

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 24th July 2012

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Mr S. Newton Tel: 020 8379 3851

Ward: Highlands

Application Number : TP/11/1602

Category: Dwellings

LOCATION: 1, HANSART WAY, ENFIELD, EN2 8NB

PROPOSAL: Construction of fourth floor to provide a total of 8 self contained flats (4 to each of the two blocks) comprising 2 x 3-bed and 2 x 2-bed, with balconies to front side and rear and an external supporting structure with solar panels and rainwater harvesting system.

Applicant Name & Address:

Robert Nicholas,
Nicon Developments
NICON HOUSE,
43-45, SILVER STREET,
ENFIELD,
EN1 3TN

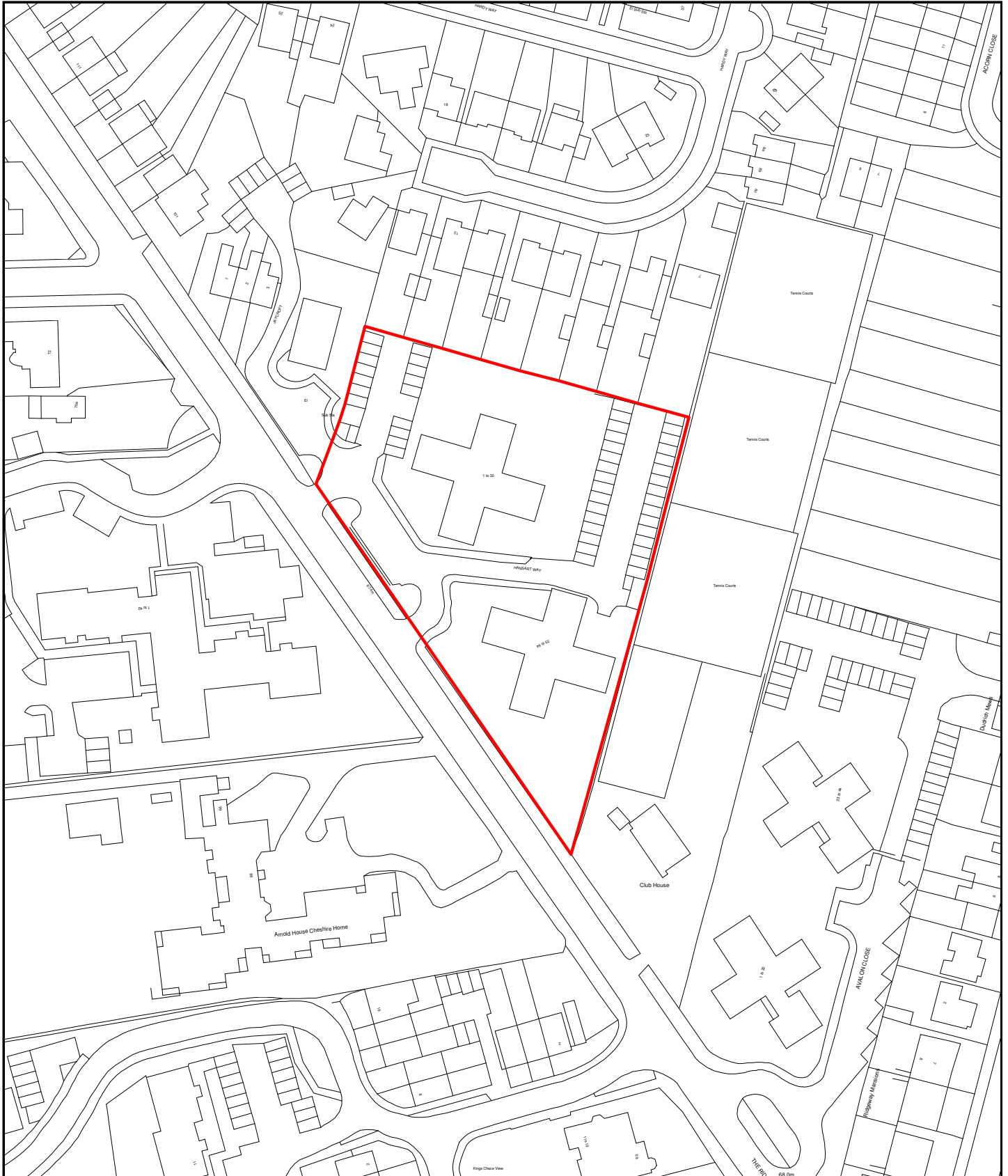
Agent Name & Address:

RECOMMENDATION:

That upon completion of the S.106 agreement, the Head of Development Services / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Note for Members:

At the meeting of Planning Committee on 26th June, it was resolved to defer consideration of the proposed development pending a member site visit. The application is reported back to Planning Committee following the site visit on Saturday 21st July



Development Control



Scale - 1:1250
Time of plot: 11:44

Date of plot: 13/06/2012

1. Site and Surroundings

- 1.1 The application site comprises two 4-storey buildings located on the northern side of The Ridgeway. Each building currently contains 32no. 1-bed units. Within the site, adjacent to the eastern and western boundaries respectively are two areas of garage parking, although some of these are currently rented out to non-residents.
- 1.2 Within the site are a number of trees, however only three, located near the road frontage, are protected by a Preservation Order.
- 1.3 Immediately north-west are flats that make up Nos.6-12 Jaycroft, a 2-storey detached building with rooms in the roof. Beyond these are Nos.1-3 Jaycroft. These properties share a common access off The Ridgeway with the application site.
- 1.4 Immediately to the east is the Enfield Lawn Tennis Club. Beyond the tennis club are two similar-styled buildings to those on the application site, Nos.1-44 Avalon Close.
- 1.5 Immediately north are the dwellings that front Hardy Way, a residential cul de sac. Hardy Way comprises semi-detached and detached bungalows (predominantly on the southern side of the street) with some two storey dwellings on its northern side. On the southern side of the street, Nos.7-14 (consecutively) have their rear boundaries directly abutting the application site.
- 1.6 On the opposite of The Ridgeway, on the return frontage with Woodridge Close, is a 2/3 storey flat development. Immediately to the south of this is Arnold House, a predominantly 2-storey development. The surrounding area is residential, containing a variety of dwelling types and styles, including purpose built flats.
- 1.7 The site is within an area with a public transport accessibility level (PTAL) of 1b to 2.

2. Proposal

- 2.1 Planning permission is sought for the construction of a fifth floor to each block to provide a total of 8 self contained flats (4 to each of the two blocks) comprising 2 x 3-bed and 2 x 2-bed, with balconies to front side and rear and an external supporting structure with solar panels and rainwater harvesting system.
- 2.2 Each of the units for both blocks will provide the following accommodation:
 - Unit 1: 3-bed unit with 97sqm of floor space;
 - Unit 2: 2-bed unit with 97sqm of floor space;
 - Unit 3: 2-bed unit with 99sqm of floor space; and
 - Unit 4: 3-bed unit with 99sqm of floor space.

- 2.3 Since the submission of the application, revised plans have been received with the following amendments:
- Removal of raised embankment and amphitheatre adjacent to properties on Hardy Way (Nos. 8-12 consecutively);
 - Revised parking layout - including the provision of all existing and proposed parking spaces / garages for the residents of the two blocks;
 - Revised location for the bin stores;
 - Privacy screens to be provided for proposed balconies.

3. Relevant Planning Decisions

- 3.1 None relevant.

4. Consultations

4.1 Statutory and non-statutory consultees

Traffic & Transportation

- 4.1.1 It has been advised that there are no objections.

Thames Water

- 4.1.2 It has been advised that in relation to sewerage and water infrastructure, there are no objections.

- 4.1.3 Any additional comments received will be reported at Committee.

4.2 Public

- 4.2.1 Twenty five letters of objection have been received from residents within the two blocks and surrounding properties,. Furthermore, an additional six letters have been received following the re-notification to neighbours of amended plans. All or some of the following points have been raised by the objectors:

Impact on amenity

- Additional floor will be an even greater eyesore.
- Loss of light to residents of Hardy Way.
- If permission is granted, thought should be given to how the privacy of residents of Hardy Way is not compromised, including those on the northern side of the street (Nos.17-23 consecutively).
- Loss of privacy for Hardy Way residents if trees are removed.
- Additional noise from people waiting for lifts.
- Noise from the operation of the lift.
- Noise and disturbance throughout the construction process.
- Significant loss of garden area.
- Residents on the southern side of Hardy Way are already overlooked. An additional floor will add to this, particularly during the autumn / winter months.
- Greater loss of privacy from an additional floor.
- Proposed external structural supports will obstruct existing windows and cast shadows over those windows.

Impact on character of area

- A number of trees are to be removed. Removal will affect the outlook for residents as well as making the building look more imposing in the surrounding area.
- The steel frames and structures are not aesthetically pleasing.
- Overdevelopment of the site as the overall impression is much less spacious and considerably more congested.
- When driving into Hardy Way, outlook will be affected.
- Overly obtrusive.
- A higher block than other three / four storey developments would alter the character of The Ridgeway.
- The skyline will be dominated by an additional level.

Highways / Transportation issues

- Insufficient parking provision, particularly as a number of garages are rented to non-residents of the two blocks.
- Inappropriate siting of refuse bins on The Ridgeway frontage.
- Insufficient refuse storage capacity (the Management Company has a contract with LBE Waste Services for 8 x 940ltr refuse bins and 4 x 1280ltr recycle bins).
- It is understood that LBE Waste Services is implementing food waste bins for flats but no provision is made for this.
- One of the new spaces (No.17) is not viable as it is tucked away into a corner and would only seem suitable for a small vehicle.
- No visitor spaces are proposed.
- What are the plans for access (residents and construction workers) during construction?
- What is the site plan for the accommodation of construction workers?
- What are the proposed construction hours?
- Will existing flats become uninhabitable during construction?

Biodiversity issues

- A significant loss of greenery.

Other issues

- Plans state that existing footings are 'barely adequate to support the existing building'. Concerned therefore about the proposed works on the existing structure. What if something goes wrong?
- Devaluation of existing property values within the block and of surrounding properties.
- Have always been concerned about limited escape routes from the building. I can not see my concerns being addressed.
- Service charges will increase mainly as a result of a lift being installed. The assumption is therefore that the lifts are only being installed to accommodate the new flats yet all of the flats will bear the cost.
- Flat Leases stress conformity throughout the existing development, yet this will be completely ignored, for example, the landlords are allowing flat owners to choose whether they take up the opportunity of

access to balconies or not. This will result in some flats having windows on their balconies and others doors. The landlords should be made to install doors onto the balconies.

- All existing flats will be provided with a balcony with no means of safe access to it from the flats, therefore how will they be cleaned.
- Obvious that the landlords have gone out of their way to include Energy Saving techniques but these apply to the new flats only. The techniques should also apply to the existing flats.
- Plans show no consideration towards existing TV aerials.
- Additional families will put a strain on existing infrastructure.

4.2.2 Councillor Vince objects to the application on grounds of overdevelopment, access and traffic.

4.3 Petition

4.3.1 A 28-signature petition against the development has also been received

5. **Relevant Policy**

5.1 Local Plan

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

CP46: Infrastructure contributions

5.2 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 cyclist

5.3 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

5.4 Other Relevant Policy Documents

National Planning Policy Framework (NPPF)

Enfield Strategic Housing Market Assessment (2010)
 Section 106 Supplementary Planning Document (Nov 2011)
 Report on Location of Tall Buildings and Important Local Views in Enfield
 (March 2012),

6. **Analysis**

6.1 Principle

6.1.1 The principle of additional accommodation is accepted as the area is residential in character. The acceptability of the scheme however, will be determined on the impact of the development on the character of the surrounding area and the impact on neighbouring residential occupiers.

6.1.2 The National Planning Policy Framework (NPPF) advises that in relation to housing applications, there is an overarching presumption in favour of sustainable development. It also places great importance in achieving good design in all schemes.

6.2 Impact on Character of Surrounding Area

Density

6.2.1 The site falls within an area with a PTAL (Public Transport Accessibility Level) rating of 1b to 2 (Table 3.2), thereby suggesting that an appropriate level of density is 150-250hrph or 50-95uph. The site area is 0.5922ha and there are currently 64 units and a total of 128 habitable rooms. This provides an existing density level of 216 habitable rooms per hectare (hrph) or 108 units per hectare (uph).

6.2.2 Whilst there is only an increase of 8 units (36 additional habitable rooms), there will be a total provision of 72 units, equating to 276.9hrph or 121uph. Although the proposed density ranges exceed the suggested range, it is necessary to compare the proposed development with those in the vicinity because acceptability will be influenced by more than a numeric assessment but must have regard to the character and appearance of the locality within which it is located thereby acknowledging the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote the most efficient use of land, although they must also result in a development form appropriate for the area:

- Nos.1-44 Avalon Close: 116uph
- Nos.1-42 Woodridge Close: 85.7uph
- Nos.5-27 Capstan Close: 193uph
- Nos.1-10 Kings Chase View: 89uph
- Nos.1-139 Dunraven Drive: 260uph

6.2.3 The above demonstrates that there is a range of density levels in the vicinity and on balance it is considered that the proposed density level is not inappropriate and would deliver an acceptable form of development compatible with the character of the surrounding area subject to the attainment of an acceptable form, appearance, and impact on neighbouring occupiers.

Amenity Space

6.2.4 Appendix A1.7 of the Unitary Development Plan requires that the amenity space provision for flats should be of an area equal to 75% of the gross internal area (GIA) of the building, of which no more than 15% should be provided in the form of balconies and roof terraces. Amenity space should provide a visual setting for the development within the general street scene as well as an area for passive or active recreation.

6.2.5 The combined gross internal area (GIA) of the proposed buildings is approximately 4188sqm. The amenity space provision has been calculated as being approximately 3200sqm or approximately 77% of the GIA, thereby exceeding adopted standards. In addition, there is sufficient provision retained immediately around and to the front of the buildings to provide an acceptable setting within the street scene.

Design / Height / Massing / Proximity to Boundaries/ Scale

- 6.2.6 The design of the two blocks is typical of its era (1960s) and similar in appearance to Nos. 1-44 Avalon Close and Nos.1-139 Dunraven Drive. The proposed articulation of the roof through angled roof planes will provide some visual interest to the two buildings and it is noted that the design would appear more lightweight than the more traditional pitched roofs or mansard roofs typical on some developments. To enable the proposed floor to appear as part of the original build, it is proposed that the external façade of both buildings will be rendered to match. These elements are considered acceptable.
- 6.2.7 The height of the buildings will obviously increase, by an additional 4.2m to approximately 15.4m. Consequently, it will result in a development that would be taller than the majority of buildings in the vicinity and one that will be visible above the existing tree line. This is considered to be not unacceptable in principle. The Report on Location of Tall Buildings and Important Local Views in Enfield (March 2012), defines a tall building as “those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor” (para.1.2). The proposed development, at 5-storeys, will be much taller than the buildings immediately adjacent to the site, would appear above the tree line and therefore have an impact on the skyline. It would not however, be of a scale that would trigger a Mayoral referral.
- 6.2.8 The Report confirms at paragraph 6.2 that buildings taller than their surrounds can affect an existing street view, although a well designed and appropriately located tall building can positively enhance the townscape. It does not however, identify the site or the immediate surrounds as being one that is inappropriate for tall buildings or one that would impact upon important local views.
- 6.2.9 The existing building is visible above the tree line, as demonstrated in photos submitted by one objector, and the design of the existing buildings and the flat roof seen at or above the tree line level does not enhance the townscape. The buildings and their visual impact are accepted because they have been in place since the 1960s. Although the proposed floor will be more visible, it is considered that the overall design, in particular the articulated roof design, will provide the necessary visual interest to the buildings and will serve to enhance the townscape.

6.3 Impact on Neighbouring Properties

Overlooking / Loss of Privacy

- 6.3.1 Each of the eight additional units will be provided with a balcony and a terrace that will project 1m from the external face of the building, and the positioning of these will determine the potential impact on neighbouring properties.
- 6.3.2 The residents on the southern side of Hardy Way (Nos.7-14 consecutively) are potentially the most affected by the proposed development as they are the nearest residential properties to the application site. In considering any potential impact, regard must be given to the existing situation which has exposed landing areas for the units at the end of the wings of the respective blocks, and whether the proposed scheme will result in a materially worse situation than existing.

- 6.3.3 The dwellings on the northern side of Hardy Way are too distant from the application site (minimum of 65m) to be detrimentally impacted upon in terms of overlooking and loss of privacy.

Units 1-32:

- 6.3.4 The terrace and balcony serving Unit 1 will face east toward the tennis courts (approximately 38m distant). Overlooking in this direction is considered not to be an issue because of the presence of the tennis courts. Additionally, the distance to the boundary would not prejudice any future potential development of the tennis courts. It is also noted that the plans are annotated to show a glazed privacy screen on the flank of the terrace to prevent any north facing views. A condition would be imposed on any approval to secure the privacy screen. It should also be noted that on this wing of the building, the exposed landing for the floors below face west with oblique views towards Jaycroft.
- 6.3.5 The balcony and terrace serving Unit 2 will face towards Nos.11, 12 & 13 Hardy Way but with oblique views towards Nos.11 & 13. There would be a distance of 17m from the end of these structures to the rear boundary of the aforementioned properties and a further 18m to the rear wall of those dwellings. Whilst the structures will be 1m nearer than any facing window, it is again considered that the potential impact is not materially greater than the existing situation. It is again noted that a glazed privacy screen is proposed, on the flank of the terrace. A condition will be imposed to secure this. It is noted that the exposed landing faces both south and west to the Ridgeway.
- 6.3.6 The terraces and balconies proposed for Units 3 & 4 are considered to not have any impact on neighbouring occupiers. This is because Unit 3 will be facing west towards The Ridgeway with long views over part of the parking area. Unit 4 will face south towards the adjacent block (Units 33-64), however there will be a distance of approximately 24m taken from the end of the terrace. This is not materially worse than existing facing windows. It is noted that the exposed landing on the respective wings face east and north respectively.
- 6.3.7 On balance, it is considered that the proposed terraces and balconies for the propose flats above Units 1-32, subject to the securing of glazed privacy screening, would not lead to any greater potential for overlooking and loss of privacy than currently exists. Views from balconies and terraces at higher levels tend to be longer views, that is, over the roof of dwellings than directly down because of the need to lean out and over to look down. Notwithstanding this, glazed privacy screens, as discussed, will be secured by condition. It is therefore considered that this element is acceptable.

Units 33-64:

- 6.3.8 Although each of the additional units above this block will be provided with an external balcony and terrace with the same orientation as described above in paragraphs 6.3.5-6.3.6, it is considered that due to the siting of this block in relation to neighbouring properties, there will not be any detrimental harm in terms of loss of privacy.
- 6.3.9 The developer has also confirmed that the proposal no longer includes the provision of balconies for the existing units.

Loss of Light / Overshadowing / Outlook

- 6.3.10 The additional height of the buildings, in particular Nos.1-32, will have some impact on light and overshadowing of the properties fronting Hardy Way which directly abut the site. A shadow-effect study has been provided to illustrate the impact of the existing development and the potential impact of the proposed development, with the analysis undertaken for 12pm on December 21st and January 21st.
- 6.3.11 The analysis demonstrates that on December 21st, Nos.9-13 and the east flank elevation of No.14 Hardy Way are currently impacted upon by the existing development. The shadow effect of the trees / tall hedging along the common boundary with the aforementioned properties extends over those dwellings and midway into the centre of the road. The shadow cast by the building can be seen to extend midway up the rear elevation of No.12. By January 21st, the impact is lessened, with the extent of the shadow creep from the vegetation extending to just beyond the front elevation of those dwellings. The impact from the building is similarly reduced as the shadow falls approximately 2m short of the rear elevation of No.12.
- 6.3.12 In relation to the proposed scheme, the additional floor would, on December 21st, cast a shadow onto the roofs of Nos.12 & 13 and can also be seen to extend into the garden of No.14 and part way up the rear elevation of that dwelling. On January 21st the impact is again reduced, however the shadow does extend to nearly the full height of the rear elevations of Nos.12 & 13 and into the garden of No.14.
- 6.3.13 Whilst the study demonstrates that there will be a minor increase in overshadowing that would be directly attributable to the proposed development, it should be noted that during the winter months, the majority of the time is spent indoors. It should also be noted that the majority of the impact from overshadowing, both existing and proposed, is attributable to the existing boundary vegetation. During the summer months the amount of shadow creep into the gardens that would be directly attributable to the proposed additional floor is negligible and would not be expected to spill beyond the site boundary. The main impact from any shadowing would be from the boundary vegetation.
- 6.3.14 Although finely balanced, it is considered that the additional impact of the reach of the shadow through the increase in height of the building, would, in the winter time, not be sufficient to warrant refusal of the planning application.
- 6.3.15 In relation to a loss of outlook, for those residents nearest the building, any further loss of outlook is not significantly greater than the impact of the existing building. For those further away, such as for residents on the northern side of Hardy Way, there will be a greater impact because the building will appear more prominently above the tree line. However, any perceived loss is diminished through the distances between the developments and for reasons discussed at paragraphs 2.6.7 to 2.6.9 of this report, a taller building is not unacceptable in this location and the design will enhance the appearance of the building.

6.4 Highway Safety

Traffic generation / Parking

- 6.4.1 One of the key issues is with parking provision. Data from parking surveys reveal that the demand for parking on site is very high, with instances of unsafe and illegal parking (parking on double yellow lines / on pedestrian footways, causing obstruction for pedestrians and other vehicles). The surveys show that the average figure for on-site parking, excluding garages is 180%, meaning that parking is over the saturation point and any existing provision exceeds the demand.
- 6.4.2 Whilst any increase in the number of units on site will potentially exacerbate the current situation, a developer is only required to ensure that there is sufficient provision for the proposed units. In this regard, to comply with standards contained in the London Plan, a maximum of 10 spaces would be required.
- 6.4.3 Submitted plans propose to overcome the concern over a lack of parking by formalising parking on site, creating additional parking spaces and providing all of the existing and proposed parking spaces for the benefit of the occupiers of the two buildings.
- 6.4.4 In total, there will be 79 parking spaces, including 2 disability bays, available for the 72 units. This level of provision exceeds what the developer could justifiably be asked to provide in relation to this application, as discussed in paragraph 6.2 of this report, and would also exceed London Plan requirements if those standards had also been applied to the existing units. While the proposal will now provide an overprovision of parking spaces, when assessed against standards, the level proposed is considered acceptable on balance, given the low PTAL of the site. It is however recommended that the details of the site parking management plan be secured by an appropriately worded condition or provisions are made within the S106 agreement to secure the existing and proposed parking spaces for the sole use of the occupiers of the two blocks. In addition, 20% of proposed new spaces must have electric charging points, with a further 20% for future adaptability.
- 6.4.5 Currently there is no provision for cycle parking on site. The development proposes 44no. secure and covered cycle parking spaces, located in two separate enclosures conveniently located close to the main entrance to the buildings. Again, the developer would only need to make provision for the proposed units, however any additional accommodation for the existing units is welcomed and details of the design and appearance will be secured by a condition.

Access

- 6.4.6 The development proposal will utilise the existing vehicular crossovers directly from The Ridgeway, in addition to providing a new access point near to the south east corner of the site leading to a new parking area for 9 vehicles. Whilst the distancing between both rows of parking spaces complies with the minimum requirement of 6m, a turning head is also provided to ensure that users are able to exit this parking area in a forwards gear. This new access is acceptable in principle provided that adequate sightlines can be secured. Details will be secured by a condition.

- 6.4.7 There is a concern with the proposed new five parking spaces located in front of units 33-64 encroaching onto the public highway. There are also existing lamp columns at the rear of parking space nos.11 and 17 which would need to be removed / re-positioned. Part of this land would also require a stopping up order or the layout should be altered to reflect that the land is adopted.
- 6.4.8 It is noted that the proposed development will increase footfall on the existing footways within the site. However some of the pedestrian routes into and through the site appear substandard in terms of width. In accordance with the guidance set out within the Department for Transport's Inclusive Mobility Guidance document, all shared/communal footpaths into and through the site should aim for 2.0m width, although 1.5m is accepted as a minimum. A condition is suggested to seek details of proposed pathways that comply with adopted standards.
- 6.4.9 Internally, a lift will be provided, accessible for all levels. This is welcomed because of the ease of access it will provide for all users and occupiers of the upper floors. Details of the plant and machinery required will be subject to a condition to ensure an appropriate siting and to protect the amenities of the occupiers of the units in terms of noise disturbance.

Servicing

- 6.4.10 Servicing would only need to be provided for the additional units, however the developer is proposing to increase refuse storage for all occupiers. An additional bin store will be provided between the two blocks, adjacent to parking bays 512 and 513. Details of the design of the refuse enclosure and its vegetated screening will be secured by condition.

6.5 Housing Mix and Affordable Housing

- 6.5.1 The Strategic Housing Market Assessment demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across all sectors of the market.
- 6.5.2 Core Policy 3 of the Core Strategy confirms that there is a borough-wide target of 40% affordable housing units in new developments capable of accommodating ten or more units. On developments of less than ten units, the policy also confirms that an assessment will be made on the level of contribution towards off-site affordable housing. On such schemes, the Council will seek to achieve a financial contribution based on a borough-wide target of 20% affordable housing. Core Policy 5 advises of the ratio that should be achieved for market housing.
- 6.5.2 The scheme is for 100% market housing and will provide 4x 3-bed units and 4x 2-bed units. Applying the formula within the SPD, the development should be contributing £174,929.26. The applicant considers that the full level of contribution or the on-site provision of affordable housing would render the scheme unviable but through negotiation has offered an initial sum of £100,000.00 towards off site affordable housing provision, to be secured through a S.106 legal agreement.
- 6.5.3 Having regard to the sum offered and also to the developers' assertion that an onsite contribution would render the scheme unviable, it is considered that on balance, the in-lieu payment should be accepted as the scheme would

provide a net increase of eight new family-sized units within the Borough. However, it is recommended that the S.106 legal agreement include a mechanism to enable the sum to be reviewed.

- 6.5.4 It is considered that having regard to the proposed mix, which includes four 3-bed units, a type of unit that is in particular demand within the Borough, and having regard to the sum to be secured for off-site affordable housing provision, the scheme would prove difficult to resist on this element.

6.6 Sustainable Design and Construction

Lifetime Homes

- 6.6.1 The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs. A condition is suggested to seek details of how the scheme will be constructed to Lifetime Homes' standards.

BREEAM

- 6.6.4 The Design Stage Pre-assessment Report indicates that the scheme will be able to achieve the minimum level 3 rating. This rating would be considered satisfactory but conditions are recommended to ensure that a design Stage and Post-assessment reports is submitted to demonstrate this.

Energy / Energy efficiency

- 6.6.5 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations. The scheme appears to be demonstrating that it can meet with the necessary reductions, and a condition is therefore suggested to secure this.

Renewable energy

- 6.6.7 Several renewable energy technologies have been evaluated for the scheme, with PV panels mounted on 30-degree frames being the favoured option. The roof surface of each block provides sufficient space to accommodate the required number of PV panels. A condition is suggested to ensure that the scheme achieves the renewable energy targets of the London Plan and Core Strategy.

Drainage

- 6.6.8 The applicant has indicated that a rain water harvesting system will be provided. A condition is proposed to secure drainage details, including the potential use of SUDs.

Ecology / Biodiversity

- 6.6.9 A tree survey and a constraints plan have been submitted with the application, which has been detailed to the appropriate standard and undertaken by an appropriately qualified person. The purpose of these documents is to identify the trees on the site, to categorise them according to

their quality and value (whether individually or as a group), and to inform the design process towards the preparation of an arboriculturally defensible scheme. Should the scheme be granted planning permission, a condition would be imposed to seek details of an Arboricultural Implication Assessment and a Method Statement to specify how trees will be protected during the course of the development.

6.6.10 Concerns have been expressed over the loss of some trees, as shown on the submitted plans. It should be noted that the final landscaping details will be secured by condition. This would take into account the need to provide new plantings to replace trees lost in relation to the new parking area on the south-east corner of the site and to also strengthen boundary screening along the common boundary shared with those properties fronting Hardy Way.

6.6.11 The above will contribute to enhancing the ecological value of the site, as would the provision of bird and bat boxes, in accordance with CP 36 of the Core Strategy.

6.7 Education

6.7.1 Contributions towards education provision are set in the S106 SPD. The scheme would be required to contribute £45,159.72, which the developer has agreed to pay. It is recommended that this sum is secured through a S106 legal agreement.

6.7 S106

6.7.1 A Section 106 Agreement is recommended to secure the following:

1. £100,000 contribution towards off-site affordable housing provision in the Borough with a review mechanism on the sale of 50% of the units and a further review on the sale of the second to last unit.
2. £45,159.72 towards education provision.
3. The provision of all proposed and existing parking spaces for the sole use of residents of the two blocks.

7 **Other Matters**

7.1 The impact of a development on property values and service charges are not material planning consideration.

7.2 Structural concerns are a matter for compliance with building regulations.

7.3 As advised above, the provision of balconies for the exiting units does not form part of the scheme under consideration.

8. **Conclusion**

8.1 The additional floor will make the buildings more visually prominent, however the design of the additional floor and roof is considered more visually appealing than the existing flat-roofed structures.

8.2 There is a presumption in favour of sustainable housing developments. The proposal achieves a more efficient use of the land whilst providing a development that through conditions, will also contribute to environmental improvements.

- 8.3 In terms of servicing and parking provision, the developer is only required to ensure that the new units comply with adopted standards. The developer is however, also making provision for the existing units.
- 8.4 In light of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing and assist in meeting with the provision of family housing within the Borough, having regard to Core Polices 2 and 4 of the Core Strategy, Policies 3.3 & 3.4 of The London Plan.
 2. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policy (II)GD3 of the Unitary Development Plan, Core Policy 30, Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan and national guidance contained within the National Planning Policy Framework.
 3. The proposed development due to its design, siting and by virtue of conditions proposed, will not significantly impact on the existing amenities of the occupiers of adjoining properties in terms of loss of light, outlook or privacy and in this respect complies with Policies (II)GD3 and (II)H8 of the Unitary Development Plan, Core Policy 30, Policy 7.6 of the London Plan and with national guidance contained within the National Planning Policy Framework.
 4. The proposal makes appropriate provision for servicing, access and parking, including cycle parking, and in this respect complies with Policies (II)GD6, (II)GD8 and (II)T19 of the Unitary Development Plan, Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan and with national guidance contained within the National Planning Policy Framework.
 5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Core Policy 32, and with Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, and with national guidance contained within the National Planning Policy Framework.

9. Recommendation

- 9.1 That upon completion of the S.106 agreement, the Head of Development Services / Planning Decisions Manager be authorised to grant planning permission subject to the following conditions:
1. C60 Approved Plans
 2. C04 Details of Development - Access
 3. C07 Details of Materials
 4. C09 Details of Hard Surfacing
The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. Where in close proximity to retained trees, the surfacing and tree root

protection measures shall be carried out in accordance with measures to be agreed with, in writing, by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance and to ensure that the method of construction of hard surfaced areas does not adversely affect the health of the trees.

- 5. C10 Detail of Levels
- 6. C11 Details of Enclosure
- 7. C12 Parking / Turning Facilities

Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No.896.01.01 Rev.M and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards.

- 8. C14 Details of Access and Junction
- 9. C15 Private Vehicles Only – Garages
- 10. C16 Private Vehicles Only – Parking Areas
- 11. C17 Details of Landscaping

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:

- a. Planting plans
- b. Written specifications (including cultivation and other operations associated with plant and grass establishment)
- c. Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
- d. Implementation timetables.
- e. Wildlife friendly plants and trees of local or national provenance
- f. Biodiversity enhancements, bird and bat boxes built into or on and around the new buildings
- g. Specifications for any fencing demonstrating how hedgehogs and other wildlife will be able to continue to travel across the site (gaps in appropriate places at the bottom of the fences)

Reason: To ensure the provision of amenity, and biodiversity enhancements, afforded by appropriate landscape design in accordance with adopted policy, and to ensure highway safety.

- 12. C18 Details of Tree Protection

No works or development shall take place until a scheme for the protection of the retained trees, written by an appropriately qualified person, has been agreed in writing with the Local Planning Authority. This scheme shall also include:

- a. the details of the working methods to be employed for the installation of parking bays, drives and paths within the Root Protection Area's of retained trees in accordance with the principles of "No-Dig" construction.

Reason: To ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, having regard to Core Policies 30 and 36 of the Core Strategy.

13. NSC1 Retained Trees

In this condition a “retained tree” is an existing tree which is to be retained in accordance with the approved plans and particulars and any recommendations therein that have been submitted to and approved in writing by the Local Planning Authority; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building approved development.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS 3998.

(b) If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To screen, preserve and enhance the development and ensure adequate landscape treatment in the interest of amenity.

14. C19 Details of Refuse Storage & Recycling Facilities

15. NSC2 Energy

Energy efficiency savings shall be undertaken in accordance with the recommendations of the revised Energy Statement (May 2012), unless otherwise approved in writing by the Local Planning Authority.

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

16. NSC3 Electric Charging Points

That prior to development commencing, the details, including siting, of the electric charging points to be provided for the basement parking spaces in each block as annotated on Drawing No.08 554 01E shall be provided to the Local Planning Authority for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to occupation of any of the units.

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

17. NSC4 Privacy Screens

Privacy screens with an equivalent obscuration of level 3 on the Pilkington Obscuration Range up to a minimum height of 1.7m above finished floor level shall be provided to the fifth floor roof terraces and its extended balcony serving Units 1 & 2 of Block 1-32 as indicated on Drawing Nos.896.01.03 Rev.E, prior to occupation of the units. The privacy screens shall be permanently retained and maintained.

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

18. C25 No Additional Fenestration

19. C41 Details of external lighting

20. NSC5 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:

- (i) a photographic condition survey of the roads, footways and verges leading to the site;
- (ii) details of construction access and associated traffic management to the site;
- (iii) arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- (iv) arrangements for the parking of contractors vehicles;
- (v) arrangements for wheel cleaning;
- (vi) arrangements for the storage of materials;
- (vii) hours of work;
- (viii) A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- (ix) The size and siting of any ancillary buildings.

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

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

21. NSC6 Code for Sustainable Homes 1

Development shall not commence until evidence in the form of a design stage assessment conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, has been provided and approved in writing by the Local Planning Authority. The evidence provided shall confirm that the dwellings can achieve a Code for Sustainable Homes rating of no less than Code Level 3.

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

Reason: In the interests of addressing climate change and to secure sustainable development.

22. NSC7 Code for Sustainable Homes 2

Following the practical completion of the development but prior to first occupation, a post construction assessment, conducted by an

accredited Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority for approval in writing.

Reason: In the interests of addressing climate change and to secure sustainable development.

23. NSC8 Lifetime Homes

Notwithstanding submitted plans and supporting documents, prior to development commencing, details shall be provided to the Local Planning Authority confirming that the scheme will meet with 100% Lifetime Homes' standards, unless otherwise approved in writing by the Local Planning Authority.

Reason: To provide for future adaptability of the housing stock.

24. NSC9 SUDs 1

No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

25. NSC10 SUDs 2

Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the Local Planning Authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the Local Planning Authority concludes that a SUDS scheme should be implemented, details of the works shall specify:

- (i) a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- (ii) the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure implementation and adequate maintenance to ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

26. NSC11 Biodiversity Enhancements

No development hereby permitted shall be occupied until a plan showing the location of all key recommendations for ecological enhancements given on p23-p24 and 30% of the additional recommendations given on p24-p25 of the ecological report (Jones & Sons Environmental Sciences Ltd. – dated 7th March 2011) has been submitted to and approved in writing by the Local Planning Authority. The ecological enhancements are to be installed and maintained as per the agreed plan.

Reason: To ensure that the development maintains and enhances biodiversity.

27. NSC12 Ecological Management Plan

All trees and scrub which are suitable for supporting nesting birds are to be cleared outside the bird nesting season (March to August inclusive) or if clearance is to occur during the bird nesting season, areas are to be first surveyed for nesting birds by a suitably qualified ecologist with the results of the survey provided to the Local Planning Authority for approval in writing prior to any clearance commencing.

Reason: To ensure that nesting birds are not adversely affected upon by the proposed development.

28. C59 Cycle Parking

Notwithstanding the approved plans, a revised secure cycle parking plan shall be submitted to the Local Planning Authority, for approval in writing, showing the following:

- a. The details of the design and siting of the cycle spaces within each Block; and
 - b. The number of cycle parking spaces to be provided.
- Cycle parking for the development shall then be provided in accordance with the approved details and permanently retained thereafter.

Reason: To ensure the provision of cycle parking spaces in line with the adopted standards

29. NSC13 Stopping Up Order

The development hereby approved shall not commence until such time as an Order is in place to stop up the public highway part affected by the scheme.

Reason: In order that the development can proceed as per the approved drawings, without prejudice to the existing public highway.

30. NSC14 Details of Lifts

Development shall not commence until details of the proposed lift for each block has been submitted to and approved in writing by the Local Planning Authority. The detail shall include:

- a. The siting of any plant and machinery;
- b. The workings of the plant and machinery; and
- c. Any measures to reduce the impact on the amenity of neighbouring residential occupiers.

Reason: To ensure a satisfactory appearance to the buildings is retained and to protect the amenity of the occupiers of the units near to the proposed lifts.

31. C51A Time Limited Permission

Directive 1: All works to the highway (the creation of a new access, removal of lamp posts) will need to be undertaken by the Council's Highway Services team, and that they should contact the footway crossing helpdesk (020 8379 2211) as soon as possible so the required works can be programmed.

Directive 2: Council requires unobstructed footway visibility starting at 0.6m to 1.0m in height above the footway for a distance of 2.0m horizontal from either edge of the access. This visibility is to be measured from a point 2.0m back from the edge of the footway.

Directive 3: Parts of the highway need to be stopped up before the development can be implemented. The applicant is advised to contact the Traffic & Transportation Service (020 8379 3573 or transportation@enfield.gov.uk) at an early stage to obtain an application form and to discuss the timescale for making the necessary Stopping Up Order.



Jaycroft

Proposed Elevation to the Ridgeway



Enfield Lawn Tennis Club



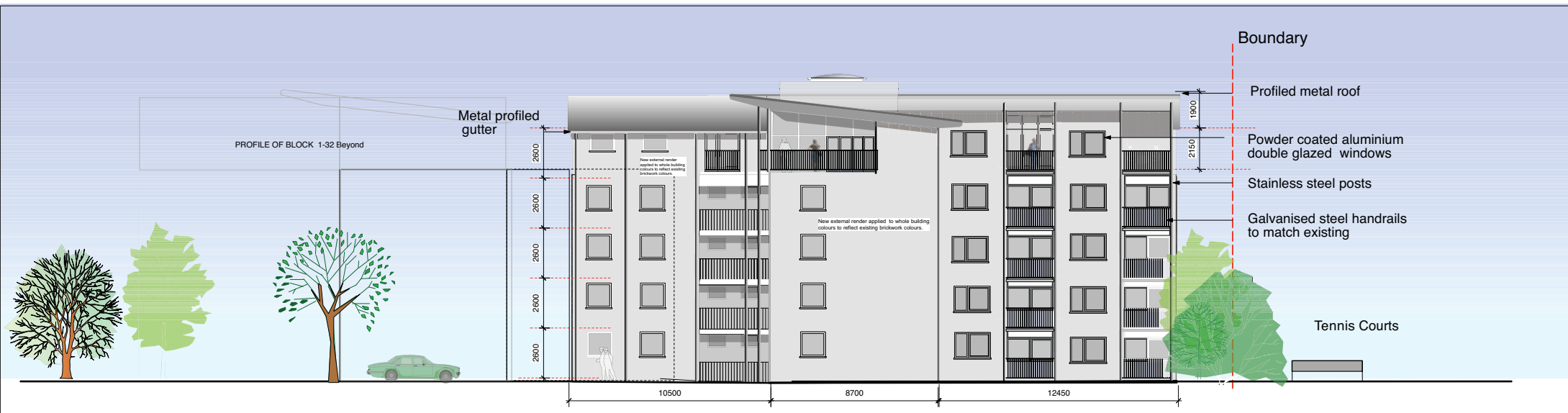
Jaycroft

Existing Elevation to the Ridgeway

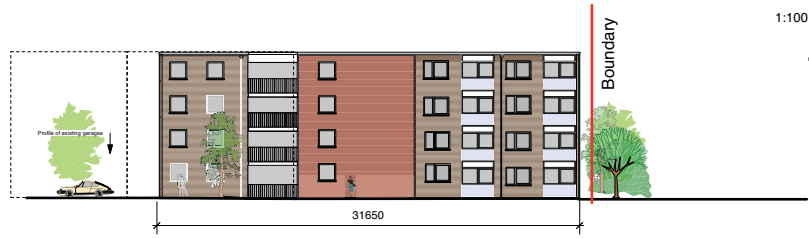
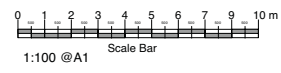


Enfield Lawn Tennis Club

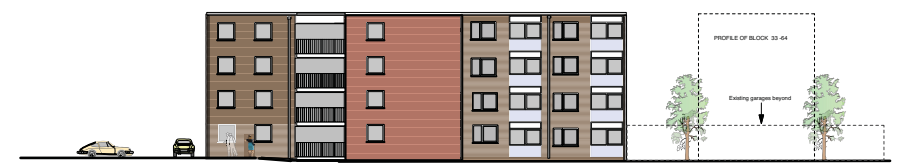
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CLIENT		Nicon Developments																																								
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11 Ridge Square London, E15 2JG Telephone: 0203 7513338 Fax: 0203 7513788 www.sanniscollection.com																																										



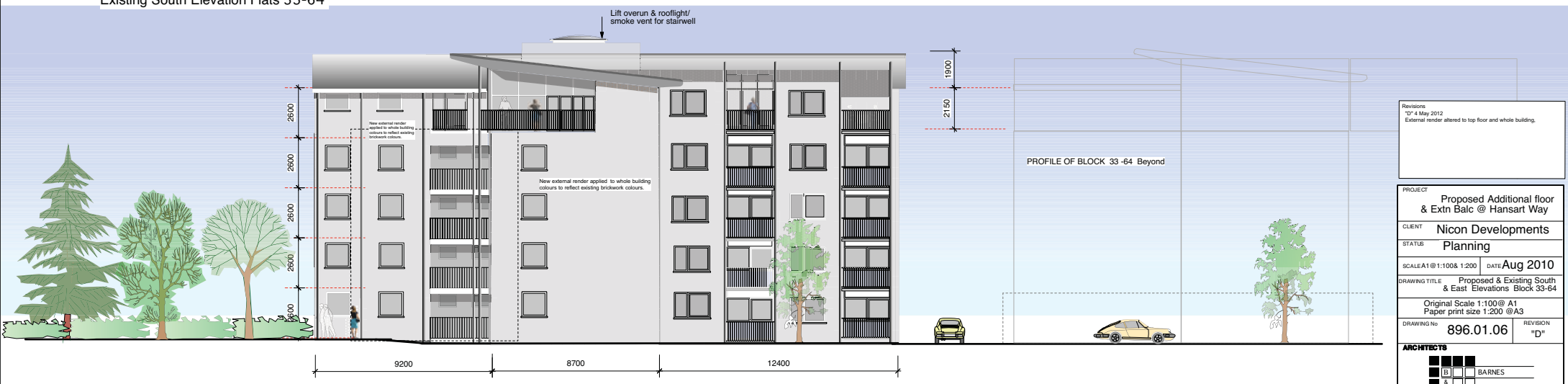
View "A" Proposed South Elevation Flats 33-64



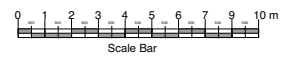
Existing South Elevation Flats 33-64



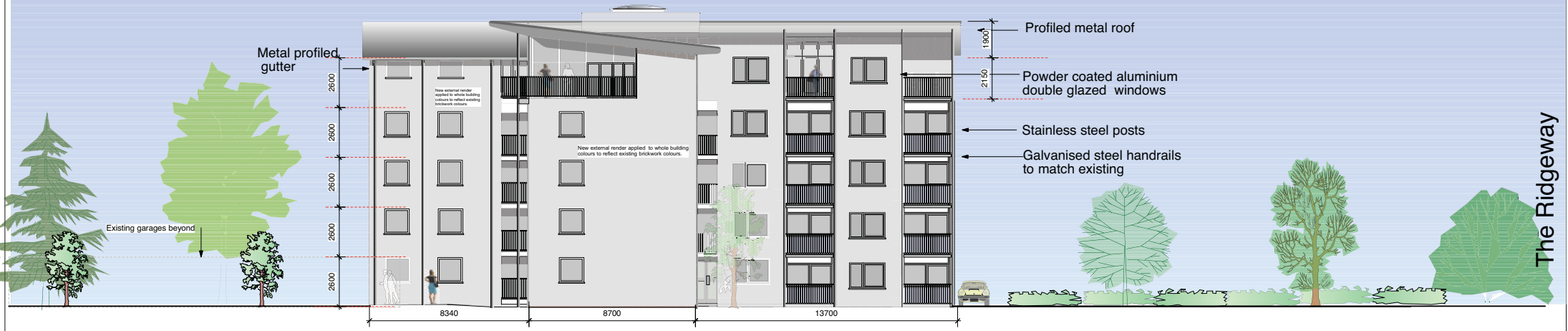
Existing East Elevation Flats 33-64



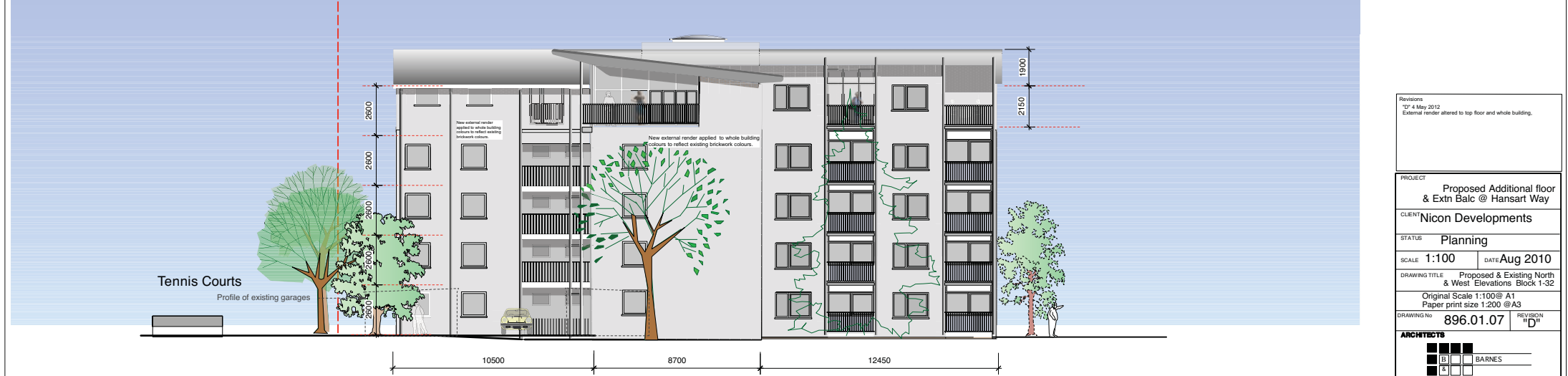
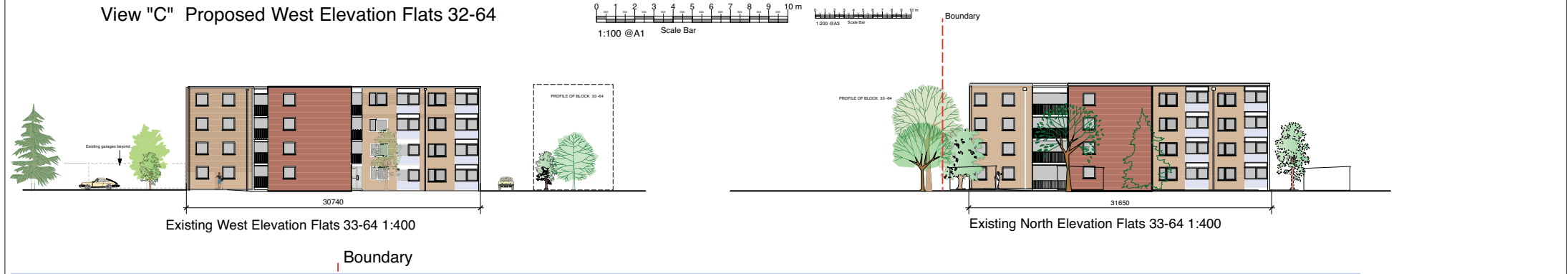
View "B" Proposed East Elevation Flats 33-64



Revisions *D* 4 May 2012 External render altered to top floor and whole building.							
PROJECT	Proposed Additional floor & Extn Balc @ Hansart Way						
CLIENT	Nicon Developments						
STATUS	Planning						
SCALE A1 @ 1:100& 1:200	DATE Aug 2010						
DRAWING TITLE Proposed & Existing South & East Elevations Block 33-64							
Original Scale 1:100 @ A1 Paper print size 1:200 @ A3							
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13 Royal Square 23 Royal Drive SE2 4WA Telephone 01544 735100							



View "C" Proposed West Elevation Flats 32-64



View "D" Proposed North Elevation Flats 33-64

Revisions
 12th May 2012
 External render altered to top floor and whole building.

PROJECT
 Proposed Additional floor & Extn Balc @ Hansart Way

CLIENT
 Nicon Developments

STATUS
 Planning

SCALE
 1:100

DATE
 Aug 2010

DRAWING TITLE
 Proposed & Existing North & West Elevations Block 1-32

Original Scale 1:100 @ A1
 Paper print size 1:200 @ A3

DRAWING NO
 896.01.07

REVISION
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ARCHITECTS

 BARNES
 COLLIE

15 Royal Basse
 25 Helder Avenue #2-49A
 Telephone 01 534 731100
 Facsimile 01 534 737865
 Email Eileen@barnesandcollie.co.uk