

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 30th August 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Robert Singleton

Ward: Southgate
Green

Ref: 16/02681/FUL

Category: Full Application

LOCATION: Ladderswood Estate, Bounded by, Station Road, Palmers Road and Upper Park Road, London N11

PROPOSAL: Minor material amendment to planning application ref: P12-02202PLA to allow increase in number of rooms from 80 to 85 to the approved hotel.

Applicant Name & Address:

Mr Paul O'Connor
John Rowan and Partners
4th Floor
Craven House
40 Uxbridge Road
London
W5 2BS

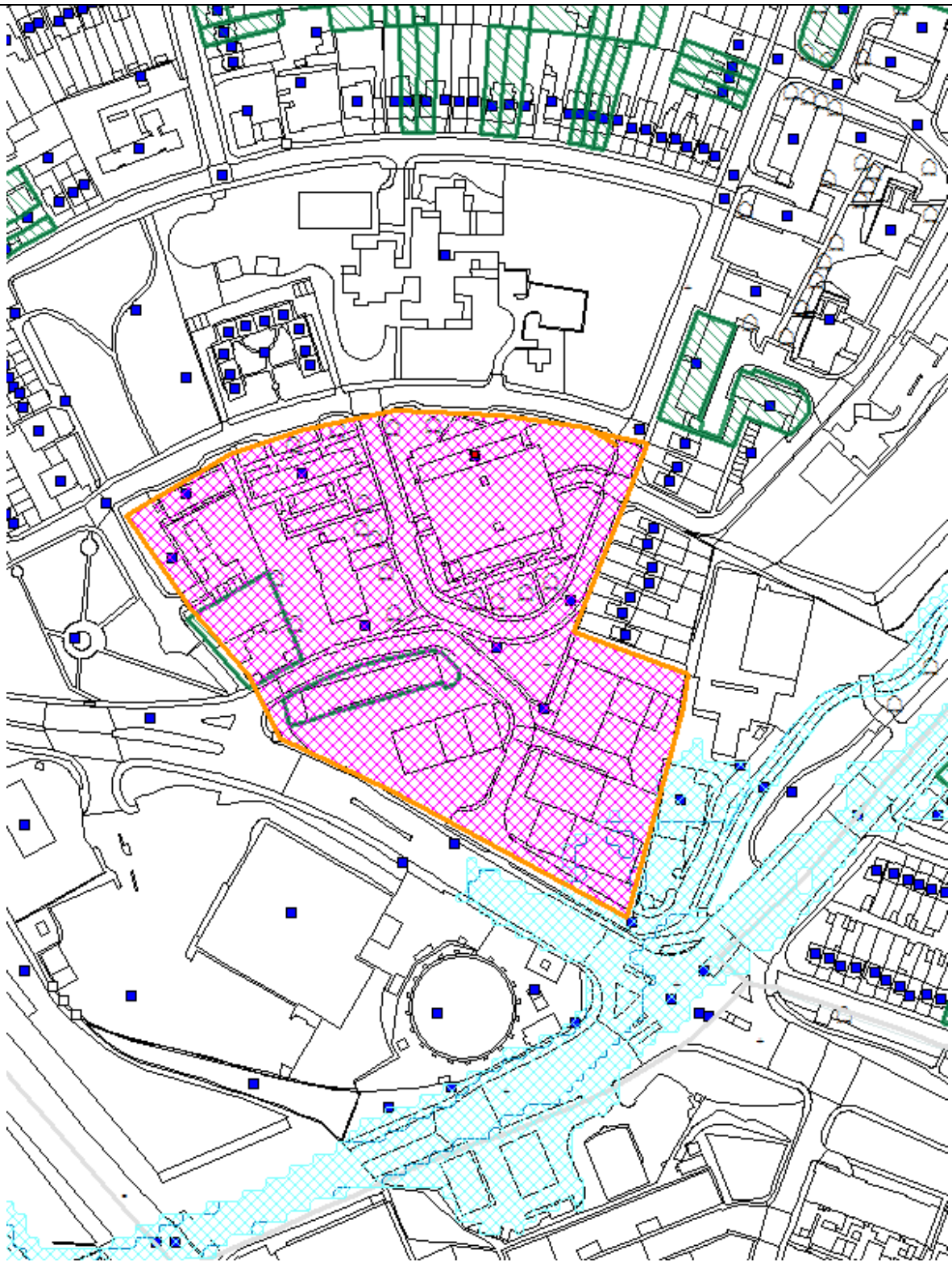
Agent Name & Address:

Mr Ralph Kanfer
Diespeker Wharf
38 Graham Street
London
N1 8JX

RECOMMENDATION:

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

Ref: 16/02681/FUL LOCATION: Ladderswood Estate, Bounded By, Station Road, Palmers Ro



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Scale 1:2500

North



1. Site and Surroundings

- 1.1 This 3ha site comprises the predominantly residential Council owned Ladderswood Estate to the north and a small associated industrial area to the south. The site is adjacent to a Locally Significant Industrial Area. The site forms part of the New Southgate Masterplan and has been identified as a Regeneration Site in this document. The site is bounded to the north by Upper Park Road, to the east by Palmers Road and to the south by Station Road, a trunk road maintained by Transport for London.
- 1.2 The site benefits from direct access to local amenity provision in the form of the High Road open space to the north and Millennium Green directly to the west, both are defined as a Local Open Spaces by the Core Strategy.
- 1.3 The site is well serviced by public transport with several bus routes running within a 10 minute walk of the site including the 382 'hail and ride services passing directly through the estate. Arnos Grove Tube Station is some 400m to the north. The area has a PTAL ranging for 5 to the north of the site and 3 to the south, indicating that the site is highly accessible.
- 1.4 The site is mixed in terms of character with predominantly residential units to the north juxtaposed with larger industrial and commercial units benefiting from trunk routes feeding trade to the south.
- 1.5 The site is not within a Conservation Area nor are any of the properties designated as a Listed Building. A number of established trees permeate the site.

2. Proposal

- 2.1 This is a s73 application for a minor material amendment to an outline planning consent levied under ref: P12-02202PLA as amended by refs: 14/04877/FUL and 15/03673/FUL for the phased redevelopment of site involving demolition of existing buildings, construction of new roads and erection of a total of 517 self-contained residential dwellings, incorporating 149 affordable dwellings, comprising (Block A) a 6-storey block of 23 flats (8 x 1-bed, 12 x 2-bed, 3 x 3-bed); (Block B) a part 3, part 4-storey block of 10 flats (6 x 1-bed, 4 x 2-bed); (Block C) a part 3, part 4-storey block of 10 flats (6 x 1-bed, 4 x 2-bed); (Block D) a part 2, part 3-storey block of 11 flats (9 x 1-bed, 2 x 2-bed); (Block F) a 6-storey block of 28 flats (3 x 1-bed, 25 x 2-bed); (Blocks G) a part 5, part 6-storey block of 27 flats (11 x 1-bed, 16 x 2-bed); (Block H) a part 5, part 6-storey block of 27 flats (11 x 1-bed, 16 x 2-bed); (Block J) a part 4, part 5-storey block of 28 flats (13 x 1-bed, 11 x 2-bed, 4 x 3-bed); (Block K) a part 4, part 5-storey block of 24 flats (10 x 1-bed, 11 x 2-bed, 3 x 3-bed); (Block L) a part 5, part 7-storey block of 26 flats (10 x 1-bed, 9 x 2-bed, 7 x 3-bed); (Block M) a part 6, part 8-storey block of 33 flats (18 x 1-bed, 15 x 2-bed); (Block N) a part 5, part 7-storey block of 31 flats (16 x 1-bed, 13 x 2-bed, 2 x 3-bed); (Block S & T) a part 3, part 6 storey block of 46 flats (18 x 1 bed and 28 x 2 bed); (Block X) a 6-storey block of 17 flats (5 x 1-bed, 12 x 2-bed); 81 x 3-storey terraced houses (66 x 3-bed, 15 x 4-bed); (Block P, Q & R) a part single, part 2, part 4, part 6, part 7, part 8- storey block comprising community centre and commercial use within classes B1(b)/B1(c) and 74 flats (36 x 1 bed, 26 x 2 bed, 11 x 3 bed and 1 x 4 bed) with basement parking; (Block V) a part 4, part 5, part 6-storey block

comprising a 80-bed hotel and 21 flats (9 x 1-bed, 12 x 2-bed) with basement parking and commercial floorspace within classes B1(b)/B1(c); provision of energy centre below blocks A and X; installation of photovoltaic solar panels; construction of vehicular access to Palmers Road, Weld Place and Station Road; provision of associated car parking; construction of children's play area, provision of private and community amenity space, together with relocation of hornbeam tree from Upper Park Road, adjacent to Betspath House to south of the site within the communal amenity area.

- 2.2 Following disposal of the hotel unit to a known service provider the subject application seeks to rationalise the internal configuration of the hotel unit to provide an additional 5 bedrooms – which would breakdown to one additional bedroom across the five floors providing accommodation. Members are advised, that the additional rooms do not result in any changes in the footprint or size of the approved hotel unit and are borne solely from a rationalised and reconfigured internal arrangement. There are no associated changes to the elevations directly resultant from the additional bedrooms.
- 2.3 The wider development site seeks to deliver secure parking for 608 bicycles, 300 residential car parking spaces (ratio 0.59 spaces per unit), 11 B1 parking spaces (including 10% disabled access), 66 hotel parking spaces (including 10% disabled access) 55 residential disabled parking spaces facilitated by a mix of basement and on-street parking bays. In addition, 3 car club parking bays are proposed. This remains unaltered from the parent application.
- 2.4 Underpinning the scheme is a wider Council initiative realised by the New Southgate Masterplan, to regenerate the estate, which over time has fallen into disrepair and exhibits high rates of vacancy owing to their condition. The estate currently provides 161 residential units, the vast majority of which (117) are authority owned social rented.

3. Relevant Planning Decisions

- 3.1 P12-02202PLA – Phased redevelopment of site involving demolition of existing buildings, construction of new roads and erection of a total of 517 self-contained residential dwellings, incorporating 149 affordable dwellings, comprising (Block A) a 6-storey block of 23 flats (8 x 1-bed, 12 x 2-bed, 3 x 3-bed); (Block B) a part 3, part 4-storey block of 10 flats (6 x 1-bed, 4 x 2-bed); (Block C) a part 3, part 4-storey block of 10 flats (6 x 1-bed, 4 x 2-bed); (Block D) a part 2, part 3-storey block of 11 flats (9 x 1-bed, 2 x 2-bed); (Block F) a 6-storey block of 28 flats (3 x 1-bed, 25 x 2-bed); (Blocks G) a part 5, part 6-storey block of 27 flats (11 x 1-bed, 16 x 2-bed); (Block H) a part 5, part 6-storey block of 27 flats (11 x 1-bed, 16 x 2-bed); (Block J) a part 4, part 5-storey block of 28 flats (13 x 1-bed, 11 x 2-bed, 4 x 3-bed); (Block K) a part 4, part 5-storey block of 24 flats (10 x 1-bed, 11 x 2-bed, 3 x 3-bed); (Block L) a part 5, part 7-storey block of 26 flats (10 x 1-bed, 9 x 2-bed, 7 x 3-bed); (Block M) a part 6, part 8-storey block of 33 flats (18 x 1-bed, 15 x 2-bed); (Block N) a part 5, part 7-storey block of 31 flats (16 x 1-bed, 13 x 2-bed, 2 x 3-bed); (Block S & T) a part 3, part 6 storey block of 46 flats (18 x 1-bed, 25 x 2-bed, 2 x 3-bed); (Block X) a 6-storey block of 17 flats (5 x 1-bed, 12 x 2-bed); 81 x 3-storey terraced houses (66 x 3-bed, 15 x 4-bed); (Block P, Q & R) a part single, part 2, part 4, part 6, part 7, part 8-storey block comprising community centre and commercial use within classes B1(b)/B1(c) and 74 flats (36 x 1-bed, 25 x 2-bed, 12 x 3-bed, 1 x 4-bed) with basement parking; (Block V) a part 4, part 5, part 6-storey block comprising a 80-bed hotel and 21 flats

(9 x 1-bed, 12 x 2-bed) with basement parking and commercial floorspace within classes B1(b)/B1(c); provision of energy centre below blocks A and X; installation of photovoltaic solar panels; construction of vehicular access to Palmers Road, Weld Place and Station Road; provision of associated car parking; construction of children's play area, provision of private and community amenity space, together with relocation of hornbeam tree from Upper Park Road, adjacent to Betspath House to south of the site within the communal amenity area – Approved subject to conditions and s106 following Stage II referral to the Greater London Authority (14/02/14)

- 3.2 14/04877/FUL – Minor material amendment to P12-02202PLA to allow changes to the location of gas governor box in proposed car park at rear of block A and X and additional windows to the stairwell to the rear of blocks A and X – Approved subject to conditions and Deed of Variation to s106 (16/03/15)
- 3.3 15/03673/FUL – Minor material amendment to P12-02202PLA to change wording of condition 59 to be reviewed at each phase not site wide – Approved subject to conditions and s106 (10/12/15)

4. Consultations

4.1 Statutory and non-statutory consultees

Transport for London:

- 4.1.1 No objections. The increase of 5 rooms is not deemed to have any impact on the transport network.

Environment Agency:

- 4.1.2 The Environment Agency advise that they raise no objection to the development.

Metropolitan Police:

- 4.1.3 No response received.

Thames Water:

- 4.1.4 No objections.

Tree Officer:

- 4.1.5 No objections.

Economic Development:

- 4.1.6 No objection.

Environmental Health:

- 4.1.7 No objection.

Urban Design:

4.1.8 No objections.

Traffic and Transportation:

4.1.9 No objections.

SuDS:

4.1.10 No objections.

4.2 Public Responses

4.2.1 The application was referred to 162 surrounding properties, a press notice released (as featured in the Enfield Independent on 20/07/16) and 3 site notices were posted on and around the site. The consultation period expired 05/08/16. No responses were received.

5. Relevant Policy

5.1 The London Plan (2015)

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
Policy 2.14 – Areas for regeneration
Policy 3.3 – Increasing housing supply
Policy 3.4 – Optimising housing potential
Policy 3.5 – Quality and design of housing developments
Policy 3.7 – Large residential developments
Policy 3.8 – Housing choice
Policy 3.9 – Mixed and balanced communities
Policy 3.15 – Coordination of housing development and investment
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 4.1 – Developing London's economy
Policy 4.5 – London's visitor infrastructure
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – 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 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking

Policy 7.1 – Building London’s neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings

Housing Supplementary Planning Guidance

5.2 Local Plan – Core Strategy

Strategic Objective 1: Enabling and focusing change
Strategic Objective 2: Environmental sustainability
Strategic Objective 3: Community cohesion
Strategic Objective 4: New homes
Strategic Objective 5: Education, health and wellbeing
Strategic Objective 6: Maximising economic potential
Strategic Objective 7: Employment and skills
Strategic Objective 8: Transportation and accessibility
Strategic Objective 9: Natural environment
Strategic Objective 10: Built environment
Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 8: Education
Core Policy 9: Supporting community cohesion
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 31: Built and landscape heritage
Core Policy 32: Pollution
Core Policy 33: Green Belt and countryside
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity

Biodiversity Action Plan
S106 SPD

5.3 Development Management Document

DMD1: Affordable housing on sites capable of providing 10 units or more
DMD3: Providing a mix of different sized homes
DMD4: Loss of existing residential units
DMD6: Residential character

DMD8: General standards for new residential development
DMD9: Amenity space
DMD10: Distancing
DMD15: Specialist housing need
DMD16: Provision of new community facilities
DMD17: Protection of community facilities
DMD31: Development involving tourism and visitor accommodation
DMD37: Achieving high quality and design-led development
DMD38: Design process
DMD42: Design of civic / public buildings and institutions
DMD43: Tall buildings
DMD45: Parking standards and layout
DMD47: New road, access and servicing
DMD48: Transport assessments
DMD49: Sustainable design and construction statements
DMD50: Environmental assessments method
DMD51: Energy efficiency standards
DMD52: Decentralised energy networks
DMD53: Low and zero carbon technology
DMD55: Use of roofspace / vertical surfaces
DMD57: Responsible sourcing of materials, waste minimisation and green procurement
DMD58: Water efficiency
DMD59: Avoiding and reducing flood risk
DMD60: Assessing flood risk
DMD61: Managing surface water
DMD62: Flood control and mitigation measures
DMD63: Protection and improvement of watercourses and flood defences
DMD64: Pollution control and assessment
DMD65: Air quality
DMD66: Land contamination and instability
DMD67: Hazardous installations
DMD68: Noise
DMD69: Light pollution
DMD70: Water quality

5.4 National Planning Policy Framework

5.4.1 The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions – an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development means:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or

Specific policies in the Framework indicate development should be restricted.

5.4.2 The NPPF recognises that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.

5.5 National Planning Practice Guidance

5.5.1 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) to consolidate and simplify previous suite of planning practice guidance. Of particular note for members, the guidance builds on paragraph 173 of the NPPF stating that where an assessment of viability of an individual scheme in the decision-making process is required, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

5.5 Other Material Considerations

London Plan Housing SPG

Affordable Housing SPG

Enfield Market Housing Assessment

Providing for Children and Young People's Play and Informal Recreation SPG and revised draft

Accessible London: achieving an inclusive environment SPG

Planning and Access for Disabled People: a good practice guide (ODPM)

London Plan Sustainable Design and Construction SPG

Mayor's Climate Change Adaption Strategy

Mayor's Climate Change Mitigation and Energy Strategy

Mayors Water Strategy

Mayor's Ambient Noise Strategy

Mayor's Air Quality Strategy

Mayor's Transport Strategy

Land for Transport Functions SPG

London Plan; Mayoral Community Infrastructure Levy

Circular 06/05 Biodiversity and Geological Conservation – Statutory Obligations and Their Impact within the Planning System

6. **Analysis**

6.1 The principle for the redevelopment of the site to provide 517 residential units, the re-provision of some 1,486.04m² of B1 (b/c) flexible industrial floor space along with an 80 room hotel (class C1) with an overall floor area of 3415m² and a 297.3m² of community uses has been established under ref: P12-02202PLA. The quantum of development, parking and access arrangements have not altered as a result of the current submission and hence considerations in the assessment of the subject application are necessarily restricted to the impact of an additional 5-bedrooms to the hotel unit located to the south-eastern corner of the development site – referred to as Block V – and whether this change represents a minor material amendment in accordance with the relevant tests of s73 of the Town and Country Planning Act 1990. In this regard, the main issues to consider are as follows:

- i. Parking, Access and Servicing;
- ii. Amenity of neighbouring properties;
- iii. S.106 Obligations; and
- iv. Community Infrastructure Levy

6.2 Parking, Access and Servicing

6.2.1 As submitted, parking provision for the hotel use remains unchanged at 60 spaces located to the basement level car park. In consultation with Traffic and Transportation – and consistent with previous considerations – this level of parking remains appropriate to service the site, where the nature of the use would be expected to generate a relatively high proportion of car borne travel and where the total number of rooms and associated Hotel Needs Analysis would indicate that the hotel use could expect between a 70-80% occupancy rate. Thus the provision of 60 spaces reflects the operational needs of the hotel as per the guidance in the London Plan.

6.2.2 Consistent with deliberations under the previous consent an option has been included within the s106 for the hotel to provide some spaces to the residential or business units where it can be held that such spaces are no longer required to support the hotel use.

6.2.3 In terms of coach and taxi access to the site, again this remains unaltered. The agreed Transport Assessment with associated Addendum indicates that the nature of the end-user for the hotel site is representative of a budget to mid-range service provider and hence discourages coach parking particularly given the location of the site. In this regard, the demand for dedicated coach parking is negligible and could not justify dedicated provision. Indeed, the modest increase in the number of bedrooms is not considered to materially alter this position. The degree of circulation afforded at the Hotel Plaza and associated servicing bay, is of a sufficient size to allow coach drop-off and manoeuvring and hence in this regard it is considered that the absence of provision is justifiable.

6.2.4 In relation to the taxi provision, again, the outer London location is said to preclude the need for dedicated provision and indeed demand for such a service would be relatively low. In this regard, the development sees the utilisation of the plaza as adequate to facilitate effective drop-off and pick-ups to cater for projected demand. T & T confirm that both of these points are acceptable.

New Access to Station Road

6.2.5 Access to the hotel, industrial units and the basement parking will be provided via a new access point to Station Road. The new access is located on the approach to the A406/Station Road junction as opposed to the exit, and includes a filter lane for vehicles turning right, so as to ensure that the possibility that vehicles will start queuing back towards the junction during the green phase of the lights during busy periods is minimised so far as practicable. The formation of the access has been accepted in principle under the parent application.

6.2.6 To facilitate inclusive access and to encourage pedestrian movement, the area accessing the site will be a shared space and form part of a pedestrian

only through route linking Station Road to Palmers Road to the north. While it is noted that the quantum of development and servicing trips may result in relatively high vehicle numbers, the physical space that is shared by both pedestrians and vehicles is relatively small in terms of area and subject to careful consideration of the palette and the design of surfacing materials and street furniture used to demarcate and denotation the function of a shared space that prioritises pedestrian movement, it is considered that pedestrian safety would not be prejudiced as a result and would contribute to the wider objectives of the scheme to create a welcoming civic space. Details of materials and final design of the Hotel Plaza and Palmers Road pedestrian route are secured by condition consistent with the parent scheme.

- 6.2.7 The servicing for the business units and the hotel will take place within the shared area to the east of the access. This is also where the access to the basement car park is located and hence it is reasonably expected that a number of vehicular movements would be generated around this area. Under the parent application servicing spaces are being provided to the area (as stated in Appendix L of the TA) and the layout shows bollarded areas in front of the units which could be used for servicing and deliveries thus leaving the main route clear of parked vehicles and maintaining access to the basement car park, although it is unclear if space will be reserved for servicing the business units alone.
- 6.2.8 However, given that there is enough space for servicing within this area, Members resolved that any additional clarity on servicing provision could be contained in a Delivery and Service Plan, which was to be secured through the original Section 106 agreement. Such a provision / requirement will remain within the s106 and it is not considered that the addition of 5 bedrooms to the hotel would materially alter this position.
- 6.2.9 Access to the basement car park is also from the plaza area, between two of the business units. The majority of spaces within the car park are expected to be allocated to residents and therefore the flow of vehicles through the car park will be largely self-enforcing. Consistent with previous deliberations, the tracking of access to the car park will be secured / reiterated to ensure vehicles do not have to queue within the car park or wait for vehicles to pass before entering or exiting.

Traffic Generation – Vehicles

- 6.2.10 In consultation with Traffic and Transportation the development will generate vehicular traffic at all points of access. These have been categorised as:
- New junction with Station Road;
 - Weld Place / Upper Park Road;
 - Ladderswood Way / Upper Park Road; and,
 - Palmers Road / Upper Park Road
- 6.2.11 Within the wider road network additional vehicular traffic will be generated at:
- Inverforth Road / Station Road junction
 - Palmers Road / Bowes Road

6.2.12 The associated TA under the parent application made an assessment on the trip generation through using the industry standard databases of TRICS and TRAVL. The methodology involves comparing the development with similar sites to produce a trip rate estimate for the site per unit for each hour, which is then applied to the total number of units to give a trip profile over 24 hours. Three comparison sites were used for the flats and a further three for the houses. The selected sites have been verified by LBE and are agreed to be valid for the required use, however, due to concerns the London Borough of Barnet occasioned at the consultation stage under the parent consent, in relation to the trip rate, it was agreed that a sensitivity test would be undertaken using TRAVL data from a site in Barnet. The site selected was Clarence Close and had a slightly higher trip than the one originally used. The methodology adopted has closely be scrutinised by TfL, LBE and the London Borough of Barnet and it has been agreed that the TA indicates the additional vehicular trips will not have an unacceptable impact on highway conditions at any of the modelled junctions and hence is acceptable on this basis and the creation of an additional 5 bedrooms to the hotel is not considered to materially alter this position, particularly where use specific Travel Plans have been secured vis s106 and consistent with the recommendations of Traffic and Transportation.

6.3 Amenity of neighbouring properties

6.3.1 The nature of the application is such that the additional rooms do not result in any changes in the footprint or size of the approved hotel unit and are borne solely from a rationalised and reconfigured internal arrangement. There are no associated changes to the elevations directly resultant from the additional bedrooms and the relationship of the development to surrounding properties including those new residential units to the remainder of the Phase 2 development site is such that there will be no additional impact to amenity outside of such impacts already assessed and accepted by Members in their resolution to grant consent under the parent application ref: P12-02202PLA

6.4 S106

6.4.1 Under ref: 14/04877/FUL a Deed of Variation to s106 dated 14th February 2014 was secured. The Deed sought to reflect the new planning reference and insert clause 3.7 which states:

3.7 The provisions of this Deed shall apply to any modification, variation or amendment to the Planning Permission pursuant to Section 73 of the TCPA 1990 providing that such modification, variation or amendment does not materially alter the nature of the Development.

6.4.2 The Deed of variation was subsequently agreed 16th March 2015. Having regard to the contents of this report, it is concluded that the subject Section 73 application does not materially alter the nature of the development and hence the provisions of clause 3.7 are evoked thereby binding the decision to the stated planning agreements. A further Deed of Variation, therefore, is not required. A covering letter and Directive to this effect will be attached to the decision notice.

6.5 *Community Infrastructure Levy*

- 6.5.1 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.
- 6.5.2 Enfield's CIL was formally adopted and come into force as of 1st April 2016. In accordance with the NPPG, in transitional cases, where the original planning permission was granted before a levy charge came into force in the area, and a section 73 permission is granted after the charge comes into force. In these circumstances, regulation 128A (as amended by the 2014 Regulations) provides for the section 73 consent to only trigger levy liability for any additional liability it introduces to the development. The Government's intention is that the provisions set out in regulation 128A should apply to all subsequent section 73 permissions granted in respect of such a development where these transitional circumstances have arisen. The subject application does not introduce any additional liability and hence the Enfield CIL does not apply. Consistent with the previous consent, the development is liable for Mayoral CIL.

7. Conclusion

- 7.1 The Ladderswood Estate is a key site within New Southgate and is critical to the delivery of the Council's regeneration aspirations for the area. The subject application seeks to include an additional 5 bedrooms to the hotel unit located to the south-eastern corner of the site. The additional bedrooms are resultant from a rationalisation and internal reconfiguration of the hotel and do not result in any alterations to the footprint, design or size of the hotel unit. In this regard – and in consideration of all factors potentially impacted by the change – it is considered that the additional rooms would not unduly impact upon parking, access and servicing for the hotel unit, nor would it result in any undue harm in excess of considerations already considered by Members in their resolution to grant planning permission for the original parent consent under ref: P12-02202PLA. On this basis, it is considered that the minor material amendment can be agreed subject to the reinstatement of all previous conditions. A Deed of Variation to the s106 is not required.

8. Recommendation

- 8.1 **That planning permission be to be granted subject to conditions levied under ref: P12-02202PLA (as amended). Members are advised that all conditions attached to the original parent consent will continue to be attached the new permission issues as a consequence of this application.**

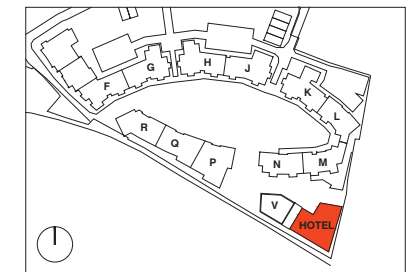
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NOTES:
 WHEELCHAIR LAYOUTS to be approved by the client
 SUBSTATIONS layout to be approved by the provider
 PRIVATE SALE units: furniture shown as indicative. Comply with LHGD areas and minimal widths.
 STRUCTURAL LAYOUT based on draft input from Structural Engineer.
 DRAINAGE POSITIONS are for co-ordination only. Quantities to be approved by MEPH Consultant.

additional rooms provided vs planning approval Ref: P12-02202PLA



KEY PLAN



ROOM SCHEDULE	Room Type			Total
	Triple	Quad	UA	
1st Floor	4	11	2	17
2nd Floor	4	11	2	17
3rd Floor	2	14	1	17
4th Floor	2	13	2	17
5th Floor	2	13	2	17
TOTAL	14	62	9	85

03.06.2016 PLANNING CONDITION ISSUE RK RK
 rev date description drawn audited
 drawing status

PLANNING

Diagrammatic
 38 Colindale Avenue
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**Pollard
 Thomas
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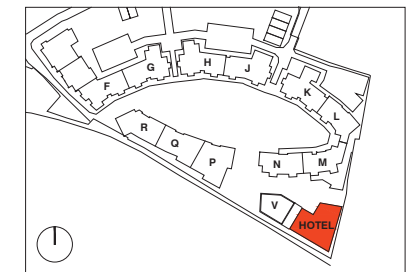
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 If in doubt, ask

NOTES:
 WHEELCHAIR LAYOUTS to be approved by the client
 SUBSTATIONS layout to be approved by the provider
 PRIVATE SALE units: furniture shown as indicative. Comply with LHGG areas and minimal widths.
 STRUCTURAL LAYOUT based on draft input from Structural Engineer.
 DRAINAGE POSITIONS are for co-ordination only. Quantities to be approved by MEPH Consultant.

additional rooms provided vs planning approval Ref: P12-02202PLA



KEY PLAN



ROOM SCHEDULE	Room Type			Total
	Triple	Quad	UA	
1st Floor	4	11	2	17
2nd Floor	4	11	2	17
3rd Floor	2	14	1	17
4th Floor	2	13	2	17
5th Floor	2	13	2	17
TOTAL	14	62	9	85

03.06.2016 PLANNING CONDITION ISSUE RK RK
 rev date description drawn audited
 drawing status

PLANNING

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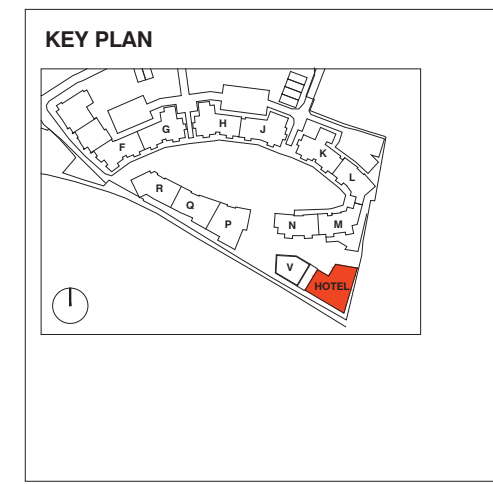
**Pollard
 Thomas
 Edwards**

project: LADDERSWOOD ESTATE PH 2 London
 job no: 14-060
 drawn: RK
 audited: RK
 scale: 1:100@A1
 date: JUNE 16
 drawing title: Hotel Second Floor Plan
 drawing number: 060_PL_HOTEL_102

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additional rooms provided vs planning approval Ref: P12-02202PLA



ROOM SCHEDULE	Room Type			Total
	Triple	Quad	UA	
1st Floor	4	11	2	17
2nd Floor	4	11	2	17
3rd Floor	2	14	1	17
4th Floor	2	13	2	17
5th Floor	2	13	2	17
TOTAL	14	62	9	85

03.06.2016 PLANNING CONDITION ISSUE RK RK
 rev date description drawn audited
 drawing status

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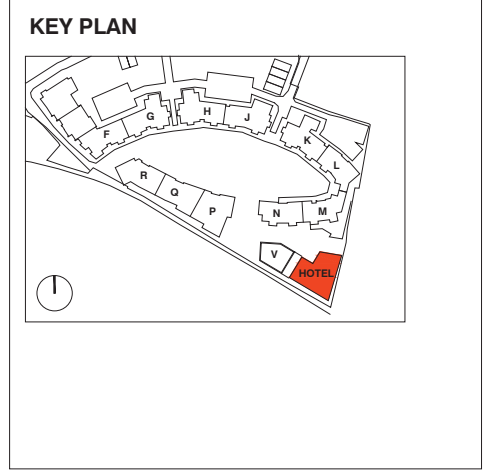
**Pollard
 Thomas
 Edwards**

project: LADDERSWOOD ESTATE PH 2 London
 job no: 14-060 PS RK
 scale: 1:100@A1
 date: JUNE 16
 drawing title: Hotel Fifth Floor Plan
 drawing number: 060_PL_HOTEL_105

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additional rooms provided vs planning approval Ref: P12-02202PLA



ROOM SCHEDULE	Room Type			Total
	Triple	Quad	UA	
1st Floor	4	11	2	17
2nd Floor	4	11	2	17
3rd Floor	2	14	1	17
4th Floor	2	13	2	17
5th Floor	2	13	2	17
TOTAL	14	62	9	85

03.06.2016 PLANNING CONDITION ISSUE RK RK
 rev date description drawn audited
 drawing status

PLANNING

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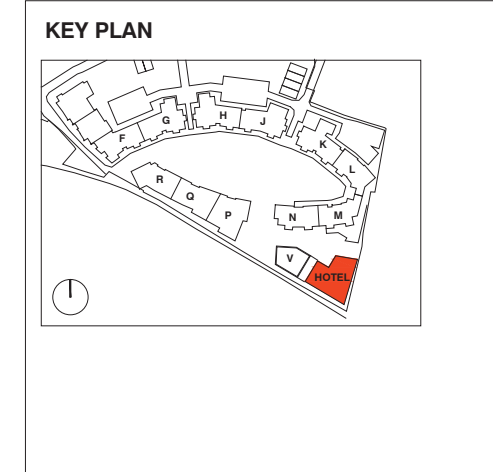
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 drawing title: Hotel Fourth Floor Plan drawing number: 060_PL_HOTEL_104 revision: -

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additional rooms provided vs planning approval Ref: P12-02202PLA



ROOM SCHEDULE	Room Type			Total
	Triple	Quad	UA	
1st Floor	4	11	2	17
2nd Floor	4	11	2	17
3rd Floor	2	14	1	17
4th Floor	2	13	2	17
5th Floor	2	13	2	17
TOTAL	14	62	9	85

03.06.2016 PLANNING CONDITION ISSUE RK RK
 rev date description drawn audited
 drawing status

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project: LADDERSWOOD ESTATE PH 2 London
 job no: 14-060
 drawing number: 060_PL_HOTEL_103
 drawing status: RK RK
 scale: 1:100@A1
 date: JUNE 16