



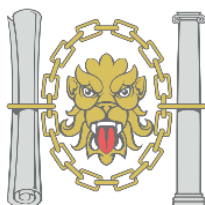
Design & Access Statement

Property Address:
80 Church Street
Edmonton
London
N9 9PB

Date of Issue:
April 2024

On Behalf of:
Mr Ercan Aksu

Prepared by:
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**Chartered Institute of
Architectural Technologists**
Registered Practice

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1.0 Introduction

This Design and Access Statement is submitted in support of a planning application for the extension and alteration of 80 Church Street, which serves as the premises of Kervan Sofrasi, to create 6no residential units above the existing restaurant. It would consist of the conversion and replacement of 4no sub-standard existing self-contained residential units currently in situ above the restaurant.

The proposal would generally preserve the ground floor restaurant in its current form, with only a slight reconfiguration of the existing residential entrance area to provide a residential waste and recycling store and an improvement to the restaurant front elevation by reconfiguring the commercial waste store to better conceal bins and improve visibility of an original window. It is also proposed to provide a new side window for the restaurant private dining room overlooking the open space adjacent.

The existing restaurant has a first and second floor which currently provide 4no self-contained residential units (2 x studio, 1 x 1-bed and 1 x 2-bed as per planning reference TP/09/0094) but these have been badly executed and provide a poor level of accommodation which is below the recommended residential space standards and with no external amenity space. 6no new residential apartment units would be created by extending the existing first floor and roof of the building rearwards over the original ground floor footprint of the building, which is an approach that was suggested during pre-application discussions.

Given the low quality of the existing residential provision, this proposal which would provide 6no good quality homes (3no 2-bed 4 person units, 2no 1-bed 2 person units and 1no studio unit) with private amenity space, and constructed to the latest building regulations standards, can be considered sustainable and beneficial.

These works are seen as an opportunity to provide much-needed homes in the local area, without adversely affecting the appearance of the building, which is regarded as having some limited value within the Church Street, Edmonton Conservation Area. The development will also help to ensure the long-term viability of the restaurant in its current location, which is regarded as an asset to the community, as reflected in its glowing online reviews.

This submission follows a previous pre-application advice submission for a larger scheme proposing 9no residential units, for which pre-application advice was received on 24th March 2023 (ref: 22/03748/PREHER). The advice received acknowledged that Enfield has an acute shortage of homes and stated that *'in principle, we support the proposal, however, the success of any new proposed residential development must be assessed against other material planning considerations'*.

Subsequently a significantly scaled-back option was submitted for follow-up advice considering the advice received to address other material planning considerations. Further follow-up pre-application advice was received on 13th December 2023 (ref: 23/01634/PREHER). In summary, the key further changes made in response to the follow-up pre-application advice are as follows:

- New crown roof at the rear is dropped down from the original roof ridge height to reduce its bulk and mass and to appear subservient to the original main roof.
- Rear recessed balcony cut-in reduced in size
- Formerly proposed front balcony has been omitted from the proposal to avoid impacting on the appearance of the front elevation
- More windows added to follow the existing window line to improve symmetry and appearance along side elevations
- Materials adjusted to match existing building (plain tiles to match existing, white render to suit the white painted original brick walls)
- New rear elevation made symmetrical
- Landscaping added to rear part of site comprised of raised planters around the external seating area and planting beds in the old disused vehicular access.
- The previously proposed 1-bed 1-person unit at second floor level has been changed to a studio apartment.

The additional information/reports provided with this submission in response to the pre-application advice is as follows:

- Noise impact assessment report has been provided detailing how the proposed dwellings will be protected from external noise.
- Details of extract plant serving the restaurant have been provided detailing how the proposed dwellings will be protected from air and noise pollution. The plant will be painted to match the building façade materials to ensure it is discreet.
- Sustainable Drainage (SuDS) strategy has been provided.
- Energy statement has been provided detailing how the development achieves a 35% reduction in CO₂ emissions compared with a typical 2022 Building Regulations Part L compliant building as required by Enfield Council.
- Biodiversity Net Gain report has been provided demonstrating that the development achieves a 13.47% net gain in biodiversity, in excess of Enfield Council's requirements for 10%.
- Transport assessment and delivery and servicing plan provided demonstrating that the site can be managed safely and without any adverse impact on the road network.
- Heritage statement has been provided detailing how heritage assets have been considered.
- Section drawings provided
- Information regarding the consideration that has been given to trees within and surrounding the site to ensure that no adverse impact occurs detailed within this Design and Access Statement document.

This document outlines how the pre-application advice has been implemented to arrive at the final proposed submission, including the consideration that has been given to the applicable Planning Policies and the way the proposed design responds to these criteria. It thus explains why we feel that Planning Permission could reasonably be granted for the scheme.

2.0 Design Principles and Concepts

Existing Building/Site

The existing building is a three-storey building with a deeper ground floor extension. The main roof is pitched with an array of dormers, and a flat crowned roof section at the rear providing usable floorspace within the roof. There is also a basement level accessed via an internal and an enclosed external set of stairs. The ground floor and basement are occupied by the Kervan Sofrasi restaurant, with the basement exclusively used for staff/food preparation areas. The first and second floors, which are accessed by a separate entrance on the front elevation, consist of self-contained residential units.

The frontage onto Church Street has a front court providing 6no car parking spaces exclusively for the restaurant. To the rear of the building is a former car parking area with a drive-through access entered from Church Street and exited onto Victoria Road. This car park is disused however and is currently occupied by restaurant external seating with a retractable canopy for weather protection.

Description of Proposal

The proposed design consists of slight alterations to the ground floor plan to reconfigure the existing residential entrance. A new residential waste and recycling enclosure would be constructed near the entrance. The proposed design will therefore have separate and clearly defined entrances for both residential and restaurant uses, along with clear, separate waste storage facilities.

In addition, a new ground floor side window would be inserted to the restaurant 'private dining room', providing more daylight internally, and enabling a better animated frontage onto the adjacent open space, helping to uplift the quality of the public realm around the site which is currently dominated by a blank elevation.

To the rear of the site at ground floor level, new cycle storage facilities would be provided including a secure long stay storage enclosure for residential uses, and short stay cycle parking racks for combined residential and restaurant use. Various landscaping features will also be added to the site.

The existing first floor and roof would then be extended towards the rear of the building over the original ground floor footprint of the restaurant. These new floors would provide a total of 6no residential apartments with private balconies or roof terraces. The balconies to the rear apartments on the upper floor would be recessed into the rear roof slope to not interrupt the form of the roof when viewed from the street.

In accordance with Policy DMD 3 of the Enfield Development Management Document, the proposed development would provide a mix of different size homes, albeit favouring smaller units rather than larger family size dwellings due to the situation above a restaurant with no gardens available. As can be seen in the accommodation area schedules on the submitted plans, these would all meet or exceed the minimum space standards required by the London Plan and London Housing Design Guide, resulting in high-quality housing. In this regard, the development would also be in harmony with Policy DMD 8.

Regarding policy DMD 9, each apartment would have private amenity space in the form of balconies or roof terraces. The only exception is in the case of APO6 on the second floor which is generally remaining as it currently exists, only with minor alterations including accommodating the new access stairs. Our assertion is that this is an acceptable compromise on balance of all the factors including heritage matters, given that to provide a balcony would otherwise impact on the external appearance of the building as discussed at the pre-application stage.

The context appraisal section of this document explains in detail how the surrounding buildings have been considered in the design of the proposal to avoid detrimental effects such as overbearing, overlooking etc and how the positioning of fenestration helps to activate currently blank frontages and provide passive surveillance to the adjacent open space.

Conservation Area Policy

It is acknowledged that the existing building and site is within the Church Street, Edmonton Conservation Area and therefore it is important that the proposed design makes a positive contribution to the Conservation Area. Indeed, the Conservation Area Management Plan states on page 10 that 'New buildings within... conservation areas should only be allowed if they are carefully designed to reflect the historic character, use, scale, grain and appearance of the conservation areas'. Whilst the proposal is for an extension to an existing building, rather than a new building, we acknowledge that the principle that it should be carefully designed still applies.

According to the Conservation Area Character Appraisal document, the existing building was constructed sometime between 1920-1950, but has obviously been heavily altered and modernised since then. In fact, the existing building is mentioned somewhat negatively in paragraph 2.5.10 of this document where it says the following:

'The mid-20th Century former Rosie's is now a Turkish restaurant, re-fenestrated, its brickwork painted ochre (now white presently) and dominated by signboards. It is no longer easily identifiable as a former pub.'

In Figure 10 – Spatial Analysis on page 14 of the Conservation Area Character Appraisal, 80 Church Street is identified as a building with 'opportunity for major enhancement'. Therefore, whilst it is deemed to make some contribution to the appearance of the Conservation Area, the building clearly does not merit absolute preservation in its current state.

This being the case, and as returning the building to a historic pub is simply not feasible for the current use of the building, there exists the opportunity to alter the building with a design which preserves and complements those key aspects of the building which are deemed to contribute to the character and appearance of the Conservation Area.

According to the pre-application advice received, the building '*comprises a broadly symmetrical principal block with painted brickwork, replacement heavy section timber windows and three front roof dormers on the truncated hipped roof. There is an entrance to the restaurant from the front and a separate one for the upper flats. A smaller, adjacent structure to the corner with Victoria Road retains an attractive gable screen and chimney stack, to the return to Victoria Road. There have been further extensions to the back boundary which make no contribution to the building's elevational character.*' In particular, the advice identifies the most important aspects of the existing building as being its '*distinctive 1930's form*' and its '*distinctive roof form*'.

These aspects are generally limited to benefitting the street scene when viewed face-on from Church Street, and the view down Market Parade. In terms of its side elevation and the view from Victoria Road on the side of the open space, the building appears awkward and 'unfinished' with areas of modern flat roof on view and offering little in the way of containment to the view, which has an adverse effect on the street scene.

Of this area and its continuity and containment, the Conservation Character Area appraisal states in paragraph 2.5.1:

'Only in the centre of the area, around the junctions of Winchester Road and Victoria Road, has the continuity and containment of Church Street been seriously eroded, by the loss of the former fire station buildings on the west corner of Winchester Road and the suburban bell-mouth of the Victoria Road junction and the adjacent, rather bleak, open space to the south-east.'

We therefore feel that there is an opportunity to enclose the view and interact better with the open space adjacent to it, rather than presenting an unsightly and awkwardly arranged side elevation towards it, with no outlook. Indeed, the pre-application advice stated that *'An option that could be potentially acceptable is extending over the ground floor extensions. The design would have to be of a high quality, befitting the conservation area and building. In addition, standards for internal and external amenity space would have to be satisfactory.'*



To this end, the proposal essentially comprises of extending the first-floor and the roof back over the existing ground floor areas. The roof would retain its existing hipped and crowned style, with the new parts set at a significantly lower ridge height to appear as subservient, and all distinctive features such as the prominent chimney stack and the residential entrance with its decorative gable would be retained.

At ground floor level at the front, a slight reconfiguration of the commercial bin store area will reveal an original window which is currently screened by a partition, which represents an improvement to the historical street view of the building from Church Street.

Therefore, viewed from Church Street at the front, the buildings contribution to the conservation area will be mostly unchanged, but even slightly enhanced from existing at the ground level. At the rear and side elevations, the design continues to complement the appearance of the conservation area and offers better containment to the view from the adjacent open space, in our opinion helping to make the building look more 'complete'.

We therefore assert that the proposed development is acceptable and beneficial in the setting of the conservation area and, considering the homes it would provide, will bring significant benefits for the local people and economy and the longevity of the restaurant itself.

External Materials and Detailing

To ensure that the building has a harmonious appearance, the external materials and detailing would closely match the existing.

The main façade material for the new parts would be rendered in white to match the existing white painted brickwork.

The pitched parts of the roof would be in a plain tile to match the existing. The flat part of the roof would not be visible from the street but would have a green roof finish to provide sustainability and SuDS drainage benefits. It is also proposed that solar PV panels will be utilised on the roof to contribute towards sustainable and renewable energy for the development. As these are low profile, they will not be visible from the street and will be concealed by the kerb of the pitched roof.

As the residential windows and doors currently in situ are not original, we would propose that fenestration to the upper floors is replaced with powder coated aluminium doors and windows finished in RAL 7016 Anthracite Grey to match the existing ground floor fenestration. This will ensure all windows and doors offer better thermal and acoustic performance and a uniform appearance across the whole building. Where roof lights are proposed within the pitched parts of the roof, these would be low-profile conservation style roof lights to give them a discreet appearance.

Metal railings to balconies/terraces would be painted in Anthracite Grey to match the fenestration.

At ground floor level, the new waste store would be constructed in brick to match the existing 'planter walls' with new planting helping to break up its appearance. It would also feature a sedum roof to help green the street scene. Doors to this structure would be anthracite grey louvre style doors to match the rest of the fenestration.

The new cycle store at the rear of the site would be a stand-alone timber clad structure to give it a lightweight and low impact appearance, albeit not visible in the street scene due to its position behind the main building.

Therefore, with a palette of materials that references and matches the existing building and other surrounding buildings, we assert that the proposal is respectful the setting of the Church Street, Edmonton Conservation Area.

Arboricultural Considerations

The submitted site and block plans detail the locations of all existing trees on and around the site. The only trees within the site boundary are those in the rear part of the site along the rear boundary line as shown in the photographs below and these are generally very small and immature trees. Nonetheless, all existing trees are to be retained on site and will be suitably protected during construction works as they offer some amenity value in screening and greening of the site. All other trees indicated are outside the site boundary and will not be affected by the proposal.



We feel it is clear that the proposal will not have any impact on trees, and hence a full tree survey and arboricultural implications assessment would not be necessary in this instance for the following reasons:

- The footprint of the existing building would not be changed as the building is not being extended at ground level. Only the upper floors of the building are being extended over the existing ground floor footprint. Hence there will be no impact or incursion upon the Root Protection area of any trees.
- There is sufficient space to erect scaffolding around the affected parts of the building for construction without this being near any trees. Additionally, all trees are a sufficient distance away from the building itself to ensure they will not have any physical interaction with it at the time of construction or considering future growth.
- As is evident from photographs and satellite imagery of the site, the entirety of the site outside the footprint of the building is covered with an existing tarmac build up and hard surfacing. This is because it was formerly fully occupied for car parking and vehicular driveway access at the time of construction. It is not proposed to change any of this surfacing and hence there will be no impact on tree root systems or access to water as a result of landscaping.
- The only equipment to be installed in the rear part of the site that can be considered 'near' to trees is a cycle storage shelter over some Sheffield stands for cycle parking in the form of a surface fixed 'toast-rack' arrangement as detailed in Appendix 3 of this document. The shelter is being installed onto an area of existing hardstanding and is low-level (below the crown height of any significant trees). In the worst-case scenario, the foundations for the shelter will consist of 6no small localised concrete pads for the frame posts which would sit within the depth of the existing tarmac build up. Alternatively, if the tarmac substrate proves to be strong enough, the shelter may even be simply surface fixed, avoiding the need for breaking into the tarmac surface altogether. Therefore, reasonably, the cycle parking structures will have no impact on the trees.

- Regarding access to the site, other than the front servicing area, which is already used for vehicular access, no vehicles other than cars will access the retained parking spaces in the rear part of the site. This is an existing arrangement and thus there is no adverse impact on trees from it.

The measures that will be taken to avoid any accidental damage to trees during construction and beyond are as follows:

- As detailed in the submitted transport statement, no vehicles other than cars using the existing and retained staff car parking spaces at the rear of the site will enter the site beyond the front service area. Therefore, no construction vehicles and/or servicing/delivery or other large vehicles will therefore come anywhere near any trees.
- All deliveries and storage of materials will take place on the existing hard surfaced front court, which is away from all trees, and especially avoids coming close to the tree near the front of the site in the adjacent grounds of the Church.
- The trees at the rear of the site are already protected against movement of cars and bicycles etc by existing low level metal guard rails as visible in the above photographs.

Other than these simple practical measures, no other formal tree protection will be necessary as there is simply no further scope for damage to trees to realistically occur. There is also no intention to remove or prune any trees as their existing condition and state can be comfortably accommodated during the construction works and the future use of the proposed development.

We therefore assert that the consideration that has been given to arboricultural matters is reasonable and commensurate with the type and scale of development proposed and clearly demonstrates that there will be no harm to trees should planning permission be granted.

3.0 Context Appraisal

The site is located on the corner of Church Street and Victoria Road. It is situated around the midpoint of the Church Street Conservation Area. Due to its position, the existing building is essentially street-facing on two sides with the other two sides facing into an area of existing development and not generally visible.

The open space adjacent to the restaurant building and the existing form of the building result in the area being described as follows in the Conservation Area Character Appraisal:
‘Only in the centre of the area, around the junctions of Winchester Road and Victoria Road, has the continuity and containment of Church Street been seriously eroded, by the loss of the former fire station buildings on the west corner of Winchester Road and the suburban bell-mouth of the Victoria Road junction and the adjacent, rather bleak, open space to the south-east’

Therefore, the site offers much potential for improving the containment of Church Street and interaction with the adjacent open space.



To the immediate East of the site is a modern single storey church hall which is of a somewhat bland design, described as a 'neutral' building in the Conservation Area. Beyond this is All Saints Church set in spacious grounds. However, as the street scene around the church grounds is dominated by mature trees and planting, the Church is generally not visible in views from 80 Church Street.



To the North of the site, on the opposite side of Church Street is Market Parade. The corner of Church Street and Market parade has a small area of public open space. The Character Appraisal says of this area that *'There has been a greater attempt to make the northern corner, with its 'quill pen' bench, a punctuation in the street that is of some social value.'*

The view down Market Parade to Church Street is one of the key views of 80 Church Street and so, in line with the pre-application advice, we have attempted to ensure this view of the front elevation is essentially unchanged to ensure the same contribution continues.

On the other corner opposite 80 Church Street is a modern four storey apartment building in a neo-Georgian style. Whilst further along Church Street to the South, the character shifts to a smaller scale residential nature.

Directly opposite the site to the south-east on the opposite side of Victoria Road is the new All Saints Square development, which is currently under construction. This is a fine example of high-quality new development in the conservation area and demonstrates that where new contemporary developments make use of complementary materials and are of an appropriate scale, they can be successfully integrated into the conservation area. This approach has provided cues for the approach taken with the proposed extension to 80 Church Street.

Immediately to the rear/south of the application site is a modern three storey flatted development. Whilst its detailing is plain, its materials are generally complementary to the conservation area, and it has a similar roof form to that which is proposed. Thus, the proposed development will sit well alongside it. Due to the separation distance, orientation of the building in relation to the application site, and the presence of existing trees and planting, overlooking or loss of privacy between the two developments will not occur.



Addressing the Context

Considering the context of the site, we assert that the proposed development would be appropriate. There would be no change in the overall height of the building (albeit the proposed extension has a lower roof height than the existing) so its relationship with surrounding buildings would not materially change. The site occupies a key corner location on the road junction, facing the street on two sides, and hence the proposed design would assist with enclosing the views and giving structure to the junction which is currently dominated by a bleak open space. The application site is therefore an opportunity to improve the issues affecting the street scene which have been identified in the Conservation Area Character Appraisal.

The only residential building to be carefully considered in terms of overlooking and loss of privacy is the flatted development to the rear of the site. However, given the substantial separation distance, building orientation and the presence of trees and planting at the perimeter of the site which provide a buffer and which are to remain, overlooking or loss of privacy between the two developments will not occur. There is no other potential for unneighbourly impact envisaged with the proposed scheme.

As advised at the pre-application stage, efforts have been made to follow the original window line and rhythm on the side elevations to ensure that the building looks attractive where it may be glimpsed from limited points in the grounds of All Saints Church beyond the church hall and the mature trees.

The frontage onto Church Street is effectively unchanged, meaning there is very little effect on the appearance of the street scene from this direction.

Emphasis has also been placed on animating the frontage that overlooks the open space adjacent to the proposed building. This has been done by means of the residential terraces and windows for passive surveillance. Further, the restaurant ground floor will benefit from a new dining room window onto this space. These features will provide passive surveillance of the area, improving its safety and security and will assist with the Council's aims of bringing it into a more productive use.

We therefore feel that the proposed development is respectful of its context and neighbours and could be considered acceptable in principle in planning terms.

4.0 Access, Transport & Servicing Appraisal

Existing Transport Arrangements

The existing site has 6no car parking spaces on the front court off Church Street which are used exclusively for the restaurant. These spaces are generally used by restaurant staff or for customers collecting takeaways from the restaurant. Whilst the site has existing bell-mouth vehicle accesses to the front court due to a historic in-and-out front driveway arrangement, the arrangement of the existing perpendicular car parking spaces means that there is some overrunning off footpaths.

The restaurant previously had a car parking area to the rear (accessed via in and out driveways on Church Street and Victoria Road), providing 10no car parking spaces. This rear parking area was removed to provide a covered outdoor seating area during 2020 (during the Covid-19 pandemic, when restaurants could only operate using outdoor seating areas in addition to takeaway collections). Three years on, the outdoor seating area remains a vital part of the restaurant provision with many customers preferring outdoor seating, especially during warmer weather, and as such there is no intention to remove this seating or to reinstate a car parking area at the rear of the site. As the restaurant has been operating for a significant period without the use of the former rear car parking area, our assertion is that the impact of the reduction of car parking spaces has already been fully realised and it has been demonstrated that it has not had a negative impact on the operation of the site or the surrounding road network.

The site has an excellent PTAL rating from TFL with a wide range of public transport options such as bus and train within short walking distance.

There is no existing car parking provision for the existing residential units above the restaurant and currently no cycle parking provision for either the residential or restaurant uses.

Proposed Transport Arrangements

No car parking provision is proposed for the residential aspect of the development. In accordance with Policy DMD45, the site has been considered against London Plan standards. According to TFL, the site has a PTAL (Public Transport Accessibility Level) of 5, meaning that this location can support a car-free development. As acknowledged in the pre-application advice, the site is only 25 metres away from a PTAL 6 area, which indicates that access to frequent public transport services is very good – excellent.

Several factors enable this including several bus stops on Church Street and Victoria Road, the closest of which is only 75m from the site. Edmonton Green train station also is 300m from the site. Further to this, the site is near a local centre (Market Parade) opposite the site and the Edmonton Town Centre with Edmonton Green Shopping Centre a short walk away. The location is therefore very sustainable in terms of access and a car-free development is desired by the London Plan.

Further, it is proposed to remove the existing 6no car parking spaces on the Church Street frontage to make way for a formal vehicular servicing area. As advised by transport officers during the pre-application discussions, to accommodate the few spaces of car parking for staff members that would be lost, it is therefore proposed to provide space for a maximum of 2 staff vehicles at the rear of the site accessed via the Church Street side driveway access and allow space for up to 2 staff vehicles to park in the Victoria Road driveway access, which would be in a double-parked arrangement.

Our assertion is that providing for a maximum of 4no staff car parking spaces is adequate for this site in view of the wide range of sustainable and public transport options available.

In instances where restaurant customers do wish to travel to the site by car, there is ample on-street parking provision opposite the restaurant on Market Parade as per the existing arrangement, so there would not be any adverse impact on the highway network.

Regarding cycle parking, a secure lockable, weather-protected, long-stay cycle storage enclosure will be provided for the residential units in the rear of the site adjacent to the covered outdoor seating area. This will provide storage for 10 bicycles in accordance with the London Plan standards. There will also be short-stay cycle storage for both residential and restaurant usage combined provided at the rear of the site by means of a bank of Sheffield Stands, accommodating a minimum of 10 bicycles. This position would only represent a short walk from both the residential and restaurant entrances and can therefore be considered convenient and sustainable. The proposed type of cycle store to be used is appended to this document.

Existing Servicing/Delivery Arrangements

The commercial waste store is located on the Church Street frontage of the restaurant, concealed behind a brick wall and planter. Three large, wheeled bins are kept in this enclosure, although the restaurant generally only uses two of these bins at any one time. This waste storage area is in the optimum location for the restaurant as it is directly outside the commercial kitchen where all waste is generated.

The existing residential waste store is located to the side of the building, although this is currently positioned on land not in the ownership of the applicant and therefore is inappropriate in its existing position.

All waste collection and deliveries to the restaurant and existing residential units takes place on-street on the Church Street frontage where vehicles pull up and wait in the carriageway to load/unload.

As already mentioned, customers collecting food from the restaurant make use of the existing perpendicular car parking spaces on the front court.

Proposed Servicing/Delivery Arrangements

It is proposed that the commercial waste store remains in its current location. There is no alternative location that is suitable for this due to travel distance from the restaurant kitchen at the front of the site. However, to improve the appearance of this store which is prominent on the front elevation, the existing brick walls/planters will be raised slightly to better screen the bins from street view. The existing external partition in this space will be removed to provide improved positioning for the bins, and as shown on the submitted elevations, will have the benefit that an existing original ground floor window becomes visible. These changes improve the appearance of the site/building from the street and therefore we assert that they can be considered acceptable in the Conservation Area setting.

The residential waste and recycling store would be relocated within the applicant's land and would be positioned in an enclosure near the residential access door. Again, this is the only practical location for this store as any other location would require residents to carry waste over a great distance. The proposed store is neatly screened from the street and attractive, so does not have a negative impact on the appearance of the area.

It is noteworthy that there are existing residential units above the restaurant and no complaints have been received about the waste storage and collection arrangements that are existing in place, and as such there is no reason to believe that this arrangement will become unacceptable following the proposed development.

With the removal of the existing car parking spaces on the front court on the Church Street frontage, servicing and deliveries for both the restaurant and residential units can take place by means of the 'in and out' driveway accessed from the existing vehicular dropped kerbs. This will include collection of takeaway orders from the restaurant. This arrangement will be safe and convenient for all uses and avoids any impact on the surrounding roads as all activity will take place off-street. Further information on this proposal is provided in the submitted Transport Statement from the project transport consultants.

Pedestrian Access

In terms of pedestrian access to the site, the existing residential entrance will continue to be used. This entrance is distinctly separate from the clearly defined restaurant entrance, which will ensure legibility for both uses of the building.

Conclusion

Despite a highly constrained site, our conclusion is that the proposed access and transport arrangements strike a beneficial balance of limited car parking provision for restaurant staff and promotion of sustainable and public transport options including a strong promotion of cycling with ample secure and convenient cycle storage.

The waste storage and collection and servicing arrangements also make good use of the existing features of the site to ensure that the restaurant can still operate in its optimum way, whilst providing safe, secure and convenient off-street servicing of the site for both residential and commercial uses. The proposals represent a significant improvement in this regard to the existing arrangement which relies on on-street servicing.

We therefore assert that these arrangements can be considered acceptable.

5.0 Landscaping

Existing landscaping features around the main part of the site include some established trees on the boundaries (generally within the curtilage of surrounding premises) and existing decorative brick planters to the front elevation of the restaurant, all of which will be retained in situ. None of the existing trees are to be affected by the works, as shown on the submitted drawings.

To further soften the site, it is proposed to install planters around the external seating area at the rear of the site along with a biodiverse planting area in the old disused driveway access off Victoria Road as shown on the submitted site plans.

Additionally, it is proposed that the main crown roof of the building extension will have a green roof covering, providing biodiversity and SuDS benefits to the site, along with a small sedum roof for the residential refuse and recycling store. In combination with the living wall already existing on the ground floor front elevation, these features will make a significant contribution towards greening the site.

Further details on the contribution to biodiversity on the site are contained within the submitted Biodiversity Net Gain report.

6.0 Conclusion

In conclusion, we feel the proposed development is beneficial in that it will provide 6no high-quality apartments in a mixture of sizes at a time when good housing is much needed. It will also help to secure the long-term viability of a thriving restaurant which is an asset in the community.

It is an opportunity to make use of a key corner site to enhance the appearance of the junction. With the carefully considered design and the selected palette of complementary materials and detailing, the proposal is respectful of the original building and will sit well in its surroundings, respecting and enhancing the conservation area.

The site location is sustainable because of its proximity to the town centre and strong public transport links. In addition, due to the nature of the site surroundings, separation distances, boundary treatments, and considered floor layouts, the proposal can be delivered in a way that does not have an unreasonable impact on neighbours in terms of overbearing, overlooking or loss of privacy.

Therefore, we feel this development could be viewed as a positive contribution to the area and could reasonably be granted Planning Permission.

APPENDIX 1

Initial Pre-application Advice

Ref: 22/03748/PREHER

Dated: 24th March 2023

info@technicaldetail.co.uk

Please reply to: Allison Russell

E-mail : Allison.Russell@enfield.gov.uk

My Ref : 22/03748/PREHER

Your Ref :

Date : 24 March 2023

Dear Sir

Town and Country Planning Act 1990
Proposed extension to restaurant for 9no. residential units above, with landscaping.
Public House, 80 Church Street, London, N9 9PB

Thank you for your request for pre-application advice in respect of the developments as described above. The following notes comprise my comments in relation your proposals.

The views or opinions expressed in this letter are given in good faith but must be without prejudice to the formal process of consideration and decision of the Local Planning Authority. Accordingly, no favourable decision is guaranteed by this advice in respect of any future planning applications should you make amendments in accordance with the advice given, and you will appreciate that any planning application will be subject to formal consultation. Any comments received as a result of the consultation process will be material to our assessment of the proposal.

Notwithstanding the above, weight will be given to the advice contained in this letter when assessing any future application. However, it should be noted that little weight will be given to the content of this pre-application advice for schemes submitted more than three years after the date of this letter or if in the interim, there has been a material change in circumstances relating to the proposal, the application site or material planning policy.

It should also be noted that under the provisions of the Freedom of Information Act 2000, unless advised to the contrary with reasons for not doing so, the Council may release this advice upon request with reference to the rules on exceptions.

Should you wish to proceed with an application, I would request in addition to a correctly completed application form and a set of accurate plans, the following information should also be submitted to the Council:

- Location plan
- Existing and proposed site / block plan (at a scale of at least 1:500) which should

show neighbouring properties

- Existing and proposed elevations (including location of flues/external plant).
- Existing and proposed floor plans
- Existing and proposed site sections and finished floor and site levels (scale 1:100)
- Existing and proposed Street scene
- Planning Statement
- A Design and Access Statement
- Sustainable Drainage Strategy
- Energy Report
- Construction Management Plan
- Cycle Parking Information
- Sustainable Design and Construction Statement.
- Ecology report including details of ecological improvements.
- Arboriculture report
- CIL Liability form
- Noise Impact Assessment
- Heritage Statement including details of zone of visual influence.
- Archaeology Appraisal
- Waste Strategy

Further details can be found at:

https://www.enfield.gov.uk/_data/assets/pdf_file/0015/4362/planning-application-requirements-planning.pdf

Sincere apologies for the delay and thank you for your patience.

Site and Surroundings

1. The site is a former public house located on the south side of Church Street, Edmonton Green, at the junction with Victoria Road.
2. The area is predominately residential, although the site and other sites in the area are in mixed use such as religious institutions, retail and medical.
3. Currently the ground floor is operating as a restaurant and on the upper two floors is residential accommodation.
4. Car parking is to the front and rear of the site. Also at the rear is an outdoor seating area.
5. Immediately to the east of the site is an area of designated local open space. A bin

storage area has been erected on this land, which is not within the applicant's ownership and should be removed/relocated within the site.

6. The site is located within the Church Street Conservation Area. The site is also within a designated area of Archaeological Importance. There are no listed buildings/structures on or adjacent to the site.

Proposal

7. Pre-application advice is being sought for the creation of nine new residential units above an existing restaurant. It would consist of the replacement of four existing self-contained residential units currently above the restaurant. It is also proposed that the local open space adjacent to the site would be utilised to provide amenity space and improved for public use.
8. The proposed development would provide nine family sized apartments (7no 2-bed 4 person units and 2no 3-bed 6 person units) with private amenity space can be considered sustainable and beneficial.
9. Two tier cycle parking for 20 bicycles would be provided on part of the local space area.

Relevant Planning History

10. There is no relevant planning history for the site.

Relevant Policy Considerations

11. The following documents may be of material consideration in the assessment of any planning application:
 - National Planning Policy Framework (NPPF)
 - National Planning Practice Guidance (NPPG)
 - London Plan (2021)
 - Enfield S106 Supplementary Planning Document (2016)
 - Enfield Development Management Document (DMD) 2014
 - Enfield Core Strategy 2010
 - Enfield Characterisation Study 2011
 - Church Street, Edmonton, Character Appraisal 2016

- Community Infrastructure Levy Regulations 2010

The London Plan 2021

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- D1 London's form, character and capacity for growth
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D14 Noise
- H1 Increasing housing supply
- HC1 Heritage conservation and growth
- G6 Biodiversity and access to nature
- SI 2 Minimising greenhouse gas emissions
- SI 7 Reducing waste and supporting the circular economy
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking

Core Strategy 2010

- CP2 Housing supply and locations for new homes
- CP4 Housing quality
- CP5 Housing types
- CP11 Recreation, Leisure, Cultural and Arts
- CP20 Sustainable energy use and energy infrastructure
- CP21 Delivering sustainable water supply, drainage and sewerage infrastructure
- CP24 The road network
- CP28 Managing Flood Risk Through Development
- CP30: Maintaining and enhancing the built environment
- CP31 Built and Landscape Heritage
- CP34 Parks, Playing Fields and Other Open Spaces

- CP36: Biodiversity

Development Management Document 2014

- DMD8 General Standards for New Residential Development
- DMD9 Amenity Space
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD44 Conserving and Enhancing Heritage Assets
- DMD45 Parking Standards and Layout
- DMD48 Transport Assessments
- DMD 49 Sustainable Design and Construction Statements
- DMD 50 Environmental Assessment Methods
- DMD 51 Energy Efficiency Standards
- DMD52 Decentralised Energy Networks
- DMD 53 Low and Zero Carbon Technology
- DMD54 Allowable Solutions
- DMD55 Use of Roof Space/Vertical Surfaces
- DMD 56 Heating and Cooling
- DMD57 Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
- DMD 58 Water Efficiency
- DMD60 Assessing Flood Risk
- DMD 61 Managing Surface Water
- DMD62 Flood Control and Mitigation Measures
- DMD64 Pollution Control and Assessment
- DMD65 Air Quality
- DMD66 Land Contamination and Instability
- DMD68 Noise
- DMD69 Light Pollution
- DMD71 Protection and Enhancement of Open Space
- DMD79 Ecological Enhancements
- DMD80 Trees on Development Sites
- DMD 81 Landscaping

Principle

12. Like many other London Boroughs and local authorities across the country, there is a shortage of homes. Enfield in particular has an acute shortage and we always welcome proposals for high quality homes within the Borough. In principle, we

support the proposal, however, the success of any new proposed residential development must be assessed against other material planning considerations.

13. The following subjects are the key considerations and reflect our discussions at the recent meeting.

Heritage Impacts

14. The site of the proposed development is within the Church St Conservation Area and concerns an interwar former public house, which is now a restaurant, and the adjoining open space on the corner of Victoria Road. The property is identified in the Character Appraisal as one with an 'opportunity for major enhancement'. This term identifies it as a historic building where there has been a significant erosion of detail, but which remain capable of enhancement. This distinguishes them from properties which are identified as 'neutral' or having a 'negative impact' on the area.
15. The west end of the Church St CA is characterised at 2.5.1 noting that: 'Buildings at the western end tend to be set back from the frontage, of diverse form, with framed, but mostly disappointing views between them to spaces and buildings behind (and mainly beyond the Conservation Area)'. It further notes: 'Only in the centre of the area, around the junctions of Winchester Road and Victoria Road, has the continuity and containment of Church Street been seriously eroded, by the loss of the former fire station buildings on the west corner of Winchester Road and the suburban bell-mouth of the Victoria Road junction and the adjacent, rather bleak, open space to the south-east'. This is reiterated further in the Conservation Area Management Proposals which note that the open spaces: 'mitigate the impact of traffic, provide social and amenity spaces and the setting to buildings. They have significant potential for enhancement'. The open space adjoining Victoria Road is identified as a priority for enhancement.
16. No.80 is also mentioned specifically at 2.5.10 in the appraisal document:
'The mid-20th century former Rosie's is now a Turkish restaurant, re-fenestrated, its brickwork painted ochre and dominated by signboards. It is no longer easily identifiable as a former pub'.
17. It comprises a broadly symmetrical principal block with painted brickwork, replacement heavy section timber windows and three front roof dormers on the truncated hipped roof. There is a central entrance to the restaurant from the front and a separate one for the upper flats. A smaller, adjacent structure to the corner with

Victoria Road retains an attractive gable screen and chimney stack, to the return to Victoria Road. There have been further extensions to the back boundary which make no contribution to the building's elevational character. The open space to the west has a fence on the eastern side and the single storey church hall to the east. There is some tree and plant growth to the open space. Parking at the front of the property detracts from the appearance of the conservation area.

18. The proposals are for significant alteration to the property to create a four-storey block to the depth of the site, with options for a retractable roof over additional outside seating on the site of the current open space, or further development identified for affordable housing, also on the site of the open space. The ground floor will remain in restaurant use with first and second floors rebuilt in brick above and a set-back third floor faced in grey cladding. There will be projecting balconies to the front and rear and new enclosures for bin and bike stores.
19. As set out above, the existing former public house, has a distinctive 1930s form and, subject to enhancements, has the potential to make a positive contribution to the character of the Church St Conservation Area.
20. The proposals as submitted would remove the distinctive roof form of the former public house and, although not described as new build, the increase in volume, and elevational alterations would be such that this would amount to the loss of a non-designated asset within the Conservation Area.
21. The proposed development would create a four storey block out of scale with the adjoining single storey church hall and prominently two storey development on the south side of Church St and Victoria Road, including the new All Saints Square. The set back at roof level does not sufficiently reduce the bulk of the new build to reduce its impact and the design quality in the context of the conservation area is not sufficient to make it a positive landmark. The new bin and bike store enclosures would increase clutter at ground floor level to its detriment (and may sit outside the red line) There are further options presented for restaurant seating and a retractable roof over the existing open space and also for further extension for additional housing over the open space, which would neither preserve the space and its role as green lungs within the local area, nor provide an enhanced elevational treatment to define the corner. It appears that enhancements of the open space (which the apparent lack of blue line suggests remaining in separate ownership) could be achieved independently of the proposals.
22. In terms of heritage impacts, it is considered that the proposals would, fail to preserve or enhance the character and appearance of the Church St Conservation Area, contrary to Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

23. With regards to the National Planning Policy Framework (2021), the level of harm to the Church St Conservation Area as a designated heritage asset is considered to be 'less than substantial'. As such the local planning authority would weigh this harm against any public benefits of the proposal including, where appropriate, securing its optimum viable use (Para.202). Whilst the scale of harm may be 'less than substantial', great weight should be given to the heritage asset's conservation (Para.199) and clear and convincing justification provided for any level of harm (Para.200). Furthermore, the proposed fails, in the opinion of the local planning authority, to make a positive contribution to local character and distinctiveness (Para.197c).

24. As discussed at our meeting, the current proposals could not be supported in terms of design. An option that could be potentially acceptable is extending over the ground floor extensions. The design would have to be of a high quality, befitting the conservation area and building. In addition, standards for internal and external amenity space would also have to be satisfactory. Other material considerations would have to be taken into account, however, the design and relationship with the existing ground floor use are significant challenges for any future residential development at this site.

Quality of Accommodation/Amenity Space for Future Residents

25. Should your client wish to pursue making an application for residential accommodation on the upper floors, they need to be aware that to improve the quality of new housing, new development must meet with the minimum standards contained within the nationally described space standards (an extract of which is contained in the table below).

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

26. All new residential developments must meet and, preferably, exceed the minimum room standards set out above.
27. Single aspect dwellings, particularly north facing single aspect dwellings, do not provide good quality accommodation and should be avoided. Both the local plan and London Plan make the point about poor ventilation and overheating. We would also have to take into account the potential noise impacts from the ground floor use. An application would have to be accompanied with a noise impact assessment and details of noise mitigation measures. A combination of single aspect accommodation and noise nuisance could make for poor living conditions, therefore single aspect units should be avoided and where they are proposed, justification provided as to why dual aspect is not proposed.
28. Policy DMD 9 of the Enfield Development Management Document sets out the minimum amenity space standards for residential development. In line with the London Housing Design Guide,
29. New development must provide good quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds the minimum standards sought in all new developments.

30. In accordance with DMD 81 all proposed developments must provide high quality landscaping that enhances the local environment. Landscaping should add to the local character, benefit biodiversity, help mitigate the impacts of climate change and reduce water run-off. Given the site's constraints, creative ways of incorporating high quality landscaping must be demonstrated as part of the overall development strategy.
31. Regard has been given to accessible housing and this is very much welcomed. Any future proposals should continue to ensure that new dwellings are accessible and suitable for people of all levels of mobility to enjoy their homes. Please refer to M4(3) and M4(2) of the Building Regulations and London Plan Policy D7 Accessible housing for further information and what it means for residential units above commercial premises. There is flexibility, however, we wish for all our residents to live independent lives and where a contribution can be made, this is very much welcomed.

Residential Amenity

32. As outlined above, the existing restaurant use and outdoor areas, are a significant factor in the success of additional residential accommodation on the upper floors. The site layout with vehicle access to the rear needs to be given careful consideration in terms of noise, air quality and outlook. We appreciate that there is a residential development beyond the rear of the site, however, extending above the restaurant towards an outdoor seating area, close to a car park would have a greater impact on occupants and needs to be carefully considered early on in the design stage.
33. Any application for a mixed-use development on this site must be accompanied with evidence demonstrating that there would be satisfactory mitigation in place for the two uses. The evidence must also include how external areas would be managed to prevent air/noise/light pollution.

Highway Considerations

34. The proposal site is located on the corner of the road where the B154, Church Street and Victoria Road meet. The site is currently made up of a large, detached restaurant building (formerly a public house) with grassed public amenity space to the side.
35. According to the Council's GIS system the grassed area of land to the east of the site is in the Council's ownership. Some of the existing development already encroaches on this land (the bin store) and the proposals suggest further use of this land.

36. Roads are classified by categorising them to help direct motorists towards the most suitable routes for reaching their destination. This is done by identifying the roads that are best suited for different types and amounts of traffic. Classified roads tend to be major roads or roads intended to connect different areas. Classified roads tend to carry high volumes of traffic, whereas unclassified roads are generally smaller roads carrying less traffic often linking a housing estate to the rest of the network. Both the B154, Church Street and Victoria Road are adopted classified roads.
37. Public Transport Accessibility Level (PTAL) is a widely adopted methodology in Greater London for quantifying a site's accessibility to public transport and is considered to be a usable measure of relative accessibility to public transport at any location within a London borough and provides a general comparison of a site's accessibility relative to another. The PTAL value combines information about how close public transport services are to a site and how frequent these services are. The site has a PTAL of 5 but is only 25 metres away from a PTAL 6 area, which indicates that access to frequent public transport services is very good - excellent.

Pedestrian Access

38. Inclusive Mobility indicates a width for wheelchair users of 900mm minimum but ideally this would be 1500mm wide. Any access must be unobstructed. Consideration should be given to wheelchair and pedestrian movements around the site with respect to residents and visitors accessing the site's cycle parking, waste store, and nearby streets. This is to meet the requirements of London Plan policy and Enfield DMD 47 which states that: "All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities."
39. Details of the materials of the footways/footpaths, vehicle accesses, parking areas, should be provided. Proposed materials should have anti-slip/anti-skid features and should enable surface water to drain naturally. Details of the existing and proposed finished floor levels should be provided.

Vehicular access and car parking

40. The site is not located within a Controlled Parking Zone (CPZ), but there are on-street parking restrictions in place in the vicinity of the proposal site.
41. The site's current parking arrangement to the front of the restaurant is unacceptable. Perpendicular parking takes place directly off a classified road (B154, Church Street). Drivers have to overrun the footway in order to park in several of the marked spaces. It should be noted that it is an offence under the

Highways Act 1980 to cross the footway without a formally constructed vehicular crossover and any such activity will result in enforcement action by the Council's Envirocrime team.

42. This whole area could not be made into one continuous vehicle crossover with dropped kerbs as the length would be far too long and contrary to Policy DMD46.
43. The application site current has a one-way vehicular entrance off Church Street with the exit onto Victoria Road. Both the entrance and exit are narrow in width. As part of these proposals this entrance and exit will be used to serve a reinstated parking area to the rear of the restaurant. At this stage no proposed parking layout has been provided. It is unclear whether this parking area is just for the restaurant or some spaces are to be allocated to the residential units. The parking layout must be suitable, parking bays should measure 2.4 metres wide by 4.8 metres deep and cars should not be parked in such a way as to block others in. Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely. If perpendicular parking is proposed, a suitable width of 6m is needed behind the space to allow users room to conveniently access bays. Vehicles should be able to enter the site, turn within the site and exit back out in a forward gear.
44. The proposed vehicle exit onto Victoria Road is substandard and narrow, there is a high fence located to one side and tall brick wall the other, both block driver visibility when exiting from the proposal site. Clear sight lines must be provided for drivers egressing from the proposal site. For reasons of pedestrian and cyclist safety the Council requires unobstructed footway visibility starting at 0.6m to 1.0m in height above the footway for a distance of 2.0m horizontal from either edge of the access. This visibility is to be measured from a point 2.0m back from the edge of the footway.
45. The Mayor's Transport Strategy aims for 80% of Londoners' trips to be walked, cycled or use public transport by 2041. All development in London must support this because of Policy T1 (strategic approach to transport) of the London Plan.
46. The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. The London Plan states Car-free development should be the starting point for all development proposals in places that are well connected to public transport.
47. Table 10.3 of the London Plan provides details on 'maximum residential parking standards' it states:

Table 10.3 of the London Plan provides details on 'maximum residential parking standards' it states:

Location	Number of beds	Maximum parking provision
All areas of PTAL 5 - 6	All	Car free ~

48. Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

Cycle parking

49. The development must provide secure, integrated, convenient and accessible cycle parking in line with the minimum standards set out in the London Plan Table 10.2.

50. Table 10.2 Cycle Parking minimum standards:

Land use	Long-stay	Short-stay (e.g. for visitors)
Dwellings (all)	1 space per studio or 1 bedroom unit	5 to 40 dwellings: 2 spaces, thereafter: 1 space per 40 dwellings
	1.5 spaces per 2 person 1 bedroom dwelling	
	2 spaces per all other dwellings	

51. Cycle parking must meet the latest London Plan standards, which require secure long-stay, covered, integrated, convenient and accessible spaces be provided. These standards apply to all developments where additional housing units are being provided.

52. The design of the bike store/s should ensure that it is big enough to accommodate cycles with stands/racks, lockable (by an access fob/card or BS mortice lock), allowing both the frame and at least one wheel to be secured. The plans provided should include detailed designs of the bike store, including dimensions, materials of the bike racks and materials of the bike store and also showing the proposed racks/stands in the store. Guidance is set out in the London Cycling Design Standards (<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>). Any routes leading to the cycle parking must be step free and have a minimum width of 1.2 metres (including any gates or doors). Development proposals should demonstrate how cycle parking

facilities will cater for larger cycles, including adapted cycles for disabled people.

53. Short-stay visitor cycle parking is also required.
54. The plans seem to show the cycle parking located on land that is not in the applicant's ownership. It is not clear from the plans whether enough space will be left between stands for access or if there is enough height for two-tier stands if these are proposed.

Refuse and recycling

55. The current bin store is on land that does not appear to be in the applicant's ownership.
56. DMD 47 specifies that new development will only be permitted where adequate, safe and functional provision is made for refuse collection. Details of the current guidelines are set out in the Waste and Recycling Storage Planning Guidance (<https://new.enfield.gov.uk/services/planning/overview-of-planning-applications/>).
57. According to the Manual for Streets (MfS), Planning Authorities should ensure that new developments make sufficient provision for waste management and promote designs and layouts that secure the integration of waste management facilities without adverse impact on the street scene. The proposed refuse and recycle storage should blend in with the proposed layout and landscaping; complementing the street scene.
58. The standards require the design to ensure that residents are not required to carry waste more than 30m (excluding any vertical distance) to the storage point, waste collection vehicles should be able to get to within 25 m of the storage point and the bins should be located no more than 10m from kerbside for collection. Detailed designs of the refuse and recycle storage should therefore comply with these standards.
59. The access between the refuse stores (i.e. building/enclosure) and the nearest vehicular access should be free from steps or kerbs, have a solid foundation, have a smooth solid surface, be level and have a gradient no more than 1:12 and a minimum width of 2 meters. Further information submitted should include plans showing the bins' dimensions and demonstrate how refuse will be stored in accordance with DMD 8 so that the design does not have a detrimental impact on the street scene.

Servicing

60. No drawings have been provided to demonstrate that the site can be safely and

effectively served, and that adequate provision is made for efficient deliveries and servicing and emergency access.

61. Policy 47 of the DMD also indicates that, new access and servicing arrangements must be included in the detailed design of the scheme from the outset and must ensure that vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists. New developments will only be permitted where adequate, safe and functional provision is made for refuse collection, emergency service vehicles and delivery/servicing vehicles.

Construction Traffic Management Plan (CTMP):

62. In order to ensure that construction traffic associated with the development can be accommodated without any adverse impacts on the surrounding local highway network; a Construction Traffic Management Plan will be required for the proposed development.

SuDS

63. According to our DMD Policy, all minor developments must achieve as close to Greenfield runoff rates for 1 in 1 year and 1 in 100 year (plus climate change) year events and maximise the use of SuDS in accordance to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train.
64. This means that source control SuDS measures such as green roofs, rain gardens and permeable paving must be used extensively across the site.
65. A Sustainable Drainage Strategy will be required at full application stage. Requirements for a SuDS Strategy are outlined at:
<https://new.enfield.gov.uk/services/planning/sustainable-drainage-systems/>

Energy / Energy Efficiency

66. An energy statement will need to be provided with any application, demonstrating the expected energy and carbon dioxide emission savings from energy efficiency and renewable energy measures incorporated into the development. You should be aware that the Council encourages a “fabric first” approach for any development. Measures such as combined heat and power or combined cooling heat and power should also be considered. If not, the accompanying energy

statement should provide a clear explanation as to why these and / or other measures have not been considered or are feasible.

67. The London Borough of Enfield has declared a climate emergency and as land owner would be seeking the optimum solutions to tackle climate change as part of any application on this site.

Biodiversity / Ecology/Sustainability

Trees / Landscaping

68. Any development on the site should be seen as an opportunity to enhance the appearance and biodiversity offering. It is apparent that the site owner is keen to improve the visual amenities of the area by proposing enhancements to the local open space adjacent, however, this land is not within their control and such an option might not be possible for land ownership reasons. There is a lot of hardstanding within the site which could be softened quite easily. The owner has introduced planting at the frontage, which clearly produces an attractive first entrance without too much effort. Planting and soft landscaping would not only enhance the setting but help towards improving biodiversity and with SuDS.
69. An ecology survey will also be required, which includes a survey of all buildings for demolition.
70. As of November 2023, and in line with the Environment Act 2021, any redevelopment of the site would need to deliver at least 10% biodiversity net gain from the pre-development biodiversity value.
71. Given the presence of protected trees near the site, a tree constraints report and arboriculture impact assessment to BS5837:2012 by a competent arboriculturist would be required with a full application. This is to confirm the condition and value of trees on and near the site and enable compliance with policies DMD80 and DMD81
72. Arboricultural survey reports should be completed prior to RIBA stage 2 (Concept Design) to inform design. A competent arboriculturist will be qualified to a minimum of NVQ level 4 in arboriculture and ideally be a professional member of the Arboricultural Association or the Institute of Chartered Foresters.
73. Further information is available at the following links:

- Enfield Development Management Document 2014
- RIBA plan of work 2020
- Enfield Guidance on Trees and Development

Sustainability

74. All new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability.
75. All development will be required to include measures capable of mitigating and adapting to climate change to meet future needs having while regard to technical feasibility and economic viability
76. All planning applications must be accompanied by a Sustainable Design and Construction Statement, to demonstrate compliance with Development Plan policies in accordance with the details set out in Appendix 3: Sustainable Design and Construction Statement.

Community Infrastructure Levy (CIL)

77. The proposed development would be liable for Mayoral CIL and Council CIL. Should you submit a future application please ensure that a completed CIL form accompanies the submission.

Design Review Panel

78. Your client could present a revised scheme to the Design Review Panel (DRP) as part of a design workshop to assist with developing the site. Members of the DRP come from a variety of development disciplines, which could be of great assistance to assist with the challenges and as a way to find creative approaches. As part of the DRP, planners, heritage and urban designers from the Council would also attend.

Planning Performance Agreements

79. Your client might also wish to consider a planning performance agreement to set out the scope and timetable for pre-application engagement and subsequent submission and determination of the planning application.

Conclusion

80. The Local Planning Authority welcomes the opportunity for the delivery of more housing within the borough and is keen to assist with the delivery of policy compliant developments that offer pleasant homes for our residents. Clearly this is a challenging site; originally a public house with ancillary accommodation above and located within a conservation area.
81. Unfortunately, the options presented fundamentally do not meet with our aspirations for conservation areas. The removal and reconstruction of the upper floors with a modern design does not preserve the character and appearance of the existing building nor the conservation area.
82. Challenging as it is, there may be an opportunity to extend the upper floors to create more residential accommodation, however, the existing use and site layout cannot be overlooked. Creative design approaches together with robust mitigation measures could address concerns and would have to be demonstrated as part of a planning application and not via the use of planning conditions.
83. Where the proposal does not accord with policy, for example, amenity space, a justification must be provided. We would have to weigh up the benefits of more housing against a lack of private/communal amenity space. You may wish to speak to our Property Team regarding the adjacent local open space to explore opportunities for enhancing that land as part of this proposal. The land is, at the moment, not for sale. We recommend you speak to William.Salter@enfield.gov.uk to ascertain if there is scope for improving that land. There may be too many unknowns for us as a planning authority to be satisfied that this is a viable option. You could undertake a survey of open space within walking distance of the site, but our policy seeks on-site provision.
84. The site's constraints do not make the prospect of additional residential accommodation easy for the owner. Design and quality of accommodation need to be addressed as the starting point to any future redevelopment. Additional material considerations such as transport, drainage, ecology and biodiversity etc, are no less important as part of the overall development and should also be given a full consideration.
85. Should you wish to proceed with a full application, the standard of plans needs to be enhanced and include existing and site layout plans. All plans must also be scaled (metric). You are also strongly advised to refer to our planning pages: <https://new.enfield.gov.uk/services/planning/local-plan/>
86. As you will appreciate, any views or opinions expressed in this letter are given in good faith and without prejudice to the formal process of consideration. Accordingly, no favourable decision is guaranteed by this advice in respect of any

future planning applications, and any planning application will be subject to formal consultation. Any comments received as a result of the consultation process will be material to our assessment of the proposal as well as the determination of the application by the Council's Planning Committee.

87. Notwithstanding the above, weight will be given to the advice contained in this letter when assessing any future application. However, it should be noted that little weight will be given to the content of this pre-application advice for schemes submitted more than three years after the date of this letter or if in the interim, there has been a material change in circumstances relating to the proposal, the application site or material planning policy.
88. Should you wish to proceed with an application, please ensure that regard is had to the Council's list of requirements which is located via the planning pages on Council's website. I would also request that all drawings and documents are clearly labelled and numbered to enable ease of locating/viewing on the Council's planning pages. Please also note that files larger than 10MB will not be able to be uploaded as a single document. It is also highly recommended that applications are "front-loaded" with as much detail as possible in order to minimise the imposition of pre-commencement conditions.

Yours faithfully

Allison Russell
Principal Planning Officer

APPENDIX 2

Follow-up Pre-application Advice

Ref: 23/01634/PREHER

Dated: 13th December 2023

Public House
80 Church Street
London
N9 9PB

Please reply to : John Neal

E-mail : John.neal@enfield.gov.uk

Date : 13th December 2023

Ref : 23/01634/PREHER

Re: Public House 80 Church Street London N9 9PB

Proposed alteration and extension to restaurant to form 6no residential units above. (FOLLOW UP TO 22/03748/PREHER).

Thank you for your request for pre-application advice in respect of the above mentioned proposed development and please accept my apologies for the delay in providing this response.

The purpose of this letter is to provide general advice regarding the key planning considerations.

The views or opinions expressed in this letter are given in good faith but must be without prejudice to the formal process of consideration and decision of the Local Planning Authority. Accordingly, no favourable decision is guaranteed by this advice in respect of any future planning applications should you make amendments in accordance with the advice given, and you will appreciate that any planning application will be subject to formal consultation. Any comments received as a result of the consultation process will be material to our assessment of the proposal.

Notwithstanding the above, weight will be given to the advice contained in this letter when assessing any future application. However, it should be noted that little weight will be given to the content of this pre-application advice for schemes submitted more than three years after the date of this letter or if in the interim, there has been a material change in circumstances relating to the proposal, the application site or material planning policy.

Ian Davis
Director – Regeneration & Environment
Enfield Council
Civic Centre, Silver Street
Enfield EN1 3XY



Website: www.enfield.gov.uk

If you need this document in another language or format call Customer Services on 020 8379 1000, or email enfield.council@enfield.gov.uk

1. Site and surroundings

The site is a former public house located on the south side of Church Street, Edmonton Green, at the junction with Victoria Road. The area is predominately residential, although the site and other sites in the area are in mixed use such as religious institutions, retail and medical.

Currently the ground floor is operating as a restaurant and on the upper two floors is residential accommodation. Car parking is to the front and rear of the site. Also at the rear is an outdoor seating area.

Immediately to the east of the site is an area of designated local open space. A bin storage area has been erected on this land, which is not within the applicant's ownership and should be removed/relocated within the site.

The site is located within the Church Street Conservation Area. The site is also within a designated area of Archaeological Importance. There are no listed buildings/structures on or adjacent to the site.

2. Planning history

- 22/03748/PREHER - Proposed extension to restaurant for 9no. residential units above, with landscaping.

3. Proposal

Pre-application advice is being sought for the creation of six new residential units above an existing restaurant. It would consist of the replacement of four existing self-contained residential units currently above the restaurant. This is a follow-up Pre-application meeting having regard to the application to 22/03748/PREHER.

The proposed development would provide 6 good sized apartments (Two, 2-bed 4 person units and three 2-bed 4 person units and one 1-bed 1 person unit) with private amenity space can be considered sustainable and beneficial.

Applicant question:

Would Council officers now support the revised proposal before we move ahead with a full planning application, which will inevitably require a significant outlay for reports and detailed design work.

The following information has been provided in response to the application question.

4. Relevant planning policies

London Plan (2021)

GG1 Building strong and inclusive communities
GG2 Making the best use of land
GG4 Delivering the homes Londoners need
GG5 Growing a good economy
Policy SD1 Opportunity Areas
Policy SD7 Town centres: development principles and Development Plan Documents
Policy SD9 Town centres: Local partnerships and implementation
Policy SD10 Strategic and local regeneration
Policy D1 London's form, character and capacity for growth
Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive design 122 III The London Plan 2021
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D14 Noise
Policy H1 Increasing housing supply
Policy HC1 Heritage conservation and growth
Policy HC3 Strategic and Local Views
Policy G6 Biodiversity and access to nature
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking

Core Strategy (adopted October 2010)

CP2 Housing supply and locations for new homes
CP4 Housing quality

CP5 Housing types
CP11 Recreation, Leisure, Cultural and Arts
CP20 Sustainable energy use and energy infrastructure
CP21 Delivering sustainable water supply, drainage and sewerage infrastructure
CP24 The road network
CP28 Managing Flood Risk Through Development
CP30: Maintaining and enhancing the built environment
CP31 Built and Landscape Heritage
CP34 Parks, Playing Fields and Other Open Spaces
CP36: Biodiversity

Development Management Document (adopted November 2014)

DMD8 General Standards for New Residential Development
DMD9 Amenity Space
DMD37 Achieving High Quality and Design-Led Development
DMD38 Design Process
DMD44 Conserving and Enhancing Heritage Assets
DMD45 Parking Standards and Layout
DMD48 Transport Assessments
DMD 49 Sustainable Design and Construction Statements
DMD 50 Environmental Assessment Methods
DMD 51 Energy Efficiency Standards
DMD52 Decentralised Energy Networks
DMD 53 Low and Zero Carbon Technology
DMD54 Allowable Solutions
DMD55 Use of Roof Space/Vertical Surfaces
DMD 56 Heating and Cooling
DMD57 Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD 58 Water Efficiency
DMD60 Assessing Flood Risk
DMD 61 Managing Surface Water
DMD62 Flood Control and Mitigation Measures
DMD64 Pollution Control and Assessment

DMD65 Air Quality
DMD66 Land Contamination and Instability
DMD68 Noise
DMD69 Light Pollution
DMD71 Protection and Enhancement of Open Space
DMD79 Ecological Enhancements
DMD80 Trees on Development Sites
DMD 81 Landscaping

Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
London Housing SPG
Nationally Described Space Standards (NDSS)
Refuse and Recycle Storage Guide Enfield (ENV 08/162)
S106 Supplementary Planning Document (2016)

5. Analysis

In principle, the LPA support the proposal for six new units, however, any new proposed residential development must be assessed against other material planning considerations.

The following subjects are the key considerations:

5.1 Built Heritage and Conservation

The site of the proposed development is within the Church St Conservation Area and the building forms an interwar former public house, now a restaurant. The property is identified in the Character Appraisal as one with an 'opportunity for major enhancement'. This term identifies it as a historic building where there has been a significant erosion of detail, but which remain capable of enhancement. This distinguishes them from properties which are identified as 'neutral' or having a 'negative impact' on the area.

The west end of the Church St CA is characterised at 2.5.1 noting that: *'Buildings at the western end tend to be set back from the frontage, of diverse form, with framed,*

but mostly disappointing views between them to spaces and buildings behind (and mainly beyond the Conservation Area)'. It further notes: 'Only in the centre of the area, around the junctions of Winchester Road and Victoria Road, has the continuity and containment of Church Street been seriously eroded, by the loss of the former fire station buildings on the west corner of Winchester Road and the suburban bell-mouth of the Victoria Road junction and the adjacent, rather bleak, open space to the south-east'. This is reiterated further in the Conservation Area Management Proposals which note that the open spaces: 'mitigate the impact of traffic, provide social and amenity spaces and the setting to buildings. They have significant potential for enhancement'. The open space adjoining Victoria Road is identified as a priority for enhancement.

No.80 is also mentioned specifically at 2.5.10 in the appraisal document: *'The mid-20th century former Rosie's is now a Turkish restaurant, re-fenestrated, its brickwork painted ochre and dominated by signboards. It is no longer easily identifiable as a former pub'. It comprises a broadly symmetrical principal block with painted brickwork, replacement heavy section timber windows and three front roof dormers on the truncated hipped roof. There is a central entrance to the restaurant from the front and a separate one for the upper flats. A smaller, adjacent structure to the corner with Victoria Road retains an attractive gable screen and chimney stack, to the return to Victoria Road. There have been further extensions to the back boundary which make no contribution to the building's elevational character. The open space to the east has a fence on the eastern side and the single storey church hall to the west. There is some tree and plant growth to the open space. Parking at the front of the property detracts from the appearance of the conservation area.*

The application site has been the subject of a previous pre-application consultation (22/03748/PREHER) which was for a scheme to significantly alter the building to create a four-storey block to the depth of the site, with options for a retractable roof over additional outside seating on the site of current open space. This scheme was not considered acceptable. The comments received have been taken into account to some degree within this new scheme, however it is still considered the proposals to be bulky and of insufficient design quality.

The current scheme greatly reduces the scale of the proposed development, and broadly maintains the original façade. As stated in previous comments addressing the original pre-application (17/11/22), the former public house has a distinctive 1930s form, and subject to enhancements, has the potential to make a positive contribution to the character of the Church St Conservation Area.

The proposed extension to the rear extends the roof to double its current size. In doing so creates a giant-crown roof and a scale and bulk which is of concern in design terms. It results in a top heavy appearance. In addition, the cut into the roof is uncharacterised of mansard roofs in conservation areas. This element may be considered acceptable subject to refinements to the overall roof form to overcome the concerns raised.

At present the building has three windows to each floor at the rear, which creates a design rhythm which reflects that of the front elevation. The proposed fenestration seems to be designed to suit the internal arrangement of the building without considering how the building will appear from the conservation area, giving it an imbalanced appearance. The design should capitalise on the opportunity for enhancements, given its setting in the conservation area.

Any railings to the side elevation at first floor should be inset from edge to reduce their visibility. London Plan Guidance requires a minimum depth of 1.8m. To the front elevation, the lowering of the central windowsill at first floor level to create a balcony is also not in keeping with this style of building, nor is it in keeping with the conservation area. While the building has been altered from its original form, the inclusion of a balcony to the front will simply further erode the recognisable elements that make it an identifiable public house. The incremental harm is considered characteristic and not supported.

The western elevation will face the Grade I fifteenth-century church of All Saints Edmonton. Again, the design relates only to the internal layout of the extension rather than attempting to respond to the setting or context in any way. There is a large blank elevation which does not improve the aesthetic and will negatively impact the setting of the neighbouring heritage asset.

Any new materials should be sympathetic to the setting within the conservation area. It is unclear whether the scheme proposes to retain the majority of the original building, or rebuild it – this needs to be addressed in a formal application. In addition, all permissions for the rear extensions and trellising that are currently present will need to be checked to ensure that there are no unauthorised works on site.

This consultation does not consider the impact of the proposed scheme upon below ground archaeological remains which will be assessed by the Greater London Archaeological Advisory Service.

Conclusion:

Overall, the design of the proposed extension is poor and will not preserve or enhance the conservation area. The bulky crown roof with eaves to ridge being almost as large as the first-floor storey creates a heavy and overwhelming appearance which will negatively impact both the conservation area and the setting of the adjacent listed buildings. While this scheme is an improvement on the previous pre-application scheme, the design needs to be carefully considered before this will be acceptable.

Meeting Notes
Applicant
<ul style="list-style-type: none">- The roof design can be altered by bringing the roof height down along the sides of the building while keeping the front of the building as existing.- The design can be reviewed, and windows will be added where possible to provide more symmetry within the building form.
Council Officer
<ul style="list-style-type: none">- The mansard roof is appearing top heavy, with a large crown. Refinement should be made to the roof design to reduce the bulk, height and mass.- Add more flow to the building design, follow the existing window line and symmetry along the side on the development.- The rear elevation needs to have more symmetry. Cut in to be reduced- Soften the patio structure with landscaping.

5.2 Quality of Accommodation/Amenity Space for Future Residents

Should your client wish to pursue making an application for residential accommodation on the upper floors, they need to be aware that to improve the quality of new housing, new development must meet with the minimum standards contained within the nationally described space standards (an extract of which is contained in the table below).

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

All new residential developments must meet and, preferably, exceed the minimum room standards set out above.

Policy DMD 9 of the Enfield Development Management Document sets out the minimum amenity space standards for residential development. In line with the London Housing Design Guide.

New development must provide good quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds the minimum standards sought in all new developments.

In accordance with DMD 81 all proposed developments must provide high quality landscaping that enhances the local environment. Landscaping should add to the local character, benefit biodiversity, help mitigate the impacts of climate change and reduce water run-off. Given the site's constraints, creative ways of incorporating high quality landscaping must be demonstrated as part of the overall development strategy.

Regard has been given to accessible housing and this is very much welcomed. Any future proposals should continue to ensure that new dwellings are accessible and suitable for people of all levels of mobility to enjoy their homes. Please refer to M4(3) and M4(2) of the Building Regulations and London Plan Policy D7 Accessible housing for further information and what it means for residential units above commercial premises. There is flexibility, however, we wish for all our residents to live independent lives and where a contribution can be made, this is very much welcomed.

Residential Amenity

As outlined above, the existing restaurant use and outdoor areas, are a significant factor in the success of additional residential accommodation on the upper floors. The site layout with vehicle access to the rear needs to be given careful consideration in terms of noise, air quality and outlook. We appreciate that there is a residential development beyond the rear of the site, however, extending above the restaurant towards an outdoor seating area, close to a car park would have a greater impact on occupants and needs to be carefully considered early on in the design stage.

Any application for a mixed-use development on this site must be accompanied with evidence demonstrating that there would be satisfactory mitigation in place for the two uses. The evidence must also include how external areas would be managed to prevent air/noise/light pollution.

Conclusion

The amended plans provide a better outcome for quality of accommodation / amenity space for future residents. However, officers do not consider that the proposed single bed unit provides a good amenity outcome for the future residence and is currently unacceptable. It is advised the proposal makes further amendments by combining the single bed unit with the adjoining one-bedroom unit on the second floor. This will provide a better amenity outcome for the future residence.

Furthermore, officer would prefer all habitable room windows to be front and rear facing, in cases where habitable room windows are side facing (community hall) measures should be taken to reduce overlooking (eg: highest windows, angled windows or window screening).

Meeting Notes	
Council Officer	
	<ul style="list-style-type: none">- The single bed unit should be either a studio apartment or combined with another unit to create a two-bedroom unit.

5.4 SUDs

According to our DMD Policy, all minor developments must achieve as close to Greenfield runoff rates for 1 in 1 year and 1 in 100 year (plus climate change) year events and maximise the use of SuDS in accordance to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train.

This means that source control SuDS measures such as green roofs, rain gardens and permeable paving must be used extensively across the site.

A Sustainable Drainage Strategy will be required at full application stage.

Requirements for a SuDS Strategy are outlined at:

<https://new.enfield.gov.uk/services/planning/sustainable-drainage-systems/>

5.5 Energy / Energy Efficiency

An energy statement will need to be provided with any application, demonstrating the expected energy and carbon dioxide emission savings from energy efficiency and renewable energy measures incorporated into the development. You should be aware that the Council encourages a “fabric first” approach for any development. Measures such as combined heat and power or combined cooling heat and power should also be considered. If not, the accompanying energy statement should provide a clear explanation as to why these and / or other measures have not been considered or are feasible.

The London Borough of Enfield has declared a climate emergency and as land owner would be seeking the optimum solutions to tackle climate change as part of any application on this site.

5.6 Biodiversity / Ecology/Sustainability

Trees / Landscaping

Any development on the site should be seen as an opportunity to enhance the appearance and biodiversity offering. It is apparent that the site owner is keen to improve the visual amenities of the area by proposing enhancements to the local open space adjacent, however, this land is not within their control and such an option might not be possible for land ownership reasons. There is a lot of hardstanding within the site which could be softened quite easily. The owner has introduced planting at the frontage, which clearly produces an attractive first entrance without too much effort.

Planting and soft landscaping would not only enhance the setting but help towards improving biodiversity and with SuDS.

An ecology survey will also be required, which includes a survey of all buildings for demolition.

As of November 2023, and in line with the Environment Act 2021, any redevelopment of the site would need to deliver at least 10% biodiversity net gain from the pre-development biodiversity value.

Given the presence of protected trees near the site, a tree constraints report and arboriculture impact assessment to BS5837:2012 by a competent arboriculturist would be required with a full application. This is to confirm the condition and value of trees on and near the site and enable compliance with policies DMD80 and DMD81

Arboricultural survey reports should be completed prior to RIBA stage 2 (Concept Design) to inform design. A competent arboriculturist will be qualified to a minimum of NVQ level 4 in arboriculture and ideally be a professional member of the Arboricultural Association or the Institute of Chartered Foresters.

Further information is available at the following links:

- Enfield Development Management Document 2014
- RIBA plan of work 2020
- Enfield Guidance on Trees and Development

Sustainability

All new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability.

All development will be required to include measures capable of mitigating and adapting to climate change to meet future needs having while regard to technical feasibility and economic viability

All planning applications must be accompanied by a Sustainable Design and Construction Statement, to demonstrate compliance with Development Plan policies in

accordance with the details set out in Appendix 3: Sustainable Design and Construction Statement.

5.7 Traffic and Transport

The proposal site is located on the corner of the road where the B154, Church Street and Victoria Road meet. The site is currently made up of a large detached restaurant building (formerly a public house) with grassed public amenity space to the side.

According to the Councils GIS system the grassed area of land to the east of the site is in the Councils ownership. Some of the existing development already encroaches on this land (the bin store). The applicant should not rely on this area as part of their proposals.

Cycle Parking: Cycle parking must meet the latest London Plan standards, which require secure long-stay, covered, integrated, convenient and accessible spaces be provided. These standards apply to all developments where additional housing units are being provided.

Car Parking: The Mayor's Transport Strategy aims for 80% of Londoners' trips to be walked, cycled or use public transport by 2041. All development in London must support this because of Policy TI (strategic approach to transport) of the London Plan.

The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. The London Plan states Car-free development should be the starting point for all development proposals in places that are well connected to public transport. A unilateral undertaking is likely required to ensure the development is car -free for the new residential units, given the high PTAL and lack of parking on site.

Servicing and Delivery: Policy 47 of the DMD also indicates that, new access and servicing arrangements must be included in the detailed design of the scheme from the outset and must ensure that vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists. New developments will only be permitted where adequate, safe and functional provision is made for refuse collection, emergency service vehicles and delivery/servicing vehicles.

Refuse and Recycling: DMD 47 specifies that new development will only be permitted where adequate, safe and functional provision is made for refuse collection. Details of the current guidelines are set out in the Waste and Recycling Storage Planning

Guidance (<https://new.enfield.gov.uk/services/planning/overview-of-planningapplications/>).

5.8 Biodiversity Net Gain

A minimum 10% Biodiversity Net Gain as measured with the most up to date version of the Defra Small Sites Biodiversity Metric expected to come into effect in April 2024.

5.9 Community Infrastructure Levy (CIL)

The proposed development would be liable for Mayoral CIL and Council CIL. Should you submit a future application please ensure that a completed CIL form accompanies the submission.

6. Conclusion

Council officers supported the principle of new residential units above the restaurant. However, some refined details are needed to the architectural detail of the roof form and façade before officers able to support the proposed development. Furthermore, officers do not consider that the proposed single bed unit provides a good amenity outcome for the future residence and is currently unacceptable.

The revised proposal has made large changes to the built form which officers support. The further changes required will refine the development and allow officers to provide a positive outcome when a planning application of formally lodged. The applicant is advised that the development is to be car free (via a Unilateral Undertaking). In addition any servicing should be supported through a Transport Assessment.

The following documents would need to be submitted along with the relevant planning application form and fee:

- Location plan (1:1250)
- Existing and proposed site / block plan (1:500)
- Existing and proposed plans (elevations, sections and floor plans,)
- Design and Access Statement (Visual Impact Assessment/street scene images)
- Heritage Statement
- Planning Statement

- Energy Statement
- SuDS Plan
- Transport Assessment
- Ecological Statement – Biodiversity Net Gain Statement (subject to adoption of legislation).
- Landscaping Details
- Unilateral Undertaking (CPZ)
- CIL form

All planning applications must be submitted in accordance with the 'Information requirements for full planning permission' document available on the Council's website.

Yours faithfully

John Neal

Senior Planning Officer

APPENDIX 3

Cycle Storage Information

10 Bike Cycle Shed





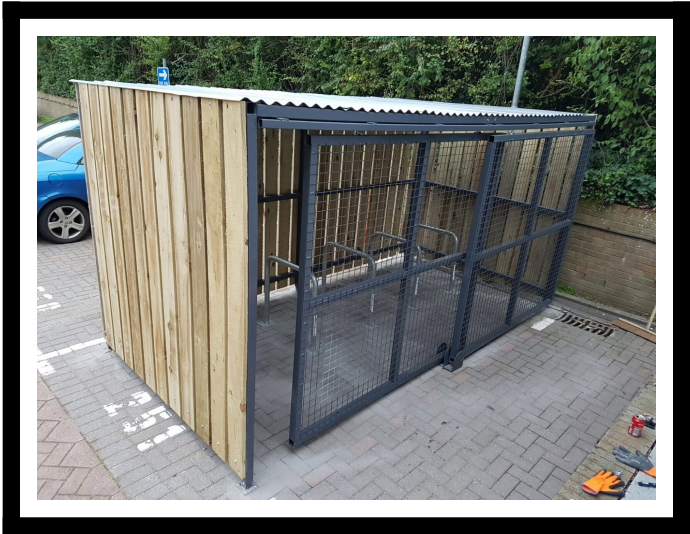
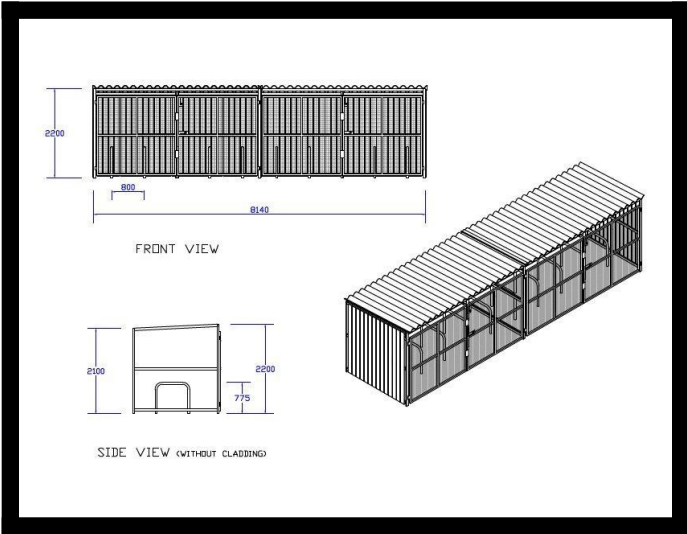
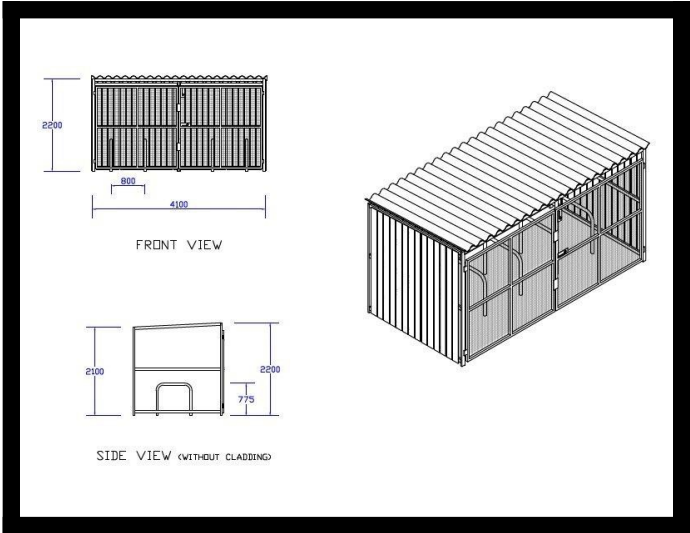
Recycle Shelter 10 Bike Shed

Ex. VAT: £2,907.00 **TOTAL**
Inc. VAT: £3,488.40

*Base price, not including any custom options.

Product Images





Description

It's sustainable wood exterior makes the Recycle Shelter 10 Bike Shed a perfect choice for those seeking an environmentally sustainable option. Our Royal customers were most pleased with their gated shelters. A mild steel cycle shelter with bolt-down fixing. Shelter available in a galvanised or polyester powder coated RAL code colour finish. Anti-vandal 4mm polycarbonate roof, with optional swing gates. Comes with cycle parking, galvanised bike stands.

Specification

- Sustainable Wood clad panels
- Cycle parking bike stands, galvanised finish.
- Includes assembly bolts, expanding foundation bolts for concrete plinth and arrangement drawing for assembly
- No climb end frames with anti-vandal panels
- No crawl under perimeter
- Complies with secure storage as required by the Code for Sustainable Homes
- Hot dipped galvanised or polyester powder coated to BS EN ISO 1461:1999 standard finish
- Cycle Shelter comes with adjustable overground fixing feet
- Single units can be placed alongside or opposite each other, to form larger cycle storage areas.
- Optional steel mesh swing gates come with latch ready and padlock. 2x swing gates per cycle shelter.
- This bike shelter can help contribute towards gaining ENE8 Cycle storage credits when used in the appropriate situation, under the Code for Sustainable Homes

10 Bike Shed BSC2(2115): Length 4100mm Height 2200mm Width 2100mm

Additional Information

Best Sellers M2

No