

Public Document Pack



PLANNING COMMITTEE

Tuesday, 1st May, 2018 at 8.00 pm
Venue: Executive Suite, Dugdale Centre,
Thomas Hardy House, 39 London Road,
Enfield, Middlesex, EN2 6DS

- **PLEASE NOTE THE VENUE & TIME**

Contact: Jane Creer / Metin Halil
Committee Administrator
Direct : 020-8379-4093 / 4091
Tel: 020-8379-1000
Ext: 4093 / 4091

E-mail: jane.creer@enfield.gov.uk
metin.halil@enfield.gov.uk
Council website: www.enfield.gov.uk

MEMBERS:

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

**N.B. Any member of the public interested in attending the meeting
should ensure that they arrive promptly at 7:45pm
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 30/04/18**

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 10 APRIL 2018**

To receive the minutes of the Planning Committee meeting held on Tuesday 10 April 2018.

(TO FOLLOW)

4. REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO.194) (Pages 1 - 2)

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

5. 17/01864/FUL - CAPITOL HOUSE, 794 GREEN LANES, LONDON, N21 2SH (Pages 3 - 44)

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations set out in the report, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions.

WARD: Bush Hill Park

6. 17/02599/FUL - 179 HERTFORD ROAD, ENFIELD, EN3 5JH (Pages 45 - 84)

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations set out in the report, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions and completion of a S106 Agreement.

WARD: Enfield Highway

7. 17/05304/HOU - 6 & 8, BOURNE AVENUE, LONDON, N14 6PD (Pages 85 - 100)

RECOMMENDATION: Approval subject to conditions.

WARD: Southgate

8. 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)

MUNICIPAL YEAR 2017/2018 - REPORT NO 194

COMMITTEE:
 PLANNING COMMITTEE
 01.05.2018

AGENDA - PART 1	ITEM 4
-----------------	--------

SUBJECT -

MISCELLANEOUS MATTERS

REPORT OF:
 Assistant Director, Regeneration
 and Planning

Contact Officer:
 Planning Decisions Manager
 David Gittens Tel: 020 8379 8074
 Kevin Tohill Tel: 020 8379 5508

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 444 applications were determined between 08/03/2018 and 16/04/2018, of which 320 were granted and 124 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.

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 1st May 2018

Report of
Assistant Director,
Regeneration and Planning

Contact Officer:
Andy Higham Tel:
Kevin Tohill Tel:
Ray Reilly Tel: 020 8379 3579

Ward: Bush Hill
Park

Application Number: 17/01864/FUL

LOCATION: Capitol House, 794 Green Lanes, London, N21 2SH

PROPOSAL: Redevelopment of site involving demolition of existing building to provide a part 6-part 7 storey block of 91 residential units comprising (49 x 1 bed, 32 x 2 bed and 10 x 3 beds) involving balconies together with parking at basement level, landscaping, private and communal amenity space. (Amended Description)

Applicant Name & Address:
Capital House Developments Ltd
C/O Agent.

Agent Name & Address:
Mr John Richards
KD Tower
C/o Dandra LTD
Cotterells
Hemel Hempstead
Herts
UK
HP1 1FW

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations set out in this report, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to the following conditions.

1. Site and surroundings

- 1.1 The application site is addressed as Capitol House, 794 Green Lanes, London, N21 2SH. At present the site is occupied by a 5 storey B1 Office building with a parking undercroft area at ground floor level and 4 storeys over the upper floors laid out as offices.
- 1.2 The site is located on the eastern side of Green Lanes just north of the junction with Green Lanes, Fords Grove and Station Road. It is principally a rectangular flat site that is bounded by the Green Lanes thoroughfare to the west, the New River Canal to the rear/ east and the Paulin Sports ground further beyond the river. To the north the site is bounded by a three storey block of flats with associated garages and outside amenity area and to the south sits an attractive 2 storey red brick building that accommodates the Coffee Break coffee shop on the ground floor and residential flats over the upper floor levels.
- 1.3 The surrounding area is mixed in character. Green Lanes by its nature is predominantly commercial especially to the south of the site although there is a residential element over the upper floors. The character of the area is predominantly 2 to 3 storey buildings with hipped and gable end roofs. The existing 5 storey Capitol House office building is the most obvious exception to this in the surrounding area.
- 1.4 The site has a PTAL rating of 3, and has an area of approximately 2750sqm of 0.275ha. The area is classed as suburban/ urban. The frontage of the site along Green Lanes has a length of approximately 87.5m and an average depth of 32m.
- 1.5 There are no specific planning constraints affecting the site with the exception of standard wildlife and other general constraints to not build within an 8m distance of the New River to the rear. The site is outside of any identified commercial or local parades on Green Lanes.

2. Proposal

- 2.1 Planning permission is sought for the redevelopment of site involving demolition of existing building to provide a part 6-part 7 storey block of 91 residential units comprising (49 x 1 bed, 32 x 2 bed and 10 x 3 beds) involving balconies together with parking at basement level, landscaping, private and communal amenity space.
- 2.2 On the Green Lanes frontage the building would measure 69m in width with an average depth of 18m in a stepped nature on the site. The overall height would be 21.5 metres to the top of the recessed 7th floor level and 18.5m to the 6th storey level. The building would be set between 3.5 and 8 metres back from the Green Lanes frontage due to the stepped nature of the proposed front elevation and distances of between 3m to 8m from the rear boundary line along the New River. It would be set 10.5m from the northern boundary with Carlton House and 9.6m from the southern boundary with 792 Green Lanes.
- 2.3 Due to discussions in relation to scheme viability and the council seeking a greater level of affordable housing on the site, the application now proposes

91 flats an increase from the original 84 with a unit mix of (49 x 1 bed, 32 x 2 bed and 10 x 3 beds) with associated rear gardens, balconies or terraces on all elevations to serve as private amenity space for each respective flat. Five of the units would be accessed directly from Green Lanes with their own front door with the rest of the flats accessed via communal halls, stairwells and lift access.

- 2.4 The vehicular access to the site would be maintained at the northern end of the site as existing, which will lead vehicles down into the basement car park and allow for servicing and refuse access to the refuse storage area at the northern end of the building.
- 2.5 A total of 51 car parking spaces (9 disabled spaces). representing a parking ratio of 0.56. The basement area to the rear would also accommodate communal cycle storage where 107 cycle parking spaces would be provided. There is a communal refuse storage area along with further cycle storage areas split over both basement and ground floor level.

3. Relevant planning history

- 3.1 14/02872/PREAPP: Conversion of existing offices to provide 100 residential units. Pre-Application Advice Given.
- 3.2 15/05853/PREAPP: Proposed conversion of existing offices to provide 100 residential units. (Follow up to 14/02872/PREAPP)- Pre-Application Advice Given.
- 3.3 17/01080/PRJ: Change of use from offices (Class B1 (a)) to residential (Class C3) creating 65 self-contained units (5 x studio, 52 x 1-bed, 8 x 2-bed) - Granted- Prior Approval not required.

4. Consultation

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 Traffic and Transportation initially considered there was an insufficient number of car parking spaces on site to accommodate the development. However due to the amended proposal and greater number of smaller 1 and 2 bed flats along with shared ownership units, on balance the parking numbers are considered acceptable. It is also considered that other issues such as the access, cycle parking and pedestrian access to be acceptable subject to conditions.

Environmental Health

- 4.1.2 Environmental Health raise no objection to the development subject to necessary conditions.

Housing

- 4.1.3 The Housing team advise that Enfield's Core Policy 5 requires 40% of new housing to be affordable and a mix of tenures and sizes. On this basis 40% of the units to be affordable would equate to 36. This would then be further split

70:30 between rent and shared ownership, which equates to 25 units for rent and 11 for shared ownership. The Council's policy also requires 10% of the units, in this case 10, to be built to Stephen Thorpe/Habinteg wheelchair design standard.

Environment Agency

4.1.4 No objections.

Thames Water

4.1.5 No objections subject to conditions in relation to piling and surface drainage.

Fire Brigade

4.1.6 No objections subject to the scheme complying with Building Regulations approved document B B5.

Metropolitan Police

4.1.8 There have been a number of concerns raised in relation to the security and designing out crime elements of the scheme principally items in relation to boundary treatments, details of security gates and basement elements. However it has been agreed that these issues would not constitute refusal of the application and further details of these elements can be secured by condition.

4.2 Public Consultations

4.2.1 690 neighbouring properties were consulted with the 21 day public consultation period started on the 12th of May 2017 and concluded on the 7th of June 2017. 3 Site notices were posted close to the site on 20th of May 2017 and the application was also advertised in the local paper.

4.2.2 11 objections have been received from local residents. Their concerns are summarised as below:

- Overdevelopment and out of character with the surrounding area.
- The building dwarfs the attractive coffee house building next door
Object to the loss of the local community public house and beer garden.
- This simply looks like a central London tower block. It might be cheap to build in this style, but it does nothing for the area.
- Not enough parking space proposed for the number of flats.
- Developer should be encouraging more people to cycle.
- There will be a knock on effect to parking particularly in the evening periods on street.
- Too much parking proposed and too much traffic as a result. Based on the sites accessibility to public transport, buses and rail and the new cycle lane, then on site car parking should be reduced to encourage sustainable travel.
- Increased congestion to the Station Road- Green Lanes junction.
- New building will be too close to Carlton House and impact upon outlook, levels of light and general amenity.
- Direct overlooking onto Carlton House.

- This development will have an impact onto local schools and services such as doctors etc.
- A lot of noise created from the additional residents and also the construction/demolition works.
- Height of proposed development is excessive and out of keeping with existing buildings in the local area.
- Agree to the demolition of the current building but the proposed building by comparison is excessively high and dominant to the surrounding area.
- The loss of jobs is part of an overall trend that will intensify as more offices are converted to residential use under permitted development rights. This is a trend that the London Borough of Enfield should monitor carefully and on which it might need to make representations to Government.
- School capacity in the area needs to be increased to accommodate this development or request contributions from the developer to cover this.
- Transport Assessment is outdated and clearly shows a lack of parking provision.
- The development site suffers from Japanese Knot weed. The development and extraction of this dangerous weed must be conducted in a manner so as to protect local property and the fragile ecology of the New River, which includes protected species.
- Fords Grove is used weekdays by commuters and local businesses and has been further negatively impacted by the recent loss of Fords Grove car park, introduction of passing bays and the refusal of Enfield to introduce resident parking, despite a majority of residents being in favour.

4.2.3 Winchmore Hill Residents Association

- Encouraged by the removal of the existing office building that is out of scale with the area, but the proposed building is considered more out of scale and would be more dominant.
- The façade of the proposed building is articulated which provides greater interest and helps to break down the length of the building but the “rhythm” bears little relation to any of its surroundings. The buildings containing the shops along The Broadway have a very distinct rhythm. We are concluding therefore that The Broadway is and should remain the dominant “place” but the proposed building bears no correlation to it. The scale and size of the proposals compete with and will tend to overwhelm The Broadway.
- Accept the principle of “change of use” from office to residential, to assist in reducing the housing shortage, but there doesn’t appear to be any positive numerical statement regarding “affordable” housing.

4.2.4 Southgate District Civic Trust

- It has a more interesting façade than the existing block and we note the green roof areas. The amenity space is difficult to evaluate but it includes a play area for children which is unusual and a good amenity idea if indeed there are going to be children of a suitable age to use it living in the flats. The riverside at the rear of the block will no doubt be used as a visual attribute to that area.

- The group had reservations regarding the increase in height from the existing, which would give it bulk and more prominence in that position.
- This is the result of permitted development rights allowing conversion as exemplified by this scheme. It is a cumulative loss of local employment. This is a trend that we consider Enfield Council should bear in mind when seeking to create balanced communities with mixed uses in the borough.

5. Relevant Policy

5.1 London Plan 2018 (Text to consider draft London Plan)

- 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
- 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
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 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
- 7.8 Heritage Assets and archaeology
- 7.19 Biodiversity and access to nature

5.2 Core Strategy

- 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
- CP28 Managing flood risk through development
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and landscape heritage
- CP32: Pollution
- CP36 Biodiversity
- CP46 Infrastructure Contribution

5.3 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
- DMD8 General Standards for New Residential Development
- DMD9 Amenity Space
- DMD10 Distancing
- DMD17 Protection of community facilities
- 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
- DMD77 Green Chains
- DMD78 Nature Conservation

5.4 Other Relevant Policy

- National Planning Policy Framework

5.5 Other Material Considerations

- The Mayors Housing SPG (2012)
- Affordable housing SPG
- Section 106 Supplementary Planning Document (Nov.2015)
- Enfield Strategic Housing Market Assessment (2010)
- Providing for Children and Young People's Play and Informal Recreation SPG

- Accessible London: achieving an inclusive environment SPG;
- 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 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
- Tree Issues

6.2 Principle of the Development

6.2.1 The proposal would be compatible with Policies 3.3 and 3.4 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets.

6.2.2 As identified within the updated London Plan 2016 and emerging London Plan (2018), there is a significant need for additional housing in the borough and in this case this application is considered to be an efficient use of a previous developed brownfield site, proposing a mixed use development providing 91 additional homes incorporating 10 x 3 bed family units and 24 x 2 bed 4 person units all of which could feasibly provide for viable family accommodation; a 37% ratio of the total units proposed. There has also been significant discussion and negotiation of the affordable housing element on the site with officers and this has been reviewed by an independent appointed viability consultant and it has been agreed provisionally by officers and allowing for other relevant costs such as CIL and other Section 106 monies that the scheme can viably provide for 18 Affordable Units as Shared Ownership which equates to 20% of the overall scheme.

6.2.3 Consideration must also be given to the loss of the existing office use on the site. Regardless of policy considerations to protect office space in the borough, due regards must be given to the fact that under current Permitted Development legislation Class O (which allows for the conversion of offices into residential accommodation without the need for planning permission this office building can be converted into residential flats. Under application 17/01080/PRJ the applicant has already obtained prior approval to convert

the current office building onto 65 flats. Therefore this a significant material consideration with regards the protection of the existing office use on the site.

- 6.2.4 Core Strategy policies CP13 Promoting Economic Prosperity and CP16 Taking part in economic success and improving skills are specific policies that promotes jobs and economic prosperity in the borough with specific focus on job creation in Enfield Town Area, Southgate Town Centre and the Eastern industrial areas of the borough. Policy 19 of the adopted Core Strategy seeks to protect existing office provision in Enfield and Southgate town centres but recognises that elsewhere, they will “support the conversion of surplus offices in other centres to other uses, where it can be demonstrated that there is no demand for offices in this location”. Paras. 6.73 and 6.74 recognise the findings of both the GLA ‘London Office Policy Review’ (2007) and ‘Enfield’s Retail and Town Centre Study’ (2007) which conclude that “Enfield Town and Southgate can be promoted as locations for office provision, as part of wider mixed use schemes, and that other centres in the Borough should not be actively promoted for office development”.
- 6.2.5 In addition to inform the preparation of the DMD, following adoption of the Core Strategy, the Council commissioned an ‘Employment Land Review’ (2012). The review recognises that there are very few concentrations of office accommodation in the Borough, focused primarily at Southgate, Edmonton, Enfield Town and Enfield Lock / Innova, to a degree that “Enfield has not established itself as an office centre, even in previous office market booms and there has been limited or no speculative development” (para. 4.51). This view was echoed by the 2009 London Office Policy Review (LOPR) which noted that office development in Enfield in recent years has been very low, with “none of the commercial centres in the Borough showing any signs of real life”.
- 6.2.6 Policy 22 of the adopted DMD supplements Core Policy 19 and explains that proposals involving a change of use that would result in a loss or reduction of employment outside of designated employment locations will be refused, “... unless it can be demonstrated that the site is no longer suitable and viable for continued employment use”. To demonstrate whether an existing employment site remains suitable and viable for continued employment use, an Applicant is expected to have regard to Appendix 13 of the adopted DMD which sets out requirements for preparing market demand and viability reports to accompany planning applications.
- 6.2.7 To justify the loss of the office building the applicant has prepared 2 marketing reports one prepared by Lambert Smith Hampton (LSH) considers the suitability and viability of Capitol House from a national and regional office market perspective whilst the report prepared by Bowyer Bryce considers a more localised office market context.
- 6.2.8 These reports have raised a number of conclusions summarised as follows:
- The HMRC previous occupants of the office building have moved out of the building as part of a rationalisation of HMRC office spaces nationally to relocate from 170 offices spread around the country to 13 regional centres.
 - Capitol House is an isolated office building in this area of Enfield not in an established office location and outside of the main centralised areas that the Council itself is looking to establish office employment.

- The size of Capitol House at almost 4000sqm is not a particularly sought after office space in Enfield where the main office demand is for small businesses. The applicants have also argued that the existing building does not particularly lend itself to been easily broken up into smaller offices.
- In addition the building is dated and tired with a number of problems with services etc. Significant investment would be needed to address concerns bring it back to a reasonable standard for letting of which it is claimed there is no significant demand. There would be a need for significant external and internal improvements in order for it to compete against existing vacant stock in more sought after commercial locations in the borough, including wholesale recladding, installation of air-conditioning, communications / IT upgrades, improved floor-to ceiling heights and thermal efficiency upgrades.

6.2.9 Officers have taken all of these arguments on board and on balance it is considered that the principle of the development involving the loss of the office use is acceptable. Notwithstanding the fact that the applicant has permitted development rights to convert the existing office building into 65 residential flats and result in the loss of the office use in any event, it is considered that there is also a justifiable planning policy argument. The office use is historic on site, but in accordance with latest planning policy in relation to office/ employment sites were it to come forward as a new office use, it is in a location that the council would not naturally encourage. In addition to this the applicants argument in relation to the current condition of the building and associated costs appear reasonable. However, the main benefit is the net gain in housing proposed including 18 affordable housing units in a relatively sustainable location and this is considered to override the retention of the office building. Weight should also to the removal of an unattractive building from the streetscene to be replaced by a building of significantly better architectural quality.

6.2.10 In conclusion with all factors considered the principle of the development should be encouraged.

6.3 Density

6.3.1 Density assessments must acknowledge 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. The site has a site specific PTAL rating of 3 and is in an area that can be classed as a suburban/ urban location. The guidance in (Table 3.2) of the London Plan would suggest a density of between 150-450 hr/ha may be acceptable. The amended scheme proposes 91 units and 234 habitable rooms which would give a density of approximately 850 hr/ha. Therefore from a numerical standpoint these figures show a density significantly larger than that outlined in the London Plan.

6.3.3 However, it must be noted that this method of calculating density is not the sole basis of any assessment to determine if the quantum of development is acceptable on a site and should really be only an indicative guide. Consideration must, therefore also be given to the scale of development, (in this case to the scale of the existing building that is to be replaced on the

site), its relationship with the neighbouring development and the pattern and scale of development in the local area, the standard and quality of accommodation proposed and the impact onto neighbouring amenity. In addition with regards a development of such scale, the general day to day functionality of the site with regards to general activity, traffic generation and any perceived impact on car parking, particularly on street car parking in the area is a key consideration. Furthermore the latest draft iteration of the London Plan and the direction of travel from the Mayor of London seeking to remove density thresholds in order to promote higher scale housing on sites such as this with available space and suitable for higher quantum's of housing in relatively sustainable location.

6.4 Scale, Design, Character and Impact on the Surroundings

6.4.1 Good design is central to all objectives of the London Plan in particular policies 7.1 – 7.6. Policies CP4 (Housing Quality) and CP 30 Maintaining & Improving the Quality of the Built Environment are also relevant as well as Policy 37 of the Development Management Document. In addition the National Planning Policy Framework (NPPF) paragraph 56 attaches great importance to the design of the built environment wherein it advocates good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

6.4.2 With regards to the suitability of the scale, massing and siting of the proposed building it is considered the most logical starting point would be to assess it against the scale and siting of the existing office building.

Existing Office Building

- 5 Storeys in height to a height of 16.8m from ground level with a height to roof level lift shaft of 19.7m.
- 64m wide and 14m deep on the site.
- Set 7.5m on average from Green Lanes Public Highway, 13.5m from Carlton House to northern boundary, 9m from southern boundary with 792 Green Lanes and between 6m and 11m from the rear boundary of the site next the New River.

Proposed Residential Building

- Part 6 to Part 7 storeys in height ranging between heights of 18.5m to 21.5m.
- 69m Wide and average depth of 18m in a stepped nature on the site.
- Set on average between 3.5 to 8 metres back from the Green Lanes frontage due to the stepped nature of the proposed front elevation.
- Set 10.5m from Carlton House to northern boundary, 9.6m from southern boundary with 792 Green Lanes and between 3m and 8m from the rear boundary of the site next the New River bank/ pathway.

Key Differences to current office building.

- The proposed building is approximately 1.5 storeys higher than the current office building and between 1.7m to 4.5m higher.
- It is on average 6m wider and 4m deeper.
- Set 3m closer to northern boundary and on average 3m closer to Green Lanes frontage with a stepped elevation and on average 3m closer to the rear site boundary with the New River.



West Elevation - Proposed building with height of existing building overlaid

Figure 1 Comparison Image of Proposed Elevation overlapped by existing elevation footprint.



Figures 2 and 3 Comparison Images on North Bound Approach



Figures 4 and 5 Comparison Images on Southbound Approach



Figures 6 and 7 Comparison Images from Queens Avenue



Figures 8 and 9 Comparison Images from the New River

6.4.3 The application proposes the demolition of the current building and the redevelopment of the site through the erection of a part 6 and part 7 storey building. It would have a generally rectangular form with stepped front and rear elevation aligning with the sites shape and would form a new frontage onto Green Lanes. The frontage of the building on Green Lanes would be 69m wide and consists of a part 6 storey building with a recessed cladded 7th floor.

- 6.4.4 The building would have a contemporary appearance with a mixed material palette. The predominant material would be brick with a combination of red-multi bricks on the outer face of the elevations a with recessed complementary element of a mixed dark brown stock brick and white bricks at the lower ground level. The front elevation would also be broken up by two main staircore sections that would be clad with a dark grey metal cladding. The elevation would also be interspersed and broken up with a series of glazed balconies and terraces along with each storey level being broken up and split by reconstituted stone stringcourses. The recessed 7th floor level is proposed in a lighter off white terracotta metal cladding in an attempt to make it more recessed and subservient to the main 6 storey building below.
- 6.4.5 It should be noted that the proposed scheme has evolved significantly over the course of two pre-application periods as well as during the course of the life of this application.
- 6.4.6 The applicant has sought to address concerns raised at pre-application stage, in relation to the overall scale, massing, layout and elevational treatment and layouts of the building when a larger development was proposed. It is now considered that the scale and massing of the building is appropriate for this urban setting and having regard to the existing building and the surrounding context of the site. Officers are obviously mindful of the high density that is and the fact that it is a large building. However taking into account the revised design and the benefits of additional housing and quality of the housing above that which could be achieved by the implementation of the PRH scheme the quantum of development is considered acceptable.
- 6.4.7 It also has to be not that the application site is a relatively large plot in excess of quarter of a hectare on a section of Green Lanes which is also a relatively busy traffic thoroughfare in both north and south direction with a wide public highway including wide public footpaths to the side especially on this eastern side of Green Lanes. In addition with the existing office building separated from the neighbouring buildings on either side of the site, within the context of the streetscene there is a notable sense of space as one walks or drives through this particular section of Green Lanes. As such it is considered that the site can suitably accommodate the scale, height and associated massing of the building proposed. Due regard is given to the fact the proposed development is higher than the current office building however this is only by a perceived height of 1.5 storeys and due regard must be given to the fact that the 7th floor would be slightly recessed back to appear subordinate on the building and it is only certain angles on the approach to the building that this seventh floor would be seen. This additional visual impact is not considered to cause any harm sufficient to warrant refusal of the application.
- 6.4.8 It is also acknowledged that the building would come forward towards Green Lanes and be more prominent than the existing office building by an average additional depth of 3m. Originally at pre-application stage the development was proposed as one straight rectangular block set a standard distance to the back of the public footpath. This massing was considered to be too dominant but also the frontage in particular lacked sufficient detailing and articulation in the design elements to break up the elevation. Officers advised the application to apply a stepped approach along this main front elevation along with introducing a second staircore to help break up the massing and bulk of the building. This has been applied to the application submission and it is considered that the combination of this stepped approach setting the building back at variable distances from the public footpath along with the 2 staircores breaking up the massing of the main front elevation is successful and has

assisted in the proposal appearing much less bulky and dominant with the streetscene.

- 6.4.9 From the perspective of design and appearance, the elevational treatments and material palette have been simplified since the pre-application submissions which were considered too busy, with too much of a contrast in materials. The design now proposes a crisper, cleaner appearance with two main brick materials a red multi stock and dark grey/ brown multi brick complemented by grey metal cladding breaking up the elevations through the 2 staircore. The 7th floor due to its lighter cladded colour and recessed siting, is also considered to complement the main 6 storey section at the front. The appearance of the building is also enhanced with the use of the fenestration and glazed balconies along with the stringcourses of constituted stones, that assist in breaking up the elevations vertically. Overall it is considered that the proposed materials and how they are used across the elevations provide the development with an attractive and interesting visual appearance. The main red brick frontage synonymous with Green Lanes is continued through the elevations and the stringcourses of constituted stone help to resemble the elevation treatment of the retail parades to the south along with the architectural features of 792 Green Lanes adjacent.
- 6.4.10 In conclusion for all the reasons outlined as above the design, scale, appearance and impact on the character of the area associated with this proposed development is considered acceptable. It would integrate acceptably into the surroundings having regard to policies DMD6, 8, 37 and, CP30 of the Core Strategy and London Plan policies 7.4 and 7.6 of the London Plan.



Figure 10 Proposed Elevation Treatment.

6.5 Neighbouring Amenity

- 6.5.1 From the perspective of neighbouring amenity, it is considered the proposal should be assessed with relation to the following properties.
- 1-10 Carlton House (Block of Flats to the Immediate North)
 - 792 Green Lanes (Coffee Shop building with flats overhead to the immediate south).

It is considered that all other properties including those opposite on Green Lanes and further south at the crossroads junction with Station Road and Ford's Grove are sufficiently separated from the proposal to not be affected. The occupants of these property will obviously visibly notice the development

but with regards to other matters such as undue loss of outlook and access to daylight and sunlight, they are sufficiently separated to not be affected.

1-10 Carlton House

- 6.5.2 Number 1-10 Carlton House is a 3 storey block of 10 flats that sits to the immediate north of the site. The north end of the building would be set 10.5m from the boundary with this building and 21.3m from to the closest south facing elevation of Carlton House itself. Originally at pre-application stage, there were windows and balconies that faced into Carlton House. This was considered unacceptable on grounds of privacy and overlooking. The applicant has since changed the design and there are no longer habitable rooms windows facing north with the exception of high level slotted windows that would be above eye level. In addition to this the balconies at the front and rear of the development at the northern corners have been secured with louvered metal screens to avoid undue overlooking onto the occupants of Carlton House.
- 6.5.3 It is noted that there are habitable room windows on the south elevation of Carlton House facing the development. The proposed block is 1.5 storeys higher and on a wider footprint and is also set 4m closer to these windows than the current Capitol House office building. This relationship has been analysed on site and whilst the proposed building will obviously create an additional sense of bulk once viewed from these windows it is considered that there is adequate separation distance in excess of 21m from facing elevations to ensure that the proposal would not appear unacceptably dominating when viewed from these windows.
- 6.5.4 The Daylight and Sunlight survey has been reviewed by officers and it is considered that there would no negative impact to this property as a result of the development.

492 Green Lanes

- 6.5.5 Number 492 Green Lanes is a part two, part three storey building on the south side of the application site. There is a coffee shop "Coffee Break" at the ground floor level with residential flats over the upper floor level. The south end of the building would be set at an average distance of 9.6m from the side boundary and on average 11m from the north facing side elevation of No. 792. This would in fact be moving the building 0.5m further way from No. 792, but obviously the development would appear bulkier when viewed from these side windows on No.792 due to the increase height and depth.
- 6.5.6 Similar to the relationship with Carlton House originally there were windows on the south elevation facing directly into No. 792 that would have caused unacceptable privacy and overlooking issues. These have also been removed and replaced with high level windows above eye level and with the balconies provided with louvered screens to avoid overlooking.
- 6.5.7 It is noted that there are habitable room windows on the north elevation of No. 792 facing the development. The proposed block is 1.5 storeys higher is on a wider footprint and is set marginally further away from these windows than the current Capitol House building. This relationship has been analysed on site by officers and whilst the proposed building will obviously create an additional sense of bulk officers consider that the proposed building would not result in an additional sense of bulk and dominance over the existing situation to warrant refusal. It is considered that there remains enough separation

distance between both facing elevations to ensure that the proposal would not appear unacceptably dominating when viewed from these neighbouring windows.

6.5.8 Similar to the situation with Carlton House, the Daylight and Sunlight survey has been reviewed and it is concluded that there would be no negative impact to this property at No 792 as a result of the development.

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 Site Layout, Standard of Accommodation and Proposed Mix.

Standard of Residential Accommodation

6.6.1 The application now proposes 49x1 bed, 32x2 bed and 10x3 bed flats, 91 residential units in total.

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 2bed 4 persons at 70sqm, 3bed flats at 74 sqm or 3bed flats at 86 sqm.

6.6.3 All units have been measured and verified and are above the required London Plan standards for the respective units. Furthermore all units would have useable and accessible layouts and all room sizes are acceptable with specific regards to living/diners and single and double bedrooms. Amended plans have been submitted with the application and approximately 60% of the units would be dual aspect with no sole north facing flats, therefore it is considered all of the units would have an acceptable level of outlook. The stepped nature of the front and rear elevations has assisted with significantly increasing the number of dual aspect units which allow for the creation of side facing windows from a number of the flats. All flats would be readily accessible via the 2 main access staircores and communal hallways all accessed from the Green Lanes frontage and each floor is also accessible via a lift.

6.6.4 At street level the building would be set back between 3.5m to 8m from the back edge of the public footpath separated by low level boundary walls and front gardens and terraces which will provide an acceptable level of defensible space to the ground floor front facing units. To the rear there is a Thames Water and EA requirement to keep the footprint of the building back 8m from the edge of the New River. The applicant is currently in discussions to include the land up to the river bank as part of the site to enlarge the rear ground floor gardens, however this is only pending at present and does not form part of the application. However it is considered these rear facing ground floor units with an outlook and backdrop onto the New River and trees behind would be attractive and provide an acceptable level of amenity space for future occupiers. It should also be noted the flats over the upper floor levels and the associated balconies would have nice views over the New River and the Paulin Ground further behind.

6.6.5 9 of the 91 flats would be wheelchair accessible which complies with the London Plan 10% requirement of the total number of units on the site.

Housing Mix

- 6.6.6 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 identified as the greatest area of need. The mix of individual developments does however have to reflect the nature of the development particularly where high use development is proposed
- 6.6.7 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%
- 6.6.8 The development provides the following dwelling mix:
- 49 no.1b 2p (53.8%)
 - 32 no.2b 3p (and) 4p (combined 35.3%)
 - 10 no.3b (10.9%)
- 6.6.9 As part of the application process, the mix of residential units along with the appropriate levels of affordable housing have undergone considerable discussion. The application was originally submitted for 84 units with a unit mix of 29 x 1 bed, 37 x 2 bed and 18 x 3 beds, but with a much lower affordable housing offer of only 3 units. Through discussions with the applicant and in order to get a higher level of affordable units (20% ratio) on the site, the mix has had to change along with an increase of 7 units overall on the site.
- 6.6.10 It is therefore accepted that the scheme can viably provide 10 family 3 bedroom units. Whilst this percentage of family units is not policy compliant it is acknowledged that it is all the scheme can viably provide and priority has been given to try and maximise affordable housing on the site. Notwithstanding this due regard should be given to the fact that 10 of these 3 bed units would accommodate 5 persons along with the fact that there are 24 x 2 bed 4 person flats proposed as part of the scheme which could feasibly accommodate smaller or start up young families.
- 6.6.10 In conclusion all factors taken into account it is considered that the proposed mix of units and overall standard of accommodation is considered acceptable in this instance.
- 6.7 Private Amenity
- 6.7.1 Policy DMD9 now specifies the requirements for private and communal amenity space for such developments. A 1 bedroom flat should have at least 5sqm of amenity space with an additional 1sqm of amenity for every additional person. In addition to this dwelling houses should have on average 38sqm per house but a minimum 23sqm of amenity space.
- 6.7.3 Overall it is considered the private amenity proposed is acceptable. Each of the proposed flats would be served by its own self-contained amenity areas either via a terrace, balcony or self-contained garden that complies with DMD9 and regional standards set out in the London Plan and London Housing SPG. It is noted that the front facing flats at ground floor level would

have amenity spaces facing directly onto Green Lanes, however they are all set back well from the street along with being at slightly raised levels above street level and they would be surrounded and secured by glazed screens. Therefore it is considered that they would have enough privacy from the street at ground level in a similar manner to many of the flats over the upper floor levels.

- 6.7.4 At ground floor level at the southern end of the site the application provides an area of approximately 270sqm that would operate a communal playspace /sitting area. It is considered this would provide for a decent communal play facility for occupants of the development. Finalised details of how this play space will be laid out will be secured alongside a landscaping condition. It should also be noted that Paulin Ground is directly around the corner from the site and there are also a number of other parks and playspaces within the area, therefore residents of the proposed development would be well accommodated both on and off site with regards to neighbouring amenity.
- 6.7.5 All factors taken into account it is considered that the amenity provisions proposed is acceptable and in accordance with DMD9.

6.8 Traffic and Transportation

- 6.8.1 Green Lanes is a principal road in the Winchmore Hill area of the borough. The PTAL is 3 (moderate) which indicates that the area has some connections to public transport services. The site is not in a CPZ. However, it is located east of the Queens Avenue CPZ and Winchmore Hill CPZ. There are no parking controls in the immediate vicinity of the site. There is a bus stop directly in front of the site. The existing site is an office building with 3,797sqm gross internal floorspace and 62 car parking spaces. There are 2 exiting points of access for vehicles, both of which are controlled by barriers.
- 6.8.2 To justify the application on transport grounds the application has submitted a Transport Statement- supported by a Travel Plan.

Parking Provision

- 6.8.1 Traffic and transportation initially provided comments on the original submission for 84 flats with a mix of (29 x 1 bed, 37 x 2 bed and 18 x 3 beds). The advice was as follows:
- 6.8.2 *According to the 2011 Census data for the Borough of Enfield, across all tenures, the following parking ratios shown in Table 1 have been derived.*
Table 1: Parking requirements for residential units based on 2011 Census Data for Enfield:

Type of Unit	Parking Ratio	Number of Units	Total Parking
1 bed unit	0.4 spaces per unit	29	12
2 bed unit	0.7 space per unit	37	26
3 bed unit	1.1 spaces per unit	18	20
Total Parking			58

- 6.8.3 *According to the table above a minimum of 58 spaces will be required for the residents. A further 10% of the total parking provision should be added to cater for visitor parking. This equates to 6 spaces and minimum of 64 spaces*

will be required. The original proposed basement plan shows a parking layout with 60 car parking spaces. However, the proposals included a tandem parking layout. The spaces at the back row nearest the rear wall will not be able to access the spaces easily and therefore this form of parking is unacceptable. Those spaces should be removed from the basement. There will effectively be 52 spaces on site which is considerably less than the parking required. Additional parking will be required. The site has a PTAL of 3 which indicates that the site has some access to public transport services. The area is however not located in a CPZ which means that there is no way of controlling/managing parking in the area. Therefore car free development cannot be accepted in this location.

- 6.8.4 However since these initial comments there has been significant discussions with the applicant in relation to the development principally surrounding unit mix and affordable. The scheme is now proposed as 91 units with a Unit mix (49 x 1 bed, 32 x 2 bed and 10 x 3 beds) and based on this the following parking space numbers would be required.

Type of Unit	Parking Ratio	Number of Units	Total Parking
1 Bed Unit	0.4 Spaces per unit	49	20
2 Bed Unit	0.7 Spaces per unit	32	22
3 Bed Unit	1.1 Spaces per unit	10	11
Total Parking			53

- 6.8.5 Whilst there are more units in total numbers there are significantly more 1 bedroom flats which would derive lower levels of car ownership along with 18 shared ownership units, which typically also have a lower level of car ownership. The required on site figure of parking spaces for the development would be 53 with an additional 10% (5 spaces) for visitors totalling 58 spaces. The amended scheme has removed the tandem parking and now proposes a total of 51 parking spaces in the basement area, therefore this represents a shortfall of 7 car parking spaces.

- 6.8.4 To assess whether the shortfall would cause harm officers have reviewed the transport statement submitted with the application and a parking survey carried out on streets within 200m of the site over a two night period based on the Lambeth Parking Survey Methodology. It is considered the survey area for the parking survey is reasonable and within an acceptable walking distance of the site where prospective future occupiers could park, obviously acknowledging that future residents would seek to park as close as possible to the site. The parking beat survey and the actual road inventory provided does show that there was on average 25-30 car parking spaces available within the surveyed area on the surrounding streets. This outlined a parking stress of an average of 75%. Whilst it is acknowledged this was carried out some time ago as part of the earlier process of formulating the development proposal it is nonetheless considered relevant and it is considered that it conveys that there is capacity for overspill parking in the area from the development should it occur.

- 6.8.5 Although it would be desirable to have more parking spaces on site, this cannot be achieved with the limited site area available unless podium parking were provided for at ground floor level. This would have a detrimental design impact whilst also impacting number of flats provided, thereby having a negative impact on the viability of the scheme, its ability to provide affordable housing and other S106 contributions associated with the scheme.

- 6.8.6 Taking a holistic and balanced approach the application and the benefits it provides towards providing additional residential accommodation, including affordable housing, in a sustainable location, ultimately it is considered on balance that the scheme can be supported. The concerns raised by Traffic and transportation officers have been acknowledged in relation to the cumulative impact. However the parking survey and supporting transport statement does show, that whilst parking stress is reasonably high there is on street capacity in the area. Whilst the census data is now 6 years old it is acknowledged that car ownership in this area is generally lower than the borough average. In addition the site is located in a reasonably sustainable location with a PTAL of 3 with good access to public transport including buses and rail. There has been a significant investment by the Council to install the new cycle lane on Green Lanes and along with encouraging more sustainable modes of public transport, more cycling should be encouraged. There is therefore a sound argument to actually have lower levels of car parking on this site than would normally be provided. The scheme would be providing a policy compliant level of cycle parking on site, which will encourage sustainable travel and the applicant has agreed to sustainable travel incentives as part of a S106 package.
- 6.8.7 In addition whilst the site is not located in a Controlled Parking Zone, there are CPZ's in the area. It is proposed that the development will be exempt from any CPZ permits for current local CPZ's or any that may be introduced in the in the future. This will be secured via the S106 Agreement.
- 6.8.8 There are 8 disabled parking spaces proposed which is considered acceptable.
- 6.8.9 In conclusion taking all of the above factors into account and the overall planning merits of the scheme, it is considered a refusal of the scheme on parking grounds can not be substantiated.

Vehicular Access

- 6.8.10 The proposed access arrangements include the extension of the existing western access and the creation of a ramped access to a basement car park which will serve the development. The principle of this arrangement is acceptable. The new crossover will be approximately 10m wide and will include a separate access for refuse collection and a 6m ramped access to the basement. The proposed new crossover is much wider than would be acceptable. However, in this instance, with the Cycle Enfield project and servicing requirements for the development etc. the access arrangements would be accepted on balance.
- 6.8.11 Details of the operation of the gates into the development and details of the width of access, gradient of ramped access to the basement, distance of the ramp, operation of the basement car park and the ramps are to be subject to conditions. The second existing access on the eastern end of the site is to be removed and reinstated as part of the highway. This is deemed acceptable. Officers have taken all of this information into account. Based on the acceptability of the principle of the access it is considered the finer details of these access requirements can be secured via a planning condition.

Pedestrian Access

- 6.8.12 The pedestrian access into the site will be via the existing pedestrian footway along the frontage of the site and through footpaths to be provided to the front

door of the main blocks and the private flats. The arrangement is considered to be acceptable and details of the proposed hard landscaping materials and levels will be secured by planning conditions.

Servicing Arrangements, Refuse & Recycle Storage/Collection

6.8.13 Policy 47 (access, new roads and servicing) of the DMD and Manual for Streets states that new developments will only be permitted where adequate, safe and functional provision is made for:

- Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development; and
- Emergency services vehicles, (following guidance issued by the London Fire Brigade & Building Regulations).

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

6.8.14 According to the Manual for Streets (MfS), Planning Authorities should ensure that new developments make sufficient provision for waste management and promote designs and layouts that secure the integration of waste management facilities without adverse impact on the street scene. The proposed refuse and recycle storage should blend in with the proposed layout and landscaping; complementing the street scene. The standards require the design to ensure that residents are not required to carry waste more than 30m (excluding any vertical distance) to the storage point, waste collection vehicles should be able to get to within 25 m of the storage point and the bins should be located no more than 10m from kerbside for collection. Detailed designs of the refuse and recycle storage should therefore comply with these standards and the Refuse and Recycle Storage Guide Enfield (ENV 08/162).

6.8.15 Having assessed the proposed plans it is considered that the development is well catered for with regards to access and servicing. In addition the bin storage facilities appear adequate to accommodate the needs of the proposed development. The final details of these waste storage facilities will be secured by a condition.

6.8.16 Tracking plans for an 11m vehicle has been provided in the TS. The plans show that the development will be serviced safely by this size vehicle with no significant changes to the existing servicing arrangements.

Traffic Generation & Impact

6.8.17 The survey information provided indicates that the traffic generation associated with the proposed development will be significantly reduced as compared to the office use of the site. The development proposals are therefore considered to be acceptable. It is therefore not thought that proposed change of use will generate significant levels of traffic which will adversely affect traffic flows in the local area.

Cycle Parking

6.8.18 According to the Transport Statement (TS), a total of 139 cycle parking spaces are proposed for the residents and 4 spaces for visitors. Whilst this is acceptable and in line with the minimum standards set out in the London Plan 2016, it is recommended that 2 Sheffield stands be provided along the frontage of the individual blocks. This will ensure that there is adequate level of cycle parking for visitors which will be secured because they will be overlooked. Details of cycle stores should be provided. The design of the bike stores should ensure that they are big enough to accommodate cycles with stands/racks, lockable (by an access fob/card or BS mortice lock), allowing both the frame and at least one wheel to be secured. The plans provided should include detailed designs of the bike store, including dimensions, materials of the bike racks and materials of the bike store and also showing the proposed racks/stands in the store. A convenient and safe access to and from the stores, building and the street must be provided. The cycle parking should be attractive lit, benefit from good natural surveillance, easy to use and must not damage cycles. It is considered the final details of the cycle parking spaces can be provided via a planning condition since there is sufficient space allowed for within the development to accommodate.

Travel Plan

6.8.19 A Travel Plan (TP) has been submitted as part of the development proposals. The identified targets will not result in a significant change in travel patterns for future residents. The identified targets should therefore be revised and agreed with the Council as part of the baseline TP. Once the final TP is agreed, it will be monitored over a 5yr period and the applicant will contribute £3,620 secured via S106 to monitor the Travel Plan.

Sustainable Transport Package

6.8.20 As part of the redevelopment of the site, each new unit shall be entitled to a sustainable transport package up to the value of £315 which shall include car club membership for 3 years and £50 driving credit, an Oyster card per bedroom and 3 years of London Cycling Campaign Membership per bedroom. The applicant will be responsible for promoting the sustainable transport package and managing delivery. Confirmation will be required that the package has been offered to all first occupiers of residential units. This should be via an independent audit undertaken at the applicant's cost. Where there is evidence that the package has not been offered, the applicant will be required to make a £315 per unit contribution to the Council to support delivery of sustainable transport measures. The total sustainable transport contribution which will be sought via S106 is £28,665.

6.8.21 The subject site is also located along a major Cycle Enfield route and will benefit directly from the new cycle infrastructure currently being built. A financial contribution of £19,908 is therefore required towards the provision of the requisite cycling facilities and infrastructure as part of the Cycle Enfield Project.

6.8.22 Therefore the total transport contribution associated with the development will be £52,193.

6.8.23 In conclusion subject to the conditions outlined in this section of the report and completion of the S106 agreement the application on balance of all other material planning considerations is acceptable on planning grounds.

6.9 Trees and Landscaping

6.9.1 The proposal does result in the loss of some smaller minor trees to the back of the site. This is considered acceptable to accommodate the development and the applicant has submitted a landscaping plan that will involve a tree replanting programme along with what appears to be a relatively attractive hard and soft landscaping scheme. These details will be secured by a planning condition.

6.10 S106 Contributions and Affordable Housing

Affordable Housing

6.10.1 Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing 10 or more units (91) 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 36 units on this site as affordable housing.

6.10.2 As part of the original submission consisting of 84 flats, the applicant has submitted a Viability Assessment that originally concluded that the scheme would only be viable to contribute 3 on-site affordable units.

6.10.3 This was not deemed acceptable or reasonable taking into account the scale of the development. The Councils own independently appointed Viability Assessor has reviewed the viability assessment and provided advice. The RICS 'Financial Viability Appraisal in Planning Decisions: Theory and Practice'(2015) makes clear that "if market value is based on comparable evidence without proper adjustment to reflect policy compliant planning obligations, this introduces a circularity, which encourages developers to overpay for sites and try to recover some or all of this overpayment via reductions in planning obligations"

6.10.4 The Councils Viability Assessor has reviewed the original application submission that proposed 84 flats at a Unit mix of (29 x 1 bed, 37 x 2 bed and 18 x 3 beds). His conclusions once all figures were taken into consideration including purchase price of the site, development costs, GDV, professional costs, S106 Monies and CIL etc, that the scheme could viably provide for 21 affordable units, (25% ratio) 15 x social rented flats (9 x 2 bed and 6 x 3 bed and 6 x 1 bed shared ownership flats.

6.10.5 Although initially challenged by the applicant discussions have resulted in an increased offer equivalent to 20% of the units as affordable housing. As a result has increased to 91 with a varied mix of (49 x 1 bed, 32 x 2 bed and 10 x 3 beds), reducing the number of 3 bed flats and re-providing more 1 bed flats. This has altered the finances of the project and allowed for 18 shared ownership flats to be provided.

6.10.6 It is considered this is now a reasonable compromised solution on the site in the interests of bringing the scheme forward for redevelopment and the net gain in housing. This would allow for 18 shared ownership units 15x1 bed and 3x2 bed (20%) out of the total 91 units proposed.

6.10.7 This affordable housing arrangement would be secured as part of a S106 legal agreement with the application. However as the proposed development fails to provide a policy compliant affordable housing offer, a review

mechanism is recommended to be included in the s106 agreement via an overage clause to ensure that any uplift in value will be captured for the Council once the development is completed.

Other S106 Contributions/ Head of Terms

6.10.8 The following education, transport and carbon tax contributions will be required as part of the development. As part of the Viability Appraisal a S106 amount of £252,000 + Monitoring Fee has been agreed and allowed for. These contribution will contribute to ensuring the development provides for the necessary infrastructure associated with the development and the increased number of people in the area.

- Restriction from occupiers of the development obtaining car parking permits for existing CPZ's in the area and any future CPZ be implemented in the future.
- £3,620 towards Travel Plan monitoring
- £28,665 towards sustainable transport measures including car club vouchers and Oyster vouchers.
- £19,908 towards Enfield Cycle Road
- £58,000 offsite Carbon Tax Contribution
- £141,007 Education
- Monitoring fee @ 5%- £12,600.

6.11 Sustainable Design and Construction

Lifetime Homes

6.11.1 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.

6.11.2 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

6.11.3 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. 'Zero carbon' homes are homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on-site (in line with policy 5.2B). The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere (in line with policy 5.2 E).

6.11.4 In line with the implementation date for previous increases in the London Plan carbon dioxide targets and improvements to Part L of the Building Regulations, 'zero carbon' housing was implemented from 1st October 2016. The subject scheme was submitted after this deadline and hence is subject to the provisions of this Policy.

6.11.5 The applicant has submitted an Energy Statement which confirms that a 37.4% improvement over Part L of current building regulations will be achieved. This is considered acceptable and compliant. In addition the applicant has further committed to offset the remaining carbon via a s106 contribution in accordance with the S106 SPD. This is considered acceptable subject to condition and S106. The contributed figure would be £58,000 and this has been worked into the overall Viability Assessment as part of the application.

6.12 Mayors CIL

6.12.1 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 4106 sq.m, inclusive of the 91 units, basement area and the communal halls and staircase area.

6.12.2 This would result in a Mayoral CIL contribution of 4106 sq.m x £20 x 319/223 (BCIS CIL Index Formula) = £117,472.10

6.12.3 This would result in a Borough CIL contribution of 4106 sq.m x £120 x 319/274 (BCIS CIL Index Formula) = £573,641.16.

6.12.4 The total Mayoral and Borough CIL would amount to **£691,113.26**.

7. **Conclusion**

7.1 It is recognised that this is a substantial development which, in certain areas, is not policy compliant. This is not uncommon when assessing development proposals and as always there is a need to balance the merits of the scheme against the requirements of adopted policy, the key policy objectives (in this case affordable housing) and the circumstances of the site taking cognisance of any local representations.

7.2 Mindful of this context officers have given significant weight to the delivery of new housing (including affordable housing) the maximisation of which has led to an acceptable trade off against Council policy for residential mix. The increase in affordable housing has prompted an increase in the number of units to improve viability and whilst the development proposed is larger than the existing building, it is considered the scheme proposed would have an acceptable relationship to the surrounding environment would consist of greater architectural merit and overall would not detract unduly from the character and appearance of the area.

7.3 The emphasis of delivering new and affordable housing is also informed by its location with the conclusion of Traffic and Transportation recognising this is a sustainable location, with the housing mix and measures outlined in the report, the policy deficit in parking is considered acceptable and desirable.

7.4 Overall it is considered the scheme is of merit and would deliver additionality and much better housing when compared to that which could have been delivered as permitted development. It is therefore recommended for approval.

8. Recommendation

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

1. C51 Time Limited Permission- 3 years.
2. C61 Approved Plans- Revised.
3. C07 Details of Materials

The development excluding demolition and groundwork shall not commence until details of the external finishing materials including the brick and cladding materials and details of the windows, balconies and winter gardens to be used have been submitted to and approved in writing by the Local Planning Authority. This should include specific details including 1:20 details (with 1:5 sections) of windows, doors and balconies. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

4. C09 Details of Hard Surfacing

The development excluding demolition and groundwork shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

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

5. C10 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. C11 Details of Boundary Treatments, Internal Plot Treatments and Site Enclosures

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. This should also include the following:

1. Specific details of the all site boundary walls, gates and railings including heights and material finish.
2. Details of the proposed method of separation between individual gardens and terraces at ground floor level.

3. Details of how the rear garden will be screened and secured from the New River in the interests of public safety.

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

7. Details of Access and Highways Works

The development excluding demolition and groundworks shall not commence until details of the necessary highway alterations associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be the following:

1. Details of the Stopping up of the Existing Crossover to the south side of the site and Associated alterations to the public highway.
2. Details of the New crossover/ vehicle access to the site and details and associated highways works.
3. Details of the Mechanism of the New Access gate opening inwards 5 metres clear of the public highway to ensure that it will be safe and create no impact to highway function and safety. Details of the width of access, gradient of ramped access to the basement, distance of the ramp, operation of the basement car park and the ramps should be provided.

They should be carried out in accordance with the approved details before development is occupied or the use commences and the applicant/ developer will have to pay for these costs including any costs associated with amending and consulting upon any Traffic Regulation Orders required.

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

8. C17 Details of Landscaping

The development excluding demolition and groundwork shall not commence until details of trees, shrubs and grass to be planted on the site have been 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.

9. C19 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.

10. C59 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.

11. C24 Obscured Glazing

The glazing to be installed on the north and south elevations 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.

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.
- 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 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 shall be carried out in accordance with the Energy Statement prepared by Ensphere Group Ltd dated April 2017.

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 Certificates 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. Contamination

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

Reason: To protect public health from contamination.

18. On site Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or

subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality

19. Sound Insulation

The development shall be constructed/adapted so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am – 11pm in bedrooms, living rooms and dining rooms and 30 dB(A) in bedrooms from 11pm – 7am measured as a LAeq,T. The LAF Max shall not exceed 45dB in bedrooms 11pm – 7am. A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to development taking place. The scheme of mitigation shall include mechanical ventilation where the internal noise levels exceed those stated in BS8233: 2014 with the windows open. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To protect future occupants from noise and disturbance.

20. Electric Vehicle Charging Points

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

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

21. Sustainable Urban Drainage Systems

Prior to commencement of the development a sustainable urban drainage strategy shall be submitted. This should include:

- A plan of the existing site
- A topographical plan of the area
- Plans and drawings of the proposed site layout identifying the footprint of the area being drained (including all buildings, access roads and car parks).
- 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.
- The proposed storage volume.
- 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.

- Geological information including borehole logs, depth to water table and/or infiltration test results.
- Details of overland flow routes for exceedance events.
- A management plan for future maintenance.

Reason: In the interest of Sustainable Urban Drainage measures and to reduce the potential of flooding associated with the development.

22. Thames Water- Surface Water Drainage

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

23. Piling

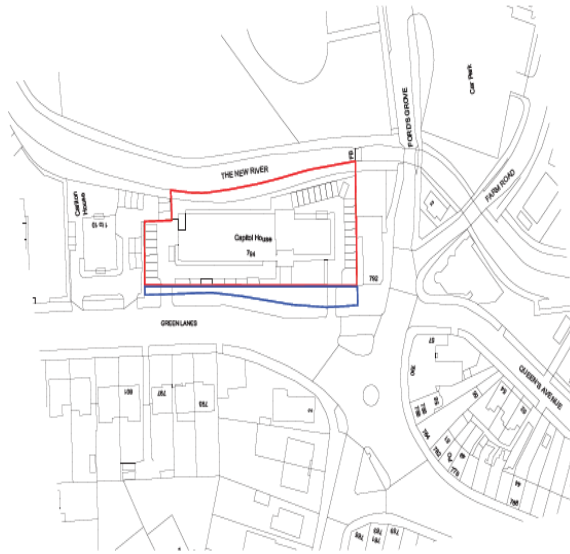
No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement

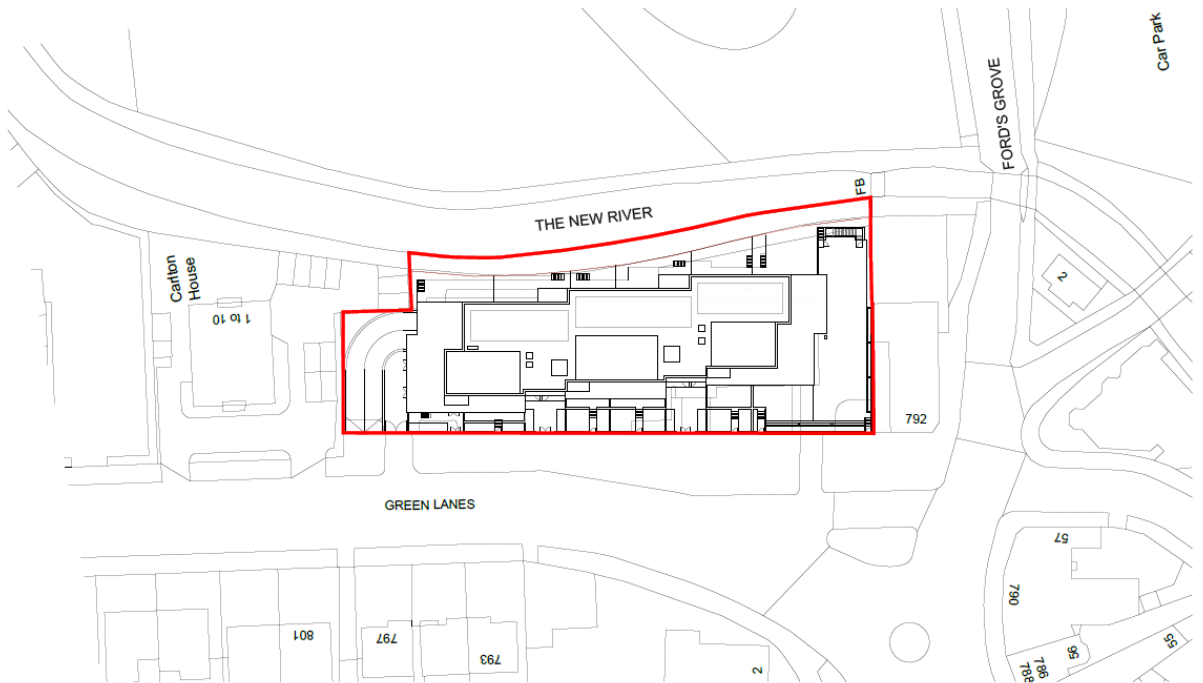
24. Secure By Design

The development excluding demolition and groundwork shall not commence until details to be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

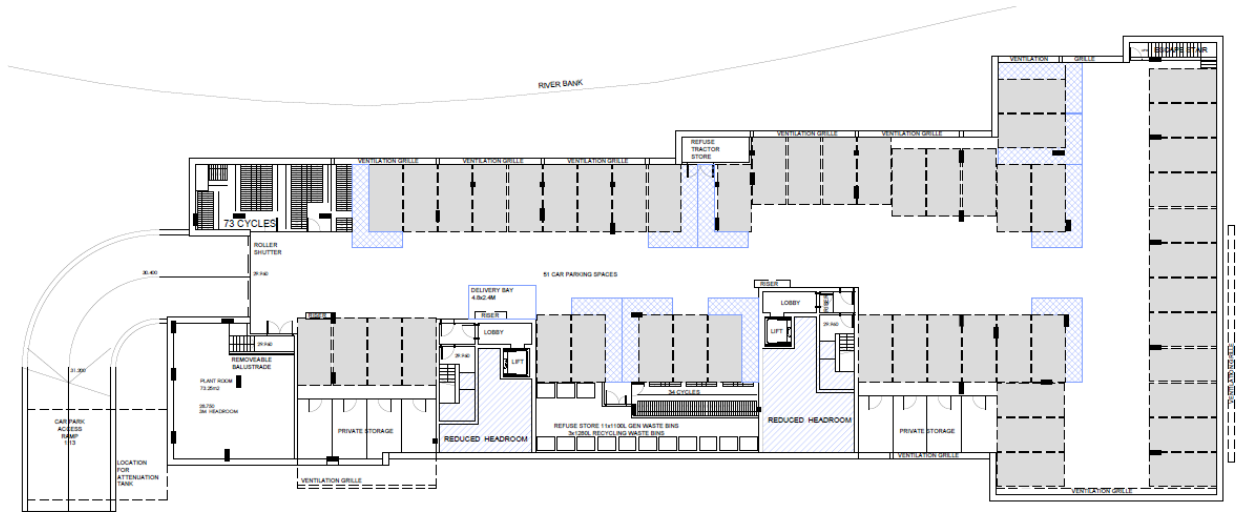
Reason: In the interest of residential amenity and public safety.



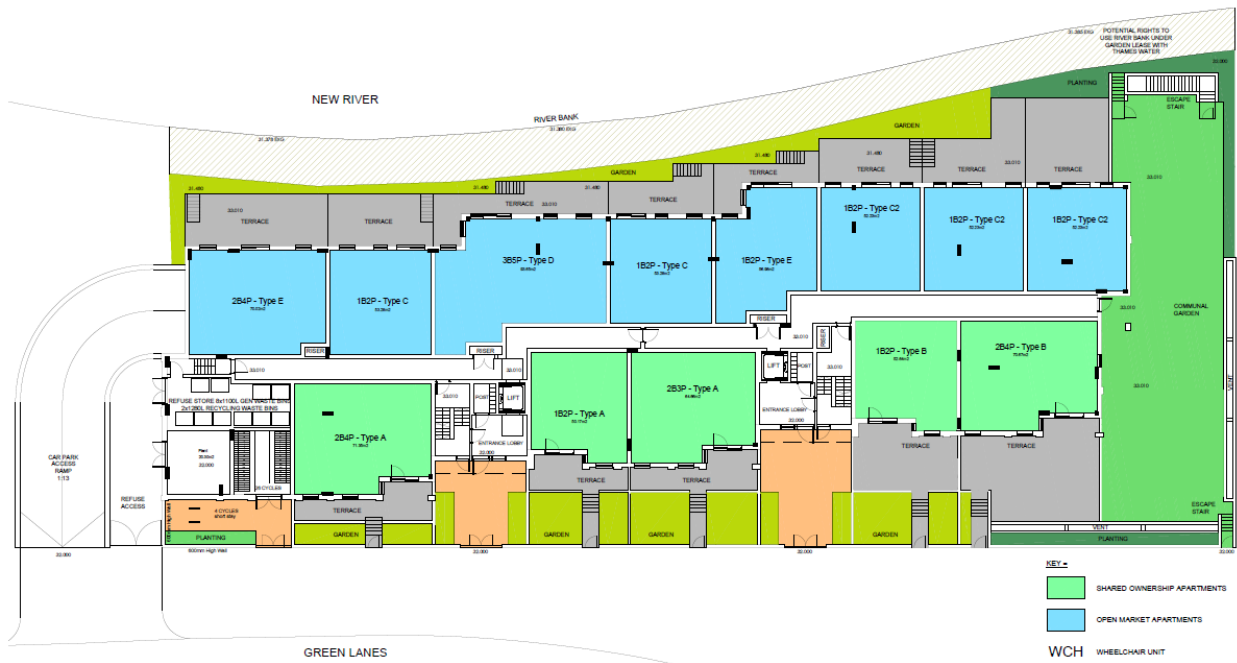
Amendment P1 Insect for Planning	Date 10/06/17	Scale 10 50m			 100% 100% 100% 100% HD Team, Outputs Internal/Approved NPI 1717 1 0122 802645 F 0122 802633 a.hughes@dandara.com	Job Drawing No P-001 Job Drawing TM Bridge Road 2017 DATE 1 0122 802645 F 0122 802633 a.hughes@dandara.com	Job Drawing No P-001 Job Drawing TM Bridge Road 2017 DATE 1 0122 802645 F 0122 802633 a.hughes@dandara.com	Scale 1:100 @ A3 Date 10/06/17 Drawn [Name] APPLICATION SITE RED LINE BOUNDARY PLAN All Dimensions to be checked on site
-------------------------------------	------------------	-----------------	--	--	--	--	--	--



Amendment P1 Insect for Planning	Date 10/06/17	Scale 10 50m			 100% 100% 100% 100% HD Team, Outputs Internal/Approved NPI 1717 1 0122 802645 F 0122 802633 a.hughes@dandara.com	Job Drawing No P-006 Job Drawing TM Bridge Road 2017 DATE 1 0122 802645 F 0122 802633 a.hughes@dandara.com	Job Drawing No P-006 Job Drawing TM Bridge Road 2017 DATE 1 0122 802645 F 0122 802633 a.hughes@dandara.com	Scale 1:100 @ A3 Date 10/06/17 Drawn [Name] BLOCK PLAN All Dimensions to be checked on site
-------------------------------------	------------------	-----------------	--	--	--	--	--	--



Amendment P1: Ready for Planning P2: Number of car parking spaces, location of vehicle / motorcycle, lift shaft, lift shaft location, lift shaft location	Date 15/04/21 08/05/21			dandara ARCHITECTS 102 Tower Colonnade 200-202 Colonnade 201-202 1101 6 17442 000100 6 17442 000100 6 17442 000100	WCH WHEELCHAIR UNIT P-099 CAPTION: HOUSE 1174 Green Lane, WHEELCHAIR UNIT P-099 PROPOSED (LEVEL 11 PLAN) Scale: 1:100 @ A1 A3/300 Date: 08/05/21 Drawn:	Amendment P2
---	------------------------------	--	--	---	--	-----------------



Amendment P1: Ready for Planning P2: Number of car parking spaces, location of vehicle / motorcycle, lift shaft, lift shaft location, lift shaft location	Date 15/04/21 08/05/21			dandara ARCHITECTS 102 Tower Colonnade 200-202 Colonnade 201-202 1101 6 17442 000100 6 17442 000100 6 17442 000100	WCH WHEELCHAIR UNIT P-100 CAPTION: HOUSE 1174 Green Lane, WHEELCHAIR UNIT P-100 PROPOSED (LEVEL 11 PLAN) Scale: 1:100 @ A1 A3/300 Date: 08/05/21 Drawn:	Amendment P2
---	------------------------------	--	--	---	--	-----------------



KEY -

- SHARED OWNERSHIP APARTMENTS
- OPEN MARKET APARTMENTS

WCH WHEELCHAIR UNIT

Amendment P1 Issued for Planning P2 Issued for Planning	Date 05/06/17 05/05/18					dandara dandara consultancy 100 Tower Colonnade 100 Colonnade LONDON W1T 1JF T +44 (0)20 8946 8000 F +44 (0)20 8946 8001 E info@dandara.com	Job Drawing No. P-101 Title Proposed Level 1 Plan Date 04/05/17 Scale 1:100 @ A1 Date 04/05/17 Drawn PROPOSED LEVEL 1 PLAN All Dimensions to be checked on site
--	---------------------------	--	--	--	--	---	--

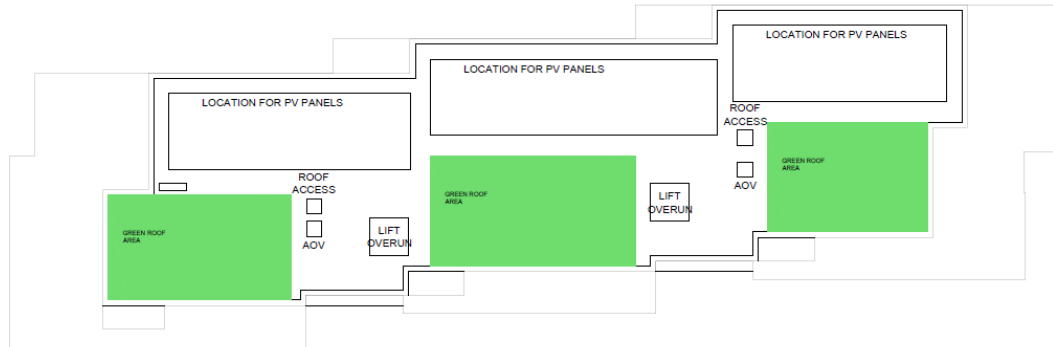


KEY -

- SHARED OWNERSHIP APARTMENTS
- OPEN MARKET APARTMENTS

WCH WHEELCHAIR UNIT

Amendment P1 Issued for Planning P2 Issued for Planning	Date 05/06/17 05/05/18					dandara dandara consultancy 100 Tower Colonnade 100 Colonnade LONDON W1T 1JF T +44 (0)20 8946 8000 F +44 (0)20 8946 8001 E info@dandara.com	Job Drawing No. P-106 Title Proposed Level 6 Plan Date 04/05/17 Scale 1:100 @ A1 Date 04/05/17 Drawn PROPOSED LEVEL 6 PLAN All Dimensions to be checked on site
--	---------------------------	--	--	--	--	---	--



Amendment P1 - Impact to Planning	Date 19/04/17				dandara Lead Architect 10 Tower, Colindale 9th Floor 4191 17th London N4 2DF +44 (0)20 832 3030 +44 (0)20 832 3030 +44 (0)20 832 3030	Job Drawing No. P-107 CLIENT: HOUSE 1740 Green Lane WIMBORNE WILSHIRE W10 3JF PROPOSED ROOF PLAN Scale: 1:100 @ A1 / 1:200 @ A3 Date: 06/03/17	Amendment P1
--------------------------------------	------------------	--	--	--	--	--	-----------------

FACTORY MATERIAL LISTING

- 1 FACIAL BRICK CLADDING - RED
- 2 FACIAL BRICK CLADDING - GREY
- 3 FACIAL BRICK CLADDING - WHITE
- 4 GLAZED GLASS PANEL CLADDING - GLASS GLAZING
- 5 STRUCTURED CONCRETE/STAINLESS STEEL - WHITE
- 6 ALUMINIUM WINDOW, DOOR AND CURTAIN WALLING FRAME - DARK GREY
- 7 METAL DOWNPIPE AND GUTTERING SYSTEM - DARK GREY
- 8 SLAB RAILINGS WITH DARK GREY COLOURED STEEL RAILING AND TRIM
- 9 METAL SLAB RAILING POST - DARK GREY COLOUR
- 10 METAL DOWNPIPE - DARK GREY
- 11 METAL GUTTERING - DARK GREY
- 12 METAL FLASHING BRICK CLADDING INSULATED ABOVE CURTAIN
- 13 DARK GREY COLOURED METAL SANDING ON BRICK TYPERS
- 14 VERTICAL METAL DOWNPIPE FINISH ACCESS - DARK GREY



Amendment P1 - Impact to Planning	Date 19/04/17				dandara Lead Architect 10 Tower, Colindale 9th Floor 4191 17th London N4 2DF +44 (0)20 832 3030 +44 (0)20 832 3030 +44 (0)20 832 3030	Job Drawing No. 1817-P-0300 CLIENT: HOUSE 1740 Green Lane WIMBORNE WILSHIRE W10 3JF PROPOSED BUILDING HEIGHT ELEVATION Scale: 1:100 @ A1 / 1:200 @ A3 Date: 02/03/17	Amendment P1
--------------------------------------	------------------	--	--	--	--	---	-----------------

FACADE MATERIAL LEGEND

- 1 FACING BRICK CLADDING - RED
- 2 FACING BRICK CLADDING - GREY
- 3 FACING BRICK CLADDING - WHITE
- 4 SLABES CLAY PANEL CLADDING - LIGHT GREY
- 5 POLISHED CONCRETE FINISH/CLADDING - WHITE
- 6 ALUMINIUM WINDOW, DOOR AND CURTAIN WALLING FRAME - DARK GREY
- 7 METAL LOUVER AND LAMINAR GLASS - DARK GREY
- 8 SLABES SMOOTH WITH DARK GREY COLOURED STEEL BANDING AND FRAME
- 9 METAL CLAY SMOOTH BRICK - DARK GREY COLOUR
- 10 METAL PANELING - DARK GREY
- 11 SPINES - FACING BRICK CLADDING STRIP/TIE BRICK PATTERN
- 12 DARK GREY COLOURED METAL BANDING ON BRICK PATTERN
- 13 VERTICAL METAL LOUVER FINISH/SCREEN - DARK GREY



<p>Approval P1 Issued for Planning P2 Construction required to reflect approved Apartment mix</p>	<p>Date 15/04/17 09/02/18</p>			<p>dandara ARCHITECTS</p> <p>112 Tower, Colsonville Marsfield, Sydney NSW 1585 P 02 9550 8833 F 02 9550 8833 E info@dandara.com</p>	<p>Architect/Architects LP 1817-P-0301</p> <p>112 Tower, Colsonville Marsfield, Sydney NSW 1585 P 02 9550 8833 F 02 9550 8833 E info@dandara.com</p>	<p>Job Drawing No. 1817-P-0301</p> <p>Client/Developer Lynch Group Marsfield NSW 1585</p> <p>PROPOSED BUILDING EAST ELEVATION</p>	<p>Approval P2</p> <p>Date 11/02/18 @ 11:28 AM 09/02/17</p> <p>Scale 1:100 @ A1 1:100 @ A3</p> <p>Drawn All Dimensions to be checked on site</p>
---	---------------------------------------	--	--	--	---	---	--

FACADE MATERIAL LEGEND

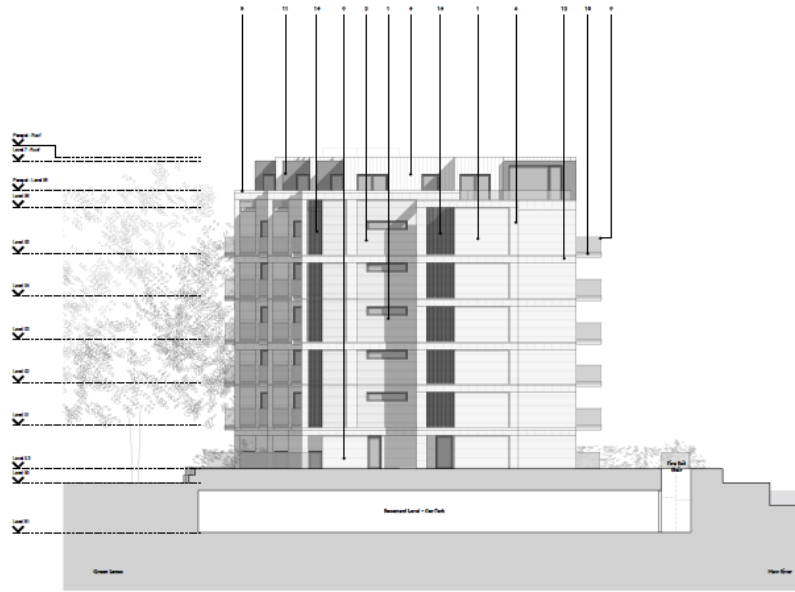
- 1 FACING BRICK CLADDING - RED
- 2 FACING BRICK CLADDING - GREY
- 3 FACING BRICK CLADDING - WHITE
- 4 SLABES CLAY PANEL CLADDING - LIGHT GREY
- 5 POLISHED CONCRETE FINISH/CLADDING - WHITE
- 6 ALUMINIUM WINDOW, DOOR AND CURTAIN WALLING FRAME - DARK GREY
- 7 METAL LOUVER AND LAMINAR GLASS - DARK GREY
- 8 SLABES SMOOTH WITH DARK GREY COLOURED STEEL BANDING AND FRAME
- 9 METAL CLAY SMOOTH BRICK - DARK GREY COLOUR
- 10 METAL PANELING - DARK GREY
- 11 SPINES - FACING BRICK CLADDING STRIP/TIE BRICK PATTERN
- 12 DARK GREY COLOURED METAL BANDING ON BRICK PATTERN
- 13 VERTICAL METAL LOUVER FINISH/SCREEN - DARK GREY



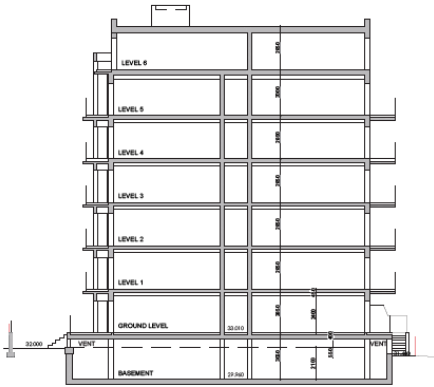
<p>Approval P1 Issued for Planning</p>	<p>Date 07/04/17</p>			<p>dandara ARCHITECTS</p> <p>112 Tower, Colsonville Marsfield, Sydney NSW 1585 P 02 9550 8833 F 02 9550 8833 E info@dandara.com</p>	<p>Architect/Architects LP 1817-P-0304</p> <p>112 Tower, Colsonville Marsfield, Sydney NSW 1585 P 02 9550 8833 F 02 9550 8833 E info@dandara.com</p>	<p>Job Drawing No. 1817-P-0304</p> <p>Client/Developer Lynch Group Marsfield NSW 1585</p> <p>PROPOSED BUILDING NORTH ELEVATION</p>	<p>Approval P1</p> <p>Date 11/02/18 @ 11:28 AM 09/02/17</p> <p>Scale 1:100 @ A1 1:100 @ A3</p> <p>Drawn All Dimensions to be checked on site</p>
--	--------------------------	--	--	--	---	--	--

FACADE MATERIAL LEGEND

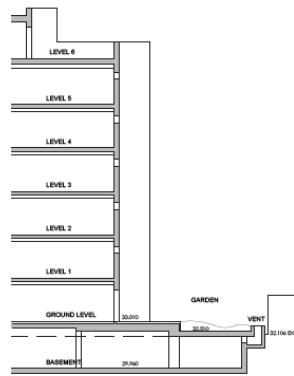
- 1 FACING BRICK CLADDING - RED
- 2 FACING BRICK CLADDING - GREY
- 3 FACING BRICK CLADDING - WHITE
- 4 GLAZED FLAT PANEL CLADDING - BEST GREY
- 5 RECTANGULAR STONE SPANDRELLOUSE - WHITE
- 6 ALUMINIUM WINDOW, DOOR AND GLAZED WALLING FRAME - DARK GREY
- 7 METAL LOUVER AND GLAZED PANEL - DARK GREY
- 8 GLAZED BALCONY WITH DARK GREY INSULATED STEEL RAILING AND PANEL
- 9 METAL FLAT ROOFTOP EDGE - DARK GREY COLOUR
- 10 METAL TYPING - DARK GREY
- 11 LANTERN - FACING BRICK CLADDING FINISHES BRICK CURTAIN
- 12 DARK GREY INSULATED METAL RAILING ON BRICK CURTAIN
- 13 VERTICAL METAL LOUVER PERMET SCREEN - DARK GREY



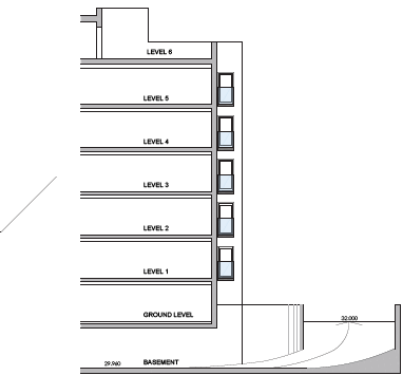
Amendment P1 Issued for Planning	Date 15/04/2017				Y dandara Chief Architect 83 Tower, Colsonia 1000000000 011 4242 8300 y.dandara@y-dandara.com	Y dandara Chief Architect 83 Tower, Colsonia 1000000000 011 4242 8300 y.dandara@y-dandara.com	Drawing No 1817-P-0302 CONTRACT NO: 1704-0000000000 PROJECT NO: 1817-P-0302 REVISION:	Scale 1:100 @ A1 / 1:200 @ A3 Date 04/2017 Drawn JH	Amendment P1
-------------------------------------	--------------------	--	--	--	---	---	--	--	-----------------



TYPICAL SECTION A-A



SECTION B



SECTION C

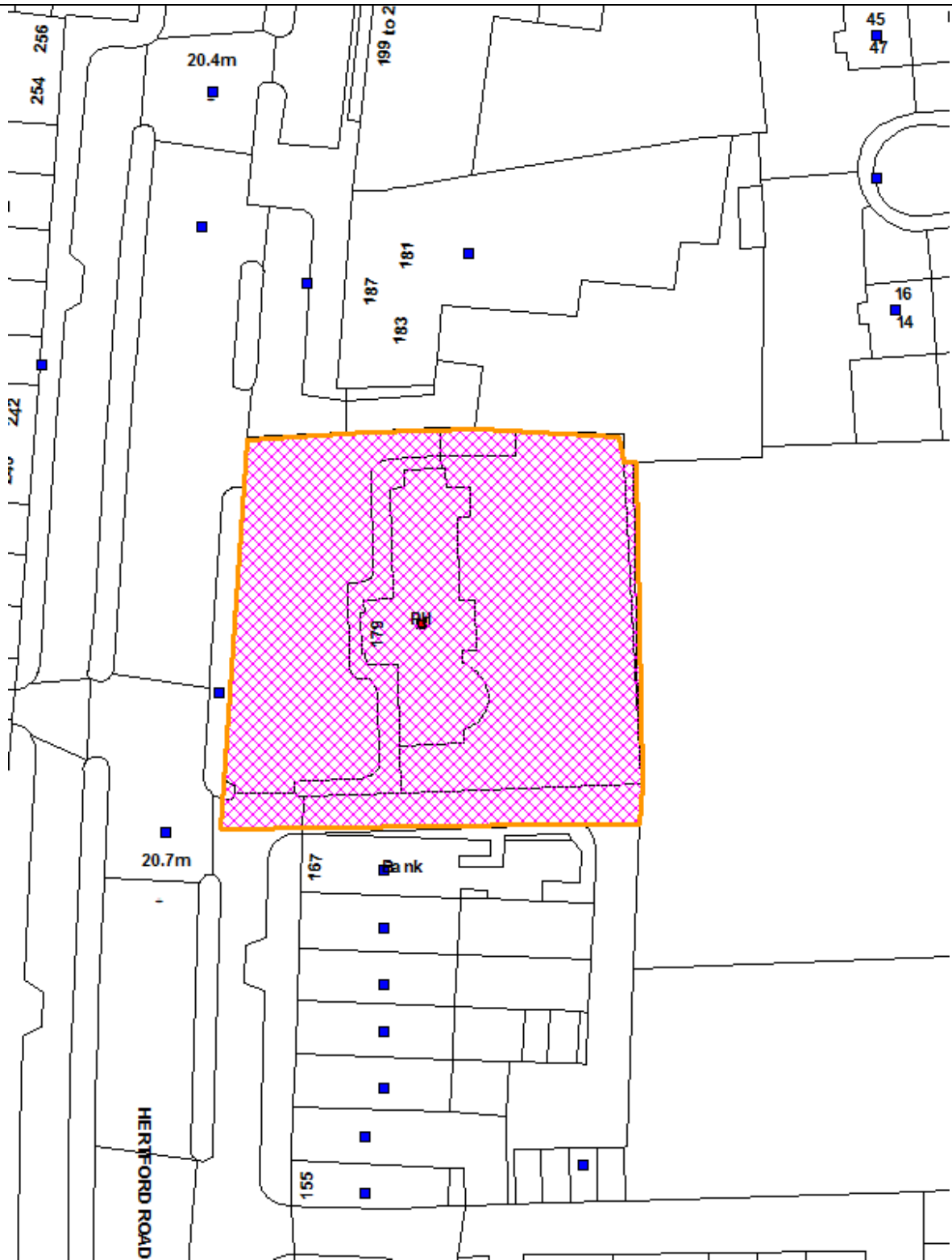


Amendment P1 Issued for Planning	Date 15/04/17				Y dandara Chief Architect 83 Tower, Colsonia 1000000000 011 4242 8300 y.dandara@y-dandara.com	Y dandara Chief Architect 83 Tower, Colsonia 1000000000 011 4242 8300 y.dandara@y-dandara.com	Drawing No P-200 CONTRACT NO: 1704-0000000000 PROJECT NO: P-200 REVISION:	Scale 1/100 @ A1 / 1/200 @ A3 Date 04/2017 Drawn	Amendment P1
-------------------------------------	------------------	--	--	--	---	---	--	--	-----------------

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 1 May 2018
Report of Assistant Director, Regeneration & Planning	Contact Officer: Andy Higham Kevin Tohill Gary Murphy Tel: 0208 379 3640	Ward: Enfield Highway
Ref: 17/02599/FUL		Category: Full Application
LOCATION: 179 Hertford Road, Enfield, EN3 5JH		
PROPOSAL: Redevelopment of site and erection of a part four, part five storey building to provide 3 commercial units at ground floor level and 25 self-contained flats above comprising (1 x studio, 6 x 1bed, 9 x 2 bed, 9 x 3 bed with balconies and first floor terrace together with associated parking, landscaping and amenity space.		
Applicant Name & Address: Mr H Gholizadeh White Gold Properties Ltd		Agent Name & Address: CG Architects 221 East Barnet Road Barnet
RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations set out in this report, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions and completion of a S106 Agreement.		
Note to Members: The application is being brought to Planning Committee as it comprises a 'major' proposal, involving more than 10 residential units.		

Ref: 17/02599/FUL LOCATION: Commercial Premises, 179 Hertford Road, Enfield, EN3 5JH



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and Surroundings

- 1.1. The application site is located on the eastern side of Hertford Road and is a vacant cleared site situated within the middle of an existing commercial parade. The Black Horse pub previously existed on site prior to its demolition.
- 1.2. The surrounding area comprises a mixture of commercial and residential uses. To the north and south are commercial uses, predominantly three storeys, some with residential uses on the upper floors. This is also the case on the opposite side (west) of Hertford Road. To the rear of the site (east) are playing fields and grounds associated with St James Church of England Primary School.
- 1.3. The site is not located in a Conservation Area, and does not relate to a Listed Building.
- 1.4. The site has a public transport accessibility (PTAL) rating of 2.

2. Proposal

- 2.1. Redevelopment of site and erection of a part four, part five storey building to provide 3 commercial units at ground floor level and 25 self-contained flats above comprising (1 x studio, 6 x 1 bed, 9 x 2 bed, 9 x 3 bed with balconies and terrace together with associated parking, landscaping and amenity space.
- 2.2. The proposal includes 7 units of affordable housing, equating to 28% on site affordable provision. The affordable units would comprise x 5 social rented (3 x 2-bed and 2 x 3-bed) and x 2 shared ownership units (2 x 1-bed). This level of provision has been agreed as the maximum reasonable amount of affordable housing that can viably be delivered, this following a review of the applicants Financial Viability Assessment (FVA) by an external consultant on behalf of the Council.
- 2.3. A new part 4, and 5 storey mixed-use building is proposed. The top floor is of a reduced footprint, with setbacks on each side. At ground floor, three commercial units are proposed (Use Class A1). The upper floors (1-4) will comprise of 25 self-contained flats, and a communal podium level garden/amenity space at first floor.
- 2.4. Cycle parking is proposed internally (52 spaces), as well as 10 short stay cycle spaces on the frontage. Dedicated refuse storage is provided for at ground floor, with easy access gained from the existing service access that is adjacent. The ground floor undercroft area to the rear will accommodate 19 residents parking spaces (including 2 disabled bays), and five short stay visitor parking spaces can be accommodated within the slip road, along the site frontage. Access to the site will continue to be from Hertford Road
- 2.5. The existing slip road to the front of the site is within the applicant's ownership, however this is being offered over to the Council at no cost (subject to a s278 agreement) in order to facilitate this development. This land will provide the ability for a service road to service the development, whilst also allowing cycling improvements planned for the area as part of the Cycle Enfield project, and will also allow for improved pedestrian access. This offering up of land to the Council will be secured through s106 agreement.

3. Consultations

3.1. *Neighbours*

Consultation letters were sent to 136 adjoining and nearby residents on 13 July 2017. In response, one objection has been received from the governors of the adjacent St James' CE Primary School.

3.1.2 The proposal is objected to on the following grounds:

- Development is too high;
- Privacy wall at the rear will not protect against overlooking of the school;
- Not clear that the proposed green wall will be able to establish itself given its proximity to the boundary;
- Insufficient on-site parking proposed;
- Potential to block service road, which is an emergency access route for the school;
- Construction works may result in the shared access road being blocked;
- Concerned that the refuse storage is inadequate for this number of flats;
- What mitigation will there be against dust and dirt during construction phase? There is little detail provided; and
- What measures will be put in place to safeguard against noise during construction, given this is adjacent to the school's playing field and playground - with classrooms also approx. 30m away?

3.1.3 A number of site notices directly outside and in the vicinity of the site were displayed on 1 August 2017, and the proposed development advertised in the press on 19 July 2017.

3.2. *Internal*

3.2.1. Traffic and Transportation

No objection has been raised in respect of parking or additional impacts on the road network. Some Concern expressed in respect of the arrangement for refuse collection, and Transport officers preference would be for the refuse storage to be sited towards the front of the building (internally) to allow for access and collection from the frontage, rather than the proposed arrangement that involves refuse vehicle access via the adjacent shared service road. In response the applicants have submitted a detailed Refuse Collection Strategy, and this could be conditioned as part of any approval.

It is requested that any consent be subject to conditions requiring the submission and approval of, further details of parking layout (including slip road parking), service road/slip road layout details, provision of electronic vehicle charging points (EVCP) and a Construction Logistics Plan.

Any permission should also secure the following contributions through s106 agreement;

- £7765 for Cycle Enfield infrastructure;

- £8070 for sustainable transport mitigation measures;
- £3723 for Travel Plan monitoring; and
- Land at the front to be offered to the Council for adoption at no cost for provision of a new slip road and Cycle Enfield infrastructure improvement works.

3.2.2. SuDS Officer

Following the submission of additional information, no objection subject to SuDS conditions, including the submission and approval of a detailed Sustainable Drainage Strategy, and Verification report.

3.2.3. Environmental Health

No objections, subject to conditions relating to mitigation against external noise sources (i.e. road noise), detailed site investigation for possible contamination and a Construction Management Plan.

3.2.4. Urban Design Officer

It is noted that considerable pre-application discussions have been undertaken with respect to the scale and massing of the proposals, with the application scheme reflecting previous advice to ensure the parapet height of the front elevation sat in line with the consistent and predominant ridge height of neighbouring buildings. Although the top floor extends above the predominant height of surrounding buildings, the further set back and reduction in footprint of the upper floor that has been undertaken significantly reduces its visibility from Hertford Road.

The simple, contemporary architectural approach is supported in principle. As is the use of two high quality contrasting bricks across elevations, with the top floor set back clad in a material to reflect its status as a recessive element within the overall proposal.

It is recommended that:

- The top floor set back, including the lift overrun, should be clad in a natural metal cladding e.g. standing seam zinc;
- A green roof is incorporated into the design of the set-back top floor;
- Samples of all external materials should be conditioned as part of any approval, with sample brickwork panels to be constructed on site to confirm the mortar finish and colour;
- All window reveals should be a minimum of 115mm, although this can be covered through condition requiring submission of a typical detail at minimum 1:10 scale; and
- In addition to the above, details of the shopfronts (including signage), glass balustrades, privacy screens, canopies, soffits and parapets should be conditioned as part of any approval.

3.3. *External*

3.3.1. Crime Prevention Officer

No comments received.

3.3.2. Thames Water

No objections in relation to sewerage or water infrastructure, subject to a condition detailing any piling works.

Along with consultee comments, the comments received from the public have been duly taken into consideration in weighing up the planning merits of the scheme.

4. Relevant Planning History

- 4.1. 16/03853/PADE (Prior Approval Not Required) - Demolition of detached 2 storey building.

5. Relevant Policy

- 5.1. The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

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

5.3. London Plan 2011 (FALP, March 2016)

- Policy 2.15 Town centres
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing development
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 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 4.7 Retail and town centre development
- Policy 4.8 Supporting a successful and diverse retail sector
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- 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 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.21	Contaminated land
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhood's
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 7.14	Improving air quality
Policy 7.19	Biodiversity
Policy 7.21	Trees

5.4. The London Plan draft for public consultation, December 2017

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The aim is for the plan to be examined in autumn 2018 and published a year later. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination.

5.5. Enfield Core Strategy

CP2	Housing Supply and Locations for New Homes
CP3	Affordable Housing
CP4	Housing Quality
CP5	Housing Types
CP9	Supporting community cohesion
CP17	Town Centres
CP18	Delivering shopping provision across Enfield
CP19	Offices
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP24	The road network
CP26	Public transport
CP25	Pedestrians and cyclists
CP28	Managing flood risk
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP46	Infrastructure Contribution

5.6. Enfield Development Management Document

DMD1	Affordable Housing on Sites Capable of Providing 10 units or more
DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development

DMD9	Amenity Space
DMD10	Distancing
DMD30	Floorspace above Commercial Premises
DMD32	Managing the Impact of Food & Drink Establishments
DMD37	Achieving High Quality and Design-Led Development
DMD45	Parking Standards and Layout
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD55	Use of Roof Space
DMD56	Heating and Cooling
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD62	Flood Control and Mitigation Measures
DMD64	Pollution Control and Assessment
DMD65	Air Quality
DMD66	Land Contamination
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD73	Children's Play Space
DMD79	Ecological Enhancements
DMD80	Trees on Development Sites
DMD81	Landscaping

5.7. Other relevant policy/guidance

National Planning Policy Framework
National Planning Practice Guidance
Mayor's Housing SPG (2016)
Mayor's Affordable Housing & Viability SPG (2017)

6. Analysis

6.1. This report sets out an analysis of the issues that arise from the proposals in the light of adopted strategic and local planning policies. The main issues are considered as follows:

- Principle of mixed-used development
- Housing provision, including affordable and tenure mix
- Design
- Siting, layout and massing
- Quality of proposed accommodation
- Impact on neighbouring amenity
- Parking, access and servicing
- Sustainability credentials
- Landscaping, biodiversity and trees
- Environmental considerations

Principle of Development

- 6.2. Paragraph 17 of the NPPF sets out 'core planning principles', including that planning should "encourage the effective use of land by reusing land that has been developed previously, provided that it is not of high environmental value". These principles also include to "proactively drive and support sustainable economic development to deliver homes ..." The NPPF goes on to state that development proposals that accord with the development plan should be approved without delay.
- 6.3. The existing site has a nil use now that the previous pub building has been demolished.
- 6.4. Policy 3.3 of the current London Plan recognises the need for more homes in London to promote opportunity and choice in ways that meet their needs at a price that is affordable. Policy 3.4 promotes the optimisation of housing output within different types of location. Policy 3.8 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups. Housing should be provided across a range of different sizes and types taking account of the requirements of different user groups. Policy 3.9 supports the provision of mixed and balanced communities by tenure and income. Policy 3.12 seeks that the "maximum reasonable amount of affordable housing" be sought when negotiating on schemes.
- 6.5. Officers give significant weight to the planning merits of providing new homes (including a significant proportion of affordable homes), new commercial floorspace to enhance the vitality and viability of Hertford Road, to an enhanced public realm and to making efficient use of the land by providing these homes at a reasonably high density.
- 6.6. However, these planning merits must be balanced against all other relevant planning considerations which seek to ensure that appropriate regard is given to design, impact on the character of the area, impact on neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability and flooding.

Residential led mixed-use development:

- 6.7. London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 798 new homes per year in Enfield between 2015 and 2025. The draft London Plan recently published proposes to increase this number to 1,876 for Enfield. Finding available and suitable sites to accommodate this housing growth is a challenge across the Borough, and the proposal for 25 units, on this previously developed site would make a welcome contribution to the Borough's housing targets, including meeting affordable housing need (28% of the units affordable). Additionally, the proposals would make effective and efficient use of previously developed land, in a sustainable location, which is consistent with National and local policy, and the residential element of this proposal is supported in principle.

Commercial units:

- 6.8. It is proposed that three commercial units (Use Class A1) be provided, sized at 312sqm, 116sqm and 92sqm. These would front onto Hertford Road and will complement the existing commercial offer along this part of Hertford Road. The new commercial floorspace proposed would accord with policy.
- 6.9. To summarise, in broad terms, the principle of a mixed-use development that includes new residential units (with 28% affordable) to help meeting housing needs, and new A1 units would be appropriate in this location and is consistent with the policies within the London Plan, the Core Strategy and the Development Management Document which seek to support development that contributes to the strategic housing needs of Greater London and the Borough.

7 Density

- 7.1. The proposed redevelopment of the site to provide higher density housing is supported in accordance with London Plan policy 3.3, and is supported by the NPPF and the recently published draft changes to the NPPF (March 2018) by making efficient and effective use of previously developed land, in a sustainable location.
- 7.2. Based on the characteristics the site can be regarded as having an 'urban' setting with a PTAL of 2, and is sized at 0.186 hectares. The density matrix in the London Plan (table 3.2) suggests an indicative range of 200-450 habitable rooms per hectare (hr/ha), and up to 170 units per hectare (u/ha) as being appropriate. The proposed 25-unit scheme equates to a density of 135 u/ha, and does not exceed the suggested range.

8 Housing Mix

- 8.1. The National Planning Policy Framework requires local planning authorities to deliver a wide choice of high quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand.
- 8.2. The London Plan reinforces this, Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. New developments are required to offer a range of housing choices in terms of the mix of housing sizes and types. The London Plan sets a clear priority to create communities that are mixed and balanced by way of tenure, fostering social diversity, responsibility and identity (Policy 3.9). The London Plan goes on to seek to maximise affordable housing provision, with a 60/40 housing tenure split between social/affordable rent and intermediate rent or sale to create a balanced and affordable housing sector, with priority to be given to affordable family housing. The need for an appropriate housing mix to address local needs is further reinforced in Enfield policies CP3, CP5 and DMD3.
- 8.3. The proposal would create 25 residential units; comprising of 1 x studio, 6 x 1-bedroom flats, 9 x 2-bedroom flats and 9 x 3-bedroom flats. This includes seven affordable housing units (28%), and 36% of units will be family sized units.

- 8.4. The proposed housing mix broadly complies with policy on mix of tenure, with a 70% social rent (5 units) and 30% intermediate (2 units) split achieved for the affordable element. The emphasis on securing a significant proportion of units on site as affordable, with over 30% family units has been given weight. On balance, the proportion of affordable units (28%) is welcomed as this will help make a valuable contribution to the Borough's housing needs. The public benefit of this much needed affordable housing must be given appropriate weight when balancing the planning merits of the scheme, and any harmful impacts.

9 Affordable Housing

- 9.1. Affordable housing comprises of social rented/affordable rented and intermediate housing provided to eligible households whose needs are not met by the market housing (London Plan Policy 3.10). Policy DMD1 confirms that development should provide the maximum amount of affordable housing, having regard to the borough-wide affordable housing target of 40%; and with a target tenure mix of 70% social / affordable rent and 30% intermediate, and that this should be subject to scheme viability.
- 9.2. London Plan Policies 3.11A, 3.11B and 3.12 require that boroughs maximise affordable housing provision, set an overall target in local plans for the amount of affordable housing provision needed over the plan period, and seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes. Enfield's Core Strategy Policy CP2 sets out that the Council will plan for the provision of approximately 11, 000 new homes for the period 2010 - 2025 and sets a target that 40% of new homes should be affordable on sites over 10 units, subject to scheme viability. Developers are required to provide development appraisals to demonstrate that each scheme maximises affordable housing output.
- 9.3. The proposal for 25 residential units (1 x studio, 6 x 1bed, 9 x 2 bed, 9 x 3 bed units) is supported by a Financial Viability Assessment, carried out by Savills, on behalf of the applicant. The conclusions of this FVA were that the scheme could not viably support a policy compliant level of affordable housing.
- 9.4. This position has been independently assessed on behalf of the Council by an external consultant, who has provided viability advice in relation to the original FVA submitted. The review undertaken raised some questions around comparable average sales values for residential units; breakdown of development costs and the Benchmark Land Value (BLV). It was concluded by the Council's consultant, that with CIL contributions, and a developer profit of 20% on GDV, the scheme could viably support 5 x social rented flats (3 x 2-bed and 2 x 3-bed) and 2 x shared ownership flats (2 x 1-bed). A rebuttal statement was then provided, in summary Savills did not agree with the suggested approach to comparable residential sales values, they did accept the findings of the review of the development costs, but did not accept the suggested approach to establishing the BLV.
- 9.5. Further discussion has subsequently been had between the Council's consultant, the applicants, and their consultants around the points queried above. The applicant has since accepted the position that the scheme can viably support seven affordable housing units, based on the mix set out

above. Though, some concern has been expressed by the applicant that they will find it difficult to find a Registered Provider who will be willing to take on these units, due to the relatively low number of units and the single core access. Officers did ask that this be evidenced, however no supporting information has been provided and it has been confirmed by the Council's consultant that the applicant's agent has accepted the position that it is viable to provide seven affordable housing units on site.

- 9.6. The Council is advised that the provision of seven affordable units on site is the maximum viable amount of affordable housing that can be provided on site.
- 9.7. Given the proposed affordable housing level (28%) falls below the Local Plan 40% target, as well as the London Plan target, and the inherent uncertainty associated with FVAs, it is recommended a post implementation review mechanism be secured in the s106 agreement. Such review to examine actual costs and values closer to practical completion of the scheme, any surplus or uplift generated could be used to secure additional contributions towards affordable housing.

10 Design

- 10.1. Policy DMD37 of the DMD encourages achieving a high quality and design led development that should be suitable for its function and appropriate in its context with appropriate regard to its surroundings. Additionally, policy 7.4 of the London Plan specifies the need to respect the character of the surrounding area but also make a positive contribution to the places identity. This policy is re-iterated by CP30 of the Core Strategy which requires new development to be of a high-quality design and in keeping with the surrounding area, as well as the fundamental aims of the NPPF.

Siting and layout:

- 10.2. A contemporary building, part 4 and 5-storey's high is proposed. This will have a frontage directly onto Hertford Road, and this new building will respect the established building line.
- 10.3. At ground floor this is set on back edge of pavement, and behind the slip road, which is no different to other buildings along this side of Hertford Road. A number of openings are proposed at ground floor which is to include large sections of glazing serving the new commercial units, and residential entrance. This will provide interest and activate the ground floor. Further details of the shopfront designs (including advertisements) will be secured through a general materials condition.
- 10.4. The building footprint and projection into the site is broadly in keeping with the existing neighbouring patterns of development, and deemed appropriate in this location.

Scale and Massing:

- 10.5. The now demolished pub was a two-storey building set back from Hertford Road. The surrounding context is predominantly three stories, with pitched roofs.

- 10.6. The proposed scheme would be over five floors (including ground floor) and the top floor would be set in from all sides. The proposed fourth floor terminates at the same height as the neighbouring terraces ridge line, and the top floor (5th) is proposed to be on a reduced footprint, with setbacks on all sides which helps reduce its bulk, scale and massing. It is considered that this does respect the scale of buildings in the vicinity of the site.
- 10.7. The building does project rearwards of neighbouring properties either side, where residential uses exist above ground floor level. It has been demonstrated on plans submitted that the building footprint above ground floor level satisfies the 30-degree test, and by doing so it would not be considered to be unduly harmful in terms of loss of light or outlook for existing neighbouring residential occupiers.
- 10.8. The height, scale and massing proposed means this will be visible from the adjacent school grounds to the east, and the proposed building will be higher than surrounding buildings fronting Hertford Road.
- 10.9. In view of the site's location, the existing surrounding building heights and the detached nature of the building the site is considered appropriate for accommodating a building of the height and scale proposed, subject to an acceptable impact on neighbour amenity being maintained.
- 10.10. In order to further justify the proposed height, high standards of design and architecture are required so that the building makes a positive contribution to its environment; this is reinforced through London Plan policy 7.6. It is considered that this would be achieved with the current contemporary design, through its simple, yet well considered palette of materials, fenestration and the architectural detailing which helps to articulate the building and break down the scale and massing.

Materials:

- 10.11. A simple and well considered palette of materials is proposed so that this building sits comfortably in its setting. That is achieved through a predominant use of brick which reflects the local vernacular. The top floor, which is set back is to be treated in a different material in order to appear subservient to the rest of the building. Details of materials for this top floor are not confirmed, and this will be subject to condition. to help this appear sub-ordinate to the building below. Articulation of the building is achieved through the inclusion of recessed and projecting elements, external balconies, glass balustrades and window reveals.
- 10.12. On the whole the use of materials and articulation is well considered, and would result in a high-quality development, subject to conditions to ensure the quality and detailing would be delivered.

11 Quality of Residential Accommodation (proposed)

- 11.1. All residential units (25 in total) meet or exceed the minimum space standards as set out in the London Plan, and the more recent nationally described space standards. This complies with London Plan policy, national space standards, and Enfield planning policies.

- 11.2. London Plan policies 3.8 and 7.2 seek to ensure that new development achieves the highest standards of accessible and inclusive design. The proposal will provide a minimum of 10% wheelchair accessible or adaptable units, whilst the remaining 90% of units will meet accessible and adaptable standards set out in Part M4(3) 'wheelchair user dwellings', and part M4(2) 'accessible and adaptable dwellings'. This provision will be secured by condition.
- 11.3. The layout and arrangement of units has allowed for the majority of units to be dual aspect units, ensuring good cross ventilation, daylight, sunlight and internal standards of accommodation,
- 11.4. In accordance with the Mayor's Housing SPG (2016) it has been confirmed that a minimum ceiling height of 2.5 metres for at least 75% of the gross internal area of the residential units can be achieved for all units.

Window Distancing:

- 11.5. Policy DMD10 sets out the minimum separation distances required between rear facing windows. The rearward facing windows within the development will be 15m off the boundary. As these are directed towards the adjacent school grounds then there would be no impact on residential amenity. The proposed side facing windows (floors 1-4) are secondary windows only, and face onto flank walls of neighbouring buildings. As such these do not give rise to loss of residential amenity either.
- 11.6. The objection received from the governors of the adjacent school raise concerns that the podium level communal amenity space will result in overlooking of the school fields and playgrounds. Initially a 1.8m high boundary treatment was proposed. This has been duly considered and the applicant was asked to amend this, and seeks to address this by installing a 2.5m high boundary treatment along the western edge of the amenity space. It is considered this height would be sufficient to reduce the potential for overlooking into the school grounds when residents are using the raised communal amenity space. Additionally, there are existing mature trees outside of the site and in the school curtilage close to the shared boundary. These will also provide further mitigation against overlooking of the school grounds.

Residential Amenity Space/Play space:

- 11.7. Policy DMD9 is of most relevance to amenity space, stating that all new development must provide good quality private amenity space that is not significantly overlooked by surrounding development, and that meets or exceeds the standards listed in the policy. In addition to the internal space proposed there is also a sufficient level of on site amenity space. Each unit is afforded access to either a private balcony, private terrace/garden ranging in size between 13sqm and 106sqm, or the communal courtyard. All balconies are sized to comply with the Mayor's Housing SPG. On balance the quantum, quality and combination of private and communal amenity space would be sufficient to meet the likely demands of future residents.
- 11.8. A children's play space area is accommodated within the communal amenity space, as required by the Mayor's Play and Informal Recreation SPG. Due to

the site constraints it may not be possible to fully comply with the Mayor's SPG, in any event further details will be required through condition.

12 Impact on Neighbouring Residential Amenity

- 12.1. New development should not impact on the residential amenity of neighbouring residents. 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 residential amenity.
- 12.2. To maintain a sense of privacy, avoid overshadowing and ensure adequate amounts of sunlight are available for new and existing developments policy DMD10 requires new development to maintain certain distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding development.
- 12.3. The nearest residential properties are those immediately to the south, situated at first floor level and above, within the commercial parade. Plans demonstrate that the proposed building footprint will meet the 30-degree test from these rearward facing windows, as such it is not considered that outlook would be unduly affected. There are no residential neighbours to the east, and those situated opposite the site will be a sufficient distance away, with a busy road in between. On balance the proposal would not unduly harm the amenity of surrounding residential occupiers.
- 12.4. In summary, it is considered that the proposed development would not be unduly harmful to the amenity of nearby residential occupiers, through reduced daylight and sunlight conditions, overlooking and loss of privacy, having regard to relevant London Plan policies, Enfield policies, BRE guidelines and the NPPF.

13 Traffic and Transportation

- 13.1. The site has a PTAL of 2, which indicates 'poor' access to public transport services.
- 13.2. The subject site is on a classified road, but is not within an operational Controlled Parking Zone (CPZ), though there are parking and loading restrictions along Hertford Road.
- 13.3. The applicant has confirmed that a strip of land at the front of the site will be offered to the Council for adoption, at no cost. Transportation are supportive of this, and this is a welcomed benefit of the scheme that will allow the Council to provide a new service/slip road to serve the development, whilst also permitting cycling improvements proposed for the area as part of the Cycle Enfield project. The adoption of this slip road will also improve pedestrian access.
- 13.4. The application is supported by a Transport Assessment, and this demonstrates that although the residential component of the site will generate additional vehicular traffic in the peak hours, it is not thought that the overall increase in traffic generation will significantly affect the smooth flow of traffic on Hertford Road and the surrounding local highway network.

- 13.5. A draft Travel Plan has been submitted in support of the application. A framework Travel Plan should have objectives and measurable and achievable targets that will be used to quantify any modal shift to more sustainable modes of travel. Although the surrounding area is fairly well built up, the proposed development (both commercial and residential) will increase traffic by various travel modes in the local area. The Framework Travel Plan should establish existing trip generation by various travel modes, estimate the additional trips generated by the scheme and set out how to influence a shift in travel behaviour, to more sustainable travel modes. Targets should be set for the 1st, 3rd and 5th years post-occupation and show how a reduction from vehicular trips to more sustainable means of travel is achieved. Prior to commencement of the scheme, a Framework Travel Plan with defined targets should be provided, and will need to be reviewed following occupation, and this will be secured either through condition, or s106.

Parking:

- 13.6. The London Plan, Core Strategy and DMD policies encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 13.7. Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 13.8. London Plan policy 6.13 sets out maximum residential parking standards, and sets out that developments should aim for less than 1 space per unit for 1 and 2-bed units, and up to 1.5 spaces per 3-bed unit.
- 13.9. The proposal makes provision for 19 residential spaces (including 2 disabled spaces) within the site, this equates to a ratio of 0.76 spaces per unit. All of these spaces will be for the residential units, and officers have been advised by Transportation that this level of provision is in line with parking provision data obtained from the 2011 Census. It is considered that this level of parking will meet likely demand. No dedicated visitor parking is proposed, however there are plenty of opportunities to park nearby in existing pay-and-display bays, plus new visitor spaces can be accommodated in the new slip road that is to be provided, these spaces will help meet visitor demand as well as demand from proposed commercial units.

Cycle Parking:

- 13.10. The proposed development makes an allowance for 52 bikes, shown on the "Proposed Ground Floor Plan" layout. This is an acceptable number and accords with residential standards, and the location is secure and covered. Ten visitor cycle spaces will be provided on the frontage which is acceptable.

Access, Delivery and Servicing Arrangements:

- 13.11. Vehicular access currently exists direct from Hertford Road, where the access serves the existing shared service road. This will continue to serve the proposed development.
- 13.12. Pedestrian access to the residential units and the commercial uses will be from Hertford Road and will enable step free access. Part of the works to the new slip road will also incorporate pedestrian crossing points at either end.
- 13.13. Servicing and deliveries to the site which will primarily be for the commercial units are expected to take place from the shared slip road that will be provided directly outside the site, on Hertford Road. Transportation officers are satisfied that the slip road is large enough to accommodate vehicles servicing the commercial uses. Further details concerning the slip road works will need be discussed and agreed with Transportation as this involves works that are to be adopted, and therefore will require a s278 agreement.
- 13.14. The nature and location of the proposal means the development does require the provision of a Construction Logistics Management Plan to minimise its impacts on the local road network. This will be secured by condition.
- 13.15. Refuse storage is shown in two separate locations for the residential and commercial uses. As set out above, Transportation officers would prefer to see the refuse storage located towards the front of the site so that it can be collected from Hertford Road. However, to do this and make the necessary internal/external alterations would have a detrimental impact on other aspects of the scheme. It would reduce the size of the commercial units, affecting their viability and attractiveness to prospective occupiers. It would also result in 'dead' frontage at ground floor. In urban design terms, it is far more preferable to have active ground floor frontages, and this would be reduced if the scheme were amended to incorporate an internal refuse store at the front of the site as you would end up with a section of 'dead' frontage.
- 13.16. The proposed refuse collection arrangement would see collection vehicles using the existing shared access. Collection vehicles would either reverse into the access road, from Hertford Road, or drive in forward gear and reverse out. Either way, this is no different to the existing servicing arrangement utilised by a number of existing commercial units in close proximity to the site. A Refuse Collection Strategy has been submitted, and this sets out further details, and this would be secured by condition.
- 13.17. In order to mitigate the impacts of the development, in addition to the aforementioned s278 highway works Transportation seek s106 contributions comprising of, £7765 for Cycle Enfield infrastructure; £8070 for sustainable transport mitigation measures and £3723 for Travel Plan monitoring (with the Travel Plan secured via condition).
- 13.18. In summary, the development is considered likely to have a negligible impact on vehicular traffic flows in the local area, subject to conditions and planning obligations. The transport impacts of the proposal are acceptable and in this respect the scheme complies with the relevant London Plan and Enfield policies and the guidance within the NPPF.

14 Energy and Sustainability

- 14.1. London Plan policy 5.2 states that development proposals should make the fullest contribution to minimising carbon dioxide (CO₂) emissions in accordance with the following energy hierarchy:
- Be Lean: use less energy;
 - Be Clean: supply energy efficiency; and
 - Be Green: use renewable energy.
- 14.2. Enfield's DMD policy 49 requires the highest sustainable design and construction standards, having regard to technical feasibility and economic viability. These policies require new developments to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently and using energy generated from renewable sources (Core Strategy Policy 20 and DMD51), seeking zero carbon developments (DMD50), using decentralised networks where feasible (DMD52), and providing on-site renewable energy generation to make-up any shortfall where feasible (DMD53).
- 14.3. A detailed Energy and Sustainability Statement supports the application, this seeks to demonstrate how the proposed scheme complies with the above aspects of both the London Plan and the Development Plan.
- 14.4. The proposed energy strategy seeks to reduce energy demand, and CO₂ emissions through the following:
- Energy efficiency measures
 - Efficient heating systems
 - Low air permeability
 - Heat recovery system
 - Energy efficient lighting
 - Renewable technologies (solar PV panels)
- 14.5. The energy strategy, based on the London Plan principals of Be Lean, Be Clean and Be Green, combined with highly efficient boilers and PV panels results in a 35% reduction in carbon dioxide emissions.
- 14.6. The proposal broadly complies with the energy and sustainability requirements, subject to planning conditions that will agree the final measures needed to achieve the necessary savings.

15 Biodiversity, Trees and Landscaping

- 15.1. Policy DMD79 seeks the provision of on-site ecological enhancements and DMD81 sets out that developments must provide high quality landscaping that enhances the local environment and should add to the local character, benefit biodiversity, help mitigate the impacts of climate change and reduce water run-off.
- 15.2. The submitted Ecology Report indicates that the existing site is of limited value ecologically. It concludes that the site offers no foraging, commuting, resting or breeding habitat for any protected species or habitats.
- 15.3. Trees on site have been removed, these were removed at the time the pub was demolished. Details of replacement planting will be secured through a

general landscape condition. Opportunities for landscaping are limited on site, however the proposed development will include areas of landscaping within the amenity space at first floor level and a green wall. There are third party trees outside of the site, and conditions are attached to ensure there are measures in place to protect these during construction.

- 15.4. The amenity space at first floor (podium garden) will comprise of lawn, raised planters, a mix of planting, play area and seating. A 2.5m high boundary treatment is proposed at this level along the western edge, and it is proposed to incorporate a green wall. This will help provide screening of this level from the adjacent school grounds. Furthermore, it will soften the appearance of the development from the school grounds.

16 Noise conditions

- 16.1. Potential noise impacts associated with the proposed uses are a material consideration. London Plan policy 7.5 aims to reduce noise and enhance soundscapes. DMD 68 states that developments that generate or would be exposed to an unacceptable level of noise will not be permitted. It states that developments must be sensitively designed, managed and operated to reduce exposure to noise and noise generation.
- 16.2. Environmental Health officers consider the development's location on a busy road has potential for road traffic noise to be harmful to prospective resident's amenity. To address this condition would be attached.

17 Contaminated Land

- 17.1. The requirement to deal with contaminated land is set out in London Plan policy 5.21, and is reinforced by the NPPF. It is considered that there is potential for the site to include some contaminated ground. To address this, and ensure the site is suitable for end users pre-commencement conditions are recommended

18 Air Quality

- 18.1. The proposal would introduce additional residential units to an area already comprising residential accommodation. In this respect the proposal is considered acceptable. Enfield policies CP32 and DMD64 seek to resist developments that would adversely impact on air quality, unless suitable mitigation measures can be achieved.
- 18.2. Environmental Health does not raise any concerns that the proposal would have a negative impact on existing air quality, subject to pre-commencement conditions being attached including the requirement for a Construction Management Plan, this must set out measures to mitigate against dust and emissions impacts and must be in accordance with the Mayor's SPG 'The Control of Dust and Emissions During Construction and Demolition'.

19 Sustainable Drainage / Flood Risk

- 19.1. Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. DMD policy 61 states that all developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS). Any proposed SuDS measures

should be appropriate for the site conditions, seek to achieve greenfield run off rates as well as maximise the use of SuDS.

- 19.2. A Flood Risk Assessment (FRA) supports the application. This confirms the site as being within Flood Zone 1, meaning it is at the lowest risk of a flood event from fluvial or tidal flooding. It is classified as having a less than 1 in 1000 annual probability of flooding.
- 19.3. With regards to sustainable urban drainage (SuDS) officers have advised that notwithstanding the details set out in the preliminary drainage strategy (February 2018) a detailed SuDS plan would be required through condition. The submitted details would need to detail, the source control for the whole of the roof, specifications of proposed SuDS measures, a management plan for future maintenance. Prior to occupation a verification report would also need to be submitted to and approved in writing, demonstrating that the approved drainage/SuDS measures have been fully implemented. The details submitted shall also confirm what depth the water table is with respect to the basement floor level, this may be covered as part of the site investigation condition.
- 19.4. Thames Water have not raised concerns in relation to surface water drainage, or sewerage infrastructure capacity. A condition is recommended requiring further details of any piling works prior to commencement.

20 s106 Contributions

- 20.1 Regulation 122(2)(a) of the 2010 CIL Regulations requires that any planning obligations must be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Having regard to this, and the content above it is recommended that should planning permission be granted, the following obligations / contributions should be secured through a s106 legal agreement:
 - Affordable Housing - provision of a minimum of 7 units as Affordable Housing dwellings;
 - A late stage viability review;
 - Local Employment and Skills Strategy - strategy to be submitted for approval prior to commencement of development;
 - Highways contributions;
 - Travel Plan monitoring fee; and
 - 5% monitoring fee for the financial contributions.

21 Community Infrastructure Levy (CIL)

- 21.1. 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.
- 21.2. The new GIA proposed as part of the development would be liable to a Community Infrastructure Levy contribution for both Mayoral CIL (£20 per

sqm) and Enfield CIL (£40 per sqm for residential and £60 per sqm for A1 uses).

21.3. This would result in a CIL contribution of £171, 420.00 (subject to indexation).

22 Conclusion

22.1. The proposed development would deliver the following wider planning benefits:

- The delivery of both affordable (28%) and private housing in a sustainable location, which makes effective and efficient use of land, optimises the housing potential, helping to meet the Borough's housing needs;
- A high quality residential environment for all future occupiers. All of the new dwellings have been designed to meet the Mayor's London Housing Design Guide in terms of accessibility, size and layout, and achieve Lifetime Homes Standards;
- Redevelopment of existing vacant site, which will make a positive contribution to Hertford Road;
- Public realm improvements along Hertford Road, including new slip road;
- New commercial units to increase the offer along Hertford Road, and add to the vitality and viability of the area;
- High standards of urban design and architecture;
- Sustainable design which will result in low levels of carbon emissions; and
- A CIL contribution of £171, 420.00 towards local infrastructure, as well as s106 contributions to mitigate the impacts of the development.

22.2. Officers consider that on balance the scheme would make a positive contribution to Hertford Road. It would deliver much needed additional homes and much needed affordable housing. The development would be in general compliance with Council policy and there are no material considerations of sufficient weight that would suggest that the application should be refused. Officers are therefore recommending approval of the scheme in accordance with the presumption in favour of sustainable development as set out by the National Planning Policy Framework (NPPF).

23 Recommendation

23.1. It is therefore recommended that planning permission be granted subject to securing the measures set out above through s106 legal agreement, and the following attached conditions. Members are being asked in considering the officer recommendation to grant planning permission to also grant delegated authority to officers to agree the final wording for these conditions and/or s106 Heads of Terms.

Conditions

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 following approved plans;

1139/10	Location plan
1139/11	Block plan
1139/12	Proposed site plan
1139/13	Proposed basement floor plan
1139/14 RevC	Proposed ground floor
1139/15	Proposed first floor plan
1139/16	Proposed second floor plan
1139/17	Proposed third floor plan
1139/18 RevA	Proposed fourth floor and roof plan
1139/19 RevB	Proposed front and rear elevations
1139/20 RevC	Proposed flank elevations
1139/21 RevA	Proposed section

Refuse Collection Strategy (dated 07.02.18) (report No; A102281)

Supporting information:

1139/22	CGI view
1139/23	CGI view
1139/24	CGI view
1139/25	CGI view
1139/26A	CGI view

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

3.The development shall not commence beyond foundations until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

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

4.The development excluding groundwork shall not commence until details of a landscaping plan detailing trees, shrubs and grass to be planted, details and specifications of any areas of green roof, the treatment of any hard-surfaced amenity areas, seating, and play space has been submitted to and approved in writing by the Local Planning Authority. The plan shall include a landscaping management plan so as to ensure the plantings are appropriately maintained. 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.

5.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 and dust suppression;
- 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.
- 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.

6.The undercroft parking area forming part of the development shall not be used by customers associated with the commercial units hereby approved, and shall be laid out and completed prior to first occupation of any of the residential units.

Reason: To ensure that the development complies with Development Plan Policies and to promote highway safety.

7.The development excluding groundwork 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.

8.The residential units hereby approved 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 2016.

9.The development shall be carried out in accordance with the submitted Energy Statement prepared by ERS providing for no less than 35% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regulations 2010. The location and specification of the Low and Zero Carbon Technologies (including any renewable technologies), with details of ongoing servicing and maintenance strategy shall be submitted to and approved by the Local Planning Authority prior to installation. The development shall be carried out strictly in accordance with the details so approved, and all Low and Zero Carbon Technology shall be operational prior to occupation.

In the event that it is demonstrated to the Local Planning Authority that it is not technically feasible and economically viable to achieve no less than a 35% improvement in total CO2 emissions over Part L of Building Regs 2013, a financial contribution shall be made to off-set the identified short fall in accordance with the

formula set out in the S106 Supplementary Planning Document dated November 2016.

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 in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2016 and the NPPF.

10. 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 thereafter.

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

11.(a) Prior to the commencement of development, a ground investigation survey shall be undertaken. Such investigation shall include an assessment of the extent of contamination and the measures to be taken to avoid risk to health and the environment. This shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing.

(b) Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the occupation of development.

In the event that any contamination is found during development of the site that was not previously identified it shall be reported in writing within 3 days to the Local Planning Authority. Development must be halted on the affected part of the site. A geotechnical assessment of the affected areas shall be undertaken and where necessary an additional remediation scheme, together with a timetable for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. The measures in the additional remediation scheme must then be implemented in accordance with the approved timetable.

Reason: To minimise the risk of pollution to the local environment given the potential for contamination on the site.

12. Prior to commencement of the development, details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining 20% active and 20% passive electric charging points shall be provided in accordance with London Plan standards to the Local Planning Authority for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to occupation of any of the units and permanently maintained and retained thereafter.

Reason: To ensure that the development complies with sustainable development Policy requirements of the adopted London Plan 2016.

13. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been

submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

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

14. Prior to commencement of the development further details of the front service road/slip road that is to be offered to the Council for adoption at no cost, including surfacing materials, details of pedestrian crossing facilities, dropped kerbs with tactile paving of at least 2m widths at both ends of the service road shall be submitted to and approved in writing by the Local Planning Authority. The service road shall be installed in accordance with the approved details prior to occupation and permanently maintained and retained, or in accordance with an alternative timescale to be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development complies with highway safety and provides appropriate access for pedestrians and other road users in accordance with requirements of the London Plan and policy 47 of the DMD.

15. Prior to the occupation of the development, a Travel Plan in accordance with 'Travel Plan Development Control Guidance' issued by Transport for London shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall operate in accordance with the agreed details.

Reason: In the interests of sustainability and to ensure that traffic generated from the site is minimised.

16. Prior to the commencement of development above ground floor details of the following:

- a. Schedule and sample of materials used in all elevations, should also include brick/cladding/fenestration sample board;
- b. Details of all windows and doors at scale 1:10, including window reveals;

Shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details thereafter.

Reason: To safeguard and enhance the visual amenities of the locality.

17. No pipes or vents (including gas mains and boiler flues) shall be constructed on the external elevations unless they have first been submitted to the Local Planning Authority and approved in writing. Any pipes and vents shall be installed as approved.

Reason: Such works would detract from the appearance of the building and would be detrimental to the visual amenities of the locality.

18. Prior to installation details of the acoustic performance of any plant and an appropriate scheme of noise mitigation shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure acceptable residential amenity.

19. Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) and the remainder shall meet easily accessible/adaptable standards (Building Regulations M4(2)).

Reason: To ensure suitable facilities for disabled users and to future proof homes.

20. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with [local policy] and London Plan (2016) policies 5.3 and 7.14.

21. The development shall be constructed/adapted so as to provide sufficient airborne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am – 11pm in bedrooms, living rooms and dining rooms and 30 dB(A) in bedrooms from 11pm – 7am measured as a $L_{Aeq,T}$. The $L_{AF Max}$ shall not exceed 45dB in bedrooms 11pm – 7am. A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to development taking place. The scheme of mitigation shall include mechanical ventilation where the internal noise levels exceed those stated in BS8233: 2014 with the windows open. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To protect future residents from noise and disturbance.

22. Evidence confirming that the development achieves a BREEAM (2014 version or relevant equivalent if this is replaced or superseded) rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the following formats and at the following times:

- a. A design stage assessment, conducted by an accredited Code / BREEAM Assessor and supported by relevant BRE interim certificates for each of the units, shall be submitted at pre-construction stage within 3 months of commencement of superstructure works on site; and,
- b. A post construction assessment, conducted by and accredited Code / BREEAM Assessor and supported by relevant BRE accreditation certificates for each of the units, shall be submitted following the practical completion of the development and within 3 months of first occupation.

In the event that the development cannot achieve a BREEAM 'Excellent', detailed evidence must be submitted to and approved in writing by the Local Planning

Authority and supported by a schedule of enhanced sustainability measures to be implemented on the site. If it can be demonstrated that the development cannot achieve a BREEAM 'Excellent' then the development must achieve no less than a 'Very Good' and certification of the same must be provided in accordance with parts (a) and (b) of this condition.

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council including Policy DMD50 of the DMD and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2016 as well as the NPPF.

23. 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.

24. Prior to the occupation of the development, 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 80 litres per person per day unless it can be demonstrated to the Local Planning Authority that it is not technically feasible to do so.

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, DMD58 of the Development Management Document and Policy 5.15 of the London Plan.

25. Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (Flood Risk Assessment and Drainage Strategy) version 4.0, 1621B, February 2018, prior to the commencement of any construction work, details of the Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details submitted shall include:

- Sizes, storage volumes, cross-sections, and specifications of all the source control SuDS measures including green roofs, permeable paving, and rain gardens/ rain planters. Where appropriate, details and locations of RWPs discharging onto permeable paving
- Information on the overflow mechanism discharging to the surface sewer. The runoff rate should achieve greenfield runoff rates for 1 in 1 year and 1 in 100 year storm events (with the allowance of climate change) OR Qbar
- A Management Plan for future maintenance

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, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF.

26. Prior to occupation of the development, a (short) 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:

- As built drawings of the sustainable drainage systems including level information (if appropriate)
- Photographs of the completed sustainable drainage systems
- Any relevant certificates from manufacturers/ suppliers of any drainage features
- A confirmation statement of the above signed by a chartered engineer

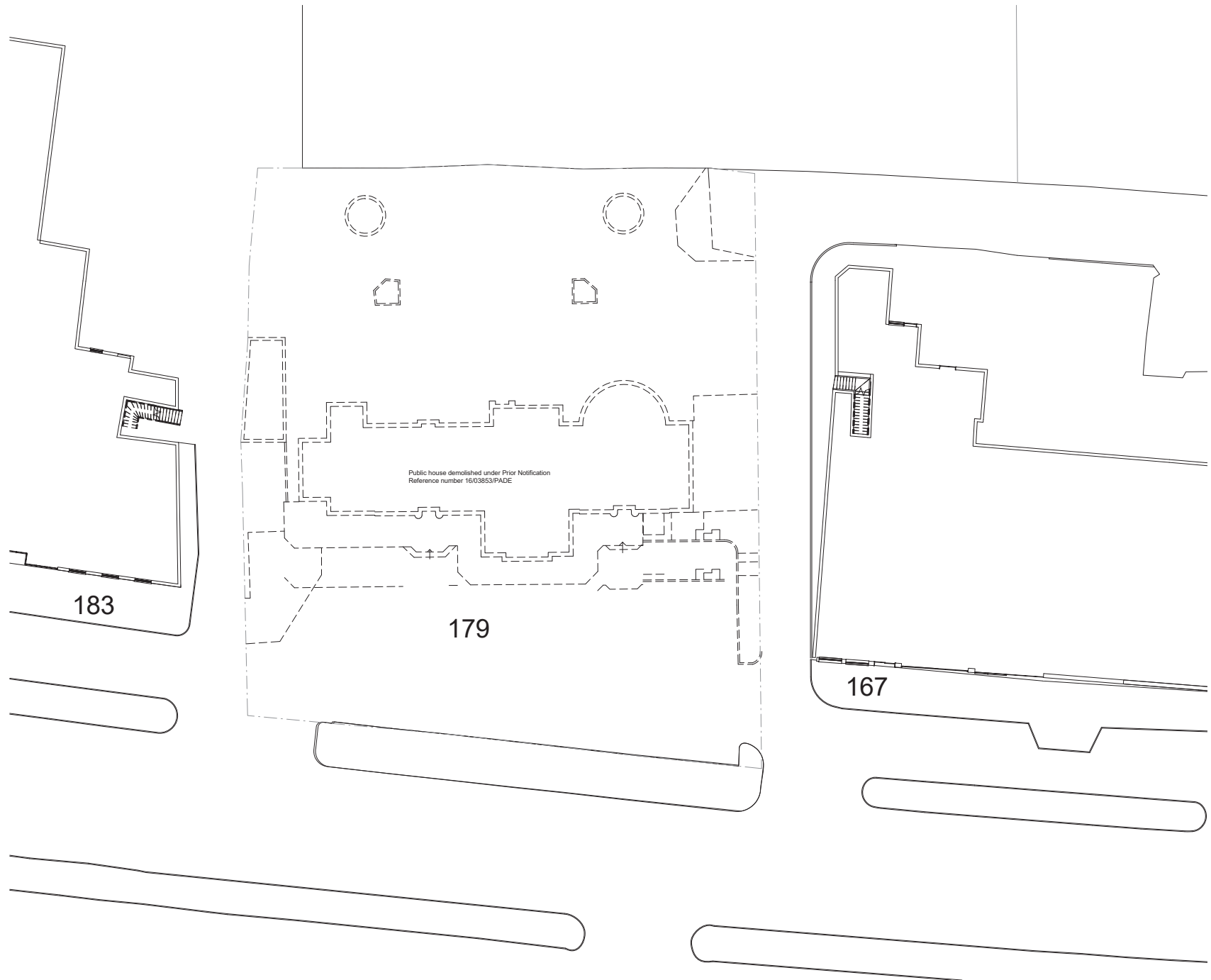
Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF.

27. Prior to the commencement of the development hereby approved (including all preparatory work and groundwork), a scheme for the protection of the retained trees outside the site, in accordance with BS5837 (2012) including a tree protection plan (TPP) and an Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS shall include but are not limited to the following:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees
- c) Details of construction within the RPA or that may impact on the retained trees
- d) Tree protection during construction indicated on a TPP (including monitoring) and construction activities clearly identified as prohibited in this area.
- e) Boundary treatments within the RPA
- f) Methodology and detailed assessment of root pruning
- g) Arboricultural site supervision measures
- h) The method of protection for the retained trees

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies and to ensure the retention of, and avoid damage to, the retained trees.



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

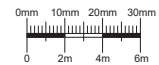
Client
 White Gold Properties Ltd

Site
 179 Hertford Road
 Enfield
 EN3 5JH

Scale: 1:200@ A2
 Date: June 2017

Drawing Title
 Site Plan as Existing

Dwg No 1139/11	REV
-------------------	-----



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

- Key:**
- Brickwork in cavity construction
 - Brickwork in cavity construction
 - Grey powder coated aluminium composite panel
 - Concrete wall / Concrete retaining wall
 - Stud partition wall
 - Brickwork wall
 - Boundary wall

1. Grey powder coated aluminium double-glazed bi-folding doors
2. Grey powder coated aluminium double-glazed windows with obscure glazing
3. Grey powder coated aluminium double-glazed bi-folding doors
4. Grey powder coated aluminium double-glazed hopz fronts
5. Grey powder coated double glazed entrance door
6. Grey powder coated aluminium composite roof
7. Solid external door
8. Grey powder coated aluminium louvre door
9. Glass balustrade
10. 2.0 privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 1.8mm privacy screens

No.	Revision	Date

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

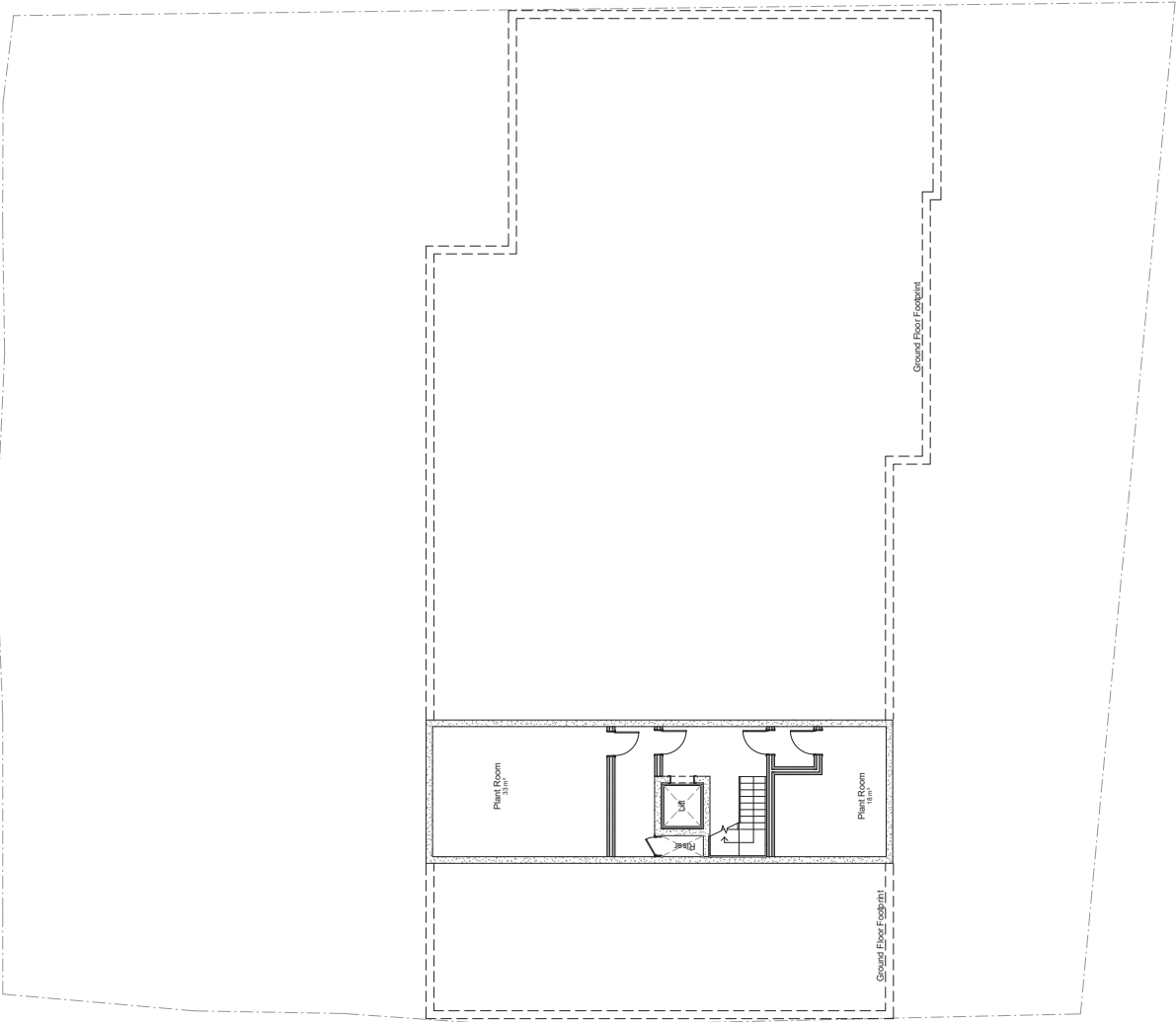
Client
White Gold Properties Ltd

Site
17p Hertford Road
Enfield
EN3 5JH

Scale: 1:1000 A1
Date: June 2017

Drawing Title
Basement Floor Plan

Drawn
11/9/13
REV



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

Key:

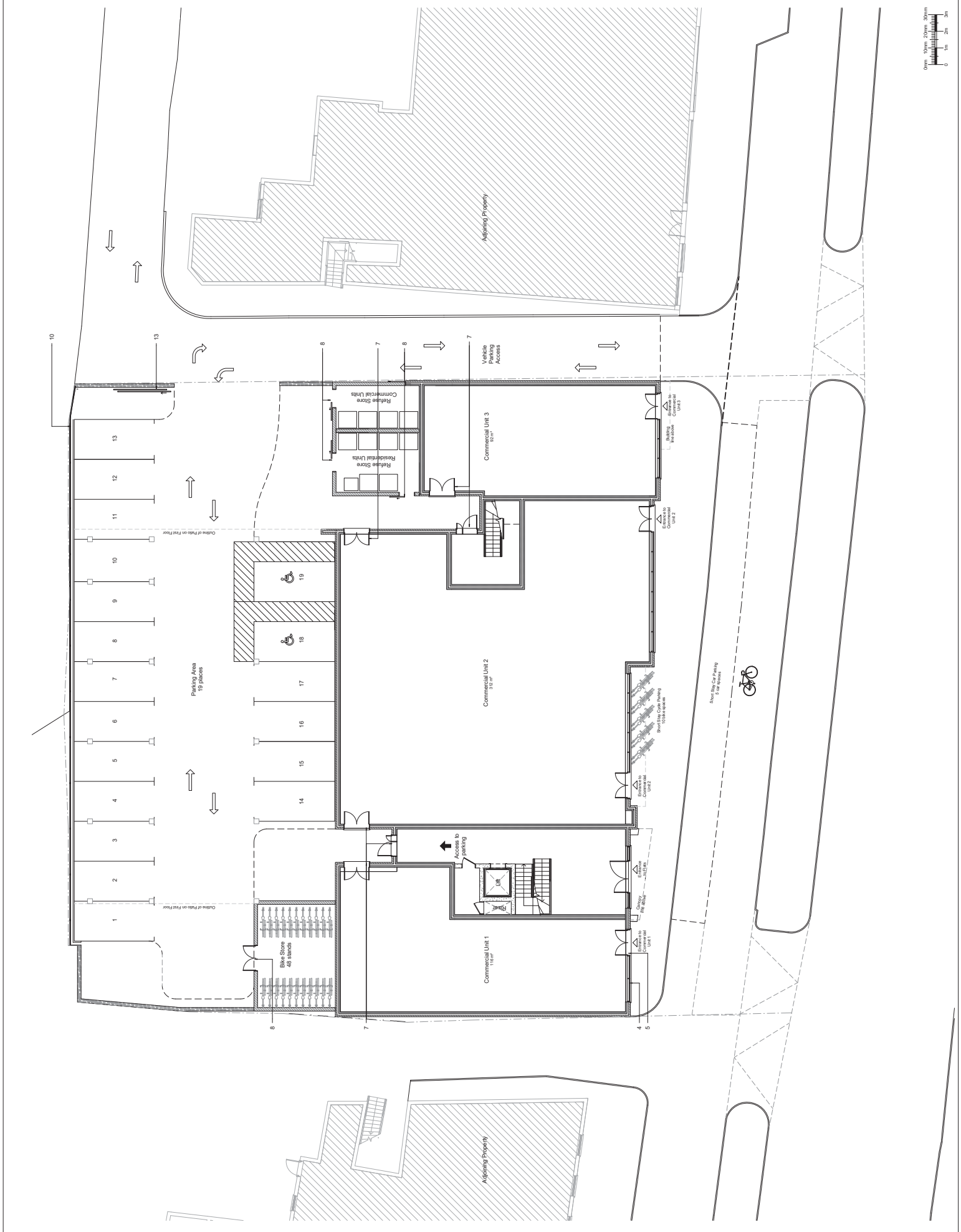
- Brickwork in cavity construction
- Brickwork in cavity construction
- Zinc cladding
- Concrete wall / Concrete retaining wall
- Stud partition wall
- Brickwork wall
- Boundary wall

1. Grey powder coated aluminium double-glazed windows
2. Grey powder coated aluminium double-glazed windows with obscure glazing
3. Grey powder coated aluminium double-glazed entrance doors
4. Grey powder coated aluminium double-glazed shop fronts
5. Grey powder coated double glazed entrance door
6. Zinc cladding
7. Solid external door
8. Grey powder coated aluminium louvre door
9. Glass balustrade
10. Privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 1.8mm privacy screens

No.	Revision	Date

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

Client White Gold Properties Ltd
Site 171 Haverford Road Epsom EN3 5JH
Scale: 1:100 @ A1
Date: June 2017
Drawing Title Ground Floor Plan
Drawn 11/3/14
Rev C



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

Key:

- Brickwork in cavity construction
- Brickwork in cavity construction
- Grey powder coated aluminium composite panel
- Concrete wall / Concrete retaining wall
- Stud partition wall
- Brickwork wall
- Boundary wall

1. Grey powder coated aluminium double-glazed windows
2. Grey powder coated aluminium double-glazed windows with obscure glazing
3. Obscure glazing aluminium double-glazed sliding doors
4. Grey powder coated aluminium double-glazed shop fronts
5. Grey powder coated double glazed entrance door
6. Grey powder coated aluminium composite roof
7. Solid external door
8. Grey powder coated aluminium double-glazed door
9. Glass balustrade
10. Privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 1.8mm privacy screens

No.	Revisions	Date

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

Client: White Gold Properties Ltd

Site: 170 Hertford Road
 Enfield
 EN3 5JH

Scale: 1:100@A1
 Date: June 2017








Drawing Title: First Floor Plan

Date: 11/05/15
 REV



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

Key:

-  Brickwork in cavity construction
-  Brickwork in cavity construction
-  Grey powder coated aluminium composite panel
-  Concrete wall / Concrete retaining wall
-  Stud partition wall
-  Brickwork wall
-  Boundary wall

1. Grey powder coated aluminium double-glazed windows
2. Grey powder coated aluminium double-glazed windows with double-glazed stop fronts
3. Grey powder coated aluminium double-glazed sliding doors
4. Grey powder coated aluminium double-glazed stop fronts
5. Grey powder coated double glazed entrance door
6. Grey powder coated aluminium composite roof
7. Solid external door
8. Grey powder coated aluminium double-glazed windows
9. Glass balustrade
10. 2.0 privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 1.8mm privacy screens

-  Studio
-  1 Bedroom Flat
-  2 Bedroom Flat / 3 P.
-  2 Bedroom Flat / 4 P.
-  3 Bedroom Flat / 4 P.
-  3 Bedroom Flat / 5 P.

No.	Revisions	Date

CGA architects
 221 East Street Road
 Boreham, Herts EN3 8DS
 Tel: 020 8449 5100
 Fax: 020 8449 5170

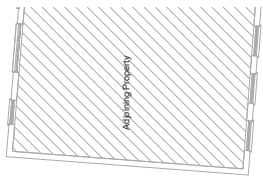
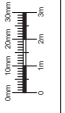
Client: White Gold Properties Ltd

Site: 170 Hertford Road
 Enfield
 EN3 5JH

Scale: 1:100 @ A1
 Date: June 2017

Drawing Title:
 Second Floor Plan

Date: 11/09/16	REV
----------------	-----



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

Key:

- Brickwork in cavity construction
- Brickwork in cavity construction
- Grey powder coated aluminium on composite panel
- Concrete wall / Concrete retaining wall
- Stud partition wall
- Brickwork wall
- Boundary wall

1. Grey powder coated aluminium double-glazed windows
2. Grey powder coated aluminium double-glazed windows with double-glazing
3. Colour matched aluminium double-glazed backfolding doors
4. Grey powder coated aluminium double-glazed shop fronts
5. Grey powder coated double glazed entrance door
6. Grey powder coated aluminium composite roof
7. Solid external door
8. Grey powder coated aluminium double-glazed door
9. Glass balustrade
10. 2.0 privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 1.8mm privacy screens

- Studio
- 1 Bedroom Flat
- 2 Bedroom Flat / 3 P.
- 2 Bedroom Flat / 4 P.
- 3 Bedroom Flat / 4 P.
- 3 Bedroom Flat / 5 P.

No.	Revisions	Date

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

Client
 White Gold Properties Ltd

Site
 17p Herford Road
 Enfield
 EN3 5JH

Scale: 1:100 @ A1
 Date: June 2017

Drawing Title
 Third Floor Plan

Date	11/03/17
REV	



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

Key...

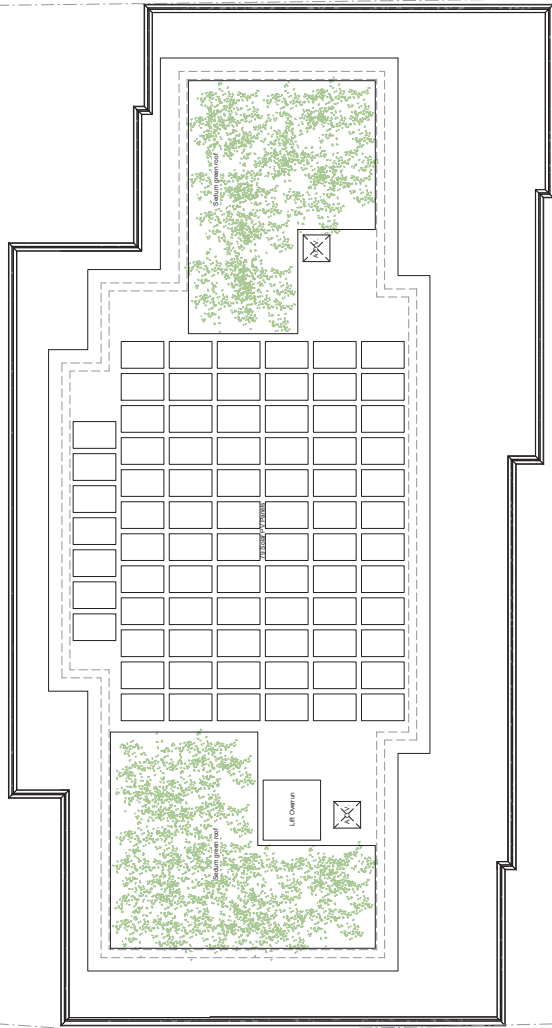
- Brickwork in cavity construction
- Brickwork in cavity construction
- Zinc cladding
- Concrete wall / Concrete retaining wall
- Stud partition wall
- Brickwork wall
- Boundary wall

1. Grey powder coated aluminium double-glazed windows
2. Grey powder coated aluminium double-glazed windows with obscure glazing
3. Grey powder coated aluminium double-glazed entrance doors
4. Grey powder coated aluminium double-glazed windows
5. Grey powder coated double glazed entrance door
6. Zinc cladding
7. Solid external door
8. Grey powder coated aluminium louvre door
9. Glass balustrade
10. 2.0 privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 1.8mm privacy screens

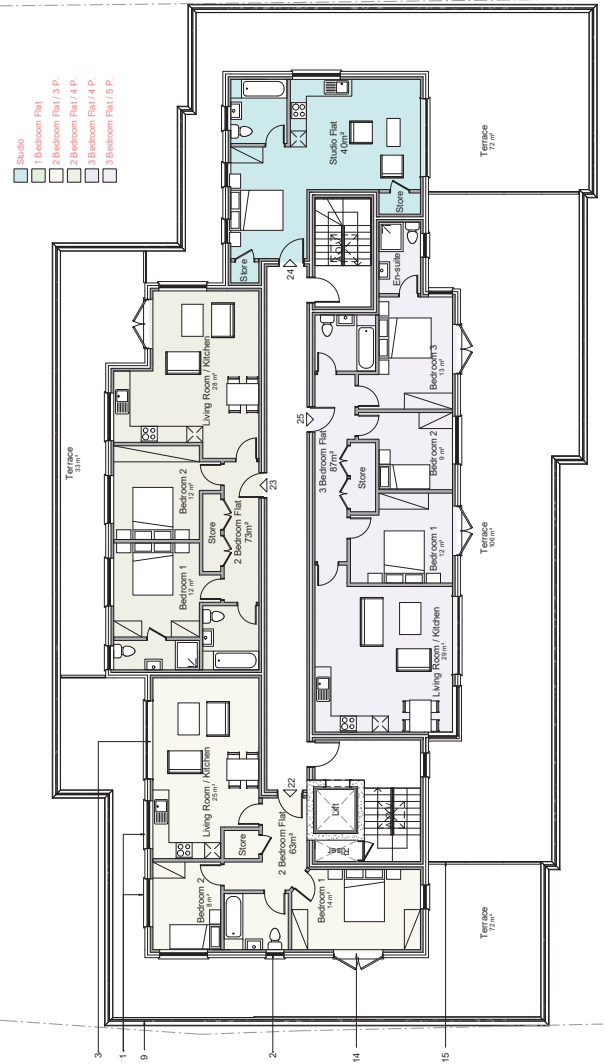
No.	Revision	Date

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

Client	White Gold Properties Ltd
Site	179 Haverford Road Epsom EN3 5JH
Scale:	1:1000 A1
Date:	June 2017
Drawing Title	Fourth Floor & Roof Plan
Dwg No	113918
Rev	A



Roof Plan



Fourth Floor Plan



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

Key:

- Red Brickwork in cavity construction
- Red Brickwork in cavity construction (brick design Statement Design and Appearance)
- Grey Brickwork in cavity construction
- Grey Brickwork in cavity construction (brick design Statement Design and Appearance)
- Zinc cladding

1. Grey powder coated aluminium double-glazed windows
2. Grey powder coated aluminium double-glazed windows with obscure glazing
3. Grey powder coated aluminium double-glazed bi-folding doors
4. Grey powder coated aluminium double-glazed stop fronts
5. Grey powder coated double glazed stop entrance
6. Zinc cladding
7. Solid external door
8. Grey powder coated aluminium louvre door
9. Glass balustrade
10. 210 privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 1.8mm privacy screens

No.	Revision	Date

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

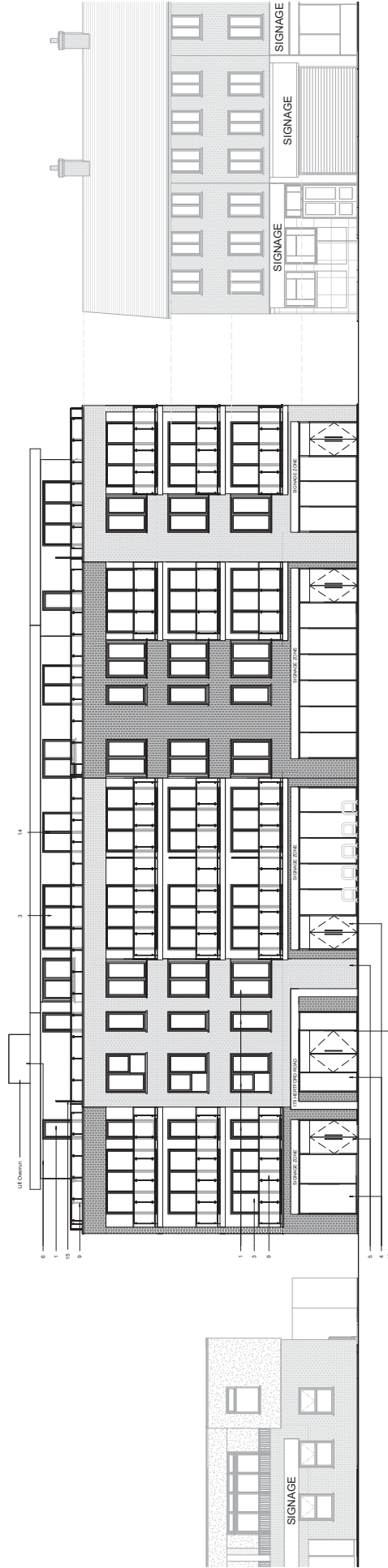
Client: White Gold Properties Ltd

Site: 179 Haverford Road
 Enfield
 EN3 5JH

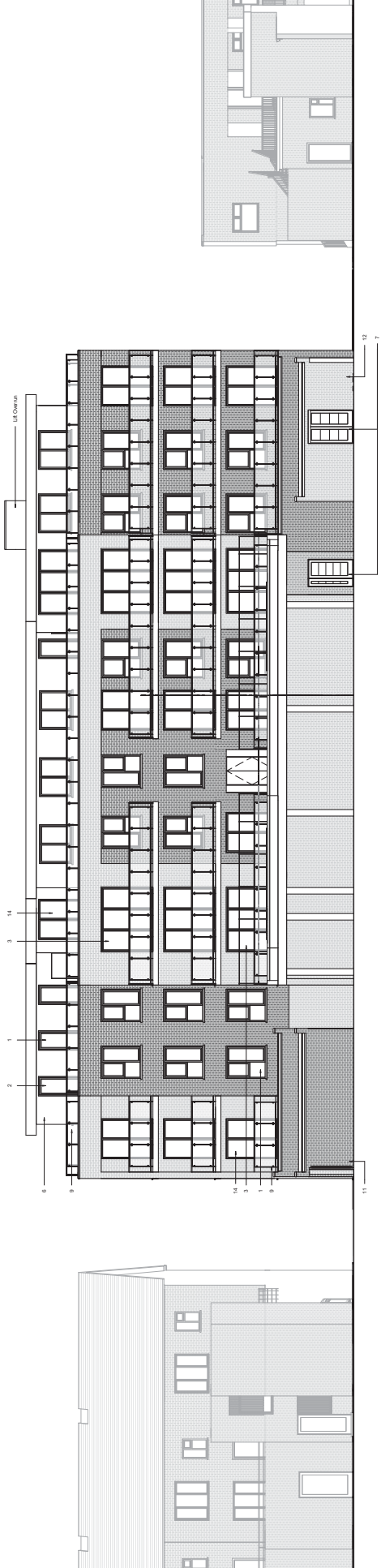
Scale: 1:100 @ A1
 Date: June 2017

Drawing Title: Front and Rear Elevation

Drafts: 11/30/19
 Rev: B








Front Elevation



Rear Elevation

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

Key :

-  Red Brickwork in cavity construction
-  Red Brickwork in cavity construction (brick design)
-  Grey Brickwork in cavity construction
-  Grey Brickwork in cavity construction (brick design)
-  Zinc cladding

1. Grey powder coated aluminium double-glazed windows
2. Grey powder coated aluminium double-glazed windows with decorative glazing
3. Grey powder coated aluminium double-glazed blocking doors
4. Grey powder coated aluminium double-glazed stop fronts
5. Grey powder coated double glazed entrance door
6. Zinc cladding
7. Solid external door
8. Grey powder coated aluminium louvre door
9. Glass balustrade
10. 2.5 privacy green wall
11. Grey Brickwork
12. Red Brickwork
13. Grey powder coated metal Gate
14. Grey powder coated aluminium double-glazed doors
15. 18mm privacy screens

No.	Revision	Date

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

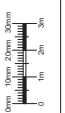
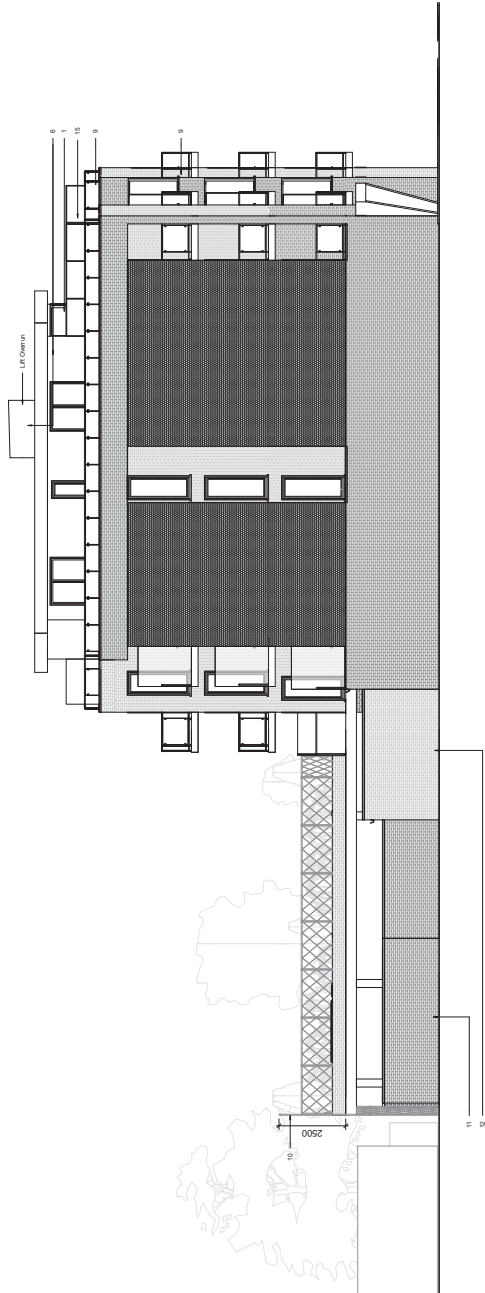
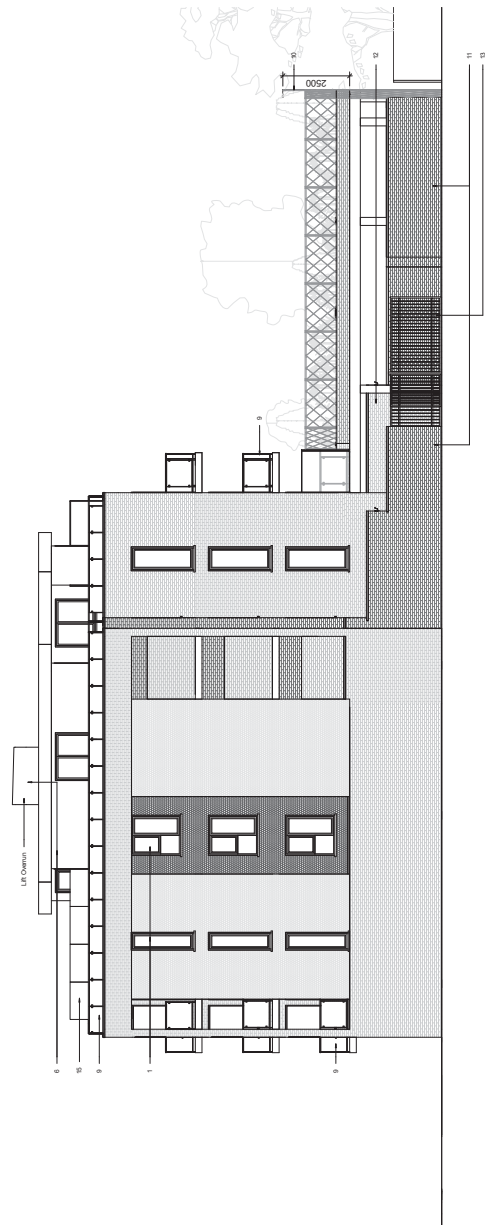
Client: White Gold Properties Ltd

Site: 179 Haverford Road, Epsom, EN3 5JH

Scale: 1:100 @ A1
 Date: June 2017

Drawing Title: Flank Elevations

Dwg No: 113920
 Rev: C



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

No.	Revisions	Note	Date



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

Client
White Gold Properties Ltd

Site
179 Hertford Road
Enfield
EN3 5JH

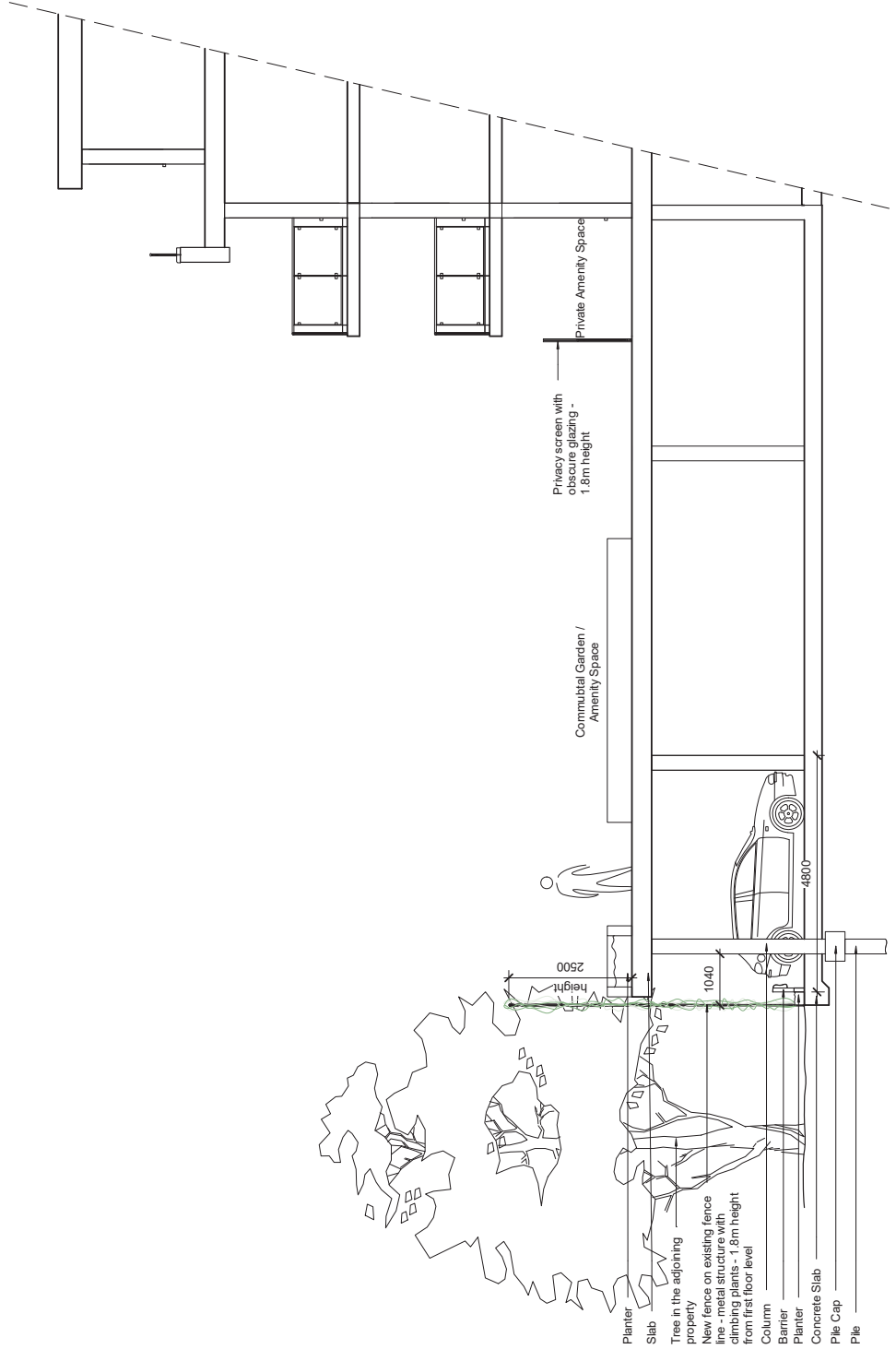
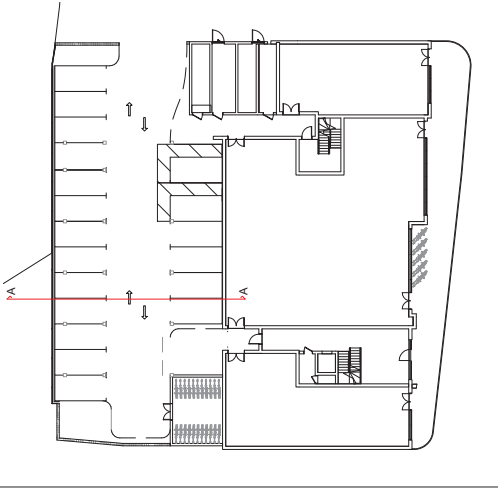
Drawing Title
Section A - A

Scale
1:100@A3

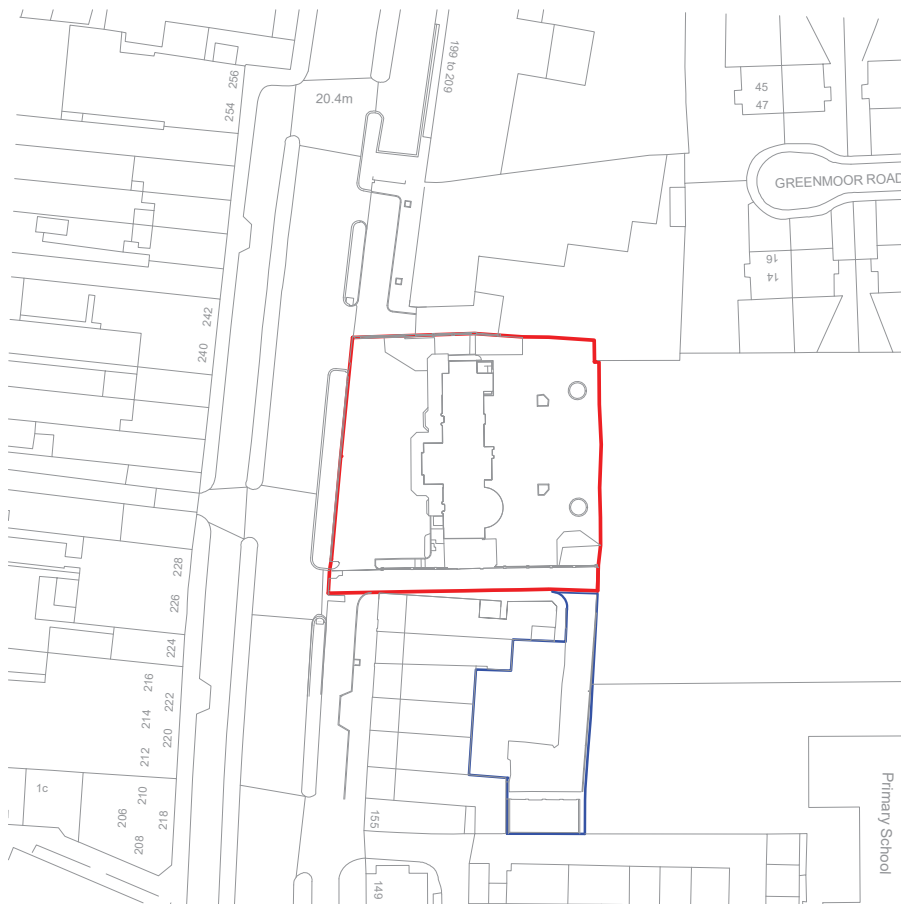
Date
June 2017

Drwg No
1139/21

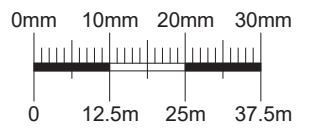
REV
A



- Planter
- Slab
- Tree in the adjoining property
- New fence on existing fence line - metal structure with climbing plants - 1.8m height from first floor level
- Column
- Barrier
- Planter
- Concrete Slab
- Pile Cap
- Pile



North



Revisions

No.	Note	Date



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

Client
White Gold Properties
Ltd

Site
179 Hertford Road
Enfield
EN3 5JH

Drawing Title
Site Location Plan

Scale
1 : 1250 @ A4

Date
June 2017

Drg No 1139/10	REV
-------------------	-----

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 1 May 2018

Report of
Assistant Director,
Regeneration & Planning

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

Ward:
Southgate

Ref: 17/05304/HOU

Category: Householder

LOCATION: 6 & 8 , Bourne Avenue, London, N14 6PD

PROPOSAL: Single storey side and rear extensions, first floor rear extensions, together with rear dormers for no 6 and 8 Bourne Avenue.

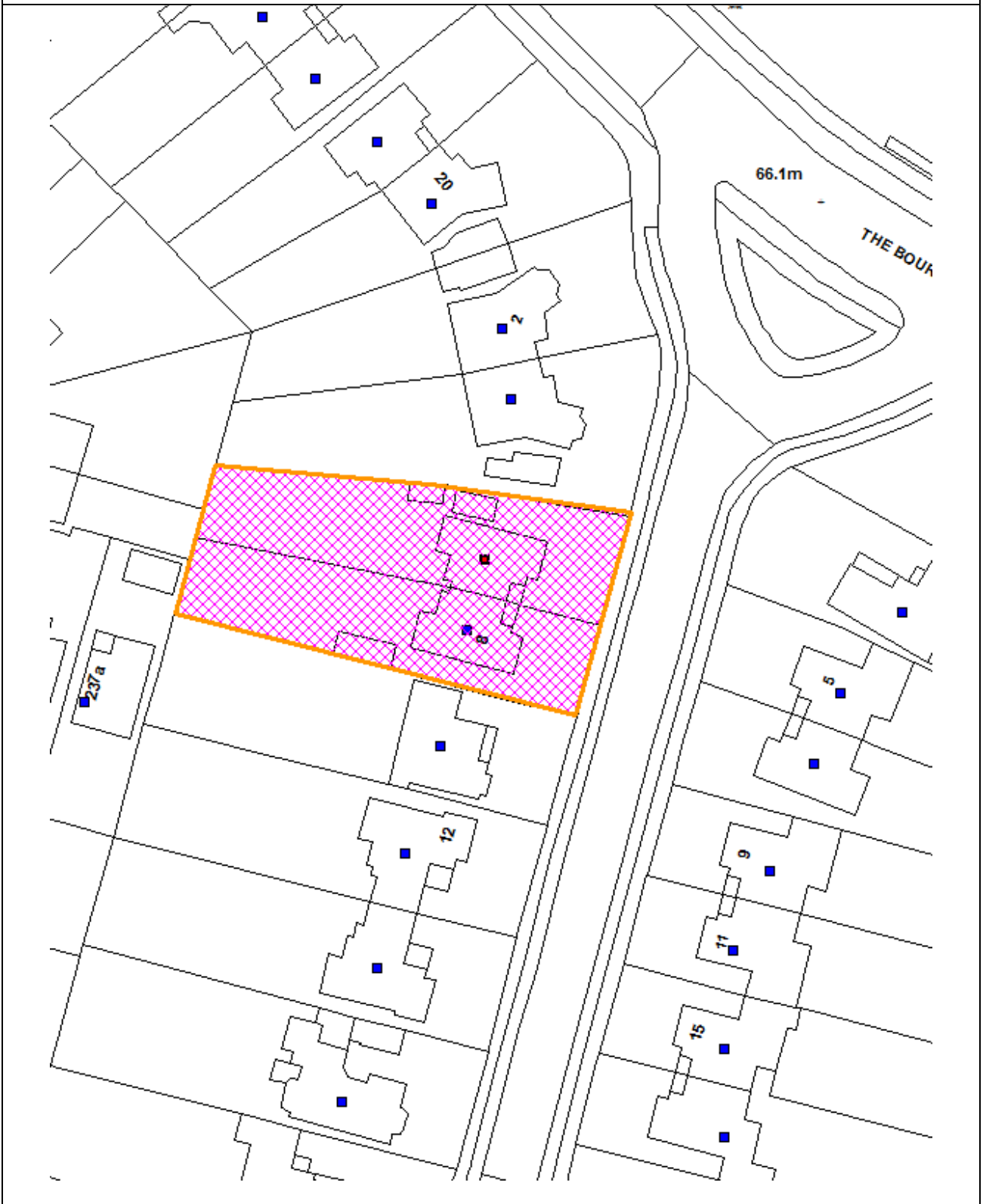
Applicant Name & Address:
Mrs Urmi Shah
6 & 8 , 6, Bourne Avenue
SOUTHGATE
N14 6PD

Agent Name & Address:
Bruno Gouveia
Spectrum House, Unit 34
32-34 Gordon House Road
Camden
London
NW5 1LP

RECOMMENDATION:

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

Ref: 17/05304/HOU LOCATION: 6 _ 8 , Bourne Avenue, London, N14 6PD



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and surroundings

- 1.1. The application sites are situated on the western side of Bourne Avenue on rectangular shaped plots.
- 1.2. The site contains a two storey handed pair of semi-detached dwellings with a hipped roof design and bay window projection to the front elevation. The dwellings are of an Arts and Craft style design and fall within the Meadway Conservation Area, but not listed. Stylistically, the estate houses feature architectural devices that are rare in this type of later inter-war speculative development such as exposed chimney stacks, asymmetrical frontages to semi-detached pairs, angled wings and large oriel windows.

2. Proposal

- 2.1. The applicant seeks full planning permission for the erection of a single storey side and rear extensions, first floor rear extensions, together with rear dormers to no's 6 and 8 Bourne Avenue.
- 2.2. The proposals include the demolition of the existing detached garages to the rear flank elevations to accommodate the single storey side/rear extensions.

3. Relevant Planning Decisions

- 3.1. 17/02037/HOU - Part single, part 2-storey side and rear extension, together with rear dormer and side rooflights - application withdrawn following CAG objection.
- 3.2. TP/09/0698 - Rear dormer to no. 6 Bourne Avenue - granted with conditions.
- 3.3. TP/03/1725 - Demolition of detached garage at side and erection of a single storey side extension to create new garage and formation of a canopy porch to no. 6 Bourne Avenue - granted with conditions.
- 3.4. TP/03/1043 - Demolition of existing garage and erection of single storey side and rear extension together with porch canopy at side to no. 6 Bourne Avenue - refused.

4. Consultation

- 4.1. *Statutory and Non- Statutory Consultation*
 - 4.1.1. Conservation officer - No objections
 - 4.1.2. CAG - Objection - Whilst the scale of the side extensions have been reduced, the Group considered that the original concerns remains from the previous objection. The Meadway Conservation Area as defined in the Character Appraisal has generous spaces between buildings and this is a key feature of the area. By developing the site to the full width of the plot, views to

greenery at the rear of the properties are lost. The construction of new garages will at a later date lead to redesign as living accommodation and possible applications for first floor extensions. Approval of this application will create a precedent for other infilling applications thereby losing a key feature of the conservation area.

4.2. *Public Responses*

- 4.2.1. Letters were sent to 8 adjoining and nearby residents on 14 December 2017. A site notice and press notice were also posted. No responses were received.

5. Relevant Policy

5.1. Development Management Document

DMD11	Rear extensions
DMD13	Roof extensions
DMD14	Side extensions
DMD37	Achieving High Quality and Design-Led Development
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking

5.2. Core Strategy

CP30	Maintaining and improving the quality of the built and open environment
CP31	Built and landscape heritage

5.3. London Plan

6.13	Parking
7.4	Local character
7.8	Heritage assets

5.4. Other Policy

National Planning Policy Framework
National Planning Practice Guidance
The Meadway Conservation Area Character Appraisal

6. Analysis

6.1. Character and Impact on the Meadway Conservation Area

6.1.1. The Meadway Character Appraisal refers to No's 6 and 8 as a neutral building.

6.1.2. A special interest of the Meadway Conservation Area is the prevalence of long, relatively narrow plots, which means that houses are built close together on the street frontage, but are set in an extensive hinterland of back gardens which combine to form green areas of importance both visually - as backdrop - and as wildlife habitat. The allotments between the houses on Greenway and Parkway, and several very large private gardens, intensify this characteristic. This ensures that there are backdrops of rear garden trees seen through gaps between houses and from higher vantage points; some of these have Tree Preservation Orders.

6.1.3. There are a several factors which have resulted in intrusion and damage to the Conservation Area. These include the replacement of front garden planting with harsh modern paving, and the intrusion of vehicles on frontages; loss of traditional boundaries such as low walls and fences; replacement of painted softwood windows with uPVC, aluminium, or hardwood, and loss of traditional timber garage doors; and loss of roof profiles through side extensions. These are common in inter-war housing, however have damaged the area's character.

6.1.4. The Conservation Area Management Plan states that:

"It is particularly important to retain the distinctions between the different house type designs."

6.1.5. The approved Character Appraisal specifically states that in terms of the design principles of extensions, the gaps between houses usually occupied by older single storey garages (important both for separating the distinctive house types and giving glimpses of the green setting beyond) are being filled in; this can be acceptable at a single storey, and extensions are generally limited in this way. Refusal of two storey side extensions has been upheld at appeal.

6.1.6. The proposed extensions would feature a wraparound single storey element with a two-storey element projecting from the original rear wall. The single storey element would infill the area to the flank elevations and project a maximum of 3 metres from the original rear wall. The side extensions would maintain the original building line and read as a garage from the front elevation to serve a kitchen, living and dining area. The proposed front elevation would feature a garage door and pitched roofline with parapet to crown top. The pitch and eaves height would match the adjacent neighbour, no. 10 and original entrance hall projection and thus would balance the front elevation and maintain symmetry with the handed pair to relate appropriately to the existing design characteristics of the pair of semi's. The single storey and two storey rear elements would maintain a parapet to the rear and involved the loss of some bay window detailing, however a site visit with the

Conservation officer confirmed that this element is not visible from the public domain and as such on balance, the overall design is considered acceptable.

- 6.1.7. The application was referred to the Conservation Advisory Group and an objection was raised by the Group. It was considered that the generous spaces between buildings as defined in the Character Appraisal would be lost as a result of the full width development to the sites and thus views to the greenery at the rear would be lost. Additionally, it was stated that an approval would create a precedent for other applications to infill the area to the side elevations and thereby resulting in the loss of a key feature of the Conservation area.
- 6.1.8. However, officers consider that the erection of a single storey element is acceptable and would not compromise views to the rear elevation, that being said, any applications for first floor side extension would be unacceptable on this basis, having regard to the aims and intentions outlined within the Meadway Conservation Area Character Appraisal.
- 6.1.9. The proposed single storey element would have a maximum projection of 2 metres, which is policy compliant, having regard to policy DMD11 of the Development Management Document. Additionally, the first-floor element with a projection of approximately 1 metre would maintain the proportions of the gable projection and bay window detailing at first floor level, having regard to policies DMD11, DMD37 and DMD44 of the Development Management Document, CP30 and CP31 of the Core Strategy and 7.4 and 7.8 of the London Plan.
- 6.1.10. Policy DMD13 of the DMD states that dormer windows should be of an appropriate size and location within the roof plane and, in the case of roof dormers, inset from the eaves, ridge and edges of the roof (insets should normally be between 500-750mm).
- 6.1.11. The loft conversion would incorporate a proposed rear dormer window and removal of rear rooflights. These would be sited to mirror the location and proportions of each semi to maintain symmetry from the rear elevation. Additionally, the dormer windows would be small and sit comfortably within the roofslope with adequate insets from the ridge, eaves and party/flank walls, having regard to policy DMD13 of the Development Management Document.
- 6.1.12. It is therefore considered that the proposed extensions would not be detrimental to the character and appearance of the pair of dwelling houses, or Meadway Conservation Area, having regard to policies CP30 and CP31 of the Core Strategy and 7.4 and 7.8 of the London Plan, DMD11, DMD13, DMD14 and DMD37 of the Development Management Document, as well as the aims and intentions outlined within Meadway Conservation Area Character Appraisal.

6.2. Neighbouring Amenities

- 6.2.1. In this case, the adjacent neighbouring properties are no's 4 and 10 Bourne Avenue. No. 4 features a detached garage on the common boundary with no.

6 and the property is splayed away. No. 10 features a two-storey side extension including garage on the elevation adjacent to no. 8.

- 6.2.2. In regard to impact on no. 10, the single-storey element would project an additional 2 metres beyond the original rear wall and involves the demolition of an existing detached garage, which is set back from the existing rear building line on the common boundary. The side extension at no. 10 serves a garage at ground floor level with habitable accommodation above and there are no windows within the flank elevation, however given the maximum projection, separation from the common boundary at first floor level and impact of the existing detached garage, it is not considered that the proposals would be detrimental to residential amenities in regard to loss of sunlight, daylight or outlook, having regard to policy DMD11 of the DMD.
- 6.2.3. In relation to the potential impact on no. 4 Bourne Avenue, the property is oriented away from no. 6 and features a detached garage on the common boundary. The side extensions would be erected adjacent to the common boundary, however given the maximum projections, orientation of properties and impact of the existing detached garage structure, it is not considered that the proposals would be detrimental to residential amenities in regard to loss of sunlight, daylight or outlook to rear or flank windows, having regard to policy DMD11 of the DMD.
- 6.2.4. Additionally, the rear dormer would not add additional bulk to the building and therefore would not give rise to an unacceptable loss of sunlight/daylight, outlook or privacy to neighbouring occupiers.
- 6.2.5. The potential impact of the extensions on each other, it is considered that an appropriate condition is attached to ensure extensions are constructed simultaneously as the first-floor element would impact on the residential amenities of the existing recessed bedroom window, having regard to policy DMD11 of the DMD.

6.3. Traffic and Transportation

- 6.3.1. The application site is located on Bourne Avenue, which is an unclassified road and within a PTAL of 2 with poor links to public transport.
- 6.3.2. The proposals would result in the loss of the existing garages; however, there is a large forecourt to the front of each property which could accommodate adequate off-street parking, having regard to policies DMD45 of the DMD and 6.13 of the London Plan.

6.4. S106 and Community Infrastructure Levy (CIL)

- 6.4.1. 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.

- 6.4.2. In this instance the development would not be liable for CIL as they are extensions to serve residential dwellinghouses.

7. Conclusion

- 7.1. It is therefore considered that the proposed extensions are appropriately designed and would preserve and enhance the character and appearance of the Meadway Conservation Area and would not be detrimental to residential amenities of adjacent occupiers.

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) Details of materials

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

Reason: To ensure a satisfactory external appearance within the Meadway Conservation Area.

4) 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.

5) Restriction of use of extension roofs

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no balustrades or other means of enclosure shall be erected on the roof of the extension(s). No roof of any part of the extension(s) shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

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

6) Simultaneous Construction

The proposed rear extensions to No's 6 and 8 Bourne Avenue as demonstrated on drawing no's PL03a and PL04a shall be constructed simultaneously as a single entity in their entirety and shall not be completed independently of each other.

Reason: If the proposed extensions are completed independently of each other they would adversely impact on the amenity of each property contrary to DMD11 of the Development Management Document.



— Proposed
 Existing trees

Proposed Block Plan
 Scale 1/500



General Notes

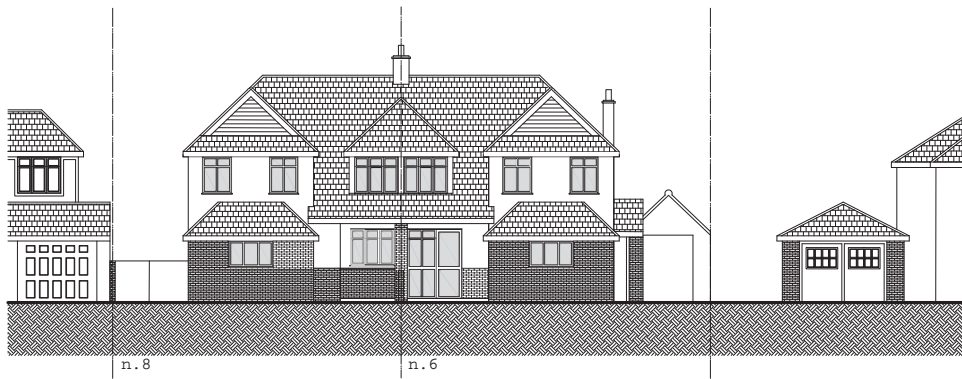
Local authorities (Planning Group or Building Control) might request for additional items / information to be added / revised.
 Contractor sub-contractor or supplier is to report any errors, omission or discrepancies on the drawings, and shall not vary any work shown on the drawings without obtaining prior approval from the Architect. Contractor sub-contractor or supplier is responsible for requesting any additional information from the architect for the correct execution of the works.
 Contractor sub-contractor or supplier shall supply to the Architect all shop drawings, illustrations, specifications, etc. of all specialist work to be incorporated into the main contract works, and shall immediately inform the Architect if any work shown on this drawing is not in accordance with the relevant codes of practice recognized as good practice throughout the industry or if it does not comply with the relevant local authority bye-laws or building regulations.
 Contractor to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Figured dimensions to take precedence over scaled dimensions.
 Contractor sub-contractor or supplier shall immediately advise the Architect / quantity surveyor of the effect upon program and cost of any alterations to the proposed works shown on this drawing.
 All materials, components and workmanship to comply with the relevant British Standards, Codes of Practice and appropriate manufacturers' recommendations that from time to time shall apply.
 This drawing superseded all previous issues of the same drawing number with earlier revisions.
 This drawing and design is copyright to QR Architects and remains the property of QR Architects, and as such the contents must not be disclosed to anyone or reproduced in any way without prior consent from QR Architects.

Project 6 & 8 Bourne Avenue London, N14 6PD	Client Mrs Umi Shah
--	-------------------------------

Zone A	Discipline ARCHITECTURE	Status PLANNING
Level	Drawing Number 6-BBA-PP-05	Revision
Paper Size A1 SHEET	Drawing Title Proposed Block Plan	
Scale 1:500	Date 06/12/2017	Drawn JCS
Project Title 6 & 8 Bourne Avenue	Checked AMS	

q|R
 ARCHITECTS
 LONDON

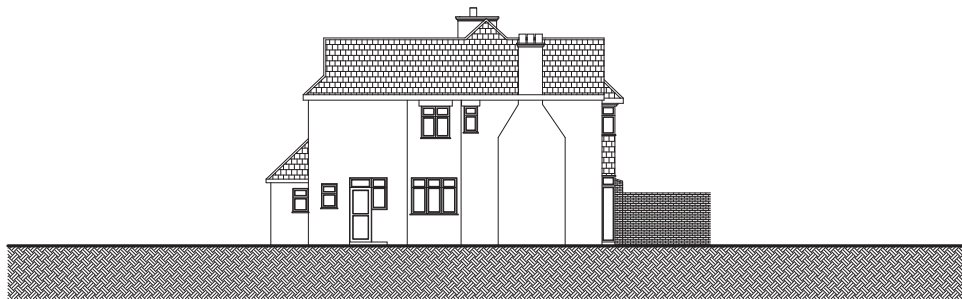
phone 44 (0) 203 287 0055
 email info@qrarchitects.co.uk
 website www.qrarchitects.co.uk



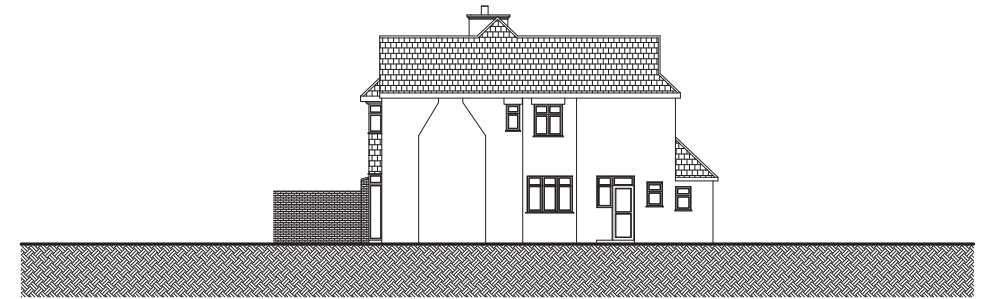
Existing Front Elevation Scale 1:100



Existing Rear Elevation Scale 1:100



n.8
Existing Side Elevation Scale 1:100



n.8
Existing Side Elevation Scale 1:100



General Notes

Local authorities (Planning Group or Building Control) might request for additional items / information to be added / revised.

Contractor, sub-contractor or supplier is to report any errors, omission or discrepancies on the drawings, and shall not vary any work shown on the drawings without obtaining prior approval from the Architect. Contractor, sub-contractor or supplier is responsible for requesting any additional information from the architect for the correct execution of the works.

Contractor, sub-contractor or supplier shall supply to the Architect all shop drawings, illustrations, specifications, etc. of all specialist work to be incorporated into the main contract works, and shall immediately inform the Architect if any work shown on this drawing is not in accordance with the relevant codes of practice recognized as good practice throughout the industry or if it does not comply with the relevant local authority bye-laws or building regulations.

Contractor to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Figured dimensions to take precedence over scaled dimensions.

Contractor, sub-contractor or supplier shall immediately advise the Architect / quantity surveyor of the effect upon program and cost of any alterations to the proposed works shown on this drawing.

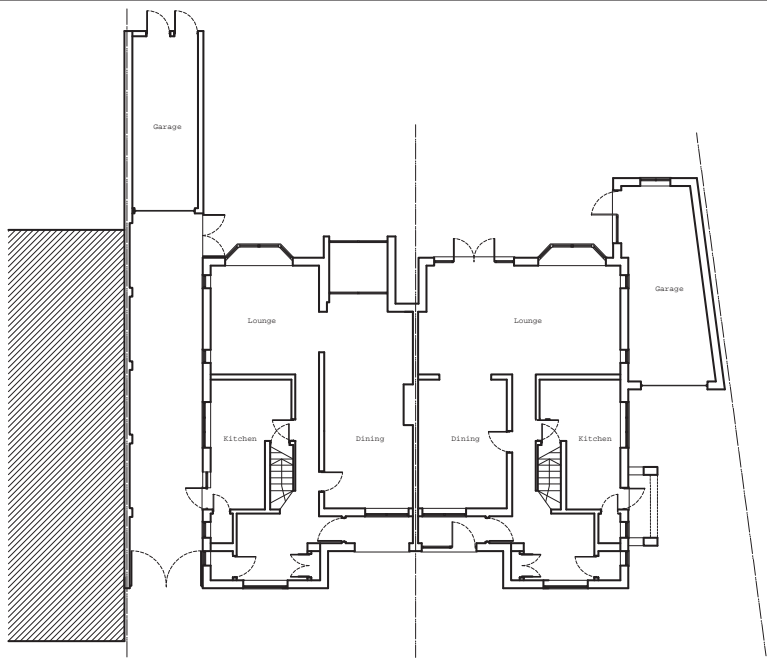
All materials, components and workmanship to comply with the relevant British Standards, Codes of Practice and appropriate manufacturers' recommendations that from time to time shall apply.

This drawing superseded all previous issues of the same drawing number with earlier revisions. This drawing and design is copyright to QR Architects and remains the property of QR Architects, and as such the contents must not be disclosed to anyone or reproduced in any way without prior consent from QR Architects.

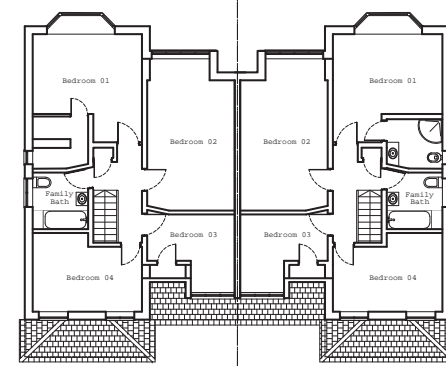
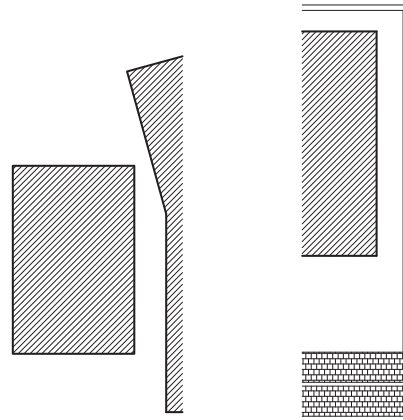
Project 6 & 8 Bourne Avenue London, N14 6PD	Zone A	Discipline ARCHITECTURE	Status PLANNING
	Level	Drawing Number 6-BBA-PP-02	Revision
Client Mrs Urmī Shah	Paper Size A1 SHEET		
	Drawing Title Existing Elevations		
Scale 1:100	Date 06/12/17	Drawn JCS	Checked AMS
Project Title 6 & 8 Bourne Avenue			

q|R
ARCHITECTS
LONDON

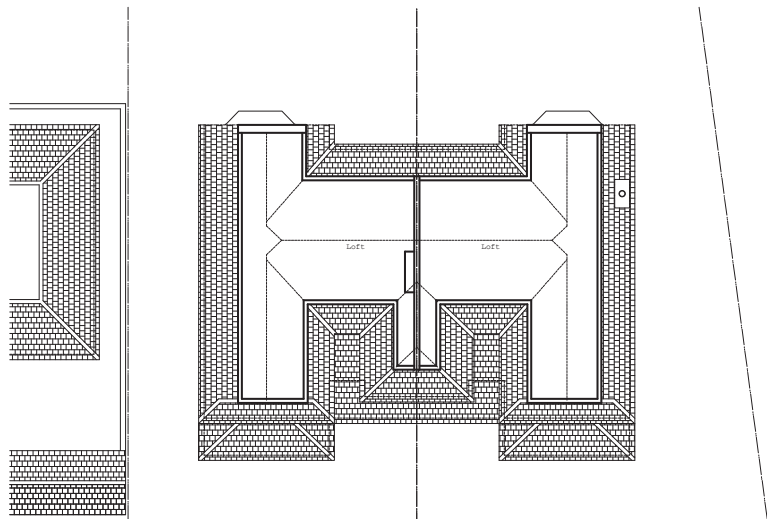
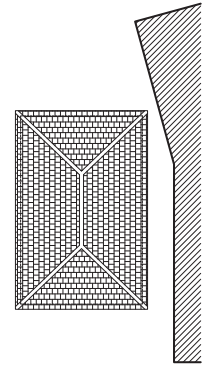
phone +44 (0) 203 287 0055
email info@qrarchitects.co.uk
website www.qrarchitects.co.uk



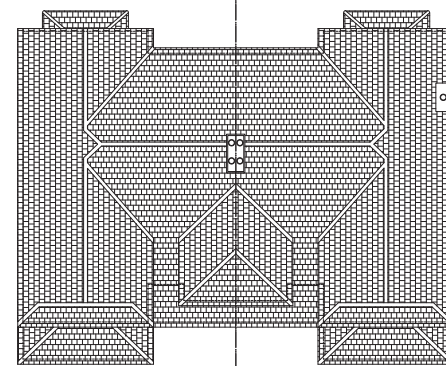
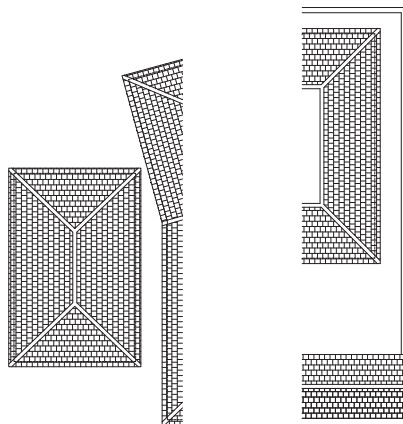
Existing Ground Floor Scale 1:100



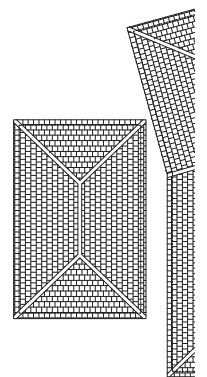
Existing First Floor Scale 1:100



Existing Attic Plan Scale 1:100



Existing Roof Plan Scale 1:100



Metres 0 1 2 3 4 5 10
1:100

General Notes

Local authorities (Planning Group or Building Control) might request for additional items / information to be added / revised.

Contractor, sub-contractor or supplier is to report any errors, omissions or discrepancies on the drawings, and shall not vary any work shown on the drawings without obtaining prior approval from the Architect. Contractor, sub-contractor or supplier is responsible for requesting any additional information from the architect for the correct execution of the works.

Contractor, sub-contractor or supplier shall supply to the Architect all shop drawings, illustrations, specifications, etc. of all specialist work to be incorporated into the main contract works, and shall immediately inform the Architect if any work shown on this drawing is not in accordance with the relevant codes of practice recognized as good practice throughout the industry or if it does not comply with the relevant local authority bye-laws or building regulations.

Contractor to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Figured dimensions to take precedence over scaled dimensions.

Contractor, sub-contractor or supplier shall immediately advise the Architect / quantity surveyor of the effect upon program and cost of any alterations to the proposed works shown on this drawing.

All materials, components and workmanship to comply with the relevant British Standards, Codes of Practice and appropriate manufacturers' recommendations that from time to time shall apply.

This drawing superseded all previous issues of the same drawing number with earlier revisions.

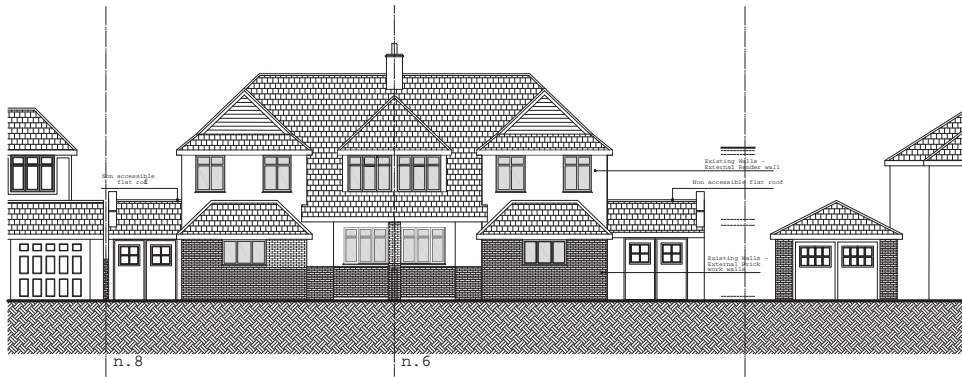
This drawing and design is copyright to QR Architects and remains the property of QR Architects, and as such the contents must not be disclosed to anyone or reproduced in any way without prior consent from QR Architects.

Project 6 & 8 Bourne Avenue London, N14 6PD	Zone A	Discipline ARCHITECTURE	Status PLANNING
Client Mrs Umi Shah	Level	Drawing Number 6-BBA-PP-01	Revision
Paper Size A1 SHEET	Drawing Title Existing Plans		
Scale 1:100	Date 06/12/17	Drawn JCS	Checked AMS
Project Title 6 & 8 Bourne Avenue			

Zone A	Discipline ARCHITECTURE	Status PLANNING
Level	Drawing Number 6-BBA-PP-01	Revision
Paper Size A1 SHEET	Drawing Title Existing Plans	
Scale 1:100	Date 06/12/17	Drawn JCS
Checked AMS		
Project Title 6 & 8 Bourne Avenue		

q|R
ARCHITECTS
LONDON

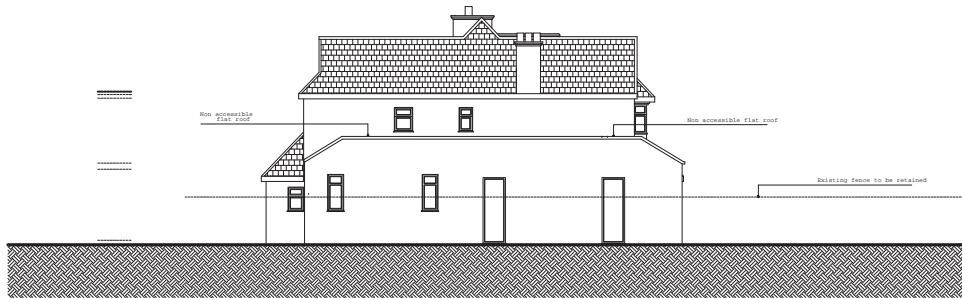
phone +44 (0) 203 287 0055
email info@qrarchitects.co.uk
website www.qrarchitects.co.uk



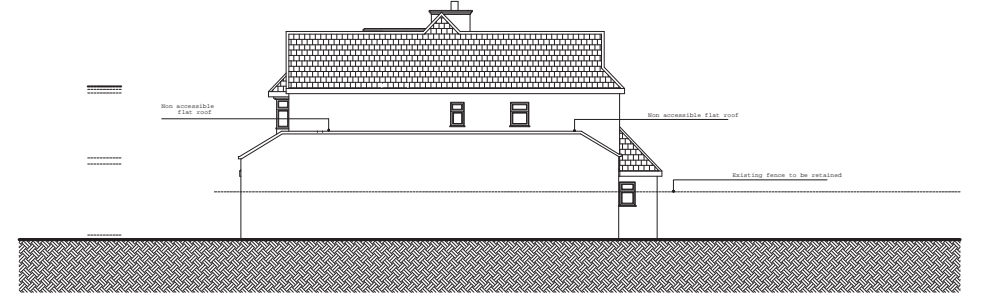
Proposed Front Elevation Scale 1:100



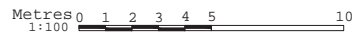
Proposed Rear Elevation Scale 1:100



n.6
Proposed Side Elevation Scale 1:100



n.6
Proposed Side Elevation Scale 1:100



General Notes

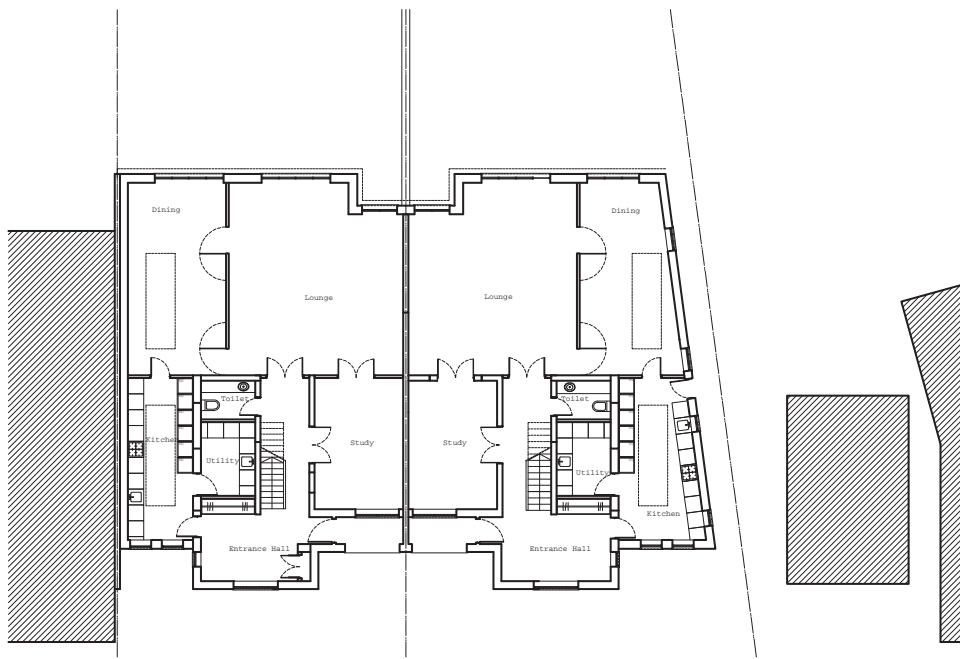
Local authorities (Planning Group or Building Control) might request for additional items / information to be added / revised.
 Contractor, sub-contractor or supplier is to report any errors, omissions or discrepancies on the drawings, and shall not vary any work shown on the drawings without obtaining prior approval from the Architect. Contractor, sub-contractor or supplier is responsible for requesting any additional information from the architect for the correct execution of the works.
 Contractor, sub-contractor or supplier shall supply to the Architect all shop drawings, illustrations, specifications, etc. of all specialist work to be incorporated into the main contract works, and shall immediately inform the Architect if any work shown on this drawing is not in accordance with the relevant codes of practice recognized as good practice throughout the industry or if it does not comply with the relevant local authority bye-laws or building regulations.

Contractor to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Figured dimensions to take precedence over scaled dimensions.
 Contractor, sub-contractor or supplier shall immediately advise the Architect / quantity surveyor of the effect upon program and cost of any alterations to the proposed works shown on this drawing.
 All materials, components and workmanship to comply with the relevant British Standards, Codes of Practice and appropriate manufacturers' recommendations that from time to time shall apply.
 This drawing superseded all previous issues of the same drawing number with earlier revisions.
 This drawing and design is copyright to QR Architects and remains the property of QR Architects, and as such the contents must not be disclosed to anyone or reproduced in any way without prior consent from QR Architects.

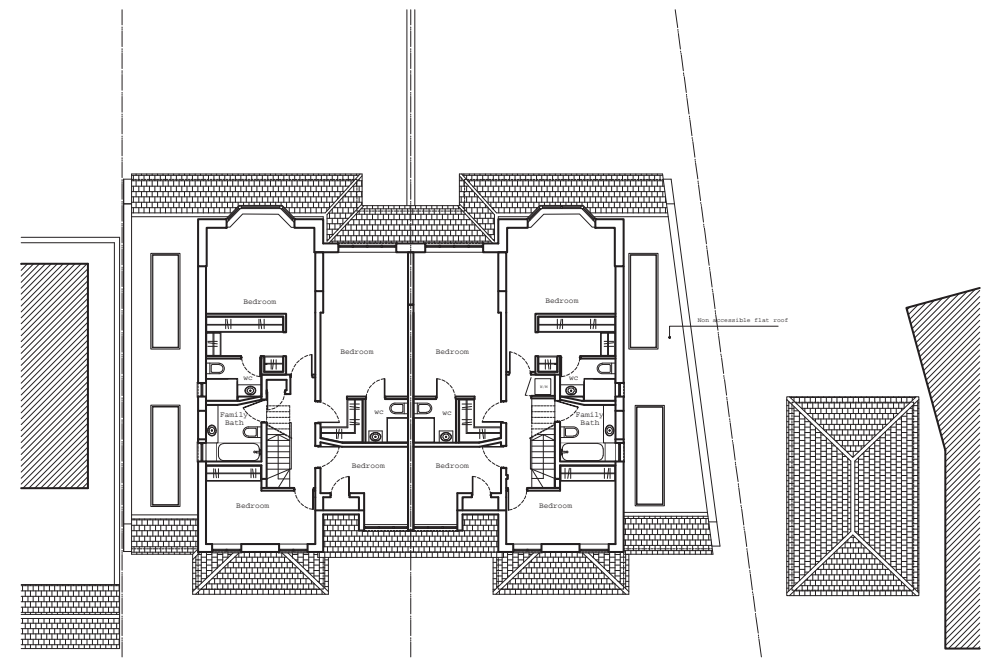
Project	6 & 8 Bourne Avenue London, N14 6PD
Client	Mrs Umi Shah

Zone	Discipline	Status
A	ARCHITECTURE	PLANNING
Level	Drawing Number	Revision
6-BBA-PP-04		A
Paper Size	A1 SHEET	
Drawing Title	Proposed Elevations	
Scale	Date	Drawn
1:100	06/12/17	JCS
Project Title	Checked	
6 & 8 Bourne Avenue	AMS	

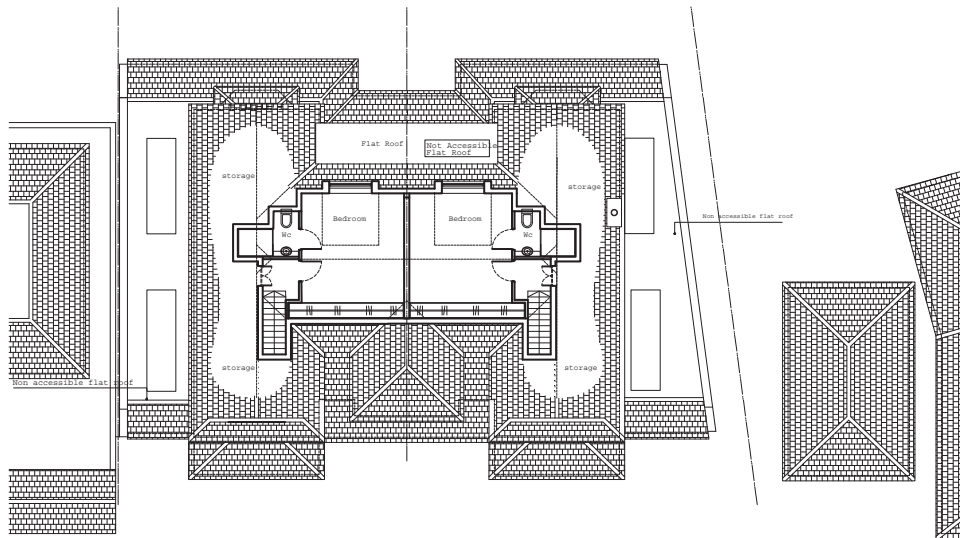
q|R
ARCHITECTS
 LONDON
 phone +44 (0) 203 287 0055
 email info@qrchitects.co.uk
 website www.qrchitects.co.uk



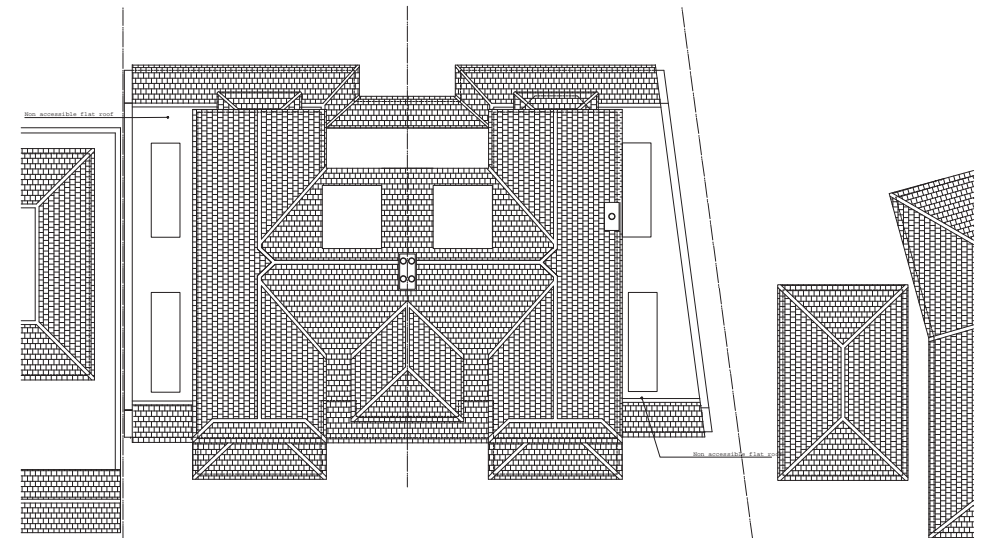
Proposed Ground Floor Scale 1:100



Proposed First Floor Scale 1:100



Proposed Loft Plan Scale 1:100



Proposed Roof Plan Scale 1:100



General Notes

Local authorities (Planning Group or Building Control) might request for additional items / information to be added / revised.

Contractor, sub-contractor or supplier is to report any errors, omission or discrepancies on the drawings, and shall not vary any work shown on the drawings without obtaining prior approval from the Architect. Contractor, sub-contractor or supplier is responsible for requesting any additional information from the architect for the correct execution of the works.

Contractor, sub-contractor or supplier shall supply to the Architect all shop drawings, illustrations, specifications, etc. of all specialist work to be incorporated into the main contract works, and shall immediately inform the Architect if any work shown on this drawing is not in accordance with the relevant codes of practice recognized as good practice throughout the industry or if it does not comply with the relevant local authority bye-laws or building regulations.

Contractor to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Figured dimensions to take precedence over scaled dimensions.

Contractor, sub-contractor or supplier shall immediately advise the Architect / quantity surveyor of the effect upon program and cost of any alterations to the proposed works shown on this drawing.

All materials, components and workmanship to comply with the relevant British Standards, Codes of Practice and appropriate manufacturers' recommendations that from time to time shall apply.

This drawing superseded all previous issues of the same drawing number with earlier revisions. This drawing and design is copyright to QR Architects and remains the property of QR Architects, and as such the contents must not be disclosed to anyone or reproduced in any way without prior consent from QR Architects.

Project 6 & 8 Bourne Avenue London, N14 6PD	Zone A	Discipline ARCHITECTURE	Status PLANNING
Client Mrs Umi Shah	Level 1:100	Drawing Number 6-BBA-PP-03	Revision A
Paper Size A1 SHEET	Drawing Title Proposed Plans		
Scale 1:100	Date 06/12/17	Drawn JCS	Checked AMS
Project Title 6 & 8 Bourne Avenue			

Project 6 & 8 Bourne Avenue London, N14 6PD	Zone A	Discipline ARCHITECTURE	Status PLANNING
Client Mrs Umi Shah	Level 1:100	Drawing Number 6-BBA-PP-03	Revision A
Paper Size A1 SHEET	Drawing Title Proposed Plans		
Scale 1:100	Date 06/12/17	Drawn JCS	Checked AMS
Project Title 6 & 8 Bourne Avenue			

q|R
ARCHITECTS
LONDON

phone +44 (0) 203 287 0055
email info@qrarchitects.co.uk
website www.qrarchitects.co.uk

H. M. LAND REGISTRY GENERAL MAP

GREATER LONDON
MIDDLESEX

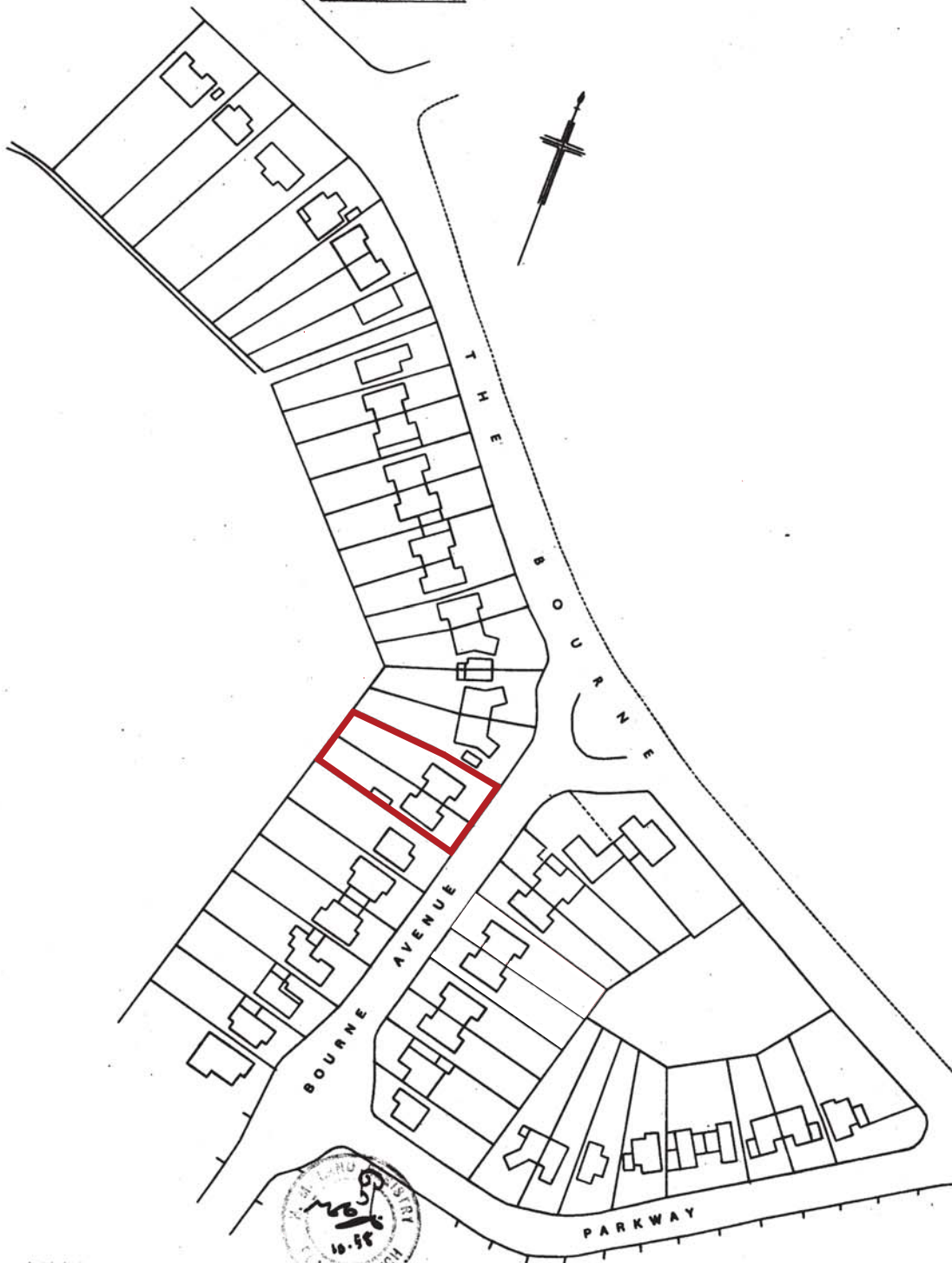
SHEET VII. 10.

SECTION AB

Scale 1/1250 Enlarged from 1/2500

BOROUGH OF ENFIELD

~~SOUTHGATE PARISH~~



Crown Copyright Reserved.

Filed Plan of Title No. **MX369948**

This is a copy of the title plan on 7 OCT 2014 at 18:50:29. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the title plan. An official copy of the title plan is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

The Land Registry endeavours to maintain high quality and scale accuracy of title plan images. The quality and accuracy of any print will depend on your printer, your computer and its print settings. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title plans and boundaries.

This title is dealt with by Land Registry, Wales Office.

© Crown Copyright. Produced by Land Registry. Further reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number 100026316.

This page is intentionally left blank