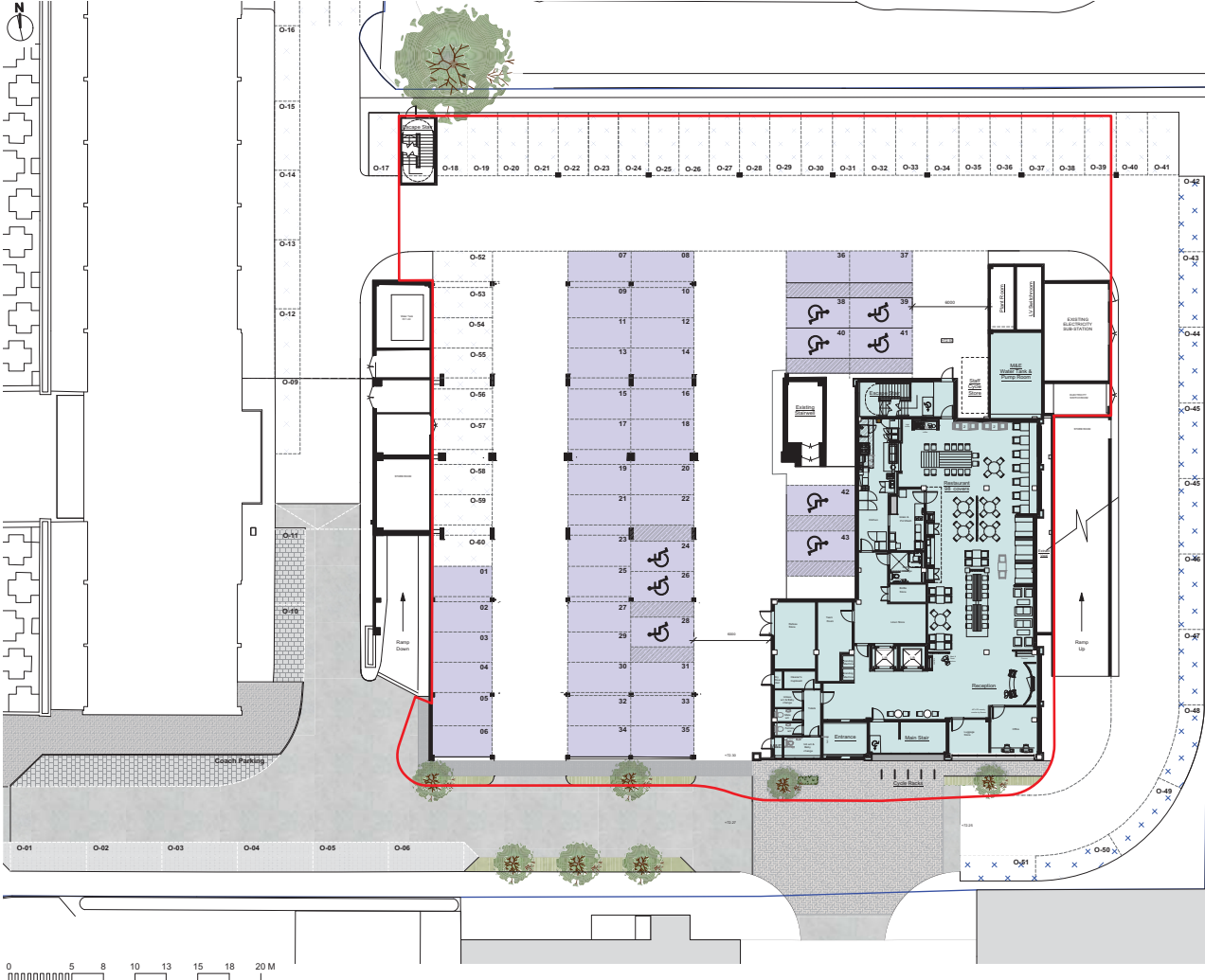
Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally.

20. Environmental noise levels from any plant within or on any part of the building shall not increase the background noise levels when measured outside any nearby residential property unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard amenity of existing and future residents.

21. The development shall not commence until details of parking and turning facilities to be provided in accordance with the standards adopted by the Local Planning Authority have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be constructed in accordance with the approved details before the development is occupied and shall be maintained for this purpose.

Reason: To ensure that the development complies with Unitary Development Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.



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— Title Boundary Line
 — Planning Boundary Line

Proposed Schedule

GIA - 476 sqm/5,123 sqft

Office Car Parking - 60 spaces

Hotel Car Parking - 43 spaces (incl 9 UA)

Total Parking Spaces at GF - 103 Spaces

Rev	Date	Description	By
D	28/1/16	Updated to reflect changes to external landscape design	LC
C	16/9/15	Boundary line updated	LC
B	4/9/15	Updated to co-ordinate with elevations and updated to Whirlwind comments	LC
A	21/8/15	Updated to reflect recent MSE/Structural information	LC

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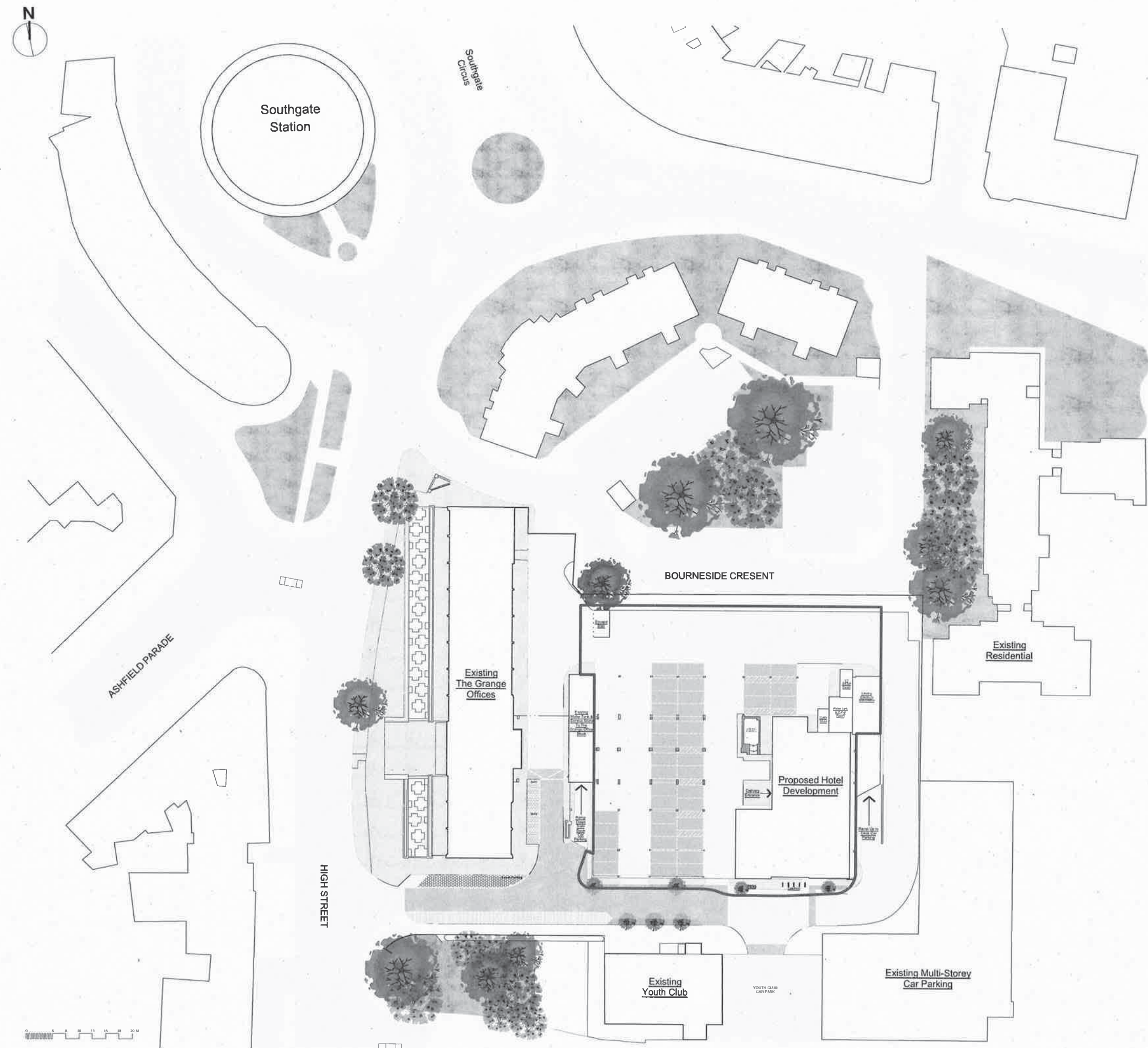
Project
 JOHN BRADSHAW ROAD
 SOUTHGATE

Drawing
GROUND FLOOR (Lower Deck Level)

Scale	Status	Date	Drawn	Checked
1:200 @ A2	Planning	28/07/16	LC	LC

Drawing No. **3743/P/201 D**

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— Planning Boundary Line
Total Parking Spaces on both levels including both hotel and offices - 197

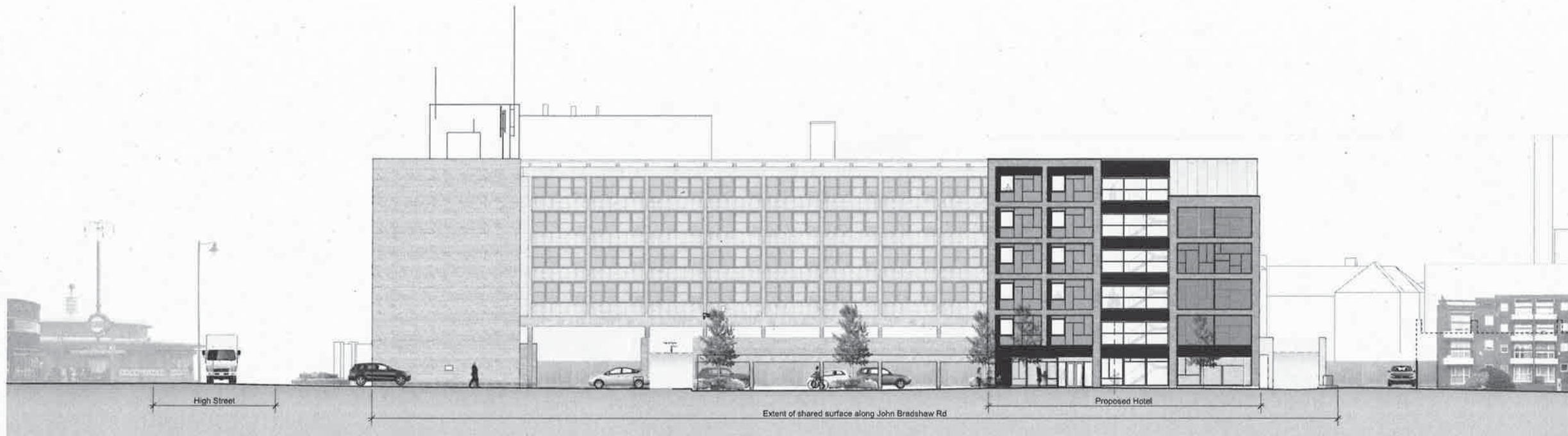
Rev	Date	Description	By
B	28/1/16	Updated to reflect recent changes to the external works and landscaping.	LC
A	16/9/15	Planning boundary updated	

10 Margaret Street
 London
 W1W 8RL

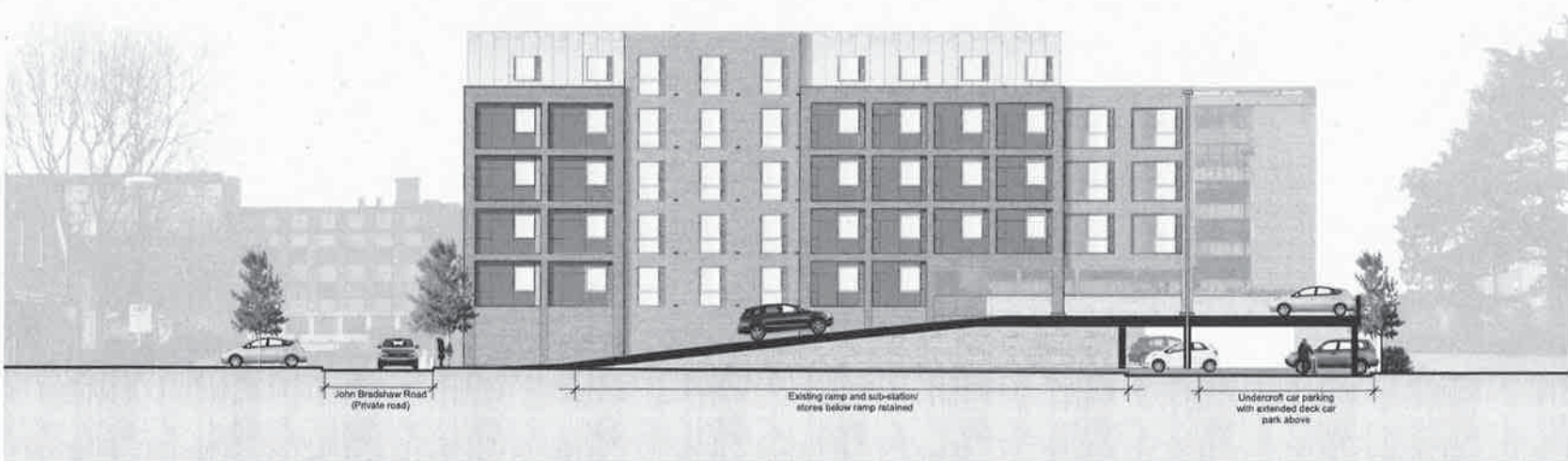
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JOHN BRADSHAW ROAD SOUTHGATE
 Drawing
SITE PLAN WIDER CONTEXT

Scale	Status	Date	Drawn	Checked
1:500 @ A2	PLANNING	JUNE 15	LC	
Drawing No.	Revision			
3743/P/200 B				

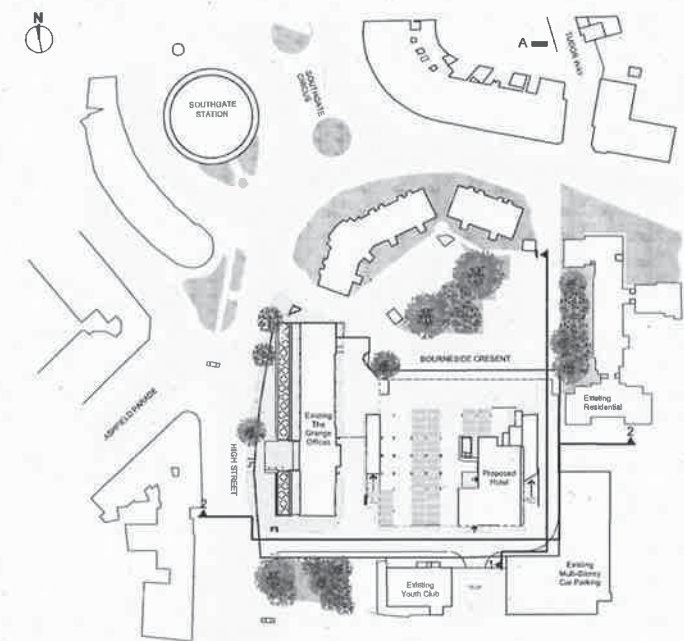
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ELEVATION 1



ELEVATION 2
1:200



ELEVATION KEY
1:1250

Rev	Date	Description	By
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Client

LAZARI INVESTMENTS LIMITED

Project
**JOHN BRADSHAW ROAD
SOUTHGATE**

Drawing
**GA ELEVATIONS
(CONTEXT & MATERIALITY)**

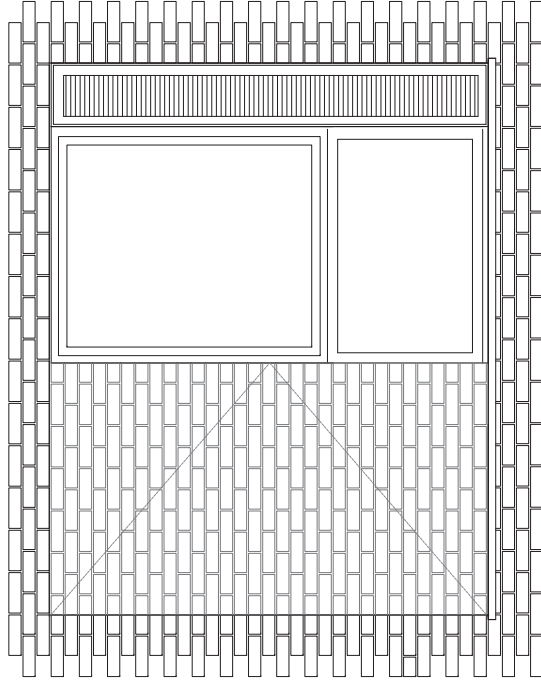
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1:200 @ A1	PLANNING	JAN 16	LC	LC

Drawing No.	Revision
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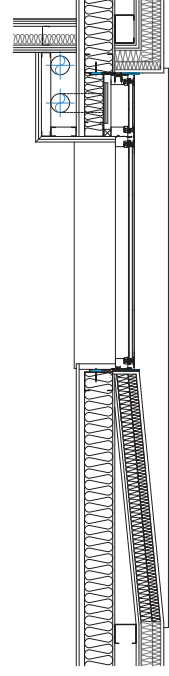
3743/P/224

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02.7 APERED WINDOW ELEVATION
1:10



02.7 APERED WINDOW PLAN DETAIL
1:10

Rev: Date Description
 01/04/2024
 W1001

By:
 AXIOM
 ARCHITECTS

LAZARI INVESTMENTS LIMITED
 JOHN BRADSHAW ROAD
 SOUTHGATE

Project:
 LAZARI INVESTMENTS LIMITED
 JOHN BRADSHAW ROAD
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Drawing No.: 3743/P/226

Scale: 1:10 (ELEV)
 Date: 01/04/2024
 Drawing No.: 3743/P/226

