

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th February 2011

Report of

Assistant Director, Planning &
Environmental Protection

Contact Officers:

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4019

Ward:

Southgate

Application Number : TP/10/1424

Category: Small Scale Major:
Dwellings

LOCATION: Chase Side Works, Chelmsford Road, London, N14 4JN

PROPOSAL: Redevelopment of site to provide 53 residential units comprising 8 * 4-bed houses in two terraces with accommodation in the roof and attached 3-storey block of 3*2-bed flats and a 3-storey block of 42 flats (9 * 1-bed, 10 * 2-bed, and 23 * 3-bed) with accommodation in the roofspace, balconies and terraces together with provision of associated bicycle and car parking with access to Linden Way and Chelmsford Road.

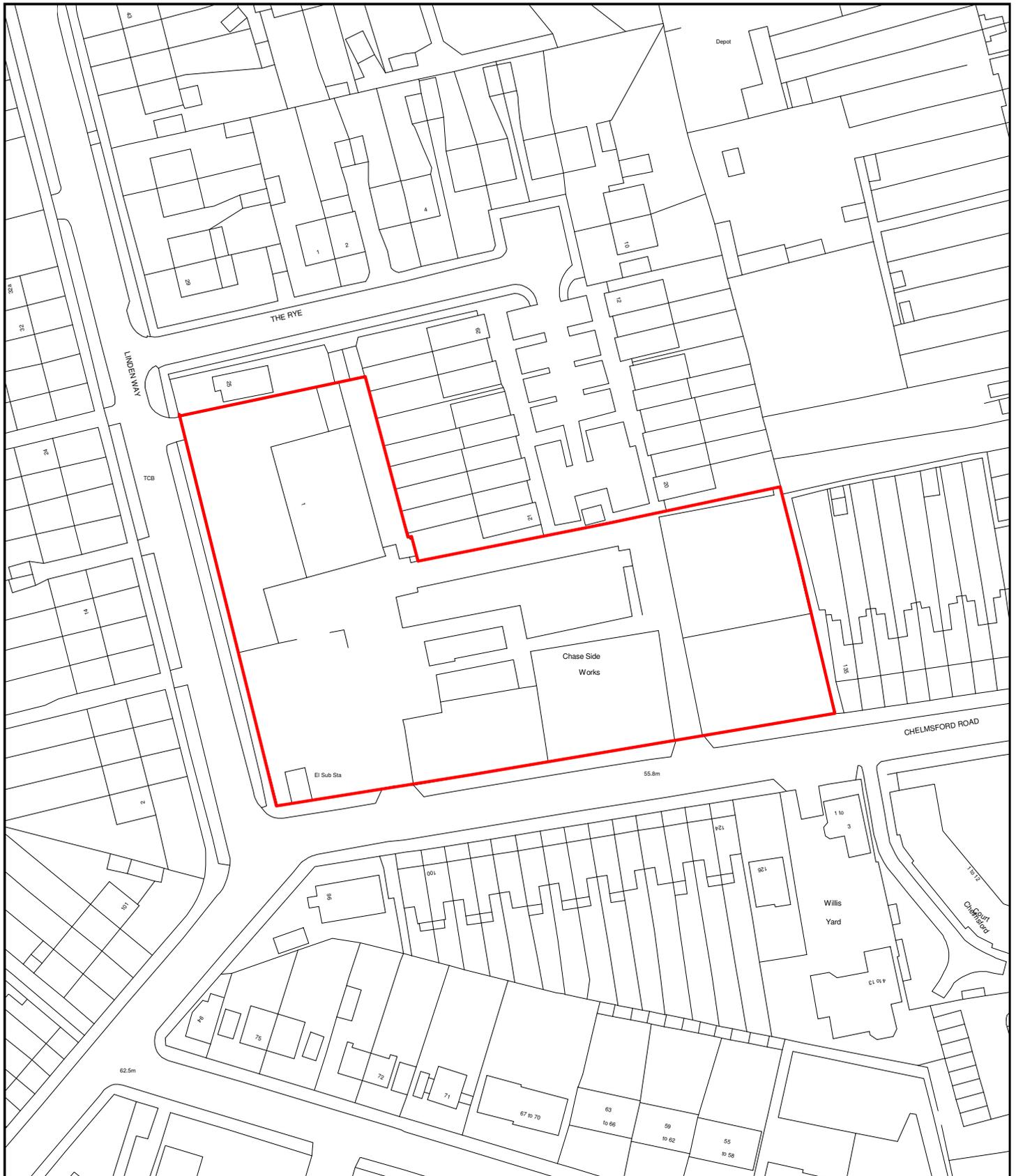
Applicant Name & Address:

Sorbon Homes Ltd,
Sorbon,
Aylesbury End,
Beaconsfield,
Bucks,
HP9 1LW

Agent Name & Address:

Sorbon Homes Ltd,
Sorbon,
Aylesbury End,
Beaconsfield,
Bucks,
HP9 1LW

RECOMMENDATION: That planning permission be **GRANTED** with conditions subject to a S.106 Agreement in respect of the heads of terms as detailed in the report.



Development Control



Scale - 1:1001
Time of plot: 10:21

Date of plot: 03/02/2011

NOTE FOR MEMBERS

Members will recall that at the meeting of the Planning Committee on 16th December 2010, the application was deferred for a member site visit. This took place on Saturday 5th February and the application is reported here for further consideration in the light of this visit.

Furthermore, since the last meeting, the Applicant has also provided some additional information in support of their development proposals and its effect on the surrounding highways. These points are:

- a) actual traffic counts carried out in October 2009 show 357 traffic movements including heavy lorries to and from the site every day. The total flows on Linden way and Chelmsford Road per day were 1125. This represents a significant proportion of traffic in the area and is directly attributable to the current use of the site;
- b) TRICS data base predicts a traffic generation from the proposed 53 dwellings of 110 movements per day. This represents 13% of the existing movements;
- c) Surveys of available roadside parking spaces reveal no spare spaces until 5 pm i.e. after Chaseside Works employees, customers and visitors have gone home;
- d) pedestrian flows as surveyed / counted are comparatively high with few journeys starting or ending at the site. These pedestrian flows e.g. 474 two-way on Linden way arise from the proximity of the site to facilities, public transport and schools. The nearest tube station is just 800m away (a 10 min walk)

Taken together with the conclusions in the report, The Applicant is of the opinion that the development would lead to a very considerable improvement to traffic and highway conditions

1. Site and Surroundings

1.1 Site

- 1.1.1 The site, Chase Side Works, is 0.58 hectares in size. It is situated 75m off Chase Road, and is bounded by Chelmsford Road to the south, Linden Way to the west, The Rye to the north and by the rear gardens of the houses on Chelmsford Road to the east. The site is currently in industrial use (Class B2) comprising 3814sqm in 16 units of 1 & 2-storey accommodation. The use is predominately car repair and MOT services with some storage and office uses. As a result of the industrial use of this land it is contaminated due to the previous industrial uses, including a dye works and paint factory.
- 1.1.2 The land is highest on the south-western corner of the site at the junction of Chelmsford Road and Linden Way. The levels fall away along Chelmsford Road for approximately 55m before rising again. The levels fall away along Linden Way before rising upwards after the junction with The Rye. From the south-west junction the land falls away diagonally across the site to the north-east before rising towards the new development on The Rye. Furthermore the site is approximately 0.8-1m below pavement level. The results of these

undulating ground levels means that the site sits in a 'sink', with a visually prominent corner at the junction of Chelmsford Road and Linden Way with the new development at Nos12-29 The Rye prominent over the top of the existing industrial buildings.

- 1.1.3 A culverted main river, Hounsden Gutter, runs north-west to south-east across the site. The applicant indicates that the Environment Agency has advised that a 7m easement is required. On the south-western edge of the site is an EDF electricity sub-station bounded by 1.8m high wooden fencing and a metal gate.
- 1.1.4 On the western boundary of the site are 13 Lime Trees which are protected under Group Tree Preservation Order (TPO), LBE Order No. 28 (3) 1971.
- 1.1.8 As existing there are 34 off-street parking spaces, however the intensity of use is such that it results in overspill parking onto the adjoining highways during work hours. The surrounding streets are double parked, and as a result the useable carriageway width is relatively narrow, giving rise to difficult access conditions for an industrial site.

1.2 Surroundings

- 1.2.1 The surrounding area is residential in character, containing mainly 2-storey terraced properties. To the west of the site, on Linden Way, there are 2-storey 1930's terraced properties in rows of four, set back from the highway with off-street parking to the front. To the north of the site is a 2-storey detached property with a detached garage to the rear, which is part of the new development on The Rye. To the north east is the main part of this new development containing 3-storey townhouses. The new development was completed in approximately 2003 and was formerly part of the industrial site. To the east of the site is a terrace of Victorian 2-storey houses on the northern side of Chelmsford Road and to the south of the site, on the southern side of Chelmsford Road is a long terrace of Edwardian 2-storey houses. There are also the occasional 3 or 4-storey purpose built block of flats in the locality.

2. **Proposal**

- 2.1 Permission is sought for the comprehensive redevelopment of the site, demolishing the industrial units and providing 53 residential units comprising 8 * 4-bed houses and 45 flats (9 * 1-bed, 13 * 2-bed and 23 * 3-bed). With associated amenity space and 55 vehicular parking spaces.
- 2.2 The houses, approximately 9.3m high, would be 2-storeys with habitable accommodation in the roof space and would be provided in two terraces. Plots 1-4 would be on the street frontage adjacent to No.135 Chelmsford Road and plots 5-8 would be at the back of the site in broad alignment with No.20 The Rye.
- 2.3 The flats would be provided in two blocks with 3 * 2-bed open-market flats in the 10.25m high Block D adjoining the house on plot 4, with accommodation over three floors. The central feature of the redevelopment would be the contiguous Blocks A-C which fronts both Chelmsford Road and Linden Way. The highest point would be at the corner junction and would be 12m high. The development falls away in height to approximately 10m at the two ends.

Accommodation is provided across four floors including accommodation in the roof space. The 'with grant' option would provide 12 socially rented flats within Block A , 4 'intermediate' flats with Block B and 29 open-market flats with Blocks C and D. The 'without grant' option would provide 8 socially rented flats and 3 intermediate flats in Block A and 34 open-market flats elsewhere.

- 2.4. The proposal provides for 55 parking spaces broadly arranged into two parking areas. A new vehicular access is proposed to Linden Way providing access to parking area on the northern edge of the site adjacent to No.25 Linden Way. The other parking area which also requires a new vehicular access is sited at the eastern end of the site between Blocks C and D. There are two other vehicular accesses to Chelmsford Road and Linden Way to double parking bays. 84 cycle spaces are provided across the site, at a ratio of 1 space for each 1 and 2-bed flat and 2 spaces for the 3 and 4-bed units.
- 2.5 Communal amenity space is provided to the rear of the main block and to the front of the development. The eight houses each have private rear amenity space.

3. Relevant Planning Decisions

- 3.1 PRE/10/0034: Proposed residential redevelopment. Advice despatched 09-Jun-2010
- 3.2 TP/09/1875: Redevelopment of site to provide 65 residential units comprising 8 x 4-bed houses and 57 flats (3 x 1-bed, 35 x 2-bed and 19 x 3-bed) with 62 parking spaces and new vehicular access to Linden Way and Chelmsford Road (OUTLINE - access, landscaping, layout and scale with some matters reserved). Refused 26-Apr-2010. Appeal Withdrawn 21-Oct-2010. The refusal reasons were:

- 1) The proposal by reason of its scale, layout, design and density results in a cramped form of development, detrimental to character and appearance of the area, the living conditions of and amenity space for future occupiers and highway safety contrary to London Plan Policy 4B.3 and PPS3.
- 2) The proposal fails to provide satisfactory quality amenity space for the occupiers of the flats resulting in substandard amenity provision, detrimental to the living conditions of future occupiers and the quality of residential accommodation available in the Borough, contrary to Policy (II)H9 and Appendix A1.7 of the Unitary Development Plan and the objectives of PPS1 and PPS3.
- 3) The proposal by virtue of its layout results in refuse bin enclosures and parking areas in visually prominent locations to the detriment of the appearance of the development and character of the area, contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.
- 4) The proposed appearance of the scheme by virtue of its bulk and design is considered to be detrimental to the character of the area. In particular the main 3 and 4-storey block is not considered to take advantage of the visually prominent corner location, block A is considered to be unduly

bulky, block D and the end elevation of block A by virtue of their design and chamfered edges are considered to have a visually awkward and contrived appearance, the proposed roof design of the main block with protruding lift shafts is considered to be unduly bulky and as viewed from the north and east, has a contrived and formless design, contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.

- 5) The proposal does not provide an adequate range of dwelling sizes or any wheelchair accessible units to the detriment of meeting the diverse housing needs of future occupiers, contrary to Policies (I)GD1, (I)GD2 and (II)H6 of the Unitary Development Plan, Policy 3A.5 of The London Plan and PPS3: Housing.
- 6) The application fails to provide sufficient information to assess the useable floor areas of the flats in the roof. In the absence of such information it is considered that the proposal would provide cramped accommodation in these units, detrimental to the future occupier's living conditions and contrary to Policy (II)H16 of the Unitary Development Plan, Supplementary Guidance on Flat Conversions, Draft London Plan Supplementary Planning Guidance: Interim Housing Guidance (2009). Draft London Plan Supplementary Planning Guidance: Housing Design Guide (2009).
- 7) The proposed layout of the dwellings is considered to result in a poor form of accommodation. In particular the flats within Block A, B & C with a single aspect facing either north or east would receive low levels of natural light and have limited outlook, the open plan living arrangements for all of the flats and houses fails to adequately reflect the diverse accommodation needs of potential occupiers and the landscaped buffer between the communal amenity space and fenestration of the ground floor flats would result in a loss of privacy and undue disturbance to the potential occupiers. Contrary to Policies (I)GD1, (I)GD2, (II)H8 and (II)H9 of the Unitary Development Plan, London Plan Policies 3A.5, 3A.6, 3A.13 and 3A.17 and Draft London Plan Supplementary Planning Guidance: Housing Design Guide (2009).
- 8) The siting of the proposed car parking areas in relation to the ground floor Flat 1 within Block E, Flat A1 within Block A and bedroom 2 of Flat C6, results in a contrived design whereby the kitchen of Flat 1 in Block E does not have any fenestration, detrimental to the outlook and levels of light for the potential occupiers and the occupier's of bedroom 2 of Flat C6 and bedroom 3 of Flat A1 would be unduly affected by light pollution from vehicle headlights, noise and disturbance and a poor level of outlook. Contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan as well as 3A.6 of the London Plan and Draft London Plan Supplementary Planning Guidance: Housing Design Guide (2009).
- 9) The proposed development provides inadequate and insufficient levels of off-street vehicular parking and would result in the potential for on-street parking on the surrounding highways, resulting in an unacceptable increase in the demand for kerbside parking to the detriment of safety and free flow of traffic on the highway contrary to Policies (II) GD6 and (II) GD8 of the Unitary Development Plan and Policy 3C.23 of the London Plan.

- 10) The proposal by virtue of its layout prejudices the ability of the site to satisfactorily provide adequate and acceptable access, circulation routes and general site permeability for pedestrians and people with disabilities and does not provide facilities in accordance with standards contrary to Policies (II)GD3, (II)GD11 and (II)T16 of the Unitary Development Plan and Manual for Streets 2007.
- 11) The proposal fails to make adequate provision for the reduction of CO² emissions resulting from the development by on-site renewable sources as required by London Plan Policies 4A.1, 4A.3 and 4B.6 and the objectives contained within PPS1, the climate change supplement to PPS1 and PPS22.
- 12) The submitted Flood Risk Assessment (FRA) does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS: 25). The submitted FRA does not, therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular the FRA fails to consider all aspects of flood risk, adequately address the potential effects of the development on the Hounsdon Gutter Culvert, and, demonstrate that any damage to the Hounsdon Gutter Culvert resulting from the proposed development will be rectified. Contrary to Unitary Development Plan Policies (I)EN6, (II)GD12 and (II)GD13 as well as PPS25.
- 13) The information submitted is considered insufficient to justify the level of Affordable Housing provision as contained within the applicant's Three Dragon's Toolkit. In the absence of such information it is considered that the proposal fails to provide a sufficient level of affordable housing, contrary to Policies 3A.8, 3A.9 and 3A.10 of the London Plan.
- 14) The proposal makes no provision to off-set the impact of the proposal on the ability of local schools to provide for the additional pupils resulting from this development, contrary to Policy 3A.2 of the London Plan and PPS1 and PPS3.

- 3.3 PRE/09/0051: Proposed erection of 65 residential units, comprising 57 self-contained flats in 3 blocks and 8 houses within 2 terraces. Advice dispatched 27-Oct-2009.
- 3.4 PRE/07/0044: Proposed redevelopment of site to provide 54 residential units with 54 car parking spaces. Request received 27-Feb-2007.
- 3.5 TP/01/1464: 1-23, Linden Way, London, N14. Erection of 18 x four bedroom townhouses in 4 three storey blocks and a detached 3 bedroom house together with widening of access road (The Rye), provision of associated car parking and removal of 16 trees. Refused 07-Jun-2002. Appeal allowed subject to conditions 17-May-2003.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Thames Water

Advise that their approval is required for new buildings across public sewers and that petrol interceptors should be fitted to the car parking areas. They have no objections on the basis of the impact on the water infrastructure.

4.1.2 EDF Energy

Advises that the distance between the sub-station and the proposed buildings footings should be greater than 7m and that habitable rooms should be sited should not have windows opening out over the sub-station.

4.1.3 Environment Agency

The Agency raises no objections subject to conditions.

4.1.4 LFEPA

The Brigade raises no objections to the proposal.

4.1.5 Traffic and Transportation

Transportation raises no objections to the proposal subject to conditions and s106 agreement.

4.1.6 Environmental Health

Environmental Health raises no objections subject to a number of conditions regarding contaminated land, restrictions on construction times and activities and details of a Construction Management Plan.

4.1.7 Education

Education calculates that the development would generate the need for six additional primary school places and 2 additional secondary school places. This burden on local schools should be offset through a s106 contribution.

4.1.8 Arboricultural Officer

No objections to the scheme are raised and advises that the TPO's can be retained.

4.1.9 Housing

Housing objects to the scheme on the basis of the mix of affordable housing units.

4.1.10 Economic Development

Raise no objections subject to a s106 agreement requiring the developer to enter into a Local Labour in Construction Agreement to provide opportunities for local people to gain employment/training.

4.1.11 Urban Design Team

The Team supports the application however suggest improvements in relation to the layout, design, use of amenity space, living conditions for future occupiers and permeability of site.

4.1.12 Ecology Officer

The Officer raises no objections to the revised ecology report subject to conditions.

4.2 Public

4.2.1 Consultation letters were sent to 200 neighbouring properties. Three notices were erected adjacent to the site and a notice placed in the local press.

4.2.2. At the time of writing there have been 16 responses by letter, signed to be 20 people including the Directors of The Rye Management Company and the Southgate Civic District Trust. All of the responses contained objections to the scheme.

4.2.3 A summary of the objections is as follows:

- Due to the height and set back of the development results in overshadowing, a loss of light to the houses on the other side of Chelmsford Road.
- Balconies result in a loss of privacy and noise to the houses on the other side of Chelmsford Road.
- Lack of parking resulting in increased on-street parking demand.
- Access and entrance points to Block C will cause a noise disturbance.
- Development will be detrimental to the character and appearance of the area.
- The proposal is an overdevelopment of the site.
- The new blocks of flats are excessive in height, size, bulk and massing.
- Proposal would, due to its height and scale result in Chelmsford Road being a 'dark alley' and result in increased opportunity for crime.
- The proposed ground floor flats would be single aspect and receive little natural light.
- Lack of amenity space for proposed development.
- The proposed scheme should have houses not flats.
- Detrimental impact on free flow of traffic and highway safety due to siting of proposed accesses/egresses.
- Noise and disturbance from pedestrian traffic, proximity of entrances to existing houses and other activities associated with an overly dense development.
- Out of character with surrounding Edwardian and Victorian properties.

4.2.4 In addition, the Southgate Civic District Trust comments that the proposed development will adversely impact on their quality of life, visual appearance and on street parking. In particular, they are concerned about the impact of overlooking on the residential properties located on the opposite side of the road and the scale of the development is out of keeping with the surroundings particularly the Victoria terraces opposite the site. Taken together, they consider the proposal represents overall development. The Group are also concerned about the effect on street parking and insufficient provision will impact on the on street spaces available to existing residents,

5. Relevant Policy

5.1 Local Development Framework

5.1.1 The Enfield Plan –Core Strategy was adopted on 10th November 2010. The following policies from this document are of relevance to the consideration of this application:

- CP2 Housing Supply
- CP3 Affordable Housing
- CP4 Housing Quality
- CP5 Housing Type
- CP6 Meeting Housing Need
- CP8 Education
- CP9 Community Cohesion
- CP13 Promoting Economic Prosperity
- CP16 Economic success and improving skills
- CP20 Sustainable Homes
- CP21 Sustainable water, drainage and sewage
- CP25 Pedestrian and Cyclists
- CP26 Public Transport
- CP28 Flood Risk
- CP29 Flood Risk Infrastructure
- CP30 Built and Open Environment
- CP32 Pollution
- CP46 Infrastructure Contributions

5.2 Unitary Development Plan

5.2.1 After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance:

- (II)GD3 Character / Design
- (II)GD6 Traffic Generation
- (II)GD8 Site Access and Servicing
- (II)H6 Size and tenure of new developments
- (II)H8 Privacy and Overlooking
- (II)H9 Amenity Space
- (II)T13 Access onto Public Highway
- (II)C35 Tree Preservation Orders
- (II)C36 Replacement planting
- (II)C38 Resist development that entail loss of trees of public

5.32 London Plan

- 2A.1 Sustainability criteria
- 3A.1 Increasing London's supply of housing
- 3A.2 Borough Housing Targets
- 3A.3 Maximising potential of sites
- 3A.5 Sustainable Design and Construction
- 3A.6 Quality of new housing provision
- 3A.13 Special needs and specialist housing

- 3A.17 Addressing the needs of London's diverse population
- 3A.20 Health objectives
- 3C.21 Improving Conditions for Walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking Strategy
- 4A.1 Tackling Climate Change
- 4A.3 Sustainable Design and Construction
- 4A.4 Energy Assessment
- 4A.5 Heating and Cooling Networks
- 4A.7 Renewable Energy
- 4A.9 Adapting to Climate Change
- 4B.1 Design principle for a compact city
- 4B.3 Maximising the potential of sites (see also Table 4B.1)
- 4B.5 Creating an inclusive environment
- 4B.6 Sustainable design and construction
- 4B.8 Respect local context and communities

Annex 4 Parking standards

London Plan Supplementary Planning Guidance: Children and Young People's Play and Recreation

London Plan Supplementary Planning Guidance: Sustainable Design and Construction (2006).

Draft London Plan Supplementary Planning Guidance: Interim Housing Guidance (2009).

5.4 Other Material Considerations

- PPS1 Sustainable Development
- PPS1 Supplement Climate Change
- PPS3 Housing
- PPS4 Planning for Sustainable Economic Growth
- PPG13 Transport

Supplementary Planning Guidance: Flat Conversions

Manual for Streets (2007)

Wheelchair Housing Design Guide (2nd Edition), Stephen Thorpe, Habinteg Housing Association (2006)

Halcrow's Employment Land Study 2006.

6. Analysis

6.1 Principle

- 6.1.1 The site's designation as secondary or locally significant industrial land has been removed by the recently adopted Core Strategy. Notwithstanding its designation however, it is recognised that such premises provide a source of local employment and an opportunity for new small businesses to become established in the Borough. The units are also suitable for service trades which need to be located amongst the community they serve. Many do not

act to the detriment of the local environment and make a valuable contribution to the Borough's economy and employment opportunity. However, it also recognised that many of these units, as well as the site as a whole, are outdated and do not meet modern needs leading to pressures for redevelopment. In such cases, regard will be had to the suitability of the site for residential or for continued business/industrial use, and to the current availability of land for housing and business uses.

- 6.1.2 More recent work regarding future designation and the need for industrial land has been undertaken in support of the Core Strategy. In particular, the Halcrow's Employment Land Study (2006) indicates that the Borough can meet its industrial employment land requirements potentially without the contribution of this particular site, which it describes as follows:

'a collection of high density buildings with almost no parking or none kerbside access. It appears to be constructed in part at the turn of the century with additional buildings circa 1930's. The site is only accessible via residential streets and is surrounded by established residential areas.'

- 6.1.3 The reports assessment is that it is *'ideal for a change of planning use due to the lack of modern facilities, poor access both physically and via the road network.'* Furthermore the Cluster appraisal results rank Chase Side Works 23rd out of Enfield's 23 industrial sites.

- 6.1.4 Given the Study's assessment of the site, highlighting its lack of modern facilities, its poor accessibility, that it is sited adjacent to existing residential areas, has limited off-street parking and gives rise to significant overspill on-street parking on the adjoining highways, it is considered that the loss of this industrial site and its use for residential purposes is acceptable subject to a s106 obligation supporting the Construction Web initiative. In principle, therefore, the proposed land use is acceptable.

6.2 Impact on Character and Appearance of Surrounding Area

6.2.1 *Density*

- 6.2.2 The London Plan Density Matrix advocates a density of up to 75 units per hectare (u/ha) or 300hrph (net), given the site's suburban location, its PTAL rating and the density of the surrounding development. The site area is 0.58 ha, the scheme proposes 53 units with 203 habitable rooms, resulting in a density of 91 u/ ha and 350 hrph. However it is acknowledged that an assessment should not solely be a numerical calculation, but also include a qualitative appraisal of the scheme.

6.2.3 *Layout*

- 6.2.4 The basic layout of the scheme maintains the established building lines on Chelmsford Road and Linden Way and provides a strong street frontage with vistas through to The Rye. Furthermore the landscaping between the proposed blocks and back edge of the footway is considered to provide a comfortable setting for the development.

- 6.2.5 Moreover the revisions to the scheme (from the originally refused proposal) contribute to an assessment of the proposal as satisfactorily integrating with the surrounding area with particular regard to its bulk and design. In particular

the increased proportion of amenity space to built form is considered more appropriate in this suburban location. Moreover the revised siting, layout and design of refuse/recycling enclosures and parking areas are such that they would not be as prominent in the street scene and the revised layout now provides a good level of site permeability for pedestrian and disabled persons. Furthermore the scheme provides quality of accommodation and satisfactory consideration has been given to avoiding undue noise and disturbance to the occupiers of the property at No.25 The Rye.

- 6.2.6 Turning to each of these issues in detail, the amenity space requirements for flats according to UDP Policy (II)H9 are 75% of the Gross Internal Area (GIA). Here, the GIA is 4150m² leading to a requirement for amenity space of 3112m². The proposed amenity space is calculated as 980m² to rear, 580m² to front and 150m² of balcony space producing an overall figure of 1710m² or 55% of the GIA. The proposed amenity space is thus below that normally required, but having regard to the functionality of the space, including balconies, patio areas to the front of the development and seating and children's play area to the rear amenity space, it is considered sufficient in terms of quality and quantity of the amenity space and contributes to a high standard of residential accommodation for future occupiers.
- 6.2.7 With regard to the proposed houses; 100% of their GIA should be provided as amenity space. The GIA of the eight houses is 904m² whilst the amenity space to the rear is 451m². Therefore the amenity space to the rear would be 50% of GIA. Whilst this is below standard, given its regular shape and a large proportion being private amenity space, it is considered acceptable.
- 6.2.8 The revised siting of the parking area to the north and additional landscaping on the boundary with No.25 Linden Way is considered to adequately mitigate against the potential for undue noise and disturbance resulting from the parking area to the occupiers of No.25.
- 6.2.9 The site is considered to have a good standard of pedestrian permeability including for disabled persons having regards to the path widths, the siting of the disabled parking bays, pedestrian visibility at the access points to the car park, the internal routes for people and especially disabled persons between the amenity space and the blocks' entrances.
- 6.2.10 The revised relationship between the parking areas and the ground floor flats is not now considered to result in undue light pollution (from headlights), noise disturbance or poor levels of outlook.
- 6.2.11 Furthermore it is considered that the vegetative buffer between the communal amenity space and windows of the ground floor flats would ensure that there is not an undue loss of privacy or undue disturbance to the future occupiers.
- 6.2.12 The proposed landscaping scheme is considered to contribute to the scheme's spacious and suburban appearance and sufficiently softens the appearance of the hard surfaced areas.
- 6.2.13 The boundary treatments are 1.5-1.8m high metal black railings to Chelmsford Road and Linden Way frontage, 1.8m timber fencing to rear of proposed houses, and along the northern and eastern boundary the high wall/fence is to be retained to Linden Square. However it is not clear what the front boundary treatment to the houses would be. Given that details of the

boundary treatments can be dealt with under the condition, it is considered appropriate to deal with this element of the scheme at a later stage.

6.2.14 *Height and Design*

- 6.2.15 The proposed blocks of flats are between 9-13m high and the proposed houses are approximately 9.3m high. The surrounding houses are approximately 8.25m high on Chelmsford Road, 10.8m high for houses between No.12 to 29 The Rye and No.25 Linden Way is approximately 9m high to its main ridge. It is considered that the proposed building heights are appropriate for the area and in terms of eaves and ridge heights and building lines relate well to the Chelmsford Road terrace starting at No.135.
- 6.2.16 The gable ends to Blocks C & E, enclosing the Chelmsford Road access, are considered to providing an appropriate 'book end' form of development. Furthermore the windows on this end elevation are considered to provide a sufficiently active frontage.
- 6.2.17 The street elevation design, whilst different to existing development in the area, is considered to pleasantly contrast with the street scene. In particular the design at the focal point at the junction of Chelmsford Road and The Rye is considered to be successful in providing a 'landmark feature'.
- 6.2.18 As viewed from the North and East (rear) Elevations, the revised roof design is such that it appears less complicated. Furthermore the revised roof design, including the revised siting of the lift shafts is such that it does not appear unduly bulky as perceived from the street.

6.3 Impact on Neighbouring Properties

- 6.3.1 The most sensitive residential properties in relation to this development are No.135 Chelmsford Road, Nos.20 – 27 The Rye and No.25 Linden Way. Given the objections further consideration is also given to the houses between Nos.98-126 Chelmsford Road.
- 6.3.2 In terms of the impact on No.135 Chelmsford Road, the following considerations are taken into account:
- The proposed house on Plot 1 does not breach the front or rear building line of No.135.
 - There are no flank windows on No.135 and only obscured glazed windows on the flank wall of the proposed house at Plot 1.
 - Appendix A1.7 of the UDP contains standards for the minimum length of rear gardens, to ensure, amongst other things, that new houses would not unduly overlook the gardens of existing properties and vice-versa. It recommends a minimum distance of 11m. The proposed rear windows of the house on Plot 5 would be 15.75m away from the rear garden of No.135 and from the rear windows of the house at Plot 6 would be 15m away.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of No.135.

- 6.3.3 In terms of the impact on No.25 Linden Way, the following considerations are taken into account:

- No.25 has one first floor flank window which appears to serve a non-habitable room.
- The closest distance between the flank wall of No.25 and the flank wall of the proposed Block A is 18m.
- The scheme proposes to retain the 2m+ fence on the boundary with No.25 along with a substantial landscaping scheme.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of No.25.

6.3.4 In terms of the impact on No.20 The Rye, the following considerations are taken into account:

- The proposed building line of the house on Plot 8 would not extend beyond the building line of No.20.
- The proposed house on Plot 8 would only have obscure glazed windows in the flank elevation facing No.20.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of No.20.

6.3.5 In terms of the impact on Nos.21 - 27 The Rye, the following considerations are taken into account:

- The UDP Appendix A1.7 contains standards for the minimum length of rear gardens, to ensure, amongst other things, that new houses would not unduly overlook the gardens of existing properties and vice-versa. It recommends a minimum distance of 11m. The distance between Block A and the rear boundary of No.21 is 14.1m. The distance increases for the other properties on the Rye.
- The UDP Appendix A1.7 contains standards for the minimum distance between buildings to safeguard privacy, the admission of light and outlook. Block A's highest facing windows/balconies are 3-storeys high, whilst the houses on the The Rye are also 3-storeys high, therefore the UDP criteria recommend a minimum distance of 30m. The distance between Block A and the rear windows of No.21 is 28m. The distance increases for the other properties on the Rye. However it is recognised that the development on The Rye is on substantially higher ground than that of the proposed Block, therefore the distance is considered to be acceptable.

Taking these factors into account, it is considered the proposed development would not unduly detract from the residential amenities of Nos 21-27.

6.3.6 In terms of the impact on Nos.98-136 Chelmsford Road, the following considerations are taken into account:

- The distance between the proposed block and the houses on the opposite side of Chelmsford Road is 17 / 18m and separated by the footways and highway of Chelmsford Road.
- The front of the proposed block is facing the front of the houses on Chelmsford Road.
- The development, albeit higher and with balconies, is no closer than other houses opposite each other on Chelmsford Road and not untypical on residential suburban roads.

- The noise associated with the Block entrances and balconies to flats is not likely to result in undue disturbance or generate noise complaints.

6.4 Quality of proposed accommodation

- 6.4.1 Having regard to the proposed units' floor areas, floor to ceiling heights, layout, aspect and fenestration, it is considered that they would be fit for purpose, sufficiently spacious, receive good levels of natural light and have a satisfactory outlook in accordance with Enfield's supplementary guidance as well as the principles of the draft London Housing Design Guide. Moreover, the revised scheme has now provided a mix of open-plan and traditional layouts which adequately reflects the varied needs of potential occupiers.
- 6.4.2 The revised layout has been altered so that the ground floor units' standard of accommodation has now improved as the ground floor windows are not unduly impinged upon by the close proximity of parking spaces and the communal amenity space. Thus it is considered that these flats are not unduly affected in terms of noise, disturbance, light pollution or loss of privacy.

6.5 Highway Safety

6.5.1 *Observations*

6.5.2 There are no formal parking restrictions along the Linden Way and Chelmsford Road frontages. There is double yellow line waiting restrictions on the southern edge of The Rye. Images provided within the planning application show extensive on-street parking along both sides of the Linden Way and Chelmsford Road frontages. The Rye, Linden Way and Chelmsford Road are public adopted highways. There is a Primary School located approximately 100m east on Trinity Street which may mean heavy traffic volumes and parking demand at school opening/closing times. The site has a PTAL of 2, although it is noted that Chelmsford Road has a PTAL of 3. Nearest underground station is Southgate with 850m south east of the site. Bus stops served by 1 daytime and 1 night route are located within a reasonable walking distance on Chelmsford Road, south east of the site.

6.5.3 The existing site has some 34 parking spaces – the proposals include the provision of 55 car parking spaces (an increase of some 20 spaces), which equates to an overall provision of 1.04 spaces per unit. The existing use is general industrial – 3,814sqm. There are two existing vehicular accesses located on Chelmsford Road and an existing vehicular access on the north western corner of the site onto Linden Way. The proposals include the provision of new vehicular access on Chelmsford Road and Linden Way together with new crossover access to disabled parking located on these frontages. Redundant crossovers are to be reinstated.

6.5.4 Existing pedestrian access into the site is to be via the existing vehicular accesses and also frontage entrances on Chelmsford Road. The proposals include the provision of a number of new pedestrian access points from Chelmsford Road and Linden Way.

6.5.5 *Traffic Generation*

6.5.6 It is considered that the proposed development will not generate significantly greater number of trips in the peak periods compared to the existing land

uses and as such, the proposed development is unlikely to have a material impact on the capacity or operation of the surrounding highway network.

6.5.7 Vehicular and Cycle Parking

6.5.8 Parking Standards within Annex 4 of the London Plan (2008) recommend less than 1 space per flat and 1.5 spaces per 4-bed house. The proposal provides 55 parking spaces. Two of the houses have one dedicated parking space, the others do not. The proposal is therefore below the maximum standards advised within the London Plan, however at more than 1 parking space per unit should not lead to undue levels of overspill parking.

6.5.9 Therefore it is considered that the proposal provides suitable off-street car parking provision, which would not create significant additional on-street car parking and is a net benefit over the existing on-street parking demand generated by the Industrial Estate.

6.5.10 The proposal contains secure and covered cycle spaces, including dedicated provision for six of the eight houses, TfL standards recommend a minimum of 63 spaces for this type and size of development. Confirmation will be required that a Right of Way exists over the path adjacent to No.135 and how cycle parking is provided for the houses on plots 2 & 3. However it is considered that these can be appropriately dealt with at the conditions stage. The cycle parking provision is acceptable in principle.

6.5.11 Car Parking - Layout

6.5.12 The residential car parking layout is indicated on Drawing Number 101/A and has been revised since the previous application to take account of the Council's concerns. The bays conform to the standard requirement of 2.4m x 4.8m bays with a minimum aisle width of 6.0m width. Furthermore, the disabled spaces which require a minimum 1.2m area of hard-standing adjacent to each bay have been provided. Therefore, the proposed layout and provision of off-street car parking is in accordance with Policies (II)GD6 and (II)GD8 of the Unitary Development Plan.

6.5.13 Vehicular accessibility

6.5.14 The development proposals include the provision of two new vehicular accesses on Chelmsford Road and Linden Way. It would appear that the access on Chelmsford Road will be a formal priority junction to allow access for refuse vehicles, whilst the new access on Linden Way will be in the form of a vehicular crossover. This is no different to the existing situation and as such is considered acceptable in principle.

6.5.15 Similarly, the proposed vehicular crossovers associated with the disabled parking to be accessed directly from Chelmsford Road and Linden Way are in accordance with the relevant standards and as such, are also acceptable in principle.

6.5.16 Whilst visibility along the carriageway is provided at each access and vehicular crossover, it is important to note that a minimum pedestrian inter-visibility of 2.0m x 2.0m at the back of footway should also be provided. Any structures and/or landscaping within the inter-visibility splays must have a maximum height of 0.6m. In order to ensure that this is provided it is

recommended that planning condition requiring further details should be implemented were permission to be granted.

6.5.17 *Pedestrian accessibility*

6.5.18 Pedestrian access into and through the site should form a fundamental part of the schemes development. It is considered that given the revised layout and the altered pedestrian routes into and through the site, shown on Drawing Number 101A, are satisfactory and furthermore are of a width that are in accordance with the guidance set out within the Department for Transport Manual for Streets (MfS) document, in that all shared/communal footpaths into and through the site should have a minimum width of 2.0m or in the case of footways into individual residential properties have a minimum width of 1.5m.

6.5.19 Furthermore, it is noted that the revised layout is such that the car parking areas are now closer to the properties (and their entrances) they are meant to serve.

6.5.20 It is noted that the proposed development will increase footfall on the existing footways of Chelmsford Road and Linden Way. Whilst the widths of the existing footways are considered sufficient, they are currently block paved and in a relatively poor condition. Therefore, a S106 contribution for off-site highway improvement works, including footway improvements within the vicinity of the site would be required.

6.6 Housing Mix and Affordable Housing

6.6.1 *Housing Mix*

6.6.2 The proposed housing mix is:

- 9 * 1-bed flats
- 10 * 2-bed flats
- 23 * 3-bed flats
- 8 * 4-bed houses

6.6.3 With the subsequent adoption of the Core Policy however, Policy 5 seeks to ensure that new developments plan for the following borough-wide mix of housing:

	1 & 2 bed flats	2 bed house	3 bed house	4+ bed house
Market	20%	15%	45%	20%
	1 & 2 bed units	2 bed units (4 person)	3 bed units	4+ bed units
Social	20%	20%	30%	30%

6.6.4 The objective is to secure 80% of new market housing to be houses across the Borough: in this instance 8 houses are proposed which equates to 22%. In addition, the Policy seeks to ensure that 30% of social housing is 4+ bed units: no 4+ bed units are proposed for social rent. Therefore the proposed

mix of units does not meet the Core Strategy's targets for a suitable mix of housing and this is highlighted by Housing.

- 6.6.5 Nevertheless the evolution of this scheme has occurred over some duration and advice on the mix has been based on the Unitary Development Plan and Housing Needs Survey (2005), that over 50% of the proposed units should contain three or more bedrooms. With this in mind, the current scheme proposes that 31 of the 53 units (58.5%) would have three or more units and thus well in excess of what had been requested.
- 6.6.6 In the light of our discussions and notwithstanding the adoption of the Core Strategy, there is a legitimate expectation from the Applicant that as such an advanced stage, the Council is consistent in its approach to avoid abortive costs and a fundamental redesign. Thus, whilst the change in Policy is a significant material consideration, it is considered that given the above points that the proposed mix of housing makes suitable provision to meet the varied needs of the Borough's current and future population.
- 6.6.7 Moreover, and as will be covered in more detail in later sections, it would appear that a mix of housing in accordance with the Core Strategy would have a significant effect on the viability of a residential re-development of the site and hinder the likelihood of terminating the non-conforming industrial use in this location and bringing a housing scheme forward.
- 6.6.8 *Affordable Housing and Viability*
- 6.6.9 The scheme proposes to provide 30% Affordable Housing in the 'with grant' option and 21% Affordable Housing in the 'without grant' option. The grant is from the Homes and Communities Agency (HCA) in order to provide additional Affordable Housing than would otherwise be the case. It is directed to the relevant Registered provider (RP) and the level of grant affects the amount the RP can afford to pay the developer for each affordable unit and subsequently has a significant affect on the viability of the scheme as a whole.
- 6.6.10 The 'with grant' option would provide 16 affordable units as follows:
2 * 1-bed social rented flats
3 * 2-bed social rented flats
7 * 3-bed social rented flats
4 * 2-bed shared ownership flats
- 6.6.11 The 'without grant' option would provide 11 affordable units as follows:
2 * 1-bed social rented flats
2 * 2-bed social rented flats
4 * 3-bed social rented flats
3 * 2-bed shared ownership flats
- 6.6.13 In order to interrogate whether the proposed level of affordable housing is the most the site / development can provide; a viability analysis, in the form of a Three Dragon's Toolkit', has been submitted along the application,
- 6.6.14 A viability analysis broadly contains five main elements. The Existing Use Value (EUV) of the site; the build / construction costs; financing costs; developer return and the sale value of the open-market units along with the RP payment. From the last four of elements a residual value for the site can

be produced which in turn is compared to the EUV. Simply put, if the residual value exceeds the EUV, the development can potentially make greater contributions towards affordable housing: if the residual value is below the EUV then this implies that the proposed redevelopment is unviable. Thus it can be seen that where the residual value is broadly equal to the EUV the scheme is both viable and the Council achieves the maximum possible level of affordable housing.

- 6.6.15 With this in mind, following consideration the viability assessment demonstrates that, at current sale prices, the residual value is below the EUV in both the with and without grant options. Thus no more affordable housing can be sustained by the development.
- 6.6.16 In order to corroborate this approach and the number of affordable housing units being supported, an independent surveyor was retained to assess the viability report. This largely supported the values and assumptions contained in the viability assessment only identifying a 3.5% potential increase in the open market valuation. However, it is considered that this 3.5% difference is within the vagaries of any valuation and do not indicate a significant underestimation in the original assessment and therefore it is considered that the submitted values are robust. Consequently, it is considered that the proposal of 21% affordable housing without grant and 30% affordable housing with grant is a good offer for the Council, especially in current market.
- 6.6.17 However, it is recognised that if sale prices and/or RP offer (given prospective Government changes to social rent) are significantly higher when the units are actually sold and/or RP offer made; then clearly the scheme has the potential to make a further contribution to affordable housing provision. Thus the Council has negotiated overage / claw back clauses to the s106. The 'with grant' option has a 7.5% buffer to the Gross Development Value (Total Scheme Revenue TSR) and then a claw back of 50% of the revenue above this buffer. The total amount subject to claw back is 50% of £1,000,000 (the cap).
- 6.6.18 The without grant option has a 10% buffer to the Gross Development Value (Total Scheme Revenue TSR) and then a claw back of 50% of the revenue above this buffer. The total amount subject to claw back is 50% of £2,000,000 (the cap). It is considered that these overage clauses provides the Council with a reasonable slice of additional revenues for affordable housing purposes if the residential housing market was to significantly improve.
- 6.7 Sustainable Design and Construction
- 6.7.1 Policies 4A.4 - 4A.7 of the London Plan requires that the CO²-equivalent emissions rate (after energy efficiency measures) is reduced by a minimum of 20% by on-site renewable unless it can be demonstrated that it is unfeasible or unviable to do so. The submitted Energy Statement and its addendum indicate that the development would reduce CO² emissions by 12.1% from Building Regulations Target Emission Rate (TER). On-site renewable provision through the use of a Combined Heat and Power (CHP) system and photovoltaic (pv) and solar water heating panels would reduce emissions from this energy-efficient baseline by 16.1%.

6.7.2 It is noted therefore that the development fails to achieve the 20% reduction by on-site renewable technologies. In this case the onus is on the applicant to demonstrate that why it is unfeasible to go further in this respect. An addendum demonstrated the following;

- a) there is no further space on the flat-roof parts of the roof for pv and solar water heating panels;
- b) the panels could not be sited on the sloping element of the roof due to maintenance and warranty concerns;
- c) air source heat pumps would likely have resulted in aesthetic and noise concerns;
- d) the culvert running through the site and the (low) amount of unshaded ground areas made ground source heat pumps unviable / ineffective; and,
- e) an extension of the CHP system would not have significantly further reduced CO² emissions.

Therefore it is considered that in this instance it has been adequately demonstrated that reductions greater than the 16.1% level is not feasible in this instance.

6.7.3 The scheme will meet a minimum of Level 3 on the Code for Sustainable Homes (CfSH) Assessment. A condition will be attached to any approval requiring that a design and post-construction stage are submitted to be approved by the LPA to ensure compliance.

6.7.4 The development will accord in full with the Lifetime Homes standards. Furthermore 5 units on the ground floor across a mixture of tenures and sizes will be Wheelchair Accessible units in accordance with the London Plan and details set out within 2nd edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006. Conditions or clauses within the s106 agreement will be attached requiring the development meets these standards.

6.8 Refuse Storage

6.8.1 The siting of refuse/ recycling areas and parking areas are considered to be situated in locations that are convenient for future occupiers, meet Refuse Department standards and do not harm the street scene and the appearance of the development.

6.9 Flood Risk

6.9.1 The Environment Agency raises no objections to the proposal on the basis of the submitted Flood Risk Assessment (FRA) and addendum. In particular the submitted FRA adequately addresses all aspects of flood risk, in particular the potential effects of the development on the Hounsden Gutter Culvert which runs through the site. Suitable imposed conditions are appropriate to deal with rectifying any potential damage to the Hounsden Gutter Culvert resulting from the development.

6.10 Environmental Impact Assessment (EIA) Regulations

6.10.1 The site is greater in area than 0.5ha and therefore qualifies under Schedule 2 of the EIA regulations. A Screening Opinion was not sought by the applicant. The key concern in this instance is the proposed residential use on contaminated land. A Contaminated Land Study and Remediation Scheme have been submitted with the application for assessment by Environmental

Health Officers. Given the above it is not considered that an EIA is required. A fuller screening opinion note is on file.

6.11 Contaminated Land

6.11.1 The issue regarding contaminated land has been assessed by Environmental Health and is considered to be able to be appropriately dealt with via conditions.

6.12 S106 requirements

6.12.1 Due to the nature of the development proposed, it is considered a S106 legal agreement is required to secure necessary mitigation as follows:

- a) a financial contribution of circa £118,000 towards education provision in the locality;
- b) a financial contribution of no more than £15,000 towards footway and highway works improvements;
- c) the provision of 30% affordable housing or 21% if there is no HCA grant; along with overage clauses
- d) a contribution to the Council's Construction Web Training Initiative, which seeks to increase employment and training for local workers in the construction of the development.

7. Conclusion

7.1. It is therefore considered that the scheme has overcome the previous reasons for refusal and thus it is recommended that planning permission be granted for the following reasons:

1. The proposed redevelopment is not considered to harm the Council's objective of maintaining and improving its stock of employment-generating industrial land, having regard to Policies 13 and 16 of the Core Strategy as well as the objectives of PPS4: Planning for Sustainable Economic Growth.
2. The proposed development would contribute to increasing the range of the Borough's housing stock, having regard to London Plan Policies 3A.1 and 3A.2, as well as providing range of units of an acceptable size, quality and mix with an acceptable standard of amenity provision having regard to Policies 2, 3, 4 and 5 of the Core Strategy, Policies (II)GD3, (II)H9 and (II)H16 of the Unitary Development Plan, adopted Supplementary Planning Guidance on Flat Conversions and Policies 3D.2 and 3D.3 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPS4.
3. The proposed development by virtue of its layout, scale, density, size and design is considered to satisfactorily integrate in the locality and not harm the character and appearance of the surrounding area, having regard to Policy 30 of the Core Strategy, Policies 3A.3 and 4B.8 of the London Plan and PPS3: Housing

4. The proposed development would not unacceptably impact on the amenities of nearby residents having regard to Policy 30 of the Core Strategy, Policy (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
5. The proposed development would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13.
6. The proposed makes satisfactory provision for sustainable design and construction and reduction of carbon dioxide-equivalent emissions, having regard to Policy (II)GD3 of the Unitary Development Plan, Policy 20 and 21 of the Core Strategy and National Guidance PPS1 and PPS1 supplement.

8. Recommendation

- 8.1 That the application be APPROVED with the following conditions and subject to a signed s106 agreement with the following heads of terms:

1. C07 Details of Materials
2. C09 Details of Hard Surfacing
3. C10 Details of Levels
4. C11 Details of Enclosure
5. C16 Private Vehicles Only - Parking Areas
6. C17 Details of Landscaping
7. C19 Details of Refuse Storage & Recycling Facilities
8. C25 No additional Fenestration
9. C51A Time Limited Permission
10. C59 Cycle parking spaces
11. T001 British Standard 3998
12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no balustrades or other means of enclosure shall be erected on any of the flat roof elements of the development. No roof of any part the flat roof elements of the development shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

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

13. Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than Level 3 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 design stage assessment, conducted by an accredited and licensed Code for Sustainable Homes 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, a post construction assessment, conducted by and accredited and licensed Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

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 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 and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

14. The development shall not be occupied until such time as the energy efficient and renewable energy measures outlined in the submitted Energy assessment have been installed and are operational. They shall be retained thereafter.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

15. The entirety of the development shall be built to Lifetime Homes Standards.

Reason: In the interests of providing for the varied needs of future residents.

16. No development shall take place until such time as a Construction Environmental Management Plan (CEMP) written in accordance with London's Best Practice guidance is submitted to, and approved in writing by, the Local Planning Authority. The (CEMP) will address the following issues:

- (i) Noise and mitigation measures
- (ii) Control of site drainage and surface water run-off
- (iii) Storage and removal of material including excavation/ demolition material
- (iv) a photographic condition survey of the roads and footways leading to the site
- (v) details of construction access
- (vi) The siting of work compounds together with loading and unloading
- (vii) Contractors' parking
- (viii) Wheel washing facilities and methodology
- (ix) Construction traffic routing and hours of operation
- (x) arrangements for vehicle servicing and turning areas
- (xi) Control of dust and air quality during demolition and construction
- (xii) Hours of work

The CEMP shall nominate a Construction Manager to oversee the management of these issues and the CEMP shall detail mechanisms for addressing complaints, monitoring, public liaison, prior notification works. The

CEMP shall be adhered to at all times and regular monitoring and auditing performance shall be carried out in accordance with a schedule to be agreed with the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing roads, prejudice highway safety or the free-flow of traffic and to minimise disruption to neighbouring properties.

17. No development shall take place until such time as an air quality impact assessment of the effects of the Combined Heat and Power plant on the local air quality levels has been submitted to, and approved in writing by, the Local Planning Authority. Should the assessment show that the plant will have a negative impact upon air quality, mitigation measures shall be submitted to, and approved in writing by the Local Planning Authority. The mitigation measures, thereby approved, shall be fully implemented prior to first occupation of the development.

Reason: In the interests of local air quality.

18. Soil remediation shall be carried out in accordance with the submitted scheme. A verification report shall be provided, in writing, to the Local Planning Authority providing details to demonstrate that the works are complete and will identify any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, which shall be adhered to thereafter.

Reason: In the interests of sustainable water drainage and sewerage

19. If, during development, contamination not previously identified is found to be present at the site, then all further development shall cease until such time as the developer has submitted and the Local Planning Authority approved an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The amended remediation strategy shall be adhered to thereafter.

Reason: In the interests of sustainable water drainage and sewerage

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (As amended by Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008). No buildings or extensions to buildings shall be erected under Article 3 and Schedule 2, Part 1, Classes A, B, D or E without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the character and appearance of the area and the amenities of neighbouring occupiers.

21. Prior to the occupation of the development, the ecological enhancements detailed in Section 6 of the revised ecological report (Phase 1 Habitat Survey and Report dated 22nd November 2010) shall be installed, and thereafter maintained for a minimum of five years, as per the specifications given in this report.

Reason: To enhance the site's biodiversity value in line with PPS 9.

22. No demolition shall take place until such time as a suitably qualified ecologist has been engaged to oversee the removal of features that have the potential to support roosting bats. Should bats or signs of bats be found, all works on-site will stop and The Local Planning Authority and Natural England shall be informed in writing. Works shall not re-commence until such time as either a Licence from Natural England for development works affecting bats has been obtained or the applicant has demonstrated in writing to the Local Planning Authority that a licence would not be required. In any case a closing-out letter detailing the methodology used and any signs of bats found will be submitted to and approved in writing by the council.

Reason: To ensure that protected species are not adversely affected by the proposed redevelopment.

23. The redevelopment, hereby approved, shall be only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 1st December 2009 and FRA addendum dated 1st October 2010 and the following mitigation measures with those documents:
- Reducing the surface run-off generated by the 1 in 100 year critical storm, taking into account the effects of climate change, to a maximum of 257 litres per second, to minimise the risk of flooding off-site.
 - Provision of a 7 metre wide built development buffer around the Hounsden Gutter Culvert.

Reason: To prevent flooding by ensuring the satisfactory disposal of surface water from the site; and to ensure the structural integrity of and means of access to Hounsden Gutter Culvert.

24. No development shall take place until such time as a method statement detailing how the Hounsden Gutter Culvert will be protected from adjacent works has been submitted to, and approved in writing by, the Local Planning Authority. A post-construction survey of the culvert shall also be undertaken and submitted to, and approved in writing by, the Local Planning Authority, in order to determine any damage caused by the works. Identified damage shall be rectified to pre-development standards to the satisfaction of the Environment Agency.

Reason: To ensure the structural integrity of the Hounsden Gutter Culvert.

25. Prior to first occupation of development details shall be submitted to and approved in writing by the Local Planning Authority of how the amenity space shall be provided and managed, with particular regard to the seating area and children's play area to the rear and the layout and manner of division/enclosure/landscaping of the amenity areas between the proposed flatted block and footways on Chelmsford Road and Linden Way.

Reason: To provide a satisfactory level of amenity space and in the interests of providing a high quality level of residential accommodation.

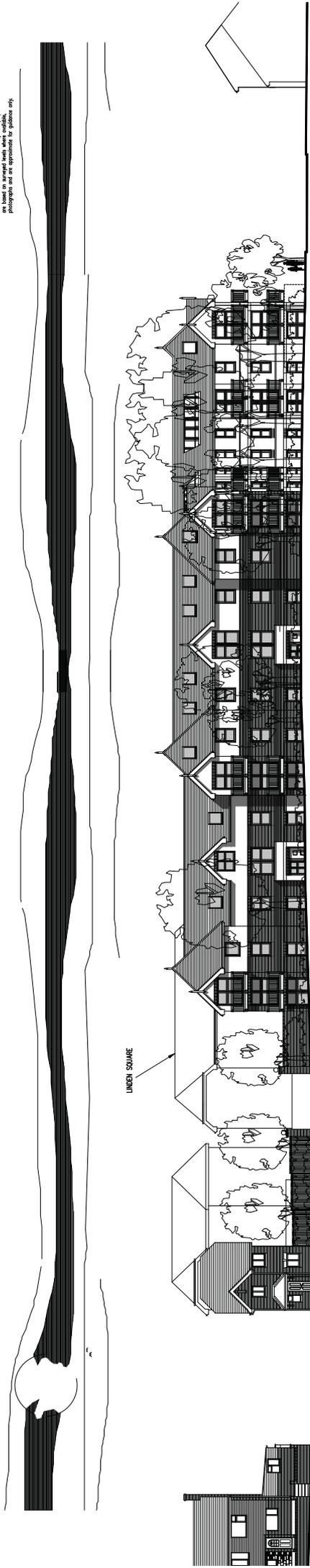
26. Prior to first occupation of the development details shall be submitted to and approved in writing by the Local Planning Authority of the allocation of parking spaces to particular flats and houses.

Reason: In the interests of the occupiers of the wheelchair units and in the interests of the amenities of ground floor units.

The s106 agreement shall include the following:

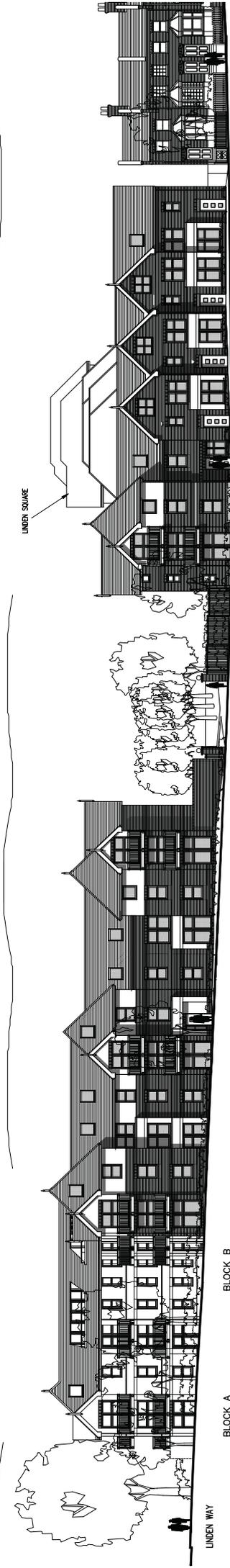
1. Education contribution of £118,214.
2. Highways contribution of £15,000 for footway / highway improvements.
3. Employment strategy contribution (Construction Web Initiative) of £10,000 per £1,000,000 of construction expenditure.
4. Affordable Housing of 16 units (30%) for the 'with grant' option including an overage clause on Total Scheme Revenue (TSR) split 50:50 with a 7.5% buffer above submitted TSR capped at £1m.
5. Affordable Housing of 11 units (21%) for the 'without grant' option including an overage clause on Total Scheme Revenue split 50:50 with a 10% buffer above submitted TSR capped at £2m.

● NVA Architects
 All elevations and details are preliminary.
 All dimensions and quantities are approximate.
 Photographs are approximate for guidance only.



THE RYE
 No. 25
 CAR PARK ACCESS
 LINDEN SQUARE
 BLOCK A
 BLOCK B
 BLOCK C
 CHELMSFORD ROAD

STREET ELEVATION LINDEN WAY
 (EXCLUDING RAILINGS IN FRONT OF BUILDINGS FOR CLARITY)



LINDEN WAY
 BLOCK A
 BLOCK B
 BLOCK C
 ACCESS ROAD
 BLOCK D
 PLOT 1
 PLOT 2
 PLOT 3
 PLOT 4
 CHELMSFORD ROAD

STREET ELEVATION CHELMSFORD ROAD
 (EXCLUDING RAILINGS IN FRONT OF BUILDINGS FOR CLARITY)



Reference: Rev. 4, 2017, Refer to Block B Linden Way Elevation.
 Project: CHASESIDE WORKS
 CHELMSFORD ROAD
 SOUTHGATE
 Client: SHANLY HOMES
 Title: STREET ELEVATIONS
 Drawn: CA/BJ Date: Sept 10 1259 Jmgh
 Scale: 1:150 Drawing No: 1288/1028
 KVA architects
 KVA Architects
 Newport House, 65 High Street
 Hampton Wick, Surrey KT11 4DB
 Telephone: 0181 871 1111
 Facsimile: 0181 871 2866

