

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 5 November 2019

Report of:

Head of Planning

Contact Officer:

Andy Higham
Evie Learman
0208-132- 3873

Ward:

Winchmore Hill

Application Number: 19/01285/FUL

Category: Major

LOCATION: Travis Perkins, 699 Green Lanes, London, N21 3RS

PROPOSAL: Demolition of existing buildings and erection of a part 4-storey, part 5-storey building comprising employment floorspace with associated trade area, storage and showroom at ground floor level (Sui Generis) and 18 no. residential units above (8 x 1-bed, 8 x 2-bed, 2 x 3-bed); including landscaping, car parking to rear; and associated works.

Applicant Name & Address:

Travis Perkins
C/O Agent

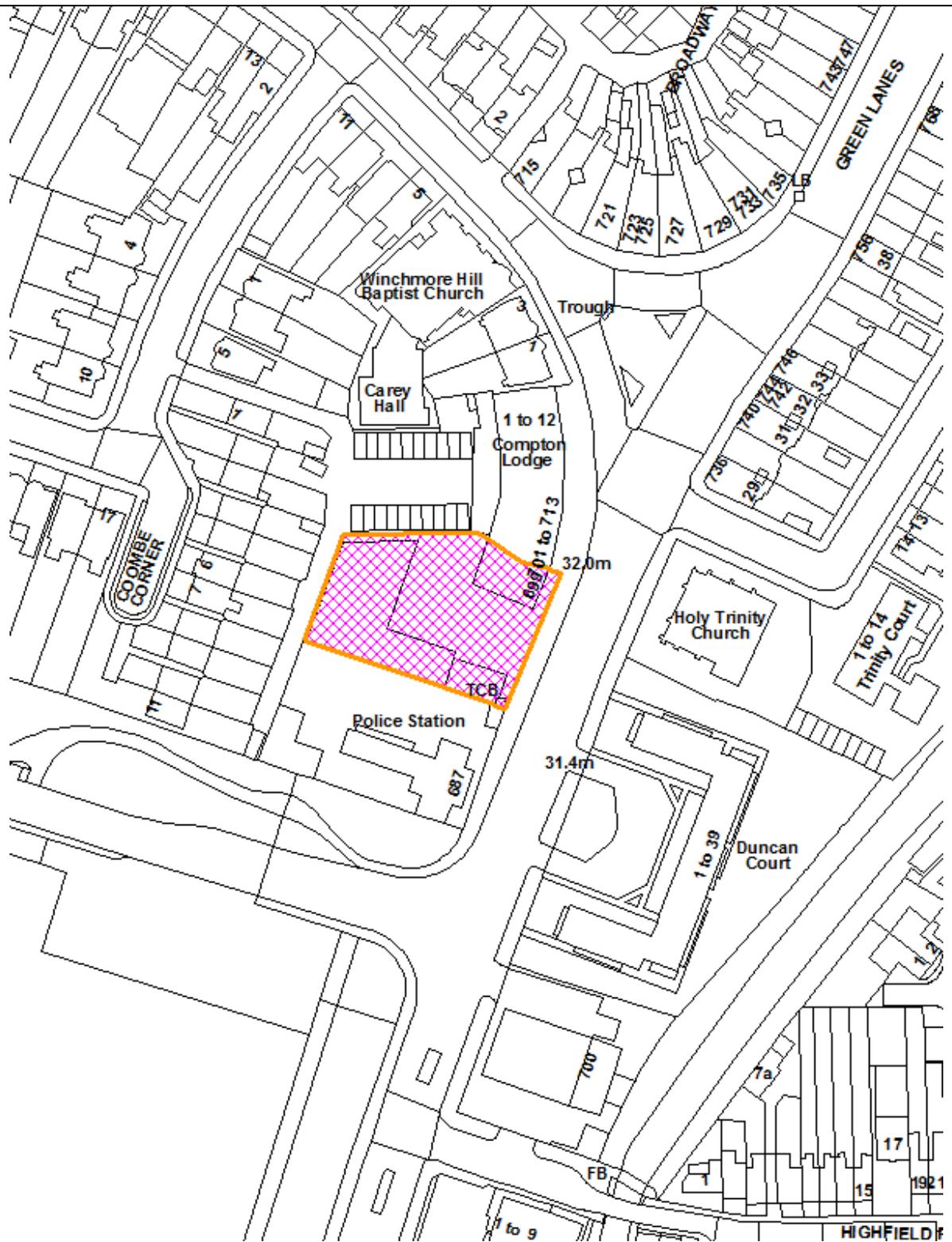
Agent Name & Address:

Ms Angie Fenton
Quod
Ingeni Building
17 Broadwick Street
London
W1F 0DE

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Note for Members: The scope of the application would be considered to be a major development and as such is referable to committee.

Ref: 19/01285/FUL LOCATION: 699 Green Lanes, London, N21 3RS,



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Scale 1:1250

North



Suggested Conditions

- 1 *Time Limited Permission*
- 2 *Drawing Numbers*
Development to be carried out in accordance with approved plans.
- 3 *Use Class*
To be Sui Generis at ground floor (trade counter with showroom and temporary storage area for products) and residential on the floors above; any changes require consent of the Local Planning Authority.
- 4 *Materials*
Sample panel and a schedule of materials to be used in all external elevations including walls, doors, windows and front entrances within the development.
- 5 *Surfacing Materials*
Details and design of the surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas and road markings.
- 6 *Landscaping*
 - Details of trees, shrubs, grass and all other soft landscaped areas of internal and external amenity spaces to be planted on the site;
 - Where feasible biodiversity enhancement interventions incorporated into the design; and
 - 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.
- 7 *Tree Protection*
Scheme for the protection of the trees (in the root protection area) in relation to the site and neighbouring properties, in accordance with BS5837:2012, including a tree protection plan (TPP) and an Arboricultural Method Statement (AMS).
- 8 *Nesting Boxes*
Details of bird and / or bat nesting boxes / bricks.
- 9 *Biodiversity Enhancement*
Biodiversity enhancement measures to be incorporated into the proposed landscape works.
- 10 *Operational / Service Management Plan – Commercial Element*

Operational/Service Management Plan including details of:
 1. How delivery vehicles will be managed to ensure there is no occurrences of vehicle idling within close proximity to the site;
 2. How vehicle deliveries will be managed to ensure there is no undue noise and disturbance to neighbouring occupiers as a result of the deliveries; and
 3. Procedure for dealing with noise complaints arising from neighbouring occupiers.

- 11 *BREEAM*
'Outstanding' rating to be achieved.
- 12 *Details of Vehicular Access Modifications including Alterations to Cycle Infrastructure.*
- 13 *Cycle Storage – Residential Element*
Details of the siting and design of secure covered cycle parking facilities.
- 14 *Cycle Parking – Commercial Element*
- 15 *Pedestrian Pathways*
Details of pedestrian pathways within the curtilage of the site.
- 16 *Car Parking Provision for Electric Vehicles (20%)*
- 17 *Details of On-site Car Parking Allocation Policy*
- 18 *Recycling Storage*
- 19 *Opening / Operational Hours*
Opening hours of the commercial element, including deliveries, are restricted to 7.00am to 7.00pm Monday to Saturday and 9.00am to 4.00pm Sundays & Bank Holidays.
- 20 *Previously Unidentified Contamination*
- 21 *Piling, Deep Foundations, and Boreholes*
- 22 *Construction Management Plan (CMP)*
Construction Management Plan in accordance with London Best Practice Guidance.
- 23 *Subdivision*
Building shall not be occupied by more than one business at any one time.
- 24 *Acoustic Report*
Acoustic report to be submitted.
- 25 *External Lighting*
- 26 *Secure by Design*
Certificate of Compliance where feasible.
- 27 *Dwelling Mix / Floor Areas*
The dwelling mix and floor areas of each unit as approved (8 x 1-bed, 8 x 2-bed, 2 x 3-bed), shall be delivered unless otherwise agreed by the Local Planning Authority.
- 28 *Balcony Screening*
Details of the balcony screening shall be submitted to the Local Planning Authority.

- 29 *Noise Control*
Details demonstrating how the development will be constructed / adapted so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration.
- 30 *Carbon Reduction*
- 31 *Energy Performance*
Energy Performance Certificate accompanied by a Built Energy Performance Assessment shall be submitted.
- 32 *Green Procurement and Construction Plan*
Green Procurement and Construction Plan detailing how the development has sought to minimise the environmental impact of the scheme.
- 33 *SUDS Strategy*
Sustainable Strategy shall be submitted with full details of Suitability; Quantity; Quality; and Functionality, in line with DMD 61.
- 34 *SUDS – Final Strategy*
Final SuDS Strategy to be submitted, which includes final sizes, cross sections, specifications and functionality calculations (where necessary).
- 35 *Water Pollution*
- 36 *Rainwater Recycling System*
Provision of Rainwater Recycling System.
- 37 *Green Roofs*
Provision of green / brown roofs.
- 38 *Details of Water Efficiency Measures*
- 39 *Connection to District Heating Network*
Further investigation into whether a future link up would be feasible and whether a temporary boiler could be provided in the meanwhile.
- 40 *Energy Statement*
Energy Statement demonstrating how the development will provide or no less than 35% reduction on the total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013.
- 41 *Energy Performance Certificate*
Submission of Energy Performance Certificate.

1. Executive Summary

1.1 The report seeks approval to a scheme involving the demolition of existing buildings and erection of a part 4-storey, part 5-storey building comprising employment floorspace with associated trade area, storage and showroom at ground floor level (Sui Generis) and 18 residential units above (8 x 1-bed, 8 x 2-bed, 2 x 3-bed); including landscaping, car parking to rear; and associated works. The proposal as stated above would replace an existing builders' merchants which is currently occupied by Travis Perkins.

1.2 The builders' merchants would be replaced by a 'Toolstation' branch which is considered to be a more compatible use with the proposed residential element on the site. Although the existing and proposed use class for the commercial element on the site is Sui Generis, in order to ensure that the ground floor element continues to be compatible with the residential units on the floors above a condition is recommended which details specifically what type of use is acceptable on the site. Any future use proposing to vary this would then be subject to an application to the planning authority, in order for an assessment to be made.

1.3 Floor Area Breakdown

1.3.1 The existing site area is 0.14 ha and the total overall floorspace (residential and commercial) proposed is 1,866 sqm.

Commercial Floor Area

1.3.2 The proposed development would result in a reduction in commercial floorspace as follows:

Site area: 0.14 ha

Existing commercial area: 656 sqm

Proposed commercial area: 351 sqm

1.3.3 As mentioned elsewhere in this report whilst there would be a reduction of 305 sqm of commercial floor area, the nature of the builders' merchant is operationally different to the 'Toolstation' and it is noted there would be no loss of jobs resulting from the reduction in commercial floor area. It is also noted that the existing builders' merchant has a significant amount of external storage areas and sheds which is included in the existing floor area calculation.

Residential Floor Area

1.3.4 The proposed residential area is 1,515sqm and would be made up of 18 units over 4 floors (first to fourth floor) with unit mix as follows:

First floor

5 units comprising:

- 2 x 1-bed, 2-person
- 1 x 2-bed, 3-person
- 1 x 2-bed, 4-person
- 1 x 3-bed, 5-person

Second floor

6 units comprising:

- 3 x 1-bed, 2-person
- 3 x 2-bed, 3-person

Third floor

6 units comprising:

- 3 x 1-bed, 2-person
- 3 x 2-bed, 3-person

Fourth floor

1 unit comprising:

- 1 x 3-bed, 5-person

1.4 The reasons for recommending approval are:

- i) The principle of the proposed development is acceptable in that it would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough, delivering homes in a largely residential area, while retaining the existing number of jobs;
- ii) The site would retain commercial floorspace at ground floor level and provide additional housing stock for the borough by providing 18 additional units including a 36% affordable offer;
- iii) The development would make better use of the site by retaining a commercial element whilst providing housing including an affordable element;
- iv) The development will provide good quality residential units in a good location; each of the residential units will be double aspect and have private amenity space with 135sqm of communal amenity space also being provided at first floor level;
- v) The development is acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing building;
- vi) The development will improve the visual element of the streetscene, and will also provide a more coherent link between the existing buildings to the north and the Grade II listed building to the south;
- vii) The development would create 9 on-site parking spaces (including 2 accessible spaces) which would reduce impact upon on-street parking. 28 on-site cycle spaces would also be created which would encourage sustainable methods of transport. As such the

development is acceptable in terms of parking, traffic generation and servicing; and

- viii) Whilst the commercial footprint would reduce, there would be no loss of employment as a result of the development.
- ix) The development will not have an unacceptable impact on neighbouring residential amenity given the distances between the site and neighbouring occupiers;
- x) The developers will pay a financial contribution towards improving the cycle highway opposite the site, thus encouraging more sustainable methods of transport; and
- xi) The sustainability credentials of the building will be improved by use of measures such as: Improved thermal efficiency, external lighting optimised for maximum efficiency, internal & external LED Lighting, Building Management System Controls and high efficiency motors.

2. Site and Surroundings

- 2.1 The subject site, measuring around 0.14ha, comprises a builders' merchant and currently falls within a Sui Generis use class. The builders' merchant is characterised by 2 warehouse type buildings with a height equivalent to approximately 2-storey's in comparison to the adjacent mixed-use building (a four-storey building with commercial at ground floor and residential on the 3 floors above) to the north. Overall the site contains 2 warehouse buildings, ancillary showroom, trade counter, external storage area, service yard and car parking.
- 2.2 The site does not fall within a Conservation Area and does not contain any listed buildings, however to the south of the site is a Grade II building last in use as a police station (the 'old police station' building) and this building and the wider site are currently subject to a separate application for proposed residential units.
- 2.3 Residential properties are located to the rear of the site with the rear gardens of (consecutively numbered) No's 4, 5, 6 and 7 facing the site; an alleyway lies in between the rear gardens of these properties and the rear boundary of the subject site.
- 2.4 The area to the north is characterised by commercial at ground floor level and flats on three floors above; this area to the north widens out onto a local shopping district ('The Broadway') with building heights predominantly around 2-4 storeys.
- 2.5 The main orientation and accesses point to the site face east onto Green Lanes via a double width crossover. There is also a pedestrian entrance. Both the vehicular and pedestrian entrances are comprised of railings and/or wall.
- 2.6 The site lies adjacent to a Local Centre as designated within the Local Plan. The site is located wholly within Flood Zone 1 which is assessed as having a less than 1 in 1,000 annual probability of flooding and is therefore of low probability.

3. Proposal

- 3.1 The proposal is for the demolition of existing buildings and erection of a part 4-storey, part 5-storey building comprising employment floorspace with associated trade area, storage and showroom at ground floor level (Sui Generis) and 18 residential units above (8 x 1-bed, 8 x 2-bed, 2 x 3-bed); including landscaping, car parking to rear; and associated works. The current planned occupier of the ground floor commercial premises is 'Toolstation' which is a subsidiary of Travis Perkins. 'Toolstation' supplies tools, accessories and building supplies to the trade, home improvers and self-builders.
- 3.2 More specifically the proposal comprises:
- Demolition of existing builders' merchants building and sheds;
 - Construction of new part-4, part-5 storey building which will also extend to the eastern boundary providing a two-storey element;
 - Rationalisation of the front street facing elevation to align with the existing neighbouring property north to provide more visual coherency;
 - Soft landscaping to the communal amenity area at the rear of the building and an area of shrub planting adjacent to the car parking spaces will be provided along with trees in planters;
 - Private balconies to all units; and
 - A retail style frontage to the ground floor commercial element to be more in keeping with the adjacent mixed-use buildings to the east.
- 3.3 The applicant has proposed opening hours for the commercial element of 6.00am to 8.00pm Monday to Saturday, 9.00am to 4.00pm Sunday and 7.00am to 7.00pm Bank Holidays, however being mindful of the existing hours of the builders' merchants and the close proximity of the proposed residential element, officers are of the view that the following hours would be more appropriate: 7.00am to 7.00pm Monday to Saturday and 9.00am to 4.00pm Sundays & Bank Holidays.
- 3.4 The existing use of the site (Sui Generis) would be retained however the specific details of the use will be controlled by planning condition.
- 3.5 The application documents state that 5 people are currently employed at the site and this will remain the same for the new commercial unit.
- 3.6 The current application has been through the formal pre-application process with the Council prior to the current submission.
- 3.7 The pre-application response is summarised as follows:
- The proposal considered acceptable in principle;
 - The height of the proposed building would need to consider the adjacent building heights and be sensitive to the listed building to the south;
 - The treatment of the south-eastern corner could ensure the listed building would not be unduly impacted;
 - The materiality of the proposal could further ensure the building sits unobtrusively within the streetscene and is sensitive in terms of heritage impact;

- The additional vehicle crossover should not result in any visibility issues for vehicles egressing the site;
- The constraints of the site in terms of being able to provide car parking were acknowledged; a parking ratio of 0.5 was accepted; and
- Units should be double aspect and the dwelling mix should be varied to reflect local need.

3.8 Meetings with the Conservation Area Advisory Group were also held during the pre-application process and these resulted in some modifications including a setback of the front elevation and the commercial element having a more retail orientated design.

4. Relevant Planning History

4.1 15/00210/ADVERT - Installation of 1 x non-illuminated fascia sign and 3 x non-illuminated signs to front. Relates to Planning Application Reference 15/04253/ADV)

4.2 15/04253/ADV - Installation of 1 x non-illuminated fascia sign and 3 x non-illuminated signs to front.

4.3 AD/84/0049 - 2 Name signs.

4.4 TP/84/0527 – Timber yard.

5. Summary of Key Reasons for Recommendation

- i) The principle of the proposed development is acceptable in that it would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough, delivering homes in a largely residential area, while retaining the existing number of jobs;
- ii) The site would retain commercial floorspace at ground floor level and provide additional housing stock for the borough, including 18 new homes, 36% of which would be affordable;
- iii) The development would make better use of the site by retaining a commercial element whilst providing housing including an affordable element;
- iv) The development will provide good quality residential units in a sustainable location; each of the residential units will be double aspect and have private amenity space with 135sqm of communal amenity space also being provided at first floor level;
- v) The development is considered acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing building;
- vi) The development would improve the visual element of the streetscene, and will also provide a more coherent link between the

existing buildings to the north and the Grade II listed building to the south;

- vii) The development would create 9 on-site parking spaces (including 2 accessible spaces) which would reduce impact upon on-street parking. 28 on-site cycle spaces would also be created which would encourage sustainable methods of transport. As such the development is acceptable in terms of parking, traffic generation and servicing; and
- viii) Whilst the commercial footprint would reduce, there would be no loss of employment as a result of the development.
- ix) The development will not have an unacceptable impact on neighbouring residential amenity given the distances between the site and neighbouring occupiers;
- x) The developers will pay a financial contribution towards improving the cycle highway opposite the site, thus encouraging more sustainable methods of transport; and
- xi) The sustainability of the building will be improved by use of measures such as: Improved thermal efficiency, external lighting optimised for maximum efficiency, internal & external LED Lighting, Building Management System Controls and high efficiency motors.

6. Consultation

Public Response:

- 6.1 101 neighbours were consulted in relation to the application in addition to a site notice and press advert being placed. Responses from 6 neighbours has been received, with material considerations relating to the following:

1. Housing Need;
2. Pollution;
3. Size / Height of the Development;
4. Impact on light / Privacy / Overlooking;
5. Impact on Parking; and
6. Screening / Landscaping.

- 6.2 These are responded to below and further discussion is within the assessment section of the report:

1. Housing Need

Concern has been raised that Winchmore Hill already has enough housing for a relatively small area

Officer Response - In order to meet the Councils housing targets and those set out in the new London Plan and will have to significantly increase housing delivery across the borough.

2. *Pollution*

Concern has been raised in relation to the impact on air quality resulting from increased traffic

Officer Response - An Air Quality Assessment (AQA) was carried out and submitted with the planning application. In addition, there will be conditions attached to any approval, as such further controlling dust emissions during construction.

3. *Size / Height of the Development*

Concern has been raised with the proposed height being intrusive to existing residents and that the proposal is an overdevelopment of site.

Officer Response - Substantial changes have been made to the height and layout of the building during the pre-application stage. The scale and massing of the proposals follows the proportions of the buildings along Green Lanes, and the window heights have been designed in line with the window and parapet heights of Compton House, to replicate the existing streetscene

In terms of density, given the location of the site it is important to maximise the housing potential rather than under develop the site.

4. *Impact on Light / Privacy / Overlooking*

Concern has been raised about overlooking into the rear windows of Coombe Corner properties

Officer Response - The rear facing windows in the properties on Coombe Corner are a distance of approximately 40m from the rear facing windows in the proposed residential units. Council policy requires a distance of up to 30 metres for facing rooms, meanwhile GLA guidance recommends a distance of 18– 21 metres. In addition, the rear windows of the proposed development will be over 21 metres from the rear boundary garden wall of these properties. These distances are considered sufficient to ensure that privacy and overlooking will not affect existing residents.

In relation to impact on light, a Daylight Assessment was submitted with the planning application. The results of the Vertical Sky Component (VSC) assessment show that none of the windows at Coombe Corner will experience noticeable reductions in daylight and that all windows will retain a level VSC within 2% of their former value. Some windows show an improvement in VSC, because the proposed development is located further away than the existing buildings. It is noted that the PPG has been recently updated to allow a more flexible approach to be applied when considering the daylight effects of a planning application. Specifically, paragraph 66-007-20190722 states that lower daylight and sunlight levels at some windows may be unavoidable if new developments are in areas of higher density, close to historic buildings or in urban locations. In these instances, it is expected that good design will help make the best use of the site and maintain acceptable living standards.

5. *Impact on Parking*

Concern has been raised that the development will have inadequate levels of parking and the development will result in too much traffic.

Officer Response - The number of car parking spaces proposed are in line with Policy 6.2 of the London Plan noting that London Plan states that car free development should be the starting point for all development proposals that are well connected by public transport. In addition, the Council's Transport team have worked closely with the applicants to ensure the scheme is acceptable in terms of car / cycle parking provision, vehicular movements within the site and highway safety in terms of access / egress.

6. *Screening / Landscaping*

Concern has been raised in relation to the lack of tree / hedge planting for screening

Officer Response - Opportunities for landscaping are limited, however the application proposes soft landscaping measures such as shrubs planting and placing bark chippings at the rear. The communal amenity area will also be landscaped with shrub planting and trees. The landscaping works will be subject to condition so the Council can ensure that proposed landscaping works are satisfactory.

External Consultees:

- 6.3 *Thames Water*: No objection. Informative suggested in relation to groundwater discharges.
- 6.4 *London Fire Brigade*: no objection
- 6.5 *Conservation Advisory Group (CAG)*: no objection.
- 6.6 *Metropolitan Police (Secure by Design)*: Recommend the development achieves a Certificate of Compliance.

Internal Consultees:

- 6.7 *Traffic & Transportation*: No objection.
- 6.8 *Urban Design*: no objection; changes to the materiality of the undercroft suggested.
- 6.9 *Tree Officer*: No objection.
- 6.10 *SuDS Officer*: Additional information sought in relation to SuDS details.
- 6.11 *Environmental Health Officer*: No objection.

7. **Relevant Policies**

7.1 London Plan (2016)

- 2.6 Outer London: vision and strategy

2.7	Outer London: economy
2.8	Outer London: transport
2.16	Strategic outer London development centres
3.1	Ensuring equal life chances for all
3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing developments
3.8	Housing choice
3.9	Mixed and balanced communities
3.11	Affordable housing targets
3.12	Negotiating affordable housing
3.13	Affordable housing thresholds
4.1	Developing London's economy
4.12	Improving opportunities for all
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.5	Decentralise energy networks
5.6	Decentralised energy in development proposals
5.7	Renewable energy
5.8	Innovative energy technologies
5.9	Overheating and cooling
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
5.14	Water quality and wastewater infrastructure
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
6.13	Parking
7.1	Lifetime neighbourhoods
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.14	Improving air quality
7.15	Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.19	Biodiversity and access to nature

7.1.1 The London Plan - Draft

7.1.2 A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination. The following policies are of particular relevance:

GG1	Building strong and inclusive communities
GG2	Making the best use of land

GG4	Delivering the homes Londoners need
D1B	Optimising site capacity through the design-led approach
GG5	Growing a good economy
D2	Delivering good design
D4	Housing quality and standards
H1	Increasing housing supply

7.2 Core Strategy

SO1	Enabling and focusing change
SO2	Environmental sustainability
SO6	Maximising economic potential
SO7	Employment and skills
SO8	Transportation and accessibility
SO10	Built environment
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP9	Supporting community cohesion
CP13	Promoting economic prosperity
CP16	Taking part in economic success and improving skills
CP17	Town Centres
CP18	Delivering shopping provision across Enfield
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22	Delivering sustainable waste management
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP28	Managing flood risk through development
CP30	Maintaining and improving the quality of the built and open environment
CP31	Built and landscape heritage
CP32	Pollution
CP36	Biodiversity
CP46	Infrastructure contributions

7.3 Development Management Document

DMD 1	Affordable Housing on sites capable of providing 10 units or more
DMD 3	Providing a mix of different sized homes
DMD 6	Residential character
DMD 8	General standards for new residential development
DMD 9	Amenity space
DMD 10	Distancing
DMD 20	Locally Significant Industrial Sites
DMD 22	Loss of employment outside of designated areas
DMD 23	New employment 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 44	Preserving and enhancing heritage assets
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers 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 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 60	Assessing flood risk
DMD 61	Managing surface water
DMD 64	Pollution control and assessment
DMD 65	Air quality
DMD 66	Land contamination and instability
DMD 68	Noise
DMD 69	Light pollution
DMD 70	Water quality
DMD 73	Children's play space
DMD 78	Nature conservation
DMD 79	Ecological enhancements
DMD 80	Trees on development sites
DMD 81	Landscaping

7.4 Other Material Considerations

- National Planning Policy Framework (NPPF) 2018 (revised)
- National Planning Practice Guidelines (NPPG)
- Mayor of London Housing SPG
- LBE S106 SPD
- Enfield Strategic Housing Market Assessment
- Community Infrastructure Levy Regulations
- Enfield Characterisation Study
- Manual for Streets
- Mayors Transport Strategy (May 2010)
- Revised Technical Standards for Footway Crossovers (April 2013)
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- Travel Planning for new development in London 2011 (TfL)
- Manual for Streets 1 & 2, Inclusive Mobility 2005 (DfT)

8. **Assessment**

8.1 The main issues arising from this proposal for Members to consider are:

1. Principle of Development;
2. Viability / Affordable Housing;
3. Design and Impact on Character of Surrounding Area;
4. Standard of Accommodation and Proposed Mix of Units;
5. Amenity Impact;
6. Transport / Refuse, Waste and Recycling;
7. SuDS;

8. Sustainability;
9. Biodiversity;
10. Trees / Landscaping;
11. Planning Obligations; and
12. Community Infrastructure Levy.

9. **Principle of Development**

Strategic Housing Need

- 9.1 In broad terms, the proposal is consistent with the aims of the adopted and emerging London Plan, the NPPF and policies within the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London, including the provision of affordable housing. However, it is equally important that other relevant planning considerations are considered, including reduction of commercial floor area; design of the proposed building; character of the area and how the development fits within that; impact in terms of amenity; traffic/transport and parking issues; and sustainability matters, are taken into account.

Design and Appearance

- 9.2 The site is not protected in terms of being located within a Conservation Area however a Grade II listed building lies to the north (the former Winchmore Hill Police Station building). Given the condition of the existing building and the lack of protection afforded to the site the principle of demolition is considered acceptable.
- 9.3 However the design of the new building has been mindful of the proximity of the listed police station and this has influenced key details of the design which is discussed in further detail in the assessment below.

Retention of Commercial Floorspace / Employment Use

- 9.4 In terms of land use, London Plan Policy 2.7 seeks to address constraints and opportunities in the economic growth of outer London so that it can rise above its long-term economic trends.
- 9.5 In addition London Plan Policy 4.1 seeks to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, and support and promote outer London as an attractive location for national government as well as businesses.
- 9.6 Core Strategy Policy 13 notes that the Council will protect and improve the borough's employment offer and will seek to maintain the competitiveness of employment sectors that are well established and successful in Enfield by providing support and investment to existing companies to facilitate them remaining in the borough.
- 9.7 Meanwhile Core Strategy Policy 16 seeks to promote and protect local employment whilst Policy DMD 22 seeks to protect employment by resisting the loss of or reduction of employment within the borough.
- 9.8 The development would result in a reduction in commercial floorspace of 305 sqm however there would be no corresponding loss of jobs, with the existing

and proposed employee number being 5. This is because the proposed 'Tool Station' would have a different operational style, requiring less floor area including less external storage area and sheds.

- 9.9 The existing commercial floor area is a builders' merchants, use class Sui Generis measuring 656sqm. The proposed commercial floor area would be 351 sqm and occupied by a 'Toolstation' which describes itself as a retailer, supplying tools, accessories and building supplies to the trade, home improvers and self-builders (also Sui Generis).
- 9.10 The applicant has confirmed that the driver of the scheme is the provision of residential units and as such the provision of a 'Toolstation' use at ground floor is to facilitate a more compatible use with the residential element than the existing builders' merchants. Both the existing and proposed use are Sui Generis however conditions are recommended for the proposed Sui Generis use to ensure there are restrictions in terms of what the commercial use can be used for (i.e. specific percentages in terms what amount of the floor area can be used as trade counter/showroom/storage etc). This is to ensure the Council retain control over the commercial element and are able to ensure it is not occupied in the future by a use incompatible with the residential units above and in the immediate vicinity.
- 9.11 The proposal would be wholly consistent with these policies. Furthermore, the comprehensive redevelopment of the site would raise the visual quality of the area and replace an unattractive builders' merchants with a building that is proportionate in scale and consistent in terms of being a mixed-use development with nearby buildings in particular, those lying adjacent to the south. The scheme will therefore involve the redevelopment of a prominent site, provide investment in terms of significantly upgrading the commercial element of the building, retain local employment and provide housing.
- 9.12 It is clear therefore that in principle, the redevelopment of the site is compatible with national, regional and local policy. As such, given the significant improvements that would occur as a result of the development together with there being no loss of employment, the application is supported in principle, subject to further assessment as mentioned above.

10. Viability

Affordable Housing

- 10.1 Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to "decent and appropriate housing in their borough" (para.5.17 Core Strategy). All sites should be Core Policy compliant, subject to viability and in this regard, approximately 7 units within the scheme should be provided as affordable units in the absence of viability justification to the contrary. The viability report submitted with the proposal has been independently assessed by a viability assessor and it was determined that the scheme is not viable, i.e. the scheme cannot afford affordable housing.
- 10.2 However the viability assessors also carried out a further assessment in the form of a sensitivity analysis, which demonstrated scheme performance in the event that sales values increased by between 5% and 20%. This showed that there was potential for the scheme to generate a surplus if sales values

increased, and as such an early/late stage review mechanism is recommended for inclusion in the section 106 legal agreement in order to ensure the Council is able to appropriately benefit from any increase in sales values at occupation stage, should they increase.

10.3 As things stand whilst the scheme has currently been independently assessed as being unviable it nonetheless proposes to provide the following affordable housing:

i) 36% affordable, all shared ownership (6 units) provided as 17 habitable rooms out of 48, as follows:

- 2 x 1 bed (33%)
- 3 x 2 bed (50%)
- 1 x 3 bed (17%)

10.4 These units would be provided in the left-hand core at first, second and third floor level. Whilst all of the affordable housing units would be provided in one core, that core will be mixed with the private units. As such there will be no difference between the affordable units and the private units.

10.5 Whilst the proposed affordable housing offer is not policy compliant in terms of quantity and tenure, in this instance the applicants have demonstrated that the scheme is not viable enough to provide affordable housing. Given this context the applicant is nonetheless offering 6 units (by habitable rooms) but as a Shared Ownership tenure. As Shared Ownership is more valuable and doesn't require additional cores to be managed separately, (and is therefore cheaper to build) this type of tenure would enable the maximum amount of affordable housing to be provided on this small, constrained site. As there is little in the way of affordable housing in the local vicinity the development would also be delivering for a local need.

10.6 Given the Council's policy position that affordable housing should be provided where viable, and the independently assessed viability report shows that the scheme is not viable, the offer of 36% affordable provided as 17 habitable rooms on a shared ownership tenure, is considered acceptable in this instance.

11. Design and Impact on Character of Surrounding Area

11.1 In terms of overall, general design principles, Core Strategy Policy 30 requires all developments to be high quality and design led, having special regard to their context. Whilst Core Strategy Policy 9 requires proposals to promote attractive, safe, accessible, inclusive and sustainable neighbourhoods as well as connecting and supporting communities and reinforcing local distinctiveness.

11.2 Meanwhile Policy DMD 37 seeks to achieve high quality design and requires development to be suitably designed for its intended function that is appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.

- 11.3 In terms of business premises making efficient use of land and maximising their contribution to the urban environment, policy DMD 39 outlines a list of design criteria which proposals for business premises should seek to adhere to, including the requirement to positively address the public realm; clearly differentiate between public and private areas; provide inclusive access arrangements; sensitively screen and locate servicing, parking and refuse (to the rear where possible). Mitigate potential negative impacts in surrounding uses; ensure massing and facades are visually interesting; respect the character of the surrounding area; and use high quality materials that can create, enhance or preserve the local character and identity.

Setting of Heritage Asset (old Winchmore Hill Police Station)

- 11.4 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority (in this instance the decision maker) to have special regard to the desirability of preserving a listed building or its setting. In addition, considerable weight must also be given to the desirability of preserving the listed building. The National Policy Planning Framework (NPPF) notes that there is a strong presumption against granting permission for development that would harm the special interest of the listed building, although the presumption can be overcome if the harm is mitigated or it can be demonstrated that the public benefit resulting from the development would outweigh the harm.
- 11.5 The site is located in close proximity to the listed Police Station building and is of a reasonably substantial size in comparison to the existing builders' merchant. As such, it is inevitable that the application proposal will have some impact on the setting of the Police Station. However, given the unappealing appearance of the builders' merchant it is considered there will be no erosion of the significance of the former police station. More specifically it is likely the proposal will improve the streetscene and as such the setting of the Police Station when compared to the existing building which results in a jarring appearance.

Summary of Setting of Heritage Asset

- 11.6 The new building has been designed with regard to its proximity to the listed building to the south. Given the former police station yard is enclosed within tall boundary wall which separates the listed building from the application site, the new building will not adversely impact the police station. Furthermore, a spatial buffer will remain between the listed building and the new building; this will be further facilitated by the stepping back of the south-eastern corner of the new building to allow for a clear view of the front and north elevations of the former police station.
- 11.7 It is further noted that the tall boundary walls around the yard of the police station reflect part of the former function of the station as a place of confinement. As such the site has a self-contained nature, which was there to serve the local community and preserve law and order, not necessarily to be an important integrated element within the streetscene. Given all of the above, it is considered the application proposals will preserve the character and appearance of the listed building and its setting.

Legibility / Character

- 11.8 The existing site is currently operating as a builders' merchants and is comprised of an L-shaped warehouse structure and sheds. The character and form of the street frontage in the immediate vicinity of the old police station is varied and over time has resulted in a somewhat aesthetically unappealing streetscene. The buildings in this section of the street sit incoherently with each other in terms of architectural style, the exception being Holy Trinity church opposite and the old police station, which were built in a similar era and both of red brick.
- 11.9 The existing builders' merchants is considered to contribute to the disjointed streetscene. To that end the new building will visually enhance the street by finishing off the terrace and filling in the gap with a building of similar proportions and of a similar rhythm in terms of fenestration, to the Compton Lodge building to the north. However, a gap will be retained between the southern elevation of the new building and the high boundary wall of the old police station. There will also be a setback to the south-eastern corner of the new building, which will serve to further ensure the new building sits unobtrusively with its neighbours whilst making a positive contribution to the streetscene.

Summary of Legibility / Character

- 11.10 Given the above measures, which are being proposed to ensure the existing unattractive builders' merchant structure is replaced with a building more in sync with its adjacent neighbours in terms of proportion, detail and materiality, the proposal is considered to make a positive contribution to the legibility and character of the street and would provide more visual coherence than what currently exists. Any perceived reduction in prominence of the listed building caused by the new building will be balanced by the improvement to the appearance and character of the overall streetscene, which will become more uniform and coherent; the character and appearance of the new build will represent a transition, architecturally speaking from the former police station to Compton Lodge without dominating either building.



Fig. 1: long 'verified' view looking south illustrating how the building will sit within the wider streetscene

Height, Bulk and Massing

- 11.11 The main bulk of the new building will not exceed the height of the former police station to the south or the Compton Lodge building to the north. The building includes a fourth floor however this will be a smaller mansard element set back sufficiently from the front parapet for it not to be readily visible from the street. This will effectively result in the uniform building height of the current street frontage being maintained.
- 11.12 The emphasis of the massing of the proposed building will shift from the southern and western section of the site to the eastern (front) section. This will result in the building becoming more integrated with buildings either side and the wider terrace and there being less emphasis on the section of the site nearest to the Coombe Corner residential properties. As mentioned elsewhere in this report the new building will also rationalise the existing incoherent street frontage by matching the bulk, scale and massing of the building adjacent to the north, providing a more uniform and consistent appearance. This will result in a building with a more integrated and inobtrusive appearance, despite being higher than the existing builders' merchants. This is supported given the significant contribution to the streetscene the building will make as well as providing a more pleasing visual link between Compton Lodge and the old police station.

Summary of Height, Bulk and Massing

- 11.13 As outlined above although the building will be higher than the existing builders' merchants the emphasis of its' placement will be shifted from the southern side and rear section (as shown in Fig. 2 below) more to the front section of the site facing the street. This shift facilitates the height of the building being able to increase in order to provide a coherent and consistent line with adjacent buildings. As such although the building height and overall scale will increase, it will be concentrated towards the front of the site

resulting in a visual improvement to the existing scenario. For this reason, the proposed building is supported in terms of bulk, scale and massing.



Fig.2: Aerial view taken from the Heritage Statement showing the existing emphasis of the site to the south and western sides.

Appearance / Materiality

- 11.14 In terms of the ground floor element, the scheme provides a retail type frontage to the commercial unit which is in line with Council policy for developments involving the creation of new, or alterations to existing ground floor frontages outside of designated industrial areas. Specifically Policy DMD 40 (Ground Floor Frontages) requires frontages to maintain visual interest within the street; to compliment the rhythm, style and proportions of surrounding buildings; to obscure no more than 10% of the glazed area at one time; to maintain satisfactory window display at all times as well as being lit at night; to ensure security shutters are internally mounted and that the street number is displayed within the frontage.
- 11.15 Moving to the upper-floors residential element, the window size has been designed so as to better reflect the scale and proportion of the fenestration in the buildings to either side, including the former police station. This provides a coherent and continuous rhythm to the building which helps it to integrate into and sit unobtrusively within the streetscene.
- 11.16 In terms of materiality the new building will respond to the listed police station building by being built in brick. However, as it will sit nearer to the white

rendered Compton Lodge building the brick will be a paler colour to prevent a jarring contrast. Details of all of the materials to be used on the building and surfaces will be subject to a condition to ensure the Council retain control of the quality and choice of materials.

Secure by Design

- 11.17 The applicants have made contact with Metropolitan Police Service (MPS) Designing Out Crime service who have also been consulted by the Council in the course of the application. Whilst it is noted there is no explicit policy requirement in terms of incorporating Secure by Design measures in the development, a condition is recommended requiring the development to seek to obtain a Certificate of Compliance where feasible, in order to make the development as secure as possible.

Summary of Appearance / Materiality

- 11.18 The proposed building will be in keeping with nearby properties in terms of appearance, detail and materiality. In addition, the ground floor commercial element will provide a retail style frontage, activating a prominent and visible part of the streetscene which currently does not. The building will largely be built in pale brick, in keeping with established London vernacular with the setback mansard element being in a more lightweight material to minimise its appearance. All materials on the building including brick type/colour, window/door frames, surfaces and balcony treatments are subject to being approved by the Council. Given the above, the proposed development is supported and considered acceptable in terms of its appearance and materiality.

Summary of Design and Impact on Character of Surrounding Area

- 11.19 The proposed development is considered to be appropriate to its setting in terms of scale, design, materiality and language. Whilst the building has been designed to integrate into the immediate locality it nonetheless would have its own individual identity. Given the building will replace an existing builders' merchants it is considered to be a wholly appropriate development in keeping with the character and appearance of the surrounding townscape. As the building would rationalise the frontage of the terrace and result in a more cohesive appearance it would be an improvement in terms of visual amenity and provide an improvement to the streetscene in comparison to the existing situation.
- 11.20 In light of this context, it is considered that the proposed building will result in a much improved and better-quality building than the existing. Overall the proposal is considered to be a well-designed development that will significantly improve the appearance of the current unattractive building on the site.
- 11.21 Given the above the proposal is considered acceptable in terms of design and impact on the character of surrounding area.

12. Standard of Accommodation and Proposed Mix of Units

Standard of Accommodation / Private Amenity

- 12.1 Policy 3.5 of the London Plan 2016 and Policies DMD 5 and DMD 8 of the Development Management Document (2014) set minimum internal space standards for residential development. The Nationally Described Internal Space Standard applies to all residential developments within the Borough and the London Plan Housing SPG adopted in 2016 reflects the Nationally Described Space Standards.
- 12.2 With regards to private amenity space policy DMD 9 specifies the requirements for private and communal amenity space for such developments as is proposed here. The requirements relevant to this development are as follows:
- 1-bed, 2-person requires 5 sqm
 - 2-bed, 3-person requires 6 sqm
 - 2-bed, 4-person requires 7 sqm
 - 3-bed, 4-person requires 7 sqm
 - 3-bed, 5-person requires 8 sqm
- 12.3 It is noted that the areas given above are on the condition that communal amenity space is also available. In this instance there will be a provision of 135 sqm of landscaped communal amenity space for all occupiers of the development.
- 12.4 Policy 3.5 of the London Plan specifies the following minimum floor areas for residential development as follows:
- 1-bed units should have a minimum floor area of 50 sqm;
 - 2-bed units should have a minimum internal floor area of 61 sqm for 3-persons and 70 sqm for 4-person units; and
 - 3-bed units should have a minimum floor area of 74 sqm for 4-persons and 86 sqm for 6-persons.
- 12.5 The proposed residential area is 1,515sqm and would be made up of 18 units over 4 floors (first to fourth floor) leading off from two cores, as follows:

First floor

5 units comprising:

- 2 x 1-bed, 2-person units (both 51 sqm)
- 1 x 2-bed, 3-person (66 sqm)
- 1 x 2-bed, 4-person (75 sqm)
- 1 x 3-bed, 5-person (94 sqm)

Second floor

6 units comprising:

- 3 x 1-bed, 2-person (2 x 51, 1 x 60 sqm for wheelchair accessible unit)
- 3 x 2-bed, 3-person (2 x 65 sqm, 1 x 66sqm)

Third floor

6 units comprising:

- 3 x 1-bed, 2-person (2 x 51 sqm, 1 x 60 sqm for wheelchair accessible unit)
- 3 x 2-bed, 3-person (1 x 65 sqm, 2 x 66 sqm)

Fourth floor

1 unit comprising:

- 1 x 3-bed, 5-person (96 sqm)

- 12.6 The proposed units meet the required London Plan standards for the respective units in terms of floor area in relation to proposed occupancy. Thirteen of the eighteen units would provide true double aspect units with the other five units (all 1-bedroom units) providing habitable rooms with windows on more than one wall (i.e. 'enhanced' single aspect units with one window facing to the rear and one window facing to the side within the same room). The proposed units provide useable, flexible and accessible layouts and all room sizes which are acceptable in terms of size.
- 12.7 Each of the units will also have private amenity space with the first-floor units having private amenity areas between 6 sqm and 26 sqm; the second and third floor units having private amenity space between 6 sqm and 7sqm; and the fourth-floor unit having 122 sqm of private amenity space due to its rooftop position.
- 12.8 As mentioned earlier in addition to each unit having private amenity space there will also be a communal landscaped amenity area of approximately 135sqm at first floor level.

Summary of Standard of Accommodation

- 12.9 The proposed residential element of the development operates within a constrained site whereby the building has many demands in terms of maximising the floorspace, being sensitive to the existing environment and being sited so as to minimise potential impact to existing neighbouring occupiers. In this context the proposal offers a good standard of internal accommodation and private / communal amenity space.

Housing Mix

- 12.10 Policy DMD 3 and Policy 5 of the Core Strategy seek new development to incorporate a mix of dwelling types and sizes to meet identified housing needs in the Borough.
- 12.11 The Council's current recommended dwelling mix ratios are as follows:
- 1 and 2-person flats - 20%
 - 2 bed flats - 15%
 - 3 bed houses - 45%
 - 4 + bed houses - 20%

12.12 The development proposes the following dwelling mix:

- 8 x 1-bed
- 8 x 2-bed
- 2 x 3-bed

12.13 Whilst the dwelling mix does not entirely align with current recommendations outlined within policy guidelines, it is recognised that the housing needs of the borough are changing at a fast pace and as such it is considered reasonable to show some flexibility in light of this.

Summary of Standard of Accommodation and Proposed Mix of Units

12.14 In light of the above and having regard to the confines of the site and the numbers of units that could be reasonably accommodated at each respective floor, it is considered that the proposed mix of units and standard of accommodation is considered acceptable, in this instance. Notwithstanding the above, it is considered appropriate to secure the mix and size of units through an appropriately worded condition to ensure that any potential future changes are fully policy / standards compliant and appropriate levels of contributions can be secured.

13. Amenity Impact

13.1 London Plan policy 7.6 states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Policies DMD 6 and 8 ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment. Furthermore, Policy CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.

Overlooking / Privacy / Loss of Light

13.2 As previously mentioned the existing builders' merchants is an L-shaped building sitting to the southern and western side of the site with the western side reaching the boundary of the rear gardens of some Coombes Corner residential properties. The existing building is a reasonably high warehouse style building which sits at the boundary of the rear gardens of the properties to the rear. The proposed building will sit away from these properties towards the street frontage on Green Lanes and as such, whilst the new building will be substantially higher, as it will be further away from the rear residential properties, the visual impact would be lessened. Figures 3 to 6 below illustrate the proposed changes from the perspective of the residential properties to the rear. Figure 2 earlier in the report shows an aerial view of the existing building in relation to proximity to neighbouring properties.

13.3 The site is located in an area largely characterised by mixed use buildings to the front and residential properties to the rear. The distances between the rear windows of the residential properties in Coombe Corner and the rear windows of the new residential units would be approximately 42m, which far exceeds local and regional policy guidance in terms of distancing requirements between residential properties.

- 13.4 Whilst the proposed building will contain rear balconies to each unit and an area of communal amenity space at first floor level, given the distances between Coombe Corner properties and the proposed new residential units, officers do not consider there will be harm to existing occupiers in terms of overlooking and / or loss of privacy and / or loss of light, as a result of the development. Notwithstanding a pre-commencement condition is recommended requiring further details of the balconies to the new residential units to be submitted. These details should demonstrate that opaque screening of a suitable height will be inserted to the balconies in order to minimise any potential overlooking to existing occupiers to the rear of the site.

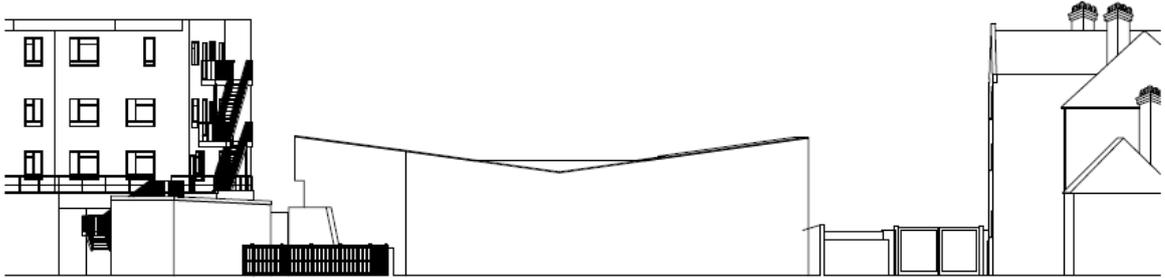


Fig.3: Existing rear elevation of the site facing east (view from rear of Coombes Corner) showing Compton Lodge to the left and the old police station to the right.

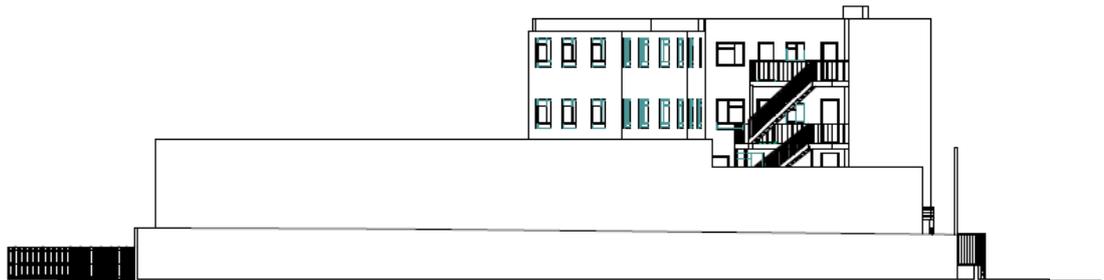


Fig.4: Existing side elevation of the site facing north showing Compton Lodge on the far side.



Fig.5: Proposed rear elevation of the site facing east (view from rear of Coombes Corner) showing Compton Lodge to the left and the old police station to the right.

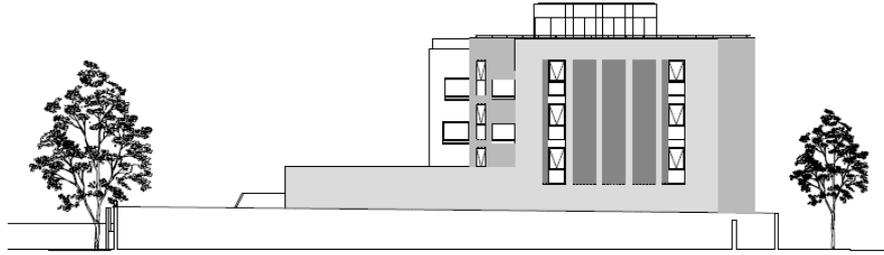


Fig.6: Proposed side elevation of the site facing north showing Compton Lodge on the far side.

Operational Hours / Deliveries

- 13.5 As mentioned above, the applicant has proposed opening hours for the commercial element of 6.00am to 8.00pm Monday to Saturday, 9.00am to 4.00pm Sunday and 7.00am to 7.00pm Bank Holidays, however being mindful of the existing hours of the builders' merchants and the close proximity of the proposed residential element, officers are of the view that the following hours would be more appropriate: 7.00am to 7.00pm Monday to Saturday and 9.00am to 4.00pm Sundays & Bank Holidays. This would ensure the commercial element of the proposal does not unduly impact on the amenity of existing and future residential occupiers.

Noise

- 13.6 The application documents include a noise report that assesses plant noise levels for the proposed development and the noise levels to the nearest noise-sensitive receptor. The report concludes that internal ambient and maximum noise levels in habitable spaces of the proposed development can be suitably mitigated to meet 'desirable' noise levels.
- 13.7 The report also concludes that the ambient noise levels within the proposed external amenity are predicted to be within the acceptable upper limit at the south west elevation, fourth floor, and are predicted to exceed the acceptable upper limit at the north-east elevation, fourth floor.
- 13.8 Given the findings for the north-east elevation on the fourth-floor mitigation measures are set out within the report which will reduce the noise levels as much as is practicable in these areas. The mitigation measures include specific glazing and trickle vent insulation standards for both the front and rear elevations.
- 13.9 In addition to the above plant noise it is also noted that the proposed development is located in a heavily trafficked location and noise levels are likely to be high. As such officers recommend a condition is attached requiring the development to be constructed/adapted so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration.

Summary of Amenity Impact

- 13.10 Whilst it is noted that there will inevitably be some level of impact arising from a development of this nature, it is clear from the above that any resulting amenity impact will be at an acceptable level. Notwithstanding officers recommend pre-commencement conditions requiring details pertaining to noise levels and prevention of loss of privacy / overlooking from balconies to

be submitted, to ensure that any impact arising from the development is of an acceptable level.

13.11 In light of the above the proposal is considered acceptable in terms of residential amenity impact subject to conditions as stated.

14. Transport Impact and Refuse & Recycling

14.1 DMD 45 relates to car parking, cycle provision and parking design. DMD 47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area and the current development does not provide this. London Plan policy 6.13, DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function.

14.2 The Public Transport Accessibility Level (PTAL) of the site is 3 which is medium within a rating whereby 0, 1a, 1b are very low, 2 is low, 3 is medium, 4 is good, 5 is very good and 6 is excellent. A 3, or medium, rating would usually mean a site has one or two frequent bus routes nearby, and possibly a national rail station.

14.3 The site is not in but lies adjacent to a Controlled Parking Zone where restrictions apply between 10.30am and 11.30am Monday to Friday.

14.4 Green Lanes is a busy principal road. The site is relatively well served by frequent public transport services with local bus routes, and it is a short walk to Winchmore Hill rail station. The site is close to the Winchmore Hill CPZ, and there are double yellow lines outside most of the site frontage, with a loading bay to the right of the site.

Car Parking

14.5 London Plan Policy 6.13 seeks an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

14.6 Policy guidance advises that the appropriate maximum residential parking standards are as follows:

- 3 beds = up to 1.5 parking spaces per unit; and
- 1-2 beds = less than 1 parking space per unit.

14.7 The proposed level of car parking is 9-spaces in total for the residential element (including 2 wheelchair accessible bays) and 4-spaces in total for the commercial element (including 1 wheelchair accessible bay).

14.8 Although the level of parking provision is aligned with London Plan Policy, it should also be noted that 20% of all spaces should provide for electric vehicles with an additional 20% passive provision for electric vehicles in the future. As such a condition is recommended requiring this provision to be implemented prior to occupation of either the commercial or residential element.

- 14.9 A Transport Statement (TS) has been produced in support of the application. Included within the TS is a local car parking stress survey that has been undertaken to identify any further on-street parking opportunities that may exist for residential purposes. The Parking Survey Report follows the Lambeth survey methodology and indicates that during the specified survey times, there was ample local on-street parking available that could accommodate any overspill / visitor parking associated with the residential uses proposed on-site. Although the report states on-street parking could accommodate overspill, as there will be less than 1-space per unit available within the site, a condition is recommended requiring details of a parking allocation policy to be provided. Notwithstanding, it is noted the Council's Transport team are satisfied with the proposed car parking provision.

Trip Generation

- 14.10 Information pertaining to traffic generation has been included within the submitted Transport Statement which concluded that the proposed redevelopment of the application site will not have a severe impact on the safety or operation of the local highway network.

Access / Egress and Servicing

- 14.11 The development will contain two access points, one for the commercial element to the south-east frontage and one for the residential element to the north-east frontage. The access / egress arrangements within the proposal have undergone negotiation during the application process to ensure officers are in support of this element of the scheme. Requested changes in relation to access / egress have included revisions to the gate setback on the carriageway edge to ensure pedestrian safety can be maintained and a revised swept path analysis to ensure there is adequate room for passing vehicles within the residential side of the site.
- 14.12 A Swept Path analysis has been undertaken and drawings have been provided demonstrating that the commercial part of the site can be effectively served by larger delivery vehicles.
- 14.13 The creation of the new accesses would require reinstatement of the footway, following removal of the existing site access, and may require the relocation of a lamp column and amendment to existing cycle infrastructure. To that end officers suggest detailed plans are required by condition to ensure safe and accessible linkages for pedestrians and cyclists are maintained in the interests of highway safety.
- 14.14 As the proposed access / egress to the residential side will result in physical modifications to the newly created cycle highway outside of the site, a financial contribution of £10,000 has been agreed with the applicant and will be secured within the section 106 agreement. This is a mitigation measure which will be used to improve the cycle highway on the opposite side of the road.

Cycle Parking

- 14.15 The development should provide secure, integrated, convenient and accessible cycle parking in line with the minimum standards set out in the

Further Alterations to the London Plan Table 6.3 and the guidance set out in the London Cycle Design Standards. In this regard Table 6.3 gives the minimum standards expected for cycle parking:

Land use	Long-stay
Dwellings	1 space per studio and 1-bedroom unit
(all)	2 spaces per all other dwellings

- 14.16 In addition, the development should provide short stay cycle parking in an accessible location at a ratio of 1 space per 40 units, with a minimum provision of 2 spaces.
- 14.17 The proposal indicates that there will be parking provided for 28 cycles which is acceptable. Officers recommend a condition for cycle storage details to be submitted to ensure this detail of the proposal is appropriate. In addition, a further condition is suggested requiring cycle parking for the commercial element to be provided.

Refuse and Recycling

- 14.18 Policy 5.17 of the London Plan requires suitable waste and recycling storage facilities in all new developments whilst Core Policy 22 supports the provision of a sufficient, well-located waste management facility and requires all new developments to provide on-site waste treatment, storage and collection throughout the lifetime of the development.
- 14.19 Meanwhile Policy DMD 57 notes that all new developments should make provision for waste storage, sorting and recycling, and adequate access for waste collection.
- 14.20 The location for waste storage has been indicated on the plans along with details of the capacity of bins being specified. Two storage areas are shown on plans with the total number of bins being provided as follows:
- 6 x 1100lt for refuse; and
 - 4 x 240lt for recycling.
- 14.21 However inadequate storage is being provided for recycling and as such a condition is recommended requiring policy compliant recycling storage to be provided prior to occupation of the residential element of the development. Details of the current guidelines are set out in Enfield's Waste and Recycling Planning Storage Guidance (ENV-08-162).

Summary of Traffic / Transport and Refuse

- 14.22 The above assessment demonstrates that the proposal would not result in an unacceptable impact in terms of traffic and transportation matters, and furthermore is not expected to result in any significant additional impact over and above the existing. As such, the proposal is considered acceptable in terms of transport and refuse subject to further details being submitted through conditions as follows:
- details of cycle storage (residential element);

- details of cycle parking provision (commercial element);
- details of car parking allocation policy;
- details of recycling storage;
- details of modifications to cycle infrastructure; and
- details of car parking provision for electric vehicles.

15. Sustainable Drainage / Flood Risk

- 15.1 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties.
- 15.2 DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 15.3 Whilst the urban siting and location of the development would result in some restriction in terms of what can be provided in the way of SuDS on the site, officers recommend that further investigation is undertaken to establish if any further measures can be implemented in this regard. To this end conditions are recommended in relation to a ‘SuDS Strategy’ being provided with full details of Suitability; Quantity; Quality; and Functionality, and a further ‘Final Strategy’ being provided which includes final sizes, cross sections, specifications and functionality calculations (where necessary).

16. Sustainability

- 16.1 The revised National Planning Policy Framework (2018) places an increased emphasis on responding to climate change, having regard to long-term implications for flood risk, coastal change, water supply, biodiversity and landscape, and the risk of overheating from rising temperatures. New development can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards and increase the use and supply of renewable and low carbon energy and heat. The NPPF states that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.
- 16.2 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and policies relevant to sustainability are set out throughout the NPPF. Further planning policies relevant to sustainability are set out in chapter 5 of the London Plan, which states that development proposals should make the fullest contribution to minimising carbon dioxide (CO₂) emissions in accordance with the following energy hierarchy:
- Be Lean: use less energy;
 - Be Clean: supply energy efficiency; and

- Be Green: use renewable energy.

- 16.3 Enfield's DMD policy 49 requires the highest sustainable design and construction standards, having regard to technical feasibility and economic viability. These policies require new developments to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently and using energy generated from renewable sources (Core Strategy Policy 20 and DMD51); seeking zero carbon developments (DMD50) – an 'Outstanding' rating is sought for the proposal under consideration here; using decentralised networks where feasible (DMD52); and providing on-site renewable energy generation to make-up any shortfall where feasible (DMD53).
- 16.4 The borough's policy in terms of zero carbon requirements for both residential, (2016 onwards), and non-residential premises, (2019 onwards), align with the requirements the London Plan.

District Energy Network

- 16.5 Policy DMD 52 of the Enfield Development Management Document notes that proposed development must consider connection to local decentralised energy networks that may be in the area. The applicants have stated that initial investigations show that there is not currently a system that could connect to the development site.
- 16.6 However given the ever-increasing importance of sustainable development, in order to ensure the possibility of connecting to a DEN is fully explored, officers recommend a condition requiring further investigation to be undertaken. This should include exploring the feasibility of a temporary boiler being provided by the energy company (in this instance Energetik) if a nearby network is likely to become available in the near / mid-term.

Building Regulations

- 16.7 The development of buildings of this scale is expected to achieve improvements in line with the Building Regulations (Part L).

Summary of Sustainability

- 16.8 The submitted sustainability information gives detail on policy requirements however is somewhat limited in scope with regards to information detailing how policy requirements are going to be delivered in practice on the site. As such, in order to increase the sustainability credentials of the development, conditions are recommended as follows:
- Further investigation into connecting to District Heating Network;
 - Energy Statement demonstrating how the development will seek to provide a 35% reduction on the total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013;
 - Submission of Energy Performance Certificate; and
 - Investigation into whether measures such as green roofs and a rainwater recycling system, could be provided.
- 16.9 Subject to the above measures being incorporated into the development and the viability of becoming connected to a District Energy Network being fully

explored, the proposal is considered acceptable in terms of sustainability and energy matters.

17. Biodiversity

- 17.1 Through the Enfield Plan, Core Strategy (2010-2025) Policy 36 the Council commits to 'protect, enhance, restore or add to biodiversity interests within the Borough'. This is reaffirmed in the Enfield Development Management Document (2014) policies DMD 78 to 81.
- 17.2 The National Planning Policy Framework (NPPF) recognise that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 175 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.
- 17.3 The application site is situated in a highly urbanised environment and as a result, the site has little biodiversity or ecological value at present.
- 17.4 However officers consider there would be a biodiversity enhancement as part of an overall landscaping scheme which is to be conditioned. The Council would seek maximum biodiversity enhancement through the landscaping measures proposed for the site.

18. Trees / Landscaping

- 18.1 Policy DMD 81 states that development must provide high quality landscaping that enhances the environment. The submitted landscaping plan sets out the proposals for the scheme, which include planting in the communal amenity space at the rear of the building and an area of shrub planting adjacent to the proposed car parking spaces. The plan also shows an existing tree which will need to be removed to allow for the construction of the proposed development, and one tree which will be retained. The proposed trees will include Himalayan Birch, Flowering Pear, and Rowan trees and will be supplied in planters.
- 18.2 The proposed area of ground cover shrub planting will be located adjacent to the car parking area and will be planted at a ratio of 4 plants per sqm in groups of 5, 7, and 9 plants of the same species to provide some level of variety and visual interest.
- 18.3 Officers recommend a condition requiring details of tree protection to be provided prior to works commencing on site to ensure existing trees are appropriately protected during construction works. As mentioned elsewhere in the report a condition is also recommended requiring biodiversity enhancement measures to be incorporated into the proposed landscape works.

19. **Planning Obligations**

- 19.1 The agreed, necessary Heads of Terms are:
- i) Affordable housing - 36% affordable, all shared ownership (6 units);
 - 2 x 1 bed (33%)

- 3 x 2 bed (50%)
 - 1 x 3 bed (17%)
- ii) Early and Late stage review mechanism;
 - iii) Employment and Skills Strategy in accordance with s106 SPD;
 - iv) Monetary contribution to the sum of 10k for improvement works to the cycle highway infrastructure opposite the site;
 - v) £45,630.00 towards off-site education contributions (£2,525.00 per unit);
 - vi) Early and late stage review mechanisms (in relation to viability and affordable housing); and
 - vii) Section 106 management and monitoring fee.

20. CIL

20.1 This would be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and Enfield's adopted Community Infrastructure Levy Charging Schedule 2016. The payments would be chargeable on implementation of the commercial development.

20.2 As there is a proposed reduction of commercial floorspace the CIL calculation is based on the residential element as follows:

Existing floorspace to be demolished sqm [Enfield Council Charging Zones Map](#)

Proposed	Retained	Liabile	Schedule / Rate	Total Relief	Total Charge
area1351					
area2-428.4					
area11515					
area2982.4					
351.00	656.00	0.00	All Other Uses - £0	nan	nan
			Mayoral CIL 2 - £60	0.00	0.00
1,515.00	0.00	982.40	Residential Zone 03 - £120	0.00	144,563.39
			Mayoral CIL 2 - £60	0.00	61,316.36

Remove Area
Edit Area
Add Area

CIL Charge Breakdown

LBE		TFL		
Gross Charge	£nan	Gross Charge	£nan	£61,316.36
Less Social Housing Relief	£nan	Less Social Housing Relief	£nan	£0.00

21. Conclusion

21.1 The proposal is considered acceptable in terms of land use, which is already established, and is also considered acceptable in terms of design, neighbour amenity impact, transport impact, proposed sustainability and energy reduction measures. This is subject to conditions and to an appropriate Section 106 (s106) agreement, the draft Heads of Terms of which have been agreed with the applicant.

21.2 This report shows that the benefits of the proposed development have been given due consideration and are sufficient enough to outweigh any perceived harm. In this respect the benefits are summarised again as follows:

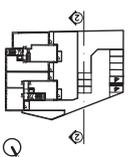
- i) The principle of the proposed development is acceptable in that it would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough, delivering homes in a largely residential area, while retaining the existing number of jobs;
- ii) The site would retain commercial floorspace at ground floor level and provide additional housing stock for the borough by providing 18 additional units including a 36% affordable offer;
- iii) The development would make better use of the site by retaining a commercial element whilst providing housing including an affordable element;
- iv) The development will provide good quality residential units in a good location; each of the residential units will be double aspect and have private amenity space with 135sqm of communal amenity space also being provided at first floor level;
- v) The development is acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing building;
- vi) The development will improve the visual element of the streetscene, and will also provide a more coherent link between the existing buildings to the north and the Grade II listed building to the south;
- vii) The development would create 9 on-site parking spaces (including 2 accessible spaces) which would reduce impact upon on-street parking. 28 on-site cycle spaces would also be created which would encourage sustainable methods of transport. As such the development is acceptable in terms of parking, traffic generation and servicing;
- viii) Whilst the commercial footprint would reduce, there would be no loss of employment as a result of the development.
- ix) The development will not have an unacceptable impact on neighbouring residential amenity given the distances between the site and neighbouring occupiers;
- x) The developers will pay a financial contribution towards improving the cycle highway opposite the site, thus encouraging more sustainable methods of transport; and
- xi) The sustainability credentials of the building will be improved by use of measures such as: Improved thermal efficiency, external lighting optimised for maximum efficiency, internal & external LED Lighting, Building Management System Controls and high efficiency motors.

21.3 Having regard also to the mitigation secured by the recommended conditions and Section 106 Agreement, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.

22. Recommendation

22.1 That subject to the completion of a s106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

NOTES:
KEY PLAN



PLANNING

This plan is the property of DunnetCrown Ltd and represents the design of the proposed development. It is not to be used for any other purpose without the written consent of DunnetCrown Ltd. The design and construction of the proposed development shall be in accordance with the approved planning application and the approved building regulations. The design and construction of the proposed development shall be in accordance with the approved planning application and the approved building regulations.

REVISIONS

NO.	DATE	DESCRIPTION

SCALE - 1:100@A1, 1:200@A3



Project:
659 Green Lanes
Windermere Hill

Client:
TRAVIS PERKINS

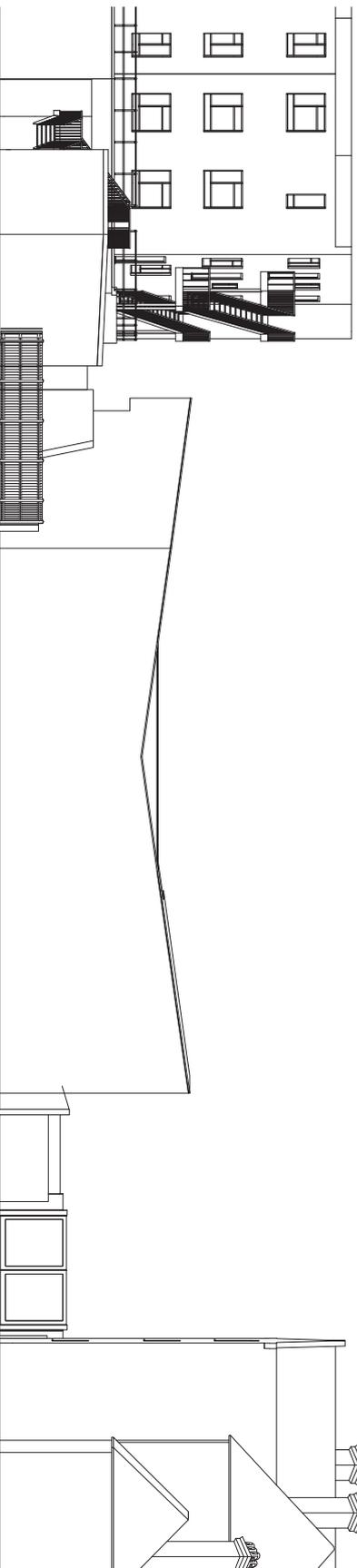
TRAVIS PERKINS

EXISTING WEST ELEVATION

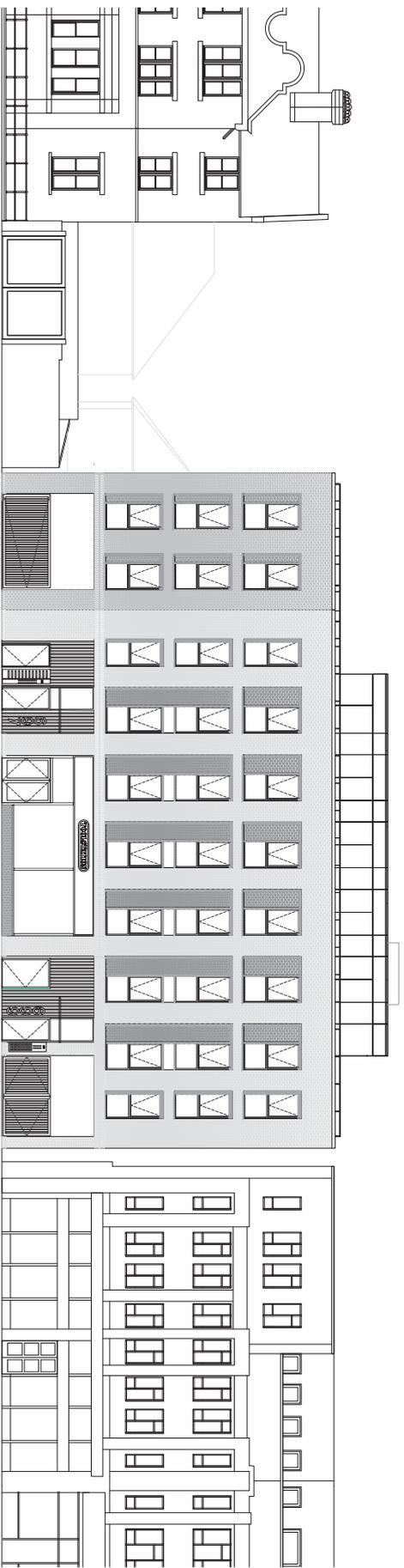
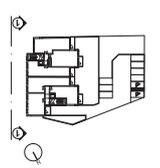
Drawing Number:
TRM001_EL_EX_302

Date: 24/01/18
Drawn By: JT
Approved By: CF

dc DunnetCrown Ltd
Unit 313, Marine Parade East
14, Green Lanes, Windermere Hill
Windermere, Cumbria, LA23 1JH
01524 860000
01524 860001
01524 860002
01524 860003



EL EXISTING WEST ELEVATION
1:100@A1, 1:200@A3



EL EAST ELEVATION
1:100@A1, 1:200@A3

PLANNING

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- REVISIONS**
- A/ 18/03/19 Ground floor Stairport and entrance simplified
 - B/ 09/10/19 Glass simplified

SCALE : 1:100@A1, 1:200@A3

Project :
699 Green Lanes
Windhouse Hill

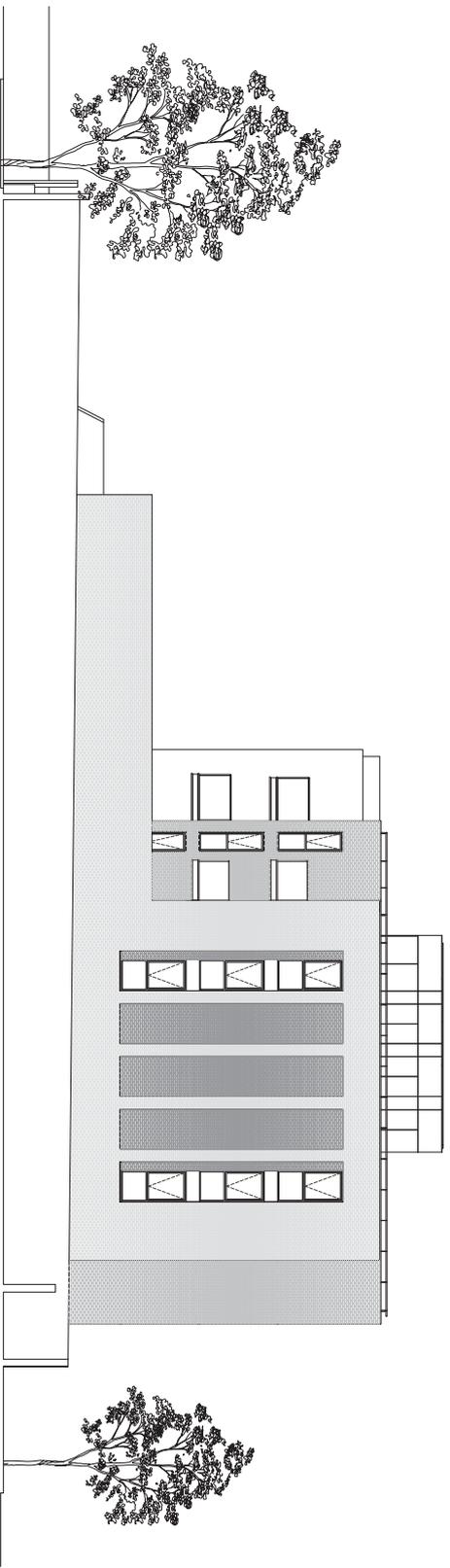
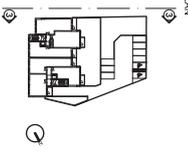
Client :
TRANS PERKINS

Architect :
DunnetCraven Ltd
Unit 21, Millers Road
76-78 Green Lanes
WINDHOUSE HILL
WINDHOUSE HILL
WINDHOUSE HILL
WINDHOUSE HILL
WINDHOUSE HILL

Drawing Number :
TRAD001_EL_301

Date : 28/10/18 **Drawn by :** JT **Approved by :** CP

NOTES:
KEY PLAN



EL SOUTH ELEVATION
1:100@A1, 1:200@A3

PLANNING

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REVISIONS

No.	Description

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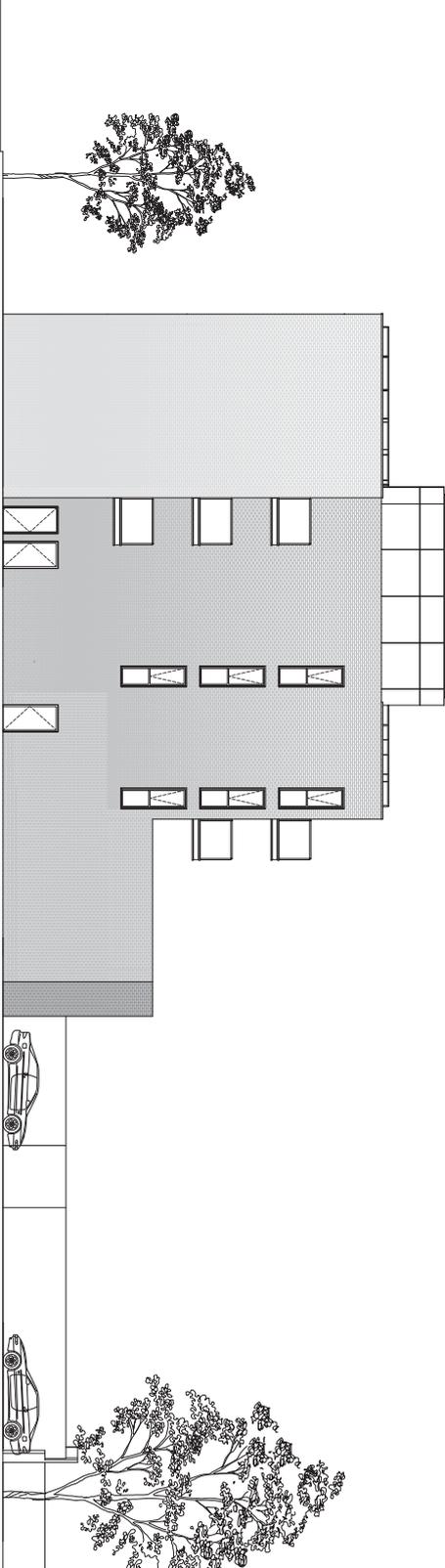
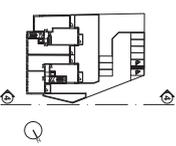
Project: 699 Green Lanes
Windermere Hill

Client: TRAVIS PERKINS

Drawn By: JF
Checked By: JF
Date: 24/07/24
Project No: JF Approved By: CF

Drawn By: JF
Checked By: JF
Date: 24/07/24
Project No: JF Approved By: CF

Drawn By: JF
Checked By: JF
Date: 24/07/24
Project No: JF Approved By: CF



EL NORTH ELEVATION
1:100@A1, 1:200@A3

PLANNING

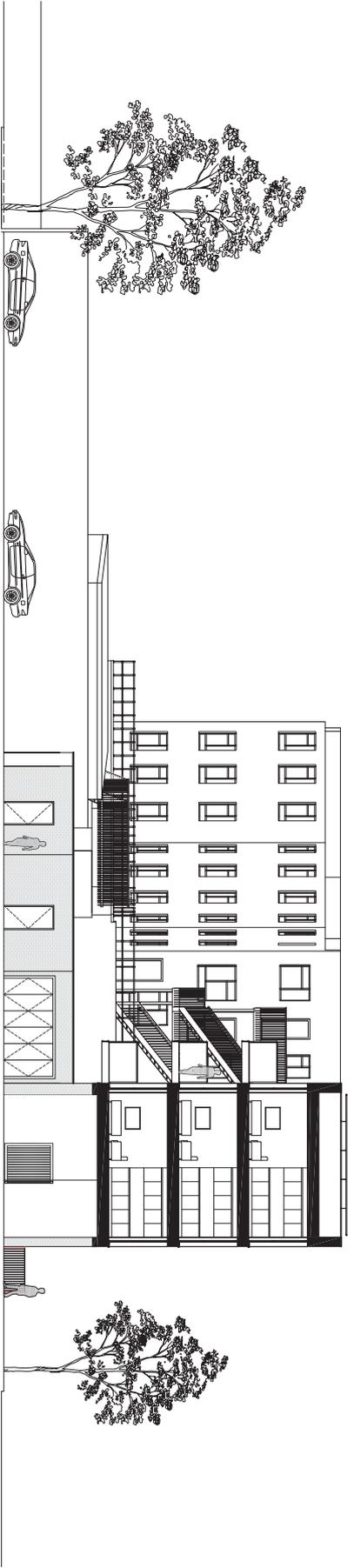
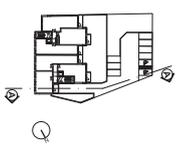
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REVISIONS

A/08/10/19 C/ds done date added

SCALE - 1:100@A1, 1:200@A3

Project :	699 Green Lanes Windhouse Hill
Client :	FRANIS PERKINS
Architect :	DunnetCoveney Ltd Unit 11, Millers Road 46-48, Green Lanes Windhouse Hill Widnes, Cheshire WA14 0JG Tel: 0151 252 2222 Fax: 0151 252 2223 Email: info@dunnetcovey.com
Drawing Number :	TRAD001_EL_304
Date :	21/03/19
Drawn by :	CF
Approved by :	CF



PLANNING

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REVISIONS

NO.	DATE	DESCRIPTION

SCALE - 1:100@A1, 1:200@A3



SE SECTION B-B
1:100@A1, 1:200@A3

Project :	699 Green Lanes Windsor Hill
Client :	TRANS PERKINS
Architect :	DUNN & CRAVEN LTD Unit 21, Mill Lane, Mill Lane Windsor Hill, Windsor, SL4 1JH Tel: 01753 602000 Fax: 01753 602001 Email: info@dunnandcraven.com
Drawn :	24/10/19
Checked :	CP Approved by CP
Drawn by :	CP Approved by CP



- Affordable units
- Private units

PLANNING

This is a planning application for the proposed development. It is subject to the provisions of the Planning Act 2008 and the Town and Country Planning (Development Management Procedure) (England) Order 2015. The proposed development is subject to the provisions of the Planning Act 2008 and the Town and Country Planning (Development Management Procedure) (England) Order 2015.

REVISIONS

- A 02/10/18 Scales and tick exact flat
- B 02/11/18 omitted additional store and extended garden area
- C 02/10/18 Flat Store roofplan adjusted



Project: 699 Green Lanes, Wincoburn Hill

Client: Travis Perkins

TITLE: SECOND FLOOR PLAN FLAT LAYOUTS

Drawing Number: TRA001_PL_102_FLAT

Date: 02/10/18

Duncraig Craven Ltd
144-146, 148-150, 152-154, 156-158, 160-162, 164-166, 168-170, 172-174, 176-178, 180-182, 184-186, 188-190, 192-194, 196-198, 200-202, 204-206, 208-210, 212-214, 216-218, 220-222, 224-226, 228-230, 232-234, 236-238, 240-242, 244-246, 248-250, 252-254, 256-258, 260-262, 264-266, 268-270, 272-274, 276-278, 280-282, 284-286, 288-290, 292-294, 296-298, 300-302, 304-306, 308-310, 312-314, 316-318, 320-322, 324-326, 328-330, 332-334, 336-338, 340-342, 344-346, 348-350, 352-354, 356-358, 360-362, 364-366, 368-370, 372-374, 376-378, 380-382, 384-386, 388-390, 392-394, 396-398, 400-402, 404-406, 408-410, 412-414, 416-418, 420-422, 424-426, 428-430, 432-434, 436-438, 440-442, 444-446, 448-450, 452-454, 456-458, 460-462, 464-466, 468-470, 472-474, 476-478, 480-482, 484-486, 488-490, 492-494, 496-498, 500-502, 504-506, 508-510, 512-514, 516-518, 520-522, 524-526, 528-530, 532-534, 536-538, 540-542, 544-546, 548-550, 552-554, 556-558, 560-562, 564-566, 568-570, 572-574, 576-578, 580-582, 584-586, 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