

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 23rd April, 2013 at 7.30 pm  
Venue: Conference Room,  
The Civic Centre, Silver Street,  
Enfield, Middlesex, EN1 3XA

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## MEMBERS

Councillors : Andreas Constantinides (Chairman), Ali Bakir, Lee Chamberlain, Ingrid Cranfield, Don Delman, Christiana During, Patricia Ekechi, Ahmet Hasan, Ertan Hurer, Nneka Keazor, Paul McCannah, Anne-Marie Pearce, Martin Prescott, George Savva MBE and Toby Simon

## AGENDA – PART 1

### TO FOLLOW PAPERS

23. **P12-03177PLA - 1-23, TELFORD ROAD, 233-237 BOWES ROAD, (KNOWN AS SITE 14), LONDON, N11 2RA** (Pages 1 - 52)

RECOMMENDATION: Approval subject to completion of Section 106 Agreement  
WARD: Southgate Green

24. **P12-03179PLA - 244-262, BOWES ROAD, AND, LAND REAR OF 194-242, BOWES ROAD, (KNOWN AS SITE 11), LONDON, N11 2RA** (Pages 53 - 110)

RECOMMENDATION: Approval subject to completion of Section 106 agreement.  
WARD: Southgate Green

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date : 23rd April 2013</b>
<b>Report of</b> Assistant Director, Planning & Environmental Protection	<b>Contact Officer:</b> Andy Higham Tel: 020 8379 3848 Ray Reilly Tel: 020 8379 3062	<b>Ward:</b> Southgate Green
<b>Application Number : P12-03177PLA</b>		<b>Category:</b> Dwellings
<b>LOCATION:</b>  1-23, TELFORD ROAD, 233-237 BOWES ROAD, (known as SITE 14), LONDON, N11 2RA.		
<b>PROPOSAL:</b> Demolition of 13 existing properties and erection of a total of 62 residential units within a part 4, part 5, part 6-storey block (comprising 21 x 1-bed, 26 x 2-bed, 13 x 3-bed, 2 x 4-bed) with access via Pevensey Avenue, associated car and cycle parking, play area, amenity space and landscaping.		
<b>Applicant Name &amp; Address:</b> Notting Hill Home Ownership c/o agent		<b>Agent Name &amp; Address:</b> Matthew Brewer, CGMS Ltd 140, London Wall London EC2Y 5DN
<b>RECOMMENDATION:</b>  That subject to the completion of a S106 Agreement, the Planning Decisions Manager / Head of Development Management be authorised to <b>GRANT</b> planning permission subject to conditions.		

## 1. Site and Surroundings

### The Site

- 1.1 The site is located on the southern side of Bowes Road, on the south east corner of the junction with Wilmer Way and Telford Road, commonly referred to as The Elbow and it flanks the new pedestrian bridge across the North Circular Road.
- 1.2 The proposed site has a Crescent shape that proceeds around the corner fronting onto both Telford Road and Bowes Road. The site is bounded to the east by Ollerton Road, to the west by Pevensey Avenue, which has recently been closed off from Telford Road as part of the TfL improvement works. Immediately to the south of the site is an informal access road available to be used by residents of Pevensey Avenue and Ollerton Road to gain vehicle access from Pevensey Avenue to the rear of these properties. Further south and bounding close to the site are the rear gardens that back onto the site from Ollerton Road and Pevensey Avenue. There is also a triangular plot of land that sits between the proposed site boundary and the back of these gardens. It is worth noting that this site has secured planning permission for 7 residential units at appeal (ref: TP/10/1084).
- 1.3 The site currently consists of 13 derelict semi-detached/terraced properties that are plotted in alignment with the curve of the North Circular Road. The sites main vehicular access is to the rear off Pevensey Avenue with pedestrian access direct from the North Circular Road.
- 1.4 It has a frontage extending to 130 metres from the east end of the site next Ollerton Road to the Pevensey Avenue boundary. Behind the existing terrace of houses there are residential gardens; however this has become very dilapidated in recent times with poor and in some cases non existent boundary treatments. An average depth of the proposed site as included in the red line boundary is 35 metres. The site has an area of 0.34 hectares or 3400 square metres.
- 1.5 The land levels of the site are variable in both an east –west and north –south direction. The site slopes down from Bowes Road towards Telford Road by a difference in levels of approximately 3.2 to 3.5 metres. It is worth noting there is an approximate difference in land levels from the street frontage to the rear of the site of between 1 and 3 metres in height, with the difference of 3 metres essentially attributed to the centre part of the site.
- 1.6 The site has a PTAL rating of 5. It is approximately 400 metres from Arnos Grove Underground Station and is within close proximity of a number of bus services that operate via the North Circular Road and on adjoining roads in the area.

### The Surrounding Area

- 1.7 The North Circular Road and the immediate busy road junction is the most obvious dominating feature intersecting through this area. The surrounding area is predominantly residential, composed of two storey houses along the North Circular Road and to the south and east of the site. The site is located within a short walking distance of Bowes Road Primary school, a building

approximately five storeys in height when compared with the surrounding buildings. There are a number of retail parades within a short walking distance east of the site the most predominant being the Ritz Parade. Arnos Grove local centre is to the west of the site. Broomfield School is on the opposite of the Bowes Road behind the existing houses on the North Circular Road and is accessed from Wilmer Way. Further west along the North Circular is the boundary with Haringey with the Ladderswood estate located on the west side.

## **2 Proposal**

- 2.1 Planning permission is sought for the demolition of the existing 13 derelict properties and erection of a total of 62 residential units within a part 4, part 5, part 6-storey block (comprising 21 x 1-bed, 26 x 2-bed, 13 x 3-bed, 2 x 4-bed) with access via Pevensey Avenue, associated car and cycle parking, play area, amenity space and landscaping.

### Proposed Building Scale

- 2.2 To reiterate the site has an overall length of 130 metres and an average width of 35 metres. The application proposes to implement three main blocks, Block A, B and C that would be linked together via 2 glazed communal access sections incorporating an internal stairwell and lift shaft. The scheme is proposed in a crescent shape following with the curved alignment of the North Circular Road. At the front the proposed linked blocks amalgamate to a building circumference length of 115 metres across the front of the site. The distance at the back of the crescent shaped building is 104 metres.
- 2.3 As referred to previously the scheme is proposed over part 4, part 5 and part 6 storeys. The scale of the building can be summarised under the following headings:
- The 4<sup>th</sup> storey element would be the full length of the building 115 metres across the front of the site and 104 metres across the rear. It is proposed at a height of 13 metres from finished ground level at both the eastern and western ends of the site, the sections of the proposal that flanks up to Ollerton Road and Pevensey Avenue respectively.
  - The 5<sup>th</sup> storey element measured as submitted is 99 metres across the front of the site and 88 metres across the rear. The majority of the 5<sup>th</sup> storey element would be 15 metres in height however as a result of the change in land levels that would increase to 16 metres towards the centre of the site.
  - The 6<sup>th</sup> storey element is proposed recessed further into the scope of the building at 50 metres in length across the front of the proposed building and 43.5 metres across the rear of the building. This element would be positioned in the central area of the proposed building. Taking into account the variable ground level the 6<sup>th</sup> storey element as proposed would be between 18 metres high when viewed from the front elevation. Taken from the higher land level at the rear of the site this height would equate to approximately 16.5 to 16.7 metres.

- The depth of the proposed building would be 11 metres over ground and first floor level with floors 2-5 at a depth of 13 metres with the 6<sup>th</sup> floor recessed in depth to 7 metres.

Proposed Mix, Accommodation and Tenure

2.4 The application proposes 21x1 bed units ( 33.8%), 26x2 bed units (41.9%), 9x3 bed units (20.9%) and 6x4 bed units (3.2%). In terms of family units this equates 24.3%.

2.5 The residential units have been proposed in the following order:

Floor Level	Proposed Units
Ground and First	9x3 bed and 6x4 bed Duplex Family Units
Second	7x1 bed and 8x2 bed units
Third	7x1 bed and 8x2 bed units
Fourth	6x1 bed and 7x2 bed units
Fifth	1x1 bed and 3x2 bed units

2.6 The scheme proposes subject to the allocation of grant funding and practical completion by March 2015 to secure at least 40% of dwellings as affordable housing.

Other Elements of the Proposal

2.7 The application proposes a number of other additional elements as part of the scheme which includes the following:

- 37 car parking spaces (including 3 disabled bays) accessed via a renewed access road off Pevensey Avenue.
- 102 Cycle Parking Spaces
- New Landscaping proposals to the front and rear of the proposed development.
- Dedicated Private Amenity Space for each proposed unit.
- Integral Refuse and recycling Storage accessed off the rear access road.
- Drop in land levels in the centre element of the site.

**3.0 Relevant Planning Decisions**

3.1 There are no relevant recent planning decisions on the site.

3.2 However, immediately adjacent to the rear of the site, planning permission was granted on appeal for 7 residential units with access via the same rear access road:

- Erection of a 3-storey block (part lower ground) of 7 self-contained flats (4 x 1-bed, 2 x 2-bed and 1 x 3-bed) with balconies to side, undercroft parking and new access. This application was refused by the council on 9<sup>th</sup> of June 2011 and was granted at appeal on 18<sup>th</sup> of November 2011.

## 4.0 Consultations

### 4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation raise no objections to the proposed development on trip generation and parking grounds although there are details including the proposed refuse access arrangements and cycle parking that require further attention. More details are outlined in 7.6 of this report.
- 4.1.2 Environment Agency raises no objection subject to conditions. Although the site is located in a low level flood risk zone it has been considered that the proposal poses no significant impacts in terms of flooding.
- 4.1.3 Education confirms that a contribution of £213,178 is sought towards education provision within the Borough. It has been confirmed that the Council is embarking on a school expansion plan and is in discussion with several local primary schools to realise the delivery of additional school places. It has also been confirmed that Bounds Green Primary school (in Haringey) are seeking to expand from a 2 form to a 3 form entry.
- 4.1.4 Thames Water raise no objection in principle subject to the following condition:

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 4.1.5 Regeneration confirm there are no objections on economic development grounds to the principle of the development. In accordance with the requirements set out in the recent Development Management Document, the following community benefits should be provided by the developer in relation to maximising the local regeneration impact through promoting Local Labour in Construction:

The 2 elements would be:

1. Use best efforts to engage local contractors and sub-contractors to construct the scheme.
2. Provide construction employment and training opportunities for local people in accordance with the levels identified in the DMD for a scheme of this size and value, and utilising Enfield JOBSnet to assist in the identification of suitable local candidates for these positions.

- 4.1.6 The Tree Officer has confirmed that there are no significant impacts in terms of trees associated with the development but has stipulated that there is significant potential to improve landscaping in the area. These comments have been reiterated by the Biodiversity Officer and such requirement will be secured by planning conditions.
- 4.1.7 The Environmental Health Officer has raised concerns regarding how the Air Quality Assessment has been conducted principally in relation to air quality for future residents of the proposed site. However, it has been suggested that this concern would not be detrimental on the principle of the proposed development and measures can be put in place to mitigate the impact onto future residents. It is proposed to deal with these issues via a planning condition.
- 4.1.8 Transport for London have raised no objections to the planning application on highways grounds and includes the protected safeguarding of the North Circular route in relation to any future road-widening of the route.

#### 4.2 Public

- 4.2.1 Consultation on this application was carried out jointly with another application by the same applicant Notting Hill Home Ownership, on a site opposite Bowes Road (known as site 11). This application case number is P12-03179PLA and proposes 56 residential units with a community facility.
- 4.2.2 Consultation letters in relation to both applications have been sent to 1300 neighbouring homes, businesses, residential associations and other facilities in the area. In response 130 letters and emails sighting objections to this scheme and the scheme opposite on Site 11 have been received which raise all or some of the following points as summarised below:

*(A) Density/ Design/ Scale/ Height Issues, Impact on character of area/ and amenity of surrounding residents*

- Development will change the character of the area/ out of keeping
- Development too intensive for area, there is nothing comparable in area
- Height of flats out of keeping
- Size, nature and layout not in keeping with residential developments in area
- Density of development is too great
- No sense in creating 118 new homes along one of the busiest junctions in North London.
- Overdevelopment of site
- Proposed development does not reflect the character of existing buildings of surrounding area, both in scale and height
- Architecture of proposed development totally out of keeping with area
- Development badly designed and lacking in any quality design features
- Development in immediate vicinity predominantly 2 storey
- Design fails to fit in with character of local area in dark brick materials
- Design is bland and ugly and out of keeping
- Development built on raised ground levels loss of privacy



- Balconies and windows result in loss of privacy
- Particular overlooking onto homes of Ollerton Road and Pevensey Avenue.
- The development would result in severe levels of overshadowing and loss of direct sunlight.
- Views of the attractive Bowes primary school will negatively impact upon by this development and it will be visible from a wide stretch of the surrounding area.
- The development due to its density, right onto the North Circular Road, with poor private garden spaces will lead to a poor living environment for residents.

*(B) Highway and Traffic Issues*

- Impact of additional traffic on surrounding roads, parking would also increase in surroundings streets within vicinity.
- Adverse Impact on public transport, particularly the tubes at Arnos Grove and Bounds Green which are already pressurised.
- Parking provision not adequate for development and will result in immense pressure on local parking availability on surrounding residential streets.
- Local side streets particularly Seafield Road, Bexhill Road, Pevensey Avenue and Ollerton Road will suffer dramatically and will not be able to cater for all the parking required for all these extra units.
- These proposals will lead to it being impossible to park in local streets, there are already local schools that cause mayhem as things stand.
- The proposals will add to the existing poor and unsafe traffic environment where there have been a number of traffic accidents recently.

*(C) Other Issues Raised*

- Significant increase in population as result of development will place a strain on local services including transport, parking, schools and doctors surgeries. All such local facilities are over-subscribed.
- This proposed development is a disservice to residents.
- These proposals will irreversible change the nature of this tight knit community.
- The population density of Southgate Green ward is about 45% above the borough average, yet these developments alone will increase the numbers living in this space by about 135%.
- Why can't the existing houses be renovated like all the others along the North Circular Road.
- These developments will completely change the nature, appearance and living environment of the area and people will have to move out.
- These proposals will result in creating increased levels of crime in the area.
- The area will suffer from additional flooding, by building more homes on such small areas of land so close to Pymmes Brook and the New River which will no doubt lead to flooding.
- There are major problems in this area with drainage and sewage problems which will get worse as a result of these proposals.

- A number of Victorian villas on the North Circular Road of architectural heritage will be destroyed.
- These proposals right onto the North Circular Road would create an extremely poor living environment for residents.
- The development lack sufficient green and open space and the level of open space proposed is tokenistic in nature.
- These proposals really have not been thought through. It would appear it is a case of cram as many people in as possible.
- The North Circular Road is extremely busy. Has the council monitored the air quality and if they have is it appropriate for new build in this area.

#### 4.3 Local Groups

##### 4.3.1 The Broomfield Road Residents association made the following points:

1. This area is characterised by 2-storey terraced and semi-detached homes. The building of 3 or more storey units along the A406 road will compromise the 'arts and craft' character of the area.
2. London needs more family homes not less. Enfield should not agree to the demolition of 13 perfectly good 3-bed family homes (with some structural work) which have good size back gardens.
3. The split level pavement in front of these homes was designed by Transport for London in order to keep these houses in use. At a meeting with TfL residents made it clear that pavement design need to be considered in order to keep these homes in use.
4. The 13 homes that at present are indeed close to the A406 road, as are many homes along this road. If closeness to a busy road is a reason to pull a home down then 1,000's of homes across the UK should also be demolished.
5. Vehicle access to this plot (site 14) is almost non-existent. The extra traffic from new residents, visitors, deliveries etc would create a continued unacceptable burden on Pevensey Rd residents not to mention the wear and tear on the road surface itself.
6. Notting Hill are not at liberty to provide parking for each new household but only a %. All households with more than one vehicle, visitors etc will park on other residential roads, already extremely busy with their own parked cars. There isn't the space for more.
7. This area already has a problem with too much traffic travelling through it, more homes will bring more cars and with no proposed new schools, shops or leisure facilities car trips will increase dramatically in order to get children to school, shopping etc.
8. To build yet more homes on such a small area of land so close to Pymmes Brook and the New River will no doubt lead to flooding.
9. We are aware that Enfield is expected to provide a large number of homes across the borough but looking at this application it would appear that many homes are planned for this very small pocket of the borough.

10. Planning applications for homes along the A406 should not be considered until the Area Action Plan is ratified. There is little point in the council continually 'consulting' residents and stakeholders re the AAP if planning applications for the area are granted with no regard for our views. This AAP is taking many years to come to fruition; residents have taken many hours of their own time to truly get involved and the council will have spent tens of thousands of pounds on the consultation process.

#### 4.4 Receipt of Petition

- 4.4.1 A petition signed by 507 people was received in the end of March. This petition opposes this application on some or all of the grounds outlined above. It also opposes 3 other larger scale applications that have been submitted in the North Circular Road area, by Notting Hill Housing Trust, namely P12-03179 PLA opposite this site, P12-02858PLA and P12-2859PLA further east along Bowes Road.

### 5.0 **Relevant Policy**

- 5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

- 5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27<sup>th</sup> March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

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

#### 5.4 Local Plan – Core Strategy

- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing types
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25 Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment

CP32: Pollution  
CP36: Biodiversity  
CP44: North Circular Road

5.5 Saved UDP Policies

(II)GD3 Aesthetics and functional design  
(II)GD6 Traffic  
(II)GD8 Site access and servicing  
(II)H8 Privacy  
(II)H9 Amenity Space  
(II)T16 Adequate access for pedestrians and people with disabilities  
(II)T19 Needs and safety of cyclists

5.6 The London Plan

Policy 3.3 Increasing housing supply  
Policy 3.4 Optimising housing potential  
Policy 3.5 Quality and design of housing developments  
Policy 3.6 Children and young people's play and informal recreation facilities  
Policy 3.8 Housing choice  
Policy 3.9 Mixed and balanced communities  
Policy 3.11 Affordable housing targets  
Policy 3.12 Negotiating affordable housing  
Policy 3.13 Affordable housing thresholds  
Policy 3.14 Existing housing  
Policy 5.1 Climate change mitigation  
Policy 5.2 Minimising carbon dioxide emissions  
Policy 5.3 Sustainable design and construction  
Policy 5.5 Decentralised energy networks  
Policy 5.6 Decentralised energy in development proposals  
Policy 5.7 Renewable energy  
Policy 5.8 Innovative energy technologies  
Policy 5.9 Overheating and cooling  
Policy 5.10 Urban greening  
Policy 5.11 Green roofs and development site environs  
Policy 5.13 Sustainable drainage  
Policy 5.14 Water quality and wastewater infrastructure  
Policy 6.3 Assessing the effects of development on transport capacity  
Policy 6.9 Cycling  
Policy 6.12 Road network capacity  
Policy 6.13 Parking  
Policy 7.1 Building London's neighbourhoods and communities  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.6 Architecture  
Policy 7.14 Improving air quality  
Policy 7.15 Reducing noise and enhancing soundscapes  
Policy 7.19 Biodiversity and access to nature

5.7 National Planning Policy Framework

Para 11

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Para 12

Proposed development that accords with the up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

Para 14

Presumption in favour of sustainable development

Para 19.

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system

Para 32

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- Safe and suitable access to the site can be achieved for all people:  
and
- Improvements can be undertaken within the transport network that costs effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

Para 36

All developments which generate significant amounts of movement should be required to produce a travel plan.

Para 56

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is invisible from good planning, and should contribute positively to making places better places for people.

Para 60

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Para 61

Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural and built and historic environment.

Para 64

Permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions.

Para 66

Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposal that can demonstrate this in developing the design of the new development should be looked on more favourably.

Para 103

When determining planning applications, Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site –specific flood risk assessment following the Sequential Test, and if required the Exception test, it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location: and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, including emergency planning; and gives priority to the use of sustainable drainage systems.

Para 109

The planning system should contribute to and enhance the natural and local environment

Para 111

Planning policies and decisions should encourage the effective use of land by reusing land that has previously been developed (brown field land), provided it is not of high environmental value.

Para 124

Planning decisions should ensure that any new development in Air Quality Management Area is consistent with the local air quality action plan.

#### 5.8 Submission version Development Management Document

Draft DMD1 Affordable Housing on Sites Capable of Providing 10 units or more

Draft DMD3 Providing a Mix of Different Sized Homes

Draft DMD6 Residential Character

Draft DMD 8 General Standards for New Residential Development

Draft DMD 9 Amenity Space

Draft DMD 10 Distancing

Draft DMD37 Achieving High Quality and Design-Led Development

Draft DMD38 Design Process

Draft DMD43 Tall Buildings

Draft DMD45 Parking Standards and Layout

Draft DMD47 New Road, Access and Servicing

Draft DMD48 Transport Assessments

Draft DMD49 Sustainable Design and Construction Statements

Draft DMD50 Environmental Assessments Method

Draft DMD51 Energy Efficiency Standards

Draft DMD52 Decentralised Energy Networks

Draft DMD53 Low and Zero Carbon Technology

Draft DMD55 Use of Roofspace/ Vertical Surfaces

Draft DMD57 Responsible Sourcing of Materials, Waste Minimisation and Green Procurement

Draft DMD58 Water Efficiency

Draft DMD59 Avoiding and Reducing Flood Risk

Draft DMD64 Pollution Control and Assessment

Draft DMD65 Air Quality

Draft DMD68 Noise

Draft DMD69 Light Pollution

Draft DMD72 Open Space Provision

Draft DMD73 Children's Play Space

Draft DMD79 Ecological Enhancements

Draft DMD80 Trees on development sites

Draft DMD81 Landscaping

#### 5.9 Other Relevant Considerations

National Planning Policy

North Circular Road AAP – Pre Submission Draft

Enfield Strategic Housing Market Assessment (2010)

SPD on S106 Contributions

### 6.0 **Analysis**

- 6.0.1 The primary issues for consideration in relation to this application include the principle of re-developing the derelict site for residential purposes, the impact of the proposal on the character and appearance of the surrounding area, its design and visual appearance, neighbouring amenity, standard of residential accommodation proposed, highways and parking issues, the level of private amenity, impact on local infrastructure provisions, trees and ecology, air

quality, environmental and sustainable design and construction, levels of affordable housing provision proposed and the need for S106 requirements associated with the proposed development.

## 6.1 Principle of Development

- 6.1.1 The existing site consists of 13x3 bed residential houses, although in a derelict condition. The surrounding area is residential in composition and thus, in general, residential would continue to represent an appropriate land use for this site in keeping with the prevailing composition and character of the area. The delivery of additional dwellings would also accord with Policy CP2 of the adopted Core Strategy and Policy 3.3 of the London Plan. In addition, the NPPF states local planning authorities should aim to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In this regard therefore, and noting the presumption in favour of sustainable development which is at the heart of the National Planning Policy Framework, the principle of developing the site for residential purposes remains to be considered acceptable.
- 6.1.2 With particular reference to the North Circular Road corridor, Policy 44 of the Core Strategy identifies that the area has suffered over many years due to the blight arising from uncertainty over future widening of the road. Furthermore it acknowledges that the overall vision for the area is to deliver regeneration, environmental enhancements and community improvements.
- 6.1.3 A further consideration pertaining to the principle of development however relates to the location of the development relative to the built form and pattern of the surrounding area and the overall level of accessibility of the site. As referred to previously, it is widely acknowledged that this site occupies a very prominent and important position at this road junction and its existing poor condition does lend itself to the need for regeneration. It must also be noted that this site is one of a number of sites along the North Circular Road, as identified in the NCRAAP that the Council is seeking to designate as suitable for larger scale regeneration to provide a range of dwelling types and to act as a catalyst towards regenerating the area. This approach would also be consistent with policies of the London Plan and the NPPF which seek to encourage the most effective use of existing urban land and therefore, subject to the attainment of appropriate design, access, parking and safeguarding of residential amenity, the underlying approach is considered acceptable.
- 6.1.4 With this in mind, the main issues to be considered are the impact of the proposal on the character and appearance of the surrounding area, its design and visual appearance, neighbouring amenity, standard of residential accommodation proposed, highways and parking issues, the level of private amenity, impact on local infrastructure provisions, trees and ecology, air quality, environmental and sustainable design and construction, levels of affordable housing provision proposed and the need for S106 requirements associated with the proposed development.



North Circular Road AAP (Pre Submission Draft) and Notting Hill Housing Associations Vision Statement.

6.1.5 The draft AAP for the North Circular Road sets out key objectives by which it is proposed the regeneration of this area will evolve to deliver sustainable well designed development. It also identifies that the area has the potential to deliver approximately 1300 new homes. Within this policy framework, this site is identified as an Opportunity Site. It indicates the following:

- That development up to 5 storeys in height addressing the street is appropriate.
- New housing development providing a range of housing types.
- Design of new housing development must respond to townscape, views, and approach from all directions.
- Improve the pedestrian environment associated with the site.
- Design and Landscaping should include measures to mitigate against noise and air pollution.

It is acknowledged that this current scheme proposes a sixth floor element, which will be discussed later in the report however overall it is considered that the principle of the proposed scheme accords with the aspirations for the site as identified within the draft North Circular Road AAP.

6.1.6 Notting Hill Housing Association has also prepared their own Vision Statement covering their land holdings along the North Circular Road corridor. Although not an adopted planning document, it sets out their proposals as a local land owner to achieve comprehensive residential led regeneration delivering new homes and community facilities. Furthermore, it sets out the key principles and development objectives for the sites including

- i) new housing;
- ii) affordable housing;
- iii) repairing and connecting communities
- iv) environmental improvements
- v) improving safety and security
- vi) identifying the provision of supporting infrastructure
- vii) improving the public realm
- viii) achieving distinctive marker buildings

6.1.7 In particular, the Vision Statement sets out how Notting Hill Housing Association are aiming to secure a housing mix appropriate to planning policy and the provision of 40% affordable housing across all sites. In so doing, it is recognised that on some sites due to their size, location or other constraints, it may not be suitable to provide affordable housing. However, the Vision Statement demonstrates how this will be achieved overall and it has been proposed that the end target amalgamating all their proposed developments in the area is to secure 40% affordable housing: this will be secured by linking this Vision Document into a S106 agreement.

7.0 Impact on the Character and Appearance of the Area

7.1 *Density*

7.1.1 In accordance with Policy 3.4 of the London Plan “Optimising Housing Potential”, development proposals should take into account local context, design and transport capacity as well as social infrastructure, to optimise housing output for different types of location within the relevant density range having regard to the Density Matrix table 3.2 of the London Plan.

7.1.2 It is considered that the site can be classified within both a suburban and urban context. The prevailing character for a large proportion of the area resembles the definition of suburban as: such areas comprising as it does predominantly low to medium level of density such as terraced, detached and semi detached houses. However it must also be noted that the London Plan categorises urban – as areas with dense development such as for example terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two- four storeys, located within 800 metres walking distance of a district centre or along main arterial routes, which are criteria also all relevant to this site and its surroundings.

7.1.3 The Public Accessibility Level (PTAL) of the site is 5 (where 1 is low and 6 is high). The site is within approximately 5 minutes walking distance from Arnos Grove tube station and is close to a number of bus routes that pass close by the site. It is considered that given as the site can be classified within an urban context, an acceptable density range would fall between 200- 700 hr/ha as it falls in between the two ranges with 4-6 PTAL range. The proposed density of the scheme equates to 547 hr/ha and this falls within the acceptable density range.

7.1.4 Nevertheless, it is also important to ensure any proposals are of a good design and appropriate to its location. Thus with reference to the advice contained in the National Planning Policy Framework as well as the London Plan and Core Strategy, it is contended that a numerical assessment of density must not be the sole test of acceptability. Further assessment needs to be made of other outstanding issues including the appropriate scale and design relative to the character and appearance of the surrounding area, the effect on the amenities of neighbouring residential properties, the satisfactory resolution of transport and parking issues, the impact of the proposal on local infrastructure and services.

7.2 *Scale, Height and Massing*

7.2.1 To reiterate the application site is approximately 130 metres in length across its circumference bounding with the North Circular Road and has an average depth of 35 metres.

7.2.2 This application proposes to construct 3 separate residential blocks of units that would be linked via 2 communal glazed sections incorporating stairwells and lift shafts. The proposed blocks combined amalgamate to a building length of 115 metres and a depth of 11 metres at ground and first floor level and recessed 13 metres at floor levels 2-5. The fourth storey element of the proposal would encompass the entire frontage of the proposal and would be 13 metres in height varying slightly depending on the ground levels. The 5th storey element would be approximately 99 metres wide, recessed slightly

from either end of the proposed development and would have a height of between 15 to 16 metres depending on the ground levels. The 6th storey element would be located in the central part of the proposed development approximately 50 metres in width and it would be slightly recessed in depth to 7 metres at the top of the proposed block. It would have an overall height of predominantly 18 metres. Due to the large difference in land levels the proposed building would be approximately 16.5 metres high when viewed from the rear of the site, i.e. rear access road and from the properties backing onto the site from Ollerton Road and Pevensy Avenue.

- 7.2.3 The applicant has provided details in relation to the land levels of the site which illustrates that there is a drop in level of almost 3 metres across the site from the eastern most end of the site to the west at Pevensy Avenue. In addition from the rear of the site to the front of the site there is a drop in land levels equivalent of an average of 2 metres across the site.
- 7.2.4 In addition existing elevations have been submitted accompanied by Datum readings of the land levels of the site. Again due to the varying land levels the heights of the existing houses to the east appear higher and gradually slope in level across the site towards Pevensy Avenue. However on average the existing houses are between 9.5 to 10 metres above the existing land levels across the site. To reiterate, the proposed scheme would be between 13 metres at the 4<sup>th</sup> storey element stepping up to predominantly 18 metres at the centre 6<sup>th</sup> storey element of the site.
- 7.2.5 From assessing the submitted drawings, the proposal would be 2 metres higher than the existing properties at the Pevensy Avenue end of the site, stepping up to 4 metres higher taking into account the 5<sup>th</sup> storey element. This 4<sup>th</sup> storey element would match the height of the building approved on Site 15A adjacent on the opposite side of Pevensy Avenue. It would also be of a similar finished height to 71 Pevensy Avenue. At the Ollerton Road end of the scheme specifically in relation to No 101, the proposed block would on average be 3 metres higher than the existing properties which would step up to 5 metres higher taking into account the 5<sup>th</sup> storey element.
- 7.2.6 The central section of the proposal incorporating the 6<sup>th</sup> storey element would have a main height of 18 metres which is in the majority 8 metres higher than the existing residential houses.
- 7.2.7 The principle height of the development is 4 storeys stepping up to 5 storeys. Referring to the fourth storey element, this scale is consistent with the proposed height of the building approved on Site 15C, opposite on Pevensy Avenue and it is considered that the four storey element at this end is acceptable. The development proposes a similar arrangement on the Ollerton Road approach to the site and although it is understood that this element of the site is 3 metres higher than the nearest neighbouring properties at 101 Ollerton Road and 227 Bowes Road. Although it is essentially one floor higher than the nearest neighbouring properties it is considered an appropriate progression in the built form of the area taking into account the separation distances from nearest occupied properties. The rear elevation of Block A is 14 metres from 101 Ollerton Road which is in excess of the 11 metre distance specified in the Unitary Development Plan and it is worth noting that it is positioned 32 metres from 227 Bowes Road. In addition it is considered the new pedestrian bridge which replicates a height of 2.5 storeys at its highest point would help to significantly shield and provide a visual break of the scale

of the proposal when viewed from the adjoining streetscene to the east on Bowes Road.

7.2.8 As described earlier in the report the fifth and sixth floors are proposed stepped in nature from either end of the proposed blocks. These floor levels are also proposed stepped in nature from the front and the rear of the building to appear more subservient to the primary four storey element and overall as an attempt to reduce the overall bulk and height of the scheme.

7.2.9 It is understood that the primary built form in this area is 2 storey semi-detached and terraced housing accompanied by either gable end or hipped roof forms. With the exception of Bowes Primary School which in height is approximately 17 metres (comparable to 5.5 storeys new build), it is acknowledged that there are no other buildings in the immediate vicinity of the site that are of such a scale to what has been proposed on this site but also on the site opposite referred to as Site 11. Therefore it is acknowledged that the acceptability of the scale of 5 and 6 storey elements proposed are finely balanced.

7.2.10 However, it is considered there are a number of other planning considerations that need to be taken into account when assessing the acceptability of the scale of the 5<sup>th</sup> and 6<sup>th</sup> storey elements. These include:

- The scheme has been thoroughly assessed from the perspective of neighbouring amenity and it is contended that the scheme proposes no significant amenity concerns to the immediate neighbouring residents from the perspective of overlooking, loss of daylight and sunlight and general sense of encroachment that warrant reasons for refusal (Please refer to Section 7.4).
- In accordance with strategic, national, regional and local planning policies the site is brownfield and located in one of the most accessible locations in the borough within a short walking distance of a number of public transport options in the area, primarily Arnos Grove Tube Station.
- The proposal complies with the density requirements for the size of the site based on its PTAL levels in accordance with London Plan policy 3.4.
- The proposal (alongside the other housing proposals in the adjoining area) will significantly contribute towards the councils housing stock along with providing for an acceptable overall mix and level of family sized accommodation taking into account the constraints of the North Circular Road.

7.2.11 Therefore, taking all factors into consideration, as the relationship to where the proposed scheme joins the immediate neighbouring properties is acceptable, on balance it is considered that from the perspective of scale and massing the 5<sup>th</sup> and 6<sup>th</sup> storey elements are acceptable and overall thereby the entire proposal is deemed acceptable in relation to its proposed scale.

### 7.3 *Design, Visual Appearance and Site Layout*

#### *Design and Visual Appearance*

7.3.1 Good design is central to all objectives of the London Plan in particular Policies 7.1 and 7.2 to 7.7 of the London Plan. Policies CP4 (Housing Quality) and CP 30 Maintaining and Improving the Quality of the Built Environment

are also relevant as well as saved Policy (II) GD3 of the Unitary Development Plan. In addition the National Planning Policy Framework (NPPF) paragraph 56 attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraphs 60, 61 and 64 of the NPPF referred to under section 5.4 of the report requiring good design are also relevant. It is therefore important to ensure the development is sympathetic to its surroundings in terms of amongst other things its design and physical appearance.

- 7.3.2 From a design perspective, the application is primarily proposed in a modern form, but with a mixed palette of materials that seek to resemble the existing housing in the area. The materials proposed are red, yellow stock and buff brick with glazed balconies to the front and rear. Glazed communal sections flanking the six stories separating the three proposed blocks are also proposed. The same treatments primarily apply to the rear where the residential flats on the upper floor levels are served by rear balconies and terraces.
- 7.3.3 The proposal is set further back from the North Circular Road than the existing building line which naturally provides a more extensive buffer area and it also proposes to introduce a linear green strip between the proposed development and the busy highway. The building frontage proposes a layered treatment in an attempt to reduce the impact of noise and air pollution onto the development. This has been proposed as an external buffer wall between the front of the proposed units and the landscaped area to the front of the site. This creates a small amenity area to the front of the family units and at the upper floor level this is proposed as a front communal access way to the proposed residential flats.
- 7.3.4 Ultimately it is considered this design proposal, including the landscaped section to the front, would essentially improve the appearance of the site particularly at the lower levels. In addition it is considered that the buffer wall proposed does respond to the technical constraints of the site, in relation to noise and air quality and would be a significant improvement over the current living environment of the existing houses.
- 7.3.5 Aside from the issue of mass and scale there were initially a number of concerns raised in relation to the materials palette originally proposed and the overall resultant appearance especially from the perspective of the front elevation. The applicant has re-addressed this and the material palette has been significantly altered. It is now considered that the materials and the overall appearance put forward is much more acceptable from a visual aspect but also in relation to matching in with the character and appearance of the buildings in the surrounding residential area and the approved development on the adjacent site.
- 7.3.6 There have been a number of objections received from local residents that highlight concerns in relation to the scale of the proposal but also in relation to the design of the proposal and the impact this will have on the original character and built form of the area. These issues have been taken into account, however it is must be acknowledged that issues of design, appearance and how a proposal relates to an area are subjective and on balance, it is considered that the principle of the design of the scheme put forward, subject to further scrutiny of the material finish by planning conditions

is of an acceptable architectural quality having regard to relevant Policies (II) GD3 and CP30 of the Core Strategy, relevant London Plan policies specifically 7.2 to 7.7 and the National Planning Policy Framework. It is considered that the design proposed reflects the introduction of newer more modern contemporary, yet suitable form of architecture to the area whilst respecting and being sympathetic its existing context.

#### Site Layout

- 7.3.7 Aside from the crescent shape form of the proposed blocks that has been discussed previously, the site layout consists of a number of other elements including front landscaped section and pedestrian access path behind the existing retained wall. To the rear it consists of a shared surface access way that provides both vehicular and pedestrian access to the site and 37 parking spaces. This rear section of the site also includes refuse storage and cycle storage areas with a substation and child play area proposed towards the eastern part of the site.
- 7.3.8 The front landscaped section on average is about 5-6 metres wide and consists of a mixture of trees, grassed areas and pedestrian paths. Overall the arrangement is considered to be acceptable as it will significantly improve upon the current situation on site. There have been some concerns raised regarding the proximity of the tree canopies to the proposed blocks, however final tree types have yet to be finalised and it is considered this element can be satisfied by way of a planning condition. Although it does not form part of this current application, it must also be noted that the applicant is in discussions with TfL in relation to acquiring the front pedestrian path to further increase the landscaped area to the front of the site which has been encouraged by officers as it is considered it will further improve upon the current proposed landscaped arrangement.
- 7.3.9 Pedestrian access would be provided for future occupiers and visitors through the front of the site. To the rear both pedestrian and vehicular access would be provided via Pevensey Avenue. It is also worth noting that the applicant is in discussions with the Councils highways section in relation to providing a better arrangement in relation to the existing turning head, with the potential to facilitate 2 more parking spaces both on site and on street on Pevensey Avenue, however details of this have yet to be finalised and are not subject to be determined under this current application. This access would emerge onto a newly shared surface area that would facilitate parking and access for all vehicles required to enter the site. All of the proposed units would be accessible from this rear area also which is encouraged.
- 7.3.10 Taking all factors into account it is considered that the proposed site layout is acceptable. The proposed building footprint is significantly recessed from the public highway compared to the existing arrangement which in turn creates the capacity to improve landscaping along the front of the site facing the North Circular Road. The layout of the proposed block provides an acceptable degree of permeability with pedestrian access gained from both the front and rear. The rear section of the site allows for an acceptable degree of manoeuvrability for vehicles and pedestrians alike and it is considered that the proposed cycle stores and refuse stores are located in accessible locations to function effectively. However there would be conditions imposed requesting details of the surfacing materials and the landscaping programme to be employed, along with details of the cycle and waste storage facilities.

7.4 Neighbouring Amenity (including Daylight and Sunlight Issues)

- 7.4.1 One of the most primary considerations with any form of development is residential amenity and the potential impact a proposed development has on adjoining occupiers. From the perspective of neighbouring amenity, the key relationship is to those nearest adjoining properties on Pevensey Avenue and Ollerton Road. However as earlier suggested a development proposal for 7 units that has gained consent following an appeal process under TP/10/1084 adjoining the rear of the site and must also be taken into consideration.
- 7.4.2 In terms of neighbouring amenity saved Policy (II) H8 of the UDP remains to be the most relevant. This policy seeks to maintain the privacy and prevent overlooking in the case of residential development by ensuring that the distance between building and between buildings and boundaries adheres to specified standards.
- 7.4.3 With respect to 101 Ollerton Road the proposed development will be set back from the boundary by a distance of 14 metres which complies with the 11 metre requirement set out in Appendix 1.7. It is understood that due to the higher level of development proposed, that there would be an element of increased direct overlooking into the nearest gardens of Ollerton Road, but this is not considered to be of such an extent to warrant reasons for refusal. This issue of safeguarding this relationship has been discussed with the applicant and it has been agreed that an acceptable element of planting along the boundary of 101 Ollerton Road would significantly help to address any perceived concerns to the amenities of this properties residents. The specific details of the required planting would be dealt with by way of condition.
- 7.4.4 A very similar relationship occurs with 71 Pevensey Avenue although in this instance the proposed scheme would be situated away from the boundary with this property by 15.5 metres. In addition due to the lower ground levels of this section of the site the overall bulk of the proposal is significantly reduced in comparison to the relationship with 101 Ollerton Road. In conclusion, it is considered the proposal has an acceptable relationship to Number 71 and the other properties on Pevensey Avenue.
- 7.4.5 As referred to earlier, the approved 3 storey development under (TP/10/1084) for 7 flats to the rear of the site also needs to be taken into consideration. Although this development has yet to commence, it was granted planning approval in November 2011 and its planning permission is extant until November 2014. For the purposes of further discussion this approved development will be referred to as TP/10/1084.
- 7.4.6 With reference to distancing, the proposed scheme would be set 18 metres from the corner of the TP/10/1084 and for the majority would be set 25 metres from the nearest facing habitable rooms. In terms of the side facing windows the proposed development would be set 32 metres away. Overall this relationship is considered to be acceptable from the perspective of privacy and neighbouring amenity. It is understood that the proposed development at 6 storeys in the centre would be significantly higher than what has been approved under TP/10/1084, however ultimately it is considered there is adequate distancing to avoid any direct in looking and privacy issues between both developments having regard to Policy (II) H8 and CP30 of the Local Plan.

- 7.4.7 Objections have been received from residents further south on Ollerton Road in relation to the impact of the scheme in terms of overlooking. However the proposed development would have a separation distance of in excess of 37 metres to the nearest habitable rooms on 101 Ollerton Road which would taper further for instance to 70 metres at 83 Ollerton Road. The nearest separation distances to the rear facing windows on the properties of Pevesney Avenue are 41 metres. These separation distances are considered to be more than adequate so as not to result in direct overlooking to neighbouring properties and are deemed acceptable.
- 7.4.8 The issue of daylight and sunlight has been raised by some neighbouring residents in relation to the proposal. The applicant has provided a sunlight/daylight assessment of the scheme which has been analysed and is considered to be acceptable. All residents concerns have been taken into account and it is considered there are no sunlight/daylight issues with this proposal as it is primarily north of the majority of the properties that could be potentially impacted.
- 7.4.9 In conclusion subject to the finalising of adequate mitigating measures in relation to No 101 Ollerton Road, it is considered that the scheme does create any significant residential amenity concerns to warrant a refusal having regard to Policy (II) H8 of the UDP and CP30 of the London Plan.

7.5 Standard of Proposed Accommodation, Block Layout and Mix of Units.

7.5.1 *Floorplates and Internal Layouts*

Policy 3.5 of the recently amended London Plan (2011) refers to Table 3.3, which illustrates minimum space standards for new developments. The following figures are relevant for residential:

	Dwelling type (bedroom (b)/persons- bedspaces (p))	GIA (sq.m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
House/Maisonette	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
	4b6p	107

- 7.5.2 These are now the minimum space standards that all developments in the borough will be assessed against.
- 7.5.3 The Gross Internal Floor areas of all the units have been measured and verified and all unit floor areas and room sizes are in compliance with the minimum floorspace standards as specified in Policy 3.5 of the London Plan.



- 7.5.4 In addition from the strict perspective of floor layouts, it is considered that the proposal is acceptable. All units would be dual aspect and adopt acceptable and accessible layouts.
- 7.5.5 The 15 residential duplex houses would be accessible from both the front and rear of the proposed blocks. It is proposed to implement a winter garden area, behind the recessed buffer wall to the front of the site which would contribute to both creating amenity space but would also act as a buffer to the relatively harsh and noisy environment of the North Circular Road.

*Internal Block Layouts*

- 7.5.6 The proposed residential flats would be accessed via two communal lobby areas located between the three proposed blocks. These communal accesses would consist of both stairwell and lift shafts that provide direct access to the upper floor levels. The flats would then be accessed at each level off communal access ways that would provide direct level access at each floor level. There were initially reservations raised in relation to bedrooms on a number of these flats directly flanking the communal access ways on each floor. This does tend to be a common occurrence within flatted developments however following discussion with the applicant, the windows off these bedrooms have been recessed back in from the communal halls and a defensible space has been created. This arrangement is now considered to be acceptable; however it would be necessary to deal with the particular arrangement of this element of the scheme to ensure upon optimum privacy for future occupiers of the proposal. This element will be dealt with via a planning condition.

*Wheelchair Units*

- 7.5.7 Policy 3.8 of the London Plan states that 10% of all new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. At present this application proposes 2 units to be used as wheelchair accessible which is not compliant with this policy. However it is acknowledged that the topography of the site does not lend itself as suitable or convenient for wheelchair users. The wheelchair units that have been provided are to be located in the most accessible locations on the sites. However, it is taken into consideration that the applicant is working on a larger regeneration scheme in the area as has been highlighted in the Councils own draft North Circular AAP. The applicant has shown a commitment to deliver 10% wheelchair housing across the entire development proposal and this will be secured via legal S106 legal agreement binding the applicant to this commitment to deliver 10% wheelchair across the proposals over the development area.

*Housing Mix*

- 7.5.8 Policy 5 of the Core Strategy requires developments to provide a mix of residential units and seeks across the whole Borough to achieve for market housing:

20% 1 & 2 bed flats,  
15% 2 bed houses,  
45% 3 bed houses and  
20% 4bed + houses

For affordable housing, the mix sought is:

20% 1 & 2 bed flats,  
20% 2 bed houses,  
30% 3 bed houses and  
20% 4 bed + houses

7.5.8 The proposed development of Site 14 would deliver 21x1 beds (33.8%), 26x2 beds (41%), 9x3 beds (14.5%) and 6x4 beds (9.6%). This would result in the creation of 15 additional family units and a percentage breakdown of 24% of the development. This is contrary to the specific requirements of Policy 5 of the Core Strategy. However Policy CP5 does not stipulate that this percentage of family housing is required on each site as it primarily outlines an end target of deliverability over the lifetime of the Core Strategy. In this case it is considered there are a number of other factors to take into consideration regarding the assessment of housing mix on this site:

- This proposal would re-introduce 13 and provide 2 additional family units for the area and replace the existing derelict houses on the site.
- The introduction of family units over upper floor levels is primarily unsuitable due to issues of accessibility and lack of proper family amenity space, however it is not inconceivable that the larger 2 bed flats, especially those with larger decked/amenity areas could accommodate smaller families.
- In recent years the area has undergone a relatively high level of regeneration, which involves the refurbishment of 257 dwellings along the North Circular Road which has significantly renewed the level of family accommodation in the area.

7.5.9 Taking all these factors into consideration including the other development proposals in the pipeline for the area it is considered that this level of family accommodation proposed as 3-4 bedrooms units is acceptable. The approach is also supported by colleagues in Housing.

## 7.6 Highway Issues

### *Accessibility*

7.6.1 It is accepted that the site is within a walking distance of 8 local bus services (no's 34, 184 and 232) located on Bowes Road and no's 102 and 299 located on Brownlow Road and within a walking distance of the Arnos Grove Underground Station and bus services no's 251, 298 and 382 located just outside the station. The PTAL of the site is good, i.e. 4 on average across the site, with the western most corner achieving PTAL 5. However location of the site along the main traffic corridor in the Borough creates a physical barrier to pedestrian permeability by infrequent pedestrian crossings very often away from desire lines. It is therefore expected that the majority of new trips rather than on foot will be car dependent or undertaken by public transport.

### *Access and Servicing*

7.6.2 The frontage of the site was significantly reduced as part of the A406 Road Safety and Environmental Improvement scheme. This resulted in the

provision of new footpaths at low and high level either side of a new retaining wall; closure of the direct vehicular access between Pevensey Avenue and North Circular Road and construction of a new footbridge to the western end of the site. The proposed pedestrian access into the development site will be via the existing ramped public footpath on A406 leading into private front gardens and secure communal entrances to the flatted buildings. The width of the footpaths appears to meet the adopted standards. There will be no direct pedestrian access between the car park and Ollerton Road due to the new footbridge. The submitted plans show that the existing access from Pevensey Avenue will be shared with pedestrians. This access does not seem to be located on the pedestrian desire line; moreover, a minimum width of 6.5m for shared accesses does not seem to be met either. A better design could be achieved by showing a new side access via the recently constructed turning head in Pevensey Avenue. This will require taking down the existing fencing between the proposed bin enclosure and the retaining wall or replacing it with a side gate. The existing metal fencing to the south of the proposed parking bay no 1 and 2 and to the north of the access into the site will also need to be removed and a pedestrian path connecting with the public footway in Pevensey Avenue up to the proposed pedestrian route between bays no 29 and 30 established by change in material/colour. The details of any proposed pedestrian routes, i.e. gradients, materials will be secured by a condition.

- 7.6.4 The only vehicular access to the site will be via an existing shared access on Pevensey Road. This access is shared between the adjoining houses and also provides the only means of access for the recently approved scheme involving 7 new flats (granted under TP/10/1084). Due to the recent TfL improvement works, there is no direct access between Pevensey Avenue and A406 meaning that vehicles wanting to access the site will need to use nearby Bexhill Road (left in/out only), Hastings Road (both ways) and Pevensey Avenue to the west of the site.
- 7.6.5 There is a concern that the existing radii at the site access is too tight and the lack of any parking controls will prevent large vehicles, such as refuse vehicles from being able to turn into the site. Moreover, the swept path analysis undertaken as part of the TA (Appendix H) was carried out using a large refuse vehicle which was only 9.860m x 2.450m instead of a 10.25m long and 2.53m wide which is used by the Council. Therefore the TA failed to demonstrate if large refuse vehicles can access and turn within the site. It is also noted that the access will be subject to a fairly high vehicle movements (these are referred to later in the report), meaning that conflicts occurring between vehicles wishing to enter and exit at the same time and pedestrians sharing the access are likely. Therefore adequate palette and the design of surfacing materials should be secured by a condition to ensure that vehicles are aware that the area is shared space and that priority is for pedestrians. In order for the access to be acceptable a Section 278 agreement with LBE or other mechanism (Grampian Condition) would need to be established to secure improvement works to the existing kerb radius, extending parking restrictions that have recently been imposed within the new turning head on Pevensey Avenue.

#### *Car Parking*

- 7.6.6 The parking ratio of spaces to units is 0.59, with 37 spaces being provided for 62 units. All of the parking spaces appear to meet the required dimensions apart from spaces no 1 and 2 which have only 5.5m reversing space

(minimum 6m required). The guidance on determining an acceptable level of parking is taken from the London Plan, which recommends maximum standards, determined by amongst other factors the accessibility of the site and the number of beds per dwelling. Given that the site has an average PTAL of 4 then there is a degree of flexibility towards the number of spaces that can be provided for the development.

7.6.7 The parking standard for residential, as set out in Table 6.2 of The London Plan, for sites with a PTAL of 4 such as the proposed site is:

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 – 1.5 per unit	1.5 – 1 per unit	Less than 1 per unit

Applying these standards to the proposed development would result in the parking provision range shown in the Table below.

No. of beds	1	2	3	4	
No. of units	21	26	13	2	
Min provision per unit	0	0	1	1.5	
Total	0	0	13	3	<b>16</b>
Max provision	1	1	1.5	2	
Total	21	26	20	4	<b>71</b>

Table 1: Parking provision based on London Plan 2011 standards (from London Plan p.205)

The required provision would therefore vary between a minimum of 16 and a maximum of 71. The provision of 37 spaces falls in the middle of this range which is acceptable. Also, the absolute minimum of zero spaces for the 1 and 2 bed flats has been considered in but given the high number of units then a provision of zero would not always be considered acceptable having regard to local circumstances. However, the PTAL of the site is good therefore some relaxation below the maximum provision can be allowed.

Table 2 shows a breakdown of the provision should the 3 and 4 bed units all be allocated their own parking space.

					Totals
Resident spaces	37				37
No. of beds	1	2	3	4	
No. of units	21	26	13	2	
% of units	34%	42%	21%	3%	
Spaces allocated on pro rata basis	13	15	8	1	37
Ratio of spaces to units	0.59	0.59	0.59	0.59	
Assume one space for 3 bed and 4 bed units			13	2	15
Remaining spaces					22

Remaining spaces split equally between 1 and 2 bed	11	11	(13)	(2)	37
Ratio of spaces to units	0.52	0.42	1	1	
Ratio of 1 bed to 2 bed units	0.45	(26/47)=0.55			
Remaining spaces split in proportion between 1 and 2 bed	10	12 (22*55/100)	(13)	(2)	37
Ratio of spaces to units	0.47	0.46	1.00	1.00	

**Table 2: Breakdown of potential parking space allocations**

7.6.9 Table 2 shows that should the remaining spaces (after the 3 and 4 bed units are allocated spaces) could be allocated to the 1 and 2 bed units at a ratio of 0.47 and 0.46 per unit respectively, based on 22 spaces for 47 units. This figure is also considered acceptable, however it should be noted that the spaces could also be split so that there is a higher provision of spaces for the two bed units if on site characteristics demand it. In order to control the allocation of parking spaces the applicant is recommended to produce a parking management plan so spaces can be allocated as efficiently as possible.

7.6.10

7.6.11 Table 2 also demonstrates parking provision can be considered to be compliant with the London Plan standards, the TA fails to justify the provision with reference to the 2011 Census data. When the Bowes Ward data is applied this suggests that 83% of residents had access to a car and circa 32% used a car to get to work. It is therefore considered that at the worst case scenario the total 62 units on site will create a demand for approximately 51 on site car parking spaces. Bearing in mind the fact that only 37 spaces can be adequately provided on-site, this means that at the worst case scenario 14 spaces would still need to be accommodated on street. In order to establish the impact the increase in on-street parking demand could have on the surrounding streets, parking surveys were undertaken in July 2012 by the developer's consultant, which revealed that on a weekday between 13 and 22 on-street parking spaces were available within the immediate area (i.e. Bexhill Road, Hastings Road and Pevensey Avenue). The results can be found in Table 3 and Table 4 below. It needs to be emphasized that for robustness purposes, the Council's decision was to exclude Ollerton Road from the survey due to the lack of direct access across the footbridge and lack of vehicular link with Ollerton Road, as any future residents will be likely to double park on site or the immediate roads rather than in Ollerton Road.

Street	No of parking spaces	times	Occupancy levels	Available spaces	Parking pressure
Bexhill Road	15	05:00	13	2	87%
		07:00	11	4	73%
		13:00	11	4	73%
		15:00	9	6	60%
		20:00	10	5	67%
Hastings Road	22	05:00	14	8	64%
		07:00	15	7	68%
		13:00	7	15	32%
		15:00	7	15	32%
		20:00	13	9	59%
Pevensey Avenue	55 (excluding 3 bays lost for double yellows)	05:00	52	3	90%
		07:00	46	9	79%
		13:00	27	28	47%
		15:00	28	25	48%
		20:00	47	44	81%
total	92				

Table 3

	No of parking spaces	times	available	Parking pressure
Total available spaces	92	05:00	13	88%
		07:00	20	82%
		13:00	47	57%
		15:00	48	56%
		20:00	22	80%

Table 4

- 7.6.12 Each surveyed road between 20:00pm and 5am had only between 12-20% (i.e. between 13 and 22) of spaces available. The results of the surveys are presented in *Appendix J* of the TA. The figures reveal that although some of the overspill could potentially be accommodated off site, the surrounding roads are suffering overflow parking from nearby residential areas. For this reason, there is a potential for informal parking to occur within the site and the nearby streets which may result in double parking and service vehicles not being able to gain access.
- 7.6.13 It is acknowledged however that since the Census 2011 TfL have invested in upgrading the facilities in the area, making walking and cycling more appealing, therefore it can be expected to some degree that the car ownership levels between the new residents could be lower to those captured in the Census meaning that there will be lesser competition for on street parking spaces.
- 7.6.14 The Highways section would also request as minimum the following measures to minimize car ownership should be secured under s106:
- a Parking management plan demonstrating preventive measures against illegal parking as well as explaining spaces assignment
  - a robust Travel Plan (which is more detailed later in the report)

- a 'permit free' agreement should be entered into with the local authority to prevent future residents from obtaining local parking permit
- contribution towards car club (described in more detail later in the report)

#### *Disabled Parking Provision*

- 7.6.15 In terms of disabled parking provision, London Plan standards state that all developments with associated car parking should have at least two parking bays for use by disabled people. The appropriate number of bays however depends on the size and nature of the development. It is noted that the proposed car parking provision includes 3 disabled spaces which match the number of wheelchair accessible units. Accordingly the provision is acceptable.

#### *Electric Charging Points*

- 7.6.16 20% of all new parking spaces should be equipped with electric vehicle charging points (EVCP) along with a further 20% passive provision. This will be secured by a condition.

#### *Car Club*

- 7.6.17 The nearest car club bay is located circa 560m east from the site in Wakefield Road. Zip-Car, the Council's car club provider advised that the applicant should contribute a lump sum of £60,000. For that amount Zipcar would agree to provide 5 Year's Free Membership and £25 driving credit for each of the 243 units on all sites (site 11, 14 and 6) as well as providing vehicles on site and meeting all running costs etc. The contribution is discounted and is based on the following formula: 243 x 5 Year's Membership (£59.50 per year) and £25 driving credit = £78,367.50. The car club bays are proposed in the following locations:

- Wilmer Way to serve site 11 on the opposite side of the access into the site where there are currently no parking controls in place
- Ollerton Road to serve site 14
- on-site to serve sites 6 ABC and D (Proposed Site for 125 residential units further east on Bowes Road)

Two out of three locations will require introducing a TRO (a cost of £2,500 per one bay) as they will be located on the public highway. A contribution for all sites will be secured under s106.

#### *Cycle Parking*

- 7.6.18 The London Plan standards require 1 cycle parking space per 1 or 2 bed unit and 2 spaces per 3 or more bed unit, which leads to the following requirement:

21 x 1 – bed units: 21  
26 x 2 – bed units: 26  
13 x 3 – bed units: 26  
2 x 4 – bed units: 8

This leads to a total requirement of 81 cycle parking spaces. The Transport Assessment states that the site will provide 102, which is in excess of the standards. However, whilst this overprovision is welcome in many cases, in this instance, the proposed size of cycle enclosures is substandard, measuring only 4.6m long and 1.6m wide for 20 cycles and 6m x 5.8m

enclosure for 50 bikes. According to the Manual for Streets Guidance Figure 8.6 and the London Housing Design Guide, 2010 the standard of 750 x 2000mm space per bicycle is not met. As it is a full application the type of cycle storage spaces should be indicated and clearly dimensioned on plans submitted. In addition to that, there is no cycle parking provision shown for visitors, the London Plan requires a provision of 1 visitor cycle parking space per 40 units leading to a requirement of 2 cycle parking spaces. These should be conveniently near the entrance into the block of flats however it should not create obstruction to pedestrian movements. The concerns raised above should be addressed now before planning approval is granted as opposed to be sought after by a planning condition.

#### *Traffic Generation*

7.6.19 The TA has made an assessment on the trip generation through using the industry standard databases of TRAVL. The methodology involves comparing the development with similar sites to produce a trip rate estimate for the site per unit for each hour, which is then applied to the total number of units to give a trip profile over 24 hours.

7.6.20 Three comparison sites were used in total. The selected sites have been verified by LBE and are deemed to be invalid for the required use, therefore a further sensitivity test involving TRAVL data from sites located within outer boroughs was undertaken. The only one original site - Coopers Court in Ealing- was retained from the TA and a new site in Sutton used in the revised trip generation assessment. The review of the sites shows a higher trip than the one originally used. The trip rates for all the development is shown in 5 and Table 6. The predictions are based on 62 units:

			Average Trip rates AM peak		Trips		Trip rates PM peak (between 17:30 and 18:30)		Trips	
			In	Out	In	Out	In	Out	In	Out
Flats	62 units	77 units 276 units	0.05382	0.25779	3	16	0.18697	0.09348	12	6
					19				18	

**Table 5: New Trip rate and trip number predictions**

			Trip rates AM peak		Trips		Trip rates PM peak (between 17 and 18)		Trips	
			In	Out	In	Out	In	Out	In	Out
Flats	62units	77 units 192 units 226 units	0.024	0.07	1	4	0.036	0.024	2	2
					5				4	

**Table 6: Trip rate and trip number predictions contained in TA**

7.6.21 The trip numbers contained in Table 5 are significantly higher than ones in the TA and are considered to give a more robust trip assessment of the development. The reviewed data (presented in Table 7 below) shows that there will be circa 376 daily two-way all mode trips generated by the scheme



of which 173 (46%) will be car trips. Of all car trips 19 trips will be in the morning peak time (8-9am) and 18 trips during the pm peak time (17:30-18:30).

Mode	Trip Rate	number	Percentile %
Car Driver+ passenger	2.788	173	46%
Pedestrians+PT	3.146	195	52%
Cycle	0.043	3	1%
Motorcycle/scooter/moped	0.059	4	1%
taxi	0.0121	1	0
Total		376	100%

**Table 7: Modal split derived from 2 sites in TRAVL**

Of all trips undertaken by different modes of transport 45 trips will be in the am peak and 33 during pm peak time (see table 8 below).

Daily	AM	PM
376 trips	45	33

**Table 8: All trips derived from 2 sites in TRAVL**

Due to the small sample size of comparable sites the TRAVL data have been supplemented with data from the Census data 2011. When compared the latest Census data (presented in Table 9 below) suggests that there will be fewer car trips with these being mainly distributed over the public transport network and/or car passenger trips.

Mode	Percentile %
Car Driver	30%
Car Passenger	1.7%
Pedestrians	4.8%
Cycle	2.0%
Bus	12.9%
Rail	6.7%
underground	36.7%
Motorcycle/scooter/moped	0.7%
taxi	0.2%
Other method	0.5%
Work from home	3.8%
Total people	100%

**Table 9: Modal split derived from Bowes Ward Census 2011 data (travel to work)**

7.6.22 Overall, the traffic assessment indicates that the vehicular trips will have minimal impact on highway conditions, however should the development be approved then a travel plan would be required in order to minimise private car use even more.

#### *Traffic Generation- Sustainable Modes*

7.6.23 The site is expected to generate a relatively high proportion of trips by sustainable modes, which includes those made by public transport, walking, and cycling. In order to mitigate against the potential impact of these trips the applicant was requested to submit a PERS audit identifying where improvements could be made to the footway and the main pedestrian desire lines. This is welcomed by Traffic and Transportation and a contribution

towards the funding of some of the works will be required through the Section 106 agreement (i.e. improving way finding signage in the area).

#### *Travel Plan*

- 7.6.24 The submitted Travel Plan (TP) is a framework Travel Plan which is not in line with the TfL guidance (*Travel Planning for New Development in London, 2010*) guidance which requires that a residential travel plan should always be a full travel plan, as the end occupiers (the residents) are always known. A full travel plan should therefore be submitted for the residential element (62 units), with measures to be delivered site-wide, responsibilities for the delivery and funding of these and targets with appropriate timescales.
- 7.6.25 The targets outlined on p 16 of the TP are not acceptable as they are based on the flawed data from TA (see comments above). In fact the ratio of car trips will be much higher than the 12% indicated (car drivers +passengers). For the Travel Plan to be acceptable clear targets should be established for years 1, 3 and 5. Percentage mode share targets should also be provided for walking, cycling and public transport, as well as single occupancy vehicle use. These ought to be firmed up in s106 agreement, refined further on completion of the first travel survey, and agreed with Enfield Council's transport team. The travel survey, travel plan, measures and publicity should be finalized as soon as possible after occupation before travel habits have become embedded. It is also required that the interim elements of a travel plan are updated with actual data from the site users within one month of the baseline survey, and agreed with Enfield Council's transport team. The submitted TP failed to appoint a Travel Plan coordinator. Furthermore, the TP should clearly detail the budget for the Travel Plan coordinator. It is also essential that requirements for the provision of vouchers and other incentives are negotiated before planning permission is granted, and included in a S106 agreement. In addition the Travel Plan monitoring fee of £3,325 should be secured under s106.

#### *Construction and Servicing*

- 7.6.26 Due to the recent closure of Pevensey Avenue/ A406 junction the only access for construction vehicles would be either from Hastings Road or Bexhill Road and then Pevensey Avenue. All of these roads however are quiet residential streets with parking permitted on both sides reducing their effective width. There is no information provided in the TA on the likely construction period/phasing, the size of construction vehicles or the vehicle tracking outputs, so it is difficult to assess the likely impact of construction traffic. An alternative to that would be to temporarily re-open the recently closed access from A406 into Pevensey Avenue. The construction details however will be secured under a construction management plan (CMP) and construction logistics plan (CLP) which would need to be agreed and submitted prior to construction on site.

#### *Accident Statistics*

- 7.6.27 It is noted that the accident statistics records contained in the submitted Transport Assessment precede the completion of the A406 works. Therefore only collisions which occurred after the completion of works should be taken into account. The data reveals problems with right turning movement from Hastings Road into A406 Telford Road. This is a priority junction, however

safety problems occur when vehicles leaving Hastings Road and turning right need to cross four lanes of traffic traveling southbound on Telford Road. So far this has resulted in 2 road collision (one in August 2011 and another in January 2012). Any increase in vehicles movements associated with the new scheme is likely to increase the vehicle turning movements at this location and frequency of accidents re-occurring. Therefore s106 contribution towards improving road safety at this junction and in the area will be required.

#### *Highway S106*

7.6.28 The highways S106 contributions that would be required as part of this would include the following:

- Car club bays (£60,000 plus £5,000 for TRO) - this sum covers all sites (i.e. 6, 11 and 14)
- Full Travel Plan
- Travel Plan monitoring costs (£3,325)
- Parking Management Plan
- No resident parking permits if and when CPZ introduced in the future
- Costs of improving pedestrian facilities towards Arnos Grove LU Station – (Costs to be confirmed)
- Improving safety of right-turning form Hastings Road into Telford Road (A406) (Costs to be confirmed)
- Introduction of double yellow line restrictions at the site accesses to provide adequate manoeuvring/ turning facilities (Costs to be confirmed)

#### *Highway Conclusions*

7.6.29 In general from the perspective of traffic generation and parking it is considered the proposal is acceptable and would not cause an unacceptable impact on the highway network. However, the applicant is required to address the issues raised in relation to the refuse vehicle access form Pevensy Avenue and the cycle parking provisions satisfactorily to ensure the proposal is fully acceptable in highway and transport terms. There would be a need to employ a range a highway conditions on the application to address the outstanding issues. These have been included in Section 9 later in the report

### 7.7 Amenity Space

7.7.1 Unitary Development Plan Policy (II) H9 seeks to ensure that amenity space is provided within the curtilage of all residential development, normally in accordance with the standards set out in Appendix A1.7. These standards seek to ensure that amenity space for individual houses equates in terms of area to 100% of the gross internal area of the dwelling, and in respect of flats, 75% of the gross internal area of the block. In the case of small flats in low cost schemes, the provision of amenity space may be reduced to 50% of the Gross Internal Area. In both cases up to 15% of provision can be in the form of balconies. However, the publication of the Housing Design Guide to complement standards in the London Plan, states far lower amenity space standards that would be expected and is considered to be a more responsive approach to amenity space within an urban context and should be given due regard in the assessment of the subject site.

7.7.2 The Housing Design Guide indicates standards for amenity provision calculated at a minimum of 5 sq m of private outdoor space for 1-2 person

dwellings and an extra 1 sq m for each additional occupant. In the case of balconies the minimum depth and width of all balconies and other private external spaces is 1500mm.

- 7.7.3 Due regard must also be given to the direction of travel adopted by the emerging Development Management Document and in particular Policy Draft DMD 13 where a relaxation of standards is justified by prioritising the function of the resultant space rather than solely a numerical assessment both as an average across the site, but also as a minimum for individual units. While standards for flats closely align with that of the Housing Design Guide, the document distinguishes between standards applied to flats and those to houses commensurate with the context of the site and the typology of the built form. The proposed standard for houses are as follows:

Dwelling type	Average private amenity across the whole site (m <sup>2</sup> )	Minimum private amenity space for individual dwellings (m <sup>2</sup> )
2b 4p	38	23
3b 4p	38	23
3b 5p	44	29
4b 5p	44	29
4b 6p	50	35

- 7.7.4 This planning application proposes integral private amenity space for all of the proposed units. The 15 family units based over the ground and first floor levels would benefit from amenity space proposed to the front and the rear of the proposed units. This would consist of winter garden areas behind the external noise buffer walls at the front of the site. On average these areas measure 10.5 square metres. These duplex family units also benefit from private family amenity space to the rear. These rear gardens are on average 27.5 square metres in area which include the staircases that provides rear access from the rear area. These rear gardens areas will be surrounded by a boundary retaining wall to take into account for the drop in land levels as a result of the proposal. The rear garden area would consist of a mixture of grassed, planted and paved areas.
- 7.7.5 Based on the current London Plan standards and those emerging in the Councils DMD, it is considered that the level and standard of amenity space proposed for the residential units is acceptable. The applicant has referred to the use of the larger area to the front of the houses as amenity space, however taking into account the immediate busy road environment it is unlikely that this element would be usable as amenity space for family units. Nevertheless it is considered this scheme would provide much improved visual amenity along this stretch of the North Circular Road. Overall it is considered the amenity provisions for the proposed family units is acceptable and is compliant with the standards specified in London Plan policy 3.5 and as identified in the London Housing Design Guide.
- 7.7.6 For the residential flatted accommodation proposed over the upper floor levels of the development, the application proposes to incorporate a series of recessed terraces and balconies on the rear south facing elevation. This applies specifically over the second and third floors levels. On the fourth floor

level the application also proposes to incorporate larger decking areas for the two flats at the each end of the floor. At the highest most fifth floor level the 4 units proposed will benefit from relatively large decked areas to the rear.

7.7.7 This level of private amenity space is considered acceptable as it is consistent with Policy 3.5 of the London Plan and the requirements outlined in the London housing design guide for flatted developments. The balconies are proposed at a minimum of 1.75 m deep which is in excess of the 1.5 m London Plan requirement. There are some occurrences over the upper floor levels where there would be some private amenity issues between balconies however it is considered this can be dealt with via adequate screening measures. A condition will be imposed as part of a recommended decision which will also secure finalised details of the proposed balconies and terrace materials and their relationship to one another.

7.7.8 In conclusion it is considered that the amenity provisions associated with the development are acceptable. In addition, the sites will have access to Arnos Park and Broomfield Park, which are within a reasonable walking distance of the proposed site. It must be noted that the applicant would be requested to contribute towards open space provisions in the surrounding area.

## 7.8 Impact on Local Infrastructure and Services

### *Education and Childcare*

7.8.1 The Borough continues to experience major projected growth in demand for school places. On the western side of the borough, Enfield's latest primary school strategy seeks to provide additional places through the permanent expansion of Walker, Grange Park and Garfield Schools from September 2013, and the need for further expansion in this western area of the borough will be considered as the revised pupil number projections become available.

7.8.2 Garfield School has recently been granted planning permission to extend from a 2 form entry to a 3 form entry which will create an additional 210 (Reception and Year 1 to Year 6) primary school places to be facilitated over the next 6 years as when required. The Education department have stated that based on figures of the recently approved Ladderswood development suggests that the Ladderswood development would demand 8-9 children from each year of this new third form of entry.

7.8.3 Because of their location, all the residential redevelopment proposals along the North Circular Road must continue to be viewed in the context not only of their impact on Enfield schools but also in Barnet and Haringey. Enfield, Barnet and Haringey are in the process of preparing new strategies to also meet the increase in the demand for secondary school places that will arise as the larger pupil cohorts currently in the primary sector begin to transfer to the secondary sector in the next few years and options surrounding this are already under discussion. In addition it has also been confirmed that Haringey Council are investigating proposals towards expanding Bounds Green Primary School.

7.8.4 Based on the Councils current adopted Supplementary Planning Document the applicant would be required to contribute a figure of £213,178 towards local education provisions as a result of this development proposal. The Councils own Supplementary Planning Document indicates that there would

be a child yield of 12 children from the proposed development. However it must be noted that there are 15 larger 3 and 4 bed family dwellings submitted as part of the proposal, which have the potential to generate 35-36 children based on the number of bedrooms proposed. The proposed 1 and 2 bed units are considered likely to result in a low child yield.

#### *Local Health Services*

- 7.8.5 One of the most common concerns that have been highlighted by residents and expressed at the Planning Panel meeting on the 28<sup>th</sup> of February was the impact of the overall North Circular Road proposals on the local health provisions in the area. However it is noted that there are a number of surgeries within close proximity of the development site. In addition ancillary health services including pharmacies are within easy walking distance from the site and are located to the Arnos Grove local centre and on the Bowes Road parade.
- 7.8.6 It is worth noting that as part of the NCRAAP Policy 5, the Council are looking at development opportunities to promote medical centres in the area, most specifically as part of Bowes Road Library, Southgate Town Hall and a walk-in centre at Coppicewood Lodge. It is also worth noting that the applicant has proposed a D1/D2 use in another redevelopment proposal opposite this site, which has the potential to facilitate a small medical facility subject to it having an acceptable impact from a highways perspective.
- 7.8.7 Moreover, the planning system allows for financial contributions via a S106 agreement to secure enhanced services and increased capacity to the area where it can be demonstrated that the development will place an undue burden on services. In consultation with the Primary Care Trust, financial contributions are being sought to enhance provision and negotiations are ongoing to agree an appropriate figure commensurate with the development potential of the site and the other adjoining sites that are currently being assessed under separate planning applications.

#### 7.9 Air Quality, Noise and Contamination Issues

- 7.9.1 Environmental Health officers have assessed the submitted information and have raised some issues in particular with how the air quality assessment has been conducted in relation to proposed future occupiers of the development. However it has been suggested that the air quality, noise and contamination issues are elements that can be dealt with by way of planning conditions to agree on an appropriate level of environmental measures to mitigate the impact of the busy North Circular Road environment on future occupiers of the site, but also mitigate the impacts of any future construction process on the existing residents in the area. Therefore conditions in relation to a construction management plan, a full air quality assessment of the proposal onto future prospective residents and a scheme in relation to dealing with any contamination issues on the site will need to be dealt with via planning condition.

7.10 Tree Issues and Ecology

*Trees*

- 7.10.1 The Tree Officer has confirmed that all the trees on the site as suggested can be removed. However, it has been iterated that there are significant possibilities to employ a comprehensive landscaping scheme as part of the proposal which will be secured via a planning condition.

*Ecology*

- 7.10.2 The Biodiversity Officer concurs with the findings of the Ecological Appraisal submitted with this application which concludes that site 14 is of negligible ecology value but that the development of this site provides good opportunities for habitat creation to enhance the biodiversity value of the area in line with Enfield's Core Strategy and NPPF. It has been suggested that the landscaping scheme submitted with this application does not currently reflect efforts to enhance biodiversity on site.
- 7.10.3 The land adjacent to the North Circular acts as a green chain running through the urban area. The proposed landscaping scheme includes very small, native trees along the northern boundary of the site (adjacent to the north circular) which does not provide a sufficient green link in terms of biodiversity or screening/amenity value and does not sufficiently off-set the poor air quality and high pollution levels in the area. This is therefore inconsistent with planning policy in relation to ecological connectivity and climate change. However it is considered that this issue is not significant enough to warrant refusal of the scheme and it is considered that appropriate pre-commencement conditions can resolve the outstanding biodiversity issues. It has also been noted that the application is seeking to acquire the footpath further forward of the site which will significantly improve the possibility for better landscaping and most notably better trees.

7.11 Sustainable Design and Construction

- 7.11.1 An update on the conclusions of the sustainability assessment will be provided at the meeting.

7.12 Flooding and Drainage

- 7.12.1 The Environment Agency has confirmed that the site is located within an area categorised as flood zone 1. There have been no objections in relation to flooding and it is not considered that the proposal would create any significant flooding impacts. It is also considered that the proposal provides good opportunities to incorporate sustainable drainage solutions and the use of green roofs where possible and permeable surfaces for the parking spaces, shared surface and paved areas would all make a significant contribution to reducing surface water run-off and improving water quality.
- 7.12.2 The EA have recommended that should the method of foundation construction be piling, specific pre-commencement conditions would need to be assigned to the application.

7.12.3 Thames Water has also been consulted on the application and has no objections in relation to drainage issues in relation to the proposed site. They have advised on applying some conditions and directives on the application.

#### 7.13 Affordable Housing

7.13.1 Policy 3 of the Core Strategy states the objective to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings. Affordable housing should be delivered on-site unless in exceptional circumstances, for example where on-site affordable housing would not support the aims of creating sustainable communities.

7.13.2 The Council's Affordable Housing targets are based on the recommendations of Enfield's Affordable Housing Economic Viability Study (2009) produced by consultants Adams Integra. The Study provides an assessment of the effect of this affordable housing policy on economic viability and the Policy has been designed to ensure that it is locally relevant and viable and does not deter development through reducing the supply of land for residential purposes. . It should be noted that the Core Strategy was subject to independent examination by an Inspector appointed by the Secretary of State (SoS) and the Adams Integra Study (and formula therein) was also submitted to the examination as evidence to support the Core Strategy. The Core Strategy (and affordable housing policy) was found to be sound by the Inspector and the Strategy was formally adopted on 10<sup>th</sup> November 2010.

7.13.3 In this instance, the applicant, Notting Hill Housing Association have confirmed that it is proposed for at least 40% of housing on this site to be provided as affordable, subject to practical completion and securement of grant funding by March 2015. The final tenure mix would be discussed with the requirements of the area with the councils housing team. This element would be secured through the S106 legal agreement assigned to the application.

#### 7.14 S106

7.14.1 Section 106 contributions would be required in respect of the following matters and the main terms of heads are set out:

i. An education contribution of £213,178.

ii. A health contribution (to be determined).

iii. Highways: Car club bays (£60,000 plus £5,000 for TRO) - this sum covers all sites (i.e. 6, 11 and 14)

-Full Travel Plan

-Travel Plan monitoring costs (£3,325)

-Parking Management Plan

-No resident parking permits if and when CPZ introduced in the future

-Costs of improving pedestrian facilities towards Arnos Grove LU Station – (Costs to be confirmed)

-Improving safety of right-turning form Hastings Road into Telford Road (A406) (Costs to be confirmed)

-Introduction of double yellow line restrictions at the site accesses to provide adequate manoeuvring/ turning facilities (Costs to be confirmed)



iv. Open Space Contributions (Yet to be confirmed).

vi. Securing of the mix, tenure, rent levels and percentage of affordable housing provision

viii. A 5% monitoring fee

### 7.15 Community Infrastructure Levy (CIL)

7.15.1 The development will be liable to a Community Infrastructure Levy at which will be charged at £20 per square metre of the net gain of GIA. This matter is yet to be finalised.

## 8.0 **Conclusions**

8.1 Current planning legislation and guidance requires that applications for planning permission are determined in accordance with the local development plan and regional planning policies unless material considerations dictate otherwise. The National Planning Policy Framework has established a presumption in favour of sustainable development while paragraph (19) also advises that significant weight should be placed on the need to support economic growth through the planning system.

8.2 The principle of the redevelopment of the site for residential purposes is acceptable. The surrounding area is residential in composition and thus, in general, residential would continue to represent an appropriate land use for this site in keeping with the prevailing composition and character of the area. It is acknowledged that a number of concerns have been raised about the scale and density of the proposal. However the application is compatible with the London Plan density matrix and all other strategic local and London Plan policies that support housing developments in sustainable locations. The application is also in accordance with the overall regeneration proposals for the site and North Circular Area as a whole as has been laid out in the draft North Circular Area Action Plan.

8.3 The proposal would significantly contribute towards the councils housing stock, providing for an acceptable mix and tenure of residential accommodation in one of the most sustainable areas of the borough whilst through design measures incorporated into the scheme provide for acceptable living accommodation in what is acknowledged as a heavily trafficked environment.

8.4 The scheme due to the separation distances from neighbouring residential properties would not create a detrimental impact to the amenities of adjoining residents. In addition although details of materials will be finalised by planning conditions, the architectural design, height and layout of the development is considered acceptable in terms of its street scene appearance. The development also provides parking levels appropriate to the development having regard to London Plan standards for this area as well as providing acceptable access arrangements.

8.5 In conclusion, it is acknowledged that a number of concerns have been raised in relation to this planning application from local residents, specifically in relation to its scale, height, design and general functionality. However the

planning application has been thoroughly assessed and it is in accordance with adopted local planning policies and strategic London Planning policies as well as guidance outlined in the National Planning Policy Framework.

8.6 Having regard for all issues outlined in this report it is recommended that planning permission is approved for the following reasons:

1. The proposed development would significantly contribute towards the regeneration of the site and adjoining area and assist towards increasing the range of, quality and provision of the Boroughs Housing Stock, as well as providing on site affordable housing provision having regard to CP2, CP3, CP4, CP5 of the Core Strategy and London Plan Policies 3.3, 3.5, 3.8, 3.10, 3.11, 3.12 and 3.13. The proposal is also consistent with the council's aspiration for the North Circular Road area in accordance with Policy CP44 of the Core Strategy and as outlined in the emerging North Circular Road AAP and in compliance with objectives of the National Planning Policy Framework.
2. The proposed layout of the development, together with its siting, design, scale, density and storey heights, use of materials and landscaping as well as access arrangements would result in a development that would satisfactorily integrate into the street scene having regard to Policy (II) GD3 of the UDP, Core Policy 30 of the Core Strategy, London Plan Policies 7.2, 7.4 and 7.6 as well as having regard to the National Planning Policy Framework.
3. The proposed development, by virtue of its layout, design, size, siting and height having regard for the challenging topography of the site would not adversely impact on the existing amenities of adjoining or surrounding properties including those of Ollerton Road and Pevensey Avenue having regard to Policies (II) GD3 and (II) H8 of the Unitary Development Plan and Core Policy 30 of the Core Strategy.
4. Whilst it is recognised that the redevelopment as proposed will have some impact on the local highway network in terms of overall number of vehicle movements and general activity, this impact is considered to be acceptable taking in account the high level of accessibility of the site. The proposal is considered to make appropriate provision for car parking and access arrangements having regard for London Plan policies 6.3, 6.9, 6.10 and 6.13, Core Policies 24, 25 and 26 and Policy (II)GD6 of the Unitary Development Plan and the National Planning Policy Framework.
5. The proposed development would provide an acceptable overall level of private and communal amenity space for the future occupiers of the development having regard to Policy (II) H9 of the Unitary Development Plan, Core Policy 30 of the Core Strategy as well as having regard to London Plan Policy 3.6 and the NPPF.

## **9.0 Recommendation**

- 9.1 That subject to the completion of the S106 agreement, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. Conformity with approved drawings

The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Details of External materials

The development shall not be commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

2a. Details of Screening Measures in relation to 101 Ollerton Road

Prior to commencement details of the boundary screening to be implemented along the boundary of the site with 101 Ollerton Road shall be submitted and approved in writing by the Local Planning Authority.

Reason: To completely safeguard the residential amenity of the neighbouring occupiers.

2b. Internal Screening Measures

The development shall not be commence until details of the screening measures to be used outside the bedrooms of the units on the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> floors have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To protect the amenity of future residents of the development.

3. Site Waste Management Plan

The development shall not commence until a Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimise non- hazardous construction waste at a design stage.
- iii. Procedures for minimising hazardous waste.
- iv. Monitoring, measuring and reporting of hazardous and non hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan,.

4. C16 Private vehicles only

5. C11 Details of Enclosure

6. Removal of Permitted Development rights for Duplex Houses

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order no development within Schedule 2, Part 1 Classes A, B or E of the Order shall be carried out to any of the duplex houses or within their curtilage unless planning permission has first been granted by the Local Planning Authority.

Reason: To ensure that any potential extensions/ outbuildings do not unduly impact on the amenity of adjoining occupiers, the character and appearance of the development or unacceptably erode amenity space provision available to the property.

7. Phasing of Construction works

The development shall not commence until details of the phasing of construction works have been submitted to and approved in writing by the LPA. The phasing of the construction shall be carried out in accordance with the approved details.

Reason: In the interests of amenity and highway safety and to ensure the development is completed in a satisfactory manner.

8. Methodology for demolition

Prior to any demolition of the existing campus buildings on site a comprehensive methodology for the demolition of the buildings shall be submitted to and approved in writing by the LPA. The demolition shall be carried out in accordance with the methodology agreed, unless otherwise agreed in writing by the LPA.

Reason: In order to safeguard the amenities of the neighbouring residential properties and to ensure works does not prejudice air quality from adverse dust.

9. Construction Methodology

That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

(a) A photographic condition survey of the roads, footways and verges leading to the site.

(b) Details of construction access and associated traffic management to the site.

(c) Arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway.

- (d) Arrangements for the parking of contractor's vehicles
  - (e) Arrangements for wheel cleaning
  - (f) Arrangement for the storage areas
  - (g) Hours of work
  - (h) A construction management plan written in accordance with London Best Practice Guidance: The control of dust and emission from construction demolition.
  - (i) The storage and re removal of excavation material
  - (j) Noise mitigation measures during construction and demolition
- The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

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

#### 10. Piling Method Statement

No impact piling shall take place until a piling method statement (detailing the type of the piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to the underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

#### 11. Scheme to deal with Contamination

The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of the contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

If, during development, contamination not previously identified is found to be present at the site then no further development ( unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this suspected contamination shall be dealt with.

Reason: To avoid risk to public health and the environment.

#### 12. Air Quality

No development shall take place until the applicant has undertaken an air quality impact assessment of the effects of the vehicle emissions from

surrounding roads upon the proposed development; the assessment shall be submitted to the local planning authority for approval. Should the assessment show that the vehicle emissions will have a negative impact upon air quality, mitigation measures shall be implemented. All mitigation measures shall be submitted to the local planning authority for approval as part of the air quality impact assessment; once approved all mitigation measures shall be fully implemented.

Reason: To protect public health

#### 12a. Details of Substation

No development shall take place until an acoustic report has been submitted to and approved by the Local Planning Authority. The report must set out the sound level generated from the electricity substations and state the noise control measures to be employed to ensure the noise from the substations does not exceed a level of 10dB(A) below the lowest measured background noise level at the façade of the nearest residential property.

Reason: In the interests of neighbouring amenity

#### 13. Development and Servicing Plan & Construction and Logistics Plan

Prior to the commencement of development details of a Development & Servicing Plan (DSP) as well as a Construction and Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise the impact of the development on the surrounding highway network, in addition to setting out how the construction site and its operation will be managed.

#### 13a. Parking Management Plan

#### 14. Details of Existing and Proposed Levels

The development shall not commence until plans detailing the existing and proposed ground levels of the development including levels of the houses and flats, gardens, access roads, footpaths, roads and hard surfaced areas have been submitted to and approved in writing by the LPA. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the levels have regard to the level of the surrounding development, gradients and surface water drainage.

#### 15. Details of design and layout of Play Areas

Details regarding the design, layout, surfacing materials, landscaping and type of play equipment proposed for the play as well as details regarding a long term maintenance and management strategy for these facilities shall be submitted to and approved in writing by the LPA. The Play area facilities shall be available for use by occupation of the family sized units of the development and thereafter retained and maintained for this use.

Reason: In order to ensure that satisfactory children's play facilities and informal

Recreation provision is provided for the development having regard to London Plan Policy 3.6 (Children and Young people's play and informal Recreation) and to ensure a high quality public realm is maintained in the future.

#### 16. Units to comply with Life Time Homes

All the units shall comply with Lifetime Home standards in accordance with details to be submitted to and approved in writing by the LPA. The development shall be carried out strictly in accordance with the details approved and shall be maintained thereafter.

Reason : To ensure that the development allows for future adaptability of the home to meet with the needs of future residents over their life time in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

#### 17. Code for Sustainable Homes Rating Level 4

Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than " Code Level 4 " shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the following formats and at the following times:

a) A design stage assessment , conducted by an accredited Code Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site: and

b) A post construction assessment conducted by and accredited Code Assessor and supported by relevant BRE accreditation certificate, shall be submitted following practical completion of the development and prior to first occupation.

The development shall be carried out strictly in accordance with the details so approved, and shall be maintained as such thereafter and no change shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the council anPolicies3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

#### 18. Details of Rain water Harvesting

The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the LPA. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided by the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments in accordance with Policy CP21 of the Core Strategy and Policy 5.15 of the London Plan.

#### 19. Energy Efficiency

In accordance with the submitted energy strategy the energy efficiency of the development shall provide for no less than 25% total Co2 emissions arising from the development and its services over Part L of Building Regulations 2010 (expressed as a 25 % improvement of the DER over TER utilising gas as the primary heating fuel). The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter. Following practical completion of works a Final Energy Performance Certificate shall be submitted to and approved in writing by the LPA. Where applicable, a Display Energy Certificate shall be submitted within 18 Months following first occupation.

Reason: In the interest of sustainable development and to ensure that the LPA may be satisfied that Co2 emission targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan 2011 and the NPPF.

#### 20. Details of Green Procurement Plan

Details regarding a Green Procurement Plan shall be submitted to and approved in writing by the LPA. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including the use of low impact, locally and/ or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and /or relevant BREEAM standard. The plan must include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process.

Reason: To ensure sustainable procurement materials which minimise the negative environmental impacts of construction in accordance with CP22 and CP23 of the Core Strategy.

#### 21. Details of proposed Combined Heat and Power

Details of the proposed Combined Heat and Power (CHP) facility and infrastructure shall be submitted to and approved in writing by the LPA. The details shall include:

- a. location, specification, flue arrangement, operation/ management strategy ;and
- b. the method of how the facility and infrastructure shall be designed to allow future connection to any neighbouring heating and cooling. The facility and infrastructure shall be operational/ installed prior to the first occupation of the flats. The CHP facility and infrastructure shall be carried out strictly in accordance with the details approved and maintained thereafter.

Reason: To ensure the CHP facility and infrastructure is provided appropriately so that it is designed in a manner which allows for the future connection to a district system in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan and the NPPF.

#### 22. Renewable Energy Technologies



The renewable energy technologies (Photovoltaic's/ solar thermal) as detailed in the Energy Strategy shall be installed prior to the occupation of the first house. The details of the renewable energy technologies shall include:

- a. Apparatus location specification as well as operational capacity details
- b. A Management Plan and maintenance strategy/ schedule for the operation of the technologies.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that Co2 emission reduction targets by renewable energy are met in accordance with PolicyCP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan 2011 and the NPPF.

### 23. Details of Water Efficiency

Details regarding the internal consumption of potable water shall be submitted to and approved in writing by the LPA. Submitted details shall demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out in accordance with the details approved and maintained there after.

Reason: To promote water conservation and efficiency in all new developments and where possible in accordance with Policy CP21 of the Core Strategy and Policy 5.15 of the London Plan.

### 24. Details regarding Electric Vehicular Charging Points

Details of electric vehicular charging points (EVCPs) including siting shall be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be submitted to and approved in writing by the Local Planning Authority. All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently retained.

Reason: To ensure that the development complies with sustainable development Policy requirements of the London Plan.

### 25. C59- Cycle parking

### 26. C9 - Details of hard surfacing

### 27. Considerate Constructors Scheme

The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the LPA.

To ensure the implementation of the development does not adversely impact on the surrounding area to minimise disruption to neighbouring properties.

28. Disabled Parking Spaces

The number of disabled parking/ blue badge spaces indicated on the parking layout plan as well as visitor spaces shall be provided and thereafter retained for this purposes.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for as well as the provision of visitor parking spaces for the development.

29. C19- Refuse storage

30. Details regarding Construction & Employment Training

Prior to the commencement of development details regarding the submission of a construction and employment training strategy for the development that includes training opportunities as well as opportunities for local people and using best endeavours to appoint a local main contractor and sub contractors construction shall be submitted to and approved in writing by the LPA. The approved strategy shall there after be adhered to.

Reason: In order to help improve employment opportunities having regard to London Plan Policy 4.12

31. Restriction on hours for delivers of construction and demolition

Deliveries of construction and removal of demolition materials to and from the site by road shall only take place between 08.00-18.00 hours Monday to Friday and 08.00- 13.00 on Saturday and at no other time except with the prior written approval of the LPA.

Reason: In order to protect the amenities of surrounding residents.

32. C14 - Details of Access

32a. Grampian Condition

No commencement until details of mechanism to improve site access from Pevensey Avenue.

Reason: In the interests of highway and pedestrian safety

33. C12- Parking and turning facilities

34. Minimum Room Space Standards set down in London Design Guide

That all residential units within the proposed development shall meet the minimum floor space standards set down in table 3.3 of the London Plan and the Minimum room size standards set down in the London Design Guide Interim Edition August 2010.

Reason: To ensure the provision of good quality residential accommodation for the benefit of future residents.

35. Details regarding disposal of Foul and Surface water drainage

No development hereby permitted shall commence until full details of the surface and foul water drainage system, to include detailed drawings and volumes and runoff rates and a report detailing how the proposals are in line with current best practice, has been submitted to and approved in writing by the council. The scheme shall:

- be a Sustainable Drainage System based on current best practice, using swales and temporary pools, tree pits, permeable paving etc. to minimise surface water runoff, hold up pollution and provide wildlife habitat.
- be based on an assessment of the potential for disposing of surface water by means of sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework.
- involve no digging or construction works in the woodland in the south west corner
- involve no digging or construction works within the root protection areas of significant or veteran trees or within the root protection areas of trees along the western boundary

The drainage system shall be installed/ operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk & to minimise the discharge of surface water outside of the curtilage of the development site in accordance with Policy CP28 of the Core Strategy, Policies 5.12 and 5.13 of the London Plan and the NPPF and to ensure that biodiversity gains are achieved where appropriate

### 36. Details of Lighting

No development shall commence until details of all street and external lighting to provide a safe and secure environment has been submitted to and approved in writing by the Local Planning Authority. Details shall include the following:

- A layout plan with beam orientation
- A schedule of equipment to include the wavelengths of the light emitted
- Measures to avoid glare
- An isolux contour map showing light spillage to 1 lux both vertically and horizontally including into all adjacent areas
- A short report detailing what measures have been put in place to ensure that the ecological impact of the lighting scheme on is minimised.

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To ensure satisfactory street lighting provision for the development and in the interests of providing a safe and secure environment as well as to

ensure that light does not adversely impact on ecological sensitive or neighbouring areas.

### 37. - Biodiversity Enhancements

No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:

- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate places along the northern boundary and rear of the property (noting species, planting sizes and proposed numbers / densities)
- Implementation timetables.
- Wildlife friendly plants and trees of local or national provenance including bat foraging/commuting habitat (nectar rich)
- Details of biodiversity enhancements to include bird and bat boxes built into or on and around the new buildings in conjunction with an incorporated light sensitive strategy

All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision of amenity, and biodiversity enhancements, afforded by appropriate landscape design and to comply with Policy CP36 and to ensure that the council fulfil their obligations under the 2006 NERC Act and their commitments as given within The Enfield BAP.

### 38. – Bats

Should development not commence prior to October 2014 an updated bat survey is to be undertaken (by an appropriately qualified ecologist) and the results submitted and approved in writing by the Council. Should bats or evidence of bats be found no development is to commence until the relevant licence(s) have been obtained from the Statutory Nature Conservation Organisation (Natural England).

Reason: To ensure that bats, a material consideration, are not adversely impacted upon by the development in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action plan and Policies 5.11 and &.19 of the London Plan.

### 39. Provision of Tree Planting

Details regarding the specifications of all proposed tree planting shall be submitted to and approved in writing by the LPA. The specification will include details of the quantity, size, species, position and the proposed time of planting of all trees to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. In addition all shrubs and hedges to be planted that are intended to achieve significant size and presence in the development should be specified. All tree, shrub and hedge planting included in the specification shall be carried out in accordance with British Standards. The scheme approved shall there after be fully implemented. If within period of 5 years from the date of planting any tree that tree, or any tree planted in replacement for it , is removed, uprooted, destroyed or dies, another tree of the same species and size shall be provided.

Reason: To ensure that a satisfactory replacement tree planting scheme is provided as well as to help integrate the development in to its surroundings.

### 40. Time Limit

The development to which this permission relates must be begun no later than the expiration of the three years beginning with the date of the decision notice.

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

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date : 23rd April 2013</b>
<b>Report of</b> Assistant Director, Planning & Environmental Protection	<b>Contact Officer:</b> Andy Higham Tel: 020 8379 3848 Ray Reilly Tel: 020 8379 3062	<b>Ward:</b> Southgate Green
<b>Application Number : P12-03179PLA</b>		<b>Category:</b> Dwellings
<b>LOCATION:</b>  244 - 262, BOWES ROAD, and, LAND REAR OF 194 - 242, BOWES ROAD, (known as SITE 11), LONDON, N11 2RA.		
<b>PROPOSAL:</b> Demolition of 10 existing properties and erection of a total of 56 residential units comprising a 2, 3, 4, 5 and 6 storey stepped block of 42 flats (15 x 1-bed, 22 x 2-bed, 2 x 3-bed, 3 x 4-bed); 14 x 3-bed mews houses and 225 sq.m. of D1/D2 use (non-residential institution / assembly and leisure) together with associated car and cycle parking, widening of existing vehicular access to Wilmer Way, play area, amenity space and landscaping.		
<b>Applicant Name &amp; Address:</b> Notting Hill Home Ownership c/o agent		<b>Agent Name &amp; Address:</b> Matthew Brewer, CGMS Ltd 140, London Wall London EC2Y 5DN
<b>RECOMMENDATION:</b>  That subject to the completion of a S106 Agreement, the Planning Decisions Manager / Head of Development Management be authorised to <b>GRANT</b> planning permission subject to conditions.		

## **1.0 Site and Surroundings**

### The Site

- 1.1 The site is located on the northern side of Bowes Road, on the north east corner of the junction with Wilmer Way and Telford Road, commonly referred to as The Elbow and it flanks the new pedestrian bridge across the North Circular Road. The site currently consists of 10 derelict semi-detached/terraced properties that are plotted in alignment with the North Circular Road.
- 1.2 It is composed of two main sections a rectangular plot located between the new pedestrian footbridge and Number 242 Bowes Road. The site also includes a narrow strip of land flanking alongside Broomfield School. The rectangular section of the site has a total width of 63 metres and a depth of 46 metres. The narrow section flanking Broomfield school is 145 metres in length and on average is 17.5 metres wide, however the entire site flanks the boundary with Broomfield school at a total length of 210 metres. The site has an overall area of 0.5765 ha or 5765 sq metres.
- 1.3 As discussed the site is bounded by Broomfield School to the north of the site, at present a commercial van yard to the east of the site and it flanks the rear gardens of 21 terraced houses that face out onto Bowes Road. It directly abuts the new pedestrian bridge to the west and the current access to the site is off Wilmer Way.
- 1.4 The land levels of the site are relatively flat with a slight fall from the front the Bowes Road frontage to the rear of the site. In an east west direction along the boundary with Broomfield School the land level reaches a slight peak in the centre of the site with a sloping fall in both directions towards either end of the site which is approximately 3 metres in both directions.
- 1.5 The site has a site specific PTAL rating of 5. It is approximately 400 metres from Arnos Grove Underground Station and is within close proximity of a number of bus services that operate via the North Circular Road and on adjoining roads in the area.

### The Surrounding Area

- 1.6 The North Circular Road and the immediate busy road junction is the most obvious dominating feature intersecting through this area. The surrounding area is predominantly residential, composed of two storey houses along the North Circular Road and to the south and east of the site. Similar to site 14 (Planning Application P12-03177PLA) the site is located within a short walking distance of Bowes Road Primary school, a building approximately five storeys in height when compared with the surrounding buildings. There are a number of retail parades within a short walking distance east of the site the most predominant being the Ritz Parade. Arnos Grove local centre is to the west of the site. Further west along the North Circular Road is the boundary with Haringey with the Ladderswood estate located on the west side of the North Circular Road.



## 2.0 Proposal

2.1 Planning permission is sought for the demolition of 10 existing properties and erection of a total of 56 residential units comprising a part 3, 4, 5 and 6 storey stepped block of 42 flats (15 x 1-bed, 22 x 2-bed, 2 x 3-bed, 3 x 4-bed); 14 x 3-bed mews houses and 225 square metres of D1/D2 use (non-residential institution / assembly and leisure) together with associated car and cycle parking, widening of existing vehicular access to Wilmer Way, play area, amenity space and landscaping.

2.2 The proposal is composed of three main elements as follows:

- A Block of 42 flats.
- A row of 14 x 3 bed Mews houses
- A D1/D2 community facility

### Block of Flats

2.3 The proposed block of residential units would be L shape in form with the primary frontage facing directly onto Bowes Road. In relation to the Bowes Road elevation the building would be 60 metres in length and it would be stepped in nature from 3 storeys flanking Number 242 Bowes Road proceeding in a stepped format up to a narrower sixth floor section before then stepping back down to 5th floor level where it would flank the new pedestrian footbridge. The proposed building would have a height of 9 metres at the 3 storey element stepping up to a height of 12 metres at 4<sup>th</sup> floor level, 15 metres at 5<sup>th</sup> floor level and 18 metres at 6<sup>th</sup> floor level. The block would also have a stepped depth of 10.5 metres to 4<sup>th</sup> floor level, where the building would then project slightly by 1.5 metres to a new depth of 12 metres.

2.4 The return or L shape section of the block faces onto Wilmer Way and flanks at a depth of 31.5 metres. This section also steps in nature from a height of 12 metres at the 3<sup>rd</sup> floor section up to 18 metres at the 6th floor section which projects at a depth of 20.5 metres. Due to the drop in ground level of approximately 2.5 metres this section of the proposal facilitates lower ground floor level accommodation for 2 proposed duplex houses.

2.5 The block would be composed of a mixture of materials consisting of red, buff and dark grey bricks with aluminium glazing and metal balustrading to balconies, terraces and the communal access ways on the rear of the block.

### The Mews Houses

2.6 The second primary element of the application involves a row of 14 x 3 bed Mews houses that would flank the boundary with Broomfield School. In terms of scale, this element of the site would be 155 metres in length. Each individual Mews house would be approximately 9.5 metres in width and are proposed as 2 sets of 4 terraced houses, with a 3rd terrace of 6 houses. The three terraces are separated by child play areas. Each Mews house would be stepped in height and depth. They are proposed part two, part three stepping in height from 6 metres to 9 metres at the 3<sup>rd</sup> storey section. They would step also in depth with a widest depth of 7 metres and would only have one aspect facing south with no windows on the rear elevation due to the proximity to the neighbouring school. Private amenity is proposed via front garden areas and

private terraces at both second and third floor level accessed directly from the adjoining bedrooms. Each unit would have its own front driveway parking space directly accessed from the proposed Homezone / shared surface roadway into the site.

#### D1/D2 Use

- 2.7.1 The application also includes the proposal to introduce a D1/D2 community facility over the ground and first floor level in the western part of the proposed residential block of flats. This facility would be 235 square metres in size and would be accessed from the front and rear of the proposed block. To the rear of this community facility, a child play space would be located. This element of the site would be dedicated 2 car parking spaces.

#### Other Elements of the Proposal

- 2.7 The application proposes a number of other additional elements as part of the scheme which includes the following:

- 41 car parking spaces (including 3 disabled bays) accessed via a renewed access road off Wilmer Way. 2 Spaces would be dedicated for the D1 use, each of the 14 Mews Houses would have a parking space each, with 26 Parking spaces remaining for the Block of 42 flats.
- 75 Cycle Parking Spaces
- New Landscaping proposals to the front and rear of the proposed development.
- Dedicated Private Amenity Space for each proposed unit and 2 Child Play Areas
- Refuse and recycling Storage accessed off the rear access road from Wilmer Way.

### **3.0 Relevant Planning Decisions**

- 3.1 None

### **4.0 Consultations**

#### 4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation raise no objections to the principle of the proposed development on trip generation and parking grounds. However, they have raised concerns in relation to the proposed D1/D2 use and have advised that at this stage, they are not content with the information submitted to permit the unit to be used as a nursery or doctor's surgery. It has been advised that this use be conditioned to not permit a nursery or doctor's surgery A full response from Traffic and Transportation is outlined in 7.6 of this report.

- 4.1.2 Environment Agency raises no objection subject to conditions. Although the site is located in a low level flood risk zone it has been considered that the proposals poses no significant impacts in terms of flooding.

- 4.1.2 Education confirm that a contribution of £210,835 is sought towards education provision within the Borough. It has been confirmed that the Council is

embarking on a school expansion plan focusing on primary places in local schools. It has also been confirmed that Bounds Green Primary school (in Haringey) are seeking to expand from a 2 form to a 3 form entry.

4.1.3 Thames Water raise no objection in principle subject to the following condition:

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

4.1.5 Economic Development

No objections on economic development grounds to the principle of the development. In accordance with the requirements set out in the recent Development Management Document, the following community benefits should be provided by the developer in relation to maximising the local regeneration impact through promoting Local Labour in Construction:

The 2 elements would be:

1. Use best efforts to engage local contractors and sub-contractors to construct the scheme.
2. Provide construction employment and training opportunities for local people in accordance with the levels identified in the DMD for a scheme of this size and value, and utilising Enfield JOBSnet to assist in the identification of suitable local candidates for these positions.

4.1.6 The Arboricultural Officer has confirmed that there are no significant impacts in terms of trees associated with the development however has stipulated that there is significant potential to improve landscaping in the area, with specific required to replant the trees that would be lost along the boundary with Broomfield school. These comments have been reiterated by the councils Biodiversity Officer and such requirements will be secured by planning conditions.

4.1.7 Environmental Health have raised concerns regarding how the Air Quality Assessment has been conducted principally in relation to the Air Quality in relation to future residents of the proposed site. However, this concern is not one of principle and measures can be put in place to mitigate the impact onto future residents. It is proposed to deal with these issues via a planning condition.

4.1.8 Transport for London have raised no objections to the planning application on highways grounds. They are satisfied that the proposal would not have an undue impact onto traffic generation in the area and are satisfied with the level of car parking space proposed. They have requested £9000 contribution toward the improvement of a local bus stop on Bowes Road.

#### 4.2 Public

4.2.1 It must be noted that consultation on this application was carried out in conjunction with another application by the same applicant Notting Hill Home ownership on a site opposite Bowes Road (known as site 14). This application case number is P12-03177PLA and proposes 62 residential units.

4.2.2 Consultation letters in relation to both applications have been sent to 1300 neighbouring homes, businesses, residential associations and other facilities in the area. In response 130 letters and emails sighting objections to this scheme and the scheme opposite on Site 14 have been received which raise all or some of the following points as summarised below:

*(A) Density/ Design/ Scale/ Height Issues, Impact on character of area/ and amenity of surrounding residents*

- Development will change the character of the area/ out of keeping
- Development too intensive for area, there is nothing comparable in area
- Height of flats out of keeping
- Size, nature and layout not in keeping with residential developments in area
- Density of development is too great
- No sense in creating 118 new homes along one of the busiest junctions in North London.
- Overdevelopment of site
- Proposed development does not reflect the character of existing buildings of surrounding area, both in scale and height
- Architecture of proposed development totally out of keeping with area
- Development badly designed and lacking in any quality design features
- Development in immediate vicinity predominantly 2 storey
- Design fails to fit in with character of local area in dark brick materials
- Design is bland and ugly and out of keeping
- Development built on raised ground levels loss of privacy
- Balconies and windows result in loss of privacy
- Particular overlooking onto homes of Ollerton Road and Pevensey Avenue.
- The development would result in severe levels of overshadowing and loss of direct sunlight.
- Views of the attractive Bowes primary school will negatively impact upon by this development and it will be visible from a wide stretch of the surrounding area.
- The development due to its density, right onto the North Circular Road, with poor private garden spaces will lead to a poor living environment for residents.

*(B) Highway and Traffic Issues*

- Impact of additional traffic on surrounding roads, parking would also increase in surrounding streets within vicinity.
- Adverse Impact on public transport, particularly the tubes at Arnos Grove and Bounds Green which are already pressurised.
- Parking provision not adequate for development and will result in immense pressure on local parking availability on surrounding residential streets.
- Local side streets particularly Seafield Road, Bexhill Road, Pevensey Avenue and Ollerton Road will suffer dramatically and will not be able to cater for all the parking required for all these extra units.
- These proposals will lead to it being impossible to park in local streets, there are already local schools that cause mayhem as things stand.
- The proposals will add to the existing poor and unsafe traffic environment where there have been a number of traffic accidents recently.

*(C) Other Issues Raised*

- Significant increase in population as result of development will place a strain on local services including transport, parking, schools and doctors surgeries. All such local facilities are over-subscribed.
- This proposed development is a disservice to residents.
- These proposals will irreversible change the nature of this tight knit community.
- The population density of Southgate Green ward is about 45% above the borough average, yet these developments alone will increase the numbers living in this space by about 135%.
- Why can't the existing houses be renovated like all the others along the North Circular Road.
- These developments will completely change the nature, appearance and living environment of the area and people will have to move out.
- These proposals will result in creating increased levels of crime in the area.
- The area will suffer from additional flooding, by building more homes on such small areas of land so close to Pymmes Brook and the New River which will no doubt lead to flooding.
- There are major problems in this area with drainage and sewage problems which will get worse as a result of these proposals.
- A number of Victorian villas on the North Circular Road of architectural heritage will be destroyed.
- These proposals right onto the North Circular Road would create an extremely poor living environment for residents.
- The development lack sufficient green and open space and the level of open space proposed is tokenistic in nature.
- These proposals really have not been thought through. It would appear it is a case of cram as many people in as possible.
- The North Circular Road is extremely busy. Has the council monitored the air quality and if they have is it appropriate for new build in this area.

*Broomfield Road Residents Association*

4.2.3 The Broomfield Road Residents association made the following points:

1. This scheme includes garden grabbing and building in back gardens. This is something the Area Action Plan will not support (when ratified) and is something Enfield Council says it opposes. The proposal to move the access road into residents back gardens (reducing garden size) in order to create space to build a row of 'mews' homes is garden grabbing from those living along the A406.
2. This area is characterised by 2-storey terraced and semi-detached homes. The building of 3 or more storey units along the A406 road will compromise the 'arts and craft' character of the area.
3. London needs more family homes not less. Enfield should not agree to the demolition of 10 perfectly good 3-bed family homes (with some structural work) which have good size back gardens.
4. To build yet more homes on such a small area of land so close to Pymmes Brook and the New River will no doubt lead to flooding.
5. This area already has a problem with too much traffic travelling through it, more homes will bring more cars and with no proposed new schools, shops or leisure facilities car trips will increase dramatically in order to get children to school, shopping etc
6. We are aware that Enfield is expected to provide a large number of homes across the borough but looking at this application it would appear that many homes are planned for this very small pocket of the borough.
7. Planning applications for homes along the A406 should not be considered until the Area Action Plan is ratified. There is little point in the council continually 'consulting' residents and stakeholders re the AAP if planning applications for the area are granted with no regard for our views. This AAP is taking many years to come to fruition; residents have taken many hours of their own time to truly get involved and the council will have spent tens of thousands of pounds on the consultation process.

4.2.4 Broomfield School has also objected to the proposed application which can be summarised under the following points:

1. The proposed mews houses would create significant detrimental impacts to the area to the rear of the development from the perspective of the loss of sunlight and daylight. The sunlight/daylight information submitted offers little technical evidence to support the claims that the proposal would not detrimentally impact on the amenities of the school. Based on the overshadowing diagrams that have been it is considered that the buildings between the school and the applicant site will be left in shadow during winter months and would receive little or no sunlight during the afternoons.
2. The section of land between the proposed site and the school is commonly used by students as a secluded area and is generally a peaceful environment.

3. The proposals red line boundary includes a section of land on the site, without any explanation as to why this has occurred, there are no concrete proposals on landscaping buffers or indeed those school windows overlooking the development sites.
4. It is assumed that all the trees will be removed from along this boundary, the application refers to a landscaping report, however no such report is online.
5. The school disregards the applicant's comments that the school boundary is not secure. The proposal flanking wall of the terraces of mews house will completely over dominate this area of the school environment.
6. The north east facing wall of the mews houses should be set in from the boundary which negates the need for any consent to be obtained from the school regarding boundary treatment and maintenance.
7. The proposed access road to the site is too narrow and does not provide a safety access for pedestrians and overall it is contended this will form a dangerous road environment.
8. In conclusion the applicant fails to offer sufficient empirical evidence to support the numerous statements within the supporting documentation, particularly in relation to and associated amenity considerations and in the absence of such evidence the application should not be approved.

#### Receipt of Petition

- 4.2.5 It also must be noted that a petition signed by 507 people was received in the end of March. This petition opposes this application on some or all of the grounds outlined above. It also opposes 3 other larger scale applications that have been submitted in the North Circular Road area, by Notting Hill Housing Trust, namely P12-03177 PLA opposite this site, P12-02858PLA and P12-2859PLA further east along Bowes Road.

### **5.0 Relevant Policy**

- 5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.
- 5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27<sup>th</sup> March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.
- 5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application

5.4 Local Plan – Core Strategy

- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing types
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25: Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP36: Biodiversity
- CP44: North Circular Road

5.5 Saved UDP Policies

- (II)GD3 Aesthetics and functional design
- (II)GD6 Traffic
- (II)GD8 Site access and servicing
- (II)H8 Privacy
- (II)H9 Amenity Space
- (II)T16 Adequate access for pedestrians and people with disabilities
- (II)T19 Needs and safety of cyclists

5.6 The London Plan

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing
- Policy 3.13 Affordable housing thresholds
- Policy 3.14 Existing housing
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.9 Cycling



Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

## 5.7 National Planning Policy Framework

### Para 11

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

### Para 12

Proposed development that accords with the up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

### Para 14

Presumption in favour of sustainable development

### Para 19.

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system

### Para 32

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- Safe and suitable access to the site can be achieved for all people: and
- Improvements can be undertaken within the transport network that costs effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

Para 36

All developments which generate significant amounts of movement should be required to produce a travel plan.

Para 56

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is invisible from good planning, and should contribute positively to making places better places for people.

Para 60

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Para 61

Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural and built and historic environment.

Para 64

Permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions.

Para 66

Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposal that can demonstrate this in developing the design of the new development should be looked on more favourably.

Para 103

When determining planning applications, Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site –specific flood risk assessment following the Sequential Test, and if required the Exception test, it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location: and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, including emergency

planning; and gives priority to the use of sustainable drainage systems.

Para 109

The planning system should contribute to and enhance the natural and local environment

Para 111

Planning policies and decisions should encourage the effective use of land by reusing land that has previously been developed (brown field land), provided it is not of high environmental value.

Para 124

Planning decisions should ensure that any new development in Air Quality Management Area is consistent with the local air quality action plan.

5.8 Submission version Development Management Document

- Draft DMD 1 Affordable Housing on Sites Capable of Providing 10 units or more
- Draft DMD 3 Providing a Mix of Different Sized Homes
- Draft DMD6 Residential Character
- Draft DMD 8 General Standards for New Residential Development
- Draft DMD 9 Amenity Space
- Draft DMD10 Distancing
- Draft DMD37 Achieving High Quality and Design-Led Development
- Draft DMD38 Design Process
- Draft DMD43 Tall Buildings
- Draft DMD45 Parking Standards and Layout
- Draft DMD47 New Road, Access and Servicing
- Draft DMD48 Transport Assessments
- Draft DMD49 Sustainable Design and Construction Statements
- Draft DMD50 Environmental Assessments Method
- Draft DMD51 Energy Efficiency Standards
- Draft DMD52 Decentralised Energy Networks
- Draft DMD53 Low and Zero Carbon Technology
- Draft DMD55 Use of Roofspace/ Vertical Surfaces
- Draft DMD57 Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
- Draft DMD58 Water Efficiency
- Draft DMD59 Avoiding and Reducing Flood Risk
- Draft DMD64 Pollution Control and Assessment
- Draft DMD65 Air Quality
- Draft DMD68 Noise
- Draft DMD69 Light Pollution
- Draft DMD72 Open Space Provision
- Draft DMD73 Children's Play Space
- Draft DMD79 Ecological Enhancements
- Draft DMD80 Trees on development sites
- Draft DMD81 Landscaping

5.9 Other Relevant Considerations

National Planning Policy  
North Circular Road AAP – Pre Submission Draft  
Enfield Strategic Housing Market Assessment (2010)  
SPD on S106 Contributions

**6.0 Analysis**

6.0.1 The primary issues for consideration in relation to this application include the principle of re-developing the derelict site for residential purposes, the impact of the proposal on the character and appearance of the surrounding area, its design and visual appearance, neighbouring amenity, standard of residential accommodation proposed, highways and parking issues, the level of private amenity, impact on local infrastructure provisions, trees and ecology, air quality, environmental and sustainable design and construction, levels of affordable housing provision proposed and the need for S106 requirements associated with the proposed development.

6.1 Principle of Development

6.1.1 The existing site consists of 10x3 bed residential houses, although in derelict condition. The surrounding area is residential in composition and thus, in general, residential would continue to represent an appropriate land use for this site in keeping with the prevailing composition and character of the area. The delivery of additional dwellings would also accord with Policy CP2 of the adopted Core Strategy and Policy 3.3 of the London Plan. In addition, the NPPF states local planning authorities should aim to deliver a wide choice of high quality homes widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In this regard therefore, and noting the presumption in favour of sustainable development which is at the heart of the National Planning Policy Framework, the principle of developing the site for residential purposes remains to be considered acceptable.

6.1.2 With particular reference to the North Circular Road corridor, Policy 44 of the Core Strategy identifies that the area has suffered over many years due to the blight arising from uncertainty over future widening of the road. Furthermore it acknowledges that the overall vision for the area is to deliver regeneration, environmental enhancements and community improvements.

6.1.3 A further consideration pertaining to the principle of development however relates to the location of the development relative to the built form and pattern of the surrounding area and the overall level of accessibility of the site. As referred to previously it is acknowledged that this site occupies a relatively prominent position at this road junction and its existing poor condition does lend itself to the need for regeneration. It must also be noted that this site is one of a number of sites along the North Circular Road, as identified in the NCRAAP that the council has designated as suitable for larger scale regeneration to provide a range of dwelling types and to act as a catalyst towards regenerating the area. This approach would also be consistent with policies of the London Plan and the NPPF which seek to encourage the most effective use of existing urban land and therefore, subject to the attainment of appropriate design, access, parking and safeguarding of residential amenity, the underlying approach is considered acceptable.

- 6.1.4 One of the key elements of this application involves the introduction of 14 Mews houses to the rear of the site flanking the boundary of Broomfield School. This section of the proposal including the proposed access road forms land that was previously used as a rear access road and backland/gardens of the houses fronting onto Bowes Road. Whilst it is noted that garden/ backland has essentially been removed from the definition of brownfield land, there is no established presumption against such development and there are no adopted borough policies in place that specifically restricts backland development. Essentially at present each case needs to be assessed on its individual merits having regard to the impact on the character and appearance of the locality and principally the impact onto immediate neighbours. Taking this approach into consideration although the development of the proposed Mews houses involves the reconfiguration of residential boundaries to accommodate the development site, it is considered that the Mews houses would not result in an unacceptable form or character of development that detracts from the appearance or amenities of the locality.
- 6.1.5 It is understood that to facilitate the Mews houses along with the access road results in the loss of a degree of garden space that serves 21 of the refurbished houses fronting Bowes Road. However, it is contended that these properties would retain appropriate sized garden spaces following the development whilst also gaining from dedicated parking spaces created along the proposed access road. Although the relationship of the site to Broomfield School will be altered significantly, the proposal would not detrimentally impact on the amenities of the school or its pupils and it is contended that the proposal would result in providing a more secure boundary with the school. This will be referred to later in the report in section 7.4.
- 6.1.6 It is not considered that this scheme represents 'back land' development, which is typically, by its nature, small scale and does not bring significant regeneration, environmental and housing benefits to an area. The existing informal access is not in good condition and provides an extremely poor environment to the rear of these dwellings which is amplified further by illegal dumping of waste. This element of the proposal would provide a decent level of family accommodation in a sustainable location and is consistent with policies of the London Plan which seek to encourage the most effective use of existing urban land. Therefore, subject to the attainment of appropriate design, access, parking and safeguarding of neighbouring amenity, the underlying approach is considered acceptable.
- 6.1.7 With this in mind, the main issues to be considered are the impact of the proposal on the character and appearance of the surrounding area, its design and visual appearance, neighbouring amenity, standard of residential accommodation proposed, highways and parking issues, the level of private amenity, impact on local infrastructure provisions, trees and ecology, air quality, environmental and sustainable design and construction, levels of affordable housing provision proposed and the need for S106 requirements associated with the proposed development.
- North Circular Road AAP (Pre Submission Draft) and Notting Hill Housing Associations Vision Statement.*
- 6.1.8 The draft AAP for the North Circular Road sets out key objectives by which it is proposed that the regeneration of this area will evolve to deliver sustainable well designed development. It also identifies that the area has the potential to

deliver approximately 1300 new homes. Within this policy framework, this site is identified as an Opportunity Site. It indicates the following:

- Site is appropriate for housing led redevelopment with the ground/lower floors being appropriate for community uses.
- High quality design is a priority with 6 storeys in height considered appropriate.
- New development on lower and upper floors should address and be accessible from the Bowes Road frontage.
- Design should incorporate measure to mitigate noise.
- Accessed directly off Wilmer Way the site is suitable for Mews style housing with private gardens along Broomfield school boundary.
- Care should be taken in the design of the buildings and boundary to protect residential amenity of neighbouring residential properties and an appropriate boundary between the school and the dwellings.

It is acknowledged that this current scheme proposes a sixth floor element and part 2 part 3 storey mews houses, which will be discussed later in the report however overall it is considered that the principle of the proposed scheme accords with the councils aspirations for the site as identified within the draft North Circular Road AAP.

6.1.9 Notting Hill Housing Association has also prepared their own Vision Statement covering their land holdings along the North Circular Road corridor. Although not an adopted planning document, it sets out their proposals as a local land owner to achieve comprehensive residential led regeneration delivering new homes and community facilities. Furthermore, it sets out the key principles and development objectives for the sites including

- i) new housing;
- ii) affordable housing;
- iii) repairing and connecting communities
- iv) environmental improvements
- v) improving safety and security
- vi) identifying the provision of supporting infrastructure
- vii) improving the public realm
- viii) achieving distinctive marker buildings

6.1.10 In particular, the Vision Statement sets out how Notting Hill Housing Association are aiming to secure a housing mix appropriate to planning policy and the provision of 40% affordable housing across all sites. In so doing, it is recognised that on some sites due to their size, location or other constraints, it may not be suitable to provide affordable housing. However, the Vision Statement demonstrates how this will be achieved overall and it has been proposed that the end target amalgamating all their proposed developments in the area is to secure 40% affordable housing: this will be secured by linking this Vision Document into a S106 agreement.

## 7.0 Impact on the Character and Appearance of the Area

### 7.1 *Density*

7.1.1 In accordance with Policy 3.4 of the London Plan “Optimising Housing Potential”, development proposals should take into account local context, design and transport capacity as well as social infrastructure to optimise housing output for different types of location within the relevant density range having regard to the Density Matrix table 3.2 of the London Plan.

7.1.2 It is considered that the site can be classified within both a suburban and urban context. The prevailing character for a large proportion of the area to the north and north west resembles the definition of suburban as: such areas comprising as it does predominantly low to medium level of density such as terraced, detached and semi detached houses. However it must also be noted that the London Plan categorises urban – as areas with dense development such as for example terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two- four storeys, located within 800 metres walking distance of a district centre or along main arterial routes, which are criteria also all relevant to this site and its surroundings.

7.1.3 The Public Accessibility Level (PTAL) of the site is 5 (where 1 is low and 6 is high). The site is within approximately 5 minutes walking distance from Arnos Grove tube station and is close to a number of bus routes that pass close by the site. It is considered that given as the site can be classified within an urban context, an acceptable density range would fall between 200- 700 hr/ha as it falls in between the two ranges with 4-6 PTAL range. The proposed density of the scheme equates to 341 hr/ha and falls within the lower realm of this density range and is therefore acceptable from a sole numerical density perspective.

7.1.4 Nevertheless, it is also important to ensure any proposals are of a high design and appropriate to its location. Thus with reference to the advice contained in the National Planning Policy Framework as well as the London Plan and Core Strategy, it is contended that a numerical assessment of density must not be the sole test of acceptability. Further assessment needs to be made of other outstanding issues including the appropriate scale and design relative to the character and appearance of the surrounding area, the effect on the amenities of neighbouring residential properties, the satisfactory resolution of transport and parking issues, the impact of the proposal on local infrastructure and services.

### 7.2 *Scale, Height, Massing and Siting*

7.2.1 To reiterate the application proposes two main elements a part 3,4,5 and 6 storey L shape block consisting of 42 residential units and a D1 community facility and a row of 14x3 bed Mews houses to the rear.

#### The Residential Block

7.2.2 This element of the application is proposed stepped in nature part 3, part 4, part 5 and part 6 L shape residential block. From the perspective of the front elevation onto Bowes Road the block has a total width of 60 metres and would step in height from 9 metres at 3 storey level to 18 metres at 6<sup>th</sup> floor level. The 5<sup>th</sup> storey element would be 37.5 metres wide with the proposed 6<sup>th</sup>

floor element 10 metres wide. The return or L shape section of the block facing onto Wilmer Way flanks at a depth of 31.5 metres. This section also steps in nature from a height of 12 metres at the 3<sup>rd</sup> floor section up to 18 metres at the 6th floor section which projects at a depth of 20.5 metres. Due to the drop in ground level of approximately 2.5 metres this section of the proposal facilitates lower ground floor level accommodation for 2 proposed duplex houses.

- 7.2.3 The applicant has provided details of land levels across this section of the site in an east westerly direction. These details show that this area of the site is relatively flat, although it is recognised that there is a drop in land levels of approximately 2.5 metres from the camber of the North Circular Road to the existing rear access way off Wilmer Way.
- 7.2.4 The existing houses flanking Bowes Road (i.e. 242 Bowes Road) are approximately 9.3 metres in height to their ridge points. In addition it is worth noting as a point of reference the pedestrian footbridge adjacent the site has a height of approximately 7.5 metres equivalent to 2.5 storeys in height.
- 7.2.5 Therefore upon assessing the submitted drawings the residential block as it adjoins Number 242 Bowes Road would be of a similar height 9 metres stepping up to 6 storeys (18 metres) further across the site towards the pedestrian footbridge with a predominant height of 5 storeys (15 metres) at this section of the site. From the perspective of Wilmer Way, the proposed block is separated by a distance of 6.5 metres from the neighbouring school lodge boundary and would be 4.5 metres higher than this property, projecting at a total width of 11.5 metres.
- 7.2.6 Although the proposed block is stepped in nature to reduce the bulk from the nearest neighbouring properties its predominant height is 5-6 storeys on the Bowes Road elevation and 4-6 storeys from the perspective of the Wilmer Way elevation. In terms of scale the direct relationship of the proposed blocks to the nearest neighbouring properties is acceptable and would not create an undue impact to these properties as will be referred to in section 7.4 of this report. The proposal is considered to have an acceptable relationship to 242 Bowes Road and there is a sufficient separation distance from the adjoining School Lodge and neighbouring properties on Wilmer Way from the perspective of scale.
- 7.2.7 It is understood that the primary built form in this area is 2 storey semi-detached and terraced housing accompanied by either gable end or hipped roofs. With the exception of Bowes Primary School which in height is approximately 17 metres (comparable to 5.5 storeys new build), it is acknowledged that there are no other buildings in the immediate vicinity of the site that are of such a scale to what has been proposed on this site but also on the site opposite referred to as Site 14 being considered under application P12-03177PLA. Therefore it is acknowledged that the acceptability of the scale of 4,5 and 6 storey elements proposed are finely balanced.
- 7.2.8 However, similar to other concurrent applications in this area, it is considered there are a number of other planning considerations that need to be taken into account when assessing the acceptability of the scale of the part 4, 5 and 6 storey building. These include:



- The proposed block is considered acceptable from the perspective of neighbouring amenity and it is contended that the scheme proposes no significant amenity concerns to the immediate neighbouring residents from the perspective of overlooking, loss of daylight and sunlight and general sense of encroachment that warrant reasons for refusal (Please refer to Section 7.4).
- In accordance with strategic, national, regional and local planning policies the site is brownfield and located in one of the most accessible locations in the borough within a short walking distance of a number of public transport options in the area, primarily Arnos Grove Tube Station.
- The proposal complies with the density requirements for the size of the site based on its PTAL levels in accordance with London Plan policy 3.4.
- The proposal (alongside the other housing proposals in the adjoining area) will significantly contribute towards the councils housing stock along with providing for an acceptable overall mix and level of family sized accommodation taking into account the constraints of the North Circular Road.

7.2.9 Therefore, taking all factors into consideration, as the relationship to where the proposed residential block joins the immediate neighbouring properties is acceptable and ultimately the scheme does not create any significant amenity concerns, on balance it is considered that from the perspective of scale and massing and taking into account the sites acceptable density levels the 5<sup>th</sup> and 6<sup>th</sup> storey elements are deemed acceptable.

#### The Mews Element

7.2.10 To reiterate the Mews element proposed to the rear of this site incorporates 14x 3 bed residential houses flanking the boundary with Broomfield School. This is proposed in 2 terraces of 4 houses and 1 terrace of 6 houses and flanks the school boundary for a distance of 155 metres. They are proposed part two, part three storey in nature stepping in height from 6 metres to 9 metres at the 3<sup>rd</sup> storey section.

7.2.11 The relationship of the Mews element to the neighbouring school will be discussed in further detail in section 7.4 later in the report. However, from the sole perspective of scale the proposed Mews element is considered to be acceptable. The proposed houses in part would be of a similar height to the adjacent houses on Bowes Road and would be separated by a distance of approximately 21 metres front to back. In addition they would also be relatively similar in scale to the height of the adjacent school building which is positioned approximately 14 metres from the proposed rear boundary wall.

#### Conclusions

7.2.11 Taking all factors into consideration, as the relationship to where the schemes proposed elements joins the immediate neighbouring properties is acceptable, on balance it is considered that from the perspective of scale and massing the 5<sup>th</sup> and 6<sup>th</sup> storey elements are acceptable and overall thereby the entire proposal is deemed acceptable in relation to its proposed scale.

### 7.3 *Design, Visual Appearance and Site Layout*

#### Design and Visual Appearance

- 7.3.1 Good design is central to all objectives of the London Plan in particular policies 7.1 and 7.2 to 7.7 of the London Plan. Policies CP4 (Housing Quality) and CP 30 Maintaining & Improving the Quality of the Built Environment are also relevant as well as saved Policy (II) GD3 of the Unitary Development Plan. In addition the National Planning Policy Framework (NPPF) paragraph 56 attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraphs 60, 61 and 64 of the NPPF referred to under section 5.4 of the report requiring good design are also relevant. It is therefore important to ensure the development is sympathetic to its surroundings in terms of amongst other things its design and physical appearance.
- 7.3.2 From a design perspective the 2 primary elements (Residential Block and Mews Houses) are proposed in a modern form with a mixed palette of materials including red, yellow stock, buff and dark grey brick that seek to partially resemble the existing housing in the area. The Mews houses are primarily proposed in London stock brick with the implementation of a darker grey brick to contrast their appearance. The main residential block would consist of a mix of red, buff brick with the sixth storey marker element of the residential block proposed in darker brick with the incorporation of a glazed balcony flanking the height of this section of the building. The same treatments primarily apply to the rear where the residential flats on the upper floor levels are served by rear balconies and terraces.
- 7.3.3 The proposed block is set in line with the established building line of Bowes Road. It is proposed to introduce a renewed linear green strip between the proposed block and the busy adjoining highway. As a measure to restrict noise from the adjoining highway emanating into the proposed units each front facing residential unit will have a series of winter gardens/ terraces proposed with retractable glazed screening. This creates a small amenity area to the front of a number of residential units.
- 7.3.4 Ultimately it is considered this design proposal, including the landscaped section to the front would essentially improve the appearance of the derelict site particularly at the lower levels. In addition it is considered that the additional glazing measures introduced at the upper floor levels will aid in responding to the technical constraints of the site, in relation to noise and air quality and overall would be a significant improvement over the current living environment of the existing houses, if renovation were to be a sought after option.
- 7.3.5 Initially concerns were raised with regard to the exact material palette proposed. The applicant has addressed these concerns and the material palette has been significantly altered and it is now considered that the materials and the overall appearance put forward is much more acceptable from a visual aspect but also in relation to matching in with the character and appearance of the buildings in the surrounding residential area. An indicative image approaching the site from the east has been provided, although there will be a planning condition imposed that outlines strict requirements in relation to the final finished materials for the scheme and specific

arrangements throughout the proposal to ensure that the optimum outcome in terms of the appearance of the scheme is achieved.

- 7.3.6 The proposed Mews houses to the rear of the site will use similar materials to the proposed residential block with the predominant material set as buff brick with inset darker brick elements sections to the front providing a visual break and contrast to the dominant buff material. The single aspect orientation of these houses and standard of accommodation will be referred to later in the report, however from the strict perspective of design and overall appearance the Mews houses are considered to be a suitable addition to the site and incorporating the newly proposed Homezone will be a substantial improvement to the appearance and overall environment of this section of the site in comparison to what currently exists.
- 7.3.7 Similar to other concurrent planning applications in the area there have been a number of objections received from local residents that highlight concerns in relation to the scale of the proposal but also in relation to its design and the impact this will have on the original character and built form of the area. These issues have been taken into account, however it is must be acknowledged that issues of design, appearance and how a proposal relates to an area are subjective.
- 7.3.8 Ultimately from a planning policy perspective it is considered that the principle of the design of the scheme put forward is acceptable, subject to further scrutiny of the materials finish by planning conditions. The scheme is considered to be of an acceptable architectural quality having regard to relevant Policies (II) GD3 and CP30 of the Core Strategy, relevant London Plan policies specifically 7.2 to 7.7 and the National Planning Policy Framework. This scheme with specific reference to the residential block would result in the introduction of a landmark building to this area and it is considered that the design proposed reflects the introduction of newer more modern contemporary, yet suitable form of architecture to the area whilst respecting and being sympathetic to its existing context.

#### Site Layout

- 7.3.9 Notwithstanding the siting and form of the proposed buildings the site layout consists of a number of other elements including a renewed front landscaped section to the front of the site. Vehicular access would remain via a newly proposed shared access from Wilmer Way which would also accommodate for pedestrian access. Pedestrian access would also be gained to the site from the front of the main residential block and it is also proposed to implement a new pedestrian link at the eastern end of the site between number 200 and 202 Bowes Road. As discussed earlier the rear of the site would be served by a new shared access/ Homezone area that would flank the entire depth of the site. This Homezone area would consist of 27 parking spaces, 16 of which would be located at the rear of the residential block, with a further 11 spaces at the bottom of the site to the rear of Numbers 196 to 200 Bowes Road. Other elements include 2 play areas positioned between two terrace on the Mews Houses and front garden areas serving the Mews Houses.
- 7.3.10 The front landscaped section on average is about 6.5 metres wide and consists of a mixture of trees, grassed areas and pedestrian access paths to the proposed block. Overall the arrangement is considered to be acceptable

as it will significantly improve upon the current appearance of the existing derelict site. However although it would help to green this section of the NCR corridor, it is not considered it would provide a functional private amenity space due its proximity to the busy road junction. Final details regarding tree typologies and specific arrangement for this landscaped section will be secured by a planning condition.

7.3.11 One of the key elements of the sites layout is the proposed shared accessway/ Homezone area to the rear of the site accessed off Wilmer Way that flanks the entire width of the site. The proposed houses would provide for a frontage along the proposed Mews route and would result in natural supervision and outlook onto the new street and essentially would replicate the introduction of a new cul de sac street to the area. The eastern most section of the Homezone area provides a turning head for larger vehicles along with 11 additional parking spaces for the residential block.

7.3.12 A Home Zone is classed as a living street (or group of streets) which are designed primarily to meet the needs of pedestrians, cyclists, children and residents and where the speeds and dominance of the cars are reduced. There have been a number of objections raised in relation to the safety and practicality of this homezone element which have been taken into consideration. Although it is acknowledged this is not a particularly common form of street in this area, this does not mean that it is not acceptable. In this instance it is considered acceptable as the level of vehicle speeds can be easily controlled by rumble strips or raised humps. In addition an effective parking management plan can easily restrict any unauthorised parking on the Homezone. Overall it is considered this element of the application is acceptable. The proposal to introduce a new pedestrian link to the east of the site is encouraged, although final details in relation to this will be secured by condition.

7.3.13 In conclusion taking all factors into account it is considered that the proposed site layout is acceptable. The proposed block footprint is sufficiently recessed from the public highway and fits in with the established Bowes Road building line. The application also proposes to improve landscaping along the front of the site facing the North Circular Road. The layout of the proposed block provides an acceptable degree of permeability with pedestrian access gained from both the front and rear. The rear section of the site allows for an acceptable degree of manoeuvrability for vehicles and pedestrians alike and it is considered that the Homezone section with particular reference to the Mews houses would be a valuable addition to the area and would significantly improve the appearance of the site. The pedestrian access proposed at the east end of the site is encouraged. In addition the cycle and refuse storage arrangements are located in accessible locations to function effectively. However there would be conditions imposed requesting details of the surfacing materials and the landscaping programme to be employed, along with details of the cycle and waste storage facilities.

#### 7.4 Neighbouring Amenity (including Daylight and Sunlight Issues)

7.4.1 One of the primary considerations with any form of development is neighbouring amenity and the potential impact a proposed development has on adjoining occupiers. From the perspective of neighbouring amenity the relationship to those nearest adjoining properties on Bowes Road and Wilmer

Way along with the schemes relationship to Broomfield School has been taken into consideration.

- 7.4.2 In terms of neighbouring amenity saved Policy (II) H8 of the UDP remains to be the most relevant. This policy seeks to maintain privacy and prevent overlooking in the case of residential development by ensuring that the distance between building and between buildings and boundaries adheres to the standards set out by the council. In this case Policy (II) H12 of the UDP and CP30 of the Core Strategy are also deemed relevant.
- 7.4.3 With respect to 242 Bowes Road the proposed development would flank up to the boundary of this property at a height of 3 storeys. This boundary treatment is relatively similar to the arrangement between the two existing terraces with the exception of the existing hipped end roof. The proposed residential block would also be set 1.2 metres behind the rear of Number 242. It is considered that this relationship is acceptable, although the building would be set behind the building line of number 242 it would not be to such an extent that would detrimentally impact on the amenity of the residents of 242. In addition it would not intersect the required 30 degree sightline from the nearest habitable room and as it only projects 1.2 metres would not pose an unsuitable level of encroachment onto Number 242 having regard to policy (II) H12 of the UDP and CP30 of the Local Plan.
- 7.4.4 On the rear elevation a pedestrian accessway is proposed at 2<sup>nd</sup> floor level to gain access to three flats. The end of this accessway would be positioned 3.5 metres from the garden boundary of Number 242. There are no specific objections to this however to safeguard the residents of this property from any incidents of overlooking it will be necessary to put in screening on this accessway. This will be dealt with via planning condition.
- 7.4.5 In terms of immediate neighbouring amenity the relationship of the proposed scheme to the School Lodge opposite the Wilmer Way access has also been taken into consideration. The return of the residential block flanking Wilmer Way would be positioned 6.5 metres from the boundary of this building and 11 metres from its side facing elevation. Originally the application proposed a 3<sup>rd</sup> floor level which was considered to be too overbearing in relation to this property. Therefore a section of the building has been taken away from this elevation and has been repositioned on Bowes Road frontage. Although this section of the building is still significantly higher than the neighbouring school building it is considered that the relationship is now much more acceptable.
- 7.4.6 The application proposes north facing balconies and terraces to this section of the block from 4<sup>th</sup> to 6<sup>th</sup> storey level, however it is considered that they are sufficiently recessed to avoid any undue overlooking onto the neighbouring school property. It is noted there are windows proposed on the North facing elevation of this section of the block that are required to provide natural day light to a number of the proposed units. However due to the proximity of the block to the rear garden of the school lodge building a condition would be imposed on the windows serving the upper ground, first and second floor level to be obscure glazed. It is considered this can sufficiently rectify any perception of overlooking onto this property from the development.
- 7.4.7 Due to the separation distances with the properties opposite the site on Bowes Road and also on Wilmer Way it is not considered the application poses any direct amenity concerns. In addition it must be noted that the Mews

houses are separated from the rear elevations of the houses on Bowes Road at a distance of 22 metres which is considered acceptable and thereby not creating any significant amenity concerns to the rear of these properties in accordance with the requirements of Policy (II) H8 of the UDP.

#### Broomfield School

- 7.4.8 With respect to Broomfield School, the Mews element incorporating the row of 14x3 bedroom houses is the primary element that requires consideration from the perspective of neighbouring amenity.
- 7.4.9 To reiterate, this element of the application would be 155 metres in length along the school boundary taking into account the 14 proposed units and including the two child play areas. Each individual Mews house would be approximately 9.5 metres in width and are proposed as 2 sets of 4 terraced houses, with a 3rd terrace of 6 houses separated by child play areas. Each Mews house would be stepped in height and depth. They are proposed part two, part three storey in nature stepping in height from 6 metres to 9 metres at the 3<sup>rd</sup> storey section.
- 7.4.10 A comprehensive representation has been received on behalf of the school highlighting a number of concerns which are primarily focused on the loss of sunlight and daylight to the immediate area of the school behind the proposed Mews houses, the overbearing bulk of the scheme and the loss of the existing boundary treatment between both sites.
- 7.4.11 The concerns in relation to the daylight impact onto Broomfield School have also been raised by council officers. In response the applicant has submitted an updated overshadowing assessment in accordance with the requirements and guidelines outline in the Building Research Establishment (BRE) guidelines. The BRE guidelines specify that for an open space to appear adequately lit during the year at least half of its area should receive at least 2 hours sunlight on March 21<sup>st</sup>. The results of the overshadowing analysis show that 82.3% of the play area in question would have sufficient light which passes the 50% requirement. Although the objections from the school have been taken into consideration, the results of overshadowing assessment submitted illustrates that the Mews houses would have an acceptable impact to this section of the school from a daylight/sunlight perspective.
- 7.4.12 The school has also raised concerns about the bulk of the two and three storey houses flanking its boundary. This has been taken into consideration and a number of officer site visits have been carried out to examine the relationship of the proposal to the school. Ultimately it is not considered that the Mews element of the proposal poses a significant enough impact onto the amenities of the school to warrant reasons for refusal. The Mews houses in the main would be positioned on average 14 metres from the side facing elevation of this section of the school and although they would take a part 2 part 3 storey form it is considered they are sited a significant enough distance from the school to not pose a detrimental impact from the perspective of neighbouring amenity. It is understood that this area of the school is used by its pupils outside of class hours, however this would only be for a temporary period each day.
- 7.4.13 It is understood that the exact boundary treatment between both sites is yet to be resolved however an individual boundary/landscaping condition would be

imposed with a favourable decision to ensure an optimum solution is achieved. In addition as is referred to in Section 7.10 later in the report there would also be a comprehensive replanting condition imposed on the application to replace whatever trees are lost along the boundary with the school.

#### Conclusions

7.4.14 In conclusion subject to addressing the pre-commencement conditions referred to in this section of the report, it is considered that the scheme does not create any significant neighbouring amenity concerns to warrant a refusal having regard to Policy (II) GD3, (II) H8 of the UDP and CP30 of the London Plan.

#### 7.5 Standard of Proposed Accommodation, Block Layout and Mix of Units.

##### Floorplates and Internal Layouts

7.5.1 Policy 3.5 of the recently amended London Plan (2011) refers to Table 3.3, which illustrates minimum space standards for new developments. The following figures are relevant for residential accommodation:

	Dwelling type (bedroom (b)/persons- bedspaces (p))	GIA (sq.m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
House/Maisonette	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
	4b6p	107

7.5.2 These are now the minimum space standards that all developments in the borough will be assessed against.

7.5.3 To re-iterate the application proposes 15x1 bed, 22x2 bed units, 16x3 bed units and 3x4 bed units. The Gross Internal Floor areas of all the units have been measured and verified and all unit floor areas and room sizes are in compliance with the minimum floorspace standards as specified in Policy 3.5 of the London Plan.

7.5.4 In addition from the strict perspective of floor layouts it is considered that the proposal is acceptable. All units would be dual aspect in the residential block and adopt spacious and accessible layouts. In relation to the Mews Houses it is acknowledged that the houses only have one aspect however this aspect is south facing and all the proposed internal rooms will benefit from natural daylight and sunlight. In normal circumstances family houses would incorporate front and rear aspects, however in this instance this is restricted due to the proximity to the boundary of the school and the requirement to protect the amenity of the school from any form of overlooking from the

proposed houses. However taking all factors into consideration the mews houses would provide for an acceptable level of living accommodation.

#### Internal Residential Block Layout

- 7.5.5 The proposed residential flats would be accessed via two communal lobby areas that are accessible from the front and rear of the proposed block. These communal accesses would consist of stairwell access ways and in one core would also be served by a lift. These provide direct access to the upper floor levels. The flats would then be accessed at each level off communal access ways that would provide direct level access at each floor level. There were initially reservations raised in relation to bedrooms on a number of these flats directly flanking the communal access ways on each floor. This does tend to be a common occurrence within flatted developments however following discussions with the applicant the layout of a number of the flats has been re-arranged to offset these concerns. In other instances specifically in relation to Flat B2.2 and A 3.8 the windows off these bedrooms have been recessed slightly back in from the communal halls and a defensible screening would be implemented to address any potential concerns. This arrangement is considered to be acceptable; however it would be necessary to deal with its particular arrangement by planning condition to ensure upon optimum privacy for future occupiers of the both of those units. This element will be dealt with via a planning condition.

#### Wheelchair Units

- 7.5.6 Policy 3.8 of the London Plan states that 10% of all new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. This application proposes 8 units to be used as wheelchair accessible which is compliant with this policy. The units involved consists of 3x1 bed and 2x2 bed units in the residential block and 3 of the proposed Mews houses. It must be noted that there is potential to incorporate more units as wheelchair accessible on this site but essentially the application is policy compliant. However, as has been noted previously the applicant is working on a larger regeneration scheme in the area as has been highlighted in the Councils own draft North Circular AAP. The applicant has shown a commitment to deliver 10% wheelchair housing across the entire development proposals in the area and this will be secured via legal S106 legal agreement.

#### Housing Mix

- 7.5.7 Policy 5 of the Core Strategy requires developments to provide a mix of residential units and seeks across the whole Borough to achieve for market housing:

20% 1 & 2 bed flats,  
15% 2 bed houses,  
45% 3 bed houses and  
20% 4bed + houses

For affordable housing, the mix sought is:

20% 1 & 2 bed flats,  
20% 2 bed houses,



30% 3 bed houses and  
20% 4 bed + houses

7.5.8 This current proposal would deliver 15x1 beds (26.7%), 22x2 beds (39.2%), 16x3 beds (28.5%) and 3x4 beds (5.3%). This would result in the creation of 19 additional family units and a percentage breakdown of 33.8% of the development. This is contrary to the specific requirements of Policy 5 of the Core Strategy. However Policy CP5 does not stipulate that this percentage of family housing is required on each site as it primarily outlines an end target of deliverability over the lifetime of the Core Strategy. In this case it is considered there are a number of other factors to take into consideration regarding the assessment of housing mix on this site:

- This proposal would re-introduce 10 and provide 9 additional family units for the area replacing the existing derelict houses on the site.
- The implementation of the Mews houses to the rear of the site is an effective use of underused land and would result in the introduction of a newer form of family accommodation that are considered an attractive form of living accommodation particularly for first time buyers and young families.
- The introduction of family units over upper floor levels is primarily unsuitable due to issues of accessibility and lack of proper family amenity space, however it is not inconceivable that the larger 2 bed flats, especially those with larger decked/amenity areas could accommodate smaller families.
- In recent years the area has undergone a relatively high level of regeneration, which involves the refurbishment of 257 dwellings along the North Circular Road which has significantly renewed the level of family accommodation in the area.

7.5.9 Taking all these factors into consideration including the other development proposals in the pipeline for the area it is considered that this level of family accommodation proposed as 3-4 bedrooms units is acceptable. The Council's Housing Resources department have commented on the application and have stated that taking into account the constraints of the site along with all the other development proposals planned for the area. Alongside the existing refurbished houses, that the current level of family accommodation proposed is acceptable.

## 7.6 Highway Issues

7.6.1 Due to the scale and nature of the proposal the traffic and transportation section have provided an assessment of the application.

### *Observations*

7.6.2 The application site is situated on a corner of A406 Telford Road/Bowes Road, which forms part of the Transport for London Road Network (TLRN) and B1452 Wilmer Way, a classified highway. Queuing currently occurs in the AM peak along B1452 southbound on the approach to the signalized junction with A406. The nearest pedestrian crossing is located at the junction of Wilmer Way and A406 and allows pedestrians to cross Wilmer Way towards Arnos Grove LU station. Any pedestrians willing to cross the A406 can do so by using the new footbridge or by using staggered pedestrian crossings on

A406. The site is located just outside the Arnos Grove CPZ. Red route markings currently exist along Wilmer Way past the access for Site 12 and up to the southern edge of the access for Site 11. There are no parking restrictions past the access into site 12. Double yellows parking restrictions apply to the eastern section of Wilmer Way together with school zig-zags markings from no 55 Wilmer Way on both sides of the carriageway up to Broomfield School. (see Fig 1 below)



Fig 1 Parking controls in the vicinity

#### *Details of the proposals*

- 7.6.3 There are currently 31 residential units on site, the proposals include demolition of 10 properties and erection of 56. There will be an uplift of 46 units, the total number on site will be 77 including the existing houses that back onto the site from Bowes Road. 225sqm of D1/D2 use (non-residential institution / assembly and leisure). The application is accompanied by a Transport Assessment, Stage 1 Safety Audit, a Framework Travel Plan and a Technical Note "Sites 11 and 14-outstanding transport issues 130313" received via email on 13.03.2013. Comments outlined below are based on the following drawing 205\_A\_D\_100\_01 revision 06 "Illustrative Information", 30/10/2012 and Proposed Ground Floor (PI) 11.03 Rev B

#### *Accessibility*

- 7.6.4 The site is within walking distance of 8 local bus services (nos 34, 184 and 232) located on Bowes Road and nos 102 and 299 located on Brownlow Road. The site is also within walking distance of the Arnos Grove Underground Station and bus services nos 251, 298 and 382 located just outside the station.
- 7.6.5 The PTAL of the site is good, i.e. 4 on average, with the eastern most corner achieving only PTAL 3 and the western corner, near the access to Wilmer Way, PTAL 5. However, the location of the site along the main traffic corridor in the Borough creates a physical barrier to pedestrian permeability by infrequent pedestrian crossings very often away from desire lines. It is therefore expected that, due to its specific location, the majority of new trips

rather than on foot will be car dependent or undertaken by public transport (see Table 9 below).

*Access and servicing*

a) Vehicular access

7.6.6 The only access into the site is from Wilmer Way via a private access route forming a priority junction with Wilmer Way. This road is also used by catering and delivery vehicles to the adjacent Broomfield School. The road is at gradient and due to its restricted width, it cannot safely accommodate two-way traffic and pedestrian traffic (see Fig 2 below), especially larger vehicles like refuse/ delivery, more so if indiscriminate parking occurs on its both sides. Therefore in its current form the access road is unsuitable to support the scale of the development proposed. The scheme proposes to widen the access by approximately 1.1m - 1.2m strip to the south of the access (towards the existing footbridge), to allow refuse and delivery vehicles access. The details are presented in the TA Appendix F drawing nr ST12159-011-TA-001 rev A.

7.6.7 Whilst the visibility from the access meets the DfT's standards of 2.4m x 43m and is acceptable, the land required for improvements falls within the TfL and LBE's ownership. The applicant is therefore required to liaise with TfL to secure the transfer of the land. Without improvement works to the access it is not possible for the scheme to go ahead as the submitted tracking reveals problems with two vehicles passing which can then impact on traffic flows on the main road.

The access improvements works should include, but not be limited to:

- widening of the access road
- dedication of first 6m of the access road as public highway built to adoptable standards
- introduction of waiting restrictions
- changes to the existing kerbline
- a dedicated 1.5m pedestrian footway along the southern section leading into the site
- introduction of "keep clear" markings near the access to prevent queuing on Wilmer Way
- submission of Stage 2 and 3 Road Safety Audit

Works will be secured under s106.

b) Median strip

7.6.8 Due to the traffic sensitive location of the proposal on the strategic network, means that any intensification of its current use, if not properly mitigated, will be hazardous to the highway safety, resulting in vehicles queuing/turning to gain access, causing delays on the approach to the signalized junction with A406. There is insufficient space to accommodate a right turn lane along Wilmer Way. For that reason, the applicant was requested to submit the Road Safety Stage 1 Audit (RSA) to review the impact of introducing the median strip banning vehicles to turn right in and right out of the proposed access and potentially reducing the number of vehicle conflicts at the existing junction. The RSA revealed that while the principle to ban right turn from Wilmer Way northbound into the access could potentially improve safety and minimise collisions.

7.6.9 On the other hand, it could also introduce a completely new range of different collisions, associated particularly with motorists undertaking illegal movements near this traffic island, motorists driving on the wrong side of the road & making u-turns around the traffic island, etc. On balance, having looked at benefits and risks associated with the introduction of median strip/traffic island in Wilmer Way, a decision was made to discard the idea and progress on a basis that a bond under s106 is agreed & secured from the developer. The bond, for a sum of £30,000 (the sum is subject to further recommendation from the Council's highway engineer), will allow the Council to monitor the situation near the access over a certain period of time (this would need to be agreed in s106) without the island when the site is fully operational. Should there be any highway safety incidents occurring in the immediate area of the site's access, the Council will then use the bond to fund any necessary works for instance Keep Clear marking signs.

#### c) Servicing

7.6.10 The tracking included in the TA demonstrates that the proposed layout is suitable for a large refuse vehicle (11.6m). It is however noted that the proposed refuse store in Block A includes 9 euro-bins and D1 storage requires 2 bins. However, the area shown on the submitted drawing will be insufficient to accommodate such number of bins. It also appears that only 1 bin is proposed for each mews house, but 3 are required, i.e. 140l (refuse), 240l (recycling) and 240l (garden and food waste). There are also concerns with the space provided between the bin store doors for Block B and any car parked in a parking space in front of that bin store. It has to be ensured that at least 1.2m gap is provided between the door wing and any obstacle to allow for manual transfer of eurobin without damaging any of the surfaces. Therefore, a revised drawing showing all the bins within the storage areas will be requested from the applicant to ensure that no bins are stored outside of the bin store. This will be secured via planning condition.

#### d) Pedestrian access

7.6.11 As all of the existing houses have front accesses from Bowes Road, there is a lack of any segregated pedestrian access into the site from Wilmer Way (see Fig 2 below). Therefore, in its current form the access road is unsuitable to cater for the needs of pedestrians, particularly having regard to the scale of the proposals.

7.6.12 As it was mentioned above, the proposals show improvements to the existing access from Wilmer Way. Part of these improvements includes provision of a 1.5m pedestrian route along the southern side of the access. The proposals indicate that the route will be level with the access road and will be provided in form of a shared surface.

7.6.13 However, while the principle of 6.5 metre shared surface area, comprising of 1.5 metre pedestrian 'Safe Zone' is generally acceptable for smaller developments, it is unacceptable for such a large development as this. The width of 1.5m is acceptable however the design should be reviewed to secure safe segregation from traffic, continuity, and retain the existing levels and satisfactory transition from the existing public footway along Wilmer Way & surfaced area around the footbridge. It was noted that the red line boundary does not include the widened road area and the new 'connecting/transition'

footway area. In addition, it is noted from the submitted drawings, that the footway finishes before it reaches the main court of the development. This is not acceptable. The pedestrian route should be extended to go around the corner of the first unit into the parking court area to ensure that line of sight is maintained and no pedestrians are left without space in situation when two vehicles would be passing each other.

7.6.14 However it is considered that adequate footway design can be secured under S106 and Grampian Condition. The Wilmer Way's pedestrian access improvements works should include, but not be limited to:

- the existing footway along Wilmer Way connected with the internal
- the existing tactile paving provided on the southern side of the current access to the development site lining through to the footway on the northern side
- tactile paving on the northern side of the existing site access with measures to secure pedestrian safety but also prevent turning vehicles to over run the areas.

7.6.15 Three different access points are proposed as part of the proposals:

-the new Mews House will be accessed via a proposed secure gated footpath between existing properties 200 and 202 Bowes Road which leads direct onto Bowes Road and also from the access to the west of the site onto Wilmer Way. However, the proposed pedestrian access between no 200 and 202 seems to be outside of the red line boundary but falls within the ownership of the developer. Appropriate condition will ensure that this access is adequately lit, surfaced and maintained for quicker access to the existing bus stops along A406 Bowes Road.

-the three four-bedroom duplexes fronting A406, will be accessed directly via individual footpaths (1.5m in width) within private front gardens from Bowes Road. These duplexes will also have a rear access from the back gardens into the parking area;

-the two three-bedroom duplexes, intended for disabled, will be accessed only from Wilmer Way;

-the one and two-bedroom flats will be accessed via two cores (A and B) either from the front, direct from Bowes Road or from the rear parking area;

-One of the two-bedroom ground floor flats will be accessible direct from Bowes Road and internal within core 'B';

-A disabled two bedroom flat will be accessible directly from the car parking area and not from the core area.

7.6.16 Whilst the proposals show different access options for different type of housing on site, some of the units, including disabled, will only be allowed to use the access from Wilmer Way, which is some distance from the nearby bus stop on Bowes Road. The MfS, in para 4.2.5 states: (...) *a development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than by other modes*. Therefore, to secure a better connectivity and pedestrian permeability, in line with the

guidance, it is required that all new residents are allowed to use the core areas A and B for access.

- 7.6.17 The D1/D2 use will be accessed directly from Bowes Road and will also have rear access connecting it to the car park area. This is acceptable. Works to improve pedestrian permeability and safety will be secured under s106 and Grampian Conditions.

### *Car Parking*

#### a) Residential

- 7.6.18 A total of 41 spaces are proposed for the new residential dwellings:
- 16 parking spaces for the mews houses
  - 11 visitors' spaces to the east of the site
  - 2 parking spaces near the access road
  - 12 parking spaces for 42 flats

In addition, 1 parking space for each of the existing houses on site, of which 1 space located near no 202 would need to be removed as it does not meet the minimum length standard of 6m and obstructs pedestrian access.

The guidance on determining an acceptable level of parking is taken from the London Plan, which recommends maximum standards, determined by amongst other factors the accessibility of the site and the number of beds per dwelling. Given that the site has an average PTAL of 4 then there is a degree of flexibility towards the number of spaces that can be provided for the development.

The parking standard for residential, as set out in Table 6.2 of The London Plan, for sites with a PTAL of 4 such as the proposed site is:

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 - 1.5 per unit	1.5 - 1 per unit	Less than 1 per unit

Applying these standards to the proposed development would result in the parking provision range shown in Error! Reference source not found..

No. of beds	1	2	3	4	
No. of units	15	22	16	3	
Min provision per unit	0	0	1	1.5	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>21</b>
Max provision	1	1	1.5	2	
<b>Total</b>	<b>15</b>	<b>22</b>	<b>24</b>	<b>6</b>	<b>67</b>

Table 1: Parking provision based on London Plan 2011 standards (from London Plan p.205)

7.6.19 The required provision would therefore vary between a minimum of 21 and a maximum of 67 for the new dwellings. The provision of 41 spaces falls in the middle of this range which is acceptable. Also, the absolute minimum of zero spaces for the 1 and 2 bed flats has been considered in **Error! Reference source not found.**, but given the high number of units then a provision of zero would not always be considered acceptable having regard to local circumstances. However, the PTAL of the site is good therefore some relaxation below the maximum provision can be allowed. Table shows a breakdown of the provision should the 3 and 4 bed units all be allocated their own parking space.

					Totals
Resident spaces	41				41
No. of beds	1	2	3	4	
No. of units	15	22	16	3	56
% of units	27%	39%	29%	5%	100%
Spaces allocated on pro rata basis	11	15	11	2	41
Ratio of spaces to units	0.73	0.73	0.73	0.73	
Assume one space for 3 bed and 4 bed units			16	3	19
Remaining spaces					22
Remaining spaces split equally between 1 and 2 bed	11	11	(16)	(3)	41
Ratio of spaces to units	0.73	0.5	1	1	
Ratio of 1 bed to 2 bed units	0.41	0.59			
Remaining spaces split in proportion between 1 and 2 bed	9	13	(16)	(3)	41
Ratio of spaces to units	0.6	0.59	1.00	1.00	

**Table 2: Breakdown of potential parking space allocations**

7.6.20 Table 2 shows that should the remaining spaces (after the 3 and 4 bed units are allocated spaces) could be allocated to the 1 and 2 bed units at a ratio of 0.6 and 0.59 per unit respectively, based on 22 spaces for 37 units. This figure is also considered acceptable, however it should be noted that the spaces could also be split so that there is a higher provision of spaces for the two bed units if on site characteristics demand it. In order to control the allocation of parking spaces the developer is recommended to produce a parking management plan so spaces can be allocated as efficiently as possible.

7.6.21 Although **Error! Reference source not found.** and Table demonstrate parking provision can be considered to be compliant with the London Plan standards, the TA fails to justify the provision with reference to the 2011 Census data. When the Bowes Ward data is applied this suggests that 83% of residents had access to a car and circa 32% used a car to get to work. It is therefore considered that at the worst case scenario the total 56 units on site will create a demand for approximately 47 on site car parking spaces. Bearing in mind the fact that only 41 spaces can be provided on-site, this means that at the worst case scenario 6 spaces would still need to be accommodated on street.

7.6.22 Moreover, due to the remoteness of the car parking spaces (located at the east end of the site) to serve the new 42 flats, there is high risk for informal parking to occur closer to the main access. This may result in double parking and service vehicles not being able to gain access. In order to address this issue a Parking management plan demonstrating preventive measures against illegal parking as well as explaining spaces assignment should be

secured via s106 obligation. A clause in s106 agreement, preventing future residents from obtaining local parking permits, if or when CPZ introduced in the area, will also be necessary for the development to be acceptable.

b) Parking for D1/D2 use

- 7.6.23 Only two parking spaces are proposed for D1/D2 use. As there are no parking standards within the London Plan for this type of use, it is necessary and required that every case is assessed on its own basis.

c) Parking layout

- 7.6.24 Whilst most of the spaces proposed seem to meet the minimum dimensions & provide adequate reversing/turning space, the overall design of the proposed parking layout, particularly the 11 visitors spaces located at the far end of the site, do not meet the good practice guidance (like "*Car parking-What works where*" etc) nor secure by design guidance. In addition, the parking space near no 202 appears to obstruct pedestrian access, however ultimately it is not considered the application is refusable on these grounds.

d) Disabled parking provision

- 7.6.25 According to the adopted standards, at least 1 bay designed and designated for use by disabled people should be provided for each use on site and at least 5% should be designed and designated for use by disabled people. It is noted that the parking bays at the mews houses will be 2.4m wide by 5m long, with the shared footway area around the bay increasing to 3.6m wide by 6m long; this results in every bay being accessible for disabled users. In addition, 2 x disabled bays are shown near duplexes and 1 disabled space for D1/D2 use. The number of spaces is deemed acceptable.

e) Electric charging points

- 7.6.26 20% of all new parking spaces should be equipped with electric vehicle charging points (EVCP) along with a further 20% passive provision. This will be secured by a condition.

f) Car club

- 7.6.27 The nearest car club bay is located circa 400m east from the site in Wakefield Road. Zip-Car, the Council's car club provider advised that the developer should contribute a lump sum of £60,000. For that amount Zipcar agreed to provide 5 Year's Free Membership and £25 driving credit for each of the 243 units on all sites (site 11, 14 and 6) as well as providing vehicles on site and meeting all running costs etc. The contribution is discounted and is based on the following formula: 243 x 5 Year's Membership (£59.50 per year) and £25 driving credit = £78,367.50. The car club bays are proposed in the following locations:

- Wilmer Way to serve site 11 on the opposite side of the access into the site where there are currently no parking controls in place
- Ollerton Road to serve site 14
- on-site to serve sites 6 ABC and D

Two (Wilmer Way and Ollerton Road) out of three locations will require introducing a TRO (a cost of £2,500 per one bay) as they will be located on the public highway. A contribution for all sites will be secured under s106.



### *Cycle Parking*

#### a) Residential

- 7.6.28 The London Plan standards require 1 cycle parking space per 1 or 2 bed unit and 2 spaces per 3 or more bed unit, which leads to the following requirement:
- 15 x 1 – bed units: 15
  - 22 x 2 – bed units: 22
  - 16 x 3 – bed units: 32
  - 3 x 4 – bed units: 6

This leads to a total requirement of 75 cycle parking spaces for residents. The Transport Assessment states that the site will provide 75, which is in line with the standards. However, whilst this provision is welcomed, the proposed size of the cycle enclosure shown in Block A is substandard and not acceptable, as it does not provide enough space to access the bicycles and remaining stands.

- 7.6.29 Moreover, the proposed type of cycle storage (Josta- 2 tier racks) is not commonly used in residential developments as it is time consuming and difficult to use, however due to the space constraints it is deemed acceptable in this case. A section drawing showing head clearance in the bicycle stores was requested yet this has not been submitted for the officer's approval. As it is a full application the type of cycle storage spaces should be indicated and clearly dimensioned on plans submitted. The concerns raised above should have been addressed now however due to the overall scope of the building proposed it is considered there is scope to facilitate proper cycle storage. This will be dealt with by planning condition.

#### b) D1/ D2 use

- 7.6.30 As the exact use of the D1/D2 is unknown at this stage, the TA suggests that the minimum cycle parking provision will be provided on site. Five Sheffield stands have been provided in front of the D1/D2 use, these spaces could potentially be incorporated within the demise of the unit if required in the future. This is acceptable.

### *Traffic Generation*

#### a) Residential

- 7.6.31 The TA has made an assessment on the trip generation through using the industry standard databases of TRAVL. The methodology involves comparing the development with similar sites to produce a trip rate estimate for the site per unit for each hour, which is then applied to the total number of units to give a trip profile over 24 hours.
- 7.6.32 On request of the council two comparison sites were used in total. The initially selected sites verified by LBE were deemed to be invalid for the required use, therefore a further sensitivity test involving TRAVL data from sites located within outer boroughs were undertaken by the consultant on the officer's request. The only one original site - Coopers Court in Ealing- was retained from the TA and a new site in Sutton used in the revised trip generation

assessment. The review of the sites shows a higher trip than the one originally used. The trip rates for all the development is shown in 3 and Table 4. The predictions are based on 56 units:

	Total	Assessed	Average Trip rates AM peak		Trips		Trip rates PM peak (between 17:30 and 18:30)		Trips	
			In	Out	In	Out	In	Out	In	Out
Flats	56 units	77 units 276 units	0.05382	0.25779	3	15	0.18697	0.09348	11	5
						18			16	

**Table 3: New & more robust Trip rate and trip number predictions**

	Total	Assessed	Trip rates AM peak		Trips		Trip rates PM peak (between 17 and 18)		Trips	
			In	Out	In	Out	In	Out	In	Out
Flats	56 units	77 units 192 units 226 units	0.024	0.07	1	4	0.036	0.024	2	2
						5			4	

**Table 4: Trip rate and trip number predictions contained in the original TA**

7.6.33 It is evident, that the trip numbers contained in Table 3 are significantly higher than ones in the TA and are considered to give a more robust trip assessment of the development. The reviewed data (presented in Table 5 below) shows that there will be circa 338 daily two-way all mode trips generated by the scheme of which 156 (46%) will be car trips. Of all car trips, 18 will be in the morning peak time (8-9am) and 16 trips during the pm peak time (17:30-18:30).

Mode	Trip Rate	Number of trips (56 units)	Number of trips (77 units)	Percentile %
Car Driver+ passenger	2.788	156	215	46%
Pedestrians+PT	3.146	176	242	52%
Cycle	0.043	2	3	1%
Motorcycle/scooter/moped	0.059	3	5	1%
taxi	0.0121	1	1	0
Total		338	466	100%

**Table 5: Modal split derived from 2 sites in TRAVL**

Of all trips undertaken by different modes of transport, 41 will be in the am peak and 30 during pm peak time (17:30-18:30) (see table 6 below).

Daily	AM	PM
338 trips	41	30

**Table 6: All trips derived from 2 sites in TRAVL**

Due to the small sample size of comparable sites the TRAVL data have been supplemented with data from the Census 2011. When compared to the latest Census, the data (presented in Table 7 below) suggests that there will be

fewer car trips with these being mainly distributed over the public transport network.

Mode	Percentile %
Car Driver	31%
Car Passenger	2%
Pedestrians	5%
Cycle	2.0%
Bus	13%
Rail	7%
underground	38%
Motorcycle/scooter/moped	1%
taxi	0%
Other method	1%
Total people	100%

Table 7: Modal split derived from Bowes Ward Census 2011 data (travel to work)

7.6.34 Overall, based on the figures presented above, the site as a whole is expected to generate approximately 59 new vehicle trips during the day. In total circa 128 new trips, undertaken by different modes of transport, can be expected. Whilst the numbers will clearly increase, it is not considered that the cumulative impact of the site will have a material impact on highway conditions in the immediate area. Any potential highway impact could be controlled and mitigated by introduction of improvement works to the access, pedestrian permeability, and introduction of Travel Plan etc, further discussed and identified in this report.

#### b) D1/D2 uses

7.6.35 As the exact end user is not yet known in the interest of clarity a nursery which would have the biggest traffic impact was assessed. Two comparison sites were used in total. Both located in outer Boroughs (Enfield and Haringey). The selected sites have been verified by LBE and are deemed to valid for the required use. The trip rates are shown in Table 8 below. The predictions are based on 225sqm D1/D2 use:

	Total	Assessed	Average Trip rates AM peak (8:30-9:30am)		Trips		Trip rates PM peak (between 17:00 and 18:00)		Trips	
			In	Out	In	Out	In	Out	In	Out
nursery	225sqm	290m2 546m2	5.9808 6	3.3492 8	1 4	8	0.9569 4	1.0765 6	2	2
					22				4	

Table 8 Trip rate and trip number predictions for D1 use

7.6.36 However, even though the traffic generation assessment for both the AM and PM peaks was undertaken by the consultant, it failed to undertake any parking accumulation and highway impact study for this use over the entire day, including inter-peak periods. This fails the relevant test set by DfT and TfL requirements and is not acceptable. When the data available from the selected sites is applied the results show that if D1/D2 is used as a nursery, it will introduce circa 77 car trips. Based on this lack of justifiable evidence it

has been agreed that a nursery or a doctors surgery should not be permitted within the D1/D2 use until such stage that a robust traffic assessment for that use has been conducted. This will be dealt with via planning condition

Traffic generation – sustainable modes

- 7.6.37 The traffic generation assessment reveals that 48% of all residential trips will be undertaken by public transport. It is therefore important that the surrounding bus stops are compliant with the TfL accessibility standards (TfL 'Accessible Bus stop design guidance, 2006') and facilities are in place to assist pedestrians to walk to the nearby public transport hubs, including underground services (Arnos Grove Station). In order to mitigate against the potential impact of these trips, the applicant submitted a PERS audit, under application for site 14 nearby (ref P12-03177PLA), identifying where improvements could be made to the footway and the main pedestrian desire lines. Part of the works included improving pedestrian facilities towards the Arnos Grove LU Station and way finding signage in the area. The contribution of at least £30,000 will need to be secured under s106 (the amount could be split between site 14 and 11).

Travel Plan

a) Residential

- 7.6.38 The submitted Travel Plan (TP) is a framework Travel Plan which is not in line with the TfL guidance (Travel Planning for New Development in London, 2010) guidance which requires that a residential travel plan should always be a full travel plan, as the end occupiers (the residents) are always known. A full travel plan should therefore be submitted for the residential element (56 units), with measures to be delivered site-wide, responsibilities for the delivery and funding of these and targets with appropriate timescales. The targets outlined in section 4 of the TP are not acceptable as they are based on the unacceptable data from TA (see comments above). In fact the ratio of car trips will be much higher than the 30% indicated (car drivers +passengers).
- 7.6.40 For the Travel Plan to be acceptable clear targets should be established for years 1, 3 and 5. Percentage mode share targets should also be provided for walking, cycling and public transport, as well as single occupancy vehicle use. These ought to be firmed up in s106 agreement, refined further on completion of the first travel survey, and agreed with Enfield Council's transport team. The travel survey, travel plan measures and publicity should be finalized as soon as possible after occupation before travel habits have become embedded. It is also required that the interim elements of a travel plan are updated with actual data from the site users within one month of the baseline survey, and agreed with Enfield Council's transport team. The submitted TP failed to provide details of the Travel Plan coordinator. Furthermore, the TP should clearly detail the budget for the Travel Plan coordinator. The details and other incentives will be negotiated and included in a S106 agreement. In addition the Travel Plan monitoring fee of £3,325 should be secured under s106.

b) D1/D2 use

- 7.6.41 With regard to the D1/D2 element, a travel plan statement of commitment – appropriate where final occupiers are not yet known will be required under

s106. Estimates for the following items must be included in the travel plan, but can remain interim until they are finalised with the local authority when the occupier is known:

- Baseline travel patterns
- Targets for modal shift
- Detail on the exact package of measures to be delivered. (It will be possible to identify a number of measures which need to be incorporated into the design of the development regardless of the end occupier, but a few measures that are dependent on delivery by the occupier will remain interim, e.g. those related to organisational policy such as flexible working policies can be clarified once the occupier is known).
- Specific timings such as construction completion, phasing and/or occupation that may delay implementation of packages

Interim elements of a travel plan should be updated with actual data from the site users within one month of the baseline survey, and agreed with Enfield Council's transport team. Undertaking a baseline travel survey of site users will be an important part of converting from a travel plan with interim elements, to a final travel plan. In addition the Travel Plan monitoring fee of £3,325 should be secured under s106.

#### Construction and Servicing

- 7.6.42 The only access for construction vehicles would be from Wilmer Way. There is no information provided in the TA on the likely construction period/phasing, the size of construction vehicles or the vehicle tracking outputs, so it is difficult to assess the likely impact of construction traffic. The construction details however will be secured under a construction management plan (CMP) and construction logistics plan (CLP) which would need to be agreed and submitted prior to construction on site.

#### Highway Conclusions

- 7.6.43 Overall there are no objections to the application from a traffic and transportation perspective however there are a number of issues that will need to be resolved via planning condition and it is considered that insufficient information has been submitted at this stage to allow a nursery or a doctors/health surgery to occupy the proposed D1 unit at this stage. This would be secured via planning condition restricting the use of the unit and will need further resolution at a later stage.

#### 7.7 Amenity Space

- 7.7.1 Unitary Development Plan Policy (II) H9 seeks to ensure that amenity space is provided within the curtilage of all residential development, normally in accordance with the standards set out in Appendix A1.7. These standards seek to ensure that amenity space for individual houses equates in terms of area to 100% of the gross internal area of the dwelling, and in respect of flats, 75% of the gross internal area of the block. In the case of small flats in low cost schemes the provision of amenity space may be reduced to 50% of the Gross Internal Area. In both cases up to 15% of provision can be in the form of balconies. However, the publication of the Housing Design Guide to complement standards in the London Plan, states far lower amenity space standards that would be expected. As a result, this is altogether more responsive to an urban context in the approach to amenity provision and should be given due regard in the assessment of the subject site.

- 7.7.2 The London Housing Design Guide indicates minimum standards for amenity provision calculated at a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant and in the case of balconies the minimum depth and width of all balconies and other private external spaces is 1500mm.
- 7.7.3 Due regard must also be given to the direction of travel adopted by the emerging Development Management Document and in particular Policy Draft DMD 13 where a relaxation of standards adopted by the Unitary Development Plan prioritise function of the resultant space of a numerical assessment of simple form and outline standards for the application of amenity provision both as an average across the site, but also as a minimum for individual units. While standards for flats closely align with that of the Housing Design Guide, the document distinguishes between standards applied to flats and those to houses commensurate with the context of the site and the typology of the built form. The proposed standard for houses are as follows:

Dwelling type	Average private amenity across the whole site (m <sup>2</sup> )	Minimum private amenity space for individual dwellings (m <sup>2</sup> )
2b 4p	38	23
3b 4p	38	23
3b 5p	44	29
4b 5p	44	29
4b 6p	50	35

#### The Mews

- 7.7.4 This planning application proposes dedicated private amenity space for all of the proposed units. The 14 Mews houses would benefit from amenity space via a small front garden and two terraces based at first and second floor level. On average the total level of private amenity space equates to approximately 45 square metres per unit. Based on the current London Plan standards and those emerging in the councils DMD, it is considered that the level and standard of amenity space proposed for the mews units is acceptable. It is acknowledged that all the proposed amenity space for the Mews houses is to the front which is not an ideal situation but this is governed by the form of the site and the fact that the rear of the properties backs onto the school. Nevertheless taking into account the quieter road environment which the Homezone would facilitate along with the proposed child play areas, it is considered on balance that the level of private and shared/communal amenity space associated with the Mews units would be acceptable.

#### Residential Block

- 7.7.5 Based on the current London Plan standards and those emerging in the councils DMD, it is considered that the level and standard of amenity space proposed for the residential block is acceptable. The applicant has referred to the use of the landscaped area to the front of the site as amenity space, however taking into account the immediate busy road environment it is unlikely that this element would accommodate functional amenity space.

Nevertheless it is considered this element of the scheme would remain to provide much improved visual amenity along this stretch of the North Circular Road.

- 7.7.6 The 5 family units in the residential blocks would be served by private amenity space to the rear. The two duplex units facing onto Wilmer Way would also benefit from small front gardens to both the front and rear. For the residential flatted accommodation proposed over the upper floor levels, the application proposes to incorporate a series of recessed terraces and balconies on both the front and rear elevations. The amenity areas serving the majority of the front facing flats would take the form of winter gardens with retractable glazing thereby providing an element of both internal and external amenity space. These apply specifically over all the upper floor levels and in some instances due to the stepped nature of the building larger terraces have been incorporated on top of a number of the flat roof sections.
- 7.7.7 Overall this level of private amenity space is considered acceptable as it is consistent with the policy 3.5 of the London Plan and the requirements outlined in the London housing design guide for flatted developments. The balconies are proposed at a minimum of 1.75 m deep which is in excess of the 1.5 m London Plan requirement. A condition will be imposed as part of a recommended decision which will also secure finalised details of the proposed balconies and terrace materials and their relationship to one another.
- 7.7.8 In conclusion it is considered that the amenity provisions associated with the development are acceptable. In addition, the sites will have access to Arnos Park and Broomfield Park, which are within a reasonable walking distance of the proposed site. It must be noted that the applicant would also be requested to contribute towards open space provisions in the adjoining area.

## 7.8 Impact on Local Infrastructure and Services

### Education and Childcare

- 7.8.1 Due to the nature of the proposal (alongside the combination of neighbouring proposals at Site 14 under P12- 03177PLA) the council's education department have been consulted on the application. The Council continues to experience major projected growth in demand for school places. On the western side of the borough, Enfield's latest primary school strategy seeks to provide additional places through the permanent expansion of Walker, Grange Park and Garfield Schools from September 2013, and the need for further expansion in this western area of the borough will be considered as the revised pupil number projections become available.
- 7.8.2 It must be noted that Garfield School has recently been granted planning permission to extend from a 2 form entry to a 3 form entry which will create an additional 210 (Reception and Year 1 to Year 6) primary school places to be facilitated over the next 6 years. The Education department have stated that based on figures of the recently approved Ladderswood development suggests that the Ladderswood development would demand 8-9 children from each year of this new third form of entry.
- 7.8.3 Due to their location, all the residential redevelopment proposals along the North Circular Road must continue to be viewed in the context not only of

their impact on Enfield schools but also in Barnet and Haringey. Enfield, Barnet and Haringey are in the process of preparing new strategies to also meet the increase in the demand for secondary school places that will arise as the larger pupil cohorts currently in the primary sector begin to transfer to the secondary sector in the next few years. From discussions with the councils own education department there are proposals in the pipeline for expanding Broomfield School to account for these future expansion requirements, however no concrete plans are finalised. In addition it has also been confirmed that Haringey Council are investigating proposals towards expanding Bounds Green Primary School.

- 7.8.4 Based on the Councils current adopted Supplementary Planning Document the applicant would be required to contribute a figure of £210,835 towards local education provisions as a result of this development proposal. The Councils own Supplementary Planning Document indicates that there would be a child yield of 12 children from the proposed development. However it must be noted that there are 19 larger 3 and 4 bed family dwellings submitted as part of the proposal, which have the potential to generate between 60-65 children based on the number of bedrooms proposed. The proposed 1 and 2 bed units are considered likely to result in a low child yield.

#### Local Health Services

- 7.8.5 One of the most common concerns that have been highlighted by residents and expressed at the Planning Panel meeting on the 28<sup>th</sup> of February was the impact of the overall North Circular Road proposals on the local health provisions in the area. There are currently a number of health surgeries within close proximity of the development site. In addition ancillary health services including pharmacies are within easy walking distance from the site and are located to the Arnos Grove local centre and on the Bowes Road parade.
- 7.8.6 It is also worth noting that as part of the NCRAAP Policy 5, the council are looking at development opportunities to promote medical centres in the area, most specifically as part of Bowes Road Library, Southgate Town Hall and a walk-in centre at Coppicewood Lodge. As has been referred to earlier in the report it is also worth noting that the application proposes a D1/D2 use that could feasibly accommodate a health facility, although to date its future use has not been formalised as has been referred to in section 7.6 of this report.
- 7.8.7 Moreover, the planning system allows for financial contributions via a S106 agreement to secure enhanced services and increased capacity to the area where it can be demonstrated that the development will place an undue burden on services. In consultation with the Primary Care Trust, financial contributions are being sought to enhance provision and negotiations are ongoing to agree an appropriate figure commensurate with the development potential of the site and the other adjoining sites that are currently being assessed under separate planning applications. The impact of development on health services is a material consideration and to assist in calculating appropriate contributions, the Healthy Urban Development (HUDU) established a methodology. Applying this on current North Circular redevelopment proposals circa 300 units, a contribution of £1.54 million (over 5 years) would be the sum figure requested.



### 7.9 Air Quality, Noise and Contamination Issues

- 7.9.1 The applicant has submitted a range of documentation including noise, air quality and contamination assessments in relation to the proposal and the existing conditions of the site. Due to the scale of the proposal and the nature of the heavily trafficked environment of the North Circular Road, it was necessary to consult the council's environmental health.
- 7.9.2 Environmental Health officers have assessed the submitted information and have raised some issues in particular with how the air quality assessment has been conducted in relation to proposed future occupiers of the development. However it has been suggested that the air quality, noise and contamination issues are elements that can be dealt with by way of planning conditions to agree on an appropriate level of environmental measures to mitigate the impact of the busy North Circular Road environment on future occupiers of the site, but also mitigate the impacts of any future construction process on the existing residents in the area. Therefore conditions in relation to a construction management plan, a full air quality assessment of the proposal onto future prospective residents and a scheme in relation to dealing with any contamination issues on the site will need to be dealt with via planning condition.

### 7.10 Tree Issues and Ecology

#### Trees

- 7.10.1 The Council Tree Officer has assessed the application and the submitted arboricultural report and has confirmed that all the trees on the site as suggested can be removed. However, it has been iterated that there are significant possibilities to employ a comprehensive landscaping scheme as part of the proposal not only to the front of the site along the North Circular Road but also in the pocket parks, play areas and green areas that have been allocated on the site. This will all be secured via a planning condition.

#### Ecology

- 7.10.2 The Council's Biodiversity Officer has assessed the proposal and agrees with the findings of the Ecological Appraisal submitted with this application which concludes that site 11 is of negligible ecology value but that the development of this site provides good opportunities for habitat creation to enhance the biodiversity value of the area in line with Enfield's Core Strategy and NPPF. It has been suggested that the landscaping scheme submitted with this application do not currently reflect best efforts to enhance biodiversity on site.
- 7.10.3 However it is considered that this can be resolved via a pre-commencement condition to agree on the appropriate levels of landscaping and specific levels of trees and planting to be brought forward.

### 7.11 Sustainable Design and Construction

- 7.11.1 To date the Sustainable Design Officer has yet to provide a thorough assessment of the scheme. A verbal report will be provided at the committee meeting, however standard conditions have been suggested which will be attached to any approved decision as deemed necessary.

7.12 Flooding and Drainage

- 7.12.1 The Environment Agency have confirmed that the site is located within an area categorised as flood zone 1. There have been no objections raised from the EA in relation to flooding and it is not considered that the proposal would create any significant flooding impacts. It has also been considered that the proposal provides good opportunities to incorporate sustainable drainage solutions. Using green roofs where possible and permeable surfaces for the parking spaces, shared surface and paved areas would all make a significant contribution to reducing surface water run-off and improving water quality.
- 7.12.2 The EA have recommended that should the method of foundation construction be piling, specific pre-commencement conditions would need to be assigned to the application.
- 7.12.3 Thames Water have also been consulted on the application and have no objections in relation to drainage issues in relation to the proposed site. They have advised on applying some conditions and directives on the application.

7.13 Affordable Housing

- 7.13.1 Policy 3 of the Core Strategy states the objective to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings. Affordable housing should be delivered on-site unless in exceptional circumstances, for example where on-site affordable housing would not support the aims of creating sustainable communities.
- 7.13.2 The Council's Affordable Housing targets are based on the recommendations of Enfield's Affordable Housing Economic Viability Study (2009) produced by consultants Adams Integra. The Study provides an assessment of the effect of this affordable housing policy on economic viability and the Policy has been designed to ensure that it is locally relevant and viable and does not deter development through reducing the supply of land for residential purposes. . It should be noted that the Core Strategy was subject to independent examination by an Inspector appointed by the Secretary of State (SoS) and the Adams Integra Study (and formula therein) was also submitted to the examination as evidence to support the Core Strategy. The Core Strategy (and affordable housing policy) was found to be sound by the Inspector and the Strategy was formally adopted on 10<sup>th</sup> November 2010.
- 7.13.3 In this instance, the applicant, Notting Hill Housing Association have confirmed that it is proposed for at least 40% of housing on this site to be provided as affordable, subject to practical completion and securement of grant funding by March 2015. The final tenure mix would be discussed with the requirements of the area with the councils housing team. This element would be secured through the S106 legal agreement assigned to the application.

7.14 S106

- 7.14.1 Section 106 contributions would be required in respect of the following matters and the main terms of heads are set out:
- i. An education contribution of £210,835

ii. A health contribution (% Proportion for the site based on the HUDU model contribution).

iii. Highways: Car club bays (£60,000 plus £5,000 for TRO) - this sum covers all sites (i.e. 6, 11 and 14)

-Full Travel Plan

-£40k towards improvements at Wilmer Way junction

-Travel Plan monitoring costs (£3,325)

-Parking Management Plan

-No resident parking permits if and when CPZ introduced in the future

-Costs of improving pedestrian facilities towards Arnos Grove LU Station – (Costs to be confirmed)

iv. Open Space Contributions (Yet to be confirmed).

v. Securing of the mix, tenure, rent levels and percentage of affordable housing provision

vii. A 5% monitoring fee

#### **7.15 Community Infrastructure Levy (CIL)**

7.15.1 The development will be liable to a Community Infrastructure Levy at which will be charged at £20 per square metre of the net gain of GIA. This matter is yet to be finalised.

### **8.0 Conclusions and Reasons**

8.1 All current planning law and legislation requires that applications for planning permission are determined in accordance with the local development plan and regional planning policies unless material considerations dictate otherwise. The National Planning Policy Framework has established a presumption in favour of sustainable development while paragraph (19) also advises that significant weight should be placed on the need to support economic growth through the planning system.

8.2 The principle of the redevelopment of the site for residential purposes incorporating the proposed community facility is considered acceptable. The surrounding area is residential in composition and thus, in general, residential would continue to represent an appropriate land use for this site in keeping with the prevailing composition and character of the area. It is acknowledged that a number of concerns have been raised about the scale and density of the proposal. However the application is compatible with the London Plan density matrix and all other strategic local and London Plan policies that support housing developments in sustainable locations. The application is also in accordance with the overall regeneration proposals for the site and North Circular Area as a whole as has been laid out in the draft North Circular Area Action Plan.

8.3 The proposal would significantly contribute towards the council's housing stock, providing for an acceptable mix and tenure of residential accommodation in one of the most sustainable areas of the borough whilst through design measures incorporated into the scheme provide for acceptable level of living.

- 8.4 The scheme due to its relationship to neighbouring residential properties would not create a detrimental impact to the amenities of adjoining residents. The Mews houses are also considered to have an acceptable impact in terms of Broomfield School, mindful that the securement of the finished boundary treatment is yet to be finalised. In addition although details of materials will be finalised by planning conditions, the architectural design, height and layout of the development is considered acceptable in terms of its street scene appearance. The development also provides parking levels appropriate to the development having regard to London Plan standards for this area as well as providing acceptable access arrangements.
- 8.5 In conclusion, it is acknowledged that a number of concerns have been raised in relation to this planning application from local residents, specifically in relation to its scale, height, design and general functionality. However the planning application has been thoroughly assessed and it is in accordance with adopted local planning policies and strategic London Planning policies as well as guidance outlined in the National Planning Policy Framework.
- 8.6 Having regard for all issues outlined in this report it is recommended that planning permission is granted for this application for the following reasons:
1. The proposed development would significantly contribute towards the regeneration of the site and adjoining area and assist towards increasing the range of, quality and provision of the Boroughs Housing Stock, as well as providing on site affordable housing provision having regard to CP2, CP3, CP4, CP5 of the Core Strategy and London Plan Policies 3.3, 3.5, 3.8, 3.10, 3.11, 3.12 and 3.13. The proposal is also consistent with the councils aspiration for the North Circular Road area in accordance with Policy CP44 of the Core Strategy and as outlined in the emerging North Circular Road AAP and is in compliance with objectives of the National Planning Policy Framework.
  2. The proposed layout of the development, together with its siting, design, scale, density and storey heights, use of materials and landscaping as well as access arrangements would result in a development that would satisfactorily integrate into the street scene having regard to Policy (II) GD3 of the UDP, Core Policy 30 of the Core Strategy, London Plan Policies 7.2, 7.4 and 7.6 as well as having regard to the National Planning Policy Framework.
  3. The proposed development, by virtue of its layout, design, size, siting and height would not adversely impact on the existing amenities of adjoining or surrounding properties including Broomfield School having regard to Policies (II) GD3 and (II) H8 of the Unitary Development Plan and Core Policy 30 of the Core Strategy.
  4. The redevelopment as proposed will have some impact on the local highway network in terms of overall number of vehicle movements and general activity, this impact is considered to be acceptable taking in account the high level of accessibility of the site. The proposal is considered to make appropriate provision for car parking and access arrangements having regard for London Plan policies 6.3, 6.9, 6.10 and 6.13, Core Policies 24, 25 and 26 and Policy (II)GD6 of the Unitary Development Plan and the National Planning Policy Framework.

5. The proposed development would provide an acceptable overall level of private amenity and communal amenity space for the future occupiers of the development having regard to Policy (II) H9 of the Unitary Development Plan, Core Policy 30 of the Core Strategy as well as having regard to London Plan Policy 3.6 and the NPPF.

## **9.0 Recommendation and Conditions**

- 9.1 That subject to the signing of the S106 agreement the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. Conformity with approved drawings

The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Details of External materials

The development shall not be commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

- 2a. Details of Balcony Screening

The development shall not be commence until details of the balcony screening to be used to the rear of Unit B2.5 have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To protect neighbouring amenity.

- 2b. Additional Balcony Screening

The development shall not be commence until details of the screening to be used outside units B2.2 and A3.8 have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To protect the amenity of future residents of those two units.

- 2c. C24 Obscure Glazing

The glazing to be installed in the north elevation of the development indicated serving units A0.1, A1.1 and A2.1 shall be in obscured glass. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

### 3. Site Waste Management Plan

The development shall not commence until a Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimise non- hazardous construction waste at a design stage.
- iii. Procedures for minimising hazardous waste.
- iv. Monitoring, measuring and reporting of hazardous and non hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan,.

### 4. C16 Private vehicles only

### 5. C11 Details of Enclosure

#### 5a. Details of the Boundary Treatment with Broomfield School

The development shall not be commence until details of the boundary treatment between Broomfield School and the proposed Mews Houses have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To protect the amenity of the school and future residents of the Mews houses.

### 6. Removal of Permitted Development rights for All Houses

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order no development within Schedule 2, Part 1 Classes A, B or E of the Order shall be carried out to any of the duplex or Mews houses or within their curtilage unless planning permission has first been granted by the Local Planning Authority.

Reason: To ensure that any potential extensions/ outbuildings do not unduly impact on the amenity of adjoining occupiers, the character and appearance of the development or unacceptably erode amenity space provision available to the property.

#### 7. Phasing of Construction works

The development shall not commence until details of the phasing of construction works have been submitted to and approved in writing by the LPA. The phasing of the construction shall be carried out in accordance with the approved details.

Reason: In the interests of amenity and highway safety and to ensure the development is completed in a satisfactory manner.

#### 8. Methodology for demolition

Prior to any demolition of the existing campus buildings on site a comprehensive methodology for the demolition of the buildings shall be submitted to and approved in writing by the LPA. The demolition shall be carried out in accordance with the methodology agreed, unless otherwise agreed in writing by the LPA.

Reason: In order to safeguard the amenities of the neighbouring residential properties and to ensure works does not prejudice air quality from adverse dust.

#### 9. Construction Methodology

That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- (a) A photographic condition survey of the roads, footways and verges leading to the site.
  - (b) Details of construction access and associated traffic management to the site.
  - (c) Arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway.
  - (d) Arrangements for the parking of contractor's vehicles
  - (e) Arrangements for wheel cleaning
  - (f) Arrangement for the storage areas
  - (g) Hours of work
  - (h) A construction management plan written in accordance with London Best Practice Guidance: The control of dust and emission from construction demolition.
  - (i) The storage and re removal of excavation material
  - (j) Noise mitigation measures during construction and demolition
- The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

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

#### 10. Piling Method Statement

No impact piling shall take place until a piling method statement (detailing the type of the piling to be undertaken and the methodology by which such piling

will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to the underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

#### 11. Scheme to deal with Contamination

The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of the contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

If, during development, contamination not previously identified is found to be present at the site then no further development ( unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this suspected contamination shall be dealt with.

Reason: To avoid risk to public health and the environment.

#### 12. Air Quality

No development shall take place until the applicant has undertaken an air quality impact assessment of the effects of the vehicle emissions from surrounding roads upon future occupants of the proposed development; the assessment shall be submitted to the local planning authority for approval. Should the assessment show that the vehicle emissions will have a negative impact upon air quality, mitigation measures shall be implemented. All mitigation measures shall be submitted to the local planning authority for approval as part of the air quality impact assessment; once approved all mitigation measures shall be fully implemented.

Reason: To protect public health

#### 13. Development and Servicing Plan & Construction and Logistics Plan

Prior to the commencement of development details of a Development & Servicing Plan (DSP) as well as a Construction and Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise the impact of the development on the surrounding highway network, in addition to setting out how the construction site and its operation will be managed.



13a. Parking Management Plan

14. Details of Existing and Proposed Levels

The development shall not commence until plans detailing the existing and proposed ground levels of the development including levels of the houses and flats, gardens, access roads, footpaths, roads and hard surfaced areas have been submitted to and approved in writing by the LPA. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the levels have regard to the level of the surrounding development, gradients and surface water drainage.

15. Details of design and layout of Play Areas

Details regarding the design, layout, surfacing materials, landscaping and type of play equipment proposed for the play as well as details regarding a long term maintenance and management strategy for these facilities shall be submitted to and approved in writing by the LPA. The Play area facilities shall be available for use by occupation of the family sized units of the development and thereafter retained and maintained for this use.

Reason: In order to ensure that satisfactory children's play facilities and informal Recreation provision is provided for the development having regard to London Plan Policy 3.6 (Children and Young people's play and informal Recreation) and to ensure a high quality public realm is maintained in the future.

16. Units to comply with Life Time Homes

All the units shall comply with Lifetime Home standards in accordance with details to be submitted to and approved in writing by the LPA. The development shall be carried out strictly in accordance with the details approved and shall be maintained thereafter.

Reason : To ensure that the development allows for future adaptability of the home to meet with the needs of future residents over their life time in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

17. Code for Sustainable Homes Rating Level 4

Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than " Code Level 4 " shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the following formats and at the following times:

- a) A design stage assessment , conducted by an accredited Code Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site: and
- b) A post construction assessment conducted by and accredited Code Assessor and supported by relevant BRE accreditation certificate, shall be

submitted following practical completion of the development and prior to first occupation.

The development shall be carried out strictly in accordance with the details so approved, and shall be maintained as such thereafter and no change shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the council an Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

#### 18. Details of Rain water Harvesting

The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the LPA. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided by the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments in accordance with Policy CP21 of the Core Strategy and Policy 5.15 of the London Plan.

#### 19. Energy Efficiency

In accordance with the submitted energy strategy the energy efficiency of the development shall provide for no less than 25% total Co2 emissions arising from the development and its services over Part L of Building Regulations 2010 (expressed as a 25 % improvement of the DER over TER utilising gas as the primary heating fuel). The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter. Following practical completion of works a Final Energy Performance Certificate shall be submitted to and approved in writing by the LPA. Where applicable, a Display Energy Certificate shall be submitted within 18 Months following first occupation.

Reason: In the interest of sustainable development and to ensure that the LPA may be satisfied that Co2 emission targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan 2011 and the NPPF.

#### 20. Details of Green Procurement Plan

Details regarding a Green Procurement Plan shall be submitted to and approved in writing by the LPA. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including the use of low impact, locally and/ or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and /or relevant BREEAM standard. The plan must include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process.

Reason: To ensure sustainable procurement materials which minimise the negative environmental impacts of construction in accordance with CP22 and CP23 of the Core Strategy.

#### 21. Details of proposed Combined Heat and Power

Details of the proposed Combined Heat and Power (CHP) facility and infrastructure shall be submitted to and approved in writing by the LPA. The details shall include:

- a. location, specification, flue arrangement, operation/ management strategy :and
- b. the method of how the facility and infrastructure shall be designed to allow future connection to any neighbouring heating and cooling. The facility and infrastructure shall be operational/ installed prior to the first occupation of the flats. The CHP facility and infrastructure shall be carried out strictly in accordance with the details approved and maintained thereafter.

Reason: To ensure the CHP facility and infrastructure is provided appropriately so that it is designed in a manner which allows for the future connection to a district system in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan and the NPPF.

#### 22. Renewable Energy Technologies

The renewable energy technologies (Photovoltaic's/ solar thermal) as detailed in the Energy Strategy shall be installed prior to the occupation of the first house. The details of the renewable energy technologies shall include:

- a. Apparatus location specification as well as operational capacity details
- b. A Management Plan and maintenance strategy/ schedule for the operation of the technologies.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that Co2 emission reduction targets by renewable energy are met in accordance with PolicyCP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan 2011 and the NPPF.

#### 23. Details of Water Efficiency

Details regarding the internal consumption of potable water shall be submitted to and approved in writing by the LPA. Submitted details shall demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out in accordance with the details approved and maintained there after.

Reason: To promote water conservation and efficiency in all new developments and where possible in accordance with Policy CP21 of the Core Strategy and Policy 5.15 of the London Plan.

24. Details regarding Electric Vehicular Charging Points

Details of electric vehicular charging points (EVCPs) including siting shall be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be submitted to and approved in writing by the Local Planning Authority. All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently retained.

Reason : To ensure that the development complies with sustainable development Policy requirements of the London Plan.

25. C59- Cycle parking

The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. These should be shown on the revised drawing showing the nearest disabled bay to the entrance to the car park removed and designated for cycle storage, visitors' spaces on the ramp removed. The approved details shall thereafter be installed and permanently returned for cycle parking.

Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

26. C9 - Details of hard surfacing

27. Considerate Constructors Scheme

The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the LPA.

To ensure the implementation of the development does not adversely impact on the surrounding area to minimise disruption to neighbouring properties.

28. Disabled Parking Spaces

The number of disabled parking/ blue badge spaces indicated on the parking layout plan as well as visitor spaces shall be provided and thereafter retained for this purposes.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for as well as the provision of visitor parking spaces for the development.

29. C19- Refuse storage

30. Details regarding Construction & Employment Training

Prior to the commencement of development details regarding the submission of a construction and employment training strategy for the development that includes training opportunities as well as opportunities for local people and using best endeavours to appoint a local main contractor and sub contractors

construction shall be submitted to and approved in writing by the LPA. The approved strategy shall there after be adhered to.

Reason: In order to help improve employment opportunities having regard to London Plan Policy 4.12

31. Restriction on hours for delivers of construction and demolition

Deliveries of construction and removal of demolition materials to and from the site by road shall only take place between 08.00-18.00 hours Monday to Friday and 08.00- 13.00 on Saturday and at no other time except with the prior written approval of the LPA.

Reason: In order to protect the amenities of surrounding residents.

32. C14 - Details of Access including Homezone Layout and Pedestrian Access between number 200 to 202 Bowes Road.

32a. Grampian Condition

Construction works shall not commence on site until:

- a) details of mechanism to improve the access from Wilmer Way have been submitted to and approved in writing by the LPA and thereafter implemented
- b) details of design of the pedestrian footpath between nos 200 and 202 Bowes Road have been submitted to and approved in writing by the LPA and thereafter implemented
- c) details of design of a 1.5m wide pavement between Wilmer Way, alongside the southern section of the access road and the on site parking area
- d) mechanism is in place to secure access for the new residents to use core A and B

Reason: In the interests of highway and pedestrian safety and to ensure maximum permeability through the site

33. C12- Parking and turning facilities

33a. Car Club

The development shall not commence until details are submitted of a mechanism to secure the delivery of a car club to operate in Wilmer Way for the benefit of future residents and the wider public. The details shall include the identification of 1 dedicated car club parking space and the trigger point for the provision of this space in relation to the level of occupation on the site. The car club shall operate from the site in accordance with the approved details.

Reason: To minimise the demand for on site car parking

33b. C48 Restricted Use D1/D2 Commercial Unit

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the premises shall not be used as a nursery or doctors/ health surgery.

Reason: In the interests of highway function and safety and until such stage that highway issues in relation to the use of unit as a nursery or health surgery can be agreed upon.

34. Minimum Room Space Standards set down in London Design Guide

That all residential units within the proposed development shall meet the minimum floor space standards set down in table 3.3 of the London Plan and the Minimum room size standards set down in the London Design Guide Interim Edition August 2010.

Reason: To ensure the provision of good quality residential accommodation for the benefit of future residents.

35. Details regarding disposal of Foul and Surface water drainage

No development hereby permitted shall commence until full details of the surface and foul water drainage system, to include detailed drawings and volumes and runoff rates and a report detailing how the proposals are in line with current best practice, has been submitted to and approved in writing by the council. The scheme shall:

- be a Sustainable Drainage System based on current best practice, using swales and temporary pools, tree pits, permeable paving etc. to minimise surface water runoff, hold up pollution and provide wildlife habitat.
- be based on an assessment of the potential for disposing of surface water by means of sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework.
- involve no digging or construction works in the woodland in the south west corner
- involve no digging or construction works within the root protection areas of significant or veteran trees or within the root protection areas of trees along the western boundary

The drainage system shall be installed/ operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk & to minimise the discharge of surface water outside of the curtilage of the development site in accordance with Policy CP28 of the Core Strategy, Policies 5.12 and 5.13 of the London Plan and the NPPF and to ensure that biodiversity gains are achieved where appropriate

36. Details of Lighting

No development shall commence until details of all street and external lighting to provide a safe and secure environment has been submitted to and approved in writing by the Local Planning Authority. Details shall include the following:

- A layout plan with beam orientation
- A schedule of equipment to include the wavelengths of the light emitted
- Measures to avoid glare

- An isolux contour map showing light spillage to 1 lux both vertically and horizontally including into all adjacent areas
- A short report detailing what measures have been put in place to ensure that the ecological impact of the lighting scheme on is minimised.

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To ensure satisfactory street lighting provision for the development and in the interests of providing a safe and secure environment as well as to ensure that light does not adversely impact on ecological sensitive or neighbouring areas.

### 37. - Biodiversity Enhancements

No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:

- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate places along the northern boundary and rear of the property (noting species, planting sizes and proposed numbers / densities)
- Implementation timetables.
- Wildlife friendly plants and trees of local or national provenance including bat foraging/commuting habitat (nectar rich)
- Details of biodiversity enhancements to include bird and bat boxes built into or on and around the new buildings in conjunction with an incorporated light sensitive strategy

All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision of amenity, and biodiversity enhancements, afforded by appropriate landscape design and to comply with Policy CP36 and to ensure that the council fulfil their obligations under the 2006 NERC Act and their commitments as given within The Enfield BAP.

### 38. – Bats

Should development not commence prior to October 2014 an updated bat survey is to be undertaken (by an appropriately qualified ecologist) and the results submitted and approved in writing by the Council. Should bats or evidence of bats be found no development is to commence until the relevant

licence(s) have been obtained from the Statutory Nature Conservation Organisation (Natural England).

Reason: To ensure that bats, a material consideration, are not adversely impacted upon by the development in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action plan and Policies 5.11 and 5.19 of the London Plan.

#### 39. Provision of Tree Planting

Details regarding the specifications of all proposed tree planting shall be submitted to and approved in writing by the LPA. The specification will include details of the quantity, size, species, position and the proposed time of planting of all trees to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. In addition all shrubs and hedges to be planted that are intended to achieve significant size and presence in the development should be specified. All tree, shrub and hedge planting included in the specification shall be carried out in accordance with British Standards. The scheme approved shall thereafter be fully implemented. If within period of 5 years from the date of planting any tree that tree, or any tree planted in replacement for it, is removed, uprooted, destroyed or dies, another tree of the same species and size shall be provided.

Reason: To ensure that a satisfactory replacement tree planting scheme is provided as well as to help integrate the development in to its surroundings.

#### 40. Time Limit

The development to which this permission relates must be begun no later than the expiration of the three years beginning with the date of the decision notice.

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