

Public Document Pack



PLANNING COMMITTEE

Tuesday, 27th June, 2017 at 7.30 pm
Venue: Conference Room, The Civic Centre,
Silver Street, Enfield, Middlesex, EN1 3XA

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MEMBERS

Councillors : Toby Simon (Chair), Dinah Barry, Jason Charalambous, Nick Dines, Ahmet Hasan, Bernadette Lappage, Derek Levy (Vice-Chair), Anne-Marie Pearce, Donald McGowan, George Savva MBE, Jim Steven and Elif Erbil

**N.B. Any member of the public interested in attending the meeting
should ensure that they arrive promptly at 7:15pm**

**Please note that if the capacity of the room is reached, entry may not be
permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by
contacting the committee administrator before 12:00 noon on 26/06/17**

AGENDA – PART 1

1. WELCOME AND APOLOGIES FOR ABSENCE

2. DECLARATION OF INTERESTS

Members of the Planning Committee are invited to identify any disclosable pecuniary, other pecuniary or non pecuniary interests relevant to items on the agenda.

3. MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 23 MAY 2017. (Pages 1 - 4)

To receive the minutes of the Planning Committee meeting held on Tuesday 23 May 2017.

4. REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO. 12) (Pages 5 - 6)

To receive the covering report of the Assistant Director, Regeneration and Planning.

4.1 Applications dealt with under delegated powers. (A copy is available in the Members' Library).

5. 15/04916/FUL - 20 AND REAR OF 18 - 22 WAGGON ROAD, BARNET EN4 0HL (Pages 7 - 38)

RECOMMENDATION: Approval subject to conditions
WARD: Cockfosters

6. 15/05516/FUL - 465 - 469 GREEN LANES, LONDON, N13 4BS (Pages 39 - 76)

RECOMMENDATION: Approval subject to conditions
WARD: Winchmore Hill

7. 16/03643/FUL - 1 BODIAM CLOSE AND 1 - 3 PEVENSEY AVENUE (Pages 77 - 102)

RECOMMENDATION: Refusal
WARD: Town

8. 16/05535/RM - PARCEL A, CHASE FARM HOSPITAL, THE RIDGEWAY, EN2 8JL (Pages 103 - 154)

RECOMMENDATION: Reserved Matters (Conditions 57,58,59 & 60) be approved subject to conditions.
WARD: Highlands

9. 17/00275/FUL - 1 WINDSOR ROAD, LONDON, N13 5PP (Pages 155 - 166)

RECOMMENDATION: Approval subject to conditions
WARD: Palmers Green

10. 17/01439/CEU - 21 STRAYFIELD ROAD, ENFIELD, EN2 9JF (Pages 167 - 174)

RECOMMENDATION: That a Lawful Development Certificate be granted.
WARD: Chase

11. REVIEW OF ENFORCEMENT AT 1 SIMPSON CLOSE, N21 1SR (Pages 175 - 182)

Enforcement review: 1 Simpson Close, London, N21 1SR

(Report No.13)

12. EXCLUSION OF THE PRESS AND PUBLIC

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).
(There is no part 2 agenda)

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PLANNING COMMITTEE - 23.5.2017**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 23 MAY 2017****COUNCILLORS**

PRESENT Toby Simon, Dinah Barry, Nick Dines, Ahmet Hasan, Derek Levy, Anne-Marie Pearce, Donald McGowan, George Savva MBE and Jim Steven

ABSENT Jason Charalambous and Bernadette Lappage

OFFICERS: Peter George (Assistant Director, Regeneration and Planning), Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Sean Newton (Planning Officer), Dominic Millen (Group Leader, Traffic and Transportation), Ned Johnson (Environment and Street Scene) and Duncan Creevy (Legal Services) Jane Creer (Secretary)

Also Attending: Approximately 15 members of the public, applicant and agent representatives

**1
WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed all attendees and explained the order of the meeting, with a particular welcome to Councillors Dines and McGowan as new members of the Committee.

Apologies for absence were received from Councillors Charalambous and Lappage, and apologies for lateness from Councillor Pearce.

A minute's silence was observed in honour of the victims of yesterday's bombing in Manchester.

**2
ELECTION OF VICE CHAIR**

Councillor Levy was elected Vice Chair of the Planning Committee for the 2017/18 municipal year.

**3
DECLARATION OF INTERESTS**

PLANNING COMMITTEE - 23.5.2017

NOTED

1. Councillor Dines had identified some issues relating to application 17/01178/FUL given to Chase Ward Forum, but confirmed that he had not expressed any opinion on the application.
2. In respect of application 17/01178/FUL, Councillor Savva advised that he was a Tottenham Hotspur FC season ticket holder.

4

MINUTES OF THE PLANNING COMMITTEE HELD ON THURSDAY 20 APRIL 2017.

AGREED the minutes of the Planning Committee meeting held on 20 April 2017 as a correct record.

5

REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO. 3)

RECEIVED the report of the Assistant Director, Regeneration and Planning.

6

ORDER OF THE AGENDA

AGREED to amend the order of the agenda to cater for any late arrivals to the venue. The minutes follow the order of the meeting.

7

MERIDIAN WATER ZONE 1: HAZARDOUS SUBSTANCE REVOCATION ORDERS (REPORT NO. 4)

NOTED

1. The introduction by Peter George, Assistant Director, Regeneration and Planning, advising that this was a technical report with the purpose of revoking Hazardous Substance Consents to enable development. The Council was acting within the appropriate Act and had engaged with relevant agencies.
2. The unanimous support of the Committee for the officers' recommendation.

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AGREED that the Planning Committee:

- (i) Revoke Hazardous Substance Consent Numbers HAZ/92/0006 and HAZ/92/0007.
- (ii) Authorise the making of the "The London Borough of Enfield Leaside Road and Willoughby Lane Hazardous Substance Revocation Orders 2017" serving of notices on interested persons and request confirmation of the Orders by the Secretary of State.
- (iii) Delegate authority to the Assistant Director, Regeneration and Planning and Meridian Water Programme Director to amend, process, resolve, and consult with relevant parties to enable completion of the revocation duty.

8

16/05909/RE4 - MERIDIAN WORKS, 5, 6, 9 AND 9A ORBITAL BUSINESS PARK, 5 ARGON ROAD, LONDON, N18 3BW

NOTED

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals.
2. A correction to the report regarding cycle parking provision. The Transport Assessment confirmed 40 cycle parking spaces. This was in accordance with the relevant standards.
3. Councillor Dines had suggested increased cycle parking facilities. The applicant had agreed that additional cycle parking facilities can be provided. Condition 6 required the submission of details of cycle parking facilities and officers will work with the applicant to maximise provision with a view to delivering more than the 40 currently anticipated.
4. The unanimous support of the Committee for the officers' recommendation.

AGREED that planning permission be granted in accordance with Regulation 3 / 4 of the Town and Country Planning General Regulations 1992, subject to the conditions set out in the report.

9

17/01178/FUL - LAND TO THE SOUTH OF WHITEWEBBS LANE & WEST OF HOTSPUR WAY, ENFIELD, EN2 9AP

NOTED

1. Councillor Pearce arrived at the meeting at the beginning of the item and was able to participate in determination of this application.
2. The introduction by Sean Newton, Principal Planning Officer, clarifying the proposals and highlighting the main issues for Members.

PLANNING COMMITTEE - 23.5.2017

3. Receipt of an additional letter of support from George Spicer Primary School.
4. Receipt of a letter of support from Councillor Pite, Chase Ward Councillor.
5. Receipt of a letter of objection from the Friends of Forty Hall Park.
6. Receipt of a further letter from the Forty Hill and Bulls Cross Study Group, reiterating their objection and adding further points should permission be granted.
7. An amendment to section 6.9 of the report to include a reference to a clause covenanting the Club to not implement the Stand application.
8. The deputation of Ms Jill Simpson (local resident, Maidens Bridge Cottages, Bulls Cross).
9. The response from Mr Richard Serra (Applicant) and Ms Jan Hickman (Strategy Manager for Physical Education and Sport, LB Enfield).
10. The statement of Dennis Stacey, Chair of Conservation Advisory Group, confirming points of detail the Group would like to see if the application was approved.
11. Members' debate, and questions responded to by officers.
12. The unanimous support of the Committee for the officers' recommendation.

AGREED that following the completion of a Deed of Variation to link the original permission to the current application, the Head of Development Management or the Planning Decisions Manager be authorised to grant planning permission, subject to the conditions set out in the report, an additional obligation within the S106 Agreement covenanting the Club to not implement the Stand application, and consultation with Conservation Advisory Group on details of stands, lighting and enclosure.

10

PLANNING COMMITTEE DATES FOR 2017/18

NOTED

1. Noted the meeting dates and provisional meeting dates for the 2017/18 municipal year.
2. At this stage, it was uncertain whether 4 July would be used for a meeting, but likely that meetings would go ahead on 18 July and 1 August.

MUNICIPAL YEAR 2017/2018 - REPORT NO 12

COMMITTEE:
PLANNING COMMITTEE
27.06.2017

REPORT OF:
Assistant Director, Regeneration
and Planning

Contact Officer:
Planning Decisions Manager
Tel: 020 8379 3004
Kevin Tohill Tel: 020 8379 5508

AGENDA - PART 1	ITEM 4
SUBJECT - MISCELLANEOUS MATTERS	

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 465 applications were determined between 10/05/2017 and 15/06/2017, of which 304 were granted and 161 refused.

4.1.2 A Schedule of Decisions is available in the Members' Library.

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

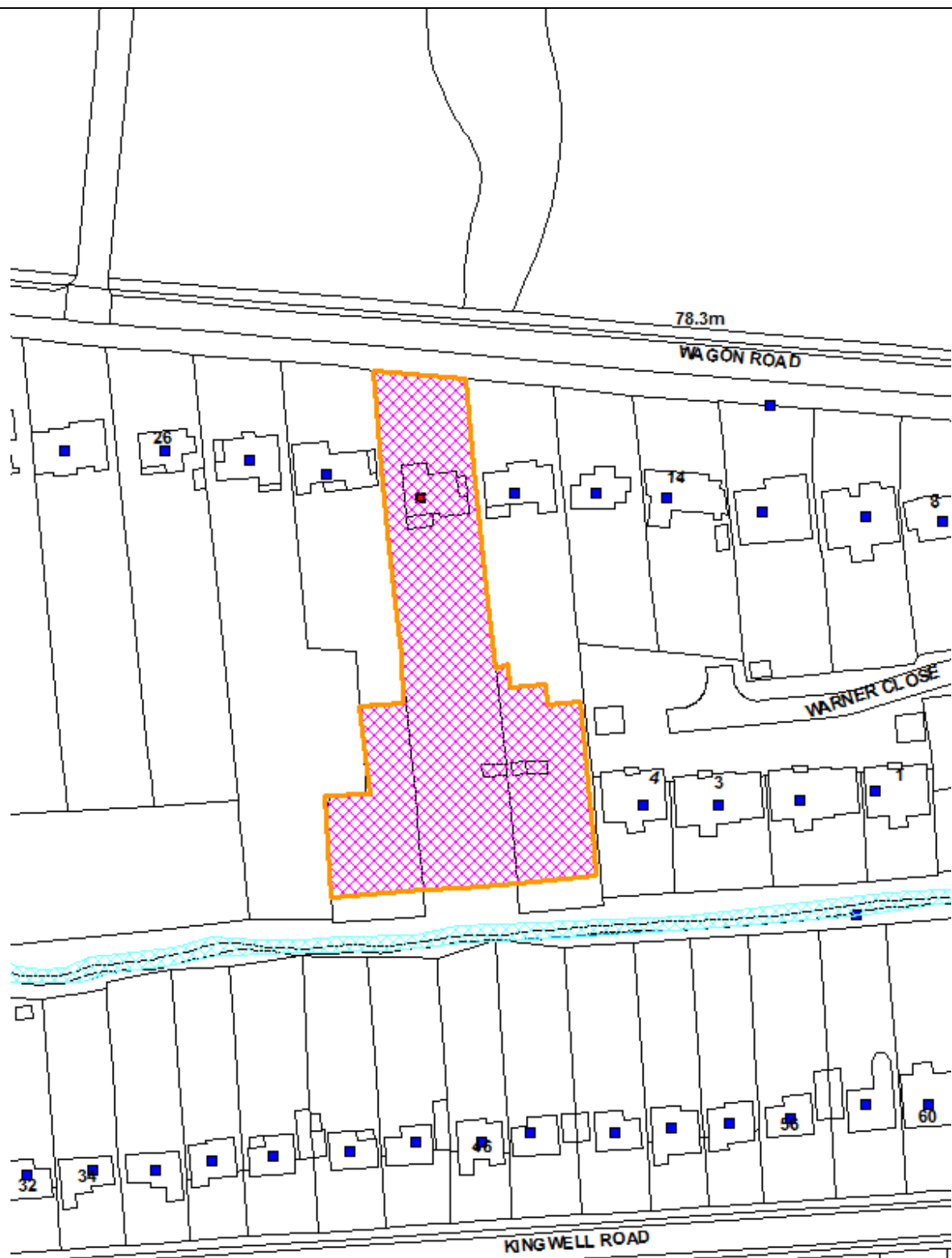
Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the London Plan (March 2015), the Core Strategy (2010) and the Development Management Document (2014) together with other supplementary documents identified in the individual reports.
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 27 June 2017
Report of Assistant Director, Regeneration & Planning	Contact Officer: Andy Higham Andy Bates Kate Perry Tel: 0208 379 3853	Ward: Cockfosters
Ref: 15/04916/FUL		Category: Full Application
LOCATION: 20 And Rear Of 18 -22, Waggon Road, Barnet, EN4 0HL		
PROPOSAL: Redevelopment of site and demolition of existing house to provide 4 x 6-bed detached single family dwelling houses with attached garages and rooms in roof, new access road from Waggon Road and associated landscaping (Amended drawings received April 2017)		
Applicant Name & Address: John Wood 20 Waggon Road Barnet EN4 0HL	Agent Name & Address: Drummond Robson 41 Fitzjohn Avenue Barnet EN5 2HN	
RECOMMENDATION: It is recommended that planning permission be GRANTED subject to conditions.		
Note for Members: Applications of this nature would normally be considered under delegated powers but the application has been brought to the Planning Committee because Councillors Charalambous and Pearce have requested that the application be presented and determined by the Committee if Officers are minded to approve the scheme.		

Ref: 15/04916/FUL LOCATION: 20 And Rear Of 18 -22, Waggon Road, Barnet, EN4 0HL



1. Site and Surroundings

- 1.1 The application site comprises number 20 Waggon Road and parts of the rear gardens of numbers 18 and 22 Waggon Road. Number 20 Waggon Road is a 2 storey detached single family dwelling located on the southern side of the road. The site has a single point of vehicular access and parking for a minimum of 4 cars on the front driveway of the property.
- 1.2 The surrounding area is residential in character, mainly characterised by large detached dwellings. Warner Close is located to the east of the application site and contains 4 dwellings to the rear of numbers 10-16 Waggon Road accessed via Sandridge Close.
- 1.3 The metropolitan Green Belt lies to north of the application site on the opposite side of Waggon Road.
- 1.4 Monken Mead Brook defines the rear (southern) site boundary.
- 1.5 There are a number of mature trees on the application site but these are not subject to a Tree Preservation Order.

2. Proposal

- 2.1 Permission is sought for the erection of 3 detached dwellings to the rear of numbers 18-22 Waggon Road. The dwellings would extend on from the existing dwellings located to the rear of numbers 10-16 Waggon Road (Warner Close).
- 2.2 The existing dwelling at number 20 Waggon Road will be demolished and will be replaced by a new detached 5-bed single family dwelling.
- 2.3 An access road will be provided to the side of the replacement dwelling which will provide access to the new dwellings at the rear of the site.
- 2.4 The existing access on to Waggon Road will be widened to allow for a wider access which can accommodate 2-way traffic.
- 2.5 Each of the new dwellings will have 2 on-site car parking spaces and there are 6 additional spaces allocated for visitors.
- 2.6 The application has been brought to committee at the request of a Local Councillor.

3. Relevant Planning Decisions

- 3.1 There are no planning decisions directly relevant at the subject site. However, the following planning decisions are considered relevant to the consideration of this application:

Number 6 Waggon Road - TP/01/1157

- 3.2 Redevelopment involving demolition of no 6 Waggon Road, construction of access road and erection of 3 detached 2-storey dwelling houses and two semi-detached dwelling houses with associated garages - Granted with conditions 18.12.2001

This application led to the formation of Sandridge located to the east of the subject site.

Rear of 10-16 Waggon Road - TP/05/1039

- 3.3 Redevelopment of site by the erection of four two-storey detached houses with accommodation in roofspace involving rear dormers, together with garages and access from Sandridge Close - Granted with conditions 31.8.2005

This application led to the formation of Warner Close located immediately to the east of the subject site.

4. Consultations

Statutory and non-statutory consultees

Tree Officer

- 4.1 The Council's Tree Officer has inspected the revised proposal (drawings submitted April 2017) and has visited the site to assess the impact of the proposed development on existing trees. The Officer recognises that the development will lead to the loss of a mature Poplar tree however, he considers that given that it a mature specimen, with a future lifespan of 30-50 years, it does not warrant protection by way of a Tree Preservation Order (TPO). Furthermore, this existing tree is suppressing several other younger trees of various species (including excellent examples of Oak and Beech) which could grow to form large trees that could exist and provide significant amenity and ecological benefits for 250+ years. The tree Officer advises that these 'other' trees could warrant protection by TPO.

Traffic and Transportation

- 4.2 No objections subject to conditions and a directive.

Housing Development

- 4.3 Although the development comprises less than 10 units meaning that normally there would be no requirement to provide affordable housing on-site, the current proposal would have a GIA in excess of 1000 sq.m and, therefore, a contribution towards Affordable Housing would be required in line with the Council S106 SPD (2016).

SUDs Officer

- 4.4 A detailed SUDs drainage strategy will need to be submitted.

Environment Agency

- 4.5 No objections to the proposed development on flood risk safety grounds. The proposal leaves at least 8 metres of undeveloped buffer between the Monken Mead Brook and proposed dwellings. Our detailed fluvial modelling shows that the site does not lie in Flood Zone 3 or 2, and should therefore falls under our Flood Risk Standing Advice.

Public

4.6 Consultation letters were sent to 23 neighbouring properties. The consultation period ended on 21.12.2015. 15 letters of objection were submitted in relation to the original consultation. The following objections were raised (in summary):

- Close to adjoining properties;
 - Strain on existing community facilities;
 - Over development - Four houses on a single plot on Waggon Road (only modestly larger with the rear of 18 and 22), will create four cramped 5 bed houses which will over develop this particular part of Waggon Road, and reduce the amount of green space;
 - Will change the spacious character of Waggon Road and will result in a cramped housing development;
 - Increase in traffic and congestion: adding another road junction in this part of the road will lead to increased traffic and congestion;
 - Will increase parking problems on Waggon Road;
 - Will reduce privacy for all surrounding houses;
 - Strain on existing community facilities & roads;
 - Inadequate access;
 - New access would pose greater risk to pedestrians by increasing the number of access roads off Waggon Road;
 - Affect local ecology;
 - Inadequate parking provision;
 - Inadequate public transport provision;
 - Increase in pollution;
 - Loss of light;
 - Noise nuisance;
 - Conflict with Local Plan;
 - Excess traffic which has already increased due to new flatted developments in Cockfosters Road.
 - Will de-value neighbouring properties and make the area less desirable
 - Loss of trees
 - Increased risk of flooding
 - Too close to neighbouring gardens in Kingwell Road
 - Development too high
 - More open space needed on development
 - Overbearing impact on number 4 Warner Close
 - Loss of sunlight and daylight to number 4 Warner Close
 - The removal of 19 trees will destroy the green character along Monken Mead.
 - Will result in the loss of 2 'Black Poplars' which the Forestry Commission say is one of the most endangered timber trees in Britain.
 - Density too high for area
 - The recent rejection of a similar planning application at number 21 Lancaster Avenue sets an important precedent – while that application was in a Conservation Area it is important that the overall character of Hadley Wood is preserved.
- A petition containing 66 signatories was also submitted raising the following concerns:
- *The development will involve the removal of 19 trees which will harm the unique character of the area;*
 - *The increased density of housing is inappropriate for the site and will encourage further over development in the area;*

- *The development will increase congestion and parking problems on this part of Waggon Road;*
- *Loss of the existing green space will have a negative impact on the climate, wildlife and flood risk;*
- *The proposed houses will significantly reduce privacy for all surrounding properties on Waggon Road, Warner Close and Kingwell Road; and*
- *The proposal will increase the strain on existing community facilities.*

4.7 Since the original round of consultation 2 rounds of revised drawings have been submitted. These have sought to address concerns raised by Officers and neighbouring occupiers. The dwellings to the rear of the site have been reduced in size and the spacing between the properties increased. The dwellings have also been re-positioned to move them away from Monken Mead Brook and therefore further away from properties in Kingwell Road. Further consultation took place between 27.4.2017 and 11.5.2017. 15 objections were received. The following comments were made (in summary):

- Affect local ecology;
- Close to adjoining properties;
- Conflict with local plan;
- Development too high;
- General dislike of proposal;
- Inadequate access;
- Inadequate parking provision;
- Inadequate public transport provisions;
- Increase in traffic;
- Increase of pollution;
- Loss of light;
- Loss of parking;
- Loss of privacy;
- More open space needed on development;
- No Opinion expressed on development;
- Noise nuisance;
- Out of keeping with character of area;
- Over development;
- Strain on existing community facilities;
- Owner of 22 Waggon Road has stated they have no interest in selling their land and never will do;
- Increase danger of flooding;
- Information missing from plans;
- Loss of trees will harm character of the area contrary to DMD 7;
- Proposal does not follow building line of Warner Close and dwellings are higher;
- There is no flood risk assessment; and
- The addition of dormer windows will lead to loss of privacy.

4.8 The petition previously submitted with 66 signatories has also been resubmitted following the additional round of consultation.

5. Relevant Policy

5.1 London Plan

Policy 3.3 Increasing housing supply

Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing development
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing on schemes
Policy 3.13	Affordable housing thresholds
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste self sufficiency
Policy 6.13	Parking
Policy 7.1	Lifetime Neighbourhoods
Policy 7.4	Local character
Policy 7.6	Architecture

5.2 Core Strategy

CP2	Managing the supply and location of new housing
CP3	Affordable housing
CP4	Housing Quality
CP5	Housing Types
CP6	Meeting Particular Housing Needs
CP8	Education
CP9	Supporting Community Cohesion
CP20	Sustainable Energy use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP28	Managing Flood Risk
CP30	Maintaining and Improving the Quality of the Built and Open Environment
CP32	Pollution
CP36	Biodiversity
CP46	Infrastructure Contributions

5.3 Development Management Document

DMD2	Affordable Housing on Sites of less than 10 units
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of existing residential units
DMD5	Residential Conversions
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD45	Parking Standards and Layout
DMD49	Sustainable Design and Construction Statements
DMD 51	Energy Efficient

DMD 53	Low and zero carbon Technology
DMD 54	Allowable Solutions
DMD 55	Use of Roof Space/ Vertical Services
DMD 56	Heating and Cooling
DMD 57	Responsible Sourcing of Materials
DMD 58	Water Efficiency
DMD 59	Avoiding and Reducing Flood Risk
DMD 60	Assessing Flood Risk
DMD 61	Managing Surface Water
DMD 68	Noise
DMD 69	Light Pollution
DMD 78	Nature Conservation
DMD 79	Ecological Enhancements
DMD 80	Trees
DMD 83	Development adjacent to Green Belt

5.4 Other Material Considerations

National Planning Policy Framework
 National Planning Policy Guidance
 Technical Housing Standards – Nationally Described Space Standards
 Monitoring Report and Housing Trajectory 2015

6. **Analysis**

Principle

- 6.1 The National Planning Policy Framework (NPPF) and London Plan advise that Local Authorities should seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable and inclusive and mixed communities. In addition they advocate the efficient use of brown field sites provided that it is not of high environmental value. Policy 5 of the Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing needs whilst ensuring that the quality and character of existing neighbourhoods is also respected.
- 6.2 In broad terms, the proposal to provide residential accommodation would contribute to the strategic housing needs of Greater London and increase the housing stock of the Borough. Therefore the proposals are considered to be consistent with the aims and objectives of both strategic and local planning policies in this regard.
- 6.3 In addition, the principle of providing detached single family dwellings to the rear of this site is acceptable. Whilst local objections have been noted concerning back land development in this characteristically low density suburban location, provided that the proposals do not cause harm to the established character and appearance of the area or neighbouring amenity, it is not considered a refusal in principle could be supported. The 3 new dwellings to the rear and the dwelling to be replaced the existing property would each provide 5 bed, family accommodation would reflect the priorities identified in the “Monitoring Report and Housing Trajectory 2015” which seeks a greater provision of family accommodation (3+ bedroom homes) for which there is a deficit within the borough.
- 6.4 There is existing evidence of backland (or development of rear gardens) along Waggon Road. Sandridge Close and Warner Close immediately to the east of the subject site were both granted planning permission in the early 2000’s and represent

a material consideration in the assessment of the current proposal (see planning history section of this report) as they now contribute to establishing the character of the locality which forms the context for the consideration of this application.

6.5 Notwithstanding the above, the proposal must be judged on its own merits and it raises additional issues of density, scale, site coverage, context and the impact on the amenities of neighbours. In this context, Policy DMD 7 relates to the development of garden land. The policy states that the Council will seek to protect and enhance the positive contribution gardens make to the character of the borough. Development on garden land will only be permitted if all of the following criteria are met (in summary):

- The development does not harm the character of the area;
- Increased density is appropriate taking into account the site context;
- The original plot is of sufficient size to allow for additional dwellings;
- The development must not have an adverse impact on residential amenity within the development or the existing pattern of development in the locality;
- Garden space and quality must be adequate for new and existing dwellings; and
- The proposal provides appropriate access to the public highway.

6.6 The current proposal therefore must be assessed in relation to this policy. The development will be expected to respect the established character of Waggon Road having regard to density and scale, quality of design and appearance, impact on neighbouring amenities and parking provision.

Impact on the Character of the Area

6.7 Core Policy 30 of the Core Strategy and Development Management Document Policy 37 both aim to ensure that a high standard of design is achieved in all development. In addition Policy 7.4 of the London Plan states that developments should have regard to the form, function and structure of an area and the scale, mass and orientation of surrounding buildings.

6.8 With regard to the design approach to the proposed development, the current development would involve the demolition of the existing dwelling (number 20) fronting Waggon Road and its replacement with a narrower hipped crown roof dwelling house. The dwelling has been reduced in width to allow for the new access road to the dwellings at the rear of the site. The dwelling would set in adequately from both side boundaries (minimum of 1m to the west) and would match the eaves height of the immediately neighbouring properties. The ridge height would be below the existing. The front building line of the property would step back between numbers 22 and 18 Waggon Road and would effectively provide a transition between the 2 properties.

6.9 With regard to the crown roof, this would measure 7.3m in width and a maximum of 6m in depth. Due to its siting it would not be highly discernible when viewed from the street scene. The immediately neighbouring properties to each side do not have crown roofs, however, they are not uncommon within the wider area and, due to the lack of visibility, it is considered that it would not warrant the refusal of planning permission in this instance.

6.10 Overall, it is considered that the design of the dwelling fronting Waggon Road is acceptable and it would relate in scale and design to the immediately neighbouring properties.

- 6.1 With regard to the proposed dwellings to the rear of the site, as stated previously, the principle of building within the rear gardens of existing dwelling houses has been established within the immediate area (see the planning history section of this report) and therefore it would be difficult to raise an in principle objection to the current scheme.
- 6.12 As well as the granting of Sandridge Close and Warner Close in the early 2000's, there are other more recent examples of backland development within Hadley Wood particularly in Camlet Way and Beech Hill. The critical issue is whether, through the development of this backland site, the overall character of Hadley Wood would be unacceptably eroded. This will largely depend on the visibility of the proposed development, particularly when viewed from Waggon Road and Kingwell Road. The overall character and appearance of the area is large single family dwellings set in substantial plots and it is this character that should seek to be retained by limiting the scale and density of development to the rear of the established residential roads.
- 6.13 In this instance, it is considered that, given the presence of Warner Close immediately to the east of the subject site it would be extremely difficult to sustain an objection to the development in principle where it will not be visually dominant when viewed from Waggon Road or Kingwell Road. The proposed dwelling would be positioned in the rear portion of the site set back from the existing dwellings in Waggon Road by in excess of 50m. In addition, whilst being a similar height to the proposed new dwelling in Waggon Road the dwellings would be positioned on a lower ground level which would reduce their prominence and will mean they will not be visible in the Waggon Road street scene. Similarly, the dwellings would not be highly visible in the Kingwell Road street scene being set back from the rear of the existing properties in Waggon road by approximately 60m.
- 6.14 Furthermore, the proposed development has been amended so that the new dwellings form a more consistent building line with the existing dwellings in Warner Close. Previously the building staggered back towards the existing properties in Kingwell Road but the amendments have resulted in the 3 properties being built in line with the nearest neighbouring property in Warner Close. This does not continue the existing stagger which would be most appropriate however, it is considered to adequately respect the character and pattern of existing development and it is considered would not warrant refusal of planning permission.
- 6.15 Ideally, the proposed development would form an extension to Warner Close, not only in the built form, but also in the access arrangement. However, the applicant advised that Warner Close is a private, gated road thus the applicant would need to negotiate for it to be extended, which is likely to be met with resistance from the current owners of the houses along Warner Close, particularly those who own garages at the end of the street. Therefore the new, north-south route is necessary in order to gain access to the site. Having regard to this, it is accepted that the proposal must be considered as submitted with the access from Waggon Road. It is acknowledged that this creates a more piecemeal form of development which would be more visually intrusive and more erosive to the overall character of the area. However, the new access arrangement alone is not considered robust reason to warrant the refusal of planning permission especially considering other similar developments existing in Hadley Wood and the lack of visibility of the remainder of the development to the rear of the site.
- 6.16 Having regard to the proposed dwellings themselves, they would maintain a similar footprint and design to the existing dwellings in Warner Close. The dwellings would

be 2 storey with hipped crown roofs and accommodation in the roof space, each with 2 rear dormers (the same as Warner Close). There would be a separation of 3m between the properties which is greater than that of Warner Close where a distance of 2m is maintained.

- 6.17 Overall, it is considered that the dwellings present an acceptable scale of development compatible with existing dwellings in the immediate vicinity of the site in terms of size and design.

Residential Amenity

Replacement Dwelling

- 6.18 With regard to the impact on the amenities of existing neighbouring occupiers, the main impact would be for the occupiers of numbers 18 and 22 Waggon Road. In relation to number 18, the proposed dwelling would not breach a 45 degree or 30 degree angle from the nearest front or rear windows at this property and therefore the development would not result in an unacceptable loss of light or outlook.
- 6.19 In relation to privacy, no first floor flank windows are proposed facing towards number 18 Waggon Road and the development will not result in an unacceptable loss of privacy.
- 6.20 Number 22 Waggon Road is located to the west of the proposed replacement dwelling. The new dwelling would extend further rearward in the site than the existing house however it would not breach a 45 degree or 30 degree angle from the nearest ground or first floor windows at number 22 Waggon Road. Again, although matters will change for people living nearby, the development would not result in an unacceptable loss of light or outlook and nor would it be overly dominant.
- 6.21 At the front, the new dwelling would be contained within the front building line of number 22 Waggon Road and therefore would not result in a loss of light or outlook to the nearest forward facing windows.
- 6.22 With regard to privacy, 2 obscure glazed windows are proposed in the first floor flank elevation. These would serve en-suite bathrooms and a condition will be attached to ensure they are obscure glazed and non-opening unless 1.7m above internal floor level. This will prevent any loss of privacy for the neighbouring occupiers.

New Dwellings

- 6.23 The 3 new dwellings would be separated from the existing dwellings on Waggon Road and Kingwell Road by in excess of 50m (which exceeds the requirements of DMD 10 (Distancing)). The dwellings therefore will not result in a loss of light or outlook to the rear windows of existing residential properties.
- 6.24 Furthermore, the dwellings would not result in an unacceptable loss of privacy for neighbouring residential occupiers. The provision of windows to the front and rear of the building (including dormer windows in the rear elevation) are considered acceptable given the separation to the existing dwellings in Waggon Road and Kingwell Road. The windows will afford overlooking of the neighbouring gardens, however, given this is a suburban residential setting the level of overlooking is not considered unacceptable. Furthermore, the tree screening to the rear of the site will be retained which will minimise the impact. This will required by condition.

- 6.25 Each of the new dwellings would only have 1 first floor flank window. This would serve a secondary window serving a bathroom and therefore would be obscure-glazed and non-opening. This can be secured by condition.
- 6.26 In terms of appearing overly dominant, the dwellings have been moved away from the boundary with properties in Kingwell Road and have been reduced in height to match the existing dwellings in Warner Close. Therefore, whilst the buildings will be visible from the rear of the Kingwell Road gardens, the development has been reduced to limit the impact. It is considered that the development as now proposed would, on balance, not have an unacceptable impact and would not appear overly dominant so as to warrant the refusal of planning permission.
- 6.27 The nearest residential property will be number 4 Warner Close. The closest new dwelling would be separated from this property by 3m and would be located to the side of the property. It would have a consistent front building line with the existing neighbouring dwelling and at the rear it would extend beyond it by approximately 1m. The new dwelling would not breach a 45 degree or 30 degree angle from the nearest ground floor or first floor windows and would therefore would not result in an unacceptable loss of light or outlook and nor would it be overly dominant.

Quality of the Residential Environment Created

- 6.28 The Nationally Described space standards (*Table 1*) set out the minimum floor areas for new dwellings. The proposed new dwellings would each have a maximum of 6 bedrooms (the games room in the lofts are being considered as bedrooms for the purposes of this assessment) and should have a minimum GIA of 138 sq.m with 4 sq.m of built in storage.
- 6.29 The replacement dwelling would have a GIA of 354 sq.m and the new dwellings to the rear of the site would each have a GIA of 385 sq.m. The dwellings therefore will exceed the required standards. The rooms would all be regularly shaped and useable and have access to natural light and ventilation.

Amenity Space Provision

- 6.30 DMD 9 requires that the new dwellings of this size should each be provided with a minimum 29 sq.m of private amenity space with an average of 44 sq.m private amenity space across the whole site.
- 6.31 The replacement dwelling will retain a garden area of 560 sq.m. The new dwellings would each have a garden area of a minimum of 300 sq.m.
- 6.32 The development therefore numerically meets the required standard. There are a number of mature trees in the proposed garden areas which will to some extent hinder the usability of the proposed garden spaces in terms of the trees themselves and the overshadowing created. However, given the overall size of the gardens which are well in excess of Council standards, this is considered to provide acceptable amenity provision for future residents.

Car Parking, Servicing and Traffic Generation

- 6.33 Fifteen on site car parking spaces are proposed. At the front of the site the new dwelling fronting Waggon Road will have 3 car parking spaces. The 3 new dwellings at the rear of the site will each have 2 allocated car parking spaces and 6 additional

visitor spaces. The proposal also involves the modification of the existing point of vehicular access to allow two way vehicle movements.

- 6.34 The Council's Traffic and Transportation Department have commented on the proposal. They advise that whilst there is a slight overprovision of car parking, the low PTAL means this level of parking would be acceptable.
- 6.35 With regard to the access road, it is wide enough for two way vehicle movements and servicing can take place off street for all the new houses.

Sustainability

Biodiversity

- 6.36 Core Policy 36 of the Core Strategy seeks to protect, enhance, restore or add to biodiversity interests within the Borough, including parks, playing fields and other sports spaces, green corridors, waterways, sites, habitats and species identified at a European, national, London or local level as being of importance for nature conservation.
- 6.37 The application is accompanied by an Ecological Appraisal which identifies various mitigation measures which should be adopted in order to ensure that there is no harm to protected species. These include the planting of native/wildlife friendly species, installation of 3 bat boxes to the south/ south west elevations, butterfly houses, a stag beetle loggery and 3 bird boxes.
- 6.38 Details of these biodiversity enhancements will be required by condition should planning permission be granted.

Impact on trees

- 6.39 DMD 80 requires consideration to be given to the impact of a proposed development on existing trees. It also requires additional landscaping to be provided where necessary.
- 6.40 The Council's Tree Officer has inspected the proposed development and has visited the site to consider the impact on trees. It is recognised that a number of neighbours have raised concern about the loss of trees on the site and in particular a Poplar tree which they consider provides significant amenity value. It is noted that none of the trees on the site at present are subject to a Tree Preservation Order.
- 6.41 The Tree Officer has advised that whilst the Poplar tree is a large mature tree of moderately significant amenity value, the tree is a mature example and realistically only has 30-50 years before it will decline in condition and will require significant remedial action (significant pruning or removal). This is due to the characteristics of the species which does not have a long lifespan and easily succumbs to various decay causing organisms rendering the tree unsafe. However, there are several other younger trees of various species that are currently suppressed by the Poplar. These trees include excellent examples of Oak and Beech which will grow to form large trees that could exist and provide significant amenity and ecological benefits for 250+ years. In light of this the Tree Officer has recommended accepting removal of the Poplar tree but would suggest placing a Tree Preservation Order on the 'other' trees to protect the valuable specimens as well as providing important screening value to the development.

- 6.42 The Tree Officer has advised that he does not take tree removal lightly. However, in this case the long term benefits of the 'other' trees, including the oak and beech, located nearer the brook and further from the proposed development will outweigh the short term immediate benefits the poplar provides, including maintaining a screen between the development and neighbouring properties. Additional planting to improve the screen could be required by condition.

Energy

- 6.43 The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction is required for new residential units having regard to economic viability and technical feasibility. An energy statement has been submitted with this application which demonstrates that an 8% reduction can be achieved. This falls below the required standard and the report does not demonstrate that there are sufficient technical or economic reasons that prohibit the achievement of a higher standard. In light of this it is recommended that a revised energy statement be submitted by condition.
- 6.44 In addition, water efficiency measures will need to be provided. Submitted details will need to demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. This will be required by condition.

Flood Risk

- 6.45 DMD 60 requires new developments to be assessed in relation to their potential for increasing the risk of flooding. The current proposal has been inspected by the Environment Agency and they advise that they have no objection to the development on flood risk safety grounds. The proposal does not lie within Flood Zone 2 or 3 and the proposal leaves at least 8m of undeveloped buffer between Monken Mead Brook and the proposed dwellings. Therefore no objection is raised to the development in this regard.

Sustainable Urban Drainage SUDs

- 6.46 DMD 61 relates to the management of surface water. A Drainage Strategy is required to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS)
- 6.47 The proposed development must incorporate a sustainable urban drainage system in accordance with the quality and quantity requirements set out in the London Plan Drainage Hierarchy and the Development Management Document. The post-development runoff rate must be lower than the pre-development runoff rate and achieve greenfield runoff rates if possible.

The sustainable urban drainage strategy should include:

- A site plan;
- A layout plan;
- A topographical plan of the area with contours and overland flow routes together

- with details of what happens in exceedance events;
- The footprint of the area being drained, including all buildings and parking areas;
- Greenfield Runoff Rates for a 1 in 1yr event and a 1 in 100yr event plus climate change;
- Storage volume; and
- Controlled discharge rate.

This will be required by condition.

s106 Contributions

- 6.48 On November 28th 2014 the Minister for Housing and Planning state announced, in a written ministerial statement, S106 planning obligation measures to support small scale developers and self-builders. Paragraphs 12 to 23 of the National Planning Policy Guidance (NPPG) were amended to state that contributions for affordable housing and tariff style planning obligations should not be sought from small scale developments containing 10 units or less with a gross area of no more than 1000 sq m.
- 6.49 In April 2015, the Government's new policy approach was challenged in the High Court by two Local Authorities (West Berkshire District Council and Reading Borough Council). The challenge in the High Court was successful and on 31st July 2015, Mr Justice Holgate quashed the Secretary of State's decision to adopt the new policy by way of written ministerial statement. As a consequence, paragraphs 12 to 23 of the Planning Obligations section of the National Planning Practice Guidance (NPPG) were removed.
- 6.50 The Government subsequently appealed the High Court decision. The Court of Appeal on the 11th May 2016 upheld the Government's position set out in the 28th November 2014 written ministerial statement; this reinstates the small sites exemption from paying S106 affordable housing and other tariff style contributions and also reinstates the vacant building credit
- 6.51 The Court of Appeal found the written ministerial statement to be lawful; however in making the judgement the Court found that the statement should not be applied as a blanket exemption which overrides the statutory development plan and the weight given to the statutory development plan is a consideration to be made by the Local Planning Authority.
- 6.52 As a result of this The London Borough of Enfield will no longer be seeking contributions for education on schemes which are 11 units and below. However, it will be seeking Affordable Housing contributions on schemes which are 10 units or less which have a combined gross floor space of more than 1000sqm. This is in conjunction with the criteria stipulated within the Planning Practice Guidance.
- 6.53 The current proposal would have a GIA in excess of 1000 sq.m and therefore a contribution towards Affordable Housing would be required in line with the Council s106 SPD (2016).
- 6.54 The financial contribution towards affordable housing is calculated at £544,732. However, in line with the s106 SPD the applicant has submitted a Viability Statement which concludes that no contribution to Affordable Housing can be made if the proposal is to be economically viable.

- 6.55 The submitted Viability Statement has been reviewed by an independent viability assessor who has confirmed that in their view the scheme will not be economically viable if a contribution is made towards Affordable Housing.
- 6.56 The viability assessor acknowledges the significant costs associated with this proposal and most notably the cost of acquiring parts of the rear gardens of number 18 and 22 Waggon Road which he recognises would be likely to be in excess of £600,000 (negotiations are ongoing) and also the cost of the construction of a new access road.
- 6.57 Therefore, based on the figures provided, no contribution towards s106 Affordable Housing is offered. However, it is acknowledged that residual valuations are highly sensitive to changes in costs and values over time, therefore it is considered that a deferred contribution mechanism is appropriate, based on outturn costs and values, so that if improvements in viability result in a profit surplus being generated, the payment of affordable housing contributions can be triggered, compliant with the aspirations of the SPD.
- 6.58 In order to realise any greater value, to enable the LPA to “claw-back” money on any surplus achieved above what has been stated, a review mechanism will be including in the s106 agreement.

Community Infrastructure Levy

Mayoral CIL

- 6.59 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure.
- 6.60 The current proposal has a net gain in additional floorspace of 1144.24sq.m. The contribution required is therefore:

$$1144.24\text{sqm} \times £20 \times 283 / 223 = £29,042.15$$

Enfield CIL

- 6.61 On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.
- 6.62 The applicable CIL rate is be £120 per square metre together with a monthly indexation figure. The contribution required is therefore:
- $$120/\text{m}^2 \times 1144.24\text{m}^2 \times 283/274 = £141,818.94$$
- 6.63 These figures are liable to change when the CIL liability notice is issued.

7. Conclusion

- 7.1 The proposed development would provide much needed family sized housing for the borough while minimising the impact on the character and appearance of the surrounding area and neighbouring amenity. Having regard to the above it is recommended that planning permission be granted subject to conditions.

8. Recommendation

- 8.1 That planning permission be GRANTED subject to the following conditions and the signing of an appropriate s106:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

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

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

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

3. Prior to the commencement of development above ground, full details and materials of the external finishing to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

4. Prior to the commencement of development above ground, full details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings shall be submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure a satisfactory visual appearance and in the interests of highways safety.

5. Prior to the commencement of development above ground, full details of existing planting to be retained and trees, shrubs and grass to be planted and the treatment of any hard surfaced amenity areas shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance.

6. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

7. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or

hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

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

8. The parking area(s) forming part of the development shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development complies with Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

9. Prior to the commencement of development above ground, full details of the construction of any access roads and junctions and any other highway alterations associated with the development shall be submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

Reason: To ensure that the development complies with adopted Policy and does not prejudice conditions of safety or traffic flow on adjoining highways.

10. Prior to the occupation of the development hereby approved, details (including elevational details) of the covered cycle parking for the storage of a minimum of 2 bicycles per dwelling, shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction, and available for the parking of cycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel.

11. The development shall not be occupied until details of the siting and design of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield - Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction target.

12. The glazing to be installed in the first floor flank elevations of the replacement dwelling and the new dwellings shall be in obscured glass and fixed shut to a height of 1.7m above the floor level of the room to which they relate. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

13. No development shall take place until a Sustainable Drainage Strategy has been submitted and approved by the Local Planning Authority.

A Sustainable Drainage Strategy must include the following information, and must conform to the landscaping strategy:

- a. A plan of the existing site;
- b. A topographical plan of the area;
- c. Plans and drawings of the proposed site layout identifying the footprint of the area being drained (including all buildings, access roads and car parks);
- d. The controlled discharge rate for a 1 in 1 year event and a 1 in 100 year event (with an allowance for climate change), this should be based on the estimated greenfield runoff rate;
- e. The proposed storage volume;
- f. Information (specifications, sections, and other relevant details) on proposed SuDS measures with a design statement describing how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan and the principles of a SuDS Management Train;
- g. Geological information including borehole logs, depth to water table and/or infiltration test results;
- h. Details of overland flow routes for exceedance events; and
- i. A management plan for future maintenance.

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 and to ensure implementation and adequate maintenance.

14. Prior to occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

15. Prior to first occupation details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

16. The development shall not commence until a revised 'Energy Statement' has been submitted to and approved by the Local Planning Authority. The details must demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO2 emissions arising from the operation of the development and its services over Part L of the 2013 Building Regulations. The Energy Statement should outline how the reductions are achieved through the application of the following energy hierarchy, with each tier utilised fully before a lower tier is employed:

- a. Fabric Energy Efficiency performance (inclusive of the use of energy efficient fittings) and the benefits of passive design;

- b. The potential to connect to existing or proposed decentralised energy networks; and
- c. Demonstrating the feasibility and use of zero and low carbon technology.

Unless otherwise required by any other condition attached, the development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met.

17. No works or development shall take place until the ecological enhancements recommended in the submitted Ecological Appraisal have been submitted to and approved in writing by the Local Planning Authority. The ecological enhancements shall include the planting of native/wildlife friendly species, installation of 3 bat boxes to the south/ south west elevations of the new buildings, butterfly houses, a stag beetle loggery and 3 x bird boxes.

A plan shall be provided to show the locations of the proposed biodiversity enhancements and the development shall be carried out strictly in accordance with the approved plan.

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan.

18. The development, including demolition of the existing dwelling, shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:
- a. A photographic condition survey of the public roads, footways and verges leading to the site;
 - b. Details of construction access and associated traffic management;
 - c. Arrangements for the loading, unloading and turning of delivery, construction and service vehicles;
 - d. Arrangements for the parking of contractors' vehicles;
 - e. Arrangements for wheel cleaning;
 - f. Arrangements for the storage of materials;
 - g. Hours of work;
 - h. The storage and removal of excavation material;
 - i. Measures to reduce danger to cyclists;
 - j. Dust mitigation measures; and
 - k. Membership of the Considerate Contractors Scheme.

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

Reason: To ensure construction does not lead to damage of the nearby public road network and to minimise disruption to the neighbouring properties.

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

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

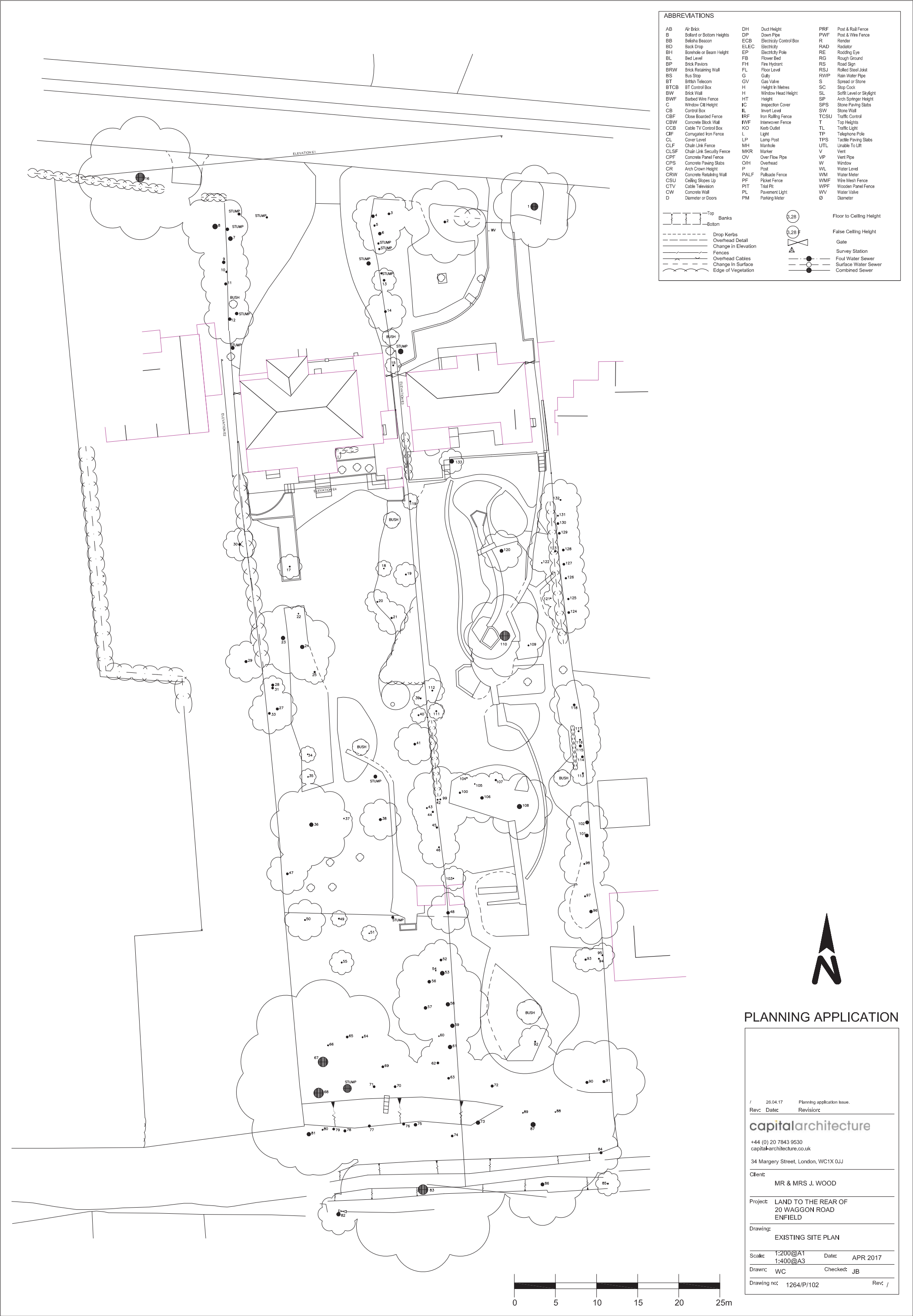
Highways Informative

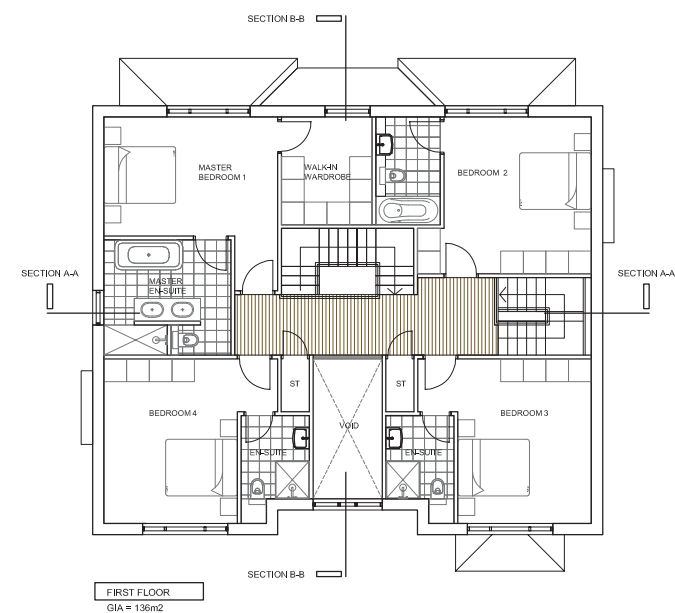
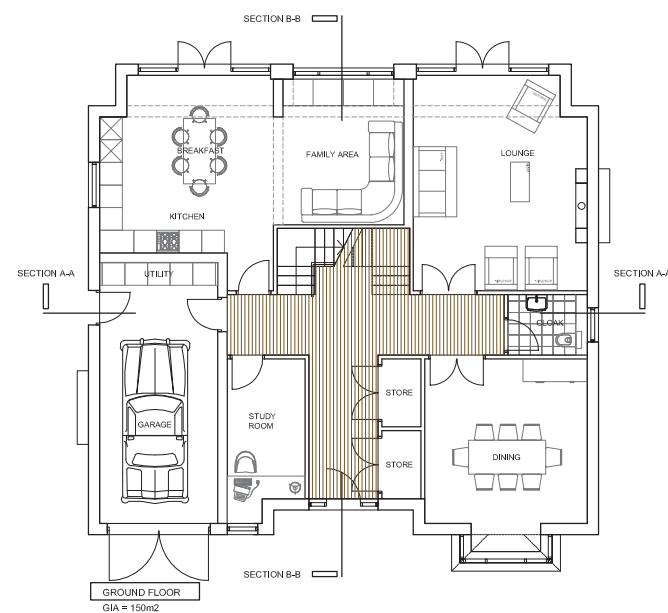
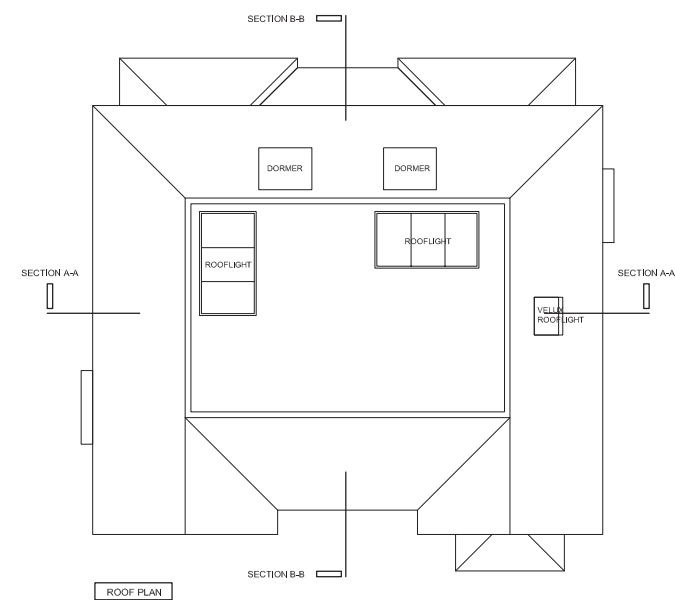
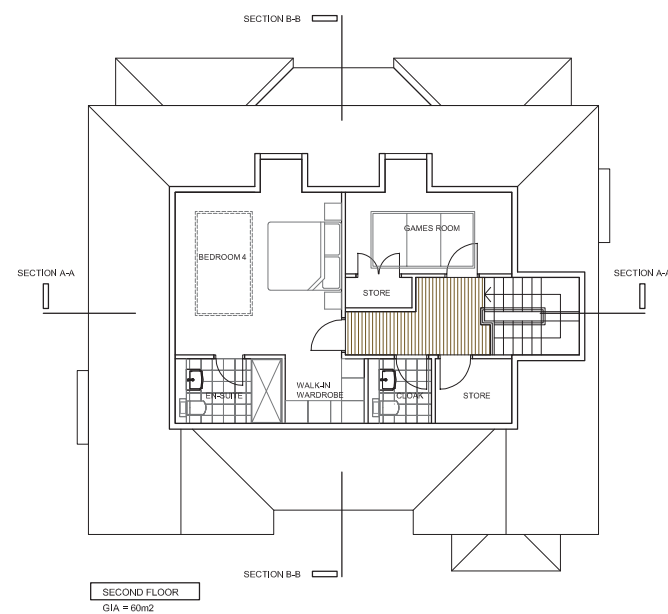
1. The construction of the vehicular access involves work to the public highway and can only be built by the Council's Highway Services team, who should be contacted on the footway crossing helpdesk (020 8379 2211) as soon as possible so that the required works can be programmed.

Environment Agency Informative

2. The applicant should be aware that under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Monken Mead Brook, designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime moved into the Environmental Permitting Regulations to become Flood Risk Activity Permits. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website:
<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

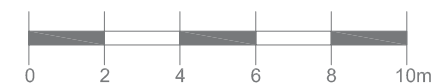
For further information on a Flood Risk Activity Permit please contact us at PSO-Thames@environment-agency.gov.uk





HOUSE TYPE 2 (5 BED)

TOTAL GIA = 346m2



PLANNING APPLICATION

/	26.04.17	Planning application issue.
Rev:	Date:	Revision:

capitalarchitecture

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34 Margery Street, London, WC1X 0JJ

Client: MR & MRS J. WOOD

Project: LAND TO THE REAR OF
20 WAGGON ROAD
ENFIELD

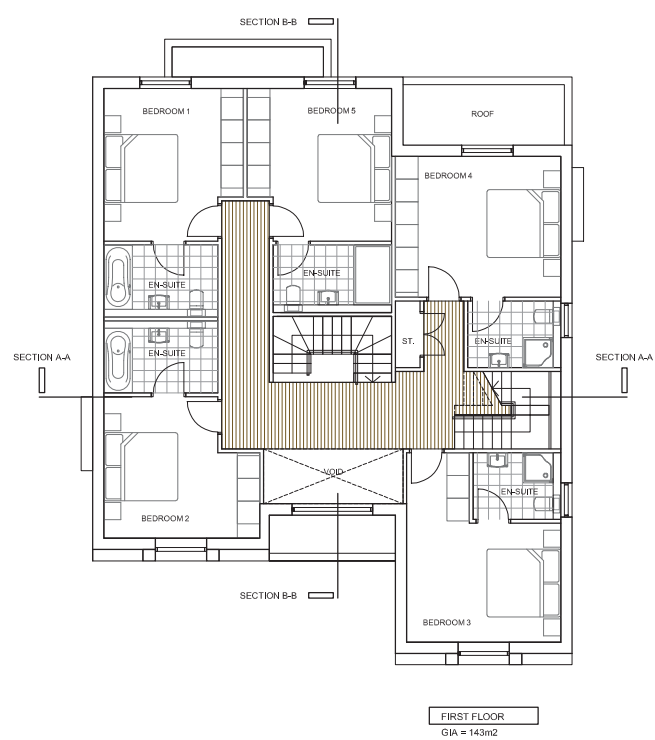
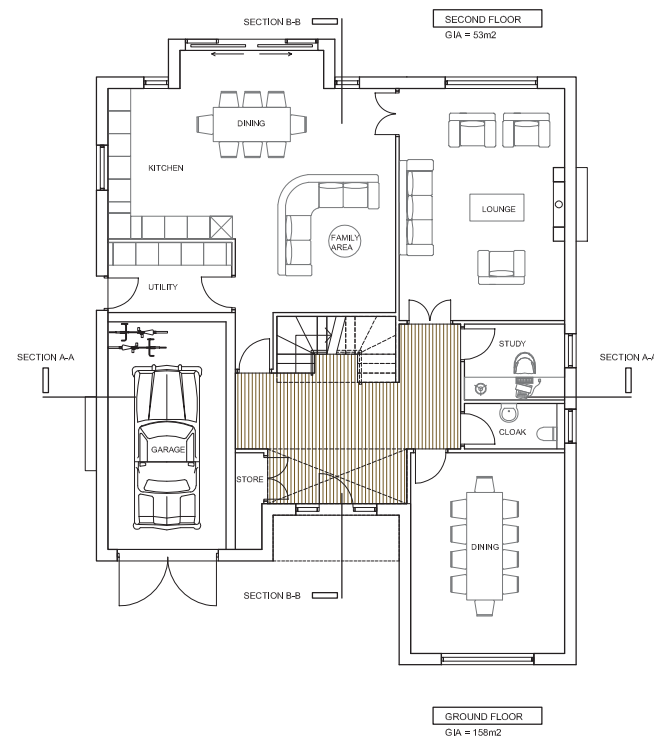
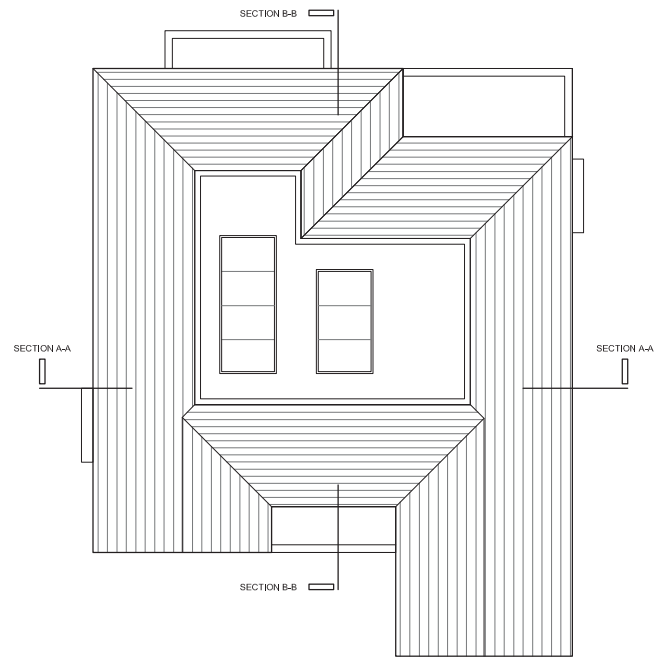
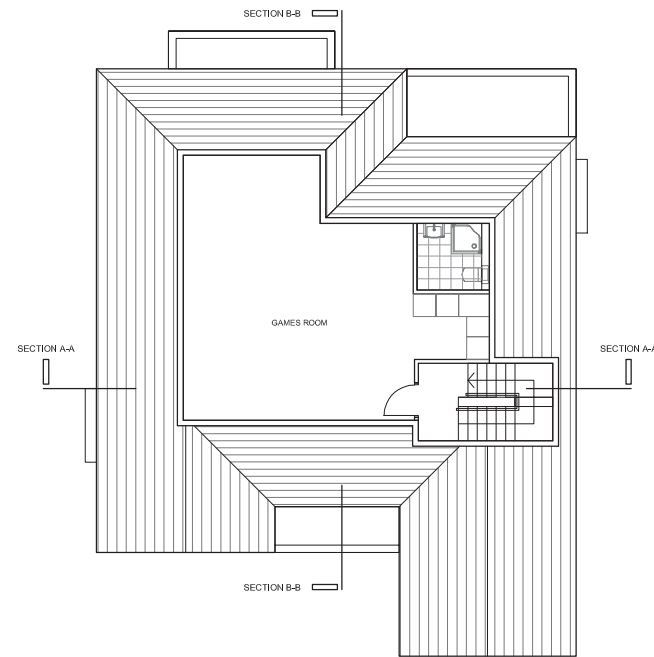
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(HOUSE TYPE 2)

Scale: 1:100@A1
1:200@A3 Date: APR 2017

Drawn: WC Checked: JB

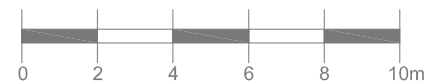
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Rev:



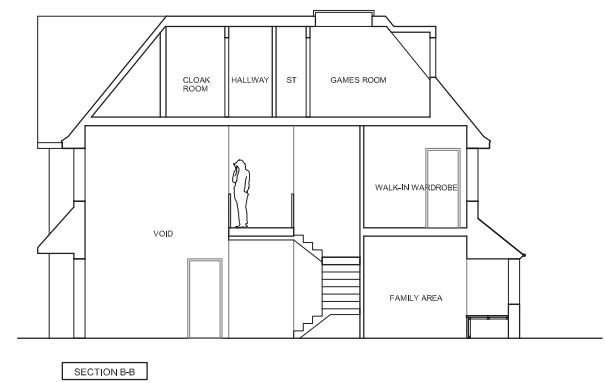
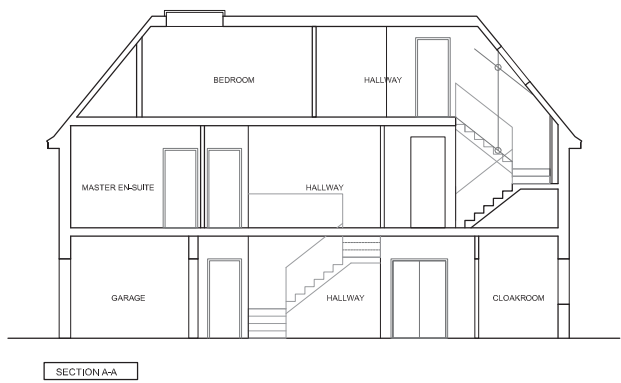
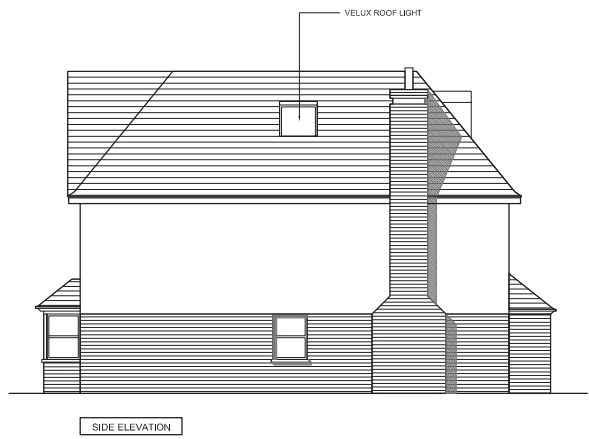
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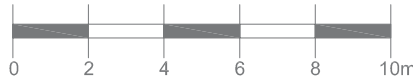


PLANNING APPLICATION

Rev:	/	26.04.17	Planning application issue.
Date:			Revision:
capitalarchitecture			
+44 (0) 20 7843 9530 capital-architecture.co.uk			
34 Margery Street, London, WC1X 0JJ			
Client:	MR & MRS J. WOOD		
Project:	LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD		
Drawing:	PROPOSED FLOOR PLANS (HOUSE TYPE 1)		
Scale:	1:100@A1 1:200@A3	Date:	APR 2017
Drawn:	WC	Checked:	JB
Drawing no:	1264/P/201	Rev:	/

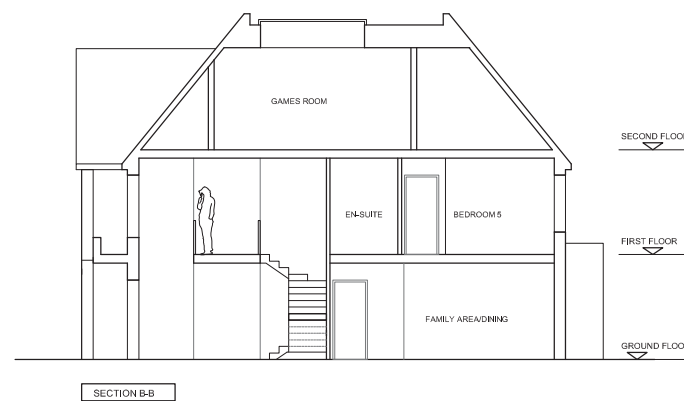
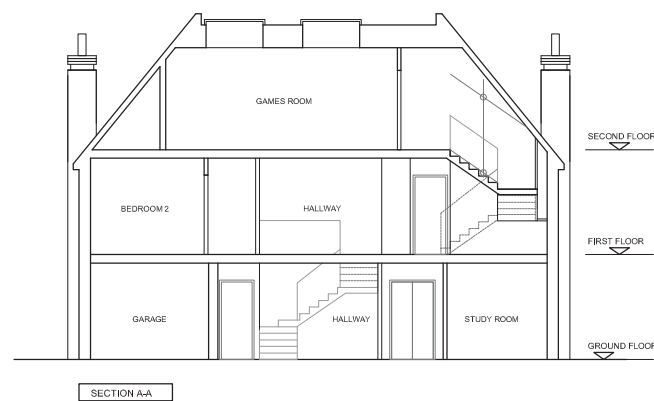
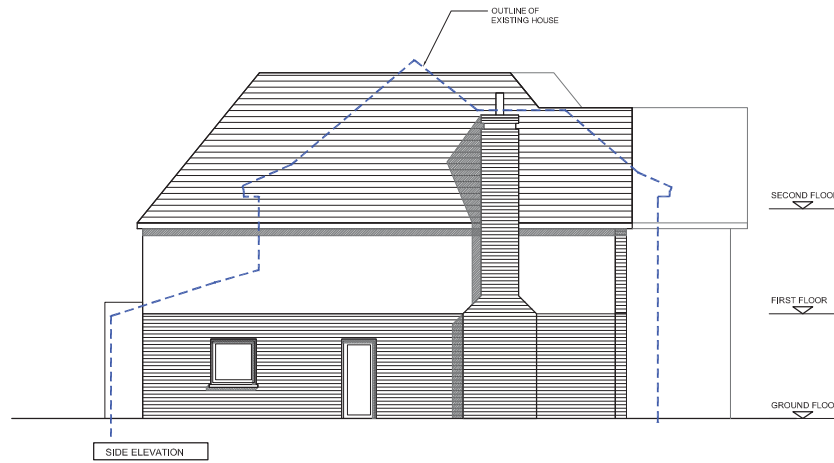
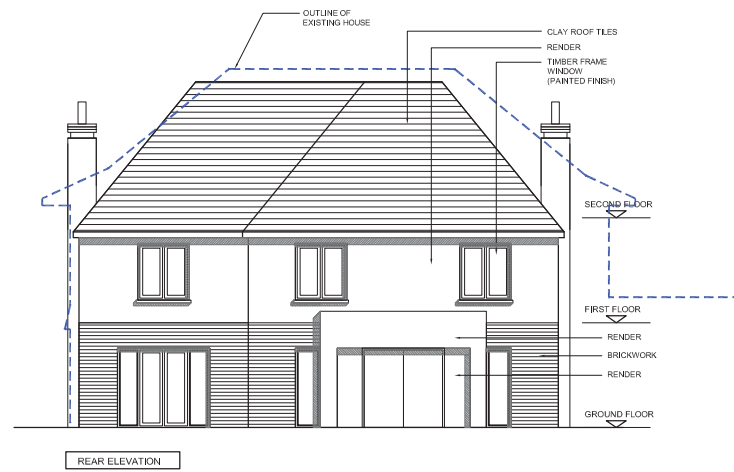
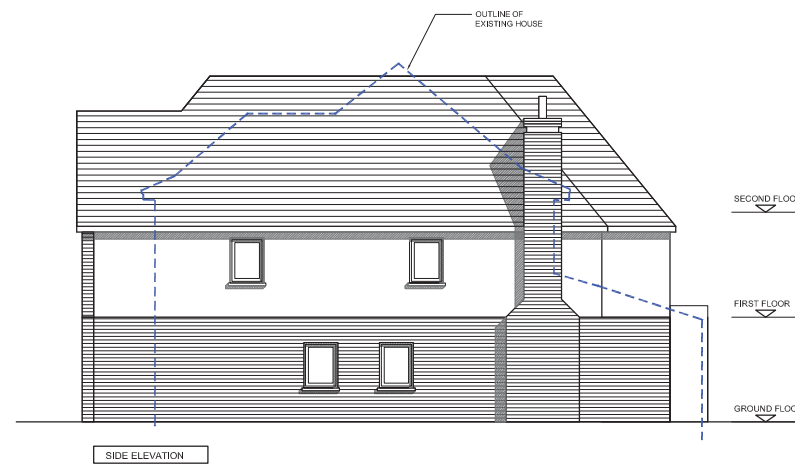
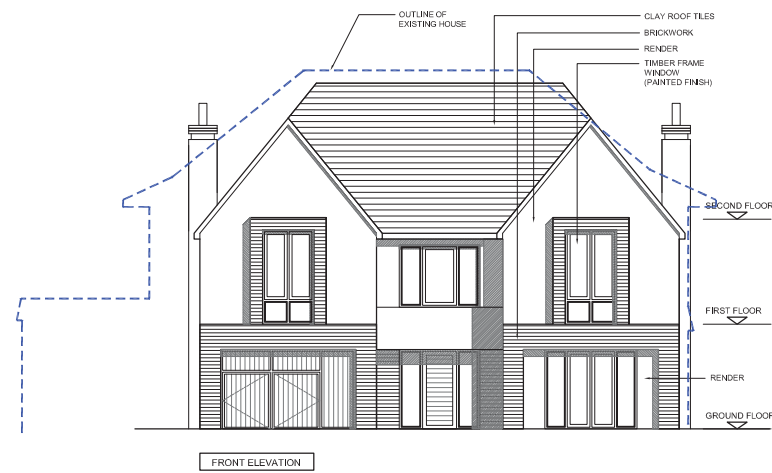


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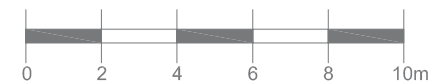


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34 Margery Street, London, WC1X 0JJ		
Client:		
MR & MRS J. WOOD		
Project: LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD		
Drawing: PROPOSED ELEVATIONS & SECTIONS (HOUSE TYPE 2)		
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Drawn:	WC	Checked: JB
Drawing no:	1264/P/402	Rev: /



HOUSE TYPE 1 (5 BED)

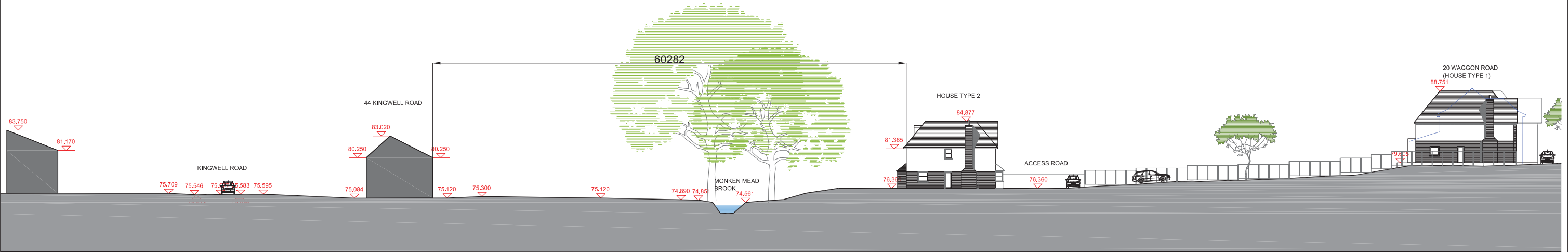


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34 Margery Street, London, WC1X 0JJ		
Client: MR & MRS J. WOOD		
Project: LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD		
Drawing: PROPOSED ELEVATIONS & SECTIONS (HOUSE TYPE 1)		
Scale:	1:100@A1 1:200@A3	Date: APR 2017
Drawn:	WC	Checked: JB
Drawing no:	1264/P/401	Rev: /



SITE PLAN

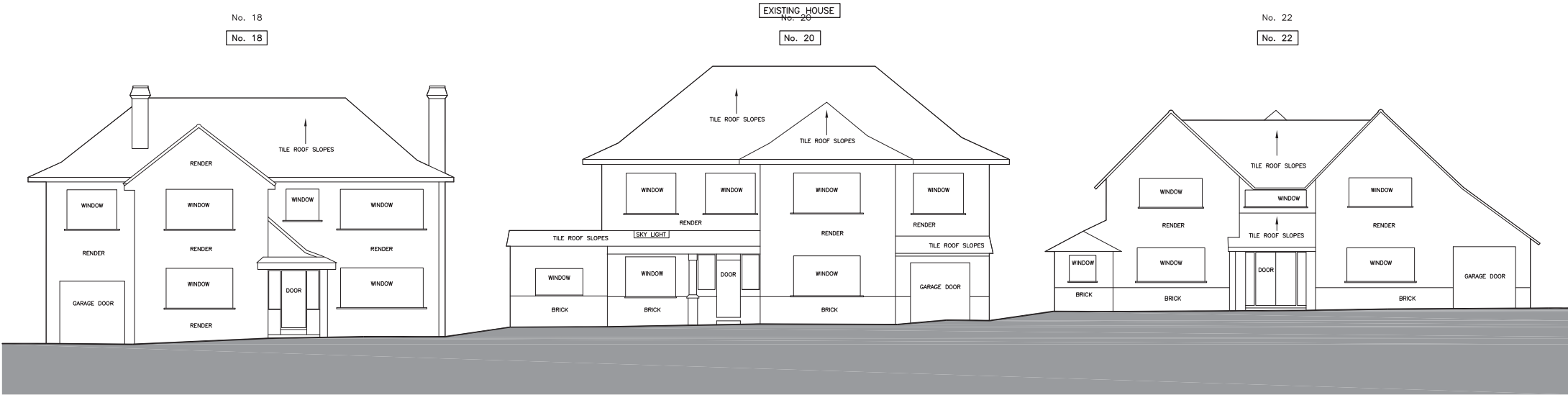


SECTION 01-01

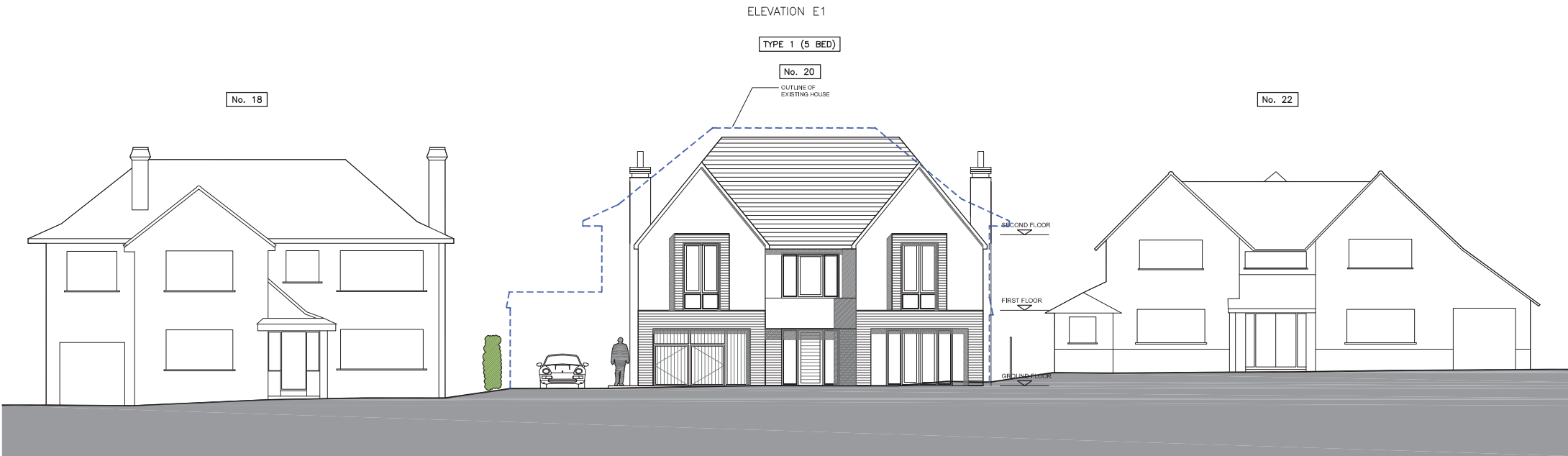
PLANNING APPLICATION

/ 20/17 Planning application form	
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+44 (0) 20 7843 9500 capital-architects.co.uk 34 Margery Street, London, WC1X 6JY	
Client: MR & MRS J. WOOD	
Project: LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD	
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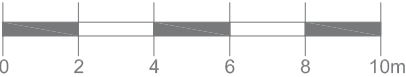




EXISTING STREET ELEVATION



PROPOSED STREET ELEVATION



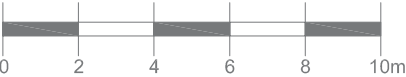
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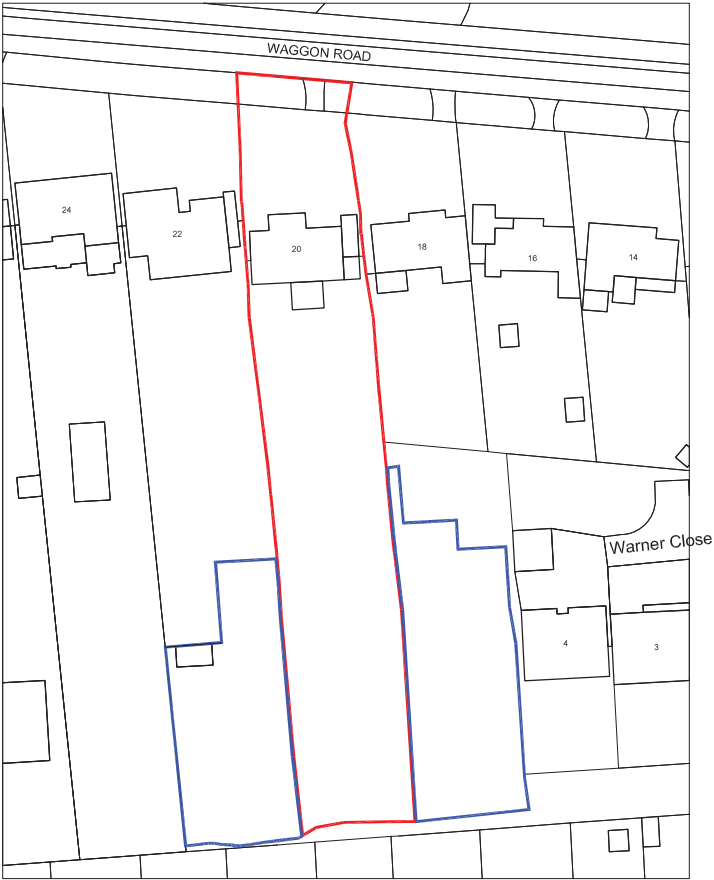
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Date:		Revision:
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34 Margery Street, London, WC1X 0JJ		
Client:	MR & MRS J. WOOD	
Project:	LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD	
Drawing:	EXISTING & PROPOSED STREET ELEVATIONS	
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Drawn:	WC	Checked: JB
Drawing no:	1264/P/403	Rev: /



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Date:		Revision:
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34 Margery Street, London, WC1X 0JJ		
Client:	MR & MRS J. WOOD	
Project:	LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD	
Drawing:	PROPOSED ROAD ELEVATION HOUSES TYPE 2	
Scale:	1:100@A1 1:200@A3	Date: APR 2017
Drawn:	WC	Checked: JB
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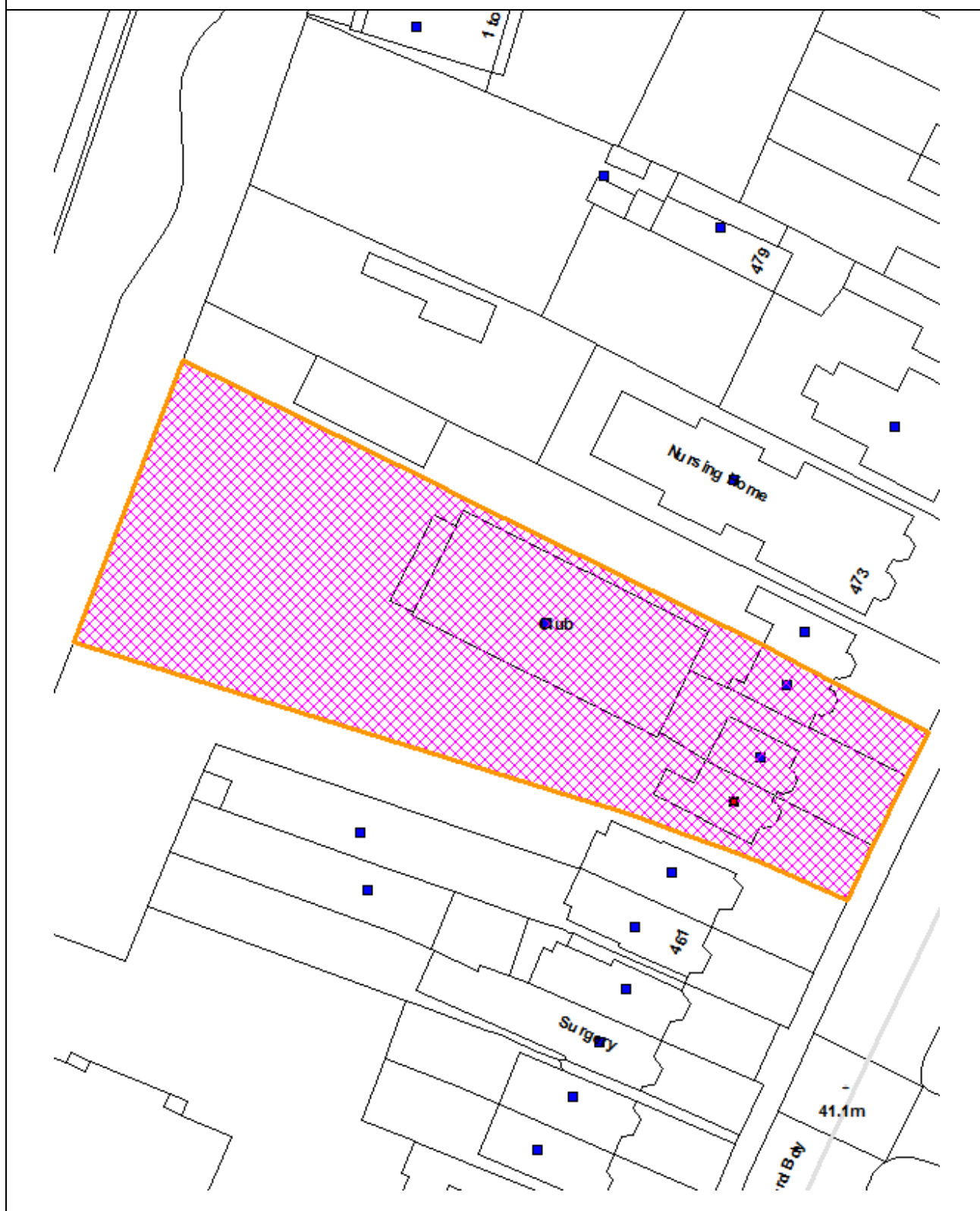
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capital-architecture.co.uk	
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Client:	
MR & MRS J. WOOD	
Project:	
LAND TO THE REAR OF	
20 WAGGON ROAD	
ENFIELD	
Drawing:	
SITE LOCATION PLAN	
Scale:	Date:
1:1250@A4	APR 2017
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WC	JB
Drawing no:	Rev:
1264/IP/101	/



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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 27 June 2017
Report of Assistant Director, Regeneration & Planning	Contact Officer: Andy Higham Sharon Davidson Mr Ray Reilly Tel No: 020 8379 5237	Ward: Winchmore Hill
Ref: 15/05516/FUL		Category: Full Application
LOCATION: 465-469 Green Lanes, London, N13 4BS,		
<p>PROPOSAL: Redevelopment of the site to provide 15 residential units (including the re-provision of 1 existing 1 bed flat fronting Green Lanes) comprising 2 individual blocks, Block 1 -Three storey block of 3 flats comprising (1x1 bed, 1x2 bed and 1x3 bed) with balconies to first and second floor and Block 2 a Part 3, Part 4 storey block of 11 flats comprising 4x1 bed, 5x2 bed and 2x3 beds with balconies to front and rear, construction of a new access way off Green Lanes, off street parking, detached Bike/Bin store and associated landscaping.</p>		
Applicant Name & Address: 62 Chase Side London N14 5PA United Kingdom		Agent Name & Address: Mr Chris Georgiou 221 East Barnet Road Barnet Hertfordshire EN4 8QS United Kingdom
RECOMMENDATION: That planning permission be APPROVED subject to conditions.		

Ref: 15/05516/FUL LOCATION: 465-469 Green Lanes, London, N13 4BS,



1. Site and surroundings

- 1.1 The application site is 465-469 Green Lanes, London, N13 4BS. The site is located on the western side of Green Lanes a short distance south of the crossroads junction with Hedge Lane and Bourne Hill. The site is predominantly flat lying, rectangular in shape though widens at the rear towards the rail tracks boundary. At present to the front the site consists of three Victorian style properties 465 and 467, a pair of semi-detached properties and 469 which forms the next pair of semi-detached properties with Number 471 Green Lanes, this does not form part of the application site. Number 465-469 appear to be laid out each as 2 residential flats over ground and first floor level. This has been confirmed by lawful development certificates in recent years individually for each property.
- 1.2 To the rear of 465-469 sits a single storey warehouse style building with a part mezzanine level. From inspections on site this building is dilapidated with the roof having fallen in. The recent planning history on this building show historically it was a snooker club however more recently it has been used as a Private social club and casino, but has been closed down in recent years as a result of security and licensing issues. This building was accessed between Number 467 and 469.
- 1.3 The surrounding area is mixed in nature. This side of Green Lanes is predominantly residential, made up of original houses or properties that are converted into flats. There is an office building next door at Number 471 and the Conifers Nursing home is further north on Green Lanes. To the west the site is bound by the railway line and to the east and west are extensive deep gardens. There is a bungalow towards the end of the rear garden of Number 471 flanking the site to the north.
- 1.4 The site is not located in a Conservation Area and is not listed. The site has a PTAL rating of 3. The site is not located within a controlled parking zone and it is relatively flat lying. It has a total site area of approximately 2500 sqm or 0.25 hectares.

2. Proposal

- 2.1 The applicant seeks full planning permission for the re-development of the site to provide 15 residential units (including the re-provision of 1 existing 1 bed flat fronting Green Lanes) comprising 2 individual blocks, Block 1 -Three storey block of 3 flats comprising (1x1 bed, 1x2 bed and 1x3 bed) with balconies to first and second floor and Block 2 a Part 3, Part 4 storey block of 11 flats comprising 4x1 bed, 5x2 bed and 2x3 beds with balconies to front and rear, construction of a new access way off Green Lanes, off street parking, detached Bike/Bin store and associated landscaping.
- 2.2 For access reasons this will involve the demolition of Number 469 for the creation of a vehicular and pedestrian access to the two blocks at the rear.
- 2.3 Behind the front building line two separate residential blocks of flats are proposed. Block 1 is the smaller block towards the front of the site. This would be mainly 2 storeys high with a recessed third floor level and would accommodate 3 flats (1x1 bed, 1x2 bed and 1x3 bed). This block would be 17m wide with a stepped depth and it would be 8.5m high. It would be set

10m from the rear garden boundary of the original property at Number 465 and a distance of approximately 21 metres from the original rear wall of Number 465. The building would be set 15m obliquely from the rear elevation of Number 463 to the south.

- 2.4 The second larger block, Block B would be set to the western end of the site closer to the railway line. This block would be part 3 to part 4 storeys in height. It would be 23 metres in width with a stepped front and rear elevation with an average depth of approximately 15 metres. It would be set on average 1.5m from the southern end of the site and 7.5m from the northern end of the site and an average of 5m from the rear western end of the site that flanks the railway line. The building would have a height of 9m for the 3 storey section with the raised parapet and 11.5m to the top of the 4th floor. The building is to be proposed in a mixture of buff brick, render, glazed balconies and aluminium materials.
- 2.5 In addition to the new proposed access under the undercroft of Number 469 12 car parking spaces are proposed inclusive of 1 disabled space. The remainder of the site will consist of the access road, private and communal garden spaces and landscaped areas in front of both blocks. There would be a single storey building in the northwest corner that would operate provide 26 cycle parking spaces and a refuse store for 4x1100l bins.

3. Relevant planning history

- 3.1 P1200069PLA: Change of use from D2 snooker hall to social club /function hall sui generis (RETROSPECTIVE) -Refused and Dismissed at Appeal.
- 3.2 15/00247/CEU: 465 Green Lanes. Use of premises as two self-contained flats. - Granted 18.03.2015.
- 3.3 15/00248/CEU: 467 Green Lanes. Use of premises as two self-contained flats - Granted 18.03.2015.
- 3.4 15/00249/CEU: 469 Green Lanes. Use of premises as two self-contained flats - Granted 20.05.2015.

4. Consultation

Public Consultations

- 4.1 The 21 day public consultation period started on the 23rd of October and concluded on the 13th of June. 3 Site notices were posted close to the site on 28th of October. The application was also advertised in the local paper. There were no comments received from any members of the public.

Internal

- 4.2 Traffic and Transportation – Verbally confirmed no objections in principle subject to conditions. The parking ratio of 12 parking spaces for 14 flats is acceptable taking into account the PTAL and the number of larger flats proposed, although further details will be required regarding the access through the undercroft and the detail of the cycle parking. It is considered this could be dealt with by condition.

- 4.3 Environmental Health - No objections subject to conditions.
- 4.4 Housing - A minimum of 6 units should be provided towards affordable housing, 4 as social or affordable rent and 2 as intermediate.

External

- 4.5 Thames Water - No objections.
- 4.6 Environment Agency - No objections.

5. Relevant Policy

5.1 Development Management Document

DMD1	Affordable Housing on site capable of providing 10 or more units.
DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD7	Development of garden land
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD47	New Roads, Access and Servicing
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD76	Wildlife Corridors
DMD77	Green Chains
DMD78	Nature Conservation

5.2 Core Strategy

SO2	Environmental sustainability
SO4	New homes
SO5	Education, health and wellbeing
SO8	Transportation and accessibility
SO10	Built environment
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP6	Meeting particular housing needs
CP8	Education
CP9	Supporting community cohesion
CP16	Taking part in economic success and improving skills
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22	Delivering sustainable waste management
CP24	The road network
CP25	Pedestrians and cyclists
CP30	Maintaining and improving the quality of the built and open environment

CP32: Pollution
CP36 Biodiversity
CP46 Infrastructure Contribution

5.3 London Plan (2015) (including REMA)

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing development
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on schemes
- 3.13 Affordable housing thresholds
- 4.1 Developing London's economy
- 4.4 Managing industrial land and premises
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Building London's neighbours and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland

5.4 Other Relevant Policy

- National Planning Policy Framework

5.5 Other Material Considerations

- The Mayors Housing SPG (2012)
- Section 106 Supplementary Planning Document (Nov.2011)
- Enfield Strategic Housing Market Assessment (2010)

6. Analysis

6.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development;
- Scale and Density;
- Design and Impact on the Character of the Surrounding Area;
- Neighbouring Amenity;
- Standard of Accommodation and Proposed Mix of Units;
- Private Amenity provisions;
- Traffic, Parking and Servicing Issues;
- Affordable Housing and other S106 Contributions;
- Sustainability; and
- Tree Issues.

Principle of the Development

- 6.2.1 Policy DMD 7 states that the Council seeks to protect and enhance the positive contribution gardens make to the character of the Borough. Development on garden land will only be permitted if all of the following criteria are met:
- a. The development does not harm the character of the area
 - b. Increased density is appropriate taking into account the site context in terms of its location, accessibility and the provision of local infrastructure;
 - c. The original plot is of a sufficient size to allow for additional dwellings which meet the standards in DMD 8 'General Standards for New Residential Development', (and other design policies);
 - d. The individual plot sizes, orientation and layout created are appropriate to, and would not adversely impact on the residential amenity within the development, or the existing pattern of development in that locality;
 - e. An adequate amount of garden space is retained within both of the individual plots in accordance with the minimum amenity space standards (DMD 9 'Amenity Space'), and the role of each space is enhanced to contribute towards other plan objectives such as biodiversity; green corridors and networks; flood risk; climate change; local context and character; and play space
 - f. The proposals would provide appropriate access to the public highway.
- 6.2.2 The proposal involves a significant development within a backland location. Policy DMD7 highlights the importance that gardens make to the contribution of the character of the borough. However in this instance the site has previously been developed and the dilapidated building remains in place. In addition at approximately 2500 sqm it is a substantial site that is capable of accommodating development. The gardens of properties to the north have been developed in various ways, including the bungalow mentioned above, as such the proposal would not disturb character of the area. The principle of the development is considered to be acceptable subject to further consideration below. Officers have analysed the density, design and scale of the buildings and their relationship to neighbouring properties and overall it is considered the scheme on balance is acceptable. It should be noted that following concern raised by officers, amended plans have been submitted to reflect a better standard of accommodation within the development and the

scheme does propose a net gain of 14 homes in a relatively accessible location within the Palmers Green area.

- 6.2.3 The original submissions of the scheme has been significantly improved. From the perspective of design and bulk it is much less top heavy than the previous scheme with specific regard to the scale and form of the top floor. This is now much more recessed and subordinate to the 3 storey section of the building, particularly with regards to Block 1. Through negotiations with the applicant 3 family units and a number of larger 2 bed 4 person flats are now to be provided as part of the scheme which is considered suitable taking into account the relative confines of the site and its practicality to accommodate family housing. The applicant has also agreed upon s106 contributions towards Affordable Housing, Education and local Highways work with the councils appointed viability assessor. These issues will all be referred to in greater detail later in the report.

6.3 Density and Scale *Density*

- 6.3.1 Density assessments must acknowledge new guidance outlined in the NPPF and particularly the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.
- 6.3.2 Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. From assessing the plans it is considered a total of 40 habitable rooms would be provided on the site. In addition to this there would be 5 existing 1 bed flat in the original properties to the front retained which will include for an additional 10 habitable rooms. The site area which is of 0.25 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 3 in a suburban location, an overall density of between 150-250 hr/ha may be acceptable. Upon calculating the density of the proposed development against this density matrix, based on habitable rooms per hectare this development would equate to 200 hr/ha.
- 6.3.3 Therefore these results show that from a density perspective this proposal would be mid-range and thereby within a recognisable density threshold for the area.
- 6.3.4 However, density should be considered alongside other planning requirements such as suitability of the site, scale of building/s and standard and quality of accommodation proposed. In this case due to the tightness of the site neighbouring amenity would also be a primary consideration.

6.4 Scale, Design, Character and Impact on the Surroundings

- 6.4.1 The application proposes two blocks, Block 1 being a part 2, part 3 storey building of 3 flats and Block 2 a part 3, part 4 storey building to accommodate 11 flats.
- 6.4.2 There were a number of issues raised as concerns on the original submission, primarily in relation to the bulk, scale and prominence of the

fourth floor, the original large hipped roof and the fact the original application proposed to leave a gap in the front Green Lanes streetscene.

- 6.4.3 Since the original submission in addition to extensive discussions in relation to the proposed viability and affordable housing, a number of significant amendments have been made. Both blocks have been re-designed to remove the original large scale hipped roofs and have been replaced by a more modern concept with a recessed cladded 3rd and 4th floor levels which has significantly reduced the bulk and height of the buildings. In addition to this following advice from officers whilst due regard has been given to the fact that the undercroft access is the only feasible access point, the re-provision of the upper floor and the hipped roof of Number 469 will in part re-install the original Victorian façade and hipped roof. The alteration would remain noticeable along the Green Lanes frontage, but is an improvement upon the large gap originally proposed. As such this is considered acceptable from a streetscene and design perspective.
- 6.4.4 With regard to the two rear blocks as aforementioned the design appearance has been altered significantly from the original submission and now a more modern appearance is proposed compared to the high level hipped roof. From the perspective of design it is considered that the buildings are appropriately designed to fit into the context of the site. It is considered that the contrast in materials between brick, render, the metal cladding, glazed balconies and aluminium will allow for both blocks to have an acceptable appearance and create an element of visual interest.
- 6.4.5 From the perspective of scale it is considered that Block 1 is comparable in scale to the other buildings in the area. Block B to the rear of the site is a large building for a back land location standing at 4 storey's in height. However due regard is given to the sites expansive depth and width, the scale of neighbouring rear gardens and existing back land development. As set out below it is considered that the site can accommodate the development without detrimentally impacting upon neighbouring amenities. The building is located at the furthest most end of the site and is reasonably well set in from neighbouring boundary lines and is set at a distance in excess of 45 metres from the rear elevation of Number 463 and in excess of 50m from the rear elevation of Number 463.
- 6.4.6 In addition from the perspective of the front streetscene it is considered that both of these blocks would have a relatively limited impact on the Green Lanes streetscene, due to the fact that the first floor level of Number 469 is being re-provided and as such both blocks would be essentially screened from view within the front streetscene.
- 6.4.7 In conclusion from the design, scale and character this proposed development is considered acceptable as it would integrate acceptably into the adjoining locality and the Green Lanes streetscene having regard to policies DMD6, 8 and 37, CP30 of the Core Strategy and London Plan policies 7.4 and 7.6.

6.5 Neighbouring Amenity

- 6.5.1 From the perspective of neighbouring amenity, it is considered that the proposal should be assessed against the following properties,

- Original Properties 463-469 Green Lanes; and
- 471a Green Lanes- Bungalow in rear garden of Number 471.

The proposed development would be sufficiently separated from the above properties to result in a minimal impact on amenity.

Original Properties 463-469 Green Lanes

- 6.5.2 Whilst 465-469 are within the applicant's ownership the impact on the amenity of future residents remains a consideration. From the back of Block 1 there is a distance of 10m to what will be formed as a new rear garden boundary serving Number 465 and 467. In addition to this the distance between rear facing windows is approximately 21 and overall it is considered there is adequate distance to ensure upon sufficient privacy between facing windows. Officers are satisfied that it has an acceptable relationship with these properties.
- 6.5.3 Number 463 adjacent to the application site has a slightly deeper outrigger resulting in a separation distance of approximately 16 metres between Block 1 and Number 463. However this would be set obliquely at an angle to Block 1 and it is considered there would be sufficient privacy retained. Block 1 would be set at distances of 1.2m and 3m away from the rear garden boundary of Number 463. Whilst this would normally represent an imposing structure in most instances due to the expansive depths and width of the gardens that are backing on from these properties there is a considerable sense of space and openness, having examined the relationship on site and the separation of Block 1 from the rear of Number 463, it is considered that there would not be an unacceptable impact on the amenity of the occupiers having regard to DMD 6, 8 and 10. There are no side facing windows on Block 1 to create unacceptable overlooking onto the rear garden of Number 463.
- 6.5.4 At the western furthest end of the site Block B is set stepped at an average distance of 1.5m from the rear garden boundary of Number 463 Green Lanes and at a distance in excess of 40m from the rear facing wall of Number 463. As referred to earlier in the report regard is given to the fact that at 4 storeys in height within this backland location, this building is relatively large. However due to the sense of space, depth, width and relationship between the plots it is considered this building can be acceptably accommodated on this site. Having assessed this proposal on site and given the fact that it is close to the rear garden boundaries, at the distance in excess of 40m away from Number 463 it is considered that enough of space and distancing to be created so Block B would not unacceptably overlook or become too overbearing onto the rear garden of Number 463. At present similar to many properties on this section of Green Lanes, Number 463 appears to be split in flats. The garden to the rear is substantial and stretches down towards the railway lines alongside Number 465 and then doglegs to the left towards Skinners Court to the south. It is a very substantial garden area however is relatively unkempt, overgrown and it appears that only the immediate patio area to the rear of Number 463 is used. Whilst this would not be a determining factor, officers have analysed the application thoroughly on site and overall the impact onto Number 463 and the expansive rear garden is considered acceptable on balance.

471a Green Lanes - Bungalow in rear garden of Number 471

- 6.5.5 Number 471a is unusual in its setting in that it is a standalone bungalow house set to the rear of Number 471 Green Lanes. It appears to be accessed via the side of Green Lanes and from examinations on site appears to be in residential use. There does not appear to be any planning history on record but from checking mapping and aerial records it appears to have been in place for a number of years and for the purposes of this application it has been regarded as a lawful structure. This single storey bungalow is sandwiched in between the application site and the Conifers nursing home to the north and is positioned towards the lower end of the site approximately 30m down the garden. From examinations on site the occupants appear to use the area to the front and rear of the bungalow as amenity space.
- 6.5.6 Due to the separation distance, Block 1 would have a limited and acceptable impact.
- 6.5.7 Block 2 would be set 7.5m from the side boundary with Number 471a Green Lanes at part three, part four stories in height. Officers have examined this relationship on site and it is considered the impact is acceptable. There are no side facing windows in Block B that would create privacy issues to the south facing windows on Number 471a and all windows in Block B with the exception of one ground level hall window are facing east-west 90 degrees away from Number 471a. Block B would be more visually prominent in terms of outlook from these ground level windows, however at the moment the outlook from these windows is onto a high boundary line and therefore poor at present. Whilst Block B will be obviously visible from these windows there is a considerable gap between Blocks 1 and 2 and in addition to the distance that Block B is set away from the boundary overall officers are satisfied there is an acceptable impact in terms of outlook onto the occupiers of Number 471a. Similarly whilst Block B in particular would be visibly noticeable from the rear and front garden areas of Number 471a, it is considered it is adequately positioned away from the boundary line of this property to not appear too visually imposing. Regarding daylight and sunlight whilst Block B has the potential to block some sunlight from these south facing windows it would only be for a relatively short period in the late afternoon. The proposed buildings are set far enough away and there is sufficient gap between Blocks 1 and 2 and to the rear of Block 2 to allow enough direct light into Number 471.
- 6.5.8 The communal bin and cycle store is proposed to the rear of Number 471a. However there is a slight drop in land levels of about 300mm at this section of the site with Number 471a sitting at a higher land level. As a result the eaves level of this store would be approximately 2m on the boundary line with a low level hipped roof that slopes away. Having examined this relationship on site it is considered there is an acceptable impact from this structure onto the amenities of the occupiers of Number 471a.
- 6.5.9 In conclusion all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to all adjoining occupiers.
- 6.6 Standard of Accommodation and Proposed Mix of Units.

Standard of Accommodation

- 6.6.1 The application proposes 5x1bed, 6x2 bed and 3x3 bed flats, 14 in total, in addition to the re-provision of the 1 bed flat at first floor level within Number 469.
- 6.6.2 Policy 3.5 of the London Plan specifies that 1 bed flats should have a minimum floor area of 50sqm, 2 bed flats should have a minimum internal floor area of 61 square metres, with 2 bed 4 persons at 70sqm, 3b4p flats at 74 sqm or 3b6p flats at 86 sqm. As referred to earlier in the report amended plans have been submitted since the original submission. All units have been measured and verified and are above the required London Plan standards for the respective units. All units would have useable and accessible layouts and all room sizes are acceptable with regards to living/diners and single and double bedrooms. All units would be dual aspect and a second stair core has been added to accommodate better individual access but also to facilitate the dual aspect units.
- 6.6.3 The one bedroom flat to be re-provided at first floor level would be a like for like replacement of the existing 1 bed first floor flat. This arrangement is considered acceptable.

Housing Mix

- 6.6.4 DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough with family sized accommodation (3 bed or larger) is the greatest area of need.
- 6.6.5 The Council's dwelling mix ratios are as follows:
- 1 and 2 person flats - 20%
 - 2 bed flats - 15%
 - 3 bed houses - 45%
 - 4 + bed houses - 20%
- 6.6.6 The development provides the following dwelling mix:
- 5 no.1b 2p (35%)
 - 6 no.2b 3p (and) 4p (combined 42%)
 - 3no. 3b 4 or 5p (23%)
- 6.6.7 Taking into account the access requirements and the building envelope, 3 family units are considered to fit comfortably into the scheme, having regard to the confines of the site and the numbers flats that can be accommodated at each respective floor. 5 x 2 bed 4 person flats are proposed as part of the scheme which could feasibly accommodate smaller families, one of these units would also have direct access to the rear garden area.
- 6.6.8 All factors taken into account it is considered that this submission overcomes the previous reason for refusal and that the proposed mix of units and standard of accommodation is considered acceptable.

6.7 Private Amenity

- 6.7.1 Policy DMD9 specifies the requirements for private and communal amenity space for such developments.

6.7.2 Each of the proposed flats would be served by its own private amenity areas. The ground floor flats would benefit from their own policy compliant rear gardens along with front facing terraces. The remaining 10 flats would benefit from individual terraces and balconies all of which appear to be policy compliant having regard to DMD9. A communal garden area of 100sqm in area is also proposed as part of the development.

6.7.3 The amenity provisions proposed are considered to be acceptable and in accordance with DMD9.

6.8 Traffic and Transportation

6.8.1 Due to the nature of the proposal the councils traffic and transportation department have been consulted on the application.

6.8.2 In general officers are satisfied with the proposal from a transport perspective subject to conditions.

6.8.3 The proposed 12 car parking spaces for the additional 14 flats taking into account the moderate PTAL rating of the area and the reasonable access to public transport is acceptable. This would represent a parking ratio of 86%. It is acknowledged that the existing forecourt parking would be lost to accommodate the new undercroft access, however only 1x1 bedroom flat is to be re-provided over the undercroft and in this instance the lack of car parking is considered acceptable.

6.8.4 With regards to access the property (front of No.469 Green Lanes) already has a dropped kerb that can be retained to accommodate vehicle crossover into the site. The proposed vehicle undercroft is 4.8m wide which is acceptable for a single vehicle exit and entrance point. This would not allow for 2 way vehicle movement, however it is considered that a Priority waiting restriction can be put in place at the rearmost end of the undercroft, where the access road widens out to 6m in width. This could prioritise vehicles entering the site over those exiting to avoid any congestion for cars entering the site from Green Lanes. This can be dealt with via planning condition in addition to the exact details of the undercroft, retaining walls and treatment to the front of the site to allow for the access.

6.8.5 From assessing the proposed plans vehicular access for the councils refuse truck and a fire engine can also be achieved.

6.8.6 The location of the bins and cycle storage in general is acceptable. The council does not promote double stacking cycle parking arrangement, but due regard is given to the fact that amended plans have been submitted and that there are now private gardens that could accommodate cycle parking. In addition there is potential for an additional cycle store within the front most amenity area and overall it is considered that this issue can be satisfactorily dealt with via planning condition. The location and number of bins is acceptable.

6.8.7 Subject to the aforementioned conditions the application is considered acceptable from a highways perspective.

6.9 s106 Contributions

Affordable Housing

- 6.9.1 Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing 10 or more units (14) it should be complying with borough wide target of achieving 40% affordable housing and a mix of tenures to reflect a borough wide target of 70% social rent and affordable rent and 30% Intermediate. This would reflect 6 units on this site as affordable housing.
- 6.9.2 As part of the application submission the applicant has submitted a Viability Assessment that originally concluded that the scheme would not be viable to contribute on-site affordable units nor an off- site contribution. This was not deemed acceptable or reasonable by officers on assessment having taken into account the scale of the development. An amended viability statement has been submitted, which has been assessed by the council's independently appointed Viability Assessor and it has been agreed that the scheme cannot practically provide onsite units but that it can make an offsite contribution of £570,800. This would be secured as part of a s106 legal agreement with the application. As the proposed development fails to provide a policy compliant affordable housing offer, a review mechanism will be including in the s106 agreement to ensure that any uplift in value will be captured for the Council once the development is completed.

Education Contributions

- 6.9.3 Having regard to policy CP46 of the Core Strategy and the councils S106 SPD, this application would also be required to provide education contributions towards local schools in the area.
- 6.9.4 This application proposes 14 units which would equate to a contribution of £35,490 towards off site education contributions. The applicant has agreed to these contributions which will be secured via the s106 Agreement.

Other S106 Contributions/ Head of Terms

- 6.9.5 Following a review of the viability of the scheme in addition to the S106 allowance for affordable housing and education and Mayoral and borough CIL, a contribution of £43,480 towards other S106 measures remains viable. It is considered that this can be put towards Traffic and Highways works in the vicinity of the site and towards sustainable transport incentives principally cycling. The finite details of this will be agreed with highways officers and incorporated into the final s106 Agreement.
- 6.9.6 The s106 Monitoring fees would amount to £32,490. The applicant has agreed to pay this fee.

6.10 Sustainable Design and Construction

Lifetime Homes

- 6.10.1 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.

- 6.10.2 The scheme appears to meet as much as possible the 16 criteria for Lifetime Homes. However, confirmation of this should be secured by condition.

Energy / Energy efficiency

- 6.10.3 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2010-2013 to be a 25% improvement over Part L of current Building Regulations
- 6.10.4 At this stage there has been no energy statement submitted to support the application. However it is considered these energy matters can be dealt with via planning conditions.

6.11 Mayors CIL

- 6.11.1 The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sq.m. The net gain of the new created floor area is 912 sq.m, inclusive of the 14 units and the communal staircase area.
- 6.11.2 This would result in a Mayoral CIL contribution of $912 \text{ sq.m} \times £20 = £21,860 \times \frac{274}{223} \text{ (BCIS CIL Index Formula)} = £23,147.62$.
- 6.11.3 This would result in a Borough CIL contribution of $912 \text{ sq.m} \times £120 = £109,440 \times \frac{283}{274} \text{ (BCIS CIL Index Formula)} = £113,034.75$.

7. Conclusion

- 7.1 It is considered that this development proposal is acceptable. It is considered to have an acceptable impact to the character and appearance of the site and surrounding area. It will provide for 4 additional family units and 14 additional residential units a whole in a relatively accessible part of the borough.
- 7.2 It is considered that its scale, bulk and appearance is acceptable and the proposed development would also have an acceptable relationship with adjoining neighbours.
- 7.3 It is not considered that the proposed development would be detrimental to neighbouring amenity or have an unacceptable impact on highway function and safety.
- 7.4 Subject to the conditions outlined below and the completion of the S106 Legal Agreement it is recommended that planning permission is granted.

8. Recommendation

- 8.1 That planning permission be approved subject to the following conditions:

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision

notice.

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

2. Approved Plans

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

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

3. Details and Materials

Prior to the commencement of development above ground, full details and materials of the external finishing to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

4. Details of Hard Surfacing

Prior to the commencement of development above ground, full details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings shall be submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure a satisfactory visual appearance and in the interests of highways safety.

5. Details of Levels

The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

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

6. Details of Enclosure

The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

7. Details of Landscaping

Prior to the commencement of development above ground, full details (including species, numbers and sizes) of trees, shrubs and grass to be planted on the site shall be submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

8. Details of Refuse Storage & Recycling Facilities

The development excluding demolition and groundwork shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield - Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

9. Cycle parking spaces

The development excluding demolition and groundwork shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. This shall include details of cycle storage where possible within the private garden areas on the ground floor in addition to an additional cycle parking storage to the front communal area. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

10. Obscured Glazing

The glazing to be installed on the side elevation of Block B shall be in obscured glass and fixed shut. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

11. Details of Access

The development excluding demolition and ground work shall not commence until full details of the proposed undercroft access including:

- Details of the access ramps;
- The treatment to the front driveway area of Number 469 including details of retaining walls and boundary treatments to 467 and 471 Green Lanes;
- Details of a Priority/ Waiting arrangement to allow for safe two way vehicle movement, prioritising vehicles entering the site; and
- Details of the Pedestrian Access path and its separation from the undercroft vehicular access.

These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

Reason: To ensure that the development complies with Council Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

12. Construction Methodology

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

- a. arrangements for wheel cleaning;
- b. arrangements for the storage of materials;
- c. hours of work;
- d. arrangements for the securing of the site during construction;
- e. the arrangement for the parking of contractors' vehicles clear of the highway;
- f. The siting and design of any ancillary structures; and
- g. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

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

13. External Lighting

The development shall excluding groundwork and demolition shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

14. Lifetime Homes Standards

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

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

15. Energy Statement

The development excluding groundwork and demolition shall not commence until a detailed 'Energy Statement' and relevant SAP calculations has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than 11% total CO₂ emissions arising from the operation of a development and its services over Part L of Building Regs 2010 ensuring that standard conversion factor indicate that natural gas is the primary heating fuel. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter. Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

16. EPC's

Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority prior to occupation of the development.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

17. The development shall not commence until a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with our DMD Policy SuDS Requirements:


- a. Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change;
- b. Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential;
- c. Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value;
- d. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact;
- e. Clear ownership, management and maintenance arrangements must be established; and
- f. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.


- 18. Prior to occupation of the development, a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:
 - a. As built drawings of the sustainable drainage systems;
 - b. Level surveys of completed works;
 - c. Photographs of the completed sustainable drainage systems;
 - d. Any relevant certificates from manufacturers/ suppliers of any drainage features;
 - e. A confirmation statement of the above signed by a chartered engineer.

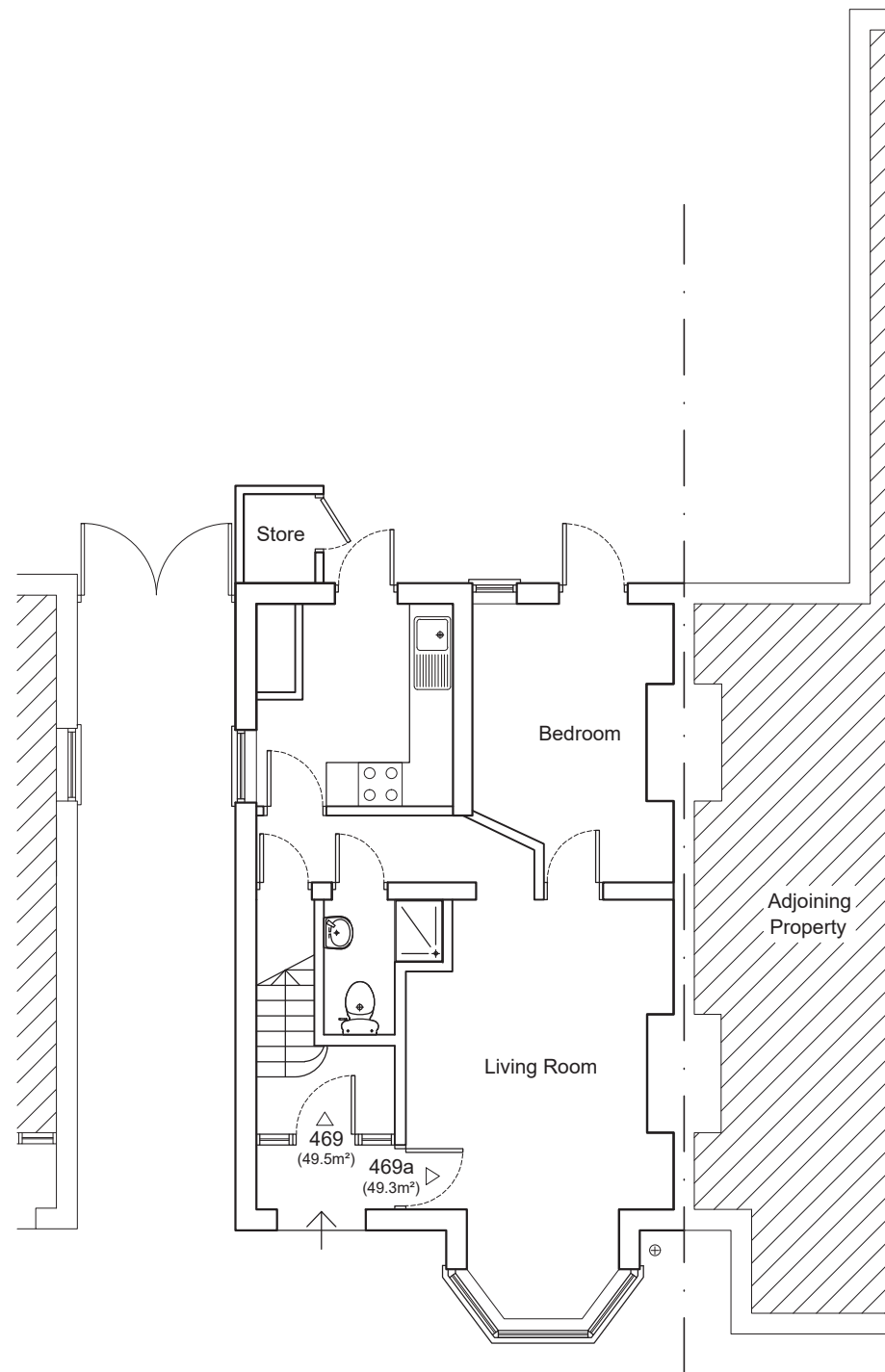
Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy and Policies 5.12 & 5.13 of the London Plan and the NPPF.



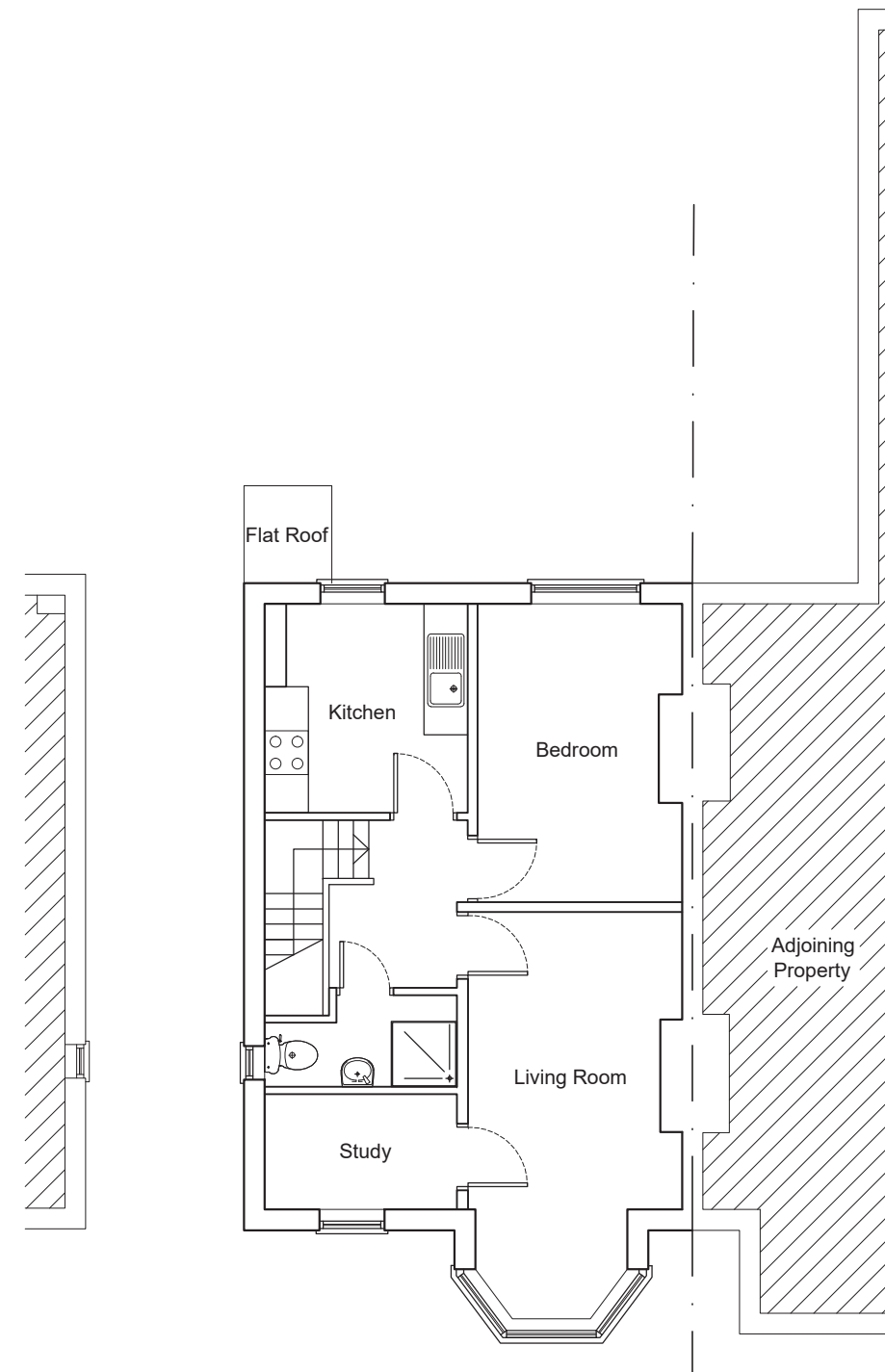
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					Date: June 2016	
					Drg. No.	Rev.
					983/60	A



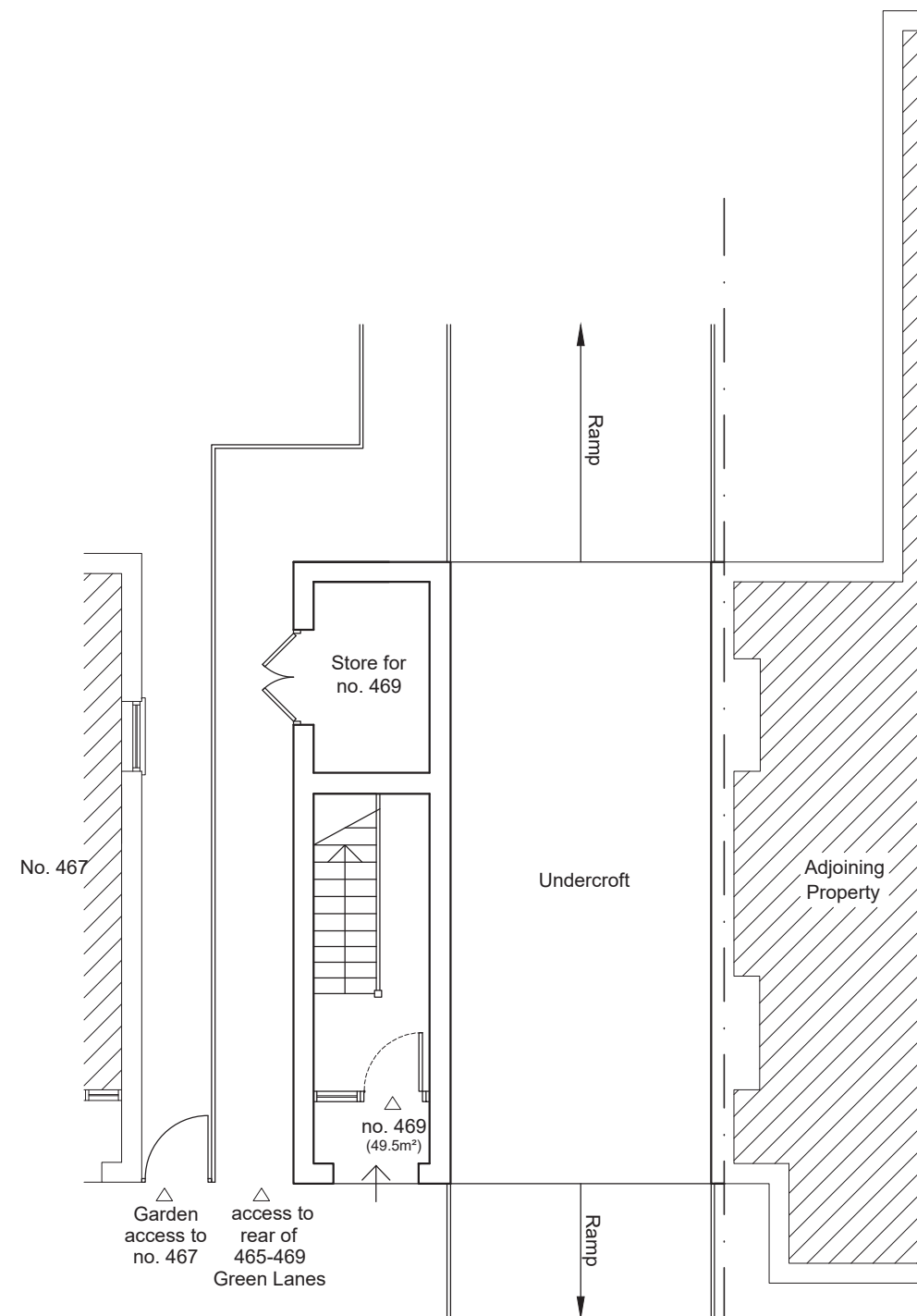
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					Date: June 2016	
					Drg. No. 983/61	Rev. A



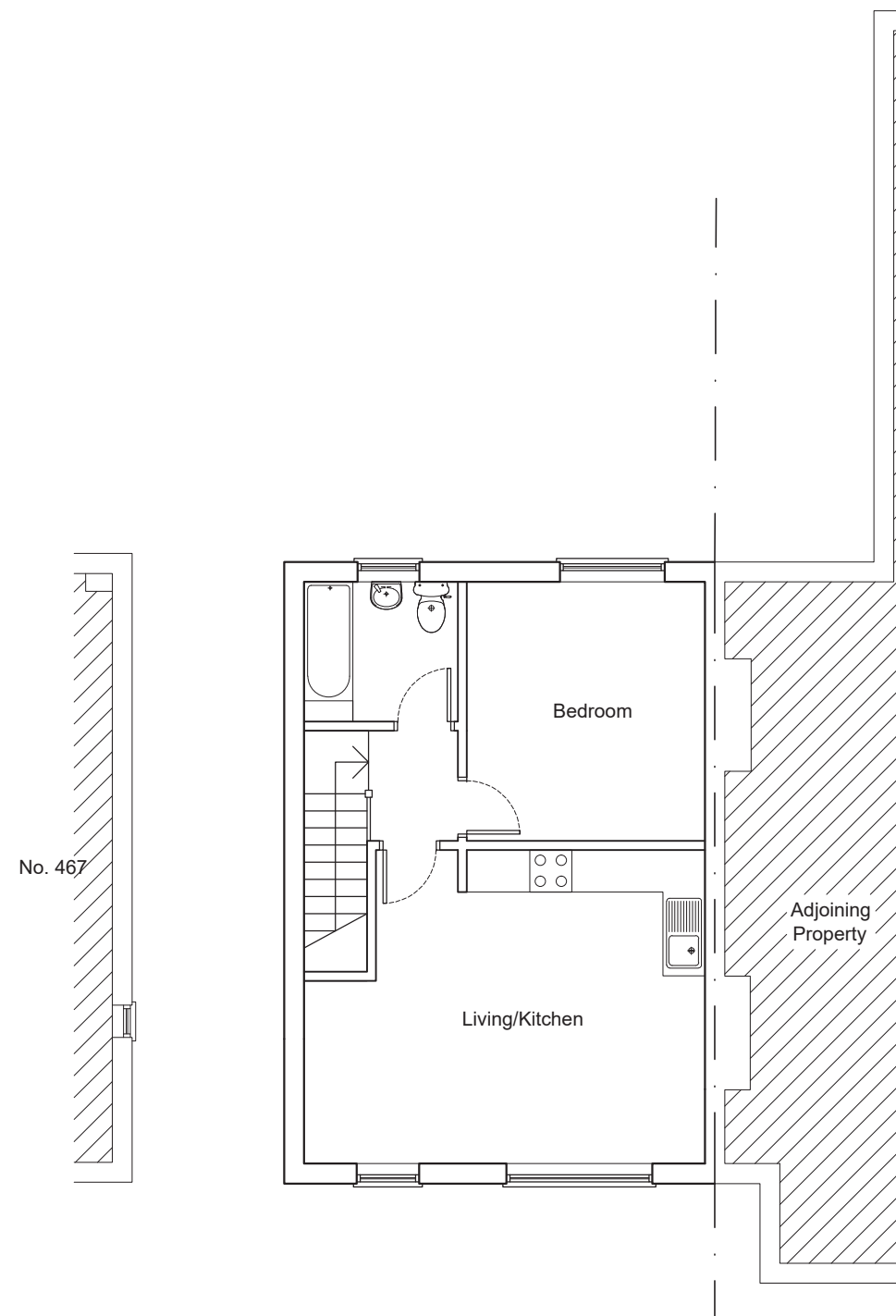
Ground Floor Plan as Existing



First Floor Plan as Existing



Ground Floor Plan as Proposed



First Floor Plan as Proposed



Photo 1



Photo 5



Photo 6



Photo 7



Photo 7



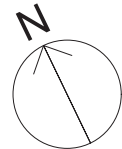
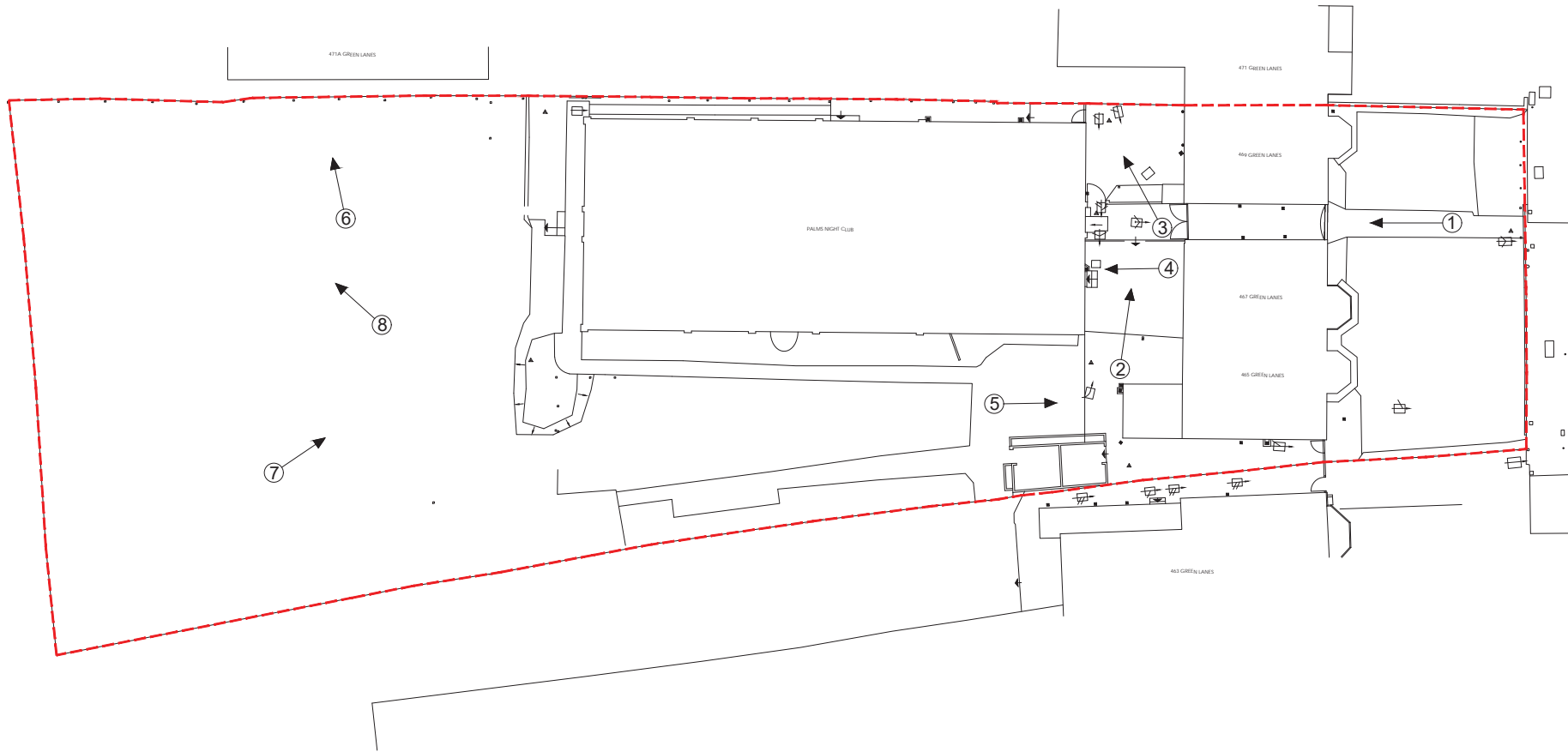
Photo 2



Photo 3



Photo 4



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1:200 Scale Bar

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CGA architects
221 East Barnet Road,
Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170

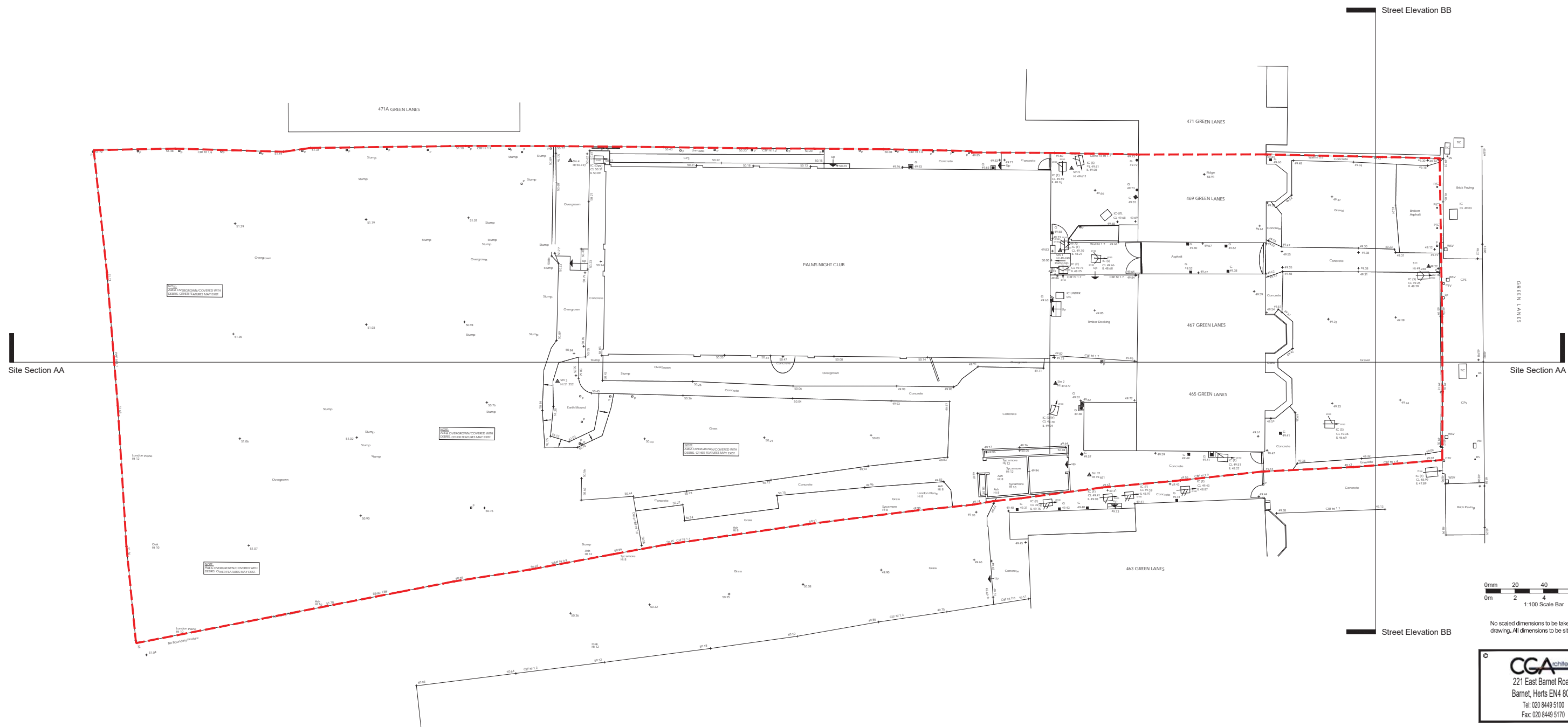
Client: Kuros Consultants

Site: 465-469 Green Lanes
London
N13 4BS

Scale: 1:200 @ A1
Nov. 2015

Existing Site Photographs

983/59 Rev. #



CGA architects
221 East Barnet Road,
Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170

Client: Kuros Consultants

Site: 465-469 Green Lanes
London
N13 4BS

Scale: 1:100 @ A0
Date: Sept. 2015

Title: Site Plan as Existing

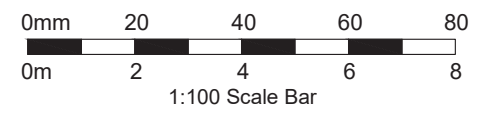
Drp. No. 983/51
Rev. #




Street Elevation BB as Existing

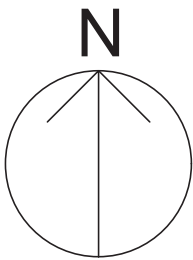
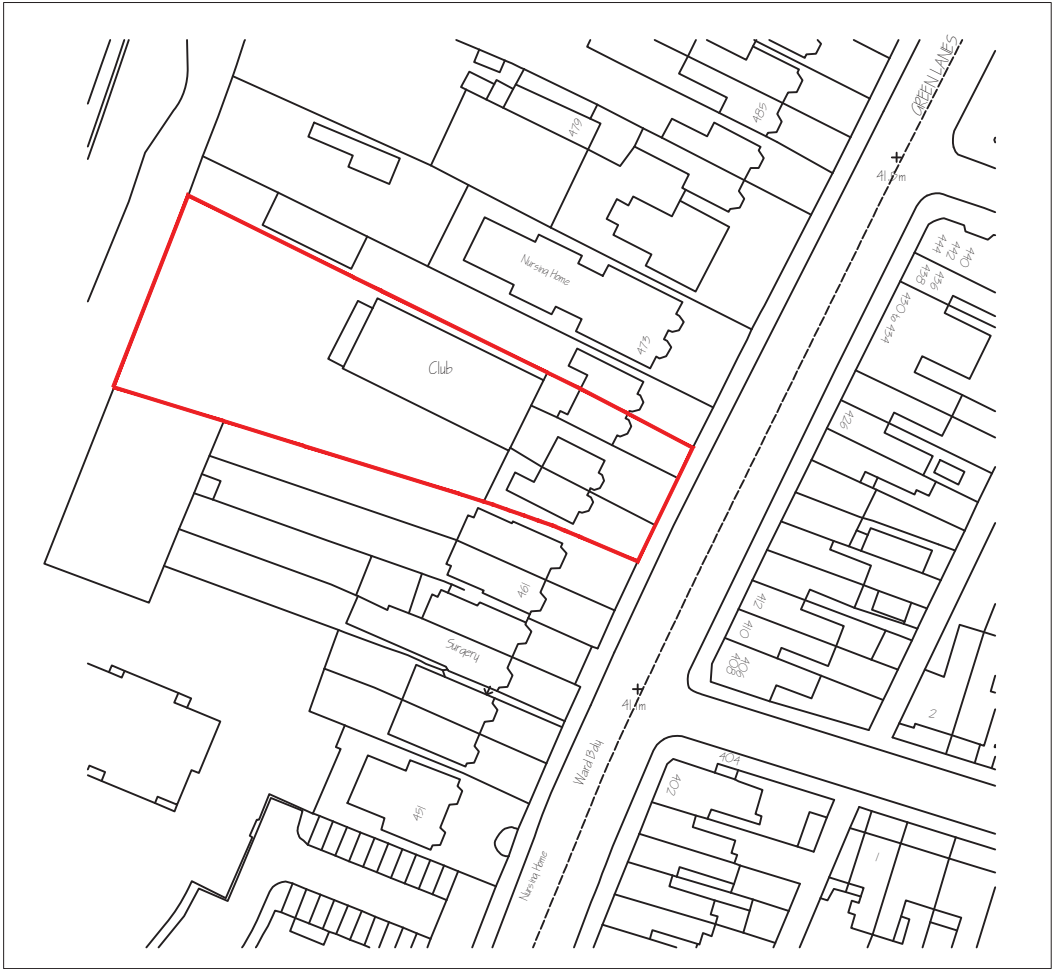


Alternative with arch



	221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8449 5100 Fax: 020 8449 5170	Client: Kuros Consultants	Site: 465-469 Green Lanes London N13 4BS	Drawing Title: Street Elevation BB as Existing and Proposed	Scale: 1:100 @ A2
					Date: June 2016
					Drwg. No. 983/58 Rev. A

No scaled dimensions to be taken from this drawing. All dimensions to be site checked.



221 East Barnet Road,
Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170



Client:
Kuros Consultants

Site:
465-469 Green Lanes
London
N13 4BS

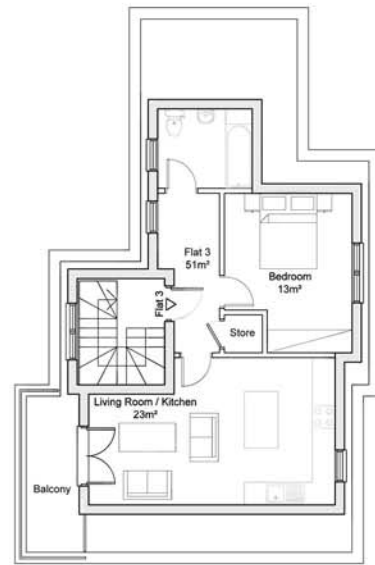
Drawing Title:
Site Location Plan

Scale: 1:1250 @ A4

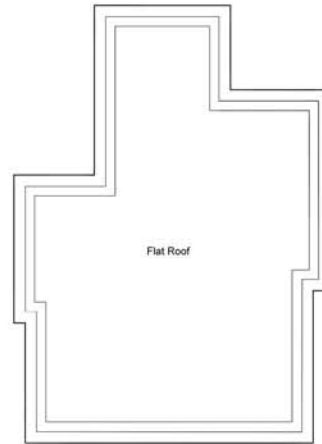
Date: Sept. 2015

Drg. No. 983/50

Rev. #



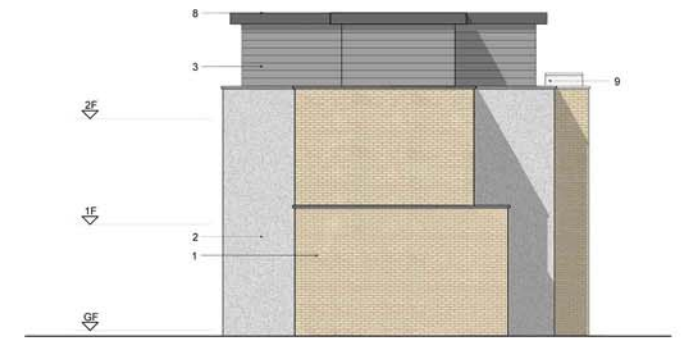
Second Floor Plan as Proposed



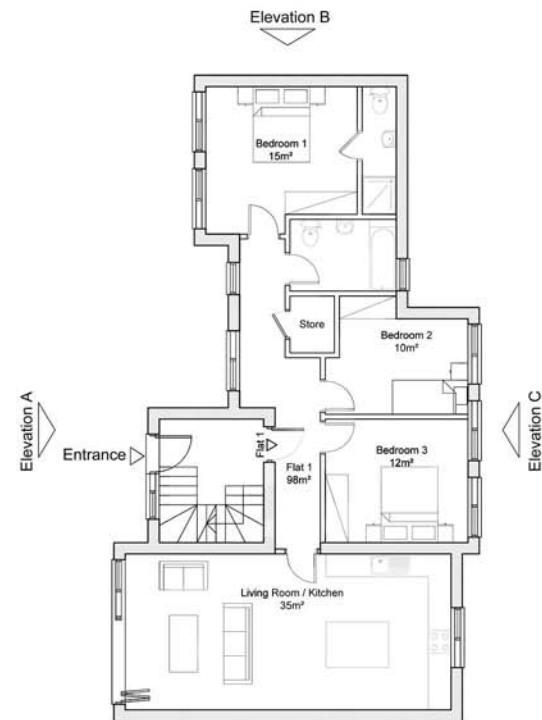
Roof Plan as Proposed



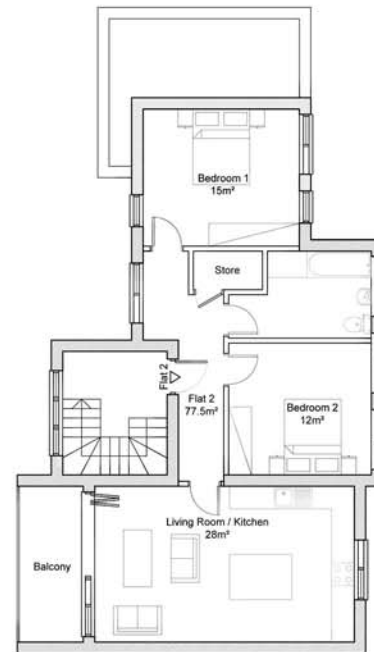
BLOCK 1 - Elevation A as Proposed



BLOCK 1 - Elevation B as Proposed



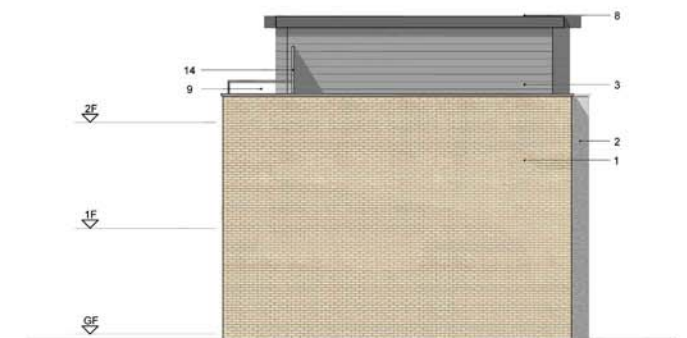
Ground Floor Plan as Proposed



First Floor Plan as Proposed



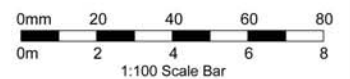
BLOCK 1 - Elevation C as Proposed



BLOCK 1 - Elevation D as Proposed

MATERIALS KEY:	
1 Yellow facing brickwork in cavity construction	9 Metal balcony with glass balustrade
2 K Rend external render, colour: off-white	10 Glass Juliette balcony with metal handrail
3 Cedral weatherboard, colour: light grey	11 Timber painted entrance door
4 Composite light grey powder-coated aluminium insulated panel	12 Glass/Metal entrance canopy
5 White uPVC framed window with top hung opener	13 Obscure glass screening panel
6 White uPVC framed glazed door	
7 White powder-coated aluminium framed glazed bi-folding door	
8 Grey aluminium roof to penthouse	

Yellow facing brickwork
Glass balustrade
K Rend external render, colour: off-white
Cedral weatherboard



No scaled dimensions to be taken from this drawing. All dimensions to be site checked.

<p>221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8449 5100 Fax: 020 8449 5170</p>	<p>Site:</p> <p>465-469 Green Lanes London N13 4BS</p>	<p>Title:</p> <p>Block 1 - Plans and Elevations as Proposed</p>
<p>Client:</p> <p>Kuros Consultants</p>	<p>Scale:</p> <p>1:100 @ A1</p> <p>Date:</p> <p>June 2016</p>	<p>Drawn:</p> <p></p> <p>Rev.</p> <p>A</p>
	<p>Drg. No.</p> <p>983/54</p>	



Aerial View as Existing (Not to scale)

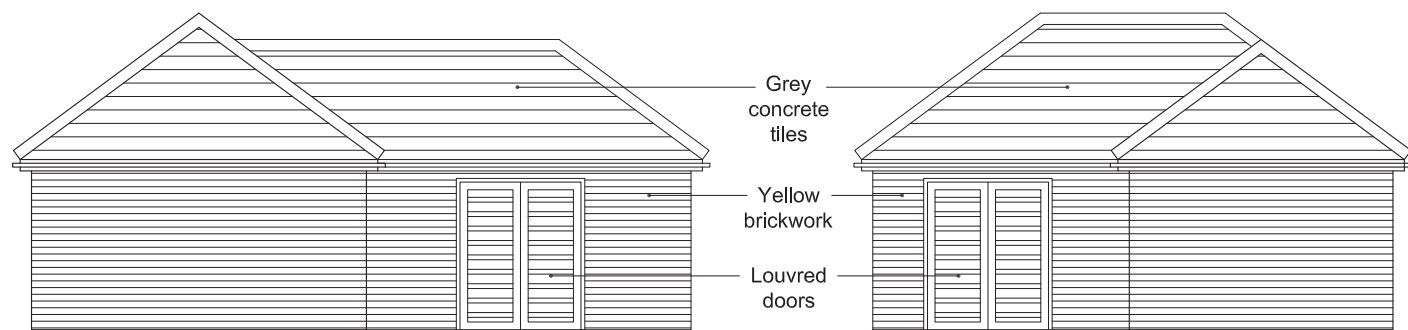


Aerial View as Proposed (Not to scale)



Aerial View as Proposed (Not to scale)

	221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8449 5100 Fax: 020 8449 5170	Client: Kuros Consultants	Site: 465-469 Green Lanes London N13 4BS	Drawing Title: Aerial Views as Existing and Proposed	Scale: Not to Scale	
					Date:	June 2016
					Dwg. No. 983/62	Rev. A

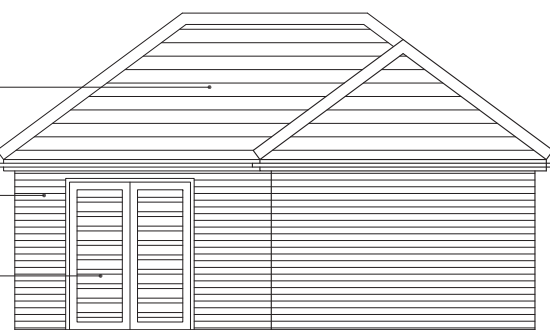


Elevation A

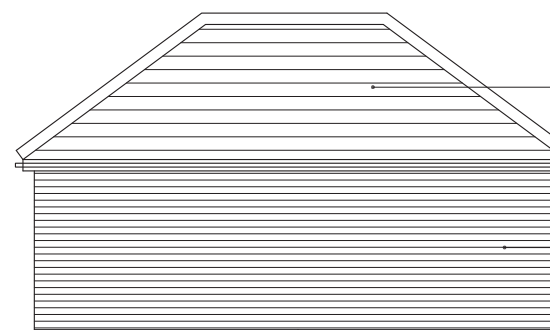
Grey
concrete
tiles

Yellow
brickwork

Louvred
doors



Elevation B



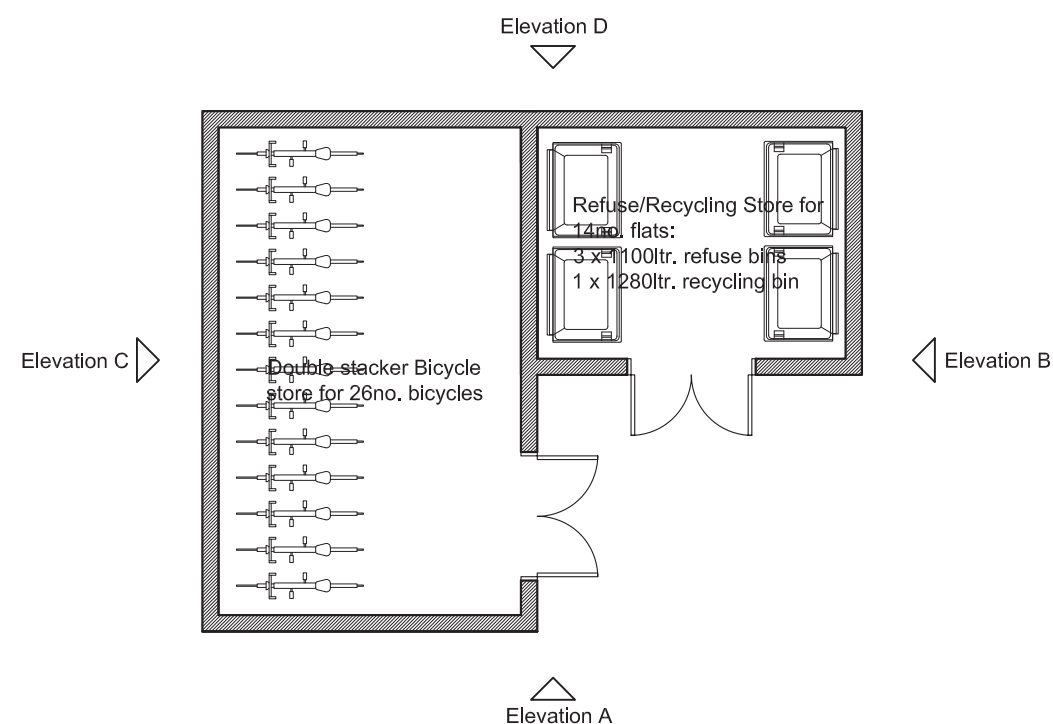
Elevation C

Grey
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tiles

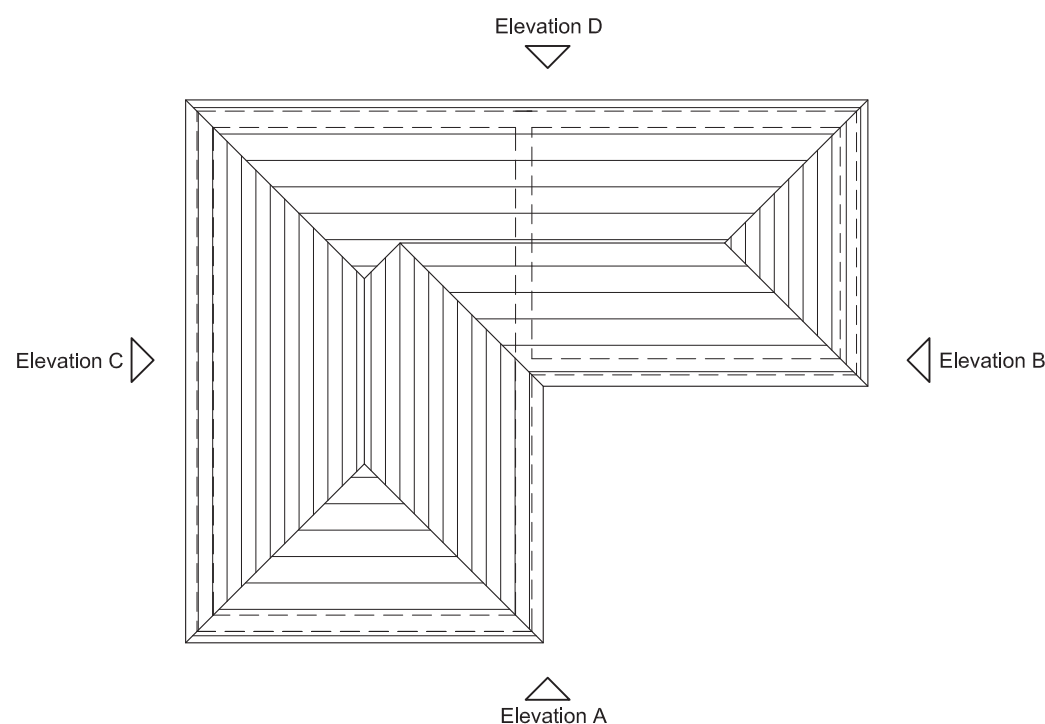
Yellow
brickwork



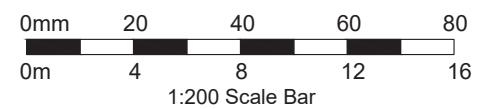
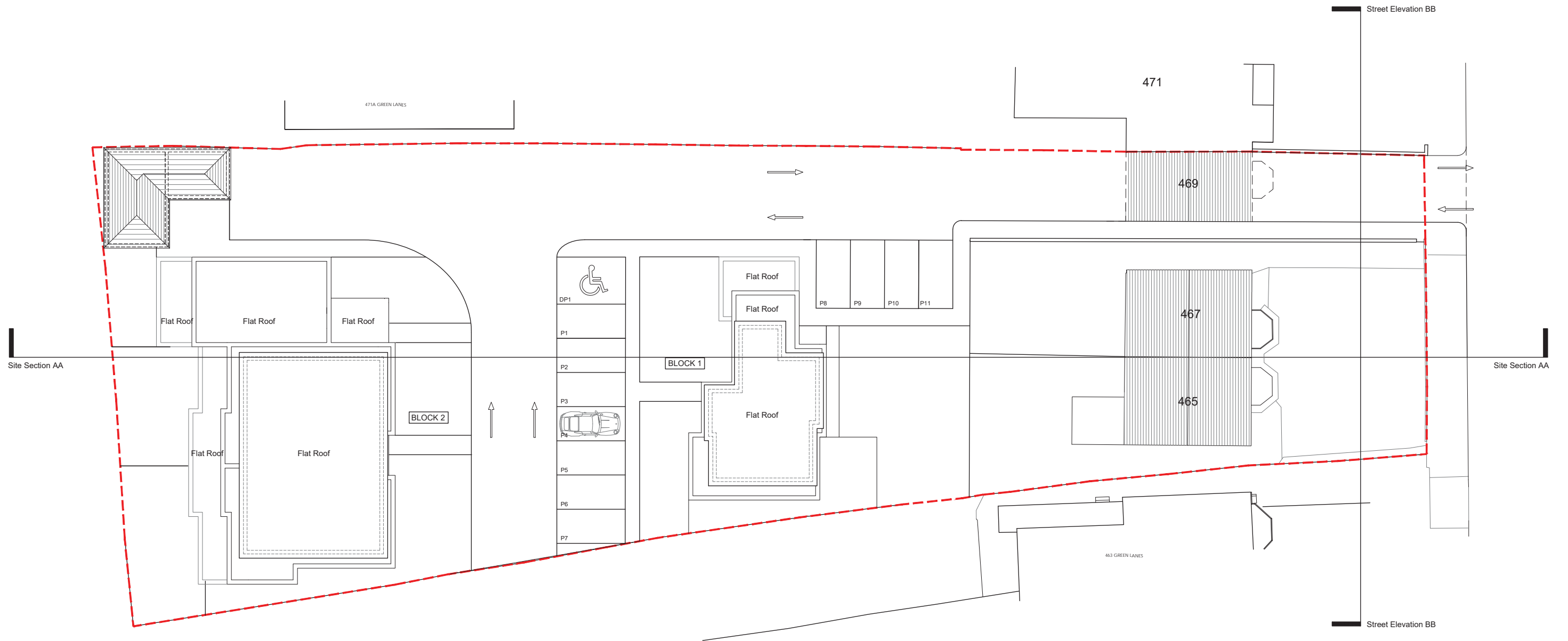
Elevation D



Bicycle Store / Refuse Store Plan



Roof Plan



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Site:
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London
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Title:
Block Plan as Proposed

Client:
Kuros Consultants

Scale: 1:200 @ A2
Date: June 2016

Drg. No. 983/53
Rev. A



BLOCK 2 - Elevation A as Proposed



BLOCK 2 - Elevation B as Proposed



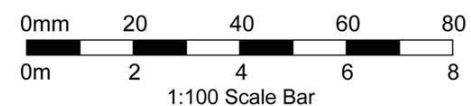
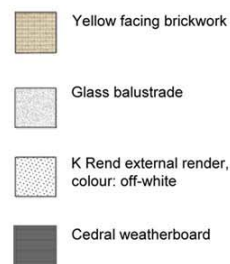
BLOCK 2 - Elevation C as Proposed



BLOCK 2 - Elevation D as Proposed

MATERIALS KEY:

- | | |
|--|---|
| 1 Yellow facing brickwork in cavity construction | 9 Metal balcony with glass balustrade |
| 2 K Rend external render, colour: off-white | 10 Glass Juliette balcony with metal handrail |
| 3 Cedral weatherboard, colour: light grey | 11 Timber painted entrance door |
| 4 Composite light grey powder-coated aluminium insulated panel | 12 Glass/Metal entrance canopy |
| 5 White uPVC framed window with top hung opener | 13 Obscure glass screening panel |
| 6 White uPVC framed glazed door | |
| 7 White powder-coated aluminium framed glazed bi-folding door | |
| 8 Grey aluminium roof to penthouse | |



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Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170

Client:

Kuros Consultants

Site:

465-469 Green Lanes
London
N13 4BS

Drawing Title:

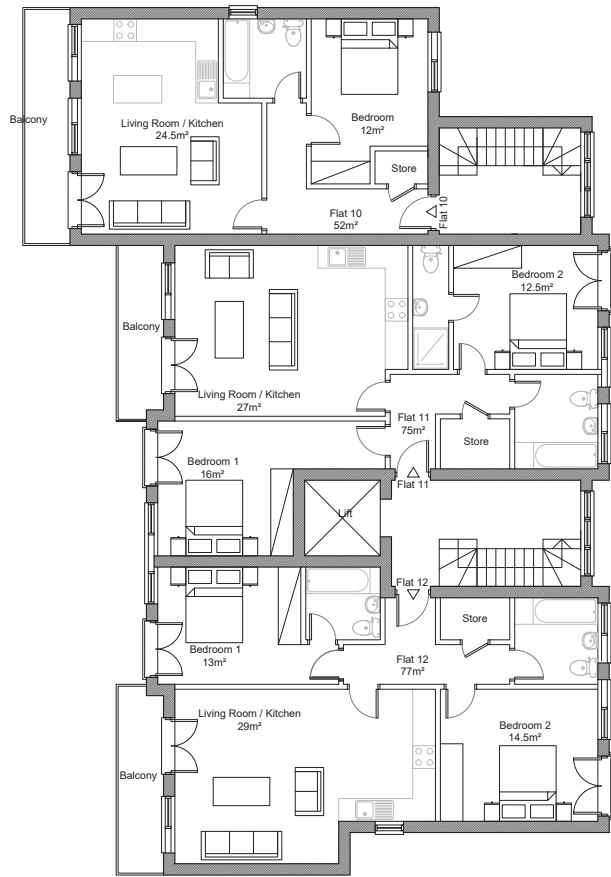
Block 2 - Elevations as
Proposed

Scale: 1:100 @ A2

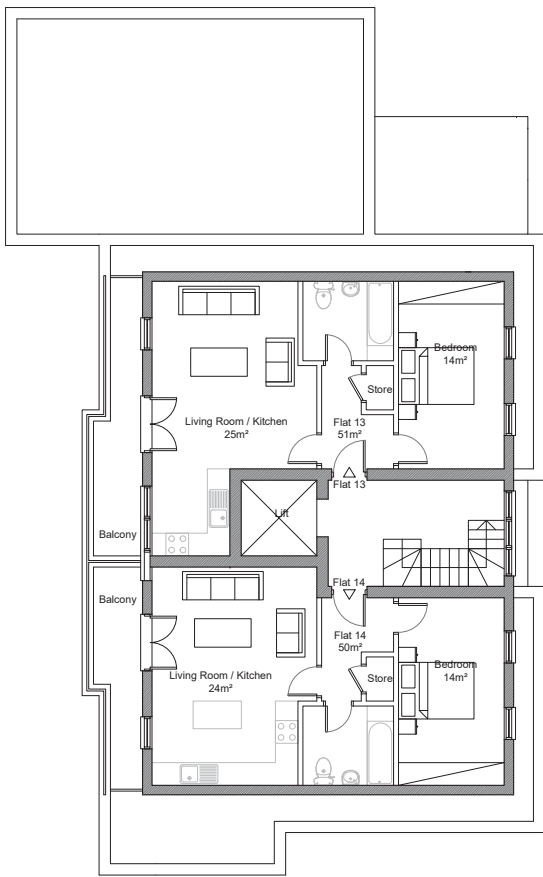
Date: June 2016

Drg. No.
983/56

Rev.
A



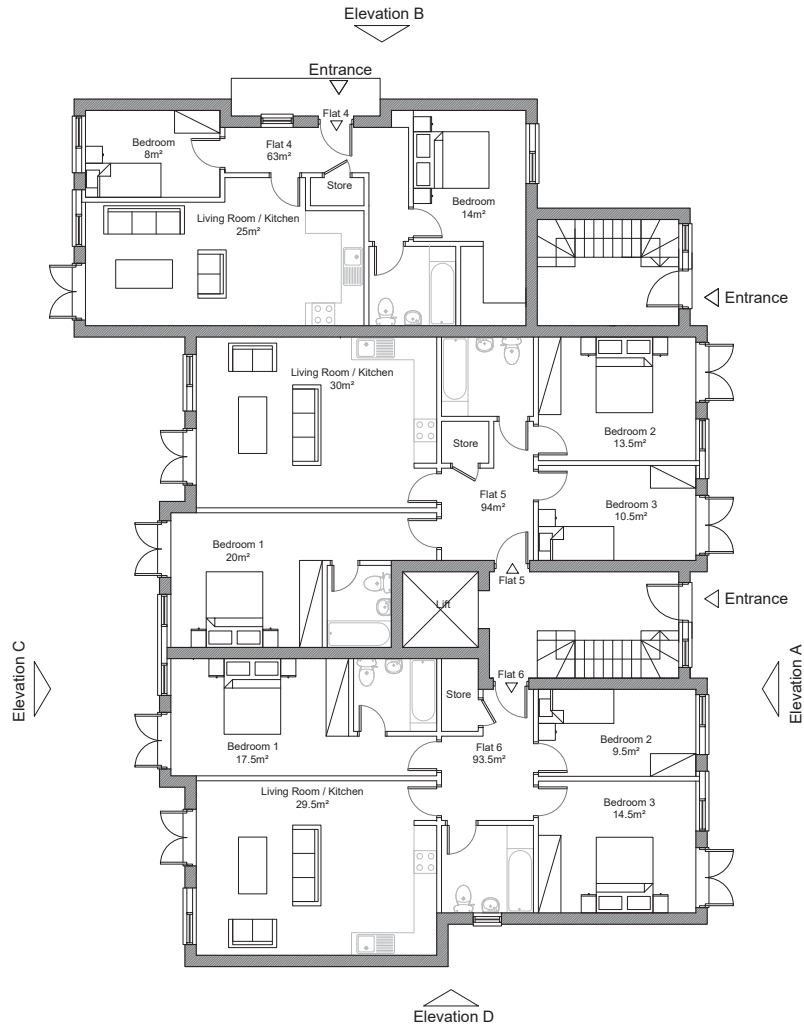
Second Floor Plan as Proposed



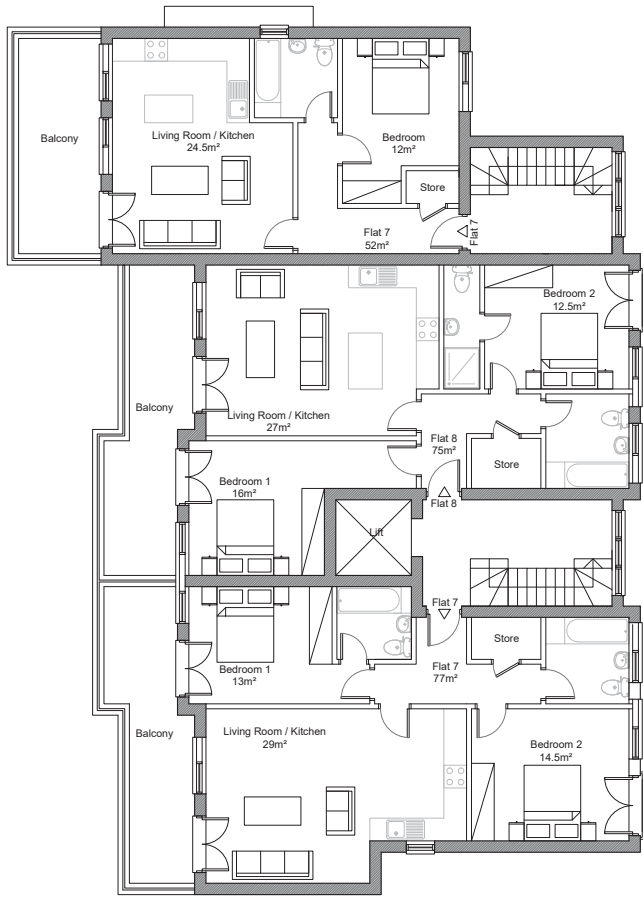
Third Floor Plan as Proposed



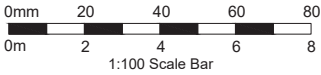
Roof Plan as Proposed



Ground Floor Plan as Proposed



First Floor Plan as Proposed



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Site:
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London
N13 4BS

Title:
Block 2 - Plans as Proposed

Client: Kuros Consultants

Scale: 1:100 @ A1
Date: June 2016

Drawn:
Drg. No. 983/55
Rev. A



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Client:

Kuros Consultants

Site:

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London
N13 4BS

Drawing Title:

Site Elevation CC
as Proposed

Scale: 1:100 @ A3

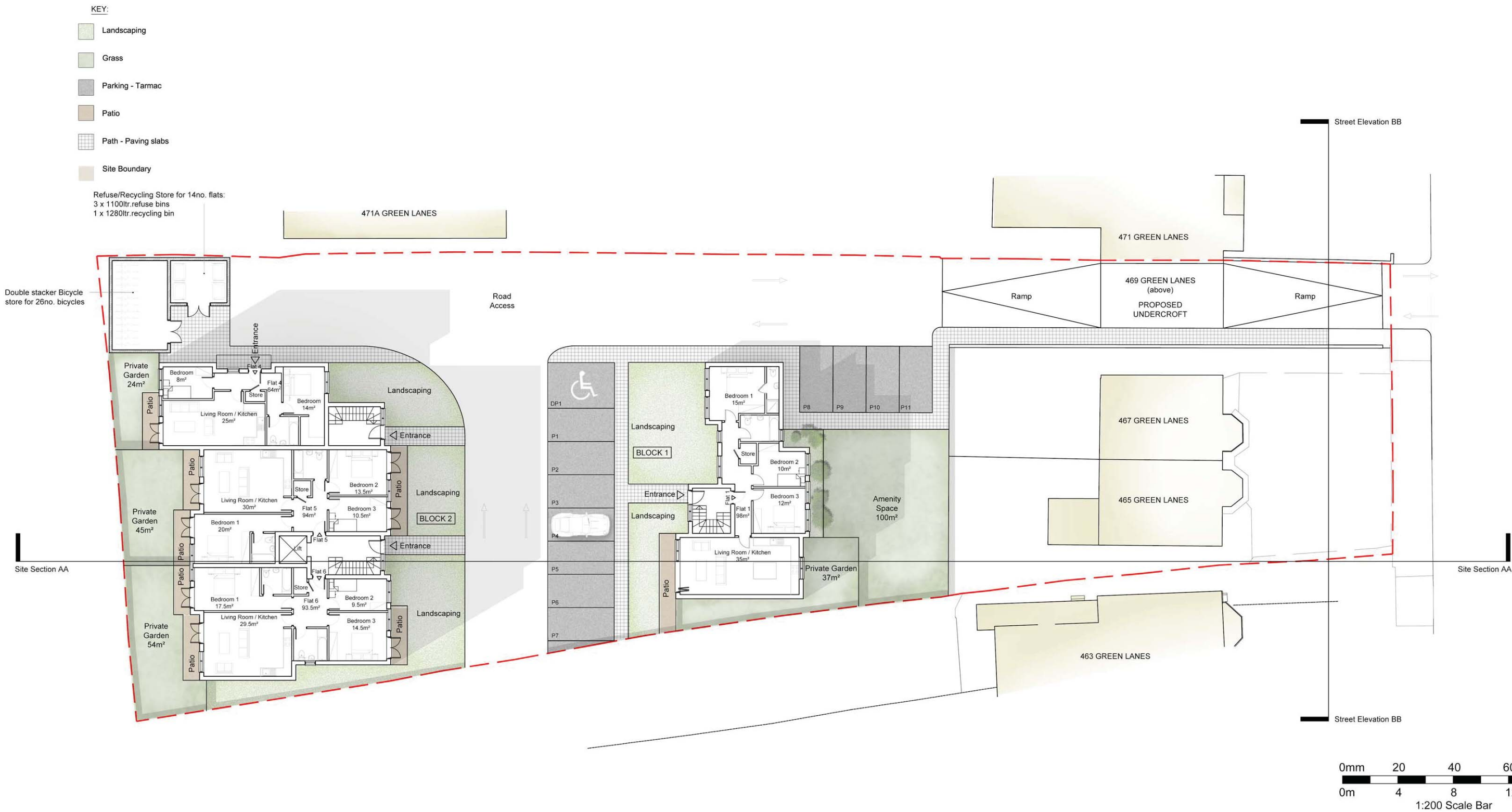
Date: June 2016

Drg. No.

983/64

Rev.

A



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Site:
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N13 4BS

Title:
Site Plan as Proposed

Client:
Kuros Consultants

Scale: **1:200 @ A2**
Date: **June 2016**

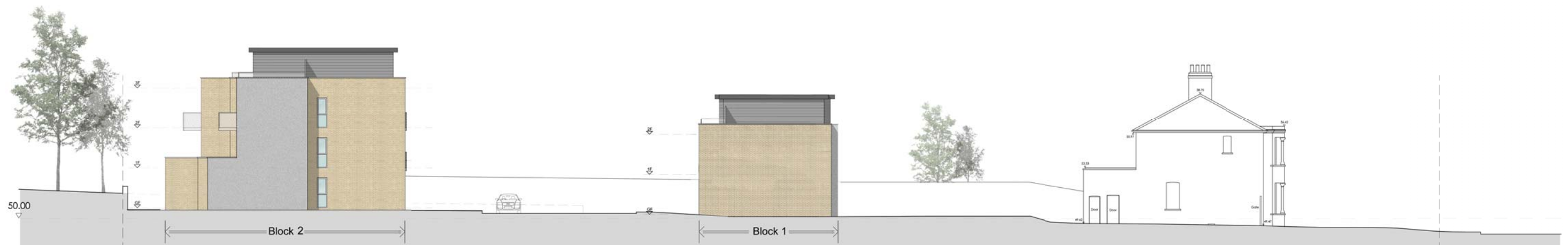
Org. No. **983/52**
Rev. **A**



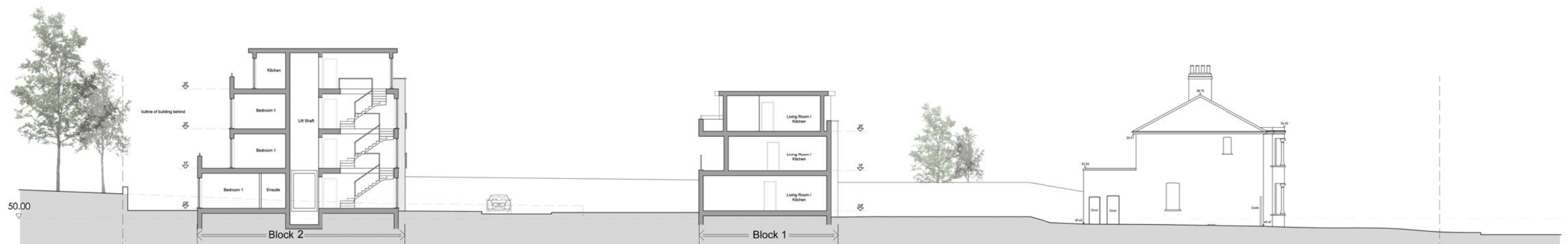
	221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8449 5100 Fax: 020 8449 5170	Client: Kuros Consultants	Site: 465-469 Green Lanes London N13 4BS	Drawing Title:		Scale: Not to Scale	
				Visualisation 2		Date: June 2016	
				Drg. No. 983/65		Rev. #	



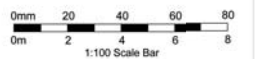
Site Section AA as Existing (as Elevation)



Site Section AA as Proposed (as Elevation)



Site Section AA as Proposed



No scaled dimensions to be taken from this drawing. All dimensions to be site checked.

<p>CGA Architects 221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8449 5100 Fax: 020 8449 5170</p>	<p>Site: 465-469 Green Lanes London N13 4BS</p>	<p>Title: Site Section AA & Elevation as Existing and Proposed</p>
<p>Client: Kuros Consultants</p>	<p>Scale: 1:100 @ A0 Date: June 2016</p>	<p>Drawn: Orig. No. 983/57 Rev. B</p>

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27 June 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Andy Bates
Kate Perry Tel: 0208 379 3853

Ward: Town

Ref: 16/03643/FUL

Category: Minor

LOCATION: 1 Bodiam Close And 1 -3 Pevensey Avenue

PROPOSAL: Demolition of the existing buildings and erection of a detached 3-storey building fronting both Bodiam Close and Pevensey Avenue to accommodate a day care centre at ground floor level, for up to 10 adults with learning and physical disabilities (Class D1), with supported living accommodation for up to 14 residents with learning and physical disabilities (Class C2) at ground, first and second floor levels; alterations to vehicular access and provision of associated car parking to the front, cycle parking and refuse/recycle storage.

Applicant Name & Address:

Mr Savvas Michael
Buckworth Court
Holtwhites Hill
Enfield
EN2 0RR

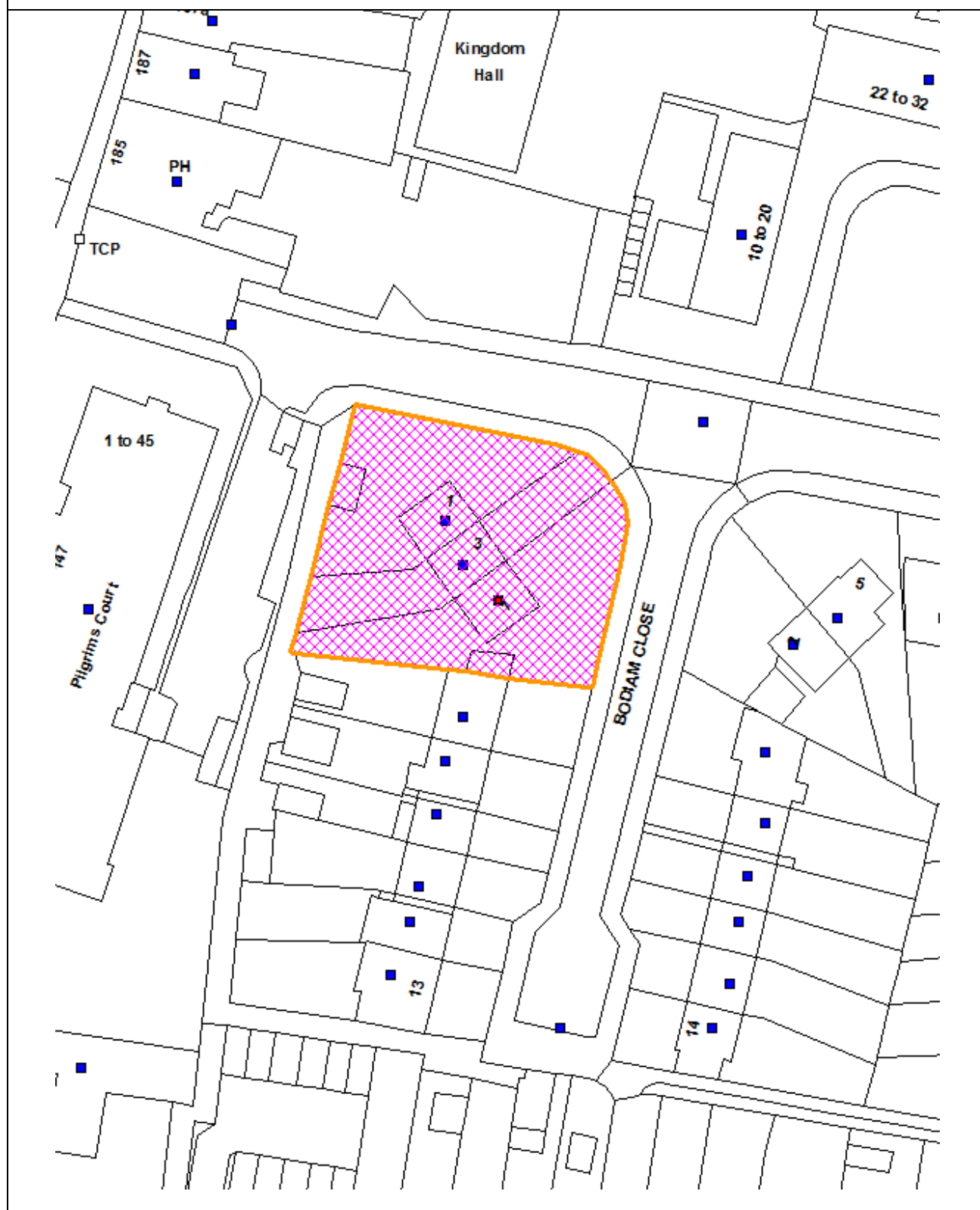
Agent Name & Address:

Mrs Carolyn Apcar
Apcar Smith Planning
Kinetic House
Theobold Street
Borehamwood
WD6 4PJ

RECOMMENDATION: The proposal is therefore recommended for **REFUSAL**

Note for Members: This application is brought before the planning committee at the request of Councillor George Savva.

Ref: 16/03643/FUL LOCATION: 1 Bodiam Close And 1 -3 Pevensey Avenue, Enfield, EN1 3HZ



1. Site and Surroundings

- 1.1 The application site is located at the junction of Pevensey Avenue and Bodiam Close. It has a frontage to Pevensey Avenue of 32m and a frontage to Bodiam Close of 26m, with the boundary at the junction being curved to follow the back edge of the pavement. The site has an overall area of approximately 890sqm.
- 1.2 The site currently contains a run of three terraced, two storey, hipped roof properties, originally constructed as single family houses. They face, at an angle, on to the junction of Pevensey Avenue and Bodiam Close rather than fronting either of the roads. There is a garage within the plot of 1 Pevensey Avenue adjacent to the western boundary of the site. 3 Pevensey Avenue has a single storey rear extension. 1 Bodiam Close has a single storey rear extension and a two storey side extension which is built at an angle to the original property and follows the main Bodiam Close building line. The neighbouring property on Bodiam Close has a flat roof two storey side extension adjacent to the application site.
- 1.3 The existing premises on the site provide supported living accommodation for 7 residents (in total). The occupants currently live in each of the properties as a single household within Class C3.
- 1.4 Each of the three properties has off-street parking and a vehicle cross-over.
- 1.5 The surrounding area comprises a mix of two storey housing (two storey terraced and semi-detached housing being found on Bodiam Close and the southern side of Pevensey Avenue) and, on the northern side of Pevensey Avenue to the east, three storey blocks of flats. Immediately opposite the site on the northern side of Pevensey Avenue is a Jehovah's Witness Kingdom Hall with car park, to the west of which is the car park for The Wheatsheaf Public House (the public house itself fronts Baker Street). Between the rear of the public house building and its car park is its external seating and garden area. On the southern side of the junction of Baker Street and Pevensey Avenue to the west of the application site, is a double pitched roof three storey block of flats (known as Pilgrims Court) with its car park to the rear accessed from Pevensey Avenue. This fronts Baker Street.
- 1.6 The site does not contain a Listed Building and is not located within a Conservation Area.

2. Proposal

- 2.1 The applicant proposes the demolition of the existing building and the erection of a detached 3-storey building fronting both Bodiam Close and Pevensey Avenue to provide a day care centre at ground floor level, for adults with learning and physical disabilities (Class D1), and supported living accommodation for up to 14 residents with learning and physical disabilities (Class C2) at ground, first and second floor levels.
- 2.2 The day care centre will provide for 10 adults and will be open between the hours

of 09:30 and 16:00 Mondays to Fridays. The submitted Planning Statement advises that attendance, including the length of visits, is governed by a pre-arranged programme. The day care centre would not operate as an ad-hoc drop in centre.

- 2.3 Clients to the day care centre (who are not resident within the building) will travel to and from the premises by mini bus.
- 2.4 The proposals include 6 car parking spaces, including 1 disabled space, and would utilise a carriage driveway type egress access arrangement. As a result of their disabilities the residents of the supported living accommodation and those using the day care centre are not car drivers. Parking is intended for staff use.
- 2.5 10 cycle parking spaces are proposed.
- 2.6 There will be 11 members of staff in total – there will be a maximum of 4 staff operating the day care centre and 7 staff for the supported living. As residents' will leave the site during the day for various reasons the number of staff on site at any one time will vary depending on the activities of the residents'.

3. Relevant Planning Decisions

3.1 15/04907/FUL

Demolition of the existing buildings and erection of a detached 3-storey building fronting both Bodiam Close and Pevensy Avenue to provide 2 x day care centres at ground floor level, for up to 20 adults with learning and physical disabilities (D1) with supported living accommodation for up to 13 residents with learning and physical disabilities at first and second floor, alterations to vehicular access and provision of associated car parking to the front - Withdrawn 8.6.2016

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transportation

No objections:

- The proposed development is unlikely to generate a high number of vehicle trips due to the nature of the use and the fact that the occupants are unlikely to drive;
- The managers and staff vehicles can be accommodated on the proposed six new spaces, and any visitors can park on street; and
- Servicing can take place as existing i.e. on street;
- A condition is needed to ensure the redundant access will be reinstated,

and also a condition for refuse is required;

- The new access is acceptable but should be controlled by informative as it will have to be constructed by LBE Highways; and
- Ten cycle parking stands are provided therefore no condition is required.

4.1.2 Health and Adult Social Care

No objection and are supportive of the proposed development.

4.1.3 Environmental Health

No objections.

4.1.4 Urban Design Officer

Objects due to the scale and massing of the development and the failure to respect surrounding setting and context.

4.2 **Public**

4.2.1 67 neighbouring occupiers were notified in respect of the proposal. There have been 2 rounds of consultation: the first between 16.8.2016 and 6.9.2016 and the second between 30.3.2017 and 13.4.2017 which occurred due to the submission of revised plans. 3 neighbouring occupiers have raised objection to the proposed development. The following objections have been received (in summary):

- The proposal represents a commercial business encroaching in to a domestic area which will lead to excess noise and traffic;
- Off street car parking in inadequate;
- The development will destroy existing local architecture which is in keeping with the surrounding area and will result in the erection of a modern, badly designed, and aesthetically unpleasant building;
- Too close to neighbours;
- The noise, dust and general disturbance during demolition and construction will be unacceptable;
- Current residents are noisy including during unsocial hours;
- The development will lead to health problems for nearby neighbours;
- The development will bring unprecedented number of people and vehicles to the quiet road;
- Will increase pollution;
- Staff will be coming and going throughout the day and night detrimental to neighbours' amenity; and
- Existing residents' already throw objects over the neighbours fence- this is only likely to get worse with an increase in numbers.

5. Relevant Policy

5.1 The London Plan

- 3.1 Ensuring Life Chances for All
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.16 Protection and Enhancement of Social Infrastructure
- 3.17 Health and Social Care Facilities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture

5.2 Core Strategy

- CP2 Housing supply and locations for new homes
- CP4 Housing quality
- CP5 Housing types
- CP6 Meeting Particular Housing Needs
- CP7 Health and Social Care Facilities and the Wider Determinants of Health
- CP9 Supporting Community Cohesion
- 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
- CP30 Maintaining and improving the quality of the built and open environment
- CP32 Pollution

5.3 Development Management Document

DMD3	Providing a mix of different size homes
DMD6	Residential character
DMD8	General standards for new residential development
DMD9	Amenity space
DMD10	Distancing
DMD15	Specialist Housing Needs
DMD37	High quality and design led development
DMD45	Parking standards and layout
DMD46	Vehicle crossover and dropped kerbs
DMD49	Sustainable design and construction statements
DMD51	Energy efficiency standards DMD53 Low and Zero Carbon Technology
DMD58	Water Efficiency
DMD68	Noise

5.4 Other Relevant Policy Considerations

National Planning Policy Framework
 National Planning Policy Guidance
 Technical Housing Standards – Nationally Described Space Standards
 Monitoring Report and Housing Trajectory 2015

6. **Analysis**

6.1 DMD 15 (Specialist Housing Needs) requires that development proposals for specialist forms of housing will only be permitted if all of the following criteria are met:

- a. The development would meet an identified borough need for that form of specialist housing having regard to evidence of need in the Council's Market Statement, Health and Adult Social Care Commissioning Strategies, or the needs assessment of a recognised public health care body;*
- b. The property is suitable for such a use and would not result in an over intensive use of the site*
- c. That residential amenity is preserved in accordance with the relevant criteria in policy DMD 8 'General Standards for New Residential Development';*
- d. It would not result in an excessive number or concentration of similar uses in a locality which would be detrimental to residential character or amenity;*
- e. The development is adaptable, well designed, of a high quality, accessible (internally and externally), meets the needs of the specific client groups it serves and their carers but is flexible in case these change. Developments must have regard 'General Standards for new development', other design considerations and local guidance. The Council will work with partners to ensure the facilities provide an adequate form of accommodation; and*
- f. The development is well located so that it is easily accessible to existing local community facilities, infrastructure and services, such as public transport, health services, retail centres, recreation and leisure opportunities.*

Principle of the Development

- 6.2 Having regard to the above, The National Planning Policy Framework and the London Plan seek to ensure that new development offers a range of housing choice, in terms of the mix of the housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors.
- 6.3 Policy 6 of the Council's Core Strategy sets out the Council's guiding principles for meeting particular housing needs, and states:

The Council, with its partners, will develop flexible and accessible accommodation services that meet the local housing needs of vulnerable adults and that support the delivery of the Personalisation Agenda. Future accommodation requirements will be set out in the Health and Adult Social Care commissioning strategies. These strategies should be used as a tool for shaping and informing future development in the Borough. There is a particular need to control the development of traditional residential care home provision and align the development of supported accommodation services with local need.

The Council will work to ensure that there is appropriate provision of specialist accommodation across all tenures. Criteria for assessing applications for housing to meet particular needs, having regard to need and supply will be set out in the Development Management Document.

- 6.4 The current application is fully supported by the Council's Health and Adult Social Care department. They advise that the project has been commissioned in partnership with the Local Authority and is entirely consistent with Health and Adult Social Care departmental plans and commissioning strategies, to improve housing with care services for local people with disabilities.
- 6.5 They consider that the proposed building will provide good quality, self-contained accommodation designed in partnership with the Council's Integrated Learning Disability and Occupational Therapy Service to meet the specialist housing needs of adults with learning disabilities in the borough.
- 6.6 It will offer people with disabilities the opportunity to live independently in the community within an inclusive, non-discriminatory, enabling and supportive environment. With the right support and care in place, positive outcomes for people living within this proposed service will be maximised and lives can be improved.
- 6.7 In light of the above it is considered that there is an identified need for the development and the development is consistent with the requirements of DMD4 (b) and DMD15 (a).
- 6.8 In addition, the properties as existing are already used as supported living accommodation and therefore the development would not result in the loss of a

single family dwelling.

- 6.9 The day care element of the proposal is also considered acceptable in principle as an element associated with the assisted living model.
- 6.10 However, regard must also be given to the impact of the development on the character of the area in terms of the attainment of an appropriate scale and design of development in relation to immediately neighbouring properties; the impact of the development on the residential amenities of neighbouring occupiers in terms of the intensification of the use of the site and associated noise and disturbance; the impact on the amenity of neighbours in terms of the size and design of the development and the impact on access to light, outlook and retention of privacy; the quality of the environment created for future occupiers; and the impact of the development on car parking and highway safety. Regard must also be given to the inclusion of energy efficiency measures to be provided in the development and the inclusion of Sustainable Urban Drainage Systems (SUDs).

Impact on Character and Appearance of Area

- 6.11 London Plan policies 7.1 and 7.4 set out the design principles that all boroughs should seek to ensure for all development proposals. The policies state that all development proposals should have regard to the local context, be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation.
- 6.12 Policy DMD8 sets out the 'General Standards for New Residential Development' (this policy is signposted by policy DMD15 as being relevant for development of this nature) and policy DMD37 sets out criteria for 'Achieving High Quality and Design-Led Development' and aim to ensure that high standards of design are taken into consideration, with reference to the boundary treatment of the property, the use of materials and the proposals siting, layout, alignment, spacing, height, bulk and massing.
- 6.13 Having regard to this policy context, it is considered that the proposed development, due to its proposed scale, massing, siting and poor design, would not respond appropriately to the local context and would have a detrimental impact on the street scene and the character of the wider area.
- 6.14 It is considered that the proposed building has been designed to reflect in scale the existing 3 storey development in Penvensey Avenue and the larger buildings fronting Baker Street. However, it does not respond appropriately to the existing lower density terraced and semi-detached properties in Bodiam Close and the properties on the southern side of Penvensey Avenue. There is a very uniform rhythm to these existing properties in terms of the layout of the built form and the current proposal would significantly disrupt this established rhythm. Furthermore, the detailed design, such as the angle and height of the hipped roof and the fenestration detail, does not relate to the nearest neighbouring properties in Bodiam Close.

- 6.15 The Council's Urban Design Officer has expressed concern about the proposal advising that the design is poor and that the development does not address the corner appropriately. He has also commented that the site sits within a residential area, characterised by properties set back behind generous front gardens that provide a green character to the street and suggest a lower suburban density of development. As currently proposed, both the parking arrangements to Bodiam Close and the position of the building close to the back of pavement along Pevensy Avenue adversely impact on the green frontage to the site, at odds with the established character. The front of the site will be dominated by car parking which will be detrimental to the character of the area as a whole. It is noted that 'Sustainable Car parking' is proposed. However, this is not considered to compensate for the lack of actual soft landscaping and car parking will still dominate the front portion of the site.
- 6.16 Furthermore, the Pevensy Avenue elevation will dominate the streetscene. It would be sited forward of the existing side building line of properties in Baker Street and in front of the front building lines of the existing dwellings on the southern side of Pevensy Avenue. The development therefore would appear overly dominant in the street scene and would not relate to the existing pattern of development.
- 6.17 Overall, it is considered that the development, by reason of its scale, massing, siting poor design and lack of scope for the provision of soft landscaping, would represent a visually intrusive and out keeping form of development which would have a detrimental impact on the established character of the immediate area and would represent a physical overdevelopment of the site. The proposal is therefore contrary to London Plan policies 7.1 and 7.4, Core Policy 30 of the Core Strategy, Development Management Document policies 6, 8, 15 and 37 and the advice contained within the National Planning Policy Framework.

Residential Amenity

Intensification of the Use

- 6.18 The application site is situated in a well-established residential area comprising a mix of single family dwelling houses and residential flats. The site lies to the east (rear) of Baker Street where a higher density and more mixed pattern of development is evident. However, this higher density development is concentrated on Baker Street and does extend to Bodiam Close which comprises lower density suburban residential development to the rear of the primary Baker Street frontage.
- 6.19 The subject site comprises a run of three terraced properties, all of which are used as supported living accommodation. There are currently 7 residents across the 3 properties. However, the applicant has pointed out that if utilised to their full potential under permitted development up to 18 people could reside across the 3 existing properties.
- 6.20 The current proposal would provide for 14 units of self-contained supported living

accommodation as well as a day care centre for up to 10 people (D1). There would be up to 11 members of staff.

- 6.21 This is a significantly greater intensity of use than existing and would also result in more people using the site than could be achieved under permitted development. When the day centre is in operation between 9:30 and 16:00 up to 35 people including residents, users of the centre and staff could be on the site at any one time and, whilst this is a 'worst case scenario', consideration must be given to any potential impacts.
- 6.22 In light of the above, this development will generate additional activity, movements (on and to and from the site) and noise, particularly in the rear garden and through open windows, which will undoubtedly have an adverse impact of the residential amenities of neighbouring residential occupiers.
- 6.23 Whilst it is recognised that the site is capable of accommodating greater numbers (18 residents' could be achieved under permitted development) it is considered that the intensity of use currently proposed would have an unacceptably adverse impact on the residential amenities of neighbours given the position of the site in an established residential area.
- 6.24 It is noted that Environmental Health have not objected to the proposal. However, they advise that they can only deal with statutory nuisance for which there is a higher threshold. A development can have an adverse impact on residential amenity in planning terms and Environmental Health will not always object. A planning assessment still needs to be made.
- 6.25 Overall, it is considered that the development will result in an over-intensive use of the site which will lead to an unacceptable increase in activity, noise and general disturbance associated with the proposed level of occupation which would detract from the residential character and amenities enjoyed by the occupants of the neighbouring residential properties. This proposal is therefore contrary to London Plan policy 3.5, Policies CP30 and CP32 of the Core Strategy, and Development Management Document policies 6, 8 and 37.

Built Form

- 6.26 Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight and outlook. It also seeks to ensure that new developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment.
- 6.27 Given the scale, siting and design of the proposed new building, the dwelling to be most affected by this proposal is the immediately neighbouring property at number 3 Bodiam Close and the existing 1st and second floor flats fronting Baker Street. Number 3 Bodiam Close has an existing 2 storey flat roof side extension

which extends up to the common boundary with the subject site. The new building would maintain a distance of a minimum of 3.7m to the common boundary with the nearest neighbouring residential property. This is considered to provide sufficient space between the 2 properties and to prevent the new building being overly dominant. Furthermore, the building has been designed so that it does not breach a 45 degree or 30 degree angle from the nearest rear facing windows at this property and therefore the development would not result in an unacceptable loss of light or outlook.

- 6.28 In terms of privacy, the proposed development includes windows in the southern elevation facing towards the common boundary with number 3 Bodiam Close. There would be habitable room windows over all 3 storeys facing the boundary. However, given the separation distance between the proposed windows and the garden (a minimum of c. 16m) this is not considered to result in unacceptable overlooking of the neighbouring garden.
- 6.29 In relation to the impact on existing flats in Baker Street (Pilgrims Court), the Council's distancing standards, set out in DMD 10, are relevant. The standards advise that there should be a minimum of 22m between facing habitable room windows at second floor level and at third storey a distance of 30m should be maintained. In this case the proposed development will extend closer to the rear boundary of the site than the existing building (1.3m are retained) and would have windows directly facing existing habitable room windows in the neighbouring flats. The distance between the existing and proposed windows would be approximately 16m at both first and second floor levels. This does not comply with the Council's distancing standards and the proposed development is likely to lead to an unacceptable loss of privacy for the nearest neighbouring occupiers to the west of the site.

Quality of accommodation

- 6.30 There is no planning policy guidance in place that relates specifically to care home standards. There are bodies in place that regulate care home standards, most notably the Care Quality Commission (CQC). It should be noted that many of these standards clearly relate to operational arrangements which are controlled outside of the planning process, e.g. allowing visitors at reasonable times, varied dietary offers, appropriate staffing levels, maintenance, etc. The application is considered to be acceptable in this regard.
- 6.31 It is noted that the current proposal effectively proposed self-contained units to allow the maximum independence of the residents and as far as possible allow them to operate independently as they would in a traditional flat. However, communal areas are also available for residents to congregate should they wish and areas allocated solely for staff and for the operational needs of the building are provided. Furthermore, all habitable rooms have access to natural light and ventilation. It is noted that two of the loft units would only have access to rooflight windows. However, on balance this is considered acceptable.
- 6.32 In terms of unit sizes, The London Plan specifies minimum Gross Internal Areas (GIA) for new residential units. In addition, paragraph 59 of the National

Planning Policy Framework (2012) (NPPF) states that Local Planning Authorities should consider using design codes where they could help deliver high quality outcomes. The London Plan also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts. In view of paragraph 59 of the NPPF and The London Plan, and when considering what is an appropriate standard of accommodation and quality of design, the Council also has due regard to the Nationally Described Space Standards.

- 6.33 Although this development is not for a traditional residential use and areas of communal living will also be provided, the above standards provide a guide as to the acceptable size and standard of accommodation to be provided.
- 6.34 The London Plan and the Nationally Described Space Standards require that for a 1 person flat the minimum GIA should be 39 sq.m (where a bath is provided) and should have 1sq.m built in storage. The units currently proposed would range between 34 sq.m and 41 sq.m and 12 of the units would not achieve a minimum of 39 sq.m. However, given the nature of the proposed use, the communal living areas provided, and the regularly shaped layouts of the proposed units, on balance, the size of the proposed units are considered to acceptably serve the needs of future occupiers. Furthermore, residents would in many cases have arranged regular access to the ground floor day care centre which would further improve the quality of life and range of services available for residents'.
- 6.35 It is noted that point e. of DMD 15 requires that developments of this nature should be adaptable to change. They should meet the needs of the specific client groups but should also be flexible in case of a decline in demand. It is considered that the building as proposed, due to the limited size of the individual units, would not be suitable to immediate conversion to fully self-contained flats. However, subject to internal modification which would include the reduction in the number of individual units and the removal of communal areas it would be possible to convert the building to self-contained flats.

Amenity Space

- 6.36 There are no standards as to the required level of amenity space for this type of accommodation. However, minimum standards for self-contained flats are set out in DMD 9 of the Development Management Document (DMD). This policy requires that each 1 person flat should have 4 sq.m of private amenity space.
- 6.37 In this case, no private amenity space is proposed. However, the rear garden would be available for use by residents' which is considered acceptable.

Access to nearby infrastructure and public services

- 6.38 Part F of policy DMD 15 requires that new developments of this nature should be well located so that it is easily accessible to existing local community facilities, infrastructure and services, such as public transport, health services, retail centres, recreation and leisure opportunities.

- 6.39 The subject site is located in a predominantly residential area. The PTAL of the site is 1a which suggests relatively poor access to public transport. The applicant has provided a justification statement to demonstrate the facilities which would be available to residents' in close proximity to the site. These include:
- 6.40 Public Transport: Enfield Town station is located approximately 1km south of the site (12 minute walk). Enfield Town forms a service on the Overground line, which provides regular access to various locations across London. Gordon Hill station is located approximately 1.3km north west of the site (15 minute walk) and Enfield Chase station is located approximately 1.5km south west of the site (17 minute walk). Both these stations serve the Great Northern line, forming part of the Hertford Route, which runs from Letchworth Garden City to Moorgate.
- 6.41 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequencies of services, in addition to the quality of the bus infrastructure within the area. The nearest bus stops to the site are within 200m. These bus stops are:
- Stop HH, Gordon Road' for services running towards Edmonton;
 - Stop H, Bell Road' for services running towards Edmonton; and
 - Stop N, Bell Road' for services towards Chase Farm Hospital.
- 6.42 The above bus stops are marked by bus cages on street, flag poles and shelters which provides seating and timetable information. Notwithstanding, there are further bus stops accessible within the recommended 2km walking distance of the site.
- 6.43 Amenity: The site is within walking distance of:
- Enfield Congregation of Jehovah's Witnesses (approximately 50m);
 - Grace Baptist Church (approximately 320m);
 - The Salvation Army (approximately 480m);
 - Holtwhites Sports & Social Club (approximately 1.2km);
 - Enfield Chess Club (approximately 1.0km);
 - Local shops of Baker Street including convenience stores, florists, & post office (approximately 150m);
 - Enfield Central City Learning Centre (approximately 640m);
 - Aldersbrook Avenue Recreation Centre (approximately 300m);
 - Hall Recreation Ground (approximately 300m);

6.44 In addition, the Applicant would be able to provide access to the following 'drop-in' facilities within his Day Care Centre at Buckworth Court on Holtwhites Hill (approximately 1.0km):

- Hydro therapy pool;
- 3 sensory rooms;
- Artificial lawn play area;
- Cinema;
- Arts and craft sessions;
- Computer sessions;

6.45 Services: The site is within walking distance of:

- BMI The Cavell Hospital Middlesex (approximately 1 mile);
- Chase Farm Hospital (approximately 1.2 miles);
- 2 Dental Practises (approximately 320m);
- 6 GP Practises (within 0.6 mile);
- 7 Opticians (within 1 mile);
- A short bus journey from local community facilities and Enfield Central Library.

6.46 Having regard to these identified facilities, it is considered that the proposed site, whilst not having immediate access to a wide range of services, would be able to access a wide range of opportunities within the wider area which would adequately serve the needs of future residents.

Traffic Generation/Parking and Highway safety

6.47 Policy 6.3 of the London Plan is relevant in "assessing the effects of development on transport capacity". This policy seeks to ensure that impacts of transport capacity and the transport network are fully assessed and that the development proposal should not adversely affect safety on the transport network. In addition, Core Policies 24 and 25 and DMD policies 45, 46 and 47 are also relevant. Paragraph 32 of the National Planning Policy Framework is also applicable and advises that all developments that generate significant amounts of movement should be supported by a Transport Statement/Assessment. The proposal falls outside the Travel Plan Statement requirement criteria as it is fewer than 50 units.

6.48 The Council's Traffic and Transportation department have provided comments on this application and have not raised any objections to it. The proposal will involve the provision of 6 car parking spaces on site which will all be allocated for staff use.

6.49 Residents', due to the nature of the client group, would not own their own cars and therefore do not require any parking spaces. Visitors would park on-street

which is acceptable as the site is not located within a Controlled parking Zone (CPZ). Traffic and Transportation advise that, due to the nature of the proposed use, visitors would mainly be expected in the daytime, so the use isn't going to prejudice existing provision for residents. In addition, they advise that based on their experience at similar sites, visitor numbers would be low.

- 6.50 Minibuses would be used to transport residents to and from the site. These would usually involve one pick up and one drop off a day. The minibus would stop on the road and would not require access to the site. Traffic and Transportation have advised that this would be acceptable.
- 6.51 In light of the above the proposed development is considered acceptable from a Traffic and Transportation point of view. Servicing can take place without any highway safety concerns. Cycle parking has been provided and is acceptable.

Sustainable Design and Construction

- 6.52 The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction is required for new residential units. No energy statement has been submitted with this application but this can be required by condition.
- 6.53 In addition, water efficiency measures will need to be provided. Submitted details will need to demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. This will be required by condition.

Sustainable Urban Drainage (SUDs)

- 6.54 According to DMD 61, all developments must maximise the use of, and where possible retrofit, sustainable urban drainage systems (SUDS).
- 6.55 The proposed development must incorporate a sustainable urban drainage system in accordance with the quality and quantity requirements set out in the London Plan Drainage Hierarchy and the Development Management Document. The post-development runoff rate must be lower than the pre-development runoff rate and achieve greenfield runoff rates if possible.
- 6.56 The sustainable urban drainage strategy should include:
- A site plan;
 - A layout plan;
 - A topographical plan of the area with contours and overland flow routes together with details of what happens in exceedance events;
 - The footprint of the area being drained, including all buildings and parking

areas;

- Greenfield Runoff Rates for a 1 in 1yr event and a 1 in 100yr event plus climate change;
- Storage volume; and
- Controlled discharge rate.

6.57 This will be required by condition.

Section 106 Agreement

6.58 The proposed application is for a C2 and D1 use and there is no requirement to make a contribution towards s106.

Community Infrastructure Levy

Mayoral CIL

6.59 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure.

6.60 The current proposal has a net gain in additional floorspace of 527.43 sq.m (886.97 sq.m – 359.54 sq.m). The Mayoral CIL required would therefore be:

$$527.43\text{sqm} \times £20 \times 286/223 = £13, 528.70$$

Enfield CIL

6.61 On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. The applicable CIL rate is £60 per square metre (Intermediate rate) together with a monthly indexation figure.

6.62 $527.43\text{sqm} \times 60 \times 286/274 = £33, 031.75$

6.63 These figures are liable to change when the CIL liability notice is issued.

7. Conclusion

7.1 The proposed development would be acceptable in principle as it would provide Supported Living accommodation and a day care centre which is consistent with the Council's Development Plan policies and supported by the Council's Adult and Social Care department. However, the proposed building by reason of its overall size, scale and siting would represent a visually obtrusive and out of keeping form of development which would be inappropriate in its context and out

of keeping with the pattern of immediately surrounding suburban development. Furthermore, it would represent an over-intensive use of the site and would result in an unacceptable loss of residential amenity for existing occupiers through, noise, general disturbance and loss of privacy.

8. Recommendation

8.1 The proposal is therefore recommended for refusal for the reasons given below:

1. The proposed development, by reason of its scale, massing, siting, poor design and lack of scope for the provision of soft landscaping, would represent a visually obtrusive and out keeping form of development which would have a detrimental impact on the established character of the immediate area and would represent a physical overdevelopment of the site. The proposal is therefore contrary to London Plan policies 7.1 and 7.4, Core Policy 30 of the Core Strategy, Development Management Document policies 6, 8, 15 and 37 and the advice contained within the National Planning Policy Framework.
2. The proposed development, by reason of the number of proposed residents, users and staff, will result in an over-intensive use of the site which will lead to an unacceptable increase in activity, noise and general disturbance associated with the proposed level of occupation which would detract from the residential character and amenities enjoyed by the occupants of the neighbouring residential properties. This proposal is therefore contrary to London Plan policy 3.5, Policies CP30 and CP32 of the Core Strategy, and Development Management Document policies 6 and 37.
3. The proposed development by reason of its siting and design would fail to retain adequate spacing between proposed first and second floor habitable room windows and existing habitable room windows in the rear elevation of the existing flats in Pilgrim Court (fronting Baker Street). No evidence has been submitted to demonstrate that the development would not have an adverse impact on privacy in this regard and therefore the development is contrary to Core Policy 30 of the Core Strategy and Development Management Document policies 8 and 11.



950

Value 20.000m (arbitrary)



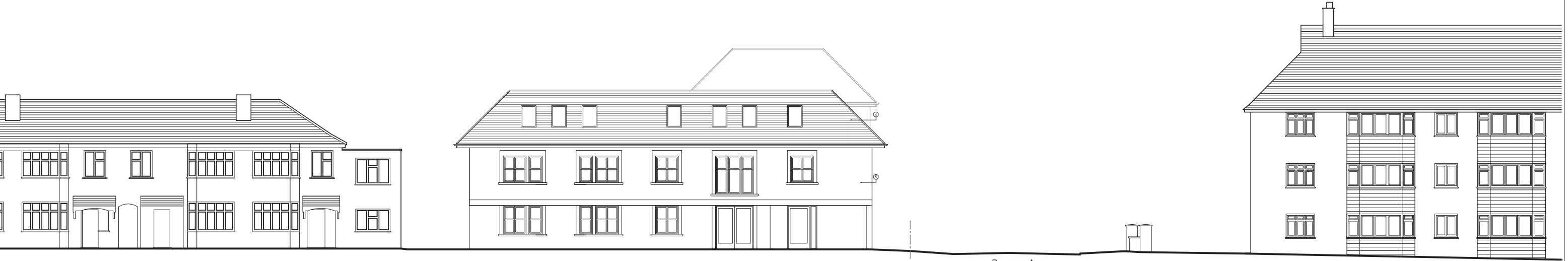
Proposed First Floor Plan
Scale 1:100



Proposed Second Floor Plan
Scale 1:100

LEGEND

1. Stone Coloured Cill & Lintel;
2. Dark Grey Aluminium Windows/ Doors;
3. Glass;
4. Slate Tiles;
5. Red Bricks;



No. 3 Bodiam Close

Proposed Front Elevation (Bodiam Close)- East
Scale 1:200

Pevensey Avenue

No's 10 to 20
Pevensey Avenue
(Purpose Built Flats)

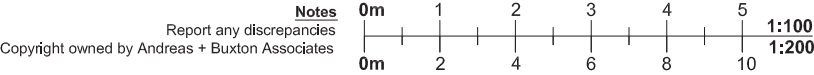


No's 10 to 20
Pevensey Avenue
(Purpose Built Flats)

Pevensey Avenue

Proposed Rear Elevation (Pevensey Avenue) - West
Scale 1:200

No. 3 Bodiam Close



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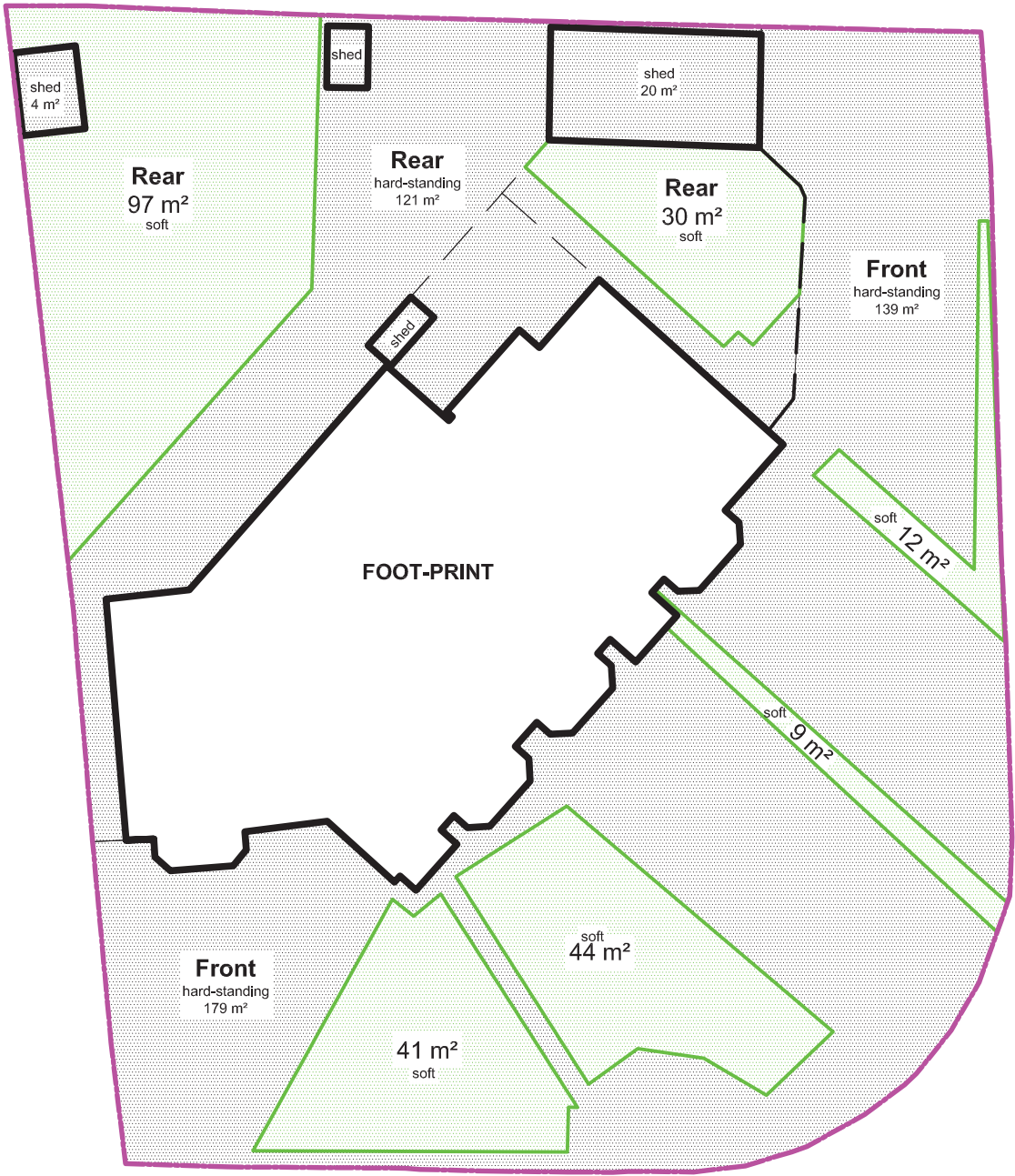
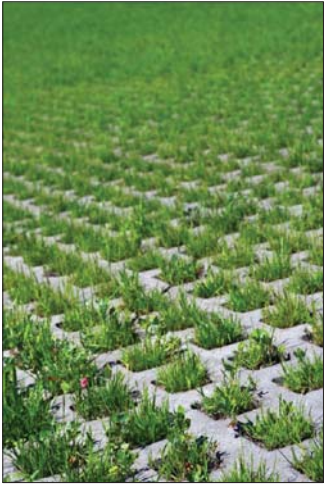
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Rev	Date	Project		Job Title	
Planning Application		1- 3 Pevensey Avenue & 1 Bodiam Close Enfield EN1 3HZ		Demolition of existing + Erection of a detached 3-storey building fronting Bodiam Close + Pevensey Avenue to provide 1 day care centres at ground floor level with Supported living accommodation above;	
		Drawing Title		Date	Scale:
		Proposed Front & Rear Elevations		14.04.16	1:200 @ A3
		Drg. No.		Rev.	
		Bod/16/P/04		B	



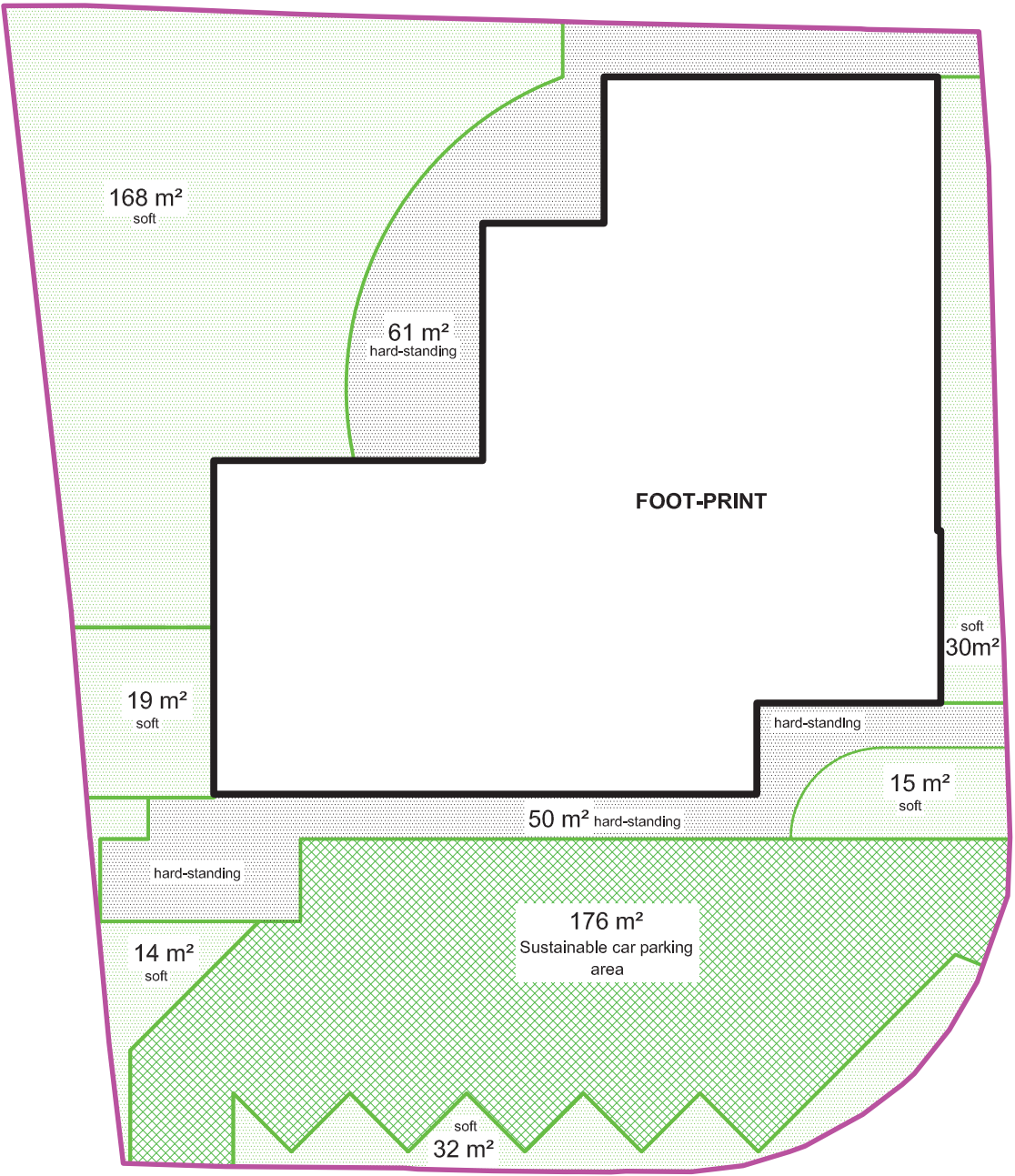
Proposed Ground Floor Plan
Scale 1:100

SCHEDULE	EXISTING (sq/m)	PROPOSED (sq/m)
Soft Landscaping		
Front:	106	110/ 180 with Sustainable Grass)
Rear:	127	168
Hard Landscaping		
Front:	338	50
Rear:	126	61
Sustainable Car Parking Area	0	176 Total (Area of grass @ 40% = 70 m²)

Sustainable Car Parking Area
(Area of grass @ 40% approx.)

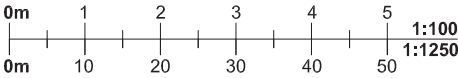


Existing Site Plan



Proposed Site Plan

Notes
Report any discrepancies
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e-mail: andreas73@me.com

Rev Date
Planning Application

Project
1-3 Bodiam Close
Enfield EN1 3HZ

Job Title
Demolition of existing + Erection of a detached 3-storey building fronting Bodiam Close + Pevensey Avenue to provide two day care centres at ground floor level with Supported living accommodation above;

Drawing Title
Proposed Landscaping Site Plans

Date
14.04.16
Scale:
1:200 @ A3

Drg. No.
Bod/16/P/07

Rev.

LEGEND

- 1. Stone Coloured Cill & Lintel;
- 2. Dark Grey Aluminium Windows/ Doors;
- 3. Glass;
- 4. Slate Tiles;
- 5. Red Bricks;



Notes
Report any discrepancies
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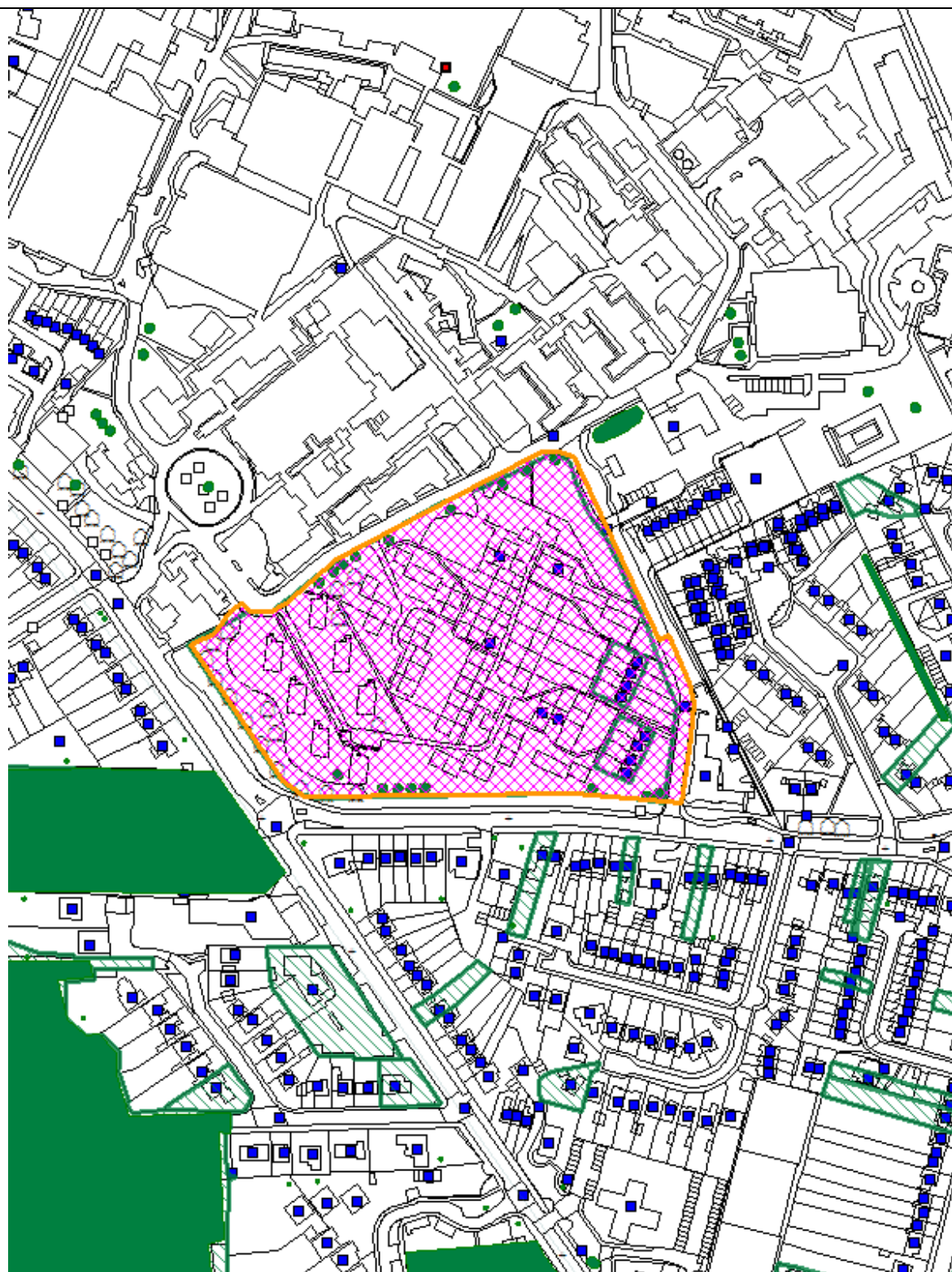
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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 27 June 2017
Report of Assistant Director, Regeneration & Planning	Contact Officer: Andy Higham Sharon Davidson Mr Robert Singleton Tel No: 020 8379 3837	Ward: Highlands
Ref: 16/05535/RM		Category: Reserved Matters
LOCATION: Parcel A, Chase Farm Hospital, The Ridgeway, EN2 8JL		
<p>PROPOSAL: Submission of reserved matters and conditions approved under outline Ref: 14/04574/OUT as varied by 15/04547/FUL, for Parcel A (residential) in respect of reserved matters for siting (57), scale and design (58), appearance (59), landscaping (60) and conditions for tree protection (62 and 66), parking and turning (68), loading and turning (69), SuDS (77), car parking management plan (79) and rainwater harvesting (85) for the redevelopment of Parcel A and the erection of a total of 138 residential units comprising 24 self-contained flats (6 x 1-bed, 15 x 2-bed, 3 x 3-bed) and 114 houses (6 x 2-bed, 62 x 3-bed, 46 x 4-bed) within a mix of 2, 2.5 and 3-storeys, together with associated car parking.</p>		
Applicant Name & Address: Linden (Enfield) LLP c/o Agent		Agent Name & Address: Mr Tim Chilvers 5 Bolton Street London W1J 8BA
<p>RECOMMENDATION:</p> <p>(1) That the Reserved Matters (conditions 57, 58, 59 and 60) be APPROVED subject to conditions;</p> <p>(2) That conditions 62 and 66 be discharged.</p> <p>(3) In the event that final design details for the corner flatted blocks have not been secured, that Members grant delegated authority to the Head of Development Management/Planning Decisions Manager to approve the Reserved Matters subject to conditions once the final design of these blocks is resolved.</p>		

Ref: 16/05535/RM LOCATION: Parcel A, Chase Farm Hospital, The Ridgeway, EN2 8JL



1. Site and Surroundings

- 1.1 The subject site comprises the Chase Farm Hospital complex, a 14.9 hectare plot of land. The new hospital building is now under construction and the hospital functions continue to operate from existing buildings dispersed across the site until they can be relocated to the new purpose built facility.
- 1.2 The subject application relates to Parcel A of the wider development area. The site formally contained the key worker housing associated with the hospital, but which had fallen into disrepair and was largely vacant at the time of the parent application. These units have since been demolished and the site has since been cleared.



Illustration 1: Parcel Plan

- 1.3 A number of adopted routes penetrate the wider site with principle access to both the hospital and Mental Health Trust facilities spread between Hunters Way to the south and The Ridgeway to the east. The site is bounded by The Ridgeway to the west and Lavender Hill to the south. Both are classified roads. To the north-west and south-east, predominately residential properties line a series of cul-de-sacs namely Spring Court Road and Albuhera Close / Shooters Road respectively. The retained Mental Health Trust land and secure unit lays to the north-east of the site.
- 1.4 Over-spill car parking facilities permeate the site and the hospital provides the terminus for a series of bus routes including the W8 and 313. Gordon Hill

mainline train station lies to the east and a number of surrounding residential roads are subject to Controlled Parking. Overall, the site has a Public Transport Accessibility Level of 2

- 1.5 The wider hospital site is adjacent to designated Green Belt to the north and east, although this site does not in itself adjoin the Green Belt.
- 1.6 The site is not within a Conservation Area and does not form part of the curtilage of a Listed Building, albeit the Victorian Clock Tower complex is considered to be a non-designated heritage asset.
- 1.7 A number of established and vintage trees pepper the site throughout and the area is known to have bat activity and established bat roosts.
- 1.8 The site is not within a flood zone, but is at risk of surface water flooding.

2. Proposal

- 2.1 The subject application seeks to discharge the reserved matters pursuant to conditions 57, 58, 59 & 60 of the amended scheme granted under ref: 14/04574/OUT as varied by 15/04547/FUL, 16/00426/106REV and most recently 16/04369/FUL relating to matters of site layout, scale and design, external appearance and landscaping for Parcel A of the development only.
- 2.2 Members are advised that due to the interrelated nature of the reserved matters and some of the conditions levied under the parent consent the description of the submission was widened to take account of conditions for tree protection (62 and 66), parking and turning (68), loading and turning (69), SuDS (77), car parking management plan (79) and rainwater harvesting (85). To satisfy the information requirements to discharge these conditions, additional information was submitted for consideration and a reconsultation letter issued. However, at the time of writing Officers are not in a position to recommend discharge conditions 68, 69, 77, 79 or 85 and hence these have now been formally withdrawn and a revised description now features to take account only of the reserved matters and conditions 62 and 66. This change – given the reduction in the scope of the description – would not warrant further consultation.
- 2.3 The parent outline application was considered by Planning Committee on 12th March 2015 when Members resolved to grant planning permission subject to conditions, the Stage II Referral of the application to the Mayor of London and no objections being raised and subject to the satisfactory completion of a Section 106 agreement.
- 2.4 The s106 Agreement has been engrossed and the Mayor advised on 11th August 2015 that he was content to allow Enfield Council to determine the application and accordingly planning permission was issued on 28th October 2015.
- 2.5 In the intervening period, Members have considered a number of applications to agree amendments to the scheme including ref: 15/04547/FUL for amendments to the parent application to reflect a refined hospital design and subsequent changes to the physical parameter plans, ref: 16/01832/FUL for the detailed design of the Energy Centre and, of course, ref: 15/05021/RM which concerned itself with the discharge of detailed reserved matters relating

to the site layout, design, external appearance and landscaping of the Hospital development parcel. All applications have been approved subject to relevant conditions and – where applicable – variations to the s106.

- 2.6 Works are underway to the Hospital development parcel and the Royal Free NHS Trust have recently exchanged contracts with Linden Homes for the purchase of the first residential land parcel – Parcel A. As was the case with the previous s73 application under ref: 15/04547/FUL, it soon became apparent that some aspects of the physical parameter plans were drawn too tightly and were too restrictive to enable the delivery of the high quality residential development. The realised scheme, therefore, has evolved to such an extent that minor amendments to the original outline parameters were required to accommodate these changes and create *‘the best possible environment for future residents.’* Under ref: 16/04369/FUL Members resolved to grant permission for the changes subject to conditions and a Deed of Variation on the S106 at Planning Committee held on 29th November 2016.

- 2.7 For clarity, the approved amendments are summarised below:

Areas

- i. A revised and consolidated road layout – to provide improved circulation and parking arrangements;
- ii. Revisions to the layout and grouping of residential units – to rationalise the amount of unit typologies and to allow units to meet minimum London Plan space standards while improving back-to-back distances to the perimeter blocks;
- iii. The incorporation of additional pedestrian routes – to increase the permeability of the site;
- iv. A widening of the frontage separation distances to provide for improved road widths;

Heights

- v. Maximum heights are identified with reference to finished ground level, rather than height above ordnance data (‘OAD’) – to allow for easier interpretation of the plan;
- vi. An increase in the maximum heights at the corners of the terrace blocks – the original parameter plan relating to Parcel A showed the corner buildings as being a maximum 2-storeys in height with no allowance for a pitched roof. The revisions allows this to increase to a maximum of 3-storeys with a pitched roof. Such a change relates to Parcel A only, all other Parcels – namely Bi, Bii and C remain unchanged.

- 2.8 The subject application seeks to discharge reserved matters for the Parcel A element of the scheme only and seeks to do so in accordance with the revised parameters agreed under ref: 16/04369/FUL. All reserved matters in relation to Parcel B and the school site are yet to be discharged and will be occasioned to Planning Committee in due course as the relevant land parcels are released.

- 2.9 For the avoidance of doubt, Members are advised that the development parameters already agreed under the parent application ref: 14/04574/OUT and minor amendment under ref: 16/04369/FUL remain completely

unchanged. This reserved matters has been designed to broadly accord with the original masterplan of the site and provides for 138 residential units comprising 24 self-contained flats (6 x 1-bed, 15 x 2-bed, 3 x 3-bed) and 114 houses (6 x 2-bed, 62 x 3-bed, 46 x 4-bed) together with associated car parking

- 2.10 The principle of residential development to Parcel A and the wider redevelopment of the site including the access has been agreed under ref: 14/04574/OUT, 15/04547/FUL and 16/04369/FUL and are not for discussion as part of the current application.

3. Relevant Planning Decisions

- 3.1 The site has an extensive planning history, however, the most applicable in the determination of the subject application are as follows.
- 3.2 16/04369/FUL – Minor material amendment to 16/00426/106REV to allow changes to the road layout, revisions to the layout and grouping of residential units, installation of additional pedestrian routes, widening of the frontage separation distances, and increase in heights at the corner of terraces – Approved subject to conditions and s106 Deed of Variation (16/02/17)
- 3.3 16/05235/CND – Details submitted pursuant to Ref:14/04574/OUT and 15/04547/FUL comprising (Condition 97) Residential Design Code in respect of redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – Granted (17/01/17)
- 3.4 15/05540/CND – Details to 14/04574/OUT for a site wide design code pursuant to condition 4 for the Redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – Granted (04/01/17)
- 3.5 16/03448/NMA – Non material amendment 16/00426/106REV to allow change from a two-way to a one-way system for vehicles around the multi-storey car park and new hospital – Approved (31/08/16)

- 3.6 16/03154/NMA – Non material amendment to 16/00426/106REV to allow rewording of condition 9 (air quality impact assessment) and condition 46 (Combined heat and power facility) – Approved subject to conditions (31/08/16)
- 3.7 16/01832/FUL – Erection of Energy Centre adjacent to Kings Oak private hospital – Approved subject to conditions and s106 (09/08/16)
- 3.8 16/00426/106REV – Review of S106 Agreement under ref: 14/04574/OUT to change Trigger Point Between Housing Delivery and School Construction for redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi- storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) as varied by 15/04547/FUL – Approved subject to conditions and s106 Deed of Variation (19/04/16)
- 3.9 16/00340/NMA – Non material amendment to 14/04574/OUT (as varied by 15/04547/FUL) for variations to conditions 02, 04, 07, 09, 46, 52 & 54 to allow alteration to submission triggers to accord with the construction programme for the site – Approved subject to conditions (29/01/16)
- 3.10 15/05583/PADE – Demolition of existing residential blocks bounded by Lavender Hill and The Ridgeway – Prior Approval not Required (23/12/15)
- 3.11 15/05021/RM – Submission of part reserved matters approved under 14/04574/OUT (for the replacement hospital facilities) in respect of appearance, landscape, layout and scale pursuant to condition 13 and details of siting, design and external appearance pursuant to condition 14, 15 and 16 of outline approval for the redevelopment of site to provide 36,764sqm of replacement hospital facilities, involving a part 5-storey hospital building, refurbishment of Highlands Wing, retention and extension of existing multi-storey car park, erection of a 3-storey detached energy building, hard and soft landscaping and associated works. (Outline application: Access) subject to Deed of Variation dated 1st February 2016 – Approved (02/02/16)
- 3.12 15/04547/FUL – Minor material amendment to 14/04574/OUT to revise the approved plan numbers (condition 1) for the redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm

improvements and associated works. (Outline application: Access) – Approved subject to conditions and s106 (23/12/15).

- 3.13 14/04574/OUT – Redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – Approved subject to conditions and s106 (28/10/15).

4. Consultations

4.1 Statutory and non-statutory consultees

Transport for London:

4.1.1 Raise no objection to the scheme and commented on the following items:

- The Public Transport Accessibility Level (PTAL) of the site ranges from 2 in the west to 3 in the east.
- The applicant should clarify the proposed quantum of residential units as the application makes reference to 138 residential units and 114 houses whereas the TA only references 138 residential units.
- 145 parking spaces are proposed with 138 allocated and 7 unallocated, furthermore 14 parking spaces will be allocated as Blue Badge. The provision of car parking was agreed in the outline application and therefore TfL has no objection to the proposed quantum of car parking. The provision of Blue Badge and Electric Vehicle Charging Points (EVCPs) is welcomed.
- Cycle parking will be provided at 1 space per one and two beds and 2 spaces for 3+ beds. TfL suggests that cycle parking is provided in line with the most recent London Plan Standards with 1 space per one bed and 2 spaces for units with two beds or more. The submitted plans indicate that there will be 2 secure cycle storages which provide an insufficient quantum of cycle parking, TfL requests clarification regarding this.
- The applicant has submitted a PERS and CERS audit which is welcomed. TfL has no objection to the applicant's conclusions.
- TfL has no objection to the proposed refuse and servicing arrangements subject to what has been agreed with the councils refuse department.
- TfL welcomes the completion of a Construction Traffic Management Plan (CTMP).

These comments were relayed to the applicant and their consultants. A response was provided and it clarifies that the development would comprise 114 houses and 24 flats consistent with the Transport Assessment submitted under the parent application. The applicant has also increased cycle parking provision to 42 spaces to ensure it is policy compliant for the proposed flats.

Metropolitan Police:

4.1.2 The Metropolitan Police have requested that the application adopt the principles and practices of 'Secured by Design' having particular regard to:

- Perimeter Treatments/Gates
- Access control
- Physical Security to the building
- Postal Strategy
- Bicycle Storage
- Refuse Store
- Balcony design
- CCTV
- Lighting (Lux Plan)

Thames Water:

4.1.3 No response received.

Arriva:

4.1.4 No response received.

Tree Officer:

4.1.5 Originally expressed concerns over the loss of TPO trees and the proximity of the built form and parking spaces to retained TPO trees to Chace Village and Lavender Hill to the north and south of the site. Revised plans to recess the building lines, realign the western junction to ensure retention of a previously tabled removal of TPO tree and the removal of perpendicular parking bays in favour of parallel parking bays and reinstated incidental green space (as described in the Site Wide Design Code) as well as a revised Arboricultural Report have been submitted for consideration and the Tree Officer has withdrawn his objection

Economic Development:

4.1.6 No objection and no further comments beyond those made under ref: 14/04574/OUT.

Environmental Health:

4.1.7 Initially objected to the scheme on the basis that:

- The contamination assessment concludes that further work is required in terms of groundwater monitoring, ground gas monitoring and the assessment of lead and PAHs. The applicant must demonstrate that there are no risks to groundwater, that ground gas is not an issue at the site and how concentrations of lead and PAHs will be controlled.
- The acoustic assessment has not made any recommendations for the glazing to be installed at any future buildings. The applicant must submit information, written by a suitably qualified acoustic consultant, detailing the façade attenuation of proposed buildings, including details of the

acoustic performance of glazing required to ensure that the internal noise levels set-out in BS8233:2014 and the WHO Guidelines for Community Noise (in regard to LAF max levels), are met.

- 4.1.8 A revised Contamination Study and Noise Assessment was submitted for consideration. The information was considered to be sufficient to satisfy the points raised by the Environmental Health Officer and the objection was formally withdrawn. However, the description of the development does not include contamination or noise and hence will need to be discharged as part of a later submission.

Urban Design:

- 4.1.9 The submitted layout is broadly consistent with the pre-application discussions that took place in relation to the design aspects of the proposals although detailed elevations were omitted at that stage and therefore a site wide assessment of the scheme could not be made. In considering the scheme submitted as a whole, the Urban Design Officer raised a number of concerns about various elements of the scheme:

- 4.1.10 It was clear that the overall design was disappointing and did not reflect the aspirations of the parent consent to secure high quality design that positively contributed to the character of the area. Officers engaged with the applicant to seek to address these concerns. A series of meetings ensued and a comprehensive re-evaluation of the scheme was submitted over two. The following is a summary of issues that needed to be addressed:

- Need to install character areas into the scheme to better relate to the surrounding area and foster a sense of place for the development site.
- Quality of the materials is critical, the LPA require some comfort that the materials will not be standard lbstock brick types, eternit tiles etc. and must be varied with the utilisation of natural materials where necessary (including slate to the Hospital Character Area). Services including ventilation, flues and overflows must be carefully considered to avoid material staining and to ensure staining and mould are effectively managed. Brick leaching must also be avoided
- Top opening casement windows should be avoided and side opening casement windows are an appropriate solution. Details to show how glazing bars, transoms and mullions are to be incorporated into the windows must be provided with a minimum of 100mm reveals. Different window design should be used across the different character areas
- Large scale roof details are required to show the depth of eaves and overhangs
- The inclusion of chimneys will assist in breaking up and adding rhythm to the terrace blocks
- More hipped roof treatments are required and the hospital character area to The Ridgeway must reflect the retained Victorian Hospital
- To Chace Village greater contemporary design emphasis encouraged to better integrate with the aspiration set in the Site Wide Design Code for the development on Parcel B.
- Recessed entrances encouraged to and greater vertical articulation required for Chace Village
- Central open space require significant redesign to unlock the potential of this key public space in the development

- Removal of Type M units necessary with a faceting of the building line to better respond to the open space
- Perpendicular parking spaces need to be removed in favour of parallel spaces and the junction to Chace Village need to be realigned to retain the TPO tree and allow parallel parking provision
- Pedestrian footpaths across the site to be improved and to the open space realigned to better reflect desire lines
- Installation of formal play facilities to the open space
- Footpath to Chace Village needs to be realigned adjacent to residential units and built to adoptable standards with pedestrian refuge / loitering point at interception with roads
- Reinstatement of incidental green space to Chace Village as per Site Wide Design Code
- Homezones to be formalised to reflect the Site Wide Design Code
- Large gables need to incorporate design detailing to soften this dominant three storey features
- Lavender Hill character zone needs to better reflect adjacent suburban typologies with installation of bay features
- The apartment Blocks need to be refined to better integrate with the pattern and rhythm of development to the single family units with greater vertical breaks and a softening of the dominant balconies
- Entrances to all units need to be revisited and in the case of the apartments, a greater effort needs to be made to announce the street facing entrances
- Corner typologies need to ensure they address the corners and do not create dead frontages

4.1.11 A fully revised scheme was finally submitted for consideration on 5th June 2017 and the Urban Design Officer was reconsulted. After careful consideration, it was held that the revision to the scheme reflected the advice of Officers and the development could be supported in the round.

Traffic and Transportation:

4.1.12 Colleagues in Traffic & Transportation initially objected to the scheme citing concern over the following:

- Traffic speeds within the Homezone through routes
- Perpendicular parking to Chace Village and to properties lining the main open space
- Removal of bus cage / layby
- Junction visibility splays
- Inadequate width of pedestrian footpaths
- Need for adoptable uninterrupted pedestrian footpath to the south of Chace Village

4.1.13 Detailed discussions and negotiations with the applicant on the basis of these comments were required and were packaged as part of the wider design works. The revisions secured are now acceptable and the Traffic and Transportation Team now raise no objection subject to conditions relating to securing public access to the Chace Village pedestrian route and further detail of the homezones.

SuDS Team:

4.1.14 Initially objected to the scheme on the basis of the following:

- It is not clear whether the controlled discharge rate for a 1 in 1 year event and a 1 in 100 year event (with an allowance for climate change) is greenfield (stated at 35.7L/s)
- It is not clear where the catchment areas are (no drawing of catchment areas submitted), and how large the catchment areas are. We cannot therefore determine whether the proposed storage volume provided is adequate
- There insufficient information on proposed SuDS measures with a design statement describing how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- A management plan for future maintenance has not been submitted.

4.1.15 A revised Flood Risk Assessment and associated plans showing additional SuDS measures have been submitted for consideration. Negotiations on the Drainage Strategy are ongoing and are covered by the requirements of condition 77 which has been withdrawn from the proposal.

4.2 Public response

4.2.1 The application was referred to 1131 surrounding properties, a press notice released (as featured in the Enfield Independent on 08/03/17) and site notices were posted on and around the site. The original consultation letters to residents were sent out on 01/03/17. Due to the interrelated nature of the reserved matters and some of the conditions levied under the parent consent the description of the submission was widened to take account of conditions for tree protection (62 and 66), parking and turning (68), loading and turning (69), SuDS (77), car parking management plan (79) and rainwater harvesting (85). To satisfy the information requirements to discharge these conditions, additional information was submitted for consideration and a reconsultation was issued on 02/05/17. The consultation period expired on 23/05/17. A total of 1 written response was received objecting to the proposal on the following grounds:

- Inadequate parking provision
- Increased traffic generation / congestion across the site, but with particular reference to Shooters Road, Comreddy Close, Hunters Way and Ridge Crest
- Inadequate visibility splays to Hunters Way

4.2.2 Whilst the concerns of residents are noted in relation to the scheme, the principle of development, access arrangements and car parking ratios have been established under ref: 14/04574/OUT and 15/04547/FUL and as the subject application does not seek to amend or alter elements of the scheme referred to in representations, the comments received can be attributed limited weight.

5. Relevant Policy

5.3.1 The London Plan (Consolidated Version)

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
Policy 2.14 – Areas for regeneration
Policy 3.1 – Ensuring equal life chances for all
Policy 3.2 – Improving health and addressing health inequalities
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 3.7 – Large residential developments
Policy 3.8 – Housing choice
Policy 3.9 – Mixed and balanced communities
Policy 3.10 – Definition of affordable housing
Policy 3.11 – Affordable housing targets
Policy 3.13 – Affordable housing thresholds
Policy 3.14 – Existing housing
Policy 3.15 – Coordination of housing development and investment
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 3.17 – Health and social care facilities
Policy 3.18 – Education facilities
Policy 4.1 – Developing London's economy
Policy 4.5 – London's visitor infrastructure
Policy 4.12 – Improving opportunities for all
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 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.9 – Cycling
Policy 6.10 – Walking
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 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.8 – Heritage assets and archaeology
Policy 7.9 – Heritage-led regeneration
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.16 – Green Belt

Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

Housing Supplementary Planning Guidance

5.3.2 Local Plan – Core Strategy

Strategic Objective 1: Enabling and focusing change
Strategic Objective 2: Environmental sustainability
Strategic Objective 3: Community cohesion
Strategic Objective 4: New homes
Strategic Objective 5: Education, health and wellbeing
Strategic Objective 6: Maximising economic potential
Strategic Objective 7: Employment and skills
Strategic Objective 8: Transportation and accessibility
Strategic Objective 9: Natural environment
Strategic Objective 10: Built environment
Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 8: Education
Core Policy 9: Supporting community cohesion
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 31: Built and landscape heritage
Core Policy 32: Pollution
Core Policy 33: Green Belt and countryside
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity

Biodiversity Action Plan
S106 SPD

5.3.3 Development Management Document

DMD1: Affordable housing on sites capable of providing 10 units or more
DMD3: Providing a mix of different sized homes
DMD4: Loss of existing residential units
DMD6: Residential character
DMD8: General standards for new residential development
DMD9: Amenity space
DMD10: Distancing
DMD15: Specialist housing need

DMD16: Provision of new community facilities
 DMD17: Protection of community facilities
 DMD18: Early years provision
 DMD37: Achieving high quality and design-led development
 DMD38: Design process
 DMD42: Design of civic / public buildings and institutions
 DMD43: Tall buildings
 DMD44: Conserving and enhancing heritage assets
 DMD45: Parking standards and layout
 DMD47: New road, access and servicing
 DMD48: Transport assessments
 DMD49: Sustainable design and construction statements
 DMD50: Environmental assessments method
 DMD51: Energy efficiency standards
 DMD52: Decentralised energy networks
 DMD53: Low and zero carbon technology
 DMD55: Use of roofspace / vertical surfaces
 DMD57: Responsible sourcing of materials, waste minimisation and green procurement
 DMD58: Water efficiency
 DMD59: Avoiding and reducing flood risk
 DMD60: Assessing flood risk
 DMD61: Managing surface water
 DMD62: Flood control and mitigation measures
 DMD63: Protection and improvement of watercourses and flood defences
 DMD64: Pollution control and assessment
 DMD65: Air quality
 DMD66: Land contamination and instability
 DMD67: Hazardous installations
 DMD68: Noise
 DMD69: Light pollution
 DMD70: Water quality
 DMD71: Protection and enhancement of open space
 DMD72: Open space provision
 DMD73: Child play space
 DMD76: Wildlife corridors
 DMD77: Green chains
 DMD78: Nature conservation
 DMD79: Ecological enhancements
 DMD80: Trees on development sites
 DMD81: Landscaping
 DMD82: Protecting the Green Belt
 DMD83: Development adjacent to the Green Belt

5.4 Other Material Considerations

NPPF
 NPPG
 London Plan Housing SPG
 Affordable Housing SPG
 Enfield Housing Market Assessment
 Providing for Children and Young People's Play and Informal Recreation SPG and revised draft
 Accessible London: achieving an inclusive environment SPG
 Planning and Access for Disabled People: a good practice guide (ODPM)

London Plan Sustainable Design and Construction SPG
Mayor's Climate Change Adaption Strategy
Mayor's Climate Change Mitigation and Energy Strategy
Mayors Water Strategy
Mayor's Ambient Noise Strategy
Mayor's Air Quality Strategy
Mayor's Transport Strategy
Land for Transport Functions SPG
London Plan; Mayoral Community Infrastructure Levy
Circular 06/05 Biodiversity and Geological Conservation – Statutory
Obligations and Their Impact within the Planning System

6. Analysis

6.1 Site Layout

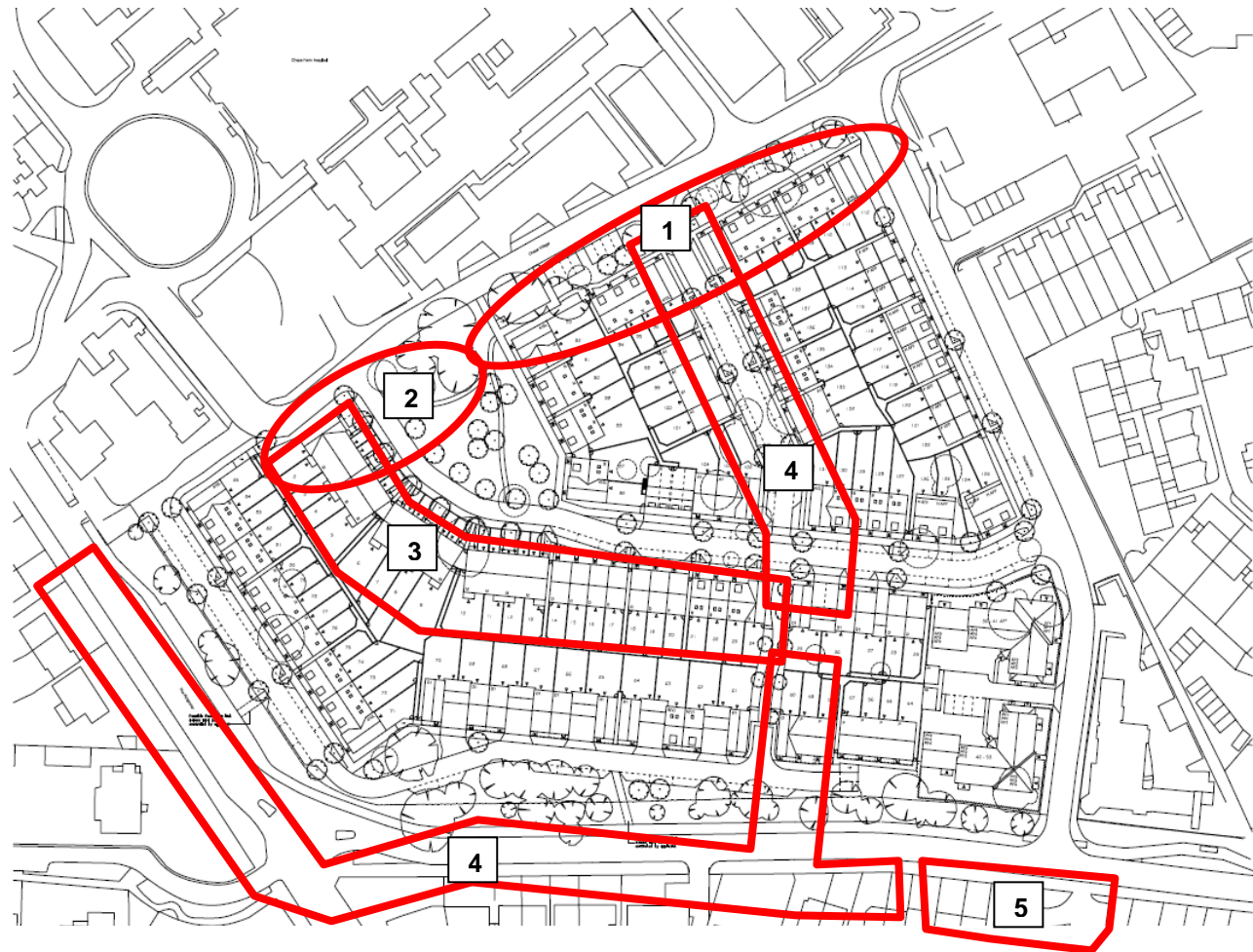
6.1.1 Condition 57 of approval under ref: 16/04369/FUL states:

6.1.2 *The development shall not commence on any individual residential development phase identified pursuant to condition 2 until detailed drawings showing the siting of buildings on the site (having due regard to the approved Design Code pursuant to condition 4) have been submitted to and approved in writing by the Local Planning Authority. The buildings shall be sited in accordance with the approved details before the development is occupied.*

Reason: To ensure a site layout which complies with adopted policies and has appropriate regard to adjoining sites and the amenities of the occupiers of adjoining properties and to accord with s92(2) of the Town and Country Planning Act 1990.

6.1.3 As originally submitted, it was clear that the road network and parking provision for the redevelopment of the site remain unchanged from the previously approved outline scheme as amended by ref: 16/04369/FUL. Principal access to Parcel A remains via the Hunters Road to the east with secondary access through the hospital site and Parcel B via the realigned junction at The Ridgeway to the north-west. Routes through the site remained completely unchanged from the previous consent.

6.1.4 In consideration of the detailed scheme, a number of critical concerns were raised by Officers – for ease of reference these are highlighted in the plan below.



Plan 1: Original Layout

- 6.1.5 Area One – and the main area of contention was expressed in relation to the configuration and impact of the Chace Village element of the scheme. The provision of hardsurfacing, perpendicular parking bays, as well as a seemingly superfluous pedestrian footpath to the north of the site, all sought to conspire to undermine the long term health of the retained TPO trees to this area. In terms of parking and pedestrian access, the configuration served to undermine the safety and free flow of traffic to Chace Village, through vehicles reversing onto the highway, an absence of pedestrian refuge areas as well as the fact that the northern footpath terminated prematurely, re-routing pedestrians to an unadopted route to the south.
- 6.1.6 The treatment of this area was also held to be contrary to the Site Wide Design Code, where the area to the north of the site was identified as ‘enhanced avenue’ both to reflect the sensitivities of the retained trees, but also to provide a physical green link to the principal ‘Urban Green’ to the centre of the wide development site.
- 6.1.7 At Area Two, the location of the junction of the secondary route to Chace Village, resulted in the loss of a protected Lime Tree. In addition, the ongoing issue in relation to the footpath network to the Chace Village area persisted with the curved footpath through the designated ‘Local Space’ providing the only east / west pedestrian route with an unsatisfactory terminus that failed to provide adequate space for pedestrians to wait before crossing relevant roads.
- 6.1.8 In relation to Area Three, the treatment of the ‘Local Space’ to the site was also questioned in design terms. The provision of perpendicular parking was held to dominate the street scene and actively detract from the quality of the environment. It was felt that the dominance of the parking, coupled with the rigid arrangement of the terrace blocks to the east, failed to create an attractive environment. Moreover, the location of pedestrian routes to this section also was held not to reflect actual desire lines moving from north to south across the site and the absence of a footpath to the west side of the Chace Village junction meant that east / west routes across the site were severed. The formation of the secondary route gave rise to concerns in relation to vehicle speeds which would need to be carefully managed as this route would in real terms provide a cut through for vehicular traffic trying to access the hospital or indeed bypass The Ridgeway and Lavender Hill roundabout.
- 6.1.9 In terms of Area Four, as originally submitted the routes bounding The Ridgeway and Lavender Hill character areas as well as the pedestrian north / south link and the vehicular north / south link between the secondary route and Chace Village formed local routes. However, under the parent application and the approved Site Wide Design Code these routes were designated as homezones for shared pedestrian and vehicular traffic, but also with the express purpose to create tranquil spaces for residents and assist in the legibility of the site from the perspective of route hierarchy.
- 6.1.10 Finally, in relation to Area 5, it was noted that two trees covered by the Tree Preservation Order were scheduled to be removed due to the proximity of the apartment block.
- 6.1.11 Through extensive negotiations, a revised scheme was submitted, and it is this scheme that is now occasioned to Members for resolution. In taking each

of the concerns in turn, to area one, the plan excerpt below shows the removal of the contentious perpendicular bays, the creation of a green verge to provide the much needed root protection buffer for the TPO trees, the recession of the building line directly adjacent to the trees and the installation of parallel parking bays. Such revisions have clearly eased the tension between the parking and the trees, supporting the overarching objective for this section of the site to act as a green link and as a boulevard to the centre of the site that actively celebrates the visual contribution of these protected natural assets.

- 6.1.12 Whilst it is acknowledged that the consequence of the changes to the building line have resulted in a closing of the separation between those properties lining Chace Village and those to Hunters Way to the east and the homezone north / south route to the east to levels that do not strictly adhere to the standards advocated by DMD10 – which would require a minimum separation distance between windows and side boundaries of 11m – the Policy does allow a degree of flexibility in the standards where it does not compromise development on adjoining sites. In this regard, the worse afflicted units to each corner see a reduction in the separation between the units from 11m to 9.75m at its narrowest. Such a difference, given the scale of the project and the limited number of units affected, is considered negligible and would not serve to undermine outlook or result in a heightened sense of enclosure.
- 6.1.13 Indeed, the relative orientation of the properties is such that the closing of the gap would not result in additional overshadowing or a meaningful loss of light to the garden areas from the previous iteration of the scheme which has been considered by Members under ref: 16/04369/FUL which saw amendments to the layout to maximise separation distances across the site. The increased proximity of the built form also does little to alter the private amenity offer of the units with all but four of the rear gardens to the properties affected meeting site wide average figures of 44 sq.m per unit, and even those that fail easily exceed the 29 sq.m by some margin. The resultant garden spaces also have a standard configuration ensuring that they are usable and of a high functional quality to support residential living and this would be considered to be compliant with DMD9.
- 6.1.14 In relation to the rear facing windows, it is clear that the design of the development is such that principal living areas (living room / diner) are located to the ground floor rear of the units with bedrooms above. While the ground floor windows would not offer views to neighbouring properties at first floor it is clear that views into the rear gardens of adjacent properties to the south would be possible. However, it is not considered that a condition to obscure glaze these windows would be reasonable or appropriate, weight must be attributed to the function of the subject rooms and, in this regard, it is considered that while some overlooking may arise, it will be limited in both duration but also scope, providing views of garden areas rather than into individual dwellings and thus is acceptable on balance. In this regard, mindful of the significant weighting attributed to the retention of the TPO trees, the modest reduction in separation distances to the rear of the Chace Village units is acceptable having regard to all relevant material considerations.



Plan 2: Revised Layout (Area One)

6.1.15 In relation to the pedestrian footpaths, the reconfiguration has seen the retention of a secondary route to the north and adjacent to the parallel bays to provide access to the car parking bays but with the principal east / west route being relocated to the southerly footpath adjacent to the residential units. As a consequence, this route has seen enhancements to the footpath including an increase in the overall width of the pavement to 2m and a build out to adoptable standards. This more properly responds to the desire lines of pedestrians moving across the site and positively engages with the Local Open Space to provide a more coherent whole. The provision of parallel parking bays to the north of the site has resulted in a modest decant of parking spaces to the homezone, which in terms of space has been better optimised to create a usable shared surface without resulting in the loss of parking provision overall which remains at a ratio of 1:1.



Plan 3: Revised Layout (Areas Two and Three)

6.1.16 To areas two and three, revisions now show a realigned junction with Chace Village, the installation of parallel parking bays as a replacement for the perpendicular, enhancement of pedestrian routes through the Local Open Space, traffic calming measures and the faceting of the building line to the west. Such changes directly align with those sought during negotiations. The amendments have allowed the necessary relief to the TPO Lime Tree so that it can now be retained. Such changes positively re-asserted the Local Open Space as the heart of the development with more logical routes through the area that both reflect desire lines, but serves to integrate and link the southern and eastern parts of the site to this key area as well as greatly enhancing wayfinding. In terms of traffic calming and pedestrian safety, the secondary road that punctures east / west through the site, now features a raised table and speed cushions to manage the speed of vehicles, while the terminus of footpaths now feature the provision of dropped kerbs and tactile paving to facilitate safe crossing.

6.1.17 In relation to the homezones highlighted in Area 4, these have been reinstated to accord with the Site Wide Design Code and traffic calming

measures to include the utilisation of alternative and consistent surfacing materials across the two zones, raised tables across areas and clear signposted entrances and exits will ensure the creation of safe, integrated and tranquil spaces for residents, clearly reinforcing the street hierarchy and diverting traffic passing through the site to principal routes, again assisting in wayfinding and giving a sense of place. Concern was raised by Traffic and Transportation in relation to the footpath widths to the northern homezone and this remains outstanding at the time of writing, however, Officers are confident of there being a design solution to this issue and with the agreement of the applicant this issue will be conditioned.

- 6.1.18 The issue of tree loss or damage to trees highlighted in Areas One, Two and Five, have largely been resolved and as a result of modest realignment and the omission of perpendicular parking bays. However, in relation to Area 5, the loss of two trees covered by the TPO could not be avoided without undermining housing delivery in terms of the number of units provided. In consultation with the Council's Tree Officer, while the loss of the trees is regrettable, he has adopted a balanced view in his assessment of the proposals in that he has sought to weigh the benefits of the retention and enhancement of more established and more valuable trees in amenity terms to Chace Village against the loss of relatively low quality specimens to the south of the site. In the round, the Tree Officer has concluded that the negotiations that have secured the long term future of the trees to Chace Village are sufficient to allow the loss of the two trees to Area Five.
- 6.1.19 In the broadest terms, the overall site layout is consistent with the parameters previously set out albeit with refinements to accommodate the design approach as it emerged. The revisions secured have resulted in a far more successful space that seeks to celebrate the natural assets – both existing and proposed – that will serve to define the character of the area while providing safe vehicular and pedestrian routes in accordance with the street hierarchy and to the benefit of all users. The scheme delivers a sufficient number of units on the site, but also to ensure that back-to-back distances can be increased to a minimum of 22m – which while not strictly Policy compliant for three storey units has been considered as acceptable on balance, both in terms of optimising the use of the site, but also achieving requisite standards for amenity provision with all gardens clearly exceeding minimum amenity space requirements and indeed site wide average figures. The removal of the perpendicular parking bays and replacement with parallel bays has been achieved without prejudicing overall parking ratios which remain at 1:1.
- 6.1.20 Statutorily protected trees have been retained so far as has been practicable and as discussed in the preceding paragraphs, while the location of the apartment block has resulted in the loss of two trees, the more established specimens to Chace Village have all been retained and through design alterations their future contribution to the area has been secured.
- 6.1.21 In consultation with Transport for London and the Council's Traffic and Transportation team, following the revisions no objections have been raised to the scheme and the arrangement of cycle storage, the bus stop and terminus, access and servicing to the site as well as the refined layout to show provision of parallel parking bays, junction enhancements, homezones and traffic calming measures is such that accessibility to the site is further

enhanced and the agreed provision of 1:1 car parking spaces for the residential units is clearly deliverable and again consistent with the deliberations of Members in resolving to grant both 14/04574/OUT and 15/04547/FUL.

6.1.22 On this basis, it is therefore recommended that condition 57 be discharged.

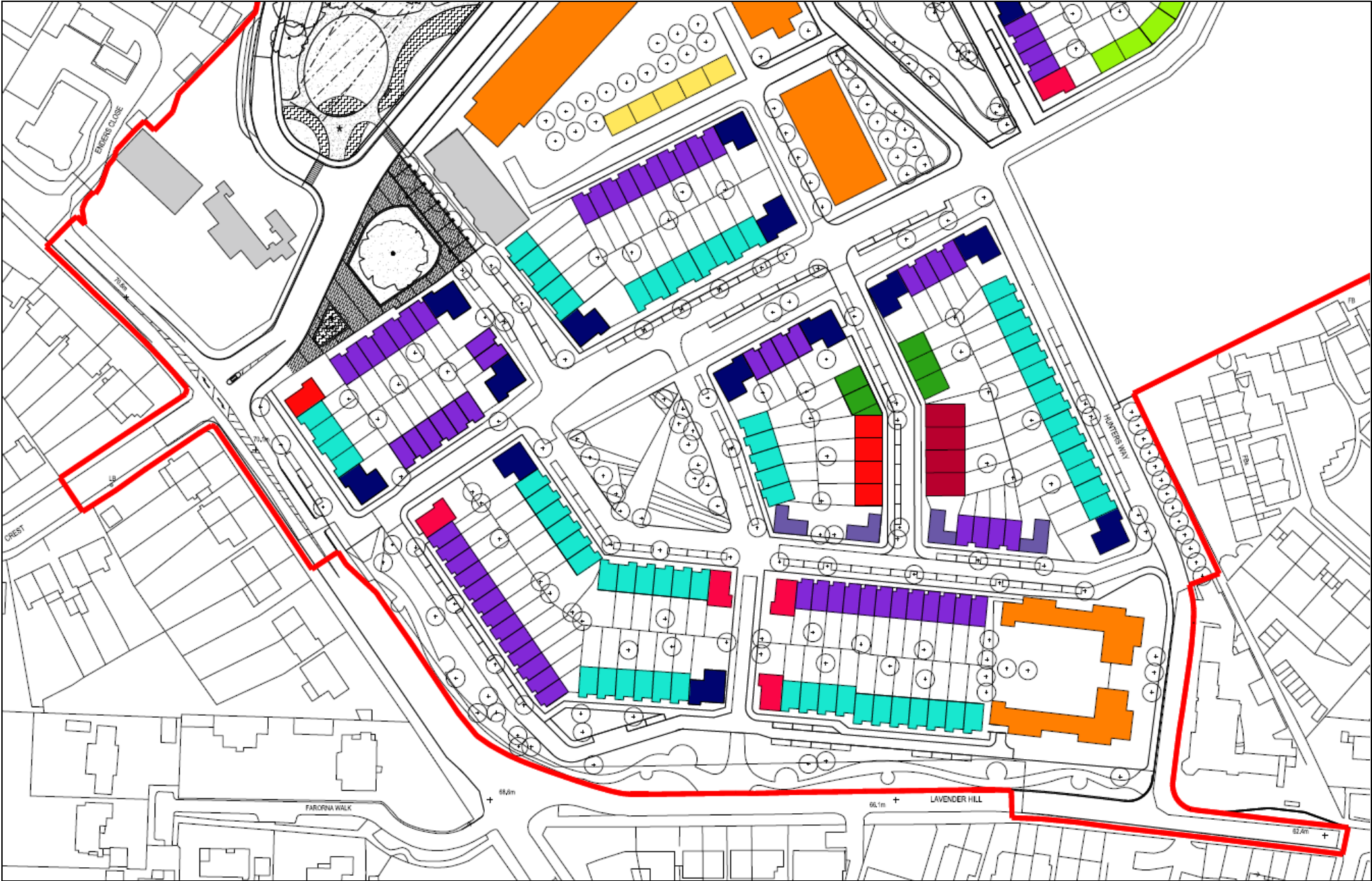
6.2 Design

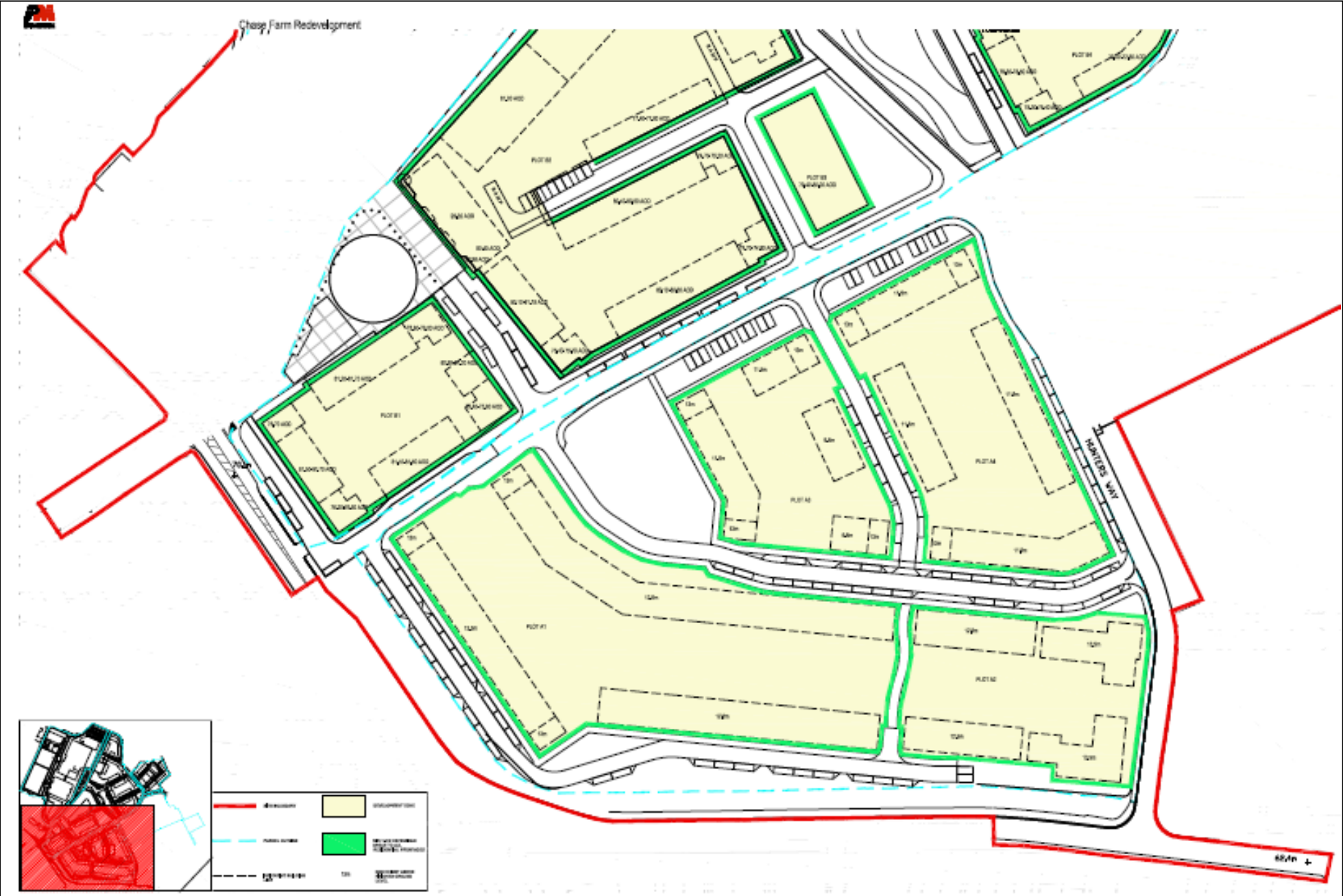
6.2.1 Condition 58 of approval under ref: 16/04369/FUL states:

6.2.2 *The development shall not commence on any individual residential development phase identified pursuant to condition 2 until detailed drawings showing the design of buildings (having due regard to the approved Design Code pursuant to condition 4), including existing and proposed levels, have been submitted to and approved in writing by the Local Planning Authority. The buildings shall be constructed in accordance with the approved details before the development is occupied.*

Reason: To ensure a design which complies with adopted policies and has appropriate regard to adjoining sites and the amenities of the occupiers of adjoining properties and to accord with s92(2) of the Town and Country Planning Act 1990.

6.2.3 Under ref: 16/04369/FUL Members considered a revised layout and parameter plans related to the Parcel A development site which was largely derived from the indicative masterplan that accompanied the outline consent. The refined reserved matters scheme now occasioned differs little from the masterplan and the established parameters that govern development to the site, with building heights, distancing, a site layout and footprint that remain consistent with previous considerations. A comparison between the iterations of the scheme from outline consent to the current revised plans are shown below.







- 6.2.4 It is clear from the illustrations above, that the current proposal refines the outline proposal rather than seeking fundamental redesign of Parcel A. On this basis, it is considered that the principle of development, the current configuration of the site and the scale, height and massing of the development has been established. However, in the interests of clarity salient issues will be reconsidered in the following sections.

Density

- 6.3.1 For the purposes of the London Plan density matrix, it is considered the site lies within a suburban area due the fact that the surrounding area is characterised by lower density dwelling typologies. The site has a Public Transport Accessibility Level of 2 indicating a moderate level of accessibility to alternative transport modes.
- 6.3.2 In this regard, the density matrix suggests a density of between 150 and 250 habitable rooms per hectare. The character of the area indicates that the average unit size in the area has between than 3.1 – 3.7 rooms. This suggests a unit range of 40 to 80 units per hectare. From a site wide perspective, the area given over for residential development is 8.109 hectares with Parcel A occupying 2.8 hectares. The development seeks to provide 138 units across the site, consistent with the number of units advocated within the outline application. Detailed plans for each of the house and apartment typologies have been provided and, as submitted, the development would result in 249 habitable rooms per hectare and would achieve approximately 49 units per hectare, which would sit at the top of the density range for habitable rooms and to the lower to mid-range in terms on absolute number of units across the site, both figures are within threshold values.
- 6.3.3 It is acknowledged that advice contained within the NPPF and the London Plan Interim Housing Design Guide suggests that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design, relative to character and appearance of the surrounding area. Thus, the density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan and Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment and commensurate with an overarching objective that would seek to optimise the use of the site and will be examined below.

Layout, mass, bulk and height

- 6.3.4 Consistent with the core principles of the London Plan, the Core Strategy and Development Management Document well considered, high quality, designed development is central to achieving a balanced and sustainable development. Developments should be of the highest quality internally, externally and in relation to the wider environment providing an attractive and functional public realm, clear legible for users, but one that adapts to changing needs and fosters a sense of community. New development is required to have regard to its context, and make a positive contribution to local character.

- 6.3.5 As per the 'Layout' section of this report, extensive negotiations with the applicant have seen the submission of revised plans for consideration featuring iterative changes to the layout of the site. However, in broad terms the overall site layout, scale bulk and massing has not changed significantly from the parent consent. The development reinforces strong routes through the site, creating a clear and legible street hierarchy featuring primary, secondary and tertiary thoroughfares, reflecting pedestrian and vehicle movement desire lines. The pre-eminence of perimeter blocks pervade the development site ensuring natural surveillance and the creation of outward facing residential units that positively engage with the public realm. The routes through the have been carefully designed to provide physical and visual relief between street facing residential units which at a human scale serves to reduce the overall impact of development that for the most part is built over 2.5 to 3 storeys. Where the narrower tertiary routes feature, the more intimate nature of these homezone areas sees the reduction in the scale of the buildings to the 2-2.5 typologies again to reduce the overall scale of the development and reinforce a traditional street pattern throughout.
- 6.3.6 The larger development typologies built to the maximum parameter of three storeys have been deliberately located to areas that can successfully accommodate the additional height. The larger corner units are located adjacent to junctions to frame the routes through the site, allowing the terraced blocks to positively address the corners, enhance vistas, assist in legibility of routes through the site, while strengthening the rhythm of development that more readily integrates with the pattern of development in the surrounding area and will result in a more successful mediation of space. The units lining Lavender Hill and The Ridgeway capitalise on the open aspect of these areas created by the landscaped buffer strip and more generous classified carriageways, to accommodate the larger typologies while the interjection of smaller recessed two storey garage links effectively breaks up the units into more manageable and relatable chunks to better reflect the semi-detached suburban typologies that line Lavender Hill. The formation of small terrace blocks of 4 to 5 units also assists in the breaking up of the built form and installs a strong sense of rhythm to the development with consistent unit widths and footprints that strongly installs a sense of place, consistency and an established character that links the wider development site to the surrounding area.
- 6.3.7 As per the illustrative masterplan, the critical mass of development is located to the apartment blocks at the corner of Lavender Hill and Hunters Way and to the faceted crescent units bounding the Local Open Space. The Lavender Hill / Hunters Way junction is the principal gateway access to the site and the design of the development has sought to reflect and elevate this area to frame this primary route and reflect the proportions and size of the flatted development to the adjacent corner of Hunters Way to frame this entrance and provide a landmark building. The open aspect of the junction and the relationship of this part of the site to adjacent development comfortably accommodate the increase in the bulk and massing of the built form, with a design that positively engages with the junction. As per pre-application discussion and negotiations during the application process, it was essential that this landmark building would still be capable of relating to and reflecting the finer grain of the family units to the west, the articulation of the building line serves to better reflect and integrate with the rhythm development to the family units and creating a coherent whole.

- 6.3.8 As has been discussed in the 'Layout' section of this report, to the Local Open Space the faceting of the forward building line better reflects and celebrates the open space with urban edge that will fully exploit this newly created natural asset. The open aspect of the area and the generous separation of the built form is such that the additional height of the three storey typologies can be successfully accommodated, framing the space and creating a positive sense of enclosure to the public realm.
- 6.3.9 In light of the above, it is clear that the scale, bulk and massing of the development is appropriate to the locality and the overall design and layout of this first phase of development seeks to contribute to a strong sense of character and place. Consistent with the aspirations for the site adopted by the Site Wide Design Code, the site successfully mediates between the existing loose pattern of development and the higher density new build redevelopment of the wider hospital site and in particular the high density, 5 storey apartment blocks to Parcel B in the proposed in the illustrative masterplan.

Residential Standards

- 6.3.10 In considering the design and scale of the development, regard must also be given to the attainment of relevant residential space standards to each of the unit typologies. Policy 3.5 of the London Plan seeks to ensure that housing developments are of the highest quality internally, externally and in relation to their context and to the wider environment. Table 3.3, which supports this Policy, sets out minimum space standards for dwellings. The draft Housing SPG and London Housing Design Guide build on this approach and provide further detailed guidance on key residential design standards, including the need for developments to avoid single aspect dwellings that are north facing, where exposed to noise exposure categories C or D, or contain 3 or more bedrooms. Core Policy 4 reiterates the need for high quality design in all new homes, clearing reference relevant guidance above.
- 6.3.11 The London Plan contains minimum standards for the size of new residential accommodation that replaces the Councils Supplementary Planning Guidance. The following figures are relevant for consideration of the proposed development:

Unit type	Occupancy level	Floor area (m ²)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99
2 storey houses	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
	4b6p	107
3 storey houses	3b5p	102

	4b5p	106
	4b6p	113

6.3.12 Across the site there are eleven broad unit types, as well as a number of variant types designed to respond to individual constraints and optimise the use of the site. Indeed, under the parent application, it was reported to Members, that while it was clear that the quantum of development could be accommodated on the site, some pinch points, notably in relation to the back-to-back distancing standards, could not be fully met. This coupled with the land take demand for parking at the agreed 1:1 ratio and highway distancing requirements, conspired to render the illustrative layout as unworkable or would result in internal distancing standards that were too constrained. In rationalising the internal layout and creating bespoke typologies that could respond to the constraints of the site, but also ensure that the relatively narrow frontages resulted in workable internal spaces the applicant has effectively freed up the site and relieved these defined constraints to ensure both the delivery of sufficient numbers of units to the site, but also to ensure that each of the units either meet or exceed minimum internal space standards.

Housing Mix

6.3.13 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing. Recent guidance is also set out in the Housing SPG (2012). Also relevant is Policy 1.1, part C, of the London Housing Strategy which sets a target for 42% of social rented homes to have three or more bedrooms, and Policy 2.1, part C, of the draft Housing Strategy (2011) which states that 36% of funded affordable rent homes will be family sized.

6.3.14 Core Policy 5 of the Core Strategy seeks to ensure that '*new developments offer a range of housing sizes to meet housing need*' and includes borough-wide targets housing mix. These targets are based on the finding of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are expressed in the following table:

Tenure	Unit Type	Mix
Market Housing	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	15%
	3 bed houses (5-6 persons)	45%
	4+ bed houses (6+ persons)	20%
Social Rented Housing	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	20%
	3 bed houses (5-6 persons)	30%
	4+ bed houses (6+ persons)	30%

6.3.15 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

6.3.16 Under the parent application, an illustrative mix was provided showing a total of 482 residential units broken down into the following:

Housing Type	Unit Numbers	Mix
1 bed properties (houses and flats)	63	13%
2 bed properties (houses and flats)	139	29%
3 bed properties (house and flats)	190	39%
4 bed properties (houses)	90	19%

6.3.17 At outline stage it was clear that the indicative mix would not be Policy compliant with and overconcentration of 2-bed units, however, the family housing offer was attributed weighting in deliberations as this would more directly align with Enfield's Strategic Housing Market Assessment (SHMA) which identifies a more notable shortfall in this form of accommodation. On this basis, the Local Planning Authority sought to ensure that the degree of deviation from the indicative mix is controlled so as to align as closely to a Core Strategy compliant mix as is demonstrably viable, and hence the following mix was secured as part of a s106 agreement

- 1 bed properties (houses and flats) = 63 Residential Units (13% of total number of Residential Units)
- 2 bed properties (houses and flats) = 139 Residential Units (29% of total number of Residential Units)
- 3 bed properties (houses and flats) = 190 Residential Units (39% of total number of Residential Units)
- 4 bed properties (houses) = 90 Residential Units (19% of total Residential Units)

6.3.18 Reflective of the outline nature of the application an additional clause to accommodate variances from the above mix was also agreed commensurate with a need to install a degree of flexibility in the detailed design of later phases. This variance was set at 5% across the whole of the residential Parcels. The subject application seeks to provide 138 units and a detailed mix has been provided for consideration and shows:

Housing Type	Unit Numbers	Mix
1 bed properties (houses and flats)	6	4.4%
2 bed properties (houses and flats)	21	15.2%
3 bed properties (house and flats)	65	47.1%
4 bed properties (houses)	46	33.3%
Total	138	100%

6.3.19 In accordance with the submitted figures it is clear that the development does achieve a compliant mix with what would seem to be an overconcentration of the larger 3 and 4-bed units. It is also clear that the mix would fall outside of the allowances installed in the s106 agreement. However, the mix targets are site wide and Parcel A, given the requirement to mediate between the single family character of the wider area and indeed the higher density and largely apartment led Parcel B, it has always been tabled that this area of the site would provide a higher proportion of family sized units to balance out later

phases. Moreover, to cite concern in relation to the over provision of larger family sized accommodation particularly where there is an absence of family sized accommodation would be difficult to sustain and would broadly accord with the findings of Enfield's Strategic Housing Market Assessment (SHMA) 2010. In this regard, it is considered that the stated mix is acceptable on balance.

Inclusive Access

- 6.3.20 London Plan SPG and Local Plan imposes further standards to ensure the quality of accommodation is consistently applied and maintains to ensure the resultant development is fit-for-purpose, flexible and adaptable over the lifetime of the development as well as mitigating and adapting to climatic change. In this regard, all units are required to achieve Lifetime Homes standards with a further 10% being wheelchair accessible. The WMS replaced Lifetime Homes standards with optional Building Regulations standards M4(2) and M4(3). These optional standards are applicable to the scheme as the development plan contains clear Policies requiring specialist housing need and in a more broad sense, development that is capable of meeting the reasonable needs of residents over their lifetime. The new standards are broadly equivalent to Lifetime Homes and Wheelchair Accessible Homes and accordingly it is expected that all properties are designed to achieve M4(2) with a further 10% achieving M4(3). It is clear that the development meets or exceeds minimum standards in the vast majority of respects and as such would represent a form of residential development capable to meet the reasonable needs of residents over its lifetime with each unit meeting M4(2) standards and as such represents a highly sustainable form of development.
- 6.3.21 All of the 24 apartment units will be fitted out to be fully wheelchair accessible or capable of being fitted out for such a function, thereby exceeding the 10% wheelchair accessible units required.
- 6.3.22 This is consistent with the aims of Policies CP4, CP30 of the Core Strategy, DMD8 of the Development Management Plan and Policy 7.2 of the London Plan.

Child Playspace / Amenity Provision

- 6.3.23 London Plan policy 3.6 requires that development proposals that include housing make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. Based on the illustrative residential mix presented and the methodology within the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012), the GLA has calculated an expected child population of 190 for the wider outline development. While it is envisaged that the lion's share of formal child playspace will be provided as part of the development of the Urban Green to the centre of the site and delivered as part of the redevelopment of Parcel B, there remains an onus on the applicant to provide some formalised playspace to service the development and indeed optimise the use of the Local Open Space that serves such an important role in supporting the development. On this basis, Officers have negotiated the inclusion of a formal play area to the Local Open Space to accommodate for and meet the interim needs of residents until the Urban Green can be

delivered. On a pro-rata basis, such provision, while relatively modest is sufficient to meet the Policy requirement.

Affordable Housing

- 6.3.24 London Plan policy 3.12 seeks to secure the maximum reasonable amount of affordable housing on site. Core Strategy Policy 3 states that the Council will seek to achieve a borough-wide target of 40% affordable housing units in new developments of which the Council would expect a split of tenure to show 70% social/affordable rented units and 30% intermediate housing. Policy 3.12 of the London Plan indicates a 60/40 split. Both policies recognise the importance of viability assessments in determining the precise level of affordable housing to be delivered on any one site.
- 6.3.25 Under the parent application ref: 14/04574/OUT, Members resolved to grant consent for the scheme on the basis of an affordable housing offer of 66 units across the site representing a 13% provision overall. Of the 66 units, 53 would be classified as 'key worker' accommodation under the direct control of the Trust (or Housing Association representative) for the housing of qualifying hospital staff with the remaining 13 units given over to the Local Authority for Social Rent and this was secured by s106.
- 6.3.26 While the s106 secures the 66 unit provision, the document does not mandate the precise distribution of affordable unit across the wider development site rather it seeks to secure an Affordable Housing Strategy that outlines the distribution of the units across all of the residential Parcels prior to the commencement of that particular Parcel. For Parcel A an Affordable Housing Strategy was submitted and in consultation with the Council's Housing Team, the strategy was approved on 24th March 2017. This document identifies the delivery of 26 affordable dwellings located in the apartment block and houses to the east of the site and lining Hunters Way and this is replicated in the subject application. This would accord with the approved strategy and would be consistent with the delivery of the agreed overall provision under the parent application. Members are advised that the s106 agreement also secures a viability review at the completion of all sales contracts in respect of the Parcels or on the delivery of a fully operational hospital to identify any surplus in sales receipts to be provided for a deferred affordable housing contribution.

6.3 External Appearance

- 6.3.1 Condition 59 of approval under ref: 16/04369/FUL states:
- 6.3.2 *The development shall not commence on any individual residential development phase identified pursuant to condition 2 until details of the external appearance of the development, including the materials to be used for external surfaces of buildings and other hard surfaced areas (having due regard to the approved Design Code pursuant to condition 4) have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details before it is occupied.*

Reason: To ensure an appearance which complies with adopted policies and has appropriate regard to adjoining sites and the amenities of the occupiers of

adjoining properties and to accord with s92(2) of the Town and Country Planning Act 1990.

- 6.3.3 The importance of high quality design and external appearance has been a recurrent theme and well established imperative throughout the Chase Farm redevelopment proposals commensurate with the strategic importance of the site to create a visually appealing and integrated neighbourhood and one that fosters a strong sense of place.
- 6.3.4 In consultation with the Councils Urban Design Officer and following the submission of the photorealistic visualisations, it was concluded that the original design of the development failed to live up to expectations or indeed the aspirations of the Site Wide Design Code. It was considered that the submission had failed to successfully mediate between the existing development in the surrounding area and the wider design aspirations for later Parcels. Garages and parking dominated key areas of the site, including the critical Local Open Space, creating dead frontages, while a monotonous materials palette and an absence of detailing, drawing from wider architectural referents and cues in the surrounding area, conspired to create a poor quality design. Further consideration was given to the overall scheme and a series of meetings ensued to secure a comprehensive re-evaluation of the scheme. Officers directed the applicant to more carefully consider the mediation of space between the more traditional suburban typologies to the south and west of the site, the historic assets of the Victorian hospital to the north and the more contemporary design aspirations envisaged both for the new hospital, but also Parcel B to the north-east. On this basis, character areas were carved out of the site to promote a clearer design approach and respond more sensitively to the opportunities and constraints across the site:

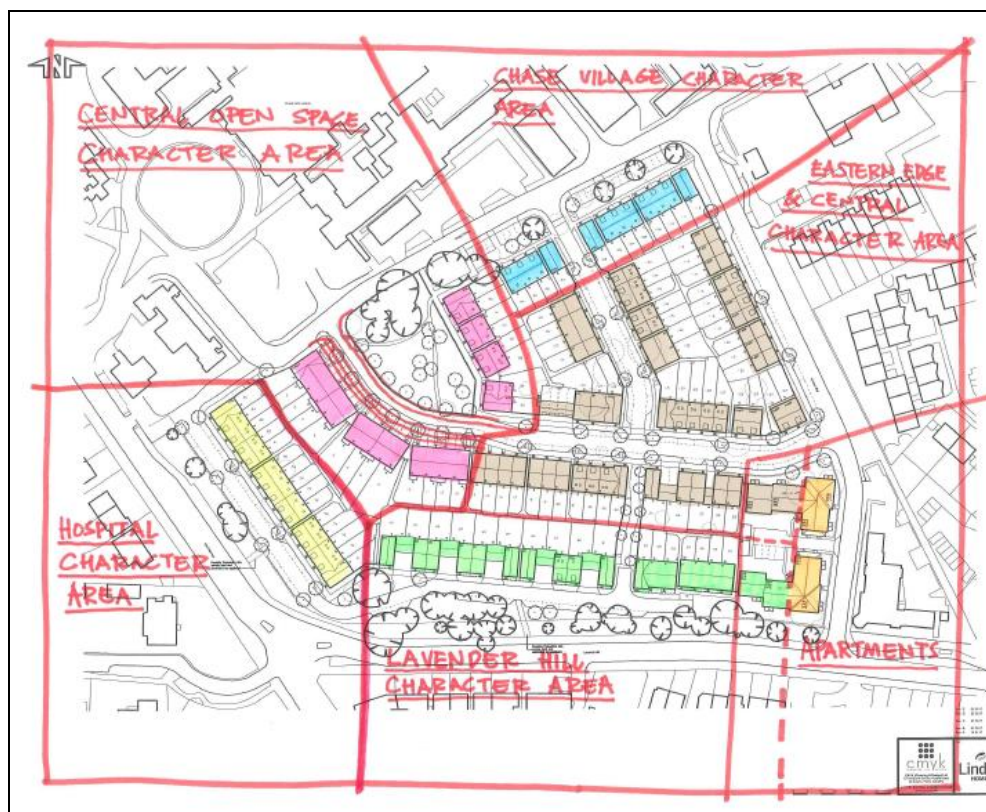


Illustration 2: Proposed Character Areas

- 6.3.5 Revised plans were submitted and in the interests of clarity each of the character areas will be considered in turn.

Hospital Character Area

- 6.3.6 Following the advice of Officers, the Hospital Character Area seeks to take design cues and architectural referents from the existing non-designated heritage asset of the Victorian hospital, mortuary and lecturer theatre directly to the north of the site. The revised submission seeks to embrace the design features of these assets from precedents in the surround – see photo below – with a revised yellow stock brick and grey roof tile materials palette, decorative string coursing, sash windows, decorative and deeper eaves as well as finials and decorative ridge tiles that more sensitively align with the general aesthetic of the hospital whilst ensuring that the units retain a coherent design approach with the remainder of the site in terms of proportions and general design principles. The entrances to the units are far more sympathetic and a clear window hierarchy is preserved throughout. Increased vertical emphasis is installed by the topography of the site, but also in terms of design features including the chimneys and projecting brick columns (which again is a common theme across the site) that serve to break up the built form and allow the properties to be read as individual units rather than as a monotonous whole. Hipped roof finishes have been favoured above to previously top-heavy, stark and dominant gable ends to the larger corner units and the dormers again align themselves more clearly with the retained historic assets. Such a design approach fosters a greater sense of place, but also of linkage to the historic built form and integrating the Parcel with the wider hospital site and successfully mediates the two spaces.



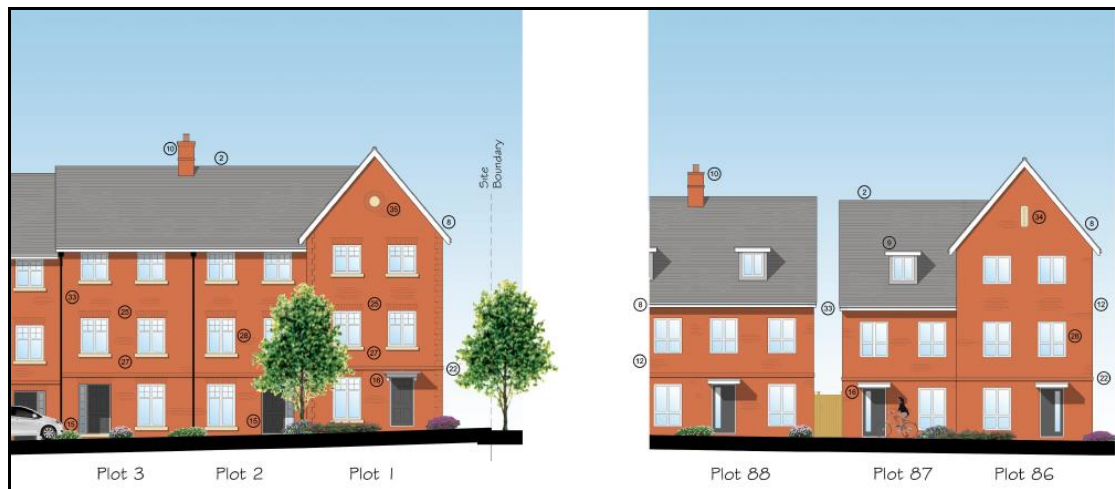
Character Photo 1: Hospital Wing (Clock Tower)



Streetscene 1: Hosptial Character Area

Central Open Space Character Area

- 6.3.7 To the Central Open Space Character Area, a design approach more akin to the Georgian style has been adopted and the applicant has taken on board the celebratory and grand nature of this key asset within the wider development site. The faceted building line that now serves to frame the Local Open Space. Brick string coursing once again feature and creates a strong horizontal emphasis and the retention of a consistent width and proportion of the units coupled again with a clear window hierarchy effectively links this area to the wider development site and indeed the Hosptial Character Area. Gable projections now feature decorative additions that vary in accordance with the building typology, but all serve to break up and soften the mass of these rather large features. To the crescent to the west of the Local Open Space, the corner unit now features projecting brick detailing to the corners and vertical emphasis is provided the the remaining units by chimneys and rainwater goods to allow the units to be read individually, while projecting fascias provide shadow and relief to the roof treatment . The removal of ground floor garages and perpendicular parking spaces reactivates and re-engages the ground floor frontage and is far more successful in design terms. A common materials palette integrates the unit typologies that line the site and again creates a coherent whole. To the east of the open space, concerns relating to how the corner unit to the north would mediate between the more contemporary Chace Village Character Area and the more traditional Central Open Space has been satisfactorily addressed by the inclusion of a slightly modified version of the contemporary units to this elevation, the consistent proportions of which seamlessly integrate with the pattern and rhythm of development that line the open space.



Streetscene 2: Central Open Space Character Area

Chace Village Character Area

- 6.3.8 The principal purpose of the Chace Village Character Area is to mediate the space between the more traditional design ethos of Parcel A with the more contemporary design approach to Parcels B and the Hosptial Site as envisaged by the Site Wide Design Code. The design approach to this area, therefore, necessarily needs to express the more contemporary architectural language, whilst remaining identifiable as part of the wider Parcel. In this regard, while the proportions, rhythm, arrangement with short terraces bookended by larger three storey units with projecting gable end roof treatments, and the window hierachy of the units remains consistent with the wider development site, design features including recessed ground floor elements, recessed pan-floor window detailing installs a strong verticality to the units, which along with the recession of the rainwater goods serves to ensure that the units are physically distinct and again reflect the rhythm of the wider development. The use of darker building materials is also supported and this taken in tandem with the clean lines, gable detailing, window design and a simplified eaves profile, extols the contemporary while drawing references to and integrating with the wider development ensuring the development site can still be read as a single whole.



Streetscene 3: Chace Village Character Area

Eastern Edge & Central Character Area

- 6.3.9 The Eastern and Central Character Area accommodates the most units overall and is a more flexible area by which the development should seek to marry the different character areas into a coherent whole. To facilitate this, the units are far simpler in design terms, but retain now common thematic elements that are replicated across the site – namely in the form of proportions, window hierarchy and roof treatment with a proliferation of gable ends and pitched roofs. Visual interest and a sense of identity is fostered by the variations in typology set in defined groups that line each of the roads. To break up the built form a mix of projecting brick columns, parapet walls and a peppering of chimneys to the units ensures each of the properties are read as a single entity within a group rather than as an uninterrupted mass, particularly to the larger three storey units. The instatement of the part two, part three storey dwellings that serve to define the Lavender Hill Character Area feature in this area adjacent to the apartment block and serve to create a visual link between these neighbouring areas. The creation of the smaller two storey terrace units to Lavender Hill and the central homezone provides homage to the scale and rhythm of development to the former site while taking design referents from the finer grain terrace properties that pepper the surrounding area. Large gables are again broken up by rendered gable features and the redbrick provides a continuity in materials form the Central Open Space Character Area while and red / brown tile materials palette and design differentiates the area providing a subtle transition in form.



Streetscene 4: Eastern Edge & Central Character Area

Apartment Character Area

- 6.3.10 In relation to the apartment blocks, the principal concern to be addressed was how a desire for a landmark building extolled in the Parcel A Design Code could be achieved while ensuring that the development could be read and pay credence to the far smaller proportions and rhythm of the family units to the west. Following negotiations revised elevations have seen the installation of far more vertical emphasis to the western projection of the block and the incorporation of design features taken from the adjacent family units. This the case of the Lavender Hill elevation this has meant the incorporation of projecting three storey bay with gable ends, brick arched soldier coursing, as hipped roof treatment and chimney stacks, while to the Central and Eastern Character Area the formation of projecting brick columns and a gable end flank elevation. These features not only serve to break up the built form and

make it more relatable at a human scale, but also serve as bridging features that blur the distinction between the flatted block and the single family dwelling creating more of a coherent whole. Again, the window hierarchy established elsewhere on site is again replicated and consistent with the Site Wide Design Code, a greater attention has been paid to the design of the entrances to the eastern elevation to make more of a statement of these doors as principal rather than secondary access routes.

- 6.3.11 Each of the corner features positively address their respective corners effectively framing the routes and assisting in the legibility of the site. Variances in roof materials and the absence of the features replicated to the western projecting wings, successfully differentiates the design approach to a building that can be read as flatted development reminiscent of the mansion blocks that are evident across Enfield and to the wider surround. Vertical emphasis and relief is provided in the form of the projecting balconies and a two storey projecting bay to the south elevation, and while it is considered that the design of the balconies with vertical columns can be considered as relatively heavy and visually dominant, discussions around the design of these elements is ongoing. In addition, concern has been expressed in relation to the sheer bulk of the corner typology and associated elevations to Hunters Way where it is considered that additional measures are required to break up/soften and create a visually coherent block. Given the overall size of this element of the scheme, it is important to get the final design of this block correct and in this regard, at the time of writing some outstanding issues were being discussed between the parties to further refine the design, and while the principal of the design approach has been established in terms of the location of the flats, the external appearance of the blocks is still under discussion and any alterations will be reported as a late item. If for any reason the final design cannot be agreed in time for planning committee, Officers will ask for delegated authority to continue negotiations and determine the application once an agreement has been reached.

Lavender Hill Character Area

- 6.3.12 In terms of the Lavender Hill Character Area, the principal issue has been to ensure that this area successfully mediates between the mature and suburban character of Lavender Hill and the denser new residential development borrowing design and architectural cues from the existing stock to the south and west of the site. Following negotiations significantly revised plans were submitted to better reflect the existing pattern of development to provide that critical transition between the two spaces. An analysis of the surrounding area identified some key common architectural features that would immediately ingratiate the development into the surround. Arched Soldier coursing, rendered upperfloors, projecting gable bays, and mix of hipped and ridged roof treatments, parapets and chimneys as the photos below demonstrate.



Character Photo 2: Nos 200- 206 Lavender Hill



Character Photo 3: Nos 234- 236 Lavender Hill

6.3.13 In analysing the character of the area, the applicant has clearly sought to integrate some of these key architectural features into the Character Area, where typologies have been amended to reflect the adjacent pattern of development that now serves to read as a more coherent whole. The installation of the projecting bays to those typologies adjacent to the apartment building imposes a clear rhythm in the development which serves to break up the built form. To the part two, part three storey units to the west of the Character Area, the use of rendered upper floors seeks, along with the decorative arched soldier coursing, to provide a strong horizontal emphasis

and this coupled with parapet features, recessed redbrick two storey elements and rainwater goods provides relief in the built form and a verticality that not only allows the units to be read individually, but also give the appearance of a semi-detached pairs more akin to the pattern of development in the surround rather than a development that exclusively comprises terraced units. The net result of these changes, is a form of development that does mediate between the established character of the area and the new much higher density development to the subject site. The variety on the typologies proposed to this critical elevation for the site adds interest and reflect the often eclectic character of development across this section of Lavender Hill, while drawing upon some of the best examples of dwellings to create a defined sense of place that is outward looking. Changes in the building line and the creation of projecting bays effectively serves to break up the built form and make it more relatable despite each of the units being built over 2.5 to 3 storeys. Such a design approach is consistent with the aspirations of the Site Wide Design Code.



Streetscene 4: Lavender Hill Character Area

Summary

6.3.14 Following extensive negotiations, it is clear that the changes to the external appearance of the units and the imposition of character areas to address site specific context has served to create a development that can now be supported by Officers. The revised plans, more fully respond to the aspirations for the site to meditate between the more traditional suburban pattern of development in the surrounding area and the higher density new build units of the subject site whilst installing a capacity for more innovative and contemporary design approaches to come forward in later phases. However, Members are advised that the ultimate success of the changes will turn on the more finite detail and specification of the following:

- Details of the window opening type, along with typical window and door details (1:10 scale min);
- Typical opening details, demonstrating minimal reveal depths of 100mm
- Head and cill details;
- A wider high quality external finishing materials palette to break up the weight of similar materials
- Eaves, verge and ridge details;
- Details of dormers and rooflights;
- Details of canopies, balconies and rainwater goods; and

- Materials spec for elevations and roofs (including sample panels to secure the highest quality materials)

6.3.15 In this regard – and as agreed with the applicant – these elements will be conditioned for later consideration. On this basis, it is recommended that the reserved matter be discharged subject to conditions on the detailed elements of the design.

6.4 Landscaping

6.4.1 Condition 60 of approval under ref: 16/04369/FUL states:

6.4.2 *Development shall not commence on any individual residential development phase identified pursuant to condition 2 until full details of both hard surfacing and soft landscape proposals have been submitted to and approved by the Local Planning Authority...*

6.4.3 Details of a full and detailed landscaping strategy have been provided to satisfy the requirements of this condition. The landscaping strategy has been designed to accord with the principles underpinning the parent application namely:

- The promotion of urban greening
- Increased access to open space
- Conserve and enhance biodiversity
- Improve sustainable travel connections
- Promote healthy living
- Provide child playspace and amenity

6.4.6 As part of this overarching mantra, the applicant has identified the characteristics of the principal Local Open Space, the incidental green space and landscape buffer provided as part of this phase of the development to achieve the stated objectives and create a high quality and multi-functional public realm. In consultation with the Council's Tree Officer, it is considered that the planting schedule, the maintenance strategy, child playspace and biodiversity enhancements tabled (including a wildflower meadow and the planting of native species) is considered acceptable and as previously mentioned the removal of the perpendicular parking bays is such that the statutorily protected trees long term health will be preserved. Indeed, as part of this under conditions 62 and 66, the arboricultural report submitted as part of the landscaping strategy is sufficiently robust to satisfy the tree protection requirements of these conditions and accordingly can also be discharged if Members were to resolve to approve this application.

6.4.7 As originally submitted concern was raised by the SUDS Officer that the wider drainage strategy for the site relied too heavily on underground attenuation measures rather than the Policy preference for surface based SUDS systems. Discussions around drainage are ongoing and hence while it is considered that the landscaping condition can be discharged at this time, Members are advised that a full and detailed SuDS strategy is required by virtue of condition 77 of the same consent. The submitted scheme will provide the basis upon which the detailed SuDS works will be set and hence it is imperative that the principles established accord with the Council's wider aspirations for the design of the sustainable drainage systems.

- 6.4.8 Should additional above ground SuDS measures be secured as part of this discharge, the landscaping plan will need to be updated and if necessary redischarged as part of a resubmission and this will be conveyed to the applicant as part of an informative attached to the consent. On the basis of the above it is recommended that condition 60 is discharged pending submission of a detailed drainage strategy as per the requirements of condition 77.

7. Conclusion

- 7.1 Chase Farm is a strategically important site for the Borough and its surround. It is considered that each of the reserved matters submitted pursuant to conditions 57, 58, 59, 60 and details submitted pursuant to conditions 62 and 66 are largely acceptable, subject to the on-going discussions to resolve the design of the flat blocks referenced above and can be discharged.

8. Recommendation

1. **That the Reserved Matters (conditions 57, 58, 59 and 60) be APPROVED subject to conditions;**
2. **That conditions 62 and 66 be discharged .**
3. **In the event that final design details for the corner flatted blocks have not been secured, that Members grant delegated authority to the Head of Development Management/Planning Decisions Manager to approve the Reserved Matters subject to conditions once the final design of these blocks is resolved.**

8.2 Conditions

1. The development shall not commence until detailed plans and sections at a scale of 1:10 have been submitted and approved in writing by the Local Planning Authority to cover the following areas:
 - Details of the window opening type, along with typical window and door details;
 - Typical opening details, demonstrating minimal reveal depths of 100mm;
 - Head and cill details;
 - A wider high quality external finishing materials;
 - Eaves, verge and ridge details;
 - Details of dormers and rooflights;
 - Details of canopies, balconies and rainwater goods; and
 - Materials spec for elevations and roofs (including sample panels to secure the highest quality materials)

Reason: To ensure satisfactory appearance.

2. Notwithstanding the plans submitted, the development shall not commence until the detailed plans showing the design of the homezone, joining with Chace Village to the north of the site, have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied.

Reason: For the reasons of traffic safety, including pedestrian safety.

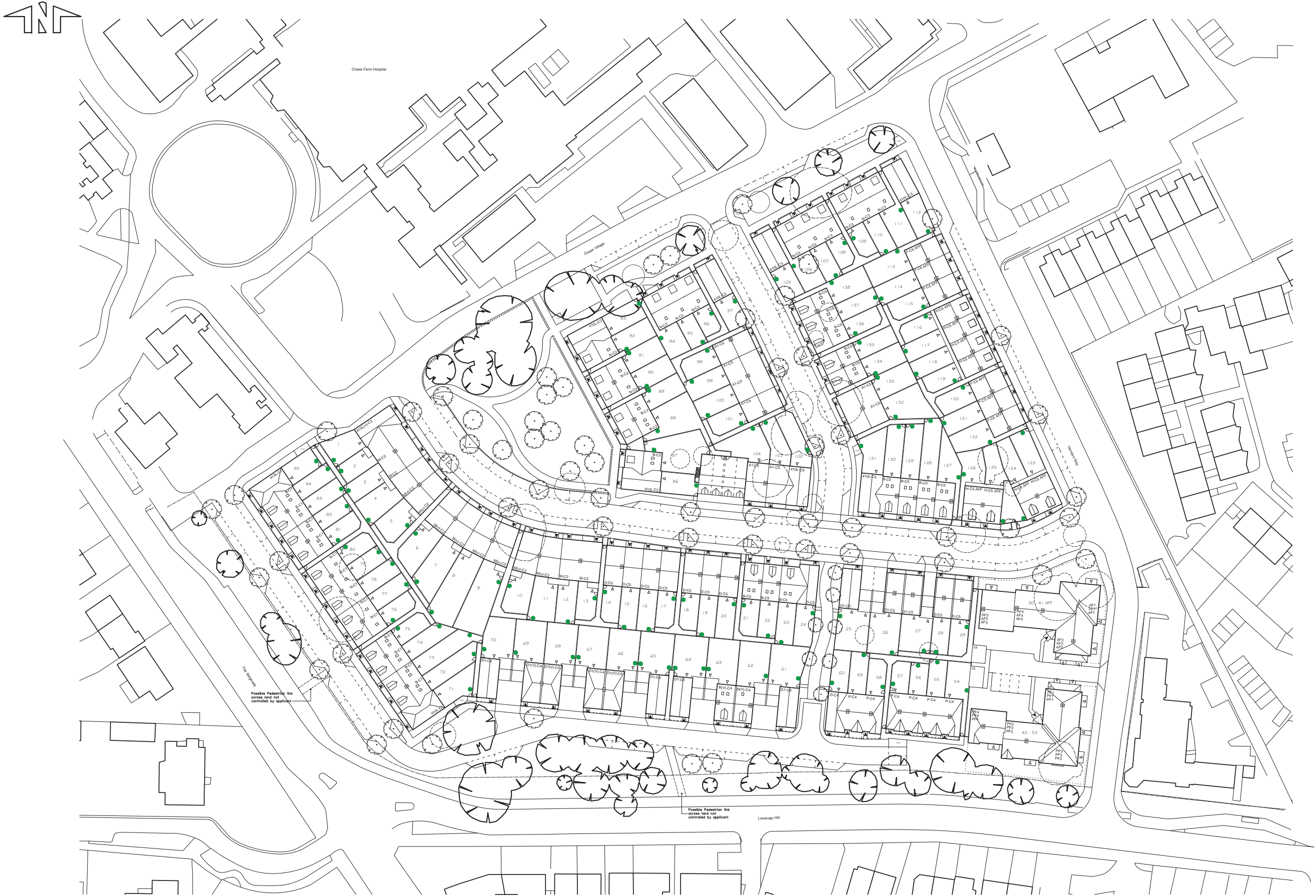
3. The primary pedestrian footpath located to the south of Chace Village indicated on Plan No. 1518 / 100 / 10.02, shall be built to adoptable standards and provided for public use and maintained as such thereafter. No obstructions or gating of the footpath shall be permitted at any time.

Reason: The removal of the pedestrian footpath required by virtue of s38 agreement is acceptable only in exceptional circumstances by which the path adjacent to the residential units and through the Local Open Space is upgraded to adoptable standards and retained for public access and thoroughfare in perpetuity.

Reason: In the interests of pedestrian safety.

8.4 Informative

- 8.4.1 The applicant is advised that this decision notice does not predetermine any other planning decision particularly in relation to surface water drainage and SuDS pursuant to condition 77 and currently under discussion. Any and all alterations to the SuDS strategy that may influence or change elements of the conditions covered under this notice will need to be revised and resubmitted for discharge



Accommodation Schedule

Private Dwellings

Private				
PF1-C6	2 bed flat	x		3
PF2-C6	2 bed flat	x		3
PF3-C6	2 bed flat	x		2
PF3(V)-C6	2 bed flat	x		1
PF4-C6	2 bed flat	x		3
A1-C5	3 bed house	x		8
B-C1	3 bed house	x		8
B-C2	3 bed house	x		3
B-C5	3 bed house	x		12
B(V)-C4	4 bed house	x		1
N-C1	3 bed house	x		5
N-C2	3 bed house	x		3
N-C3	3 bed house	x		9
N(V)-C4	4 bed house	x		1
P-C4	3 bed House	x		6
D-C4	4 bed house	x		1
D-C5	4 bed house	x		10
D1-C4	4 bed house	x		4
D1(V)-C4	4 bed house	x		4
D1-C5	4 bed house	x		3
M-C2	4 bed house	x		4
M(V)-C2	4 bed house	x		8
410L-C1	4 bed house	x		2
410L-C2	4 bed house	x		2
410L-C3	4 bed house	x		3
410L-C5	4 bed house	x		2
410L(V)-C2	4 bed house	x		1

Total Private Dwellings = 112

Affordable Dwellings

AF1-C6	1 bed flat	x		3
AF2-C6	1 bed flat	x		3
AF3-C6	2 bed flat	x		3
AF4-C6	3 bed flat	x		3
F-C5 AFF	2 bed house	x		6
H-C5 AFF	3 bed house	x		4
H(V)-C5 AFF	3 bed house	x		4

Total Affordable Dwellings = 26

Grand Total Dwellings = 138

Key

- Existing trees to be retained.
- Existing trees to be removed.
- New indicative tree planting.
- Refuse Store
- Cycle Store
- Refuse collection point
- Private refuse storage location
- 1.8m high close board fence with matchboard gate.
- 1.8m high brick wall (unless noted otherwise) with matchboard gate.
- Low level brick wall
- Brick wall with hedge behind
- 1m High Black Metal railings
- 600mm High Black Metal railings

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6 The Green Centre, Parkers Wood
St Albans, Herts. AL3 6PQ
t: 01727 830123 or email@cmykuk.net
www.cmykuk.net

For:

Linden
HOMES

Job:
Parcel A - Chase Farm Hospital, Enfield

Title:
Site Plan

Scale:
1:500 @A1

Date:
May '17

Rev:
1518 / 100 / 10.02



Hospital Character Area



Key Plan

Legend

- 1 Red/brown conc. roof tiles *
- 2 Grey conc. roof tiles *
- 3 Slate roof tiles *
- 4 Terracotta colour ridge tiles
- 5 Terracotta colour finial
- 6 Gabled dormers with white fascias
- 7 Clipped verges
- 8 White fascias & eaves
- 9 Flat roofed dormers
- 10 GRP chimneys with brick slips to match
- 11 Buff facing brickwork *
- 12 Dark red facing brickwork *
- 13 Red/brown facing brickwork *
- 14 Cream render
- 15 Recessed entrances
- 16 GRP canopies - white
- 17 GRP door surrounds & canopies - white
- 18 Lean to canopies - red/brown tiles
- 19 Gable canopies - red/brown tiles
- 20 Projecting brick columns
- 21 Recessed brickwork
- 22 Brick string course
- 23 Stone string course
- 24 Brick soldier course & arch
- 25 Guaged brick heads
- 26 Arched brick heads
- 27 Stone cills
- 28 UPVC side hung casement window
- 29 UPVC casement window - grey
- 30 Sliding sash window
- 31 Garage doors *
- 32 Black metal balconies
- 33 Black rainwater goods
- 34 Slotted stone gable feature
- 35 Round render gable feature
- 36 Timber gable feature - white

* Subject to approval



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t: 01727 620123 e: email@cmykuk.net
www.cmykuk.net

For: 

Job: Parcel A - Chase Farm Hospital, Enfield
Title: Hospital Character Area
Scale: NTS @ A1
Date: May '17
Dwg No: 1518 / 100 / 60.01
Rev:



Legend



- ① Red/brown conc. roof tiles *
- ② Grey conc. roof tiles *
- ③ Slate roof tiles *
- ④ Terracotta colour ridge tiles
- ⑤ Terracotta colour finial
- ⑥ Gabled dormers with white fascias
- ⑦ Clipped verges
- ⑧ White fascias & eaves
- ⑨ Flat roofed dormers
- ⑩ GRP chimneys with brick slips to match
- ⑪ Buff facing brickwork *
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- ⑬ Red/brown facing brickwork *
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- ⑮ Recessed entrances
- ⑯ GRP canopies - white
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- ㉙ UPVC casement window - grey
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- ㉝ Black rainwater goods
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- ㉟ Round render gable feature
- ㊱ Timber gable feature - white

* Subject to approval

Central Open Space Character Area

Key Plan



 <small> cmyk (Planning & Design) Ltd 8 The Grand Centre, Parkers Wood St Albans, Herts. AL3 6PQ t: 01727 620123 e: email@cmykuk.net www.cmykuk.net </small>	For: 		Job: Parcel A - Chase Farm Hospital, Enfield
			Title: Central Open Space Character Area
	Scale: NTS @ A1	Date: May '17	
	Dwg No: 1518 / 100 / 60.02		
	Rev:		



Legend

- ① Red/brown conc. roof tiles *
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* Subject to approval

Chase Village Character Area



Key Plan

 <small>CMYK (Planning & Design) Ltd 8 The Green Centre, Parkers Wood St Albans, Herts. AL3 6PQ t: 01727 620123 e: email@cmykuk.net www.cmykuk.net</small>			Job: Parcel A - Chase Farm Hospital, Enfield
	Title: Chase Village Character Area		Date: May '17
	Scale: NTS @ A1		Date: May '17
	Dwg No: 1518 / 100 / 60.03		Rev:

Key Plan



Plot 70

Plot 69

Plot 68



Plot 60

Plot 59

Plot 58

Legend

- 1 Red/brown conc. roof tiles *
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* Subject to approval



Plot 70

Plot 69

Plot 68

Plot 67

Plot 66

Plot 65

Plot 64

Plot 63

Plot 62

Plot 61

Turning

Plot 60

Plot 59

Plot 58

Plot 57


Plot 56

Plot 55


Plot 54

Plots 42 to 53

Lavender Hill Character Area



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Linden
HOMES

Job:
Parcel A - Chase Farm Hospital, Enfield

Title:
Lavender Hill Character Area

Scale:
NTS @ A1

Date:
May '17

Dwg No:
1518 / 100 / 60.04

Rev:

Legend

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- 29 UPVC casement window - grey
- 30 Sliding sash window
- 31 Garage doors *
- 32 Black metal balconies
- 33 Black rainwater goods
- 34 Slotted stone gable feature
- 35 Round render gable feature
- 36 Timber gable feature - white

* Subject to approval



Plot 27

Plot 26

Plot 25



Plot 121

Plot 120

Plot 119

Plot 118



Plots 30 to 41 Plot 29 Plot 28 Plot 27 Plot 26 Plot 25 Path Plot 24 Plot 23 Plot 22 Plot 21




Plot 122 Plot 121 Plot 120 Plot 119 Plot 118 Plot 117 Plot 116 Plot 115 Plot 114 Plot 113



Key Plan

Central and Eastern Edge Character Area

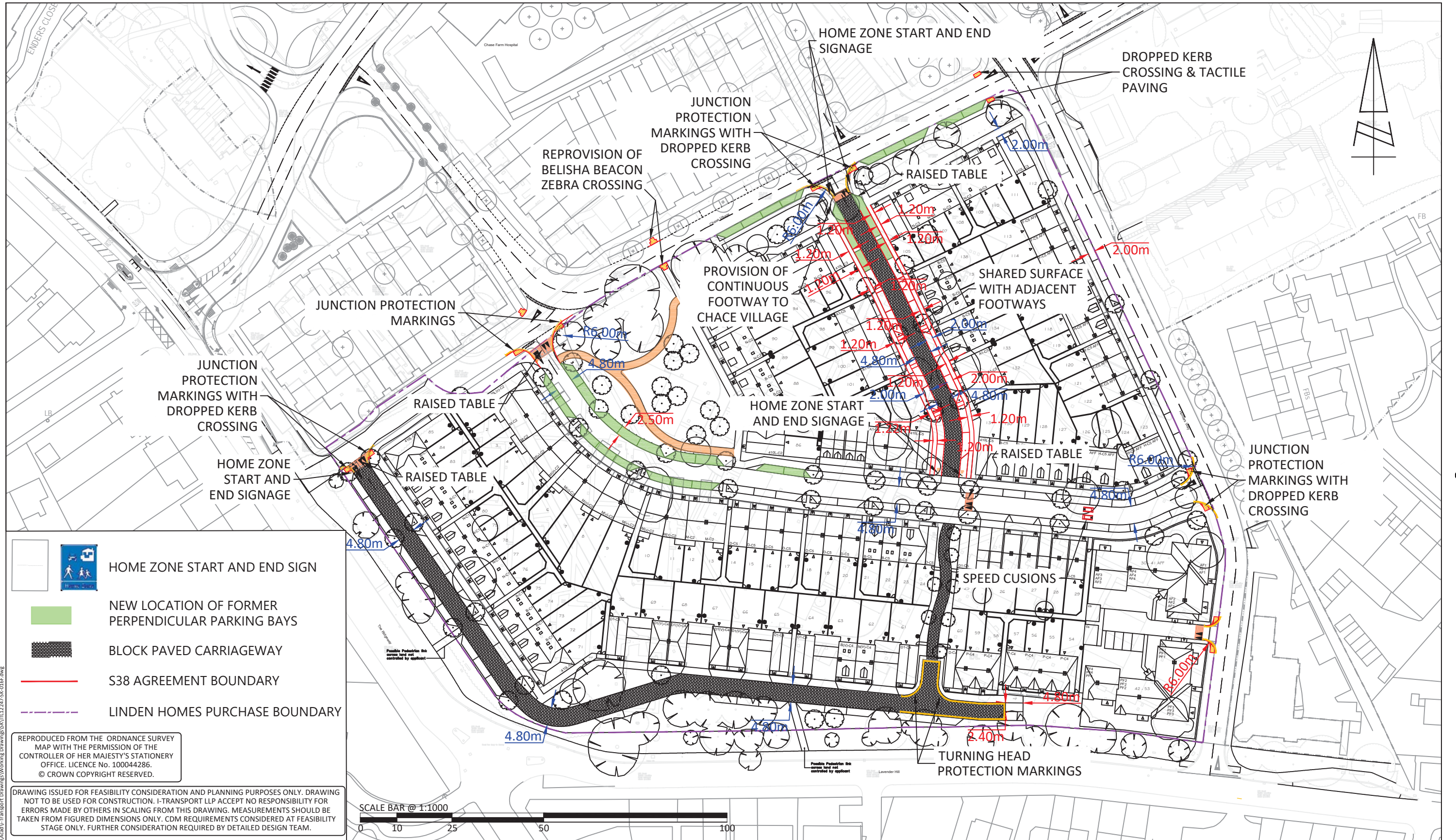


cmyk
PLANNING AND DESIGN
cmyk (Planning & Design) Ltd
8 The Grand Central, Parkside Wood
St Albans, Herts. AL3 6PQ
t: 01727 820123 e: email@cmykuk.net
www.cmykuk.net



Linden
HOMES

Job: Parcel A - Chase Farm Hospital, Enfield
Title: Central and Eastern Edge Character Area
Scale: NTS @ A1
Date: May '17
Dwg No: 1518 / 100 / 60.05
Rev:



<div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><div>1-Transport</div><div>4 Lombard Street, London, EC3V 9HD</div><div>Tel: 020 7190 2820</div><div>Fax: 020 7190 2821</div><div>www.i-transport.co.uk</div></div></div>						F	09.06.17	JD	INC HIGHWAYS COMMENTS	JD	JD	TITLE: C68 - PARKING AND TURNING		SCALE @ A3: 1:1000	CHECKED: JD	APPROVED: JD
D	02.06.17	JD	PAVING,HOME ZONE	JD	JD		FILE REF: ITL12247-SK-016	DRAWN: JD	DATE: 09.06.17							
C	03.05.17	JB	MINOR AMENDMENTS	JD	JD											
B	28.04.17	RN	MINOR AMENDMENTS	JD	JD											
REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: CHASE FARM PARCEL A - ENFIELD			CLIENT: LINDEN HOMES			DRAWING No: ITL12247-SK-016				
STATUS: FOR INFORMATION												PROJECT No: ITL12247		REV: F		

LEGEND

Existing trees and vegetation to be retained

Proposed structural native tree planting

Proposed flowering tree planting

Proposed plot shrub planting

Proposed decorative shrub planting in communal areas

Proposed native hedge planting

Proposed wildflower meadow grass

Proposed bitmac road surface

Proposed public footpaths

Proposed private footpaths

Proposed breedon gravel path

Proposed charcoal permeable keyblock paving

Proposed bracken block paving for parking

Proposed natural keyblock paving for private parking

Proposed amenity greenspace to comprise of a formal grass area, wildflower meadows, groups of native tree, shrub planting, natural play area and benches for residents

Proposed metal railings to boundary of open space

Proposed 2m wide breedon gravel buff coloured path to link open space with residential properties

Proposed wildflower grass meadow creating an attractive habitat with diverse ecological benefits

Trees strategically located to provide further visual amenity to the proposed development site

A combination of hard landscape materials to delineate between private, semi-private and public areas

Permeable paving locations

Proposed street trees, with species chosen for their local provenance, providing structure and visual connectivity to species within the local environment

Proposed native hedge planting along the boundary of the flats to create private amenity space for residents. The hedge will also provide opportunities for local wildlife habitation and ecological connectivity

Proposed strategically located flowering trees to provide visual amenity within communal verges

Proposed residential streets defined through a combination of hedgerows and ornamental shrub planting which delineate between public and private spaces by creating a soft and attractive frontage

Proposed decorative shrub planting in communal verges to secure property boundaries and to create an attractive habitat with diverse ecological benefits

Proposed bulb planting within landscape buffer

Proposed oak trees to infill gaps within the existing belt of trees

Existing trees and vegetation to be retained along the southern boundary to maintain the ecological benefits and to provide a mature vegetative backdrop

Indicative Planting Schedule			
Trees			
Species Name	Girth	Height	Density
Cornus alba 'Kesselringi'	1.2m	1.2m	0.6Ctr Double Staggered at 0.3m offset
Cornus sanguinea	40-60cm	4.0-5.0m	Counted
Cornus sanguinea 'Midwinter Fire'	40-60cm	4.0-5.0m	Counted
Cornus stolonifera 'Flaviramea'	40-60cm	4.0-5.0m	Counted
Daphne x transatlantica 'Eternal Fragrance'	40-60cm	4.0-5.0m	Counted
Deutzia gracilis	40-60cm	3.0-4.0m	Counted
Erica carnea 'Praecox Rubra'	10-20cm	2L	Counted
Escallonia 'Donard Seeding'	40-60cm	10L	Counted
Escallonia laevis 'Gold Brian'	40-60cm	6L	Counted
Escallonia rubra 'Crimson Spire'	40-60cm	10L	Counted
Eunonymus fortunei 'Blondy'	20-30cm	3L	Counted
Fuchsia magellanica	20-30cm	3L	Counted
Gaultheria procumbens	10-20cm	3L	Counted
Gaultheria shallon	30-40cm	3L	Counted
Hebe 'Baby Maria'	20-30cm	3L	Counted
Hebe 'Garden Beauty Blue'	20-30cm	3L	Counted
Hebe 'Red Edge'	20-30cm	3L	Counted
Hebe frutescens 'Blue Gem'	20-30cm	3L	Counted
Hedera helix 'Erecta'	30-40cm	3L	Counted
Hydrangea macrophylla 'Mariesii'	60-80cm	10L	Counted
Hydrangea macrophylla 'Velvetii'	40-50cm	7.5L	Counted
Hypericum 'Hidcote'	40-60cm	10L	Counted
Hypericum androsaemum	30-40cm	5L	Counted
Hypericum mosianum	30-40cm	3L	Counted
Lavandula angustifolia 'Munstead'	40-60cm	7.5L	Counted
Shrubs			
Species Name	Height	Pot Size	Specification
Acer palmatum 'Dissectum'	100-125cm	15L	Branches
Buddleia davidii	40-60cm	10L	Branches
Buxus sempervirens	100-120cm	4L	Leader: Half Standard :C
Buxus sempervirens	40-60cm	5-7.5L	Instant hedgerow planting :C: maintain at 45cm height
Chaenomeles speciosa 'Gaishan Girl'	40-60cm	5-7.5L	Branches :C
Choisya 'Aztec Pearl'	30-40cm	7.5L	Bushy :C
Choisya x derriethana	30-40cm	7.5L	Bushy :C
Cistus purpureus 'Alan Pradd'	30-40cm	7.5L	Bushy :C

Species Name			
Cornus alba 'Kesselringi'	Height	Pot Size	Specification
Cornus sanguinea	30-40cm	7.5L	Bushy :5/9 brks :RB
Cornus sanguinea 'Midwinter Fire'	40-60cm	10L	Branches :C
Cornus stolonifera 'Flaviramea'	40-60cm	10L	Branches :5 brks :RB
Daphne x transatlantica 'Eternal Fragrance'	40-60cm	3L	Bushy
Deutzia gracilis	40-60cm	7.5L	Bushy
Erica carnea 'Praecox Rubra'	10-20cm	2L	Bushy :3/4 brks :C
Escallonia 'Donard Seeding'	40-60cm	10L	Bushy :C
Escallonia laevis 'Gold Brian'	40-60cm	6L	Bushy
Escallonia rubra 'Crimson Spire'	40-60cm	10L	Bushy :C
Eunonymus fortunei 'Blondy'	20-30cm	3L	Bushy
Fuchsia magellanica	20-30cm	3L	Bushy :5 brks :C
Gaultheria procumbens	10-20cm	3L	Several shoots :5 brks :C
Gaultheria shallon	30-40cm	3L	Bushy :C
Hebe 'Baby Maria'	20-30cm	3L	Bushy :C
Hebe 'Garden Beauty Blue'	20-30cm	3L	Bushy :C
Hebe 'Red Edge'	20-30cm	3L	Bushy :C
Hebe frutescens 'Blue Gem'	20-30cm	3L	Bushy :C
Hedera helix 'Erecta'	30-40cm	3L	Bushy :C
Hydrangea macrophylla 'Mariesii'	60-80cm	10L	Bushy :C
Hydrangea macrophylla 'Velvetii'	40-50cm	7.5L	Branches
Hypericum 'Hidcote'	40-60cm	10L	Branches :C
Hypericum androsaemum	30-40cm	5L	Branches :C
Hypericum mosianum	30-40cm	3L	Bushy :C
Lavandula angustifolia 'Munstead'	40-60cm	7.5L	Bushy :C

Species Name			
Mahonia aquifolium 'Apollo'	Height	Pot Size	Specification
Mahonia japonica	25-30cm	3L	Branches :3 brks :C
Osmanthus burkwoodii	30-40cm	10L	Bushy :5/9 brks
Ozothamnus rosmarinifolius 'Silver Jubilee'	25-30cm	6L	Branches
Philadelphus 'Sybille'	30-40cm	3L	Branches
Prunus laurocerasus	50-60cm	10L	Branches :5 brks :RB
Prunus lusitanica	100-120cm	3L	Bushy :3/4 brks :RB
Ribes laurifolium	30-40cm	10L	Bushy :3 brks :C
Ribes sanguineum 'King Edward VII'	30-40cm	7.5L	Bushy
Rosa 'Ballarina'	30-40cm	3L	Bushy
Rosa 'Ballerina'	40-60cm	5L	Bushy :C
Rosmarinus officinalis	40-60cm	7.5L	Bushy :C
Sarcococca hookeriana humilis	30-40cm	3L	Bushy
Skimmia confusa 'Kew Green'	30-40cm	5-7.5L	Bushy :3 brks :C
Skimmia japonica reevesiana	30-40cm	5-7.5L	Bushy :3 brks :C
Spiraea japonica 'Anthony Waterer'	40-60cm	5-7.5L	Bushy :C
Viburnum bodnantense 'Dawn'	30-40cm	3L	Bushy
Viburnum davidii	30-40cm	5-7.5L	Bushy :3 brks :C
Viburnum judaii	100-120cm	10L	Branches :3 brks :C
Viburnum opulus	50-60cm	10L	Branches :5 brks :RB
Viburnum opulus 'Compactum'	50-60cm	10L	Branches :5 brks :RB
Viburnum tinus	45-60cm	10L	Branches :3 brks :C
Viburnum tinus 'Gwenllian'	60-80cm	10L	Bushy :C
Weigela florida 'Follis Purpurea'	30-40cm	3L	Bushy :C
Weigela florida 'Wine & Roses'	30-40cm	3L	Bushy :C

Conifers			
Species Name	Height	Specification	
Chamaecyparis law. 'Alumgold'	100-125cm	Standard :Bushy	
Herbaceous			
Species Name	Pot Size	Specification	
Bergenia 'Overture'	5-7.5L	C	
Iris sibirica 'Tropic Night'	2L	Full Pot	
Persicaria affinis 'Superba'	2L	Full Pot	
Tiarella cordifolia	2L	Full Pot	
Bulbs			
Species Name	Density		
Allium beesianum	30/m²		
Galanthus nivalis	30/m²		
Narcissus 'Tete a Tete'	30/m²		
Narcissus cyclamineus	30/m²		
Narcissus pseudonarcissus	30/m²		
Ferns			
Species Name	Pot Size	Specification	
Dryopteris affinis 'Crispa'	5-7.5L	C	
Dryopteris affinis 'Cristata'	3L		

Phase A, Chase Farm Hospital, Enfield Landscape Masterplan

client Linden Homes

scheme Phase A, Chase Farm Hospital, Enfield

drawing Landscape Masterplan

date Nov. 2016 scale 1:500@A1

drawn IN/RC checked HCS

dwg no. LIN20863 10 F

Rev	Date	Details	Drawn
A	26.04.17	Layout changes	AD
B	03.05.17	Layout changes	AD
C	05.06.17	Layout changes	AD
D	07.06.17	Paving updated to permeable	IN
E	08.06.17	Play area added in open space	AD
F	09.06.17	Homezone paving updated	AD

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ACD ENVIRONMENTAL

Ecology
Archaeology
Arboriculture
Landscape Architecture

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27 June 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Sharon Davidson
Ms Eloise Kiernan
Tel No: 020 8379 3830

Ward:
Palmers Green

Ref: 17/00275/FUL

Category: Full Application

LOCATION: 1 Windsor Road, London, N13 5PP,

PROPOSAL: Change of use of existing single storey side extension from tutoring (Class D1 to residential (Class C3) to increase existing ground floor unit with alterations to front fenestration.

Applicant Name & Address:

Mr J Stewart
2A Viga Road
London
N21 1HJ

Agent Name & Address:

John Perrin And Sons Ltd
885 Green Lanes
London
N21 2QS

RECOMMENDATION:

It is therefore recommended that planning permission be **GRANTED** with conditions.

Ref: 17/00275/FUL LOCATION: 1 Windsor Road, London, N13 5PP,



1. Site and surroundings

- 1.1 The application site comprises a two storey end-of-terraced building, which is situated on the southern side of Windsor Road with an access road immediately to the west. The property features a single storey side extension that is attached to no. 1 Windsor Road.
- 1.2 The street scene features a number of dwellings of a similar design, age and character.
- 1.3 The site is not listed, or within a Conservation Area.

2. Proposal

- 2.1 The applicant seeks full planning permission for the change of use of part ground floor from tutoring (Class D1) to residential (Class C3), enlarging existing dwelling with alterations to front fenestration.
- 2.2 This differs from the previously refused application ref.16/00125/FUL, which was for the conversion of existing ground floor office used for tutoring to a 1-bed self-contained flat together with a single storey rear extension.
- 2.3 An amended plan has been received during the determination period to demonstrate the proposed layout and clarify the proposed openings of the proposed unit.

3. Relevant Planning Decisions

- 3.1 16/01396/PRJ - Change of use from Office Use (Class B1 (a) to residential (Class C3) including single storey rear extension-prior approval required.
- 3.2 16/00125/FUL - Conversion of office to studio flat including erection of single-storey rear extension-refused for the following reasons:
 - 1. The proposed flat by reason of its inadequate floorspace, represents a substandard and inappropriate form of accommodation which would be detrimental to the residential amenities of future occupants, contrary to Policy 3.5 of the London Plan, Policy CP4 of the Enfield Plan Core Strategy, Policy DMD8 of the Development Management Document, the Mayor of London Housing Supplementary Planning Guidance and the National Planning Policy Framework.
 - 2. The single storey rear extension by virtue of its siting, height and depth would result in a loss of outlook and be overly dominant to the neighbouring occupiers at no. 1 Windsor Road, contrary to Core Policy 30 of the Core Strategy and Policy 11 of the Development Management Document.
 - 3. Insufficient information has been submitted to robustly justify an absence of a full contribution towards off site affordable housing provision. In this regard it

is considered that the proposal fails to provide a sufficient level of affordable housing and associated monitoring fees, contrary to Policies 3 and 46 of the Core Strategy, Policy DMD2 of the Development Management Document, Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan and the S106 Supplementary Planning Document.

4. Insufficient evidence has been submitted to demonstrate the overall energy efficiency of the scheme to accord with the 8% CO2 reduction targets set by the London Plan and the principles of the energy hierarchy. In the absence of an appropriate mechanism to secure a financial contribution for a deficit from this target to accord with the adopted s106 SPD this is contrary to the objectives of Core Policy 20 of the Core Strategy, DMD51 of the Development Management Document and Policies 5.2, 5.3 and 5.4 of the London Plan as well as the NPPF.

- 3.2 15/01306/FUL - Conversion of office at ground floor to a 1-bed self-contained flat together with a single storey rear extension-refused and dismissed at appeal

4. Consultation

4.1 Statutory and Non Statutory Consultation

- 4.1.1 Traffic and Transportation - No objections subject to conditions.
- 4.1.2 Commercial Waste - No comments.
- 4.1.3 Environmental Health - No objections subject to conditions.
- 4.1.4 Thames Water - No objections.

4.2 Public Responses

- 4.2.1 Letters were sent to 37 adjoining and nearby residents on 26 January 2017 with reconsultation on 20 March 2017. Twenty seven responses were received, which raised the following matters:
 - Loss of tuition centre would be detrimental to community, which has benefited from the maths centre for the last 20 years;
 - Conflicts with Local Plan;
 - Loss of parking;
 - Loss of privacy; and
 - Strain on existing community facilities.
- 4.2.2 The applicant has also produced a petition with approximately 100 signatures and information including declarations from past and existing pupils and photos of the maths centre.
- 4.2.3 Additionally, Cllr Erin Celebi has expressed an interest in the site.

5. Relevant Policy

5.1 Development Management Document

DMD6	Residential Character
DMD37	Achieving High Quality and Design-Led Development
DMD45	Parking
DMD49	Sustainable Design and Construction Statements
DMD68	Noise

5.2 Core Strategy

CP4: Housing quality
CP5: Housing types
CP30: Maintaining and improving the quality of the built and open environment

5.3 London Plan

Policy 3.5	Quality and design of housing developments
Policy 6.13	Parking
Policy 7.4	Local character
Policy 7.6	Architecture

5.4 Other Policy

National Planning Policy Framework
National Planning Practice Guidance

6. Analysis

6.1 Background

- 6.1.1 Several planning applications have been submitted to convert the existing office into self-contained residential accommodation. These have all been refused and ref: 15/01306/FUL was dismissed at appeal.
- 6.1.2 The first scheme ref: 15/01306/FUL was for a one-bed flat with extensions and was refused due to inadequate floorspace and impact of the extension on neighbouring occupiers. This was dismissed at appeal due to inadequate floorspace.
- 6.1.3 The most recent scheme 16/00125/FUL was for a one-bed studio with extensions and was refused due to inadequate floorspace, impact of the extension on neighbouring occupiers and insufficient information for energy efficiency and affordable housing. A key consideration is therefore whether the scheme overcomes the reasons for refusal and matters raised in the appeal decision.

- 6.1.4 On assessment of the submitted plans, the proposed layout was akin to that refused under ref: 16/00125/FUL and therefore an amended plan 2543/4A was sought to clarify the layout and openings.

6.2 Principle of development

- 6.2.1 The proposals seek to convert the existing floorspace serving an office into residential accommodation to provide an enlarged one-bedroom flat at ground floor level. The openings would be removed and the floorspace would thus serve as a kitchen and lounge area.
- 6.2.2 A number of representations have been received against the loss of the office accommodation, which is currently used as a maths tuition centre. The loss of the existing office accommodation would not be detrimental to the character and appearance of the street scene as it occupies an existing extension attached to a dwelling and is sited within a residential location. Planning records indicate that this element of the building was in use as office accommodation, however as representations and photographic evidence were received for further applications in 2016, it was clear that the office accommodation was in fact an established teaching facility for 20 years. This matter was not previously raised during the determination of planning application ref. 15/01306/FUL, or by the Inspector within the dismissed appeal decision and as such officers consider that it can't be raised as an issue on this occasion.

6.3 Unit Sizes

- 6.3.1 Policy 3.5 of the London Plan, as detailed in Table 3.3 stipulates the minimum space standards for new development. The proposed unit would be expected to meet and where possible exceed these minimum standards. The proposals will also be expected to meet the design criteria in the London Housing SPG.
- 6.3.2 The GIA excludes staircases, communal areas and any other area which is incapable of practical use. Additionally, each unit would need to be self-contained and have, inter alia, rooms of an adequate size and shape and feature its own entrance, kitchen and bathroom accommodation.

Flats	Dwelling type (bedroom (b)/persons- bedspaces (p))	Required GIA (sq.m) in London Plan	GIA (sq,m)
Flat 1	1b2p	50	70

- 6.3.3 The amended floor plans demonstrate that the proposed floorspace would be utilised as part of the existing one-bed flat. It is not proposed to create an additional flat within the office floorspace, which was refused by the Council and dismissed at appeal. The proposed floorspace would increase the accommodation to approximately 70 sq.m, and therefore provide more spacious living accommodation for occupants, which has addressed the previous reason for refusal and is considered acceptable, having regard to policies 3.5 of the London Plan and CP4 of the Core Strategy.

6.4 Neighbouring Amenities

- 6.4.1 The proposed extensions have been removed from the scheme and therefore the previous reasons for refusal based on residential amenities have been addressed.
- 6.4.2 The increased floorspace and new openings to serve the one-bed unit would not have any further impacts on residential amenities over the existing arrangement.

6.5 Character and Appearance

- 6.5.1 The proposed removal of the existing door and window and replacement with a larger window would not be detrimental to the character and appearance of the building, or visual amenities of the street scene. The alteration is of a minor nature and in keeping with the existing building, having regard to policy DMD37 of the DMD.

6.6 Traffic and Transportation

- 6.6.1 The application site is located on Windsor Road, which is unclassified with a PTAL of 2 and therefore has a low level accessibility to public transport.
- 6.6.2 The proposals are not considered to increase the trip generation over and above the existing office use of the site. There are no changes to the level of car parking spaces on site as a result of the proposals. It was noted that there are 6 parking spaces located at the rear of no.1, which fall out of the application boundary. These are accessed by a non-adopted access road. Overall it is not considered that the proposals would lead to significant adverse impacts which will be prejudicial to the free flow of traffic in the area.

Cycle Parking

- 6.6.2 No details are given relating to cycle storage, however there is a space on the site to accommodate this and therefore details could be secured by an appropriate condition, should the scheme be granted, having regard to Policy DMD45 of the DMD and 6.9 of the London Plan.

Refuse Storage

- 6.6.3 No details are given relating to refuse storage, however there is a hardstanding to the front of the site, which could accommodate and therefore details could be secured by an appropriate condition, should the scheme be granted, having regard to Policy DMD47 of the DMD.

6.7 s106 and Community Infrastructure Levy (CIL)

- 6.7.1 As of the April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England

and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sum. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2014.

- 6.7.2 In this instance the development would not be liable for CIL as it is a conversion of existing floorspace under 50 sq.m.

7. Conclusion

- 7.1 In conclusion, the proposed scheme is considered to have addressed the previous reasons for refusal and the matters rose in the appeal decision and are therefore, now considered acceptable.

8. Recommendation

- 8.1 In light of the above, it is therefore recommended that planning permission be granted with the following attached conditions:

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

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

2. Approved Plans

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

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

3. Materials to Match

The external finishing materials shall match those used in the construction of the existing building and/or areas of hard surfacing.

Reason: To ensure a satisfactory appearance.

4. Refuse Details

The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield Waste and

Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

5. No Additional Fenestration

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

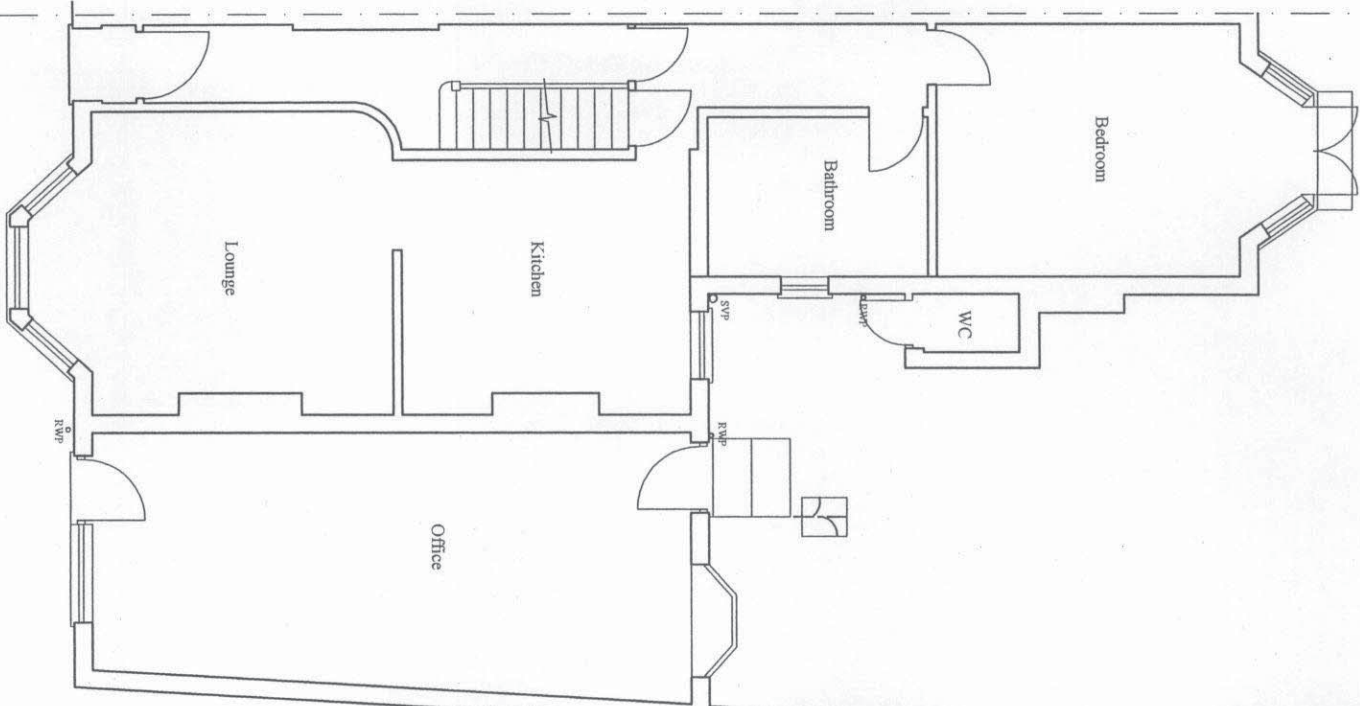
Reason: To safeguard the privacy of the occupiers of adjoining properties.

6. Cycle Parking

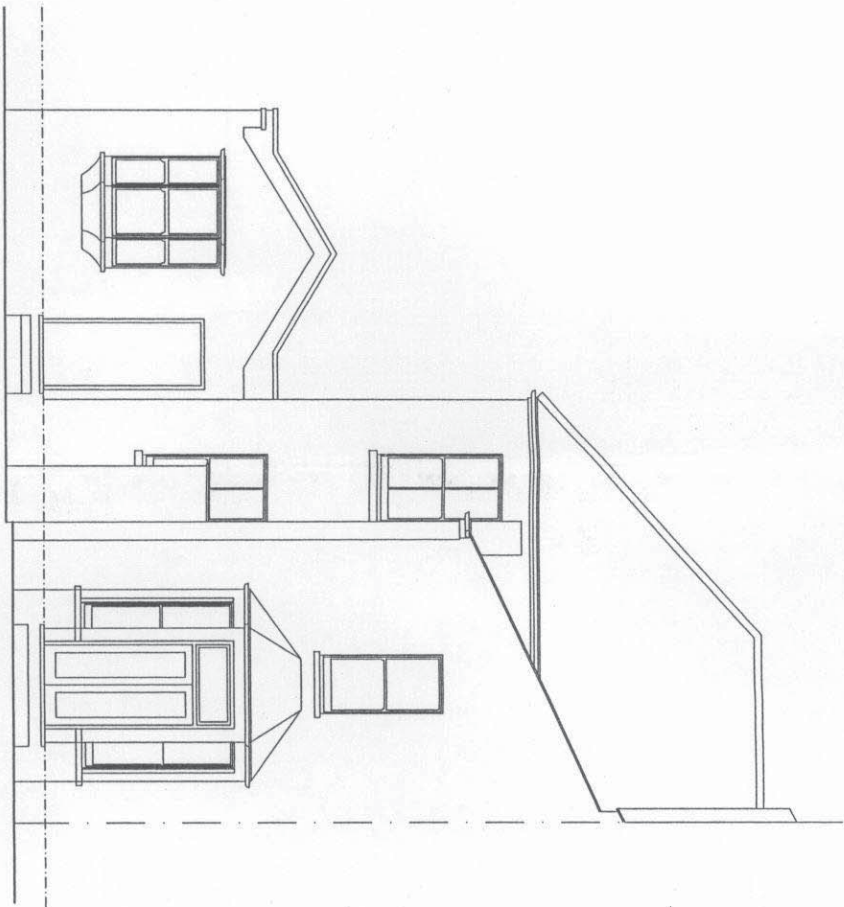
The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

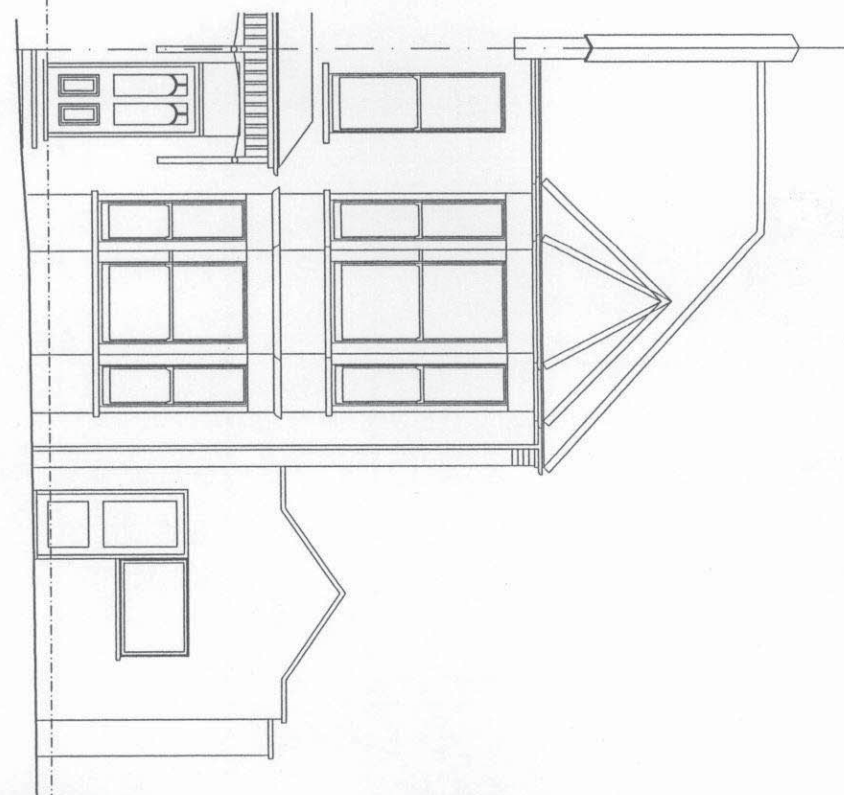
ground floor plan



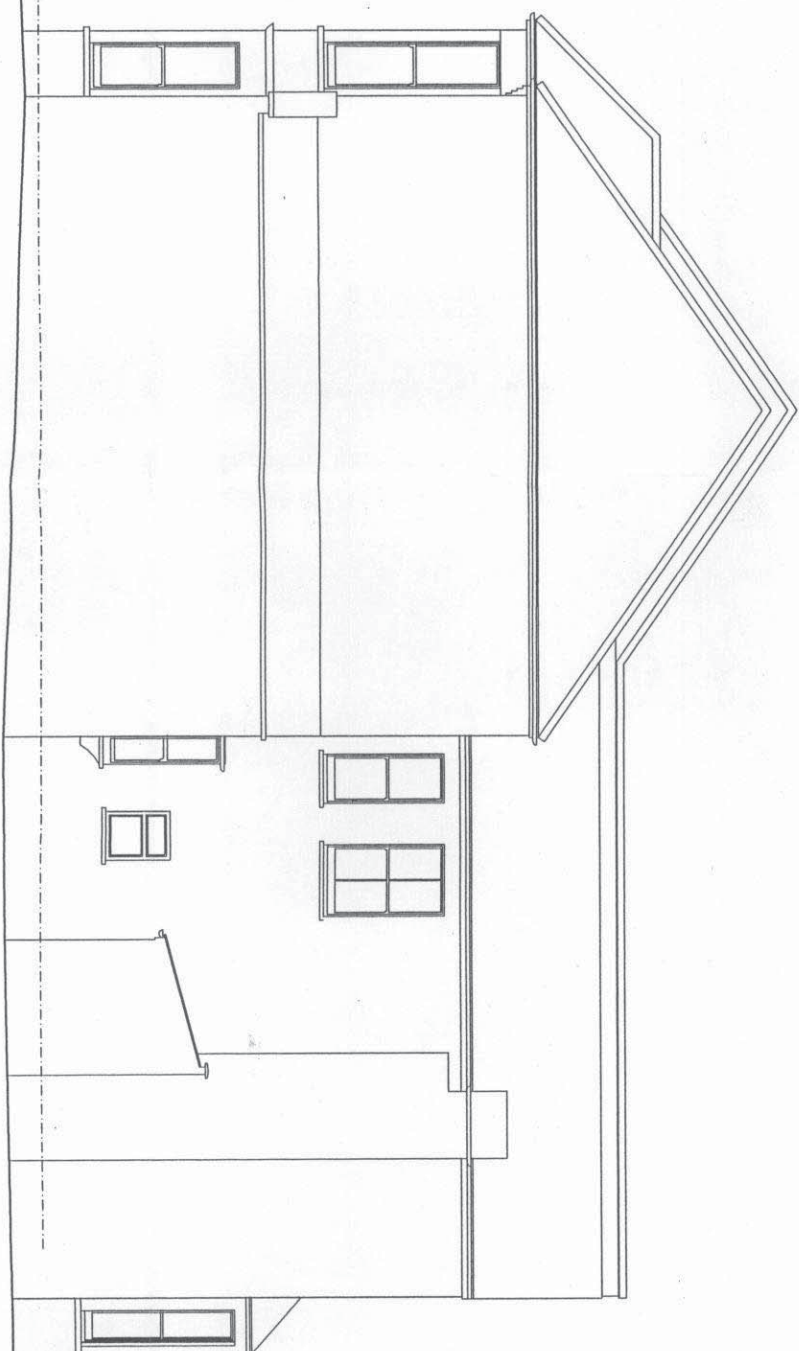
rear elevation



front elevation



side elevation



Survey as existing

1 Windsor Road, London N13

date: January 2015 scale: 1:100 @ A3

JOHN PERRIN & SONS Ltd

BUILDING SURVEYORS & DESIGNERS

888 Green Lane, Wembley Hill, London HA2 7AS

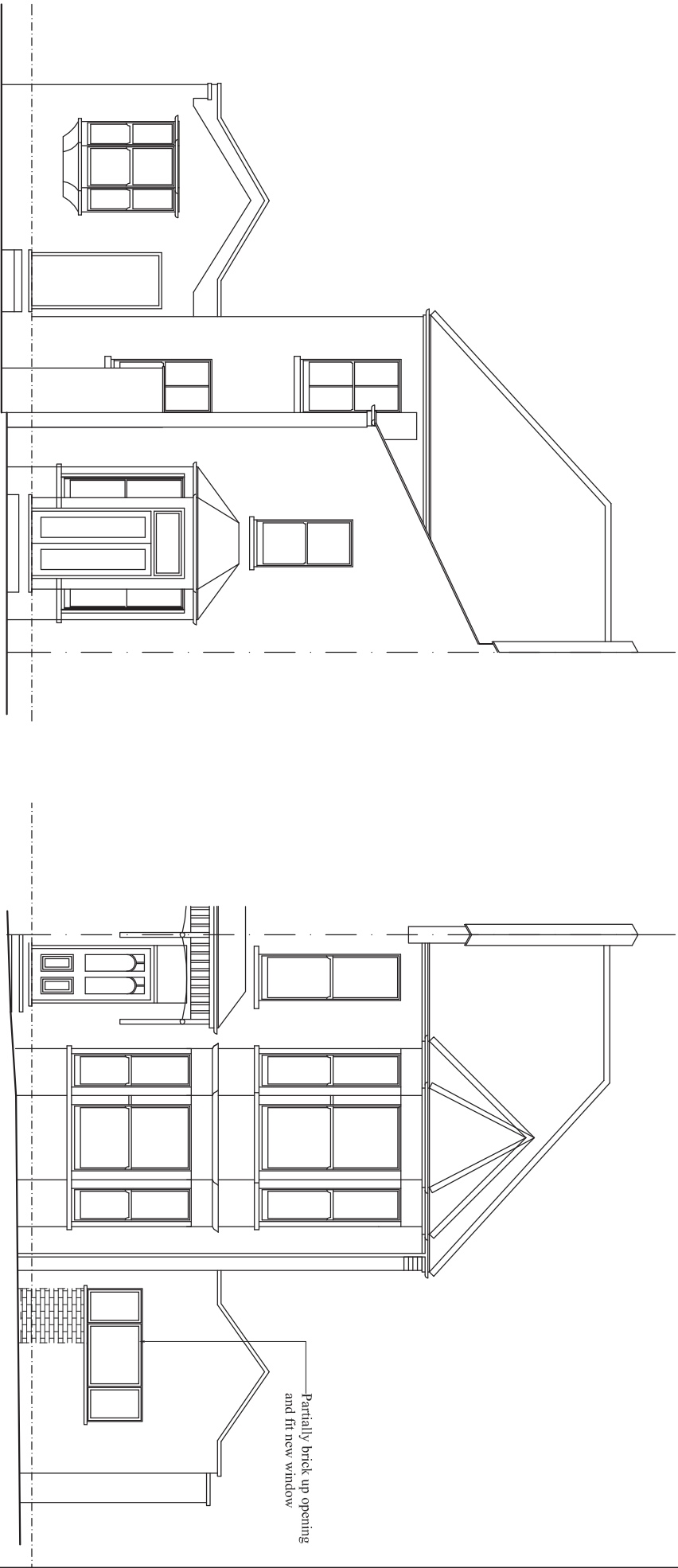
020 8996 2525 (09:00-17:00)

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All dimensions are to be checked on site.

drawing number

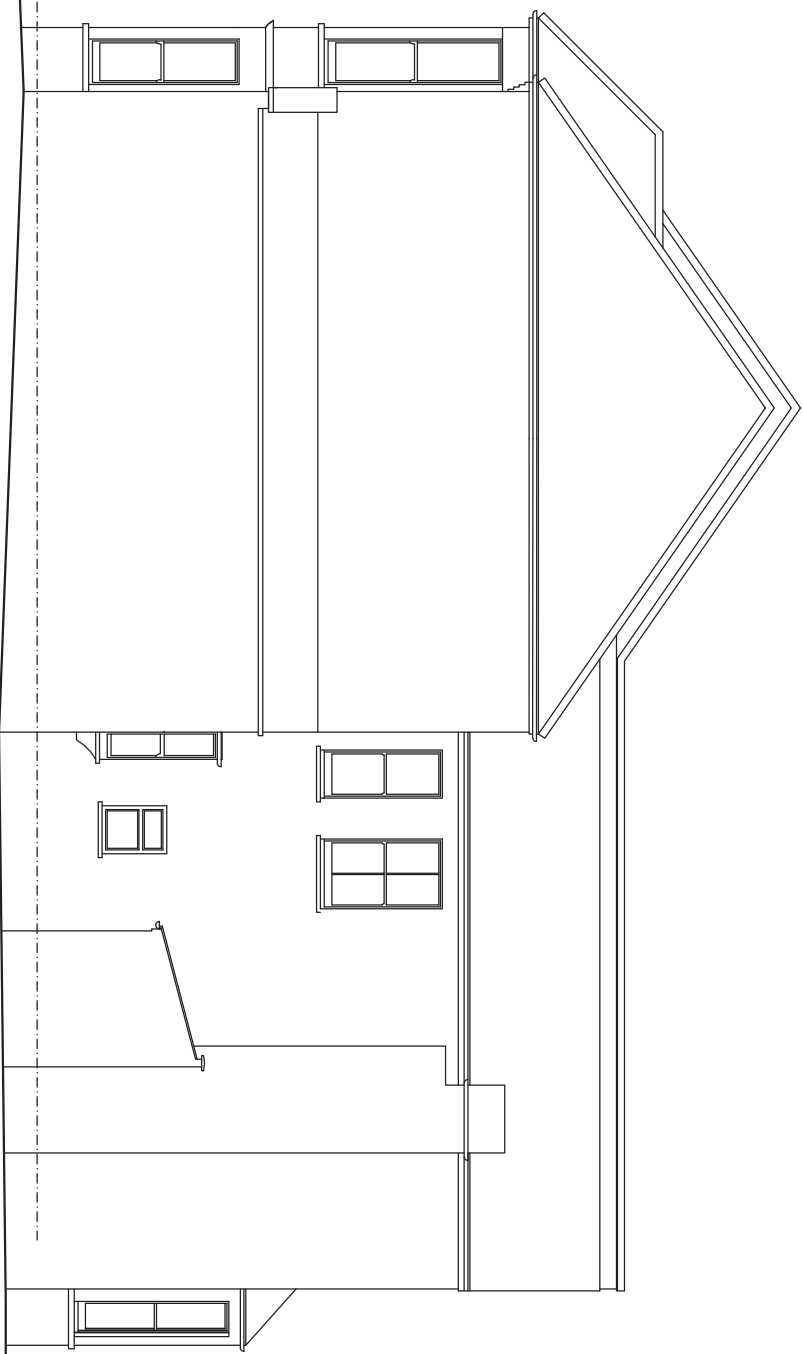
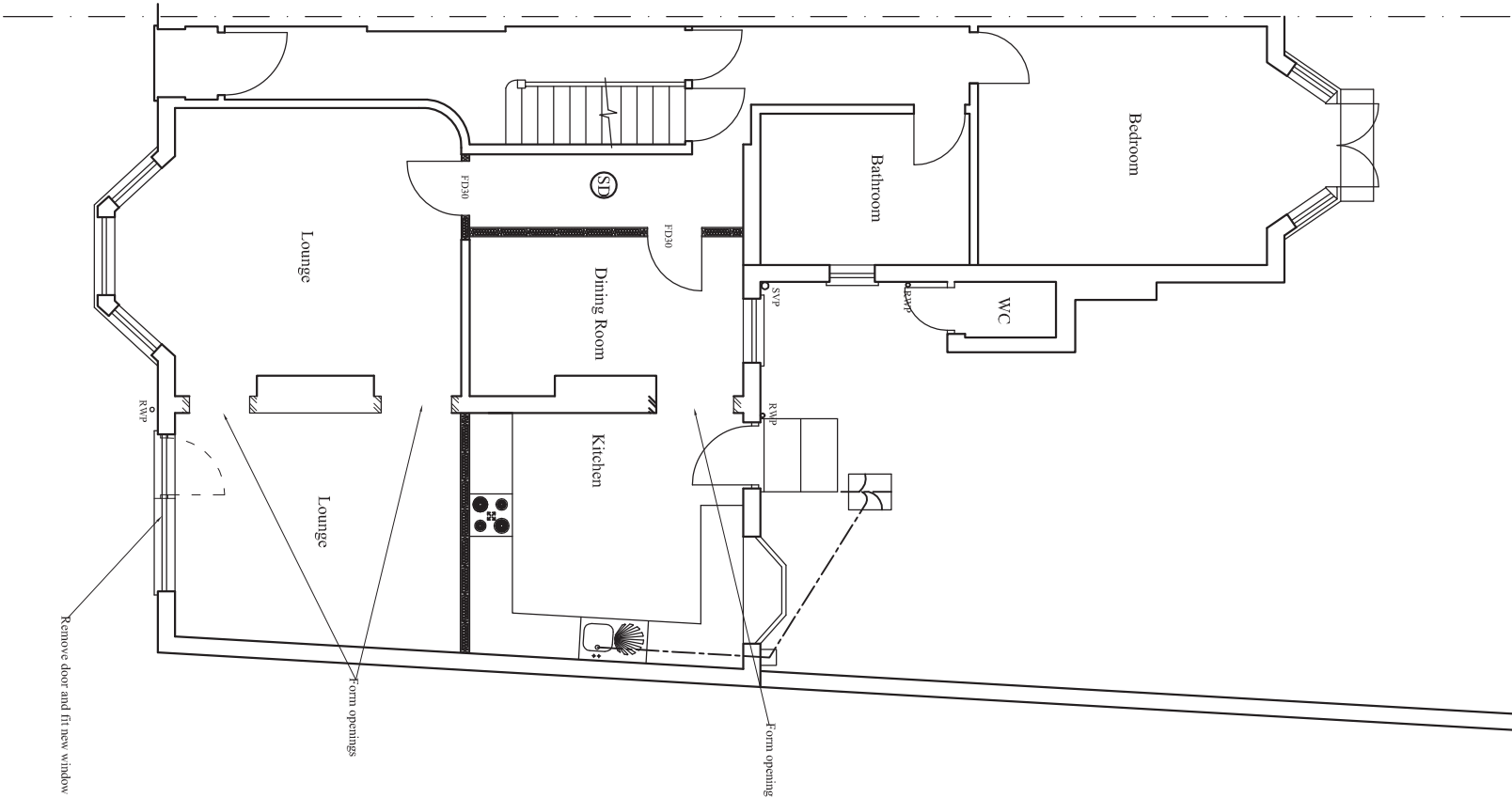
2543/1



rear elevation

front elevation

ground floor plan



side elevation

project	
Proposed change of use from D1 to extension to ground floor flat	
site	1 Windsor Road, London N13
date	January 2015
scale	1:100 @ A3
JOHN PERKIN & SONS Ltd	
BUILDING SURVEYORS & DESIGNERS	
885 Great Lane, Widdowes Hill, London N21 7QS	
Tel: 0208 344 0334 Fax: 0208 292 0995	
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drawing number	
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1/250
SITE PLAN
1 WINDSOR ROAD

0 10 20 30 40 50

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27th June 2017

Report of
Assistant Director –
Regeneration and Planning

Contact Officer:
Andy Higham
Mr S. Newton Tel: 020 8379 3851

Ward: Chase

Application Number : 17/01439/CEU

Category: Certificate of Lawfulness

LOCATION: 21 Strayfield Road, Enfield, EN2 9JF

PROPOSAL: Use of land as a caravan site.

Applicant Name & Address:

Felix Connor
Green Planning Studio
Unit D, Lunesdale
Upton Magna Business Park
Shrewsbury
SY4 4TT

Agent Name & Address:

Matthew Green
Green Planning Studio
Unit D, Lunesdale
Upton Magna Business Park
Shrewsbury
SY4 4TT

RECOMMENDATION:

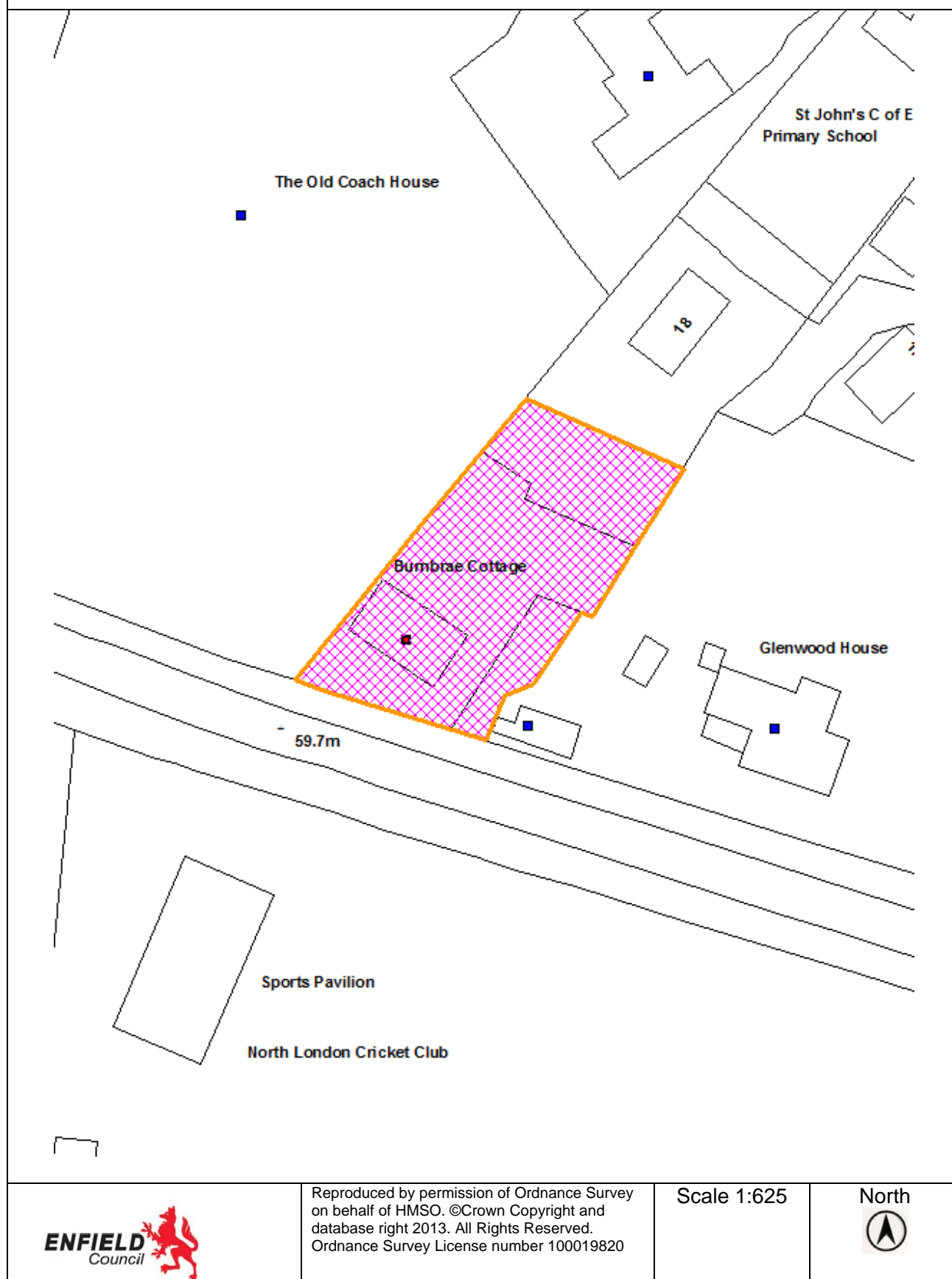
That a Lawful Development Certificate be **GRANTED**.

NOTE FOR MEMBERS:

A proposal of this nature would normally be considered under delegated authority because it is a matter of fact as to whether or not the development has taken place. However, this application has been called in by Cllr Dines.

Members should also note that the applicant has encroached onto land immediately to the west, which is Council-owned. This matter is currently being dealt with by Legal Services and Property Services. The application site boundary ("red line") as shown on the submitted Ordnance Survey identifying the site, is correct and does not include the land encroached upon. Members may only have regard to the red line area.

Ref: 17/01439/CEU LOCATION: 21 Strayfield Road, Enfield, EN2 9JF,



1. Site and Surroundings

- 1.1. The application site comprises of land on the northern side of Strayfield Road, formerly part of St John's Vicarage to the east. Immediately to the north is St Johns Caravan Park, accessed via Theobalds Park Road.
- 1.2. The site has been cleared of all vegetation, inclusive of all of the hedgerow fronting Strayfield Road and along the flank boundaries, and a new access, centrally located along the site frontage, created onto Strayfield Road. The hedgerow has been replaced with non-native species.
- 1.3. The site falls within the Metropolitan Green Belt and the Clay Hill Conservation Area.

2. Proposal

- 2.1. A Certificate of Lawfulness ("LDC") is sought to confirm that the use of the site for the siting of mobile homes on the land is lawful by virtue of the activity having taken place in excess of 10 years prior to the date of the application being made and therefore does not require planning permission. If established, the use would also be immune from enforcement action.

3. Relevant Planning Decisions

- 3.1. The site was formerly part of the St John's Caravan Park for which an application for an Existing Use Certificate (EUC/81/0002) was made on 8 May 1981 to demonstrate that the land which was being used for the parking of caravans, was immune from enforcement action by virtue of the use having commenced more than 10 years prior to the date of that application. The Certificate was granted on 10 July 1981. As part of the suite of documents provided to support the application, a copy of the caravan licence was provided which stated that the maximum number of caravans to be stationed on the site was twenty.

4. Consultation

- 4.1. In accordance with the Town and Country Planning Development Management (Procedural) Order 2015, no consultation is required in connection with applications for Certificates of Lawful Development but the Local Planning Authority ("LPA") may choose to notify neighbours if there is a reasonable prospect that they may have relevant information to the application. As such, 28 neighbouring or nearby properties were notified, with comments received from the occupiers of 2 Astley House and Glenwood House, raising the following points:

Astley House, 29 Strayfield Rd

- Object to the site becoming a caravan site.
- It has always been the site of 1 mobile home (Burnbrae Cottage).
- The area has been enlarged without planning permission or notifying neighbours.

- Trees have been removed from the conservation area and dumped in the field.
- The sewers, including those from Rossendale Close, run under the newly extended boundary.
- Close to adjoining properties
- Conflict with local plan
- Information missing
- Loss of privacy
- Out of keeping and character
- overdevelopment
- A covenant exists which states that the homes can only be sold to the over 55's, therefore it can't be used for migrant workers or traveller purposes as mentioned.

Glenwood House

- In time of residence in Strayfield Rd (25 years), two mobile homes have occupied the site for at least 10 years
- The consultation letter refers to "caravan site", which is incorrect as they are mobile homes, being of a static or permanent nature. Caravans we would associate with transient/temporary accommodation
- The two caravans recently sharing the site with the relocated mobile home constitute temporary additions dating from August 2016 following the sale of the site to the current owner and have not been used for accommodation.

5. **Relevant Policy**

5.1. Not applicable

6. **Analysis**

- 6.1. In considering an LDC application for an existing use or activity, the onus is entirely upon the applicant to provide evidence which establishes that on the balance of probabilities, the development is lawful. The evidence must demonstrate that the carrying out of the proposal in question would have been lawful at the date of the application, although the courts have held (*FW Gabbittas v SSE & Newham LBC [1985] JPL 630*) that the appellant's own evidence does not need to be corroborated by independent advice in order to be accepted. If the LPA has no evidence of its own, or from others, to contradict or otherwise make the applicant's version of events less probable, there is no good reason to refuse the application, provided that the applicant's evidence alone is sufficiently precise and unambiguous.
- 6.2. The issue for the purposes of this application is whether or not the use has become immune from enforcement action by virtue of having continued uninterrupted for a 10 year period prior to the date of the application (06/04/2017), having regard to the test of "balance of probabilities".
- 6.3. In support of the application, the applicant has provided a supporting statement which includes the following:
- a. A copy of the 1981 Existing Use Certificate; and

- b. A Statutory Declaration of David Vyse, owner of land to the south of the site.

1981 Established Use Certificate

- 6.4. The 1981 Certificate is only useful in that it confirms that the application site was once part of the St John's Caravan Park site and had benefitted from immunity from enforcement. Aerial photography from 1981 would appear to confirm that on the part of the site which is now subject to the current application, there were two larger structures on the site, one being Burnbrae Cottage, towards the southern boundary, and one other structure consistent with the size of the mobile homes on the wider St John's site. Two smaller structures are also visible, which is consistent with the size of garden sheds. Eighteen caravans were sited on the part of the site outside of the redline area for the current application.

Statutory Declaration of David Vyse

- 6.5. The Statutory Declaration from Mr Vyse advises the following:
- He occupies (and his father before him) land and stables on the southern side of Strayfield Rd since 1974 and land immediately to the west of the site.
 - He visits the land and stables almost daily.
 - Horses are exercised along the lane immediately adjoining the site and he passes the site on many occasions.
 - He would have to occasionally access the site to reclaim horses that had escaped his land and could view the caravans situated on it.
 - He assumed that Mr Bass (the previous owner of the site) lived in one caravan and assumes that "the others" were either vacant or occupied by persons of Mr Bass' family.
 - He confirms that there were also a few dilapidated wooden buildings on the site, which was considerably overgrown.
- 6.6. Mr Vyse's declaration is only useful insofar as identifying that there was more than one caravan on the site, however, no dates are provided to confirm the relevant 10 year period as this activity may have ceased within the 10 year period necessary to prove the current application.

Evidence Held by the Council

- 6.7. As advised above, if the LPA has no evidence of its own, or from others, to contradict or otherwise make the applicant's version of events less probable, there is no good reason to refuse the application
- 6.8. The Council holds limited information in relation to the site due to it, until recently, not being highly visible from the public realm. Aerial photography, as discussed above, confirms the siting of structures within the required time period and this is corroborated by the two neighbours, although there is a discrepancy as to the number of caravans / mobile homes that have been stationed on the site.
- 6.9. Other matters raised, in relation to neighbour amenity, impact on the sewer, the removal of vegetation, and existing covenants are matters which cannot

be considered under this type of application. The use of land for the purposes of siting caravans is controlled by relevant planning legislation, whereas the physical standards and layout, management, amenities and other standards are controlled by a site licence issued by the Council under the Caravan Sites and Control of Development Act 1960 (as amended).

Other Matters

- 6.10. For clarity, the legal definition of a caravan is provided at s29(1) of the 1960 Act as:

"... any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle so designed or adapted but does not include:

- a) Any railway rolling stock which is for the time being on rails forming part of a railway system, or*
- b) Any tent."*

- 6.11. The above was amended by s13(1) of the Caravan Sites Act 1968:

"A structure designed or adapted for human habitation which:

- a) Is composed of not more than two sections separately constructed and designed to be assembled on a site by means of bolts, clamps or other devices;*
- b) Is, when assembled, physically capable of being moved by road from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer), shall not be treated as not being (or not having been) a caravan within the meaning of Part 1 of the Caravan Sites and Control of Development Act 1960 by reason only that it cannot lawfully be moved on a highway when assembled."*

- 6.12. A caravan therefore does not necessarily have to have wheels in order to be towed by a car or other vehicle. A mobile home, a caravan holiday home, and a touring caravan are all capable of falling within the legal definition providing that they retain the element of mobility. The existing structures on site do retain the element of mobility.

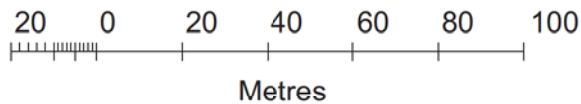
7. Conclusions

- 7.1. Although the evidence submitted is not extensive, it is sufficient to demonstrate, in accordance with the relevant test, that the land has been used for the siting of mobile homes/caravans for a continuous period of at least 10 years prior to the date of the application.

8. Recommendation

- 8.1. Having regard to the above, it is considered that a Lawful Development Certificate should be granted for the following reason:

1. The Local Planning Authority is satisfied that on the balance of probabilities, the land at 21 Strayfield Road has been used for the stationing of caravans for at least 10 years prior to the date of application (06/04/2017) and would therefore be immune from enforcement action.



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Notes:

Client:	Felix Connor	Scale:	@ A3
Project title:	Bumbrae Cottage	Project:	16_810_CONN23
Drawing title:	Location Plan	Drg. No.:	16_810_001

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Rev.	Date	Amendments	Author
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MUNICIPAL YEAR 2017/2018 REPORT NO.13**MEETING TITLE AND DATE:**

Planning Committee

27 June 2017

REPORT OF:

Assistant Director
(Regeneration and Planning)

Contact Officer: Andy Higham – 020 8379 3848 / andy.higham@enfield.gov.uk

AGENDA – PART:	ITEM 11:
SUBJECT: Review of Enforcement Action at 1 Simpson Close	

1. Summary

- 1.1 The report provides an overview of the circumstances which led to the Council serving an enforcement notice against a single storey rear extension and a two storey side extension at 1 Simpson Close due to the harm being caused by these extensions to the amenities of the neighbouring properties.
- 1.2 The report reviews this initial decision in light of the change in the personal circumstances of the property owner and the support for the retention of the extensions as built from within the community including the immediate neighbours.

2. Recommendation

1. That Members note the contents of the report regarding the single storey rear extension and two storey side extension at 1 Simpson Close, and having regard the need to take action and the public interest in doing so, confirm that the enforcement notice is withdrawn

3. Site and Surroundings

- 3.1 The site comprises of a 2-storey semi-detached house on eastern side of Simpson Close. The property was built as part of the redevelopment of the Highlands Hospital site approved under TP/94/0197. Simpson Close is a cul-de-sac at the northern edge of the old hospital site, leading northwards from MacLeod Road.

- 3.2 The adjoining property, No.3 Simpson Close, is to the north and sits forward of the subject property by approximately 1.1m. There is a drop in ground level at the boundary of approximately 0.5m. The properties to the south of the subject site front MacLeod Road and as such, face the opposite direction to the subject property. No 2 Macleod Road is sited adjacent to the common boundary.
- 3.3 The surrounding area is residential, comprising of a mix of semi-detached and terraced housing, and purpose built flat developments.
- 3.4 The site is not in a conservation area nor is it a listed building.

4. Relevant Policy

Core Strategy (Adopted 10/10/10):

CP30 - Maintaining and improving the quality of the built and open environment

Development Management Document (Adopted by the Council 19/11/14):

DMD11 - Rear extensions

DMD14 – Side extension

DMD37 - Achieving high quality and design led development

Other relevant policies:

Policy 7.4 of the London Plan (including REMA) (Adopted 11/10/13)

5. Planning Background

- 5.1 On the 3 March 1994, planning application TP/94/0197 was submitted to the Local Planning Authority for the redevelopment of the site by the erection of five 3-storey blocks of 75 flats (15 No. 1-bed and 60 No. 2-bed), 18 No. 2-bed houses, 55 No. 3-bed houses and 8 No. 4-bed houses together with provision of associated garages and car parking spaces and layout of access roads. The application was granted planning permission on 15 July 1994. Condition 2 of the planning permission restricted future permitted development rights on all properties within the permission.
- 5.2 On 18 October 2013, a prior approval notification, P13-02934PRH, was submitted for a single storey rear extension with a depth of 6m and a height of 2.58m (2.78m high to eaves). The notification was discharged on 14 November 2013, with a letter advising that no objections had been received. The letter also informed that it was responsibility of the owners to check that the premises benefitted from permitted development rights. No application for a Certificate of Lawful Development was received and

building works commenced without obtaining the necessary planning permission.

- 5.3 On 8 April 2014, the Local Planning Authority received an anonymous complaint in relation to the erection of a single storey rear extension at the Premises. A site visit on 24 April 2014 confirmed that the shell of the single storey rear extension, subject to the enforcement notice, had been erected across the width of the rear elevation with a depth of 6 meters and a height of 2.7 meters. Despite being advised on several occasions to reduce the depth of the rear extension on the boundary with No 3 Simpson Close, no remedial action was undertaken leading to an enforcement notice being prepared.
- 5.4 On 9 April 2014, a planning application P14-01423PLA for a first-floor side and rear extension was submitted to the Local Planning Authority. The applicant was advised that the first-floor rear extension proposed as part of this application was reliant on the ground floor rear extension that had been constructed without the necessary planning permission. In addition, it was advised that the application could be amended to include the single storey rear extension albeit the officer's view was that planning permission was unlikely to be granted, due to its depth on the boundary with No.3 Simpson Close. The applicant confirmed that he did not intend to amend this application, as, in his view, the ground floor extension had been approved. The application was not amended and subsequently refused planning permission on 10 September 2014 for the following reasons:
- (i) *The construction of the proposed first floor rear extension would only be possible by the existence of the ground floor rear extension which does not have the benefit of planning permission. The ground floor rear extension by reason of its size, siting, and excessive rearward projection on the boundary with No.3 Simpson Close, gives rise to conditions through a loss of light and outlook, along with an overbearing presence and sense of enclosure to the rear of the dwellinghouse and rear amenity space, that would adversely affect the residential amenities enjoyed by the occupiers of that property. In addition the extension results in a form of development not appearing subordinate to the existing dwelling and thus resulting in the introduction of a bulky, incongruous and discordant form of development disproportionate to the dwelling overall, detrimental to the character and appearance of the property and surrounding area. The proposed first floor rear extension cannot be constructed as proposed, being reliant on an unacceptable ground floor rear extension, and is therefore contrary to Policies (II) GD3 and (II) H12 of the Unitary Development Plan, Core Policy 30 of the Core Strategy, Policies DMD 11 and DMD 37*

of the Development Management Document (Submission Version), and Policy 7.4 of the London Plan.

- (ii) *The excessive depth and height of the proposed first floor extension would result in a loss of light and outlook to the first floor windows at No.2 MacLeod Road as well as creating an undue sense of enclosure and contributing to an overbearing presence when viewed from the rear of the dwellinghouse and the rear amenity space, to the detriment of the amenities enjoyed by the occupiers of No.2, contrary to Policies (II) GD3 and (II) H12 of the Unitary Development Plan, Core Policy 30 of the Core Strategy, and Policy DMD 14 of the Development Management Document (Submission Version).*

5.5 Following the refusal of planning application P14-01423PLA, an enforcement notice was served on 11 September 2014, in respect of the unauthorised single storey rear extension. The Enforcement Notice was appealed and subsequently withdrawn on the advice of the Inspector dealing with the appeal. This was because the Inspector had identified further breaches of planning control at the appeal site visit which had occurred after the service of the initial Enforcement Notice.

5.6 On 9 September 2015, an amended Enforcement Notice was served in respect of the unauthorised extensions for the following reasons:

- (i) It appears to the Council that the above breach of Planning Control has occurred within the last four years (Section 171B(1)).
- (ii) The part single storey part two storey rear pitched roof extension by reason of its size, siting, and excessive rearward projection on the boundary with No.3 Simpson Close and No.2 MacLeod Road, gives rise to conditions through a loss of light and outlook, along with an overbearing presence and sense of enclosure to the rear of the dwellinghouse and rear amenity space, which adversely affects the residential amenities enjoyed by the occupiers of that property. In addition, the extension results in a form of development not appearing subordinate to the existing dwelling and thus resulting in the introduction of a bulky, incongruous and discordant form of development disproportionate to the dwelling overall, detrimental to the character and appearance of the property and surrounding area. This is contrary to Policies CP30 of the Core Strategy; Policies DMD11 and DMD37 of the Development Management Document, and Policy 7.4 of the London Plan.

- (iii) The excessive height, depth and overall mass of the two-storey side extension erected on the boundary of 2 MacLeod Road, results in a loss of light and outlook to the ground and first floor rear windows at No.2 MacLeod Road as well as creating an undue sense of enclosure, contributing to an overbearing presence when viewed from the rear of the dwellinghouse and the rear amenity space, to the detriment of the amenities enjoyed by the occupiers and future occupiers of No.2 MacLeod Road. This is contrary to Core Policy 30 of the Core Strategy, and Policy DMD 14 of the Development Management Document.
- (ii) The Council does not consider that planning permission should be given because planning conditions could overcome these objections to the development.

5.7 The Notice required the following steps to be taken to rectify the breach:

- (i) Remove the two-storey side extension (outlined in blue on the attached plan for identification purposes) from the Premises
- (ii) Remove the first-floor rear extension (outlined in purple on the attached plan for identification purposes) from the Premises
- (iii) Remove the single storey rear extension (outlined in green on the attached plan for identification purposes) from the Premises
- (iv) Make good the side and rear elevations with materials to match the original property.

- (v) Remove all resulting materials from the Premises

OR

- (vi) Reduce the height, form and forward projection of the side extension (outlined in blue on the attached plan for identification purposes) to that of the original single storey pitched roof garage.
- (vii) Remove the first-floor rear extension (outlined in purple on the attached plan for identification purposes) from the Premises

- (viii) Remove the pitched roof above the single storey rear extension (outlined in green on the attached plan for identification purposes).
- (ix) Reduce the depth of the single storey rear extension (outlined in green on the attached plan for identification purposes) on the boundary with No.3 to no more than 3m, stepping in at least 1.5m before the extension could step out a further 1.5m to 4.5m overall. If the extension stepped in again a further 1.5m then it could then extend to the total depth of 6m.
- (x) Make good the side and rear elevations with materials to match the original property
- (xi) Remove all resulting materials from the Premises

5.8 The Notice was due to take effect on 13 October 2015. The compliance period was four calendar months.

5.9 Mr Stavrinou sadly passed away during the appeal process and it is this notice which is current held in abeyance with the Planning Inspectorate.

6. Current Position and Assessment

6.1 The power for the local planning authority to issue formal notice is discretionary and should only be used where it is satisfied that there has been a breach of planning control and it is expedient to issue a notice. Where enforcement action is considered, national guidance is that the local planning authority should act proportionately in responding to breaches of planning control having regard to the provisions of the development plan and to any other material considerations.

6.2 In considering whether it is expedient to serve the notice, the fact that there is a breach of planning control is not in itself reason to serve an enforcement notice. There must be harm to an interest of acknowledged importance caused by the breach i.e. loss of light, outlook or residential amenity; and if a notice is served, what benefit or improvement would that result in for the site or surrounding area. After service of the Enforcement Notice, it is also incumbent on the Council at each stage of the enforcement process, to review the current impact and consider whether it is in and / or remains in the public interest to continue.

6.3 In the light of this, the impact of the current unauthorised development has been further assessed to establish whether it is expedient and in the

public interest to continue. This approach has been supported by the Planning Inspectorate in their agreement to hold in pending the current appeal against the enforcement notice.

- 6.4 It is recognised that the current development does not benefit from any planning permission and it is clear, there remains an impact on residential amenity when assessed in light of adopted planning policy. The decision of the Council to take action to address the harm originally identified therefore remains correct.
- 6.5 However, significant weight can be given to the fact that the immediate neighbours of No 3 Simpson Close and No. 2 Macleod Road, have written in expressing their support for the extensions as built notwithstanding the impact on their property, in the light of Mrs Stavrinou's personal circumstances.
- 6.6 Although minimal weight would normally be given to an individual's personal circumstances when assessing the merits of a proposal on the amenities of a neighbouring property, the tests for proceeding with enforcement action are slightly different, with the expediency of taking such action a material consideration. There is therefore flexibility in the application of policy to take into account individual circumstances on whether there are grounds to serve notice. Mindful of this, and noting the appeal consultation resulted in 9 letters of support and a petition requesting the withdrawal of the Enforcement Notice signed by 74 residents residing in close proximity to 1 Simpson Close, it is considered further action in light of Ms Stavrinou's circumstances, is no longer expedient and the Enforcement case should be closed.
- 6.7 Although it is considered the original decision to take enforcement action was correct in terms of the harm to the amenities of the neighbouring properties, officers have continued to work closely with the owner and the Planning Inspectorate to review current enforcement action.
- 6.8 This recommendation has been carefully considered given the harm that arises and has not been arrived at lightly. However, the owner's special circumstances, the letters of support and the Inspectors input in this matter are all factors that have been weighed when making this assessment. As a result, it is considered that the circumstances are appropriate to justify withdrawing the enforcement notice to bring a close to this investigation without causing a precedent for future enforcement action in the Borough.

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