

Public Document Pack



PLANNING COMMITTEE

Wednesday, 11th July, 2018 at 7.30 pm
Venue: Conference Room
Civic Centre, Silver Street,
Enfield EN1 3XA

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MEMBERS

Councillors : Mahmut Aksanoglu (Chair), Maria Alexandrou, Chris Bond,
Sinan Boztas, Elif Erbil, Ahmet Hasan, Gina Needs, Sabri Ozaydin,
Michael Rye OBE, George Savva MBE, Jim Steven and Mahtab Uddin

**N.B. Any member of the public interested in attending the meeting
should ensure that they arrive promptly at 7:15pm
Please note that if the capacity of the room is reached, entry may not be
permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by
contacting the committee administrator before 12:00 noon on 10/07/18**

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. **REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO. 23) (Pages 1 - 2)**

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

4. **17/02767/FUL - CAR PARK, CHAPEL STREET, ENFIELD EN2 6QF (Pages 3 - 28)**

RECOMMENDATION: Approval subject to conditions, S106 Agreement, and the exclusion of future residents from applying for permits within the Controlled Parking Zone

WARD: Town

5. 17/02566/FUL - 8 OAKWOOD PARADE, QUEEN ANNES PLACE, ENFIELD EN1 2PX (Pages 29 - 64)

RECOMMENDATION: That the Head of Development Management / Planning Decisions Manager be authorised to grant planning permission subject to conditions

WARD: Bush Hill Park

6. 17/02947/HOU - 53 THE CHINE, LONDON N21 5EE (Pages 65 - 86)

RECOMMENDATION: Refusal

WARD: Grange

7. 18/00760/FUL - PUBLIC HOUSE, 50-56 FORE STREET, LONDON N18 2SS (Pages 87 - 126)

RECOMMENDATION: Approval subject to conditions and S106 Agreement

WARD: Upper Edmonton

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 2018/2019 - REPORT NO 23

COMMITTEE:
 PLANNING COMMITTEE
 11.07.2018

AGENDA - PART 1	ITEM 3
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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

3.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

3.1.1 In accordance with delegated powers, 155 applications were determined between 14/06/2018 and 28/06/2018, of which 115 were granted and 40 refused.

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

Background Papers

To be found on files indicated in Schedule.

3.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

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

Background Papers

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

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 11 July 2018

Report of
Director, Regeneration &
Planning

Contact Officer:
Andy Higham
David Gittens
Mr Sean Newton
Tel No: 020 8379 3851

Ward:
Town

Ref: 17/02767/FUL

Category: Full Application

LOCATION: Car Park, Chapel Street, Enfield, EN2 6QF

PROPOSAL: Erection of 5 x 2 storey single family dwellings (comprising 4 x 3 bed semi-detached houses and 1 x 3 bed detached house) with rooms in roof together with associated parking landscaping and amenity.

Applicant Name & Address:

Mr Mareos Miltiadous
Flat 5
Clearview Court
59A Bourne Hill
London
N13 4LU
United Kingdom

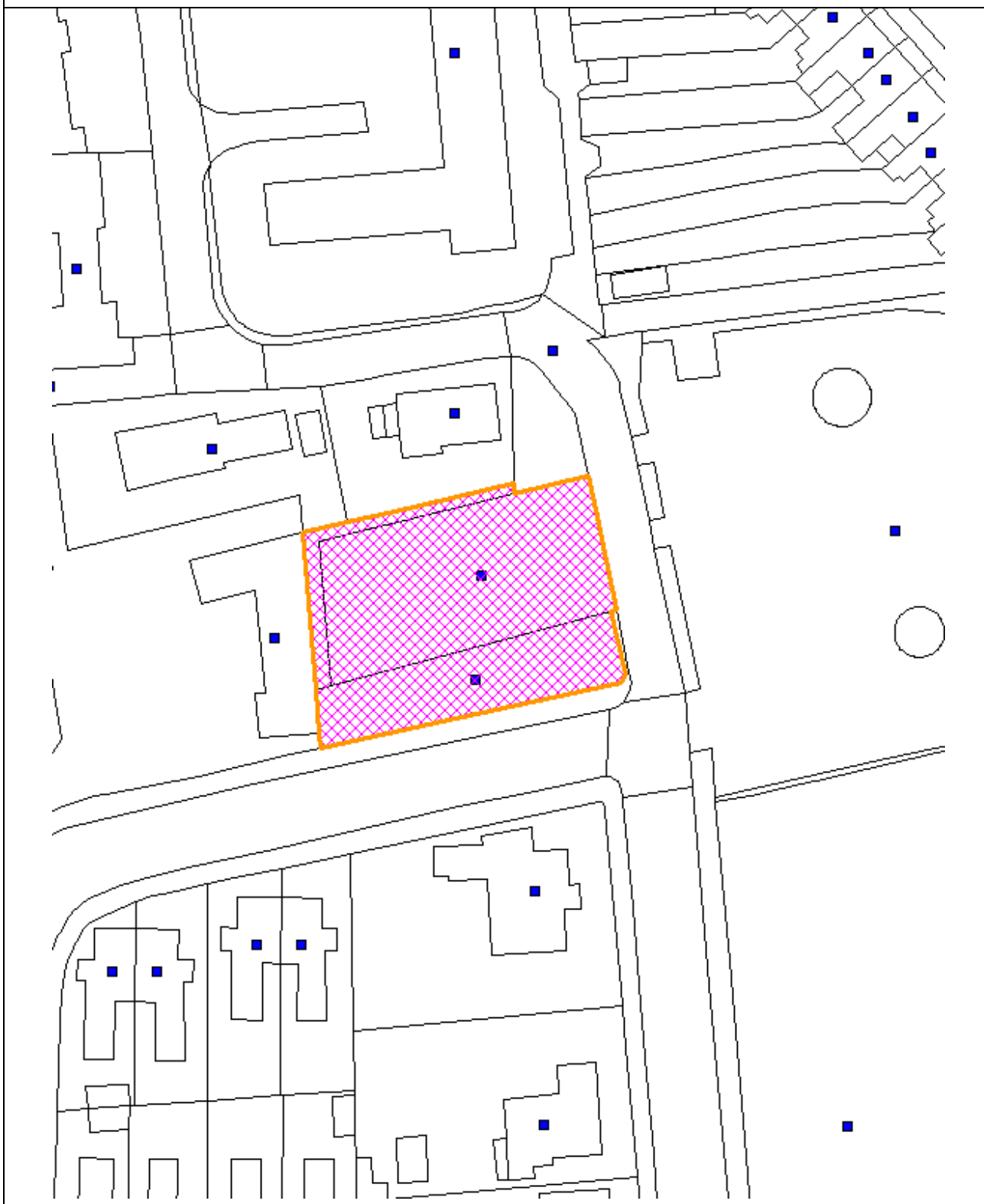
Agent Name & Address:

Mr Peter Koumis
Unit E3U, Ringway
Bounds Green Industrial Estate
London
N11 2UD
United Kingdom

RECOMMENDATION:

That subject to completion of a S106 Agreement to secure a contribution to off site tree planting and the exclusion of future residents from applying for permits within the Controlled Parking Zone, planning permission be **GRANTED** subject to conditions.

Ref: 17/02767/FUL LOCATION: Car Park, Chapel Street, Enfield, EN2 6QF



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Scale 1:1250

North



1 Site and Surroundings

- 1.1 The application site comprises a former public car park on the junction of Chapel Street and Little Park Gardens and an area of greensward adjacent to No.10 Little Park Gardens. The site is located within the Enfield Town Conservation Area.
- 1.2 The car park was sold by the Council several years ago and has gradually deteriorated in appearance and condition. The area of greensward remains in Council ownership and therefore notwithstanding the decision on this application, the applicant will need to secure ownership of this land before any works could commence on site.
- 1.3 The site frontage to Little Park Gardens had a raised bed containing two trees, a sweet chestnut and a red oak. Unauthorised works to these trees has resulted in their removal.
- 1.4 The site has the benefit of an existing vehicular access from Chapel Street. It is bounded by single storey detached residential properties to the north and west; that to the west has its rear wall directly along the boundary with the application site. That to the north sits behind a brick boundary wall approximately 3m in height. To the west, on the opposite side of Chapel Street is the Little Park Gardens public car park.

2 Proposal

- 2.1 This application proposes the erection of 5 x 2 storey single family dwellings (comprising 4 x 3 bed semi-detached houses and 1 x 3 bed detached house) with rooms in roof together with associated parking landscaping and amenity. The houses present their front elevation to Little Park Gardens, with rear gardens running towards the boundary with the bungalow to the north. A small car parking area for 4 vehicles is located to the rear, accessed from Chapel Street. The houses are of contemporary design, with a brick finish and zinc pitched roof. They would have small front gardens to the Little Park Gardens frontage with capacity to accommodate refuse facilities. Secure cycle parking facilities would be located in the rear gardens.

3 Relevant Planning Decisions

- 3.1 TP/09/1176 Resolution to grant planning permission for the erection of a part 2-storey, part single storey detached building for D1 use (children's nursery or day centre for adults with learning difficulties). The resolution to grant planning permission was subject to the completion of a legal agreement to secure amendments to the on-street parking controls, the extension of the public footway to adoptable standards, the planting of a replacement tree and the submission of a travel plan. This legal agreement was never completed and the application was withdrawn.
- 3.2 Legal action is being taken with respect to the unauthorised removal of the trees from the site.

4 Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 Traffic and Transportation advise that the site is located within the Enfield Town Controlled Parking Zone which is operational Monday – Saturday 8am – 6.30pm. The site has a PTAL 5 rating which indicates that the area is very well connected to public transport. Notwithstanding, on the basis of 2011 census data, they consider that 1 space should be provided per dwelling and that consideration could be given to the provision of a vehicle crossing and a parking space to the detached house furthest from the Chapel Street/Little Park Gardens junction. Cycle parking provision in the rear garden is acceptable subject to a condition requiring details of the secure storage facilities. Refuse provision to the front is acceptable in principle.

Conservation Officer

- 4.1.2 The Conservation Officer is fully supportive of the proposed residential use in principle. Objections have been raised throughout the development of the scheme for this site to hardstanding/ designated parking areas to front gardens. This is contrary to the Enfield Town Conservation Area Character Appraisal which states,

“Pressure for garages and hard standing in front gardens has led over many years to deterioration in street frontages and the rhythms of building groups.”

- 4.1.3 No parking is proposed to the front garden areas.
- 4.1.4 Any parking in green space adjacent to the site should not include additional hardstanding. This should be grasscrete or similar if approved to retain a semblance of green space. This can be addressed by condition by requiring the submission of finishing materials for approval.
- 4.1.5 In addition, she recommends conditions requiring details at scale of 1:20 of following:
1. Brick sample panels, brick type, mortar type
 2. 1:20 details of dormers, windows and doors with 1:5 sections showing reveal depth, heads and cills
 3. Samples of hardstanding material
Barrier/ bollard details including technical specifications

Historic England Greater London Archaeological Advisory Service

- 4.1.6 GLAAS advise that this site lies in an area where medieval and post-medieval remains of the historic town might be expected but the development is fairly small-scale and located away from the main street so ‘backland activity such as pits and boundary ditches are more likely than actual buildings.
- 4.1.7 Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration GLAAS recommend the addition of a condition to require a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Tree Officer

- 4.1.8 The Tree Officer advises that the developer carried out unauthorised works to the trees resulting in their removal without having gone through the necessary notification process to undertake works to trees in a conservation area. It is considered the Sweet Chestnut would have been worthy of a Tree Preservation Order. Legal action is on-going. Replacement trees will need to be provided.

Conservation Advisory Group

- 4.1.9 CAG have considered proposals for this site a number of times. Drawings presented in October 2016 reflect the drawings that subsequently formed the basis of the current application. The Groups views on these drawings were:

“Further outline proposals for this site. At an earlier meeting CAG had pressed for housing to reflect the local grain. Essentially what is presented this time are five town houses arranged in three separate blocks (designed in a less contemporary manner than earlier proposals seen by CAG). ETCASG continue to object citing parking in green spaces, materials not reflective of the immediate area and the development should be semi-detached properties. The Enfield Society (TES) stated that the proposal had sufficient merit to stand alone in what is undistinguished surroundings. This view was supported by all the other members of CAG. TES continued saying that the front dormers appeared too heavy and the rear dormers more appropriate for the front elevation. Some members of the group continued to be exercised by the gable end as too blank and undistinguished. However this view was not shared by all the members. The lack of space for the tree that was lost also came under scrutiny TES suggested it could be re-positioned at the rear. Drop bollards were preferred as the car park barrier. CAG is well aware the drawings are largely conceptual without detail such as rainwater goods down pipes, gas meter box locations and the like. Further CAG has experienced a lessening in design quality as it moves from conceptual to working.

“By a majority (ETCASG objecting) of the members the proposal was accepted. However CAG want to see detailed drawings that flesh out the proposals along with the points made in the preceding paragraph.”

- 4.1.10 The Group reviewed the scheme again at their August 2017 meeting following the receipt of revised plans, relating primarily to the appearance of the front facing dormers. The consensus of the Group was that the scheme was acceptable.

Enfield Town Conservation Area Study Group

- 4.1.11 The Study Group objects to this application – “ This site is insufficiently large to accommodate five houses which are of a size and proportion appropriate to assimilate satisfactorily into the grain of this part of Enfield Town Conservation Area. The scheme proposed is for houses which look mean and inappropriate and which have insufficient amenity space to enable them to blend into the area which in the main consists of detached and semi-detached houses of fairly generous proportions and amenity space. Accordingly this scheme would detract from the Conservation Area and should not be approved. It is noted that the application refers to there being four car parking spaces in the development but this is blatantly misleading as in fact only two spaces have been provided within the application site. Planning permission has not been sought for the other two spaces which are shown on the plans as being

provided on public amenity land which the Group would strongly object to losing. The Council cannot take these two spaces or the landscaping shown as associated with them into account when assessing this application”.

4.2 Public Response

4.2.1 Letters were sent to the occupiers of 58 adjoining and nearby properties. In addition a notice has been posted on site and in the local press. Objections have been received from 8 adjoining and nearby residents. The objections received can be summarised as:

- Too close to adjoining property
- The development is too high
- Loss of privacy
- Loss of light
- Out of keeping with the character of the Conservation Area
- Over development
- Inadequate access
- Increase in traffic
- Inadequate parking provision
- Loss of parking and no public benefit to allow the change of use from a car park
- Impede access to garages
- Loss of green space
- Impact on ecology
- Illegal removal of an established tree
- Increase in pollution
- Chapel Street flats are sheltered Council Housing with vulnerable and infirm residents. Ambulances are regularly called. Impact on access
- Business bays should be converted to residents bays to reduce impact on local residents
- Strain on existing community facilities
- Conflict with the local plan
- Not affordable housing that Enfield desperately needs
- General dislike of the proposal

Petition

4.2.3 In addition a petition has been submitted on behalf of the residents of 1-71 Chapel Street containing 28 signatures. The objections raised can be summarised as:

- Increase in traffic and noise
- Loss of privacy
- Overlooking
- Loss of greenspace and environmental amenity
- The developers have already shown disregard for the environment by their destruction of a well established sweet chestnut tree and general neglect of the site
- The residents would happily maintain the corner site along with their own gardens, thus providing some compensation for the inevitable major disruption and nuisance that construction of this very unfortunate development is sure to bring.

5 Relevant Policy

5.1 The London Plan

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing
- Policy 3.13 Affordable housing thresholds
- Policy 3.14 Existing housing
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Lifetime neighbourhoods
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 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
- CP9: Supporting community cohesion
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP26: Public transport

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
CP34:	Parks, playing fields and other open spaces
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3 Development Management Document

DMD2	Affordable Housing for Development of Less than 10 Units
DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD7	Development of Garden Land
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof Extensions
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
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
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4 Enfield Town Centre Framework Master Plan

The Framework Master Plan was adopted in March 2018. This identifies the Chapel Street/Little Park Gardens car park as a site considered suitable for housing (Site 15).

5.5 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 although expresses a direction of travel, it is likely to carry little or no weight until there is a response to consultation submissions or until after its examination. There are a number of proposed changes relevant to this application but none of these proposed changes would result in a different conclusion in relation to this application. Of relevance are:

- D4 – Housing Quality and Standards- introduces a stronger policy on housing standards including minimum space standards.
- D6 – Optimising Housing Density – the density matrix linked to PTAL has been removed and rigid density guidelines will no longer apply. The emphasis now will be on maximising housing densities on a case by case basis. The importance of good design (London Plan Policy D2) and meeting minimum space standards (London Plan Policy D4) are emphasised.
- H1 – Increasing Housing Supply – sets new ambitious targets for housing completions. Enfield’s ten year housing target will now be 18,760 (previous target 7,976 for the period 2015-2025).

5.6 Other Relevant Policy/Guidance and Considerations

National Planning Policy Framework
National Planning Practice Guidance
LBE S106 SPD
Enfield Strategic Housing Market Assessment (2010)
Enfield Town Conservation Area Character Appraisal (2015)
Community Infrastructure Levy Regulations 2010

6 **Analysis**

Principle

- 6.1 In broad terms, the proposal would be consistent with the aim of the London Plan and with policies within the Core Strategy which seek to contribute to the strategic housing needs of Greater London and the Borough. Moreover, the Enfield Town Framework Master Plan identifies the car park element of the site as suitable for housing. The principle of housing development on the site is therefore acceptable.
- 6.2 The application site did originally contain a number of trees to the site frontage, which have been the subject of unauthorised works leading to their removal. The sweet chestnut was a tree that, had correct procedures been followed could have been made the subject of a Tree Preservation Order and could have been required to be retained as part of any redevelopment. The trees have been removed and this is being progressed through enforcement/legal action as necessary. For the purposes of this application, the key issues are therefore whether the development as proposed can be accommodated on the site having regard to the need to ensure that the character and appearance of the conservation area is preserved or enhanced, that development can be accommodated whilst providing appropriate mitigation for the trees that have been removed, either through accommodation on site or a contribution to deliver new trees elsewhere in the vicinity, the loss of the greensward, design, impact on neighbouring amenity, and acceptability of the development in highways terms.

Impact on the heritage asset

- 6.3 The NPPG advises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It also advises that conservation is an “active process of maintenance and managing change”. Heritage assets are considered to be an irreplaceable resource and effective conservation delivers wider social, cultural, economic and environmental benefits.
- 6.4 Section 72 (general duty as respects conservation areas in exercise of planning functions) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“Listed Buildings Act”) confirms that, in respect of buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. ‘Preserving’ in this context means doing no harm (as explained by the HL in *South Lakeland DC v S of S* [1992] 2 AC 141 at p.150).
- 6.5 Sections 66 and 72 of the Listed Buildings Act confirm that special attention shall be paid to the desirability of preserving a listed building or its setting (s.66) and preserving or enhancing the character or appearance of that area (s.72). The Court of Appeal in *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137, concluded that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm “*considerable importance and weight*”.
- 6.6 The NPPF advises that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- the nature of the heritage asset prevents all reasonable uses of the site; and
 - no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
 - the harm or loss is outweighed by the benefit of bringing the site back into use.
- 6.7 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 6.8 The site comprises a vacant car park at the junction between Little Park Gardens and Chapel Street, together with a small area of greensward. It is located within the boundaries of the Enfield Town Conservation Area, in the setting of several dwellings that are cited as making a positive contribution to the character of the area.
- 6.9 The Character Appraisal states “This small residential area, which includes the Little Park Gardens car park with its imposing mature tree, the redundant car park opposite awaiting development, the grammar school playground and the bus station, was built in the late 19th and early 20th century in the former grounds of Little Park, purchased

by the Council in 1888. There are well-built semi-detached houses with arched porches, and some detached villas from the late 1880s, no. 3 (The Hollies) being a good example. At the Church Street junction, there is a jolly group of listed red phone boxes (unfortunately neglected and in poor condition) and the quirky 1930 Howard's Chambers on the opposite corner has an attractive first floor oriel window *Figure 12*) and arch detailing, but the entrance is disfigured by signs. [p.21]

- 6.10 This car park itself detracts from the character and appearance of the Conservation Area and the Conservation Area Management Proposal advocates redevelopment of small car parks in order to recover the historic urban grain and sense of enclosure of these areas. The proposed development achieves this, by creating a strong frontage to Little Park Gardens. The proposal presents a flank elevation to Chapel Street but one that does include windows at ground and first floor level to provide some level of activation. A low wall with railings would form the boundary treatment to the Chapel Street frontage with a higher wall, consistent with the enclosure of many of the properties in the immediate area, to enclose the rear amenity area. The small parking area to the rear does interrupt the overall enclosure of the site, but the car parking area is necessary to serve the family housing proposed, that in itself delivers the wider enhancement to the Conservation Area through the creation of a strong frontage to Little Park Gardens, in a form, scale and rhythm of development that complements the form, scale and rhythm of surrounding development. The Conservation Officer's comments regarding the treatment of this parking area are noted and a condition is recommended requiring the submission of further details of the materials to be used and the bollards limiting access to residents.
- 6.11 The application site does include the small area of greensward immediately adjacent to No.10 Chapel Street. This presently provides a pleasant area of green to compliment the gardens to the flats opposite at Nos 1-71 Chapel Street, but otherwise has no particular function. The application proposes the provision of parking spaces, taking up approximately half of this greensward, leaving the remaining half as a landscaped area. It is considered that this remaining area, to the junction, would continue to compliment the gardens opposite and the loss of approximately half, subject to an appropriate surface treatment for the parking area, would not harm the character or appearance of the Conservation Area. It is also considered that this retained area of greensward can accommodate one tree to compensate in part for the unauthorised removal of the trees that were previously on site. A condition to secure this is recommended.
- 6.12 Overall, it is considered that the development will not harm, but indeed enhance the character and appearance of the Conservation Area, by removing a feature which presently detracts, the redundant car park, and delivering a form of development that compliments the scale, height, form and rhythm of development in the area and secures enclosure of this corner site.

Design

- 6.13 There is clear guidance on the approach to the matter of design. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development but Paragraph 59 of the NPPF confirms that design policies should "*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*". Paragraph 60 further advises that "*decision makers should not impose architectural styles or particular tastes... [nor] stifle innovation, innovation, originality or initiative through*

unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness” while paragraph 61 advises that “...decisions should address...the integration of new development into the natural, built and historic environment”.

- 6.14 London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” Policy DMD 37 (Achieving High Quality and Design Led Development”) confirms the criteria upon which application will be assessed. However, it also recognised there is a degree of subjectivity in this assessment of acceptable design.

Density

- 6.15 The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 5, therefore the London Plan suggests that a density range of 150-250 habitable rooms per hectare (hrph) may be appropriate for this location.
- 6.16 The application proposes 20 habitable rooms on a site area of 0.08 hectares giving a density of 250 hrph in accordance with policy. It is noted that concerns have been raised that the proposals represent an overdevelopment of the site. It is considered that the site can satisfactorily accommodate the number and scale of dwellings proposed without detriment to either the character or appearance of the Conservation Area, or the amenities of adjoining residents. Adopted policy in the London Plan encourages development that optimises the housing output and given the increasing demand for housing and the increased housing targets the Borough is required to achieve, it is considered that the level and scale of development proposed is acceptable on this site.

Amenity Space Provision

- 6.17 DMD 9 requires that new development must provide good quality amenity space that is not significantly overlooked by surrounding development and meets or exceeds the following standards:

Dwellings without access to communal amenity space - 3b5p - minimum private amenity space 29sq.m, average private amenity space (across the whole site) 44sq.m.

- 6.18 All dwellings would have a private rear garden in excess of 29 sq.m (gardens range from 32sq.m to 128 sq.m) and therefore exceed the requirements of policy DMD9.

Space standards

- 6.19 London Plan policy 3.5 Quality and design of housing developments seeks to ensure new housing development achieve the following minimum internal space standards:

3 storey houses – 3b5p – 102 sqm

- 6.20 Each dwelling would have a net internal floor space of 108 sq.m thus exceeding these standards. Moreover the accommodation would meet and exceed the minimum requirements for room sizes.

External appearance

- 6.21 The proposed houses, whilst providing accommodation over three floors, are equivalent to two storeys in height, utilising the roof space for the additional floor of accommodation. Their height is therefore consistent with the predominant form of development within Little Park Gardens.
- 6.22 The form of development comprises 2 pairs of semi –detached houses and a detached house. This is reflective of the form of development that characterises Little Park Gardens, to which the development presents its primary frontage.
- 6.20 The houses are contemporary in appearance, but propose a general pallet of materials which is reflective of the area. Conditions are recommended requiring further details the finer elements of the buildings: windows, rainwater goods, brick detailing and sample panels etc, to ensure the quality of finish and detailing is carried through to the build, particularly having regard to the location of the site within a conservation area.

Sustainable Design

- 6.21 Policy DMD 51 seeks to ensure that minor developments such as this are moving towards zero carbon from 2018. The Energy Statement submitted indicates that the development only achieve a 26.5% reduction in CO2 and would be reliant on solar panels installed to the south facing roof (front elevation) to achieve this. Solar panels to the roof of the development would not be supported in this instance, given the location of the site in the Conservation Area. Accordingly, the applicant will need to submit a revised Energy Statement reviewing their approach to maximise the energy savings without the use of solar panels and by considering alternative measures.
- 6.22 Conditions are recommended to address policy requirements regarding water consumption and the management of surface water.

Impact on neighbours

- 6.23 The application site is bounded by existing single storey dwellings to the north and west.
- 6.24 Policy DMD10 seeks to ensure that a minimum distance of 25m is normally achieved between rear facing windows for 3 storeys facing 1 storey development. The proposed development would achieve a minimum separation distance of approximately 12.3m, significantly below this requirement. The purpose of the policy to ensure new development does not result in undue overlooking and loss of privacy for existing neighbours. In this instance, despite the proximity of the development, it is considered that the proposal will not give rise to undue overlooking of No.10 or a loss of privacy for the occupiers, principally because of site circumstances.
- 6.25 No.10 Chapel Street has been extended to the rear bringing the property in very close proximity to the existing boundary wall that encloses the site. This wall is approximately 3m in height. Given this the line of sight from the upper floor windows will to the roof of the extension to the property rather than the rear facing windows.

- 6.26 The distance of the proposed development from No.10 Chapel Street, means that there would be no undue loss of light or outlook.
- 6.27 No. 31 Little Park Gardens is also a single storey dwelling and is located to the west of the application site. The rear wall of this property forms the boundary with the application site. There are no windows in the rear wall itself but the property has a number of rooflights (4) in the rear roof pitch provide natural light/ventilation to the rooms within. The proposed development is positioned between 3.5 and 5m from the boundary with No.31. The applicant's daylight and sunlight report confirms that these windows will not experience a material loss of sunlight or daylight.
- 6.28 The proposed development does include the provision of 2 windows in the flank elevation of the house nearest No.31 Little Park Gardens. Both windows serve a stairwell. A condition is recommended requiring these windows be obscure glazed and fixed and it is considered that this is sufficient to ensure the development would not give rise to overlooking or loss of privacy for the occupiers of No.31. A condition is also recommended to ensure no alterations to windows can be undertaken without the prior approval of the Council.

Traffic access and parking

- 6.29 The application site is located within the Town Centre, with good access to public transport, and is located within a Controlled Parking Zone (CPZ) . The application does propose family housing and makes provision for 4 parking spaces. It is noted that Traffic and Transportation have requested that provision is made for 5 parking spaces. However, there are objections on heritage and amenity grounds to the provision of this 5th space within the front/side garden of the detached house. On balance, and having regard to the accessibility of the site it is considered that the provision of 4 parking spaces is acceptable. It is recommended that the permission is the subject of a S106 Agreement that would preclude future occupiers from being able to apply for a permit to park within the CPZ to minimise the impact on on-street parking in the immediate vicinity.
- 6.30 Concerns have been raised by local residents about the increase in traffic associated with the development. The number of units proposed would not result in a significant increase in traffic movements such that could not be accommodated on the existing network.
- 6.31 The access the proposed parking area is considered acceptable. The access and parking area do not impinge on the existing highway and therefore would not obstruct access the flats to the rear.

Housing Mix

- 6.32 Core Policy 5 and DMD3 seek to ensure a mix of different sized homes to be provided, although it is recognised on sites that can only deliver less than 10 units, this is not always achievable. Whilst there is a demand for all types of housing, there is significant demand for family sized units. This development would contribute to meeting this demand and therefore the mix of accommodation proposed for this site is considered acceptable.

Landscaping and ecology

- 6.33 It is recognised that the unauthorised removal of a tree the subject of a tree preservation order, from this site has delivered a less constrained development site

than might otherwise have been the case and this fact has resulted in enforcement being considered.

6.34 Notwithstanding, the site is identified as a site suitable for housing in the Enfield Town Centre Framework Master Plan. In considering the capacity of the site to accommodate housing the requirement to mitigate the impact of the unauthorised removal of the trees needs to be considered, but balanced against the need to optimise housing output to meet housing need. In this respect optimising the development on the site has been given more weight in the balancing of issues and it is considered that the trees removed do not have to be replaced in situ. A replacement tree can be accommodated in the greenspace to be retained to the rear of the site. Officers feel this is not in itself, sufficient to mitigate the loss of the tree and therefore it is recommended that any permission be the subject of a S106 Agreement requiring the applicant to contribute to planting of additional trees in the vicinity (in the public realm). The value of this contribution will be informed by the value implications of the tree removal and is yet to be agreed with the applicant.

6.35 Subject to this, the loss of the tree and its contribution to the character and appearance of the conservation area can be sufficiently mitigated.

S106 Contributions

Affordable Housing

6.36 Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing less than 10 units, no contribution can be sought.

Other S106 Contributions/ Head of Terms

6.37 The following contributions will be required as part of the development:

- Restriction from occupiers of the development obtaining car parking permits should a CPZ be implemented in the future.
- Monitoring fee @ 5%

6.38 Sustainable Design and Construction

Lifetime Homes

6.39 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.

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

6.41 Mayors CIL

6.42 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 432 sq.m.

- 6.43 This would result in a Mayoral CIL contribution of 432 sq.m x £20 x 322/223 (BCIS CIL Index Formula) = £10,925.92.
- 6.44 This development would also be subject to the Council's adopted CIL: 432 sq.m x £60 x 322/274 (BCIS CIL Index Formula) = £25,920.

7. Conclusion

- 7.1 In conclusion it is considered that this development proposal is acceptable and would represent an enhancement on the current appearance of the site as well as contributing family housing within a sustainable location. The loss of the tree is regrettable but with suitable replacement mitigation, no objection is raised on this ground.
- 7.2 It is considered that its scale, bulk and appearance is acceptable both in its own right and in respect of the surround heritage assets, would not harm the special character and appearance of the Enfield Town Conservation Area. In this regard, the scheme is also considered to meet the tests set out in the NPPF for development. It is also considered residential amenity would not be unduly prejudiced.
- 7.3 It is also considered that the proposal development would not create an unacceptable impact to on street parking and highway safety taking account of the s106 obligation that would justify refusal.
- 7.4 It is therefore recommended that planning permission be approved subject to conditions and the necessary legal agreement.

8. Recommendation

- 8.1 That subject to completion of a S106 Agreement to secure a contribution to off site tree planting and the exclusion of future residents from applying for permits within the Controlled Parking Zone, planning permission be granted subject to the following conditions:

1. C51 Time Limited Permission - 3 years.
2. C60 Approved Plans
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 (sample panels to be provided on site for approval) 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 Enclosure

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

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

7. Details of Access and Highways Works

The development 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 and Associated alterations to the public highway including details of the provision of 2 new on street parking spaces on street as a result of closing this existing crossover.
2. Details of the New crossover/ vehicle access to the site and details for the relocation of the street light.
3. Details of bollards

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 Traffic Regulation Orders.

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. 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;
- . 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.

12. 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.

13. 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.

14. Energy Statement

No development shall commence until a revised energy statement has been submitted and approved by the local planning authority. The development shall be carried out in accordance with the revised Energy Statement unless otherwise agreed in writing by the local planning authority.

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.

15. EPC's

Following practical completion of works a final Energy Performance Certificate shall be submitted to and 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.

16. 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.

17. 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.

18. Archaeology

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by

the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

20. Parking area to be provided in accordance with approved drawings prior to first occupation
21. Restriction on PD- changes to fenestration, cladding, extensions, outbuildings etc
22. Restriction on PD- means of enclosure
23. No additional fenestration
24. No pipework/drainpipes to front or return elevations
25. Parking area to be provided in accordance with approved drawings prior to first occupation

MATERIALS LEGEND

- 1 - BROWN/YELLOW MULTI STOCK BRICKWORK
- 2 - BROWN/YELLOW MULTI STOCK VERTICAL BANDING
- 3 - FEATURE BRICKWORK RECESSED DETAILING (RIBBON)
- 4 - COPING STONE
- 5 - ZINC PITCHED ROOF
- 6 - PITCHED ROOF GABLE TO THE FRONT ELEVATION
- 7 - ZINC DORMER WINDOW TO THE REAR ELEVATION
- 8 - DOUBLE GLAZED WINDOWS WITH DARK GREY POWDER COATED ALUMINIUM FRAMES AND CILLS
- 9 - FEATURE/COLOURED TIMBER PANELS
- 10 - TIMBER FENCE AND GATES
- 11 - LOW LEVEL BOUNDARY HEDGING WALL
- 12 - LOW LEVEL BRICK BOUNDARY WALL
- 13 - WROUGHT IRON METAL RAILING
- 14 - TIMBER PRIVACY SCREEN
- 15 - RETRACTABLE BOLLARDS



E1 PROPOSED FRONT ELEVATION - E1

MATERIALS LEGEND

- 1 - BROWN/YELLOW MULTI STOCK BRICKWORK
- 2 - BROWN/YELLOW MULTI STOCK VERTICAL BANDING
- 3 - FEATURE BRICKWORK RECESSED DETAILING (RIBBON)
- 4 - COPING STONE
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- 8 - DOUBLE GLAZED WINDOWS WITH DARK GREY POWDER COATED ALUMINIUM FRAMES AND CILLS
- 9 - FEATURE/COLOURED TIMBER PANELS
- 10 - TIMBER FENCE AND GATES
- 11 - LOW LEVEL BOUNDARY HEDGING WALL
- 12 - LOW LEVEL BRICK BOUNDARY WALL
- 13 - WROUGHT IRON METAL RAILING
- 14 - TIMBER PRIVACY SCREEN
- 15 - RETRACTABLE BOLLARDS



E2 PROPOSED REAR ELEVATION - E2

NOTE
DO NOT SCALE FROM DRAWINGS - EXCEPT FOR PLANNING PURPOSES.
ALL DISCREPANCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY.
ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.

P1 24/12/15 Planning Issue
P2 19/06/17 Planning Application Submission

VIVENDI ARCHITECTS LTD 10th FL, 25 Abchurch Lane, London, EC4A 3DF T: +44 (0)20 3332 4000 E: info@vivendiarchitects.com	A+M LONDON DEVELOPMENTS Ltd 10th FL, 25 Abchurch Lane, London, EC4A 3DF T: +44 (0)20 3332 4000 E: info@amdevelopments.com	DRAWN: ACD CHECKED: PK DATE: 19/06/17	PROJECT: PLA SCALE: 1:100 SHEET: P2
		CAR PARK SITE, LITTLE PARK GARDENS, LONDON, EN2 6PQ Proposed Front & Rear Elevations	



[02] PROPOSED MATERIAL EXAMPLES

[02] PROPOSED IMAGES

NOTE:
DO NOT SCALE FROM DRAWINGS - EXCEPT FOR PLANNING PURPOSES.
ALL DISCREPANCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY.
ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.

P1 19/06/17 Planning Application Submission

ISO-A3

VIVENDI ARCHITECTS LTD

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PROJECT TITLE:
CAR PARK SITE, LITTLE PARK GARDENS, LONDON, EN2 6PQ

DRAWING TITLE:
Proposed Material Examples & Images

CLIENT:
MR M MULTIADOUS

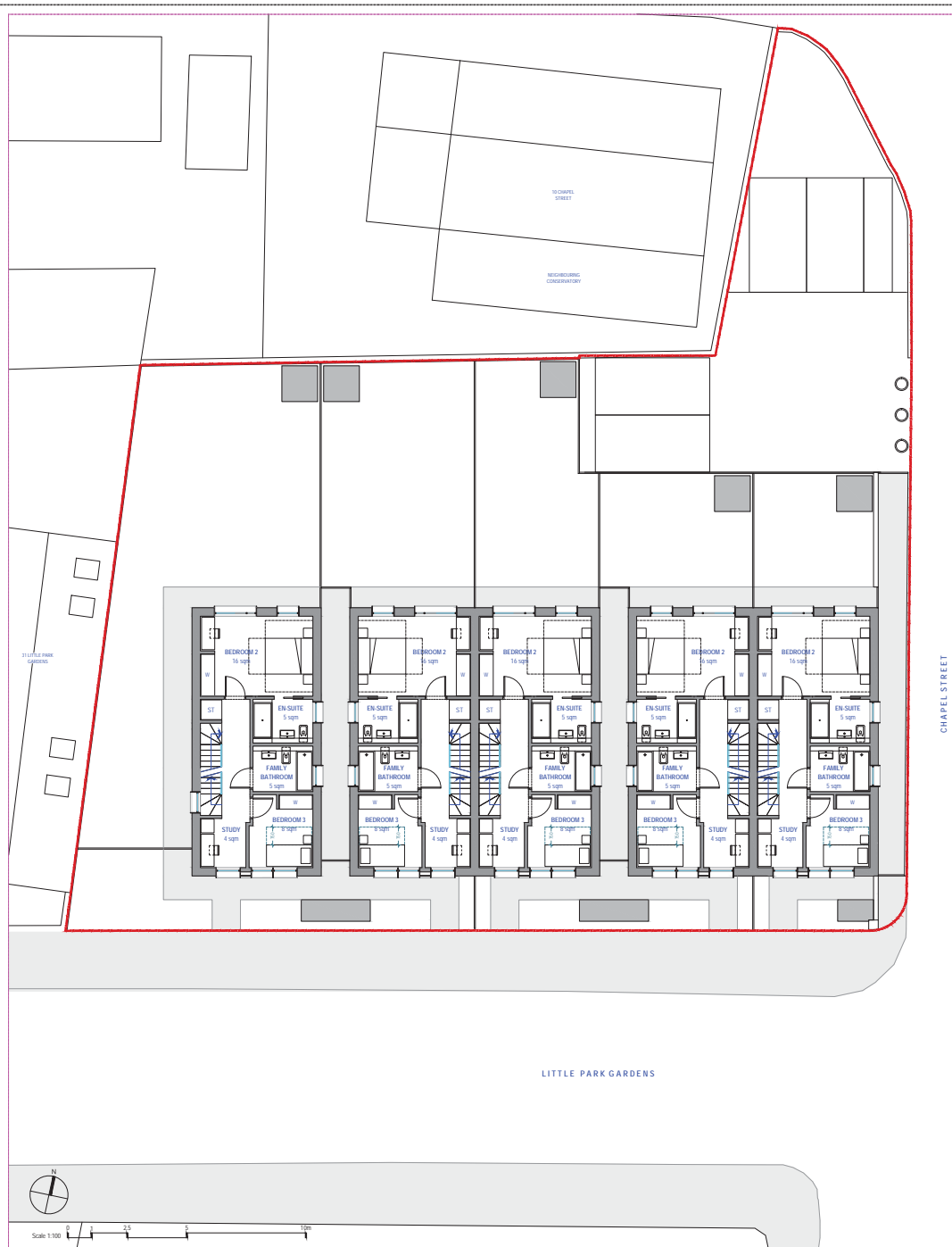
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CHECKED:
PK
ISSUED BY:
PK

STATUS:
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SCALE AT A3:
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REVISION:
P1

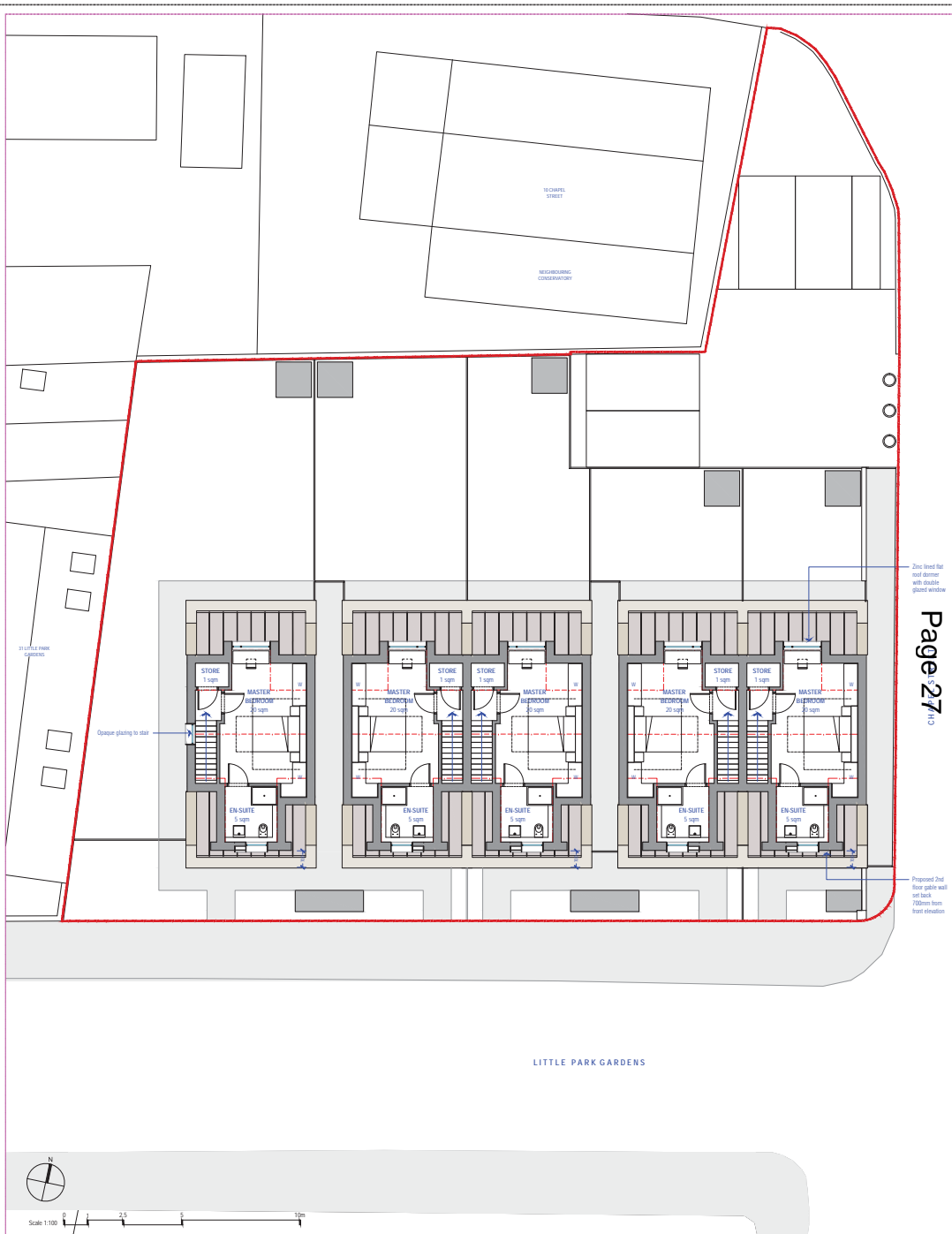
JOB AND DRAWING NO:

1510-P04-00



001 PROPOSED FIRST FLOOR PLAN 1:100

NOTE:
 100 FEET SCALE FROM DRAWINGS - EXCEPT FOR PLANNING PURPOSES.
 ALL DISCREPANCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY.
 ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.



002 PROPOSED SECOND FLOOR PLAN 1:100

P1 24/12/15 Planning Issue
 P2 19/06/17 Planning Application Submission
 P3 22/09/17 Minor Amendments to Boundary Demarc

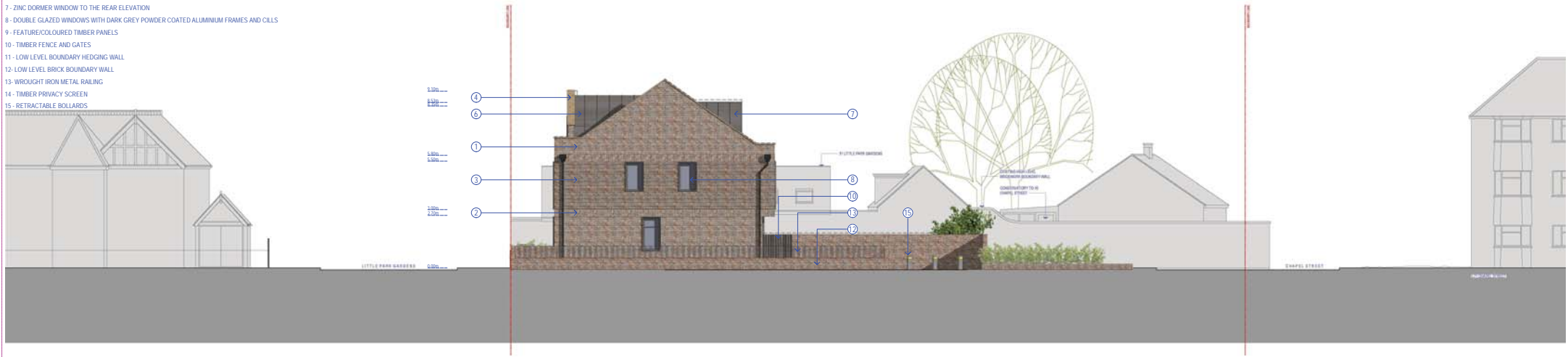
ISO-A1	VIVENDI ARCHITECTS LTD UNIT 22, BRIDGE COURT INDUSTRIAL ESTATE, HAYLEIGH, LONDON E11 2JF T: 020 44 44 3333 3332 4000 email: info@vivendiarchitects.com		A+M LONDON DEVELOPMENTS Ltd 1510-P02-01	
	CLIENT	PROJECT	SCALE	REVISION
	ACD	PLA	1:100	P3
	PK	PLA	1:100	P3

CAR PARK SITE, LITTLE PARK GARDENS, LONDON, EN2 6PQ
 Proposed First & Second Floor Plan

Zone lined for roof dormer with double glazed window
 Proposed 2nd floor right wall set back 100mm from front elevation

MATERIALS LEGEND

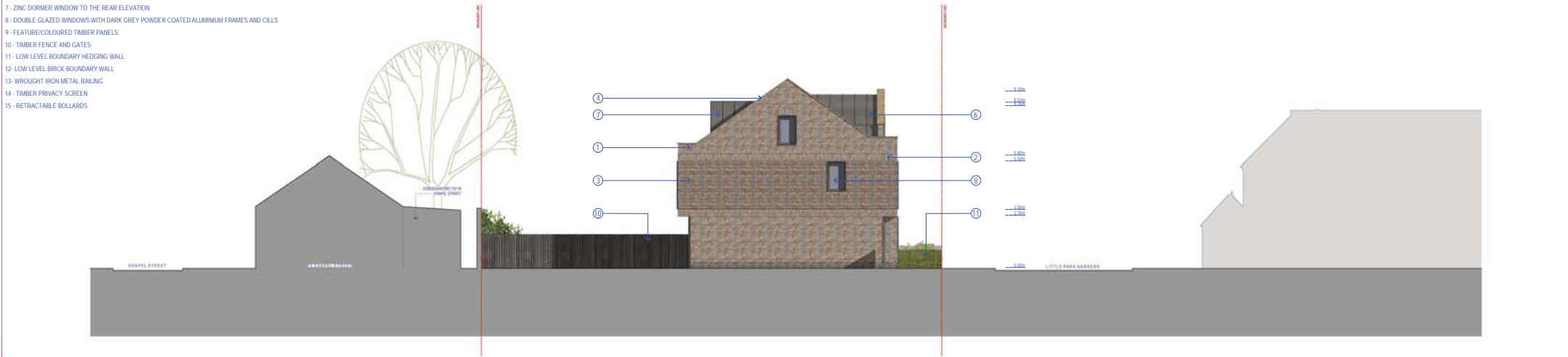
- 1 - BROWN/YELLOW MULTI STOCK BRICKWORK
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- 12- LOW LEVEL BRICK BOUNDARY WALL
- 13- WROUGHT IRON METAL RAILING
- 14 - TIMBER PRIVACY SCREEN
- 15 - RETRACTABLE BOLLARDS



011 PROPOSED EAST ELEVATION - E3

MATERIALS LEGEND

- 1 - BROWN/YELLOW MULTI STOCK BRICKWORK
- 2 - BROWN/YELLOW MULTI STOCK VERTICAL BANDING
- 3 - FEATURE BRICKWORK RECESSED DETAILING (RIBBON)
- 4 - COPING STONE
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- 14 - TIMBER PRIVACY SCREEN
- 15 - RETRACTABLE BOLLARDS



012 PROPOSED WEST ELEVATION - E4

NOTE
 1:50 FEET SCALE FROM DRAWINGS - EXCEPT FOR PLANNING PURPOSES.
 ALL DISCREPANCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY.
 ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.

- P1 24/12/15 Planning Issue
- P2 19/06/17 Planning Application Submission
- P3 22/09/17 Minor Amendments to Boundary Details

ISO-A1	VIVENDI ARCHITECTS LTD <small>10th Floor, One Canada Square, Canary Wharf, London E14 4AB T: +44 (0)20 3322 4000 F: +44 (0)20 3322 4001 Email: info@vivendiarchitects.com</small>	A+M LONDON DEVELOPMENTS Ltd	DATE: 21/01/18	SCALE: 1:100	REVISION: P3
	CAR PARK SITE, LITTLE PARK GARDENS, LONDON, EN2 6PQ		PROJECT NO: 1510-P03-01		
Proposed Side Elevations					

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 11 July 2018

Report of

Assistant Director,
Regeneration & Planning

Contact Officer:

Andy Higham
Sharon Davidson
Mr Ray Reilly
Tel No: 020 8379 5237

Ward:

Bush Hill Park

Ref: 17/02566/FUL

Category: Full Application

LOCATION: 8 Oakwood Parade , Queen Annes Place, Enfield, EN1 2PX

PROPOSAL: Redevelopment of site and erection of a 3 storey block of 9 self contained flats comprising (7x1 bed and 2x2 bed) involving rooms in roof, associated landscaping , amenity space and parking.

Applicant Name & Address:

Quanta Homes Ltd
c/o Agent

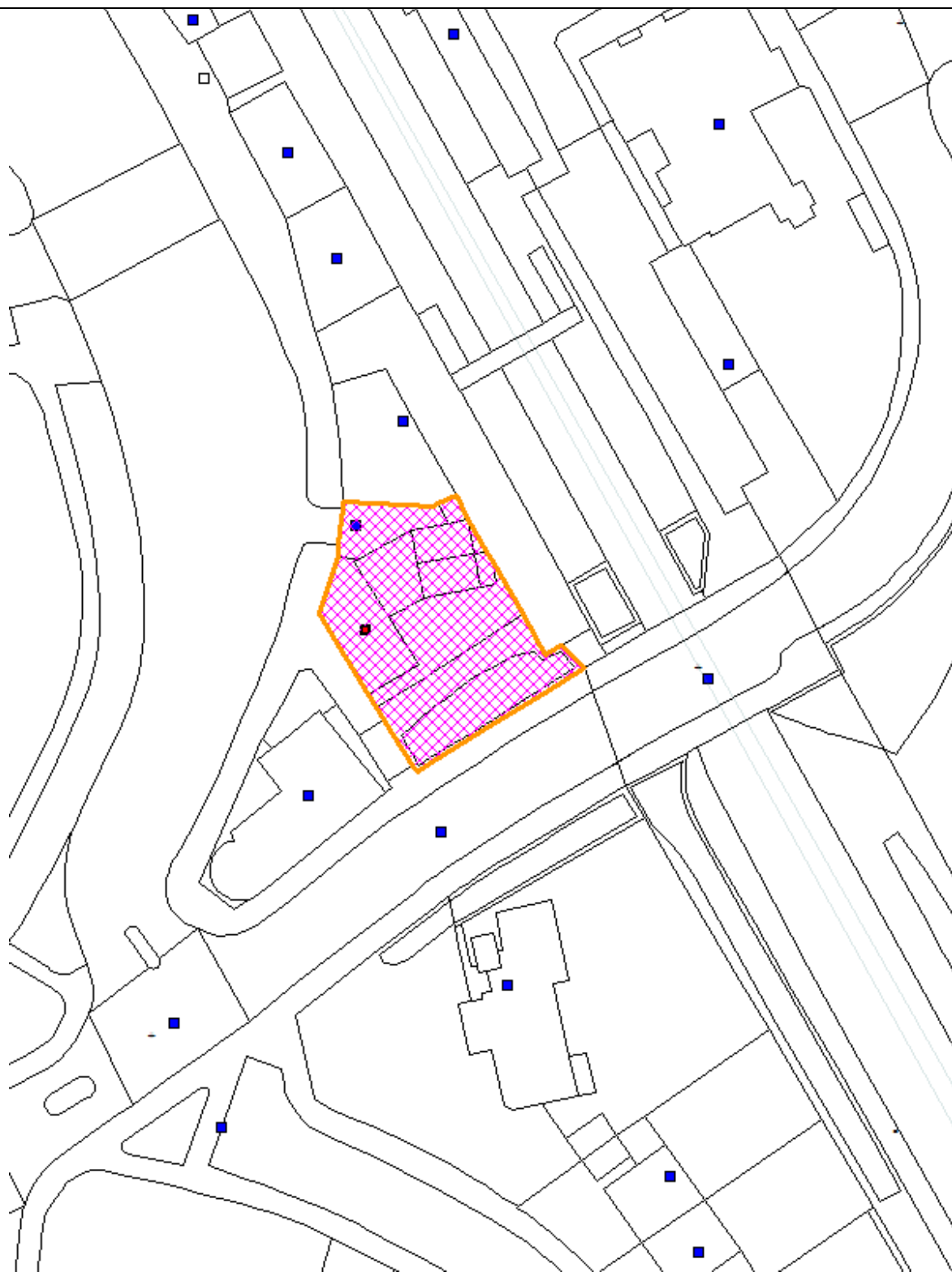
Agent Name & Address:

Phase 2 Planning
250 Avenue West
GREAT NOTLEY
CM77 7AA

RECOMMENDATION: That the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions

Note for Members: An application of this scale and nature would not typically go to committee, however following initial objections from CAG, it was heard at the April 2018 meeting. Following a positive dialogue between CAG, planning and the applicant, agreement has been reached on the design and the CAG objection has been withdrawn.

Ref: 17/02566/FUL LOCATION: 8 Oakwood Parade , Queen Annes Place, Enfield, EN1 2PX



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Scale 1:1250

North



Executive Summary for Members of the New Planning Committee

1. This application was brought to planning committee in April 2018. At that stage members of the planning committee agreed that the principle of the development was acceptable as was its scale and density, impact onto neighbours and standard of living accommodation along with the general functionality of the site with regards parking traffic and access requirements.
2. However there were objections raised by the planning committee with regards the elevational design and appearance of the building and the planning committee recommended that the application be refused on those grounds.
3. Since this period and mindful of the extensive period of time that has been put into the scheme at pre-application and application stages, officers afforded the applicant the opportunity to attempt to resolve the matters in relation to the appearance of the scheme. These updates include alterations to the lower ground floor level introducing a rendered element to the scheme along with alterations to the windows and fenestration detail. The applicant has also worked pro-actively with the Conservation Advisory Group.
4. Officers have re-assessed the scheme and it is considered that these changes have improved the appearance of the elevations within the context of Queens Anne's Place and Park Avenue streetscenes. It is considered that the proposed development both compliments and enhances the appearance of the Conservation Area. Officers consider that the applicant has resolved the outstanding issues and approval is recommended.
5. The application was further deferred by the planning committee following the late circulation of heritage information relating to the development, for proper consideration of this information. This has been included within the main body of the report under para. 6.4.

1. Site and surroundings

- 1.1 The application site is addressed as 8 Oakwood Place on Queens Anne's Place Enfield, EN1 2PX. At present the site is occupied by the Bush Batteries services a small car mechanics type business that services vehicles and repairs cars and there also appears to be an element for the sales of car parts and car batteries etc. From examining the proposal on site it did appear that the business was closed up. The building is single storey with a shop frontage that faces onto Queens Anne's Place but also has a frontage to the side pedestrian access path. There is a vehicular access to the side of the premises to an undercroft garage structure and a rear car parking area. The site is relatively flat when viewed from Queen Annes Place and has a reasonably sized rear yard parking area although there is a significant difference in apparent levels of the site when viewed from First Avenue with the obvious rise in the street level on First Avenue with the bridge over the railway lines.
- 1.2 The surrounding area is located in the Bush Hill Park Conservation Area and the site is situated immediately north of the rail line and Bush Hill Park Station to the south. The area is generally mixed in character and appearance. Adjacent the site is an attractive two-storey building with a flat roof that accommodates a D2 dance studio and residential accommodation overhead. To the immediate north a parade of single storey units starting with the Fitness Station building starts and carries around the bend on Queens Anne's Place where it then links into a three-storey commercial parade with commercial units on the ground floor and either offices or residential accommodation over the upper floors. To the west on the opposite side of Queens Anne's Place the parade again continues and Dryden Road is then accessed off Queens Anne's Place which is predominantly categorised by attractive two-storey houses. As stated earlier to the immediate east bounding the site are the railway lines and Bush Hill Park station with the Bush Hill Park Hotel and St Mark Parade immediately adjacent to the station
- 1.3 The site has a PTAL rating of 3, and has an area of approximately 475sqm of 0.475 ha.
- 1.4 Along with being located in the Bush Hill Park Conservation Area is the site also on a stretch of the street regarded as a local parade.

2. Proposal

- 2.1 A number of amendments have been made to the application and the applicant now seeks planning permission for redevelopment of site and erection of a 3 storey block of 9 self-contained flats comprising (7x1 bed and 2x2 bed) involving rooms in roof, associated landscaping, amenity space and parking.
- 2.2 In physical terms a three-storey building is proposed with a part gable end and part hipped roofs with the 2nd floor (3rd storey accommodation) located within part of the roof space. Due to the difference in land levels the building would appear as 3 storeys from Queens Anne's Place but then 2 storeys when viewed from the south on First Avenue.
- 2.3 The building would also encompass the majority of the site fronting almost directly onto the Queens Anne's Place frontage and also out onto the adjacent pedestrian pathway and stairwell leading from First Avenue and it would be set back from the southern boundary line with First Avenue and the eastern boundary with the rail-line to the immediate east. 7x1 beds and 2x2 beds flats are now proposed with their own self-contained balconies and terraces as amenity space. 6 car parking spaces would be accommodated for on site for the 9 flats which would be accessed through an undercroft secured by a cast iron double gate off Queen Anne's Place. The vehicles would be

parked beneath the main part of the building and cycle parking would also be accommodated for within this main undercroft part of the building.

- 2.5 Pedestrian access to the residential flats would be direct from the street to the ground floor flat and then to the side via the communal entrance to the upper floors via a communal lobby, stairwell and lift. There is a communal refuse storage area for 15x 1100L bins on the Claremont Street frontage accessed directly from Claremont Street.

3. Relevant planning history

- 3.1 AD/95/0064: Installation of 2 non-illuminated post mounted company signs. (Retrospective). Granted with Conditions.
- 3.2 CAC/03/0013: Demolition of existing buildings and redevelopment of site by the erection of a 2-storey building to provide a ground floor retail unit and 4 x 1-bed flats with associated car parking at rear. (Revised scheme) - Granted with conditions.
- 3.3 CAC/03/0006: Demolition of existing buildings, erection of two storey building comprising of retail unit, 1 x one bed flat on ground floor and 3 x one bed flats at first floor level. Withdrawn
- 3.4 16/03689/PREAPP: Proposed 3-storey block of 8 residential units with private amenity space. Advice given:

Pre-Application advice given and the issues identified were:

- Little information with regards elevation given and scale of building appear too much on the plot.
- Not enough amenity space for each individual unit.
- No car parking proposed for the site would not be acceptable.
- A number of issues raised with regards to the standard of accommodation particularly with the ground floor units and the lack of privacy.
- Any future application would need to pay attention to the character and appearance of the area with regards, scale, character and physical appearance of the building.

4. Consultation

There were two public consultations carried out on this application, the first on the 5th of July which expired on the 26th of July. In the period since the applicant had agreed to an Extension of time on the application to resolve a number of issues that officers raised. Following this period of negotiation and amended plans been received a second public consultation was carried out on the amended scheme between 18th of January and the 1st of February. The response's to both of these public consultations from internal and external parties are outlined and summarised as below:

4.1 1st Consultation - 5th July to 26th of July 2017.

Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 Traffic and Transportation raise no objections to the application on grounds of car parking and general traffic generation. The site is located in a CPZ therefore transport officers have advised that the application should be subject to a S106 Permit Free arrangement restricting future occupiers gaining parking permits. The details submitted in relation to cycle parking is insufficient and in addition further details would be required to the in relation to the proposed access and the operation of the gates. However, it is considered this could be secured via a planning condition.

Environmental Health

- 4.1.2 No objections subject to conditions in relation to sound insulation, contamination and the proposed flue.

Tree Officer

- 4.1.3 No objections subject to a condition making sure the applicant adheres to the advice in the submitted tree report.

4.2 Public Consultations

- 4.2.1 44 neighbouring properties were consulted. 2 Site notices were posted close to the site. The application was also advertised in the local paper.

- 4.2.2 1 Objections have been received from local resident in the area summarised as follows as below:

- Concerns about overlooking, lose of light raised from the neighbouring occupier of the Fitness Station; and
- Not enough information given on the plans.

- 4.2.3 Bush Hill Park Conservation Group: Objection summarised as follows:

- Overdevelopment of the site. Applicant has taken design reference from parade 90 metres away out of context with immediate single storey parade;
- Not demonstrated heights in relation to the surroundings correctly;
- The parade is rich in detail. Deep bracketed eaves, corbelled brickwork, bay windows, chimneys, shop fronts and the like. The proposal is a weak pastiche;
- The Group is particularly unhappy with the gaping entrance to the car park; it is ugly;
- The Group consider the proposed building will be out of keeping and appear as an isolated book end. Studying the attached photographs you can see how far away the site is from the parade. The seven

businesses plus station etc will appear squeezed between two dominant properties;

- The Group regards the proposal as overdevelopment. Nine small flats crammed into an awkwardly shaped site does not improve nor enhance the conservation area. Looking at the individual floor plans the sheer density and awkwardness of the layout is readily apparent;
- There is no amenity space whatsoever if one discounts the miniscule balconies and the two tiny communal terraces. That alone must fail planning criteria;
- In the absence of scale and dimensions it is not possible to judge whether domestic rubbish containment and its removal is adequately provisioned. There appears to be an awkward looking bin store to the left of the entrance way. On such small-scale drawings rainwater goods, meter housings, satellite provision and the like has not been shown; and
- Regarding the proposed loss of the building can the Group direct you to the appeal decision regarding 7 Queen Annes Place (15/05785/FUL). Here, regarding this single storey property (one of the seven mentioned above) the inspector refused the appeal on the grounds it would entail the loss of the original shopfront. The Group believes there is a direct correlation with this application.

4.3 2nd Consultation - 18th January to 1st February.

Statutory and non-statutory consultees

Traffic and Transportation

4.3.1 No further comments provided.

Environmental Health

4.3.2 No further comments provided.

4.4 Public Comments

4.4.1 44 neighbouring properties were consulted. 2 Site notices were posted close to the site. The application was also re-advertised in the local paper.

4.4.2 Bush Hill Park Conservation Group

- The Group still maintained the application was an overdevelopment of the site out of character with the immediate surroundings;
- The Group continues to see the proposed building as an isolated bookend, separated by seven low profile business premises and station, from the shopping parade it is holding up as a comparator. The overall architectural grain of the area is quite different from that proposed;
- The Group has notes that the main entrance for all the flats is off the passage way leading to the public staircase. You will observe that entrance to the upper flats require one to transverse the parking access zone before reaching the staircase;
- The amenity space is again miniscule and fragmented supplemented by scattered balconies. This is further evidence of too much development on too small a site;
- The current design has improved from the twin gabled frontage previously proposed although the group still objects on design grounds;
- Architectural license seems to have been taken regarding the garage entrance. The street elevation appears to show five bi-folding doors covering what was a gaping opening (in the previous application). This looks impractical and unworkable and hides what is a serious issue. It underscores how cramped the site is such that the car park has to be accessed through a huge opening in the key façade thus reducing the domestic ground floor footprint by half; and

- The drawings are not a factual representation of what will be seen from Oakwood Parade. Setting aside the tree, neatly positioned to obscure the nearly right angled turn to the passage, the building's width will end at the right hand side of the garage entrance. The true width, as seen from the street, will be much less. This will highlight the out of scale relationship of height to width.

4.4.3 Bush Hill Park Residents Association

- Our view was that the application was unacceptable primarily because of the massing of the development. The revised plans do not change our opinion;
- We note that the amended design has changed the street scene; particularly when looking from Oakwood Parade. What has not changed is the size of the proposal;
- The building simply does not fit in with the scale of the properties that are its neighbours. The proposed building will tower over the largely single storey buildings on that side of the road. It is wrong to draw from distant buildings as a reason to justify the proposed scale;
- The proposal is overdevelopment. It is still nine tiny flats squeezed into the site. There is no real amenity space save for a ribbon of lawn. The garage entrance, accessed from Oakwood Place, is misleading. As shown it looks like five bi-folding door; that is not practical;
- The Group understands that the NPPF requires development to respect the immediate locality. Clearly, this proposal does not; and
- In summary the amended design is still unacceptable because of the development of this size on such a small site; a veritable quart into a pint pot.

5. **Relevant Policy**

5.1 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
- 5.12 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

- 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
- DMD44 Conserving and enhancing heritage assets
- 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
- DMD78 Nature Conservation

5.4 Other Relevant Policy

- National Planning Policy Framework

5.5 Other Material Considerations

- The Mayors Housing SPG (2012)
- Section 106 Supplementary Planning Document (Nov.2015)
- Enfield Strategic Housing Market Assessment (2010)

6. **Analysis**

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

- Principle of the Development;

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

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 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 the site, proposing a mixed of smaller size 1 and 2 bed compliant flats on a relatively constrained site but also within what must be regarded as a relatively sustainable location directly opposite Bush Hill Park station along with being adjacent to a number of bus routes. Therefore, from a broader planning perspective these are the types of principal locations where such residential developments should be encouraged.

Loss of the Commercial Use on the site

6.2.3 Throughout the process of the application and through discussion with the applicant, officers have requested that there should be retention of a commercial style unit on the ground floor. With regards to this Local parade policy DMD28 is the most relevant where it encourages the retention of specifically A1 uses and their associated commercial frontages. The applicant has submitted evidence to corroborate that the current business on the site has been closed and has been struggling financially. In addition to this it has been made clear to officers that the use on the site is not actually A1, it's actually a sui generis garage use therefore the specific wording of policy DMD28 could not be enforced in this case. In addition to this the applicant has submitted a supporting letter from a commercial agent in the area that states the potential for alternative uses of the site the condition of buildings, the limitation of the site servicing areas, limitations of onsite parking and the size of the site would render the buildings/site unattractive to other commercial users, retail operators or any vehicle based uses. The letter confirms the abundance of other available commercial buildings and sites locally, which would be more cost effective and attractive to commercial operators seeking space within the Borough.

6.2.4 All this information has been taken into consideration and on balance officers do not consider that there would be strong enough grounds to refuse the application on grounds of the loss of the current commercial use on the site taking into account the benefits proposed of the scheme for the net gain in housing on a sustainably located site next to the train station.

6.2.5 From a conservation perspective, earlier iterations have been submitted showing a commercial frontage for the ground floor flat to try to match in with the parade but with the ground floor use being a residential flat. Officers have assessed this and on balance and have advised that if the scheme is to be supported as solely residential then visually it should appear as so. Officers have advised the applicant to take reference to the most attractive buildings in the parade and in this case specifically the red brick building next door. Overall it was considered that a commercial frontage would appear fake and

pastiche within a solely residential scheme. In addition, officers have assessed the proposal on site and ultimately do not consider that the appearance of the current frontage and that of the immediate neighbouring differentiating frontages area of a sufficient design appearance worth replicating.

- 6.2.6 These design issues will be referred to later in the report, but from the perspective of the principle of the development the proposal should be supported.

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 located in what could be regarded as a mixed suburban to urban type location specifically with the existence of the train stations and the immediacy of the commercial parades in the area and the existence of 3 storey buildings in the immediate and outlying area. 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 9 units (7x1 beds and 2x2 beds) and 20 habitable rooms which would give a density of approximately 434 hr/ha. This is within, albeit at the higher end of the recommended range of the urban threshold.

- 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 the site. Consideration must also be given to the scale of building, 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 on neighbouring amenity. In this instance, consideration also needs to be given to the impact of the development on the setting of the Bush Hill Park Conservation Areas.

6.4 Scale, Design, and Impact on the Surrounding Conservation Area

- 6.4.1 Good design is central to the 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. 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 DMD 44 states that applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will be refused. In addition, the design, materials and detailing of development affecting heritage assets or their setting should preserve the asset in a manner appropriate to its significance. The DMD carries on to state that development affecting listed and locally listed buildings and buildings identified as making a positive contribution to the character of the area, and buildings affecting their setting, should normally use appropriate traditional historic materials and detailing. Mass-produced modern materials, such as uPVC and concrete roof tiles, will not normally be appropriate within the Conservation Area."

- 6.4.3 The potential impact on heritage assets must also be considered in relation to the NPPF:

Para 132. State: *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”*

Para 133. Goes on to say: *“Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss...”*

We therefore firstly consider the significance of the asset, in this case the Bush Hill Park Conservation Area and the location of the proposed development within that heritage area. In this case, officers consider that the more positive contributors to the Conservation Area are located on the opposite side of the road, away from this site, which has a minimal impact on the conservation area.

- 6.4.4 The next element of the assessment is to determine the level of potential harm on the conservation area, if any. For example, an unsympathetic additional floor on top of a list building which have a significant impact on the significance of that building would be considered to have substantial harm, a lesser additional could be considered to have less than substantial harm, but never the less, there is still harm.

In this case due to the location of the site and the existing building compared to the design and appearance of the proposed development, officers consider that there would be no harm or have a neutral impact on the conservation area.

Para 134. *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”*

Harm can therefore outweigh the impact; however, officers should firstly try to reduce the harm itself before weighting up any potential benefits.

With this application, through significant pre-application discussion and further post committee work on the proposal, officers consider that the harm to the Conservation Area is minimal and the proposal would deliver 9 homes in a sustainable transport location, bringing back into use an underutilised site, the harm therefore would be outweighed by public benefits.

- 6.4.5 It is acknowledged that the site is within the Conservation Area and is also a relatively key and noticeable site both on the approach south on Queen Anne’s Place and also on the approach in either direction to and from the bridge on First Avenue. Due regard has also been given to the fact that the buildings immediately to the north from the Fitness station to the end of that adjoining section of the parade are only single storey in height. In addition, due regard has been given to the immediate neighbouring 2 storey red brick building. Whilst this proposed building would be noticeably higher than both adjoining neighbours having assessed this proposal on site officers are satisfied that the proposal due to the significant arrangement of amendments and significant reduction in overall height no longer causes such harm to the

Conservation Area to warrant refusal taking into account the benefits the scheme proposes and the net gain in housing.

6.4.6 Whilst it is acknowledged that there is only a single storey parade of units to the north, it is not considered that the proposed site needs to be hindered by the fact this is in place. In many ways upon viewing this section of the parade, this area is largely underdeveloped in comparison to the stronger 3 storey frontages further north on the parade. It is considered that this proposal can act as a catalyst for development along this section of the parade where generally higher buildings of greater density could be accommodated for especially so close to the railway line. The applicant has paid reference to the architectural detailing of the neighbouring two storey building adjacent, however having viewed this building on site through the assessment of the application it actually appears bare and unfinished principally with the lack of a hipped roof in a similar manner to that proposed on this application and the general prevailing character of the area. Were an application to ever come forward to install a hipped roof on this building to match others in the area it would likely to be looked upon favourably by officers. In addition, whilst it is acknowledged that the single storey buildings to the north are in place, they are located on much thinner plots and are generally of varied appearance and architectural quality. Whilst the main 3 storey building on Queens Anne's Place are separated further north of the site, from the outset officers have advised the applicant to pay more reference to these buildings than those immediately adjacent especially the single storey commercial buildings. The applicant's scheme has referred to and used a varied mix of architectural elements on the neighbouring building principally the immediate two storey red brick building next door, the Listed Building on the corner of Dryden Road and the best elements from the 3 storey commercial parade to the north.

6.4.7 All of these elements combined have allowed the scheme to evolve and whilst due regard is given to the fact that whilst it is immediately higher than the neighbouring buildings, officers are satisfied that from a design perspective and its architectural appearance that it is suitable on the site subject to further scrutiny of the materials and specific detailing by planning conditions. The overall design appearance of the building is considered acceptable and it is considered that the use of differing materials to break up the elevations with red brick, hanging tiles, timber windows and the detailing around the windows along with slates on the roof will allow the scheme to sit acceptably within the context of the site and the conservation area as a whole.

6.4.8 In addition, on the First Avenue streetscene, it is also considered that the scheme will bring more visual interest to this section of the street along by developing a relatively dead frontage along with bringing an element of visual interest and natural visual progression and increase in building height especially on the approach to the railway bridge in a southerly direction on First Avenue.

6.4.9 In conclusion the design, scale, character and impact on the character of the conservation area associated with this proposed development is considered acceptable. It would integrate acceptably into both adjacent streetscene and the surrounding area and provide for a viable development on the site creating a net gain in housing in a sustainable location. As such the proposal is considered to be acceptable having regard to the NPPF, policies DMD 6, 8, 37 and 44, CP30 and CP32 of the Core Strategy and London Plan policies 7.4, 7.6 and 7.8 of the London Plan.

6.5 Neighbouring Amenity

6.5.1 From the perspective of neighbouring amenity, it is considered the proposal is also acceptable. The immediate neighbouring buildings have blank flank walls with no windows in the side elevations that the proposed building development could impact upon. Whilst due regard has been given to the fact that concerns have been raised from the neighbouring occupier in the gym building adjacent there are no windows in the side elevation that could be

affected. In addition to this the part of the scheme on that elevation proposes no windows directly facing the neighbouring parade does not propose any windows, therefore future development on that site were it to come forward would not be impacted upon by the proposed scheme.

- 6.5.2 In conclusion all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to both immediate neighbouring properties and all other buildings are sufficiently separated from the site to not be affected.

6.6 Standard of Accommodation, Private Amenity and Unit Mix

Standard of Accommodation

- 6.6.1 The application proposes 7x1 bed, 2x2 bed 9 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 2-bed 4 persons at 70sqm.
- 6.6.3 All units have been measured and verified and are above the required London Plan standards for the respective units. From assessing the plans 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 all units would be dual aspect as a result with no sole north facing flats. All flats would be readily accessible via the communal pedestrian entrance, stairwell and lift. Whilst the communal entrance would be accessible through the undercroft car park area which is not an ideal situation, Flat 1 has to be located on the opposite side of the building to ensure that there is an area of defensible space to the front of its windows and door for security reasons. It is not considered this unorthodox access is sufficient enough reason to penalise the application and a condition will be imposed requesting details of lighting to ensure that this area is adequately lit. All the flats and rooms proposed would generally have good forms of outlook from their respective rooms.
- 6.6.4 It is noted that there is no communal amenity space due to the overall plot coverage and the constraints of the site, however each of the flats is accommodated with its own self-contained balcony that would accommodate a usable level of amenity space for the each flat respectively. These balconies are in accordance with the minimum requirements for at least a 6m balcony or terrace space as outlined in the London Plan and also outlined with the councils own policy relevant policy DMD 9.

Housing Mix

- 6.6.5 DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough with family sized accommodation (3 bed or larger) is the greatest area of need.
- 6.6.6 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%
- 6.6.7 It is fully acknowledged that the proposal is not fully compliant with this policy, however the scheme has evolved over a number of months to get to this stage. Originally much larger two bedrooms units and a Number of 3-bedroom units were proposed, however their scale and size simply made the building too large bulky and dominant on the site. In addition to this, originally there were 3 flats proposed on the ground floor, however there was a requirement for car parking on the site and also a number of the flats

originally proposed were directly up against the public highway frontage and had no form of defensible space. Along with the reduction of the scale of the building officers did not consider that 3-bedroom flats over the upper floors with only small balcony spaces as amenity would provide for good standard of living accommodation for family units. As such whilst not specifically policy complaint officers have advised, taking into account the constraints of the site, but also its location near the rail line and the access to public transport and principally the Bush Hill Park station that smaller units in this instance would be more suitably opposed to family units.

6.6.8 Taking all of this into account it is considered there are mitigating circumstances in this instance to overcome this policy requirement for a higher proportion of family units.

6.6.9 In conclusion the proposed mix of units and overall standard of accommodation is considered acceptable.

6.7 Traffic and Transportation Issues

6.7.1 With regards to the highways issues in relation to the application the councils Traffic and Transportation department have commented on the application. In general, there have been no objections raised in relation to the application.

6.7.2 Pedestrian access between the main entrance to the flats, the street, cycle parking and bin stores should be clarified as it appears to be shared with vehicles. With the scale of the proposals a separate and lit pedestrian footpath/route, measuring between 1.2-1.5m in width, should be provided to meet the requirements of the London Plan Policy 6.10 Walking and Enfield DMD 47 which states that: "All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities." It is considered the finalised details of this pedestrian entrance the details of lighting should be secured by a planning condition.

6.7.3 There have been no objections raised to the application on grounds of traffic generation or parking. It is not considered that the scale of the scheme and the sites good accessibility would create a level of traffic activity that would warrant refusal. In addition, transport officers have advised that the 6 parking spaces proposed for the 9 flats along with the results of the applicants parking surveys shows that there is overspill parking availability in area. Whilst the CPZ is only for one hour per day Traffic and Transport Officers have requested that the development should it be approved should be subject to a s106 Permit Free Arrangement. Traffic and Transportation Officers have also requested that a sustainable transport contribution, however tariff style contributions are no longer permitted by government policy legislation for minor schemes of this scale.

6.7.4 At this stage there are insufficient details with regards to cycle parking, however there is space in the undercroft area for further cycle parking and this can be secured by a planning condition.

6.7.5 There have been no comments provided on the amended access point to the site for vehicles via the proposed undercroft and new vehicular access to the site. This would be located on the corner of the site, however from viewing it on site, it appears this would be located at a safe point where there would be good pedestrian visibility of passing pedestrians on street. The access is proposed to be secured with a new double height metal railing gate. Details of this will be secured via condition but the applicant has suggested that this gate would be remotely controlled by resident's key fobs with the gate opening internally. This is a reasonably quiet section of the street from the perspective of traffic and this arrangement is considered acceptable subject to conditions and details of the proposed gate. A new crossover would need to be created along with the need to move the current streetlight and the stopping up of the existing crossover. These items are all considered

acceptable and there is also the potential to create a further 2 parking bays on street running perpendicular to the footpath as a result of closing up the existing crossover. The principle of all these highways amendments are considered acceptable and will be addressed via one highways related access condition.

6.7.6 Subject to all the conditions outlined in this report it is considered that the application is acceptable from a highways perspective.

6.8 s106 Contributions

Affordable Housing

6.8.1 The Council's local planning policy, as detailed in the S106 SPD (adopted November 2011) and policy DMD 2 of the Development Management Document (adopted 19th November 2014) requires contributions for Affordable Housing from all schemes of one unit upwards. The S106 SPD also requires contributions towards education on all developments, including those for a single dwelling, which increase pressure on school places.

6.8.2 On 11 May 2016, the Government won its appeal in the Court of Appeal against the High Court's quashing of the Written Ministerial Statement dated 28 November 2014. The Written Ministerial Statement exempted small scale development of 10 units (or less) from providing affordable housing and other 'tariff based' contributions under Section 106. Following the publication of the Court of Appeal judgement, Paragraph 31 of the National Planning Policy Guidance (NPPG) was reinstated.

6.8.3 This means that the change to national planning policy which initially came into force on 28 November 2014 now applies. Affordable housing (and other tariff-based contributions, such as those for education) are not payable on schemes where development delivers no more than 10 units and the site has a maximum gross floorspace of 1,000 square metres.

6.8.4 The Council has received legal advice and considered recent Planning Inspectorate decisions on appeal on this matter. It has concluded that, in general, it would be unwise to determine that DMD/S106 SPD policy would prevail above the national guidance in this regard. On this basis, the Council will no longer pursue S106 contributions for education or affordable housing on small sites. This matter, and its impact, will be re-evaluated in the review of the Local Plan.

6.8.5 In the light of the Court of Appeal decision and reinstatement of paragraph 31 of the NPPG, affordable housing contributions will no longer be sought for developments of 10 units or less provided the combined gross floor area does not exceed 1,000 square metres.

6.8.6 The development proposed comprises 9 units with a floor area of 655 sq m and therefore no contribution is sought.

Other S106 Contributions/ Head of Terms

6.8.7 The following transport contributions will be required as part of the development:

- Restriction from occupiers of the development obtaining car parking permits in the surrounding CPZ.

6.9 Sustainable Design and Construction

Lifetime Homes

6.9.1 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.

- 6.9.2 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

- 6.9.3 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 offset 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).
- 6.9.4 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.
- 6.9.5 The applicant has submitted an Energy Statement which confirms that a 25% improvement over Part L of current building regulations will be achieved. This is considered acceptable and compliant.

6.10 Mayors CIL

- 6.11.1 The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sq.m. The net gain of the new created floor area is 467 sq.m, inclusive of the 9 units and the communal staircase area.
- 6.11.2 This would result in a Mayoral CIL contribution of 467 sq.m x £20 = £9,340 x 313/223 (BCIS CIL Index Formula) = **£13,109.50**.
- 6.11.3 This would result in a Borough CIL contribution of 467 sq.m x £120 = £56,040 x 313/274 (BCIS CIL Index Formula) = **£64,016.49**.

7. Conclusion

- 7.1 In conclusion, it is considered that this development proposal is acceptable. It would have an acceptable impact to the character and appearance of the site and surrounding Conservation Area. It will provide for 9 additional residential units as a whole in a relatively accessible and sustainably located part of the borough close to a station and other public transport modes
- 7.2 It is considered that its scale, bulk and design appearance is acceptable and complements the Conservation Area and the proposed development would also have an acceptable impact onto adjoining neighbour's amenities.
- 7.3 Officers consider that on balance of all considerations the proposal development would not create an unacceptable impact to highway function and safety that warrants refusal.
- 7.4 As such officers consider that there are no justifiable reasons to refuse the application, subject to the conditions outlined as below and the completion of the S106 Legal Agreement it is recommended that planning permission is granted.

8. Recommendation

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

1. C51 Time Limited Permission - 3 years.
2. C60 Approved Plans
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. Details of Access and Highways Works

The development 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 and Associated alterations to the public highway including details of the provision of 2 new on street parking spaces on street as a result of closing this existing crossover.
2. Details of the New crossover/ vehicle access to the site and details for the relocation of the street light.
3. Details of the Mechanism of the New Access gate opening inwards to ensure that it will be safe and create no impact to highway function and safety.

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 Traffic Regulation Orders.

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

6. 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.

7. 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.

8. 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.

9. Construction Methodology

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

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

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

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

10. 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.

11. 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.

12. Energy Statement

The development shall be carried out in accordance with the Energy Statement prepared by DAP Architecture.

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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

OAKWOOD PARADE, ENFIELD.

RESIDENTIAL SCHEME: 9NO. APARTMENTS.



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FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

AS PROPOSED: ELEVATIONS

PROJECT		RESIDENTIAL DEVELOPMENT				
DRAWING		AS PROPOSED ELEVATIONS				
CLIENT		QUANTA HOMES LTD				
ADDRESS		8 OAKWOOD PARADE QUEEN ANNE'S PLACE ENFIELD, LONDON EN1 2PX				
DATE	SCALE	DRAWN BY	CHECKED BY	PROJECT No.	DWG No.	REVISION
20.02.2018	1:100 @ A2	JVS	JB		404.205.08	
ISSUE STATUS		RIBA STAGE 3: PLANNING				
				CHELMSFORD	LONDON	BIRMINGHAM

OAKWOOD PARADE, ENFIELD.

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SCALE BAR 1:100



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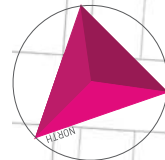
RAILWAY LINE



9 to 12

3a

QUEEN ANNE'S PLACE



AS PROPOSED: SITE + FIRST FLOOR PLAN

Page 51

REV.	DESCRIPTION	DATE



PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING
AS PROPOSED
SITE + FIRST FLOOR PLAN

CLIENT
QUANTA HOMES LTD

ADDRESS
8 OAKWOOD PARADE
QUEEN ANNE'S PLACE
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DATE 18.12.2017 SCALE 1:100 @A2 DRAWN BY JB CHECKED BY JB

PROJECT No. 404.201.05 DWG No. REVISION

ISSUE STATUS
RIBA STAGE 3: PLANNING

a. 3 + 5 Hospital Approach
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OAKWOOD PARADE, ENFIELD.

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9 to 12

RAILWAY LINE

PEDESTRIAN ENTRANCE

REFUSE STORE

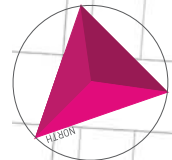
PARKING COURT
Total: 6x spaces

CYCLE STORE



QUEEN ANNE'S PLACE

3a



AS PROPOSED: SITE + GROUND FLOOR PLAN

Page 52

REV.	DESCRIPTION	DATE



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SITE + GROUND FLOOR PLAN

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RIBA STAGE 3: PLANNING

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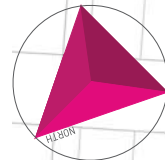


9 to 12

RAILWAY LINE

QUEEN ANNE'S PLACE

3a



AS PROPOSED: SITE + ROOF PLAN

Page 53



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PROJECT
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SITE + SECOND FLOOR PLAN

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03.01.2018 1:100 @A2 JRB JB

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ISSUE STATUS
RIBA STAGE 3: PLANNING

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CHELMSFORD LONDON BIRMINGHAM

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RAILWAY LINE



3a

QUEEN ANNE'S PLACE

9 to 12

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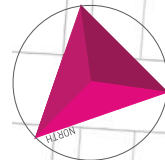
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ISSUE STATUS
 RIBA STAGE 3: PLANNING

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AS PROPOSED: SITE + SECOND FLOOR PLAN

OAKWOOD PARADE, ENFIELD.

RESIDENTIAL SCHEME: 9NO. APARTMENTS.



NEIGHBOURING DEVELOPMENT:
3A OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

RESIDENTIAL DEVELOPMENT:
8 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

PUBLIC
FOOTPATH

NEIGHBOURING DEVELOPMENT:
9-12 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

AS PROPOSED: STREET-SCENE AA: Along Queen Anne's Parade



NEIGHBOURING DEVELOPMENT:
9-12 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

PUBLIC
FOOTPATH

RESIDENTIAL DEVELOPMENT:
8 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

AS PROPOSED: STREET-SCENE BB: Along First Avenue

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STREET-SCENES

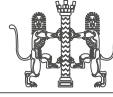
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DATE 20.02.2018 SCALE 1:100 @A2 DRAWN BY JVS CHECKED BY JB

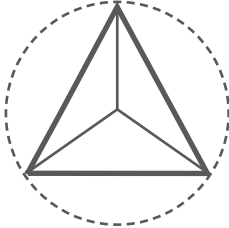
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OAKWOOD PARADE, ENFIELD



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AS EXISTING
SITE LOCATION PLAN

CLIENT
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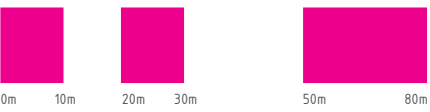


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ILLUSTRATIVE VISUAL 1: View along Queen Anne's Place

OAKWOOD PARADE, ENFIELD.

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SCALE BAR 1:100



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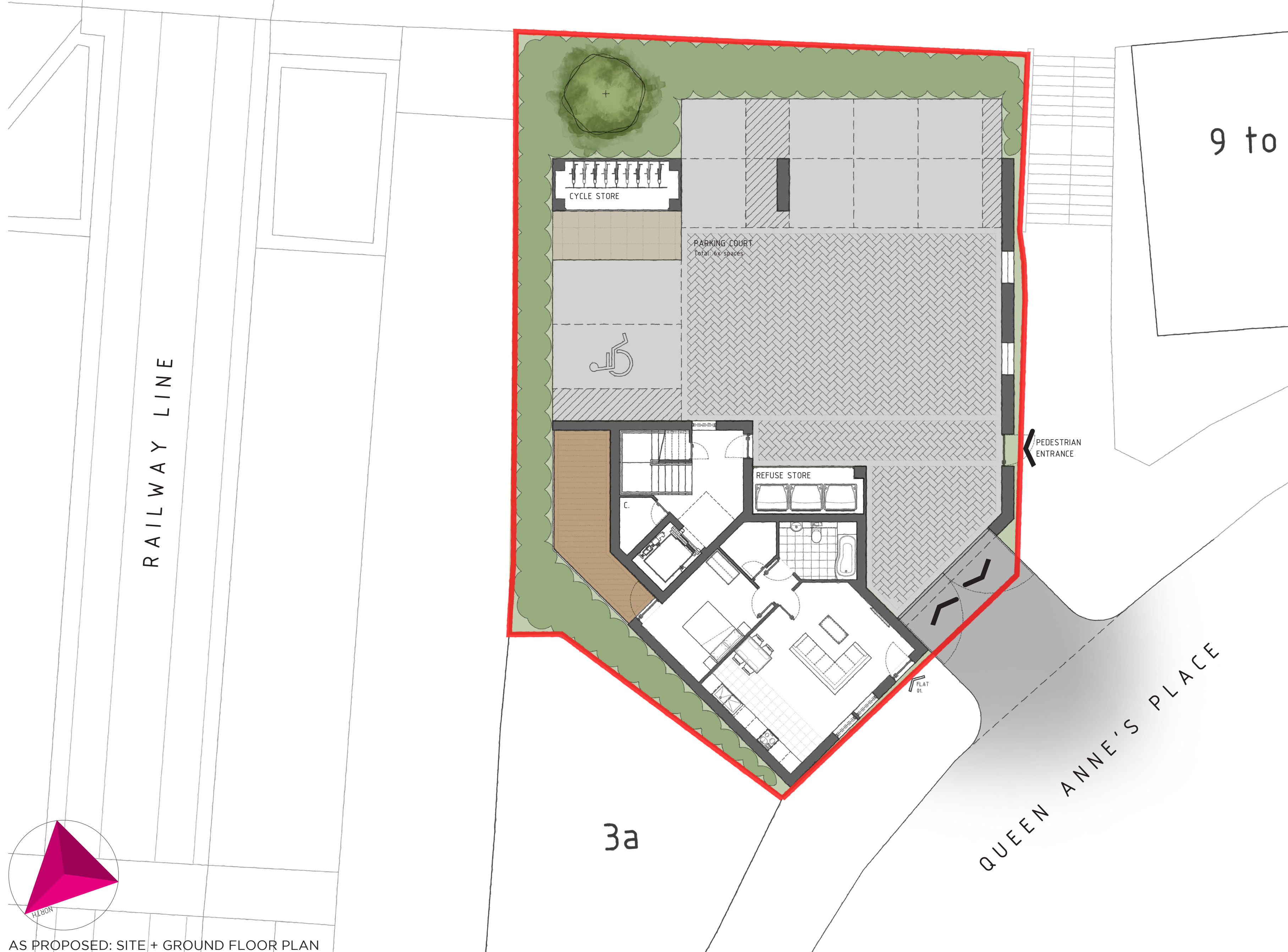
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9 to 12

RAILWAY LINE

PEDESTRIAN ENTRANCE

REFUSE STORE

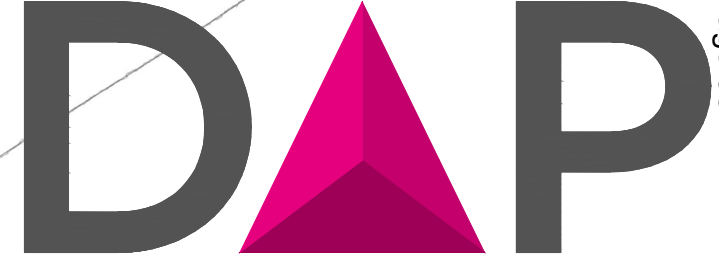
PARKING COURT
Total: 62 spaces

CYCLE STORE

QUEEN ANNE'S PLACE

3a

REV.	DESCRIPTION	DATE
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ARCHITECTURE LTD

PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING
AS PROPOSED
SITE + GROUND FLOOR PLAN

CLIENT
QUANTA HOMES LTD

ADDRESS
8 OAKWOOD PARADE
QUEEN ANNE'S PLACE
ENFIELD, LONDON
EN1 2PX

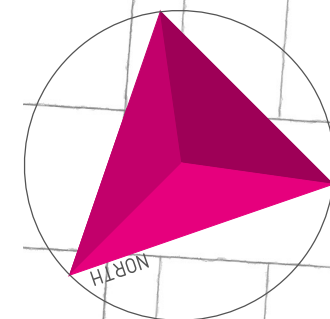
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PROJECT No. DWG No. REVISION
404.200.06

ISSUE STATUS
RIBA STAGE 3: PLANNING

- a. 3 + 5 Hospital Approach
- The Millars
- Chelmsford
- ESSEX, CM1 7FA
- studio@daparchitecture.co.uk
- t. (0844) 854 9007
- w. www.daparchitecture.co.uk

CHELMSFORD LONDON BIRMINGHAM



AS PROPOSED: SITE + GROUND FLOOR PLAN

OAKWOOD PARADE, ENFIELD.

RESIDENTIAL SCHEME: 9NO. APARTMENTS.

SCALE BAR 1:100



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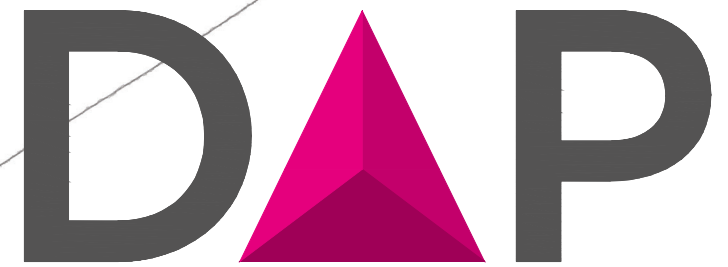
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REV.	DESCRIPTION	DATE



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PROJECT
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DRAWING
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SITE + FIRST FLOOR PLAN

CLIENT
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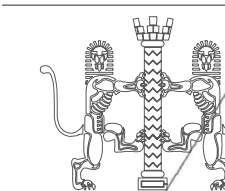
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ENFIELD, LONDON
EN1 2PX

DATE SCALE DRAWN BY CHECKED BY
08.05.2018 1:100 @A2 JB JB

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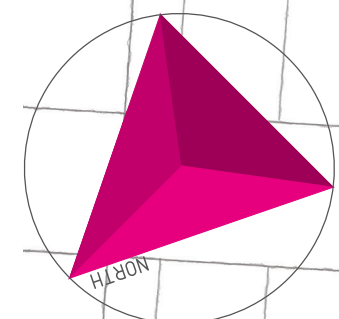
404.201.06

ISSUE STATUS
RIBA STAGE 3: PLANNING



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CHELMSFORD LONDON BIRMINGHAM



AS PROPOSED: SITE + FIRST FLOOR PLAN

OAKWOOD PARADE, ENFIELD.

RESIDENTIAL SCHEME: 9NO. APARTMENTS.

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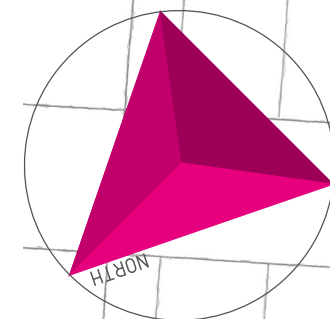
9 to 12

RAILWAY LINE

QUEEN ANNE'S PLACE

3a

REV.	DESCRIPTION	DATE
ARCHITECTURE LTD PROJECT RESIDENTIAL DEVELOPMENT		
DRAWING AS PROPOSED SITE + SECOND FLOOR PLAN		
CLIENT QUANTA HOMES LTD		
ADDRESS 8 OAKWOOD PARADE QUEEN ANNE'S PLACE ENFIELD, LONDON EN1 2PX		
DATE	SCALE	DRAWN BY
08.05.2018	1:100 @A2	JRB
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JB		
PROJECT No.	DWG No.	REVISION
404.202.07		
ISSUE STATUS RIBA STAGE 3: PLANNING		
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CHELMSFORD	LONDON	BIRMINGHAM



AS PROPOSED: SITE + SECOND FLOOR PLAN

OAKWOOD PARADE, ENFIELD.

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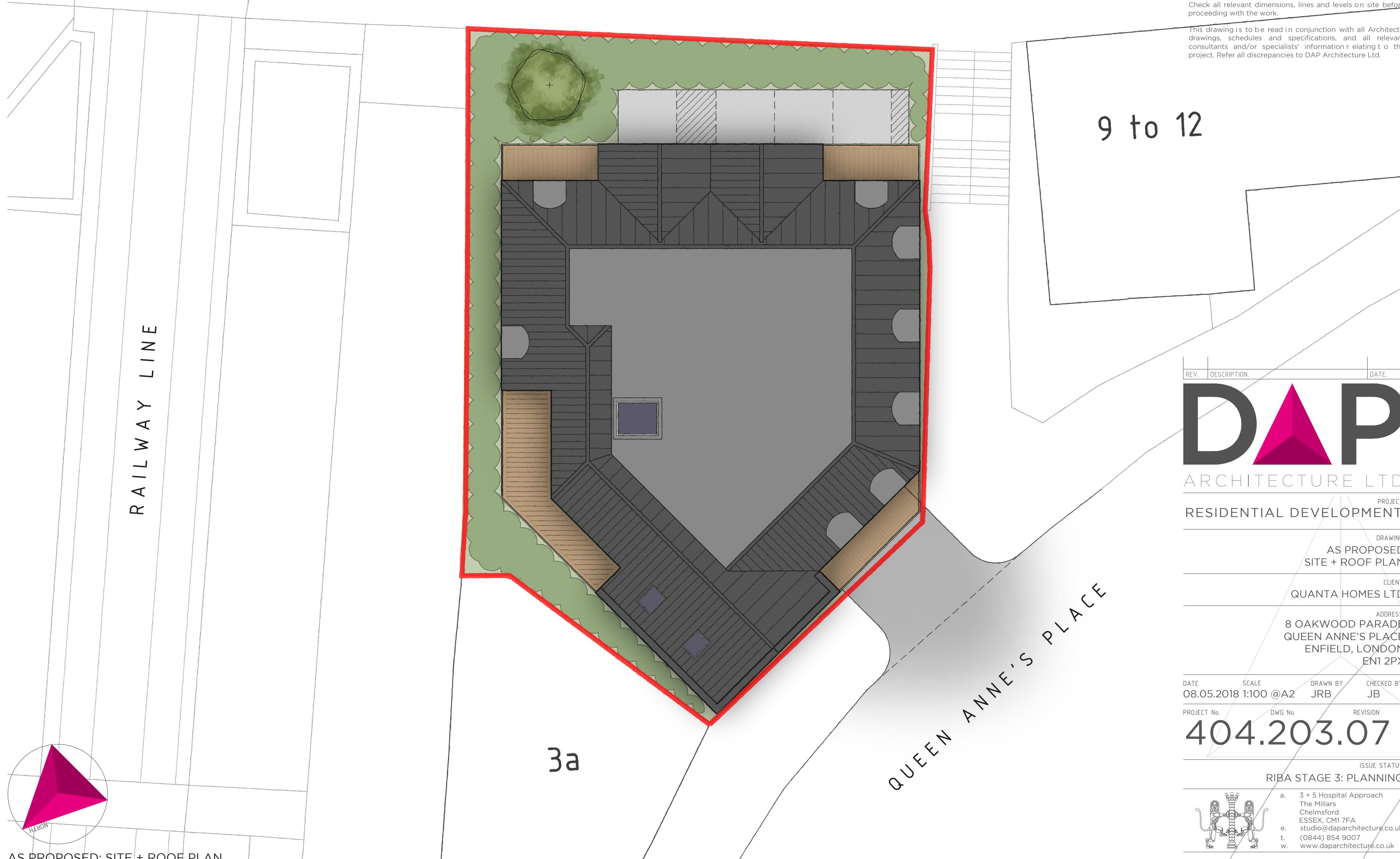
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9 to 12

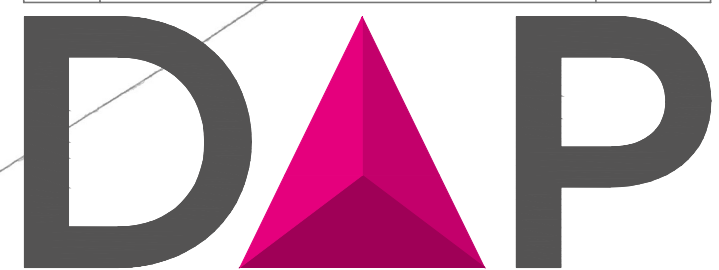
RAILWAY LINE

QUEEN ANNE'S PLACE

3a

AS PROPOSED: SITE + ROOF PLAN

REV.	DESCRIPTION	DATE
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ARCHITECTURE LTD

PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING
AS PROPOSED
SITE + ROOF PLAN

CLIENT
QUANTA HOMES LTD

ADDRESS
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PROJECT No. DWG No. REVISION
404.203.07

ISSUE STATUS
RIBA STAGE 3: PLANNING


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OAKWOOD PARADE, ENFIELD.

RESIDENTIAL SCHEME: 9NO. APARTMENTS.

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NEIGHBOURING DEVELOPMENT:
3A OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

RESIDENTIAL DEVELOPMENT:
8 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

PUBLIC
FOOTPATH

NEIGHBOURING DEVELOPMENT:
9-12 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

AS PROPOSED: STREET-SCENE AA: Along Queen Anne's Parade



NEIGHBOURING DEVELOPMENT:
9-12 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

PUBLIC
FOOTPATH

RESIDENTIAL DEVELOPMENT:
8 OAKWOOD PARADE, QUEEN ANNE'S PLACE, ENFIELD

AS PROPOSED: STREET-SCENE BB: Along First Avenue

REV.	DESCRIPTION	DATE
ARCHITECTURE LTD		
PROJECT RESIDENTIAL DEVELOPMENT		
DRAWING AS PROPOSED STREET-SCENES		
CLIENT QUANTA HOMES LTD		
ADDRESS 8 OAKWOOD PARADE QUEEN ANNE'S PLACE ENFIELD, LONDON EN1 2PX		
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04.05.18	1:100 @A2	JB
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		JB
PROJECT No.	DWG No.	REVISION
404.204.10		

ISSUE STATUS
RIBA STAGE 3: PLANNING

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FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

AS PROPOSED: ELEVATIONS

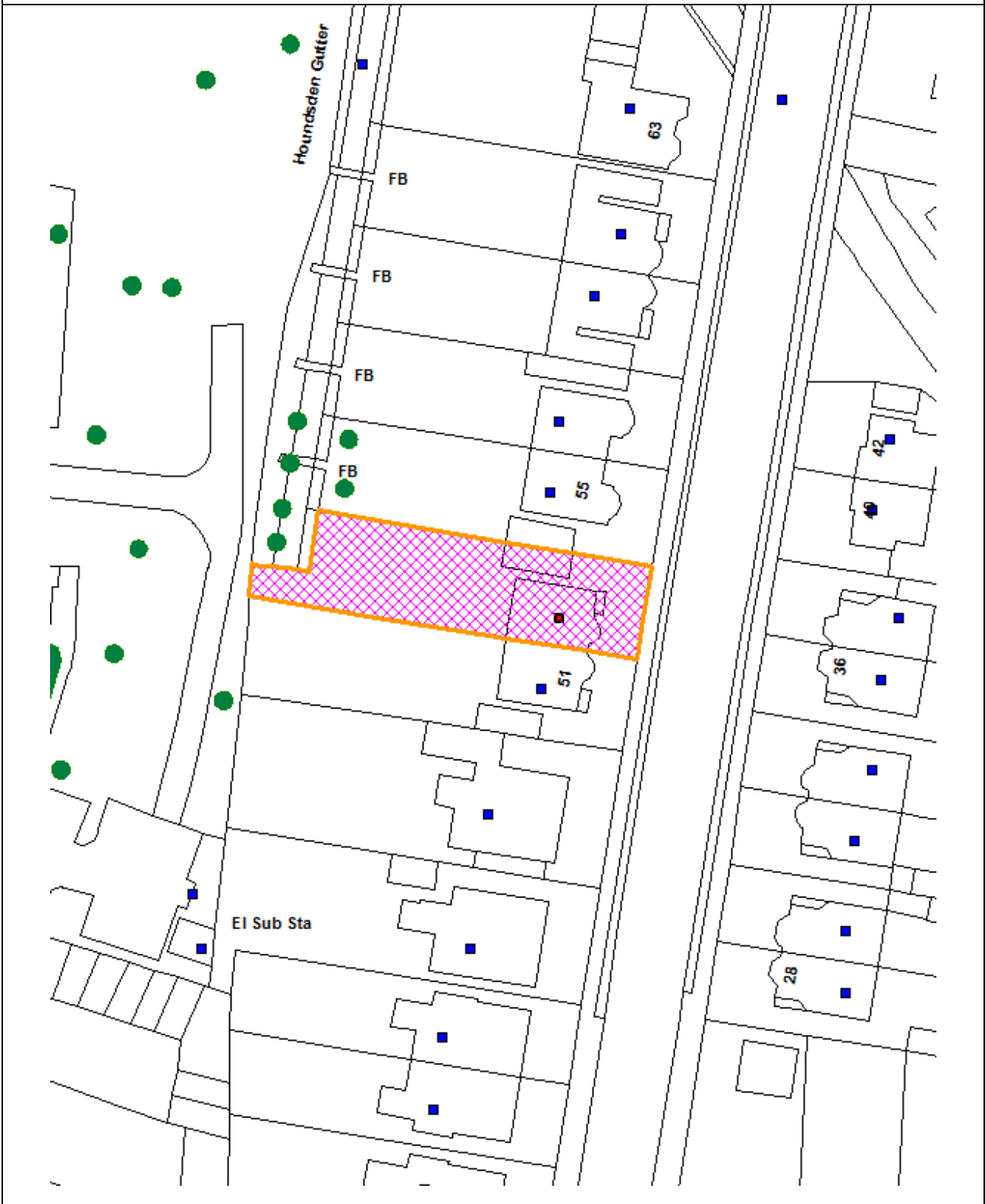
PROJECT		RESIDENTIAL DEVELOPMENT		DAP			
DRAWING		AS PROPOSED ELEVATIONS					
CLIENT		QUANTA HOMES LTD		ARCHITECTURE LTD			
ADDRESS		8 OAKWOOD PARADE QUEEN ANNE'S PLACE ENFIELD, LONDON EN1 2PX					
DATE		SCALE	DRAWN BY	CHECKED BY	PROJECT No.	DWG No.	REVISION
08.05.18		1:100 @ A2	JB	JB			
ISSUE STATUS		RIBA STAGE 3: PLANNING		404.205.11			
				CHELMSFORD		LONDON	
						BIRMINGHAM	

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 11 th July 2018
Report of Director, Regeneration & Planning	Contact Officer: Kate Perry - 020 8379 3853	Ward: Grange
Ref: 17/02947/HOU		Category: Householder
LOCATION: 53 The Chine, Enfield, N21 2EE		
PROPOSAL: Two storey side extension, single storey rear extension and rear dormer with front and side roof lights.		
Applicant Name & Address: Ms Annette Beisty 53 The Chine London N21 2EE		Agent Name & Address: Xeva LTD Studio 21 497 Sunleigh Road
RECOMMENDATION: It is recommended that planning permission be REFUSED		
Note for Members: Although an application of this nature would normally be determined under delegated authority, the application has been called-in for determination by the Planning Committee at the request of Councillor Milne id if officers were minded to recommend refusal.		

Ref: 17/02947/HOU LOCATION: 53 The Chine, London, N21 2EE,



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The application site is a rectangular plot that comprises a two storey semi-detached dwelling located on the western side of The Chine. The dwelling is characteristic of inter-war speculative housing featuring two-storey bay windows, half-timbered gables and plain casement windows and porches. The dwelling has a hipped roof and a render external finish at first floor level and a brick external finish at ground floor level.
- 1.2 There is hardstanding within the front garden and an existing detached garage with a pitched roof built up to the common boundary with No.55 The Chine. The rear garden measures approximately 260 square metres and is enclosed with close boarded fencing. Immediately to the rear of the house is a patio area.
- 1.3 No.51 The Chine has implemented a single storey rear extension and a loft conversion with one front roof light and a rear dormer. Number 55 The Chine has a 2 storey side extension, single storey rear extension and rear dormer approved under planning reference 14/03838/HOU.
- 1.4 The site is within the Grange Park Conservation Area.

2.0 Proposal

- 2.1 The application seeks planning permission for a two storey side extension, single storey rear extension, rear dormer, 2 x roof lights to the front and 1x roof light to the side. The existing detached garage would be demolished to accommodate the proposal.
- 2.2 The two storey side extension would measure 3 metres in width and extend along the entire flank elevation of the house. The extension would be set in from the common boundary with No.55 by 1 metre. It would accommodate an integral garage and utility room at ground floor level and a larger bedroom and additional bedroom at first floor level. The new roof would be an extension to the existing pitched roof. The ridge width would increase by approximately 3 metres.
- 2.3 The single storey rear extension with a part pitched part flat roof would measure 3 metres in depth along the common boundary with No.51 for a width of approximately 3 metres. It would then extend further out to the rear by 1.5 metres to measure a maximum depth of 4.5 metres. The extension would measure 4 metres in height and fall to an eaves level of 3 metres. Four roof lights are proposed.
- 2.4 The rear box dormer would measure 5m metres in width, 2.2 metres in height and 2.6 metres in depth to serve a bedroom. It would be set down from the ridge by 1.8 metres, set up from the eaves by 0.5m, set in from the common boundary with No.51 by approximately 0.7 metres and set in from the roof slope towards No.55 by approximately 1.25 – 3.9 metres.
- 2.5 Two roof lights are proposed within the front roof slope to serve a bedroom. One roof light is proposed within the side elevation to serve a store room.

3.0 Relevant Planning History

Application Property

- 3.1 TP/07/1301 – Erection of a part two storey part single side extension, single storey rear and rear dormer window. – Approved 14/09/2007 and not implemented.

Key features of the approved scheme compared to the current application include:

- Single storey rear extension 2.5 metres deep
- Smaller box dormer
- Two side roof lights – none to the front

- 3.2 14/04411/PRH - Single storey rear extension 5m deep, 4m high (3m to eaves). Not registered – application invalid.

- 3.3 15/00310/HOU - Two storey side extension, single storey rear extension, rear dormer with 3x front roof lights. Refused 1.7.2015 for the following reason:

The proposed development by virtue of the excessive size, design and width of the two storey side extension, the excessive size, siting and poorly designed rear dormer and the excessive depth of the single storey rear extension would result in a prominent form of development that would not be subordinate to the existing dwelling and would unacceptably disrupt the balance of the pair of semi-detached dwellings that make a positive contribution to the established special character of the surrounding Conservation Area. In this regard, the proposed development would result in demonstrable harm to the character and appearance of the application dwelling, the pair of semis, the street scene and the Grange Park Conservation Area. The proposed development would fail to preserve or enhance the Grange Park Conservation Area and fail to comply with Policies 7.4 and 7.8 of the London Plan, Policies CP30 and CP31 of the Core Strategy, Policies DMD8, DMD11, DMD13, DMD14, DMD37 and DMD44 of the Development Management Document and the Grange Park Conservation Area Appraisal (2008).

51 The Chine

- 3.4 LDC/06/0025 - Alterations to the roof to form a gable end and rear dormer window – Approved 01/03/2006 and implemented.

- 3.5 TP/06/1795 - Single storey rear extension – Approved 22/11/2006 and implemented.

55 The Chine

- 3.6 TP/10/1381 - Single storey rear extension. – Approved 31/01/2011 and implemented.

- 3.7 TP/10/1380 - Alterations to roof to form a gable end and rear dormer. – Refused 25/11/2010

- 3.8 14/03838/HOU - Demolition of the existing garage, construction of a two-storey side extension and rear dormer, installation of two roof lights to the front and side of the hip roof, and alterations to the fenestration. – Approved 11/12/2014 and implemented.

Key features of the scheme include:

- Two storey side extension set in from the common boundary with the application dwelling by 0.9 metres at first floor level and set back from the main front elevation by 220 mm.
- Rear dormer inset by a minimum of 0.5 metres from the ridge, eaves and edges of the roof
- Single storey rear extension 4 metres in depth

4.0 Consultation

4.1 Public:

Letters were sent to 6 adjoining and nearby residents. In addition, a site notice was posted and a press notice was published in the Enfield Independent. No responses were received.

4.2 Internal Consultees

4.2.1 Conservation Officer:

Objection raised to the two storey side extension, the rear box dormer and the proposed roof lights. Due to their impact on the special character and appearance of the conservation area

4.2.2 Traffic and Transportation:

No objections raised

5.0 Relevant Planning Policies

5.1 London Plan

Policy 6.13 – Parking
Policy 7.1 - Lifetime Neighbourhoods
Policy 7.4 - Local Character
Policy 7.6 – Architecture
Policy 7.8 – Heritage Assets and Archaeology

5.2 Draft London Plan 2017

Although not adopted, the weight assigned to this emerging plan and the policies contained therein as a replacement for the existing London Plan, will increase as it progressed through the adoption process. The public consultation on the Plan has recently closed and where reference is being given to such policy, the weight being assigned will be set out in the Analysis section of the report.

Policy D2 – Delivering Good Design
Policy HC1 – Heritage Conservation & Growth

5.3 Local Plan (Core Strategy - adopted November 2010)

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

5.4 Development Management Document (adopted November 2014)

DMD6 - Residential character
DMD8 – General Standards for New Residential Development
DMD9 - Amenity Space
DMD11 - Rear Extensions
DMD13 – Roof Extensions
DMD14 – Side Extensions
DMD37 - Achieving High Quality and Design-Led Development
DMD44 - Preserving and enhancing heritage assets

5.6 Other Policy

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Grange Park Conservation Area Appraisal (2015)

6.0 Analysis

Planning Background

6.1 Planning permission was refused in 2015 (ref: 15/00310/HOU) for a very similar development to that which is currently proposed. The key differences in relation to the current proposal are:

- i) the side extension has been moved away from the common boundary so that a gap of 1m is retained (previously 0.9m).
- ii) the rear dormer has been reduced in width from 6.5m to 5m.

6.2 All other aspects of the proposed extensions remain the same as previously refused planning permission. There have been no material changes in planning policy since the previous refusal in 2015 and the character of the immediate area remains largely unaltered since the previous assessment was made. This must be given significant weight in the assessment of the current proposals and it is important that consideration is given to this decision and whether the amendments identified above are adequate to address the harm identified when determining the previous planning application.

Impact on Character and Street Scene

6.3 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. Policy DMD8 of the Development Management Document seeks to ensure that development is high quality, sustainable, has regard for and enhances local character and can meet the existing and future needs of residents; and Policy DMD37 states that development that is not suitable for its intended function, that is inappropriate to its context, or which fails to have appropriate regard to its surroundings will be refused.

6.4 Given its siting within the Grange Park Conservation Area, consideration should be given as to whether the development preserves or enhances the character and appearance of the Conservation Area. The dwelling is characteristic of inter-war speculative housing, featuring a double height canted bay window (leaded lights) topped with a projecting

gable, tile hung oriel window and a hipped roof (clay tiled) with central exposed brick chimney stack over. An open sided brick built porch with original timber double doors (half glazed with raised and fielded panels with decorative side lights) is a prominent feature to the front elevation. A characteristic single storey detached side garage completes the elevation. The application dwelling is identified within the Grange Park Conservation Area Appraisal as a building that contributes to the special interest of the area.

- 6.5 Policy CP31 and Policy DMD44 states that when considering development proposals affecting heritage assets, regard will be given to the special character and those applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will normally be refused. This approach is consistent with that set out at a national level with the National Planning Policy Framework stating:

In determining planning applications, local planning authorities should take account of:

- *The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *The desirability of new development making a positive contribution to local character and distinctiveness.*

- 6.6 Furthermore, at Paragraph 132 of the NPPF it states:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.”

- 6.7 It goes on to state at Paragraph 133 and 134 that:

“Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”

- 6.8 Policy DMD14 seeks to ensure that extensions to the side of existing residential properties do not assist in creating a continuous façade of properties or a terracing effect out of character with the street scene. Policy DMD13 seeks to resist all large roof extensions to residential properties unless they are of an appropriate size and design and do not disrupt the character or balance of the property or pair or group of properties of which the dwelling forms a part.
- 6.9 In terms of two storey side extensions, a minimum distance of 1 metre is required to be maintained between the first floor flank wall of a two storey side extension and the site boundary of the property at first floor level. It is acknowledged the proposed two storey side extension would accord with this policy requirement. However, consideration still has to be given to the scale of the extension and its impact on the setting and appearance of the property within the conservation area.
- 6.10 With this in mind, it is considered the proposed two storey side extension would fail to respect the character and appearance of the original dwelling, the original pair of semi-detached dwellings and the wider Conservation Area. Uniformity in architectural treatments, such as roof lines and the rhythm of building widths are important to maintaining a continuity of character. The dwelling is of a uniform design and the area retains a strong sense of architectural unity which is key to its special character and appearance. The current proposal would result in a dwelling of substantial width which would be dominant and visually obtrusive when viewed in the street scene. The extension would not appear as a subservient element when viewed in relation to the existing house and would detract from the character of the Conservation area. The Council’s Conservation Officer has commented on the proposal and has advised:
- “The two storey side extension is not supported and will visually unbalance the pair of semi-detached dwellings, in addition to significantly encroach on the existing gap between the houses and incurring the loss of the characteristic single storey garage, which is important for separating the distinctive house types in the area and providing views through to the green setting to the rear of dwellings. In addition, the proposed extension is not subordinate to the existing dwelling; the proposed ridge height of the extension is aligned with that of the existing house, offering no relief in the roofline.”*
- 6.11 It is not the position that no side extension could prove acceptable just the an extension in the form currently proposed. It is considered that a subservient 2-storey side extension with stepped down ridge and stepped back from the front elevation may be more acceptable. This advice has been previously conveyed to the applicants.
- 6.12 The adjoining dwelling No.51 demonstrates the harm that can be caused when a semi-detached dwelling is extended and altered. It is considered that introducing a two storey side extension to the application dwelling would increase the width of the house and create an unduly prominent form of development that would result in a pair of semi-detached dwellings that would look highly obtrusive within the street scene to the

detriment of the visual amenity within the street scene, and the character and appearance of the pair of semis and the Grange Park Conservation Area.

- 6.13 It is acknowledged that the adjoining dwelling No.51 has implemented a loft conversion with a gable end roof form but this development was implemented under permitted development rather than assessed against adopted planning policies. Although contrary to adopted policy, the Council was unable to exert any control over this harmful development once established as permitted development. It is contended this can only therefore be afforded limited weight in deliberations. It is considered that the proposal would not have obtained planning permission because the development unbalances the pair of semis and results in demonstrable harm to the character and appearance of the dwelling, pair of semis and the Conservation Area. To further unbalance the pair with an extension of a comparable size to the subject site would further significantly harm the appearance of the properties and consequently erode the established special character of the area. This stance is also demonstrated by the refusal of a planning application at No.55 for alterations to the roof to form a gable end and rear dormer in 2010.
- 6.14 It is also recognised that planning permission was granted under reference. 14/03838/HOU for the demolition of the existing garage, construction of a two-storey side extension and rear dormer, installation of two roof lights to the front and side of the hip roof, and alterations to the fenestration at No.55 The Chine. This is a similar form of development however no objection was raised to this proposal given the fact the adjoining half of this semi-detached pair (No. 57) had already implemented a two-storey side extension this altering the symmetry and rhythm of this pair of properties. This constituted an exception rather than the rule and significant weight was afforded to the fact the extensions at No 57 received planning permission in 2006 prior to the adoption of Grange Park Conservation Area, In so doing, it was emphasised this should not set a precedent for future similar development in the conservation area which would contribute to the erosion of the existing special character
- 6.15 Policy DMD11 requires that single storey rear extensions to semi-detached dwellings do not exceed 3 metres in depth from the original rear wall of a dwelling and do not exceed 3 metres in height when comprising a flat roof and 4 metres in height when comprising a pitched roof.
- 6.16 The single storey rear extension with a pitched roof would measure 3 metres in depth along the common boundary with No.51 for a width of approximately 3 metres which is considered acceptable. It would then extend to the rear by a further 1.5 metres to measure a maximum depth of 4.5 metres. The extension would measure 4 metres in height and fall to an eaves level of 3 metres. The extension would be set in from the common boundary with No.55 by approximately 1m metres however the extension would exceed policy requirements by 1.5 metres in terms of the depth of the extension, leapfrogging beyond the extension to be implemented at No.55 by approximately 0.5 metres nearly doubling the footprint of the house at ground floor level. The size and depth of the extension is unacceptable and further exacerbates the excessive scale and nature of the proposed development. This aspect of the proposal has not been amended at all when compared to the previously refused scheme.

- 6.17 The proposed rear dormer has been reduced in width compared to the refused scheme from 6.5m to 5m. However, the design and overall size of the dormer is still considered unacceptable. The Conservation Officer has commented on the dormer and has advised:

“The proposed rear box dormer is excessive in size and completely out of character with the existing dwelling. It will be visible from within the Conservation Area and lead to further erosion of the character of the area. The proposal is contrary to the Council’s DMD Policy 13 which states that any proposed roof extensions must ‘be in keeping with the character of the property and not dominant when viewed from the surrounding Area’.

- 6.18 Moreover, front and side roof lights are identified in the Character Appraisal for the Conservation Area as causing visual harm and are therefore considered to be unsympathetic features that detract from the character and appearance of the Conservation Area. Notwithstanding this, the size and position of roof lights proposed would not be dissimilar to other roof lights in the immediate street scene and would not detract from the character of the surrounding area.
- 6.19 While it is understood these proposed works could be considered relatively minor, the cumulative impact of allowing such development must be taken into account. Furthermore, the case of *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137, concluded that where an authority finds that a development proposal would harm the setting ... or the character and appearance of a conservation area, it must give that harm “considerable importance and weight”. The case of *Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin) re- confirmed the Barnwell ruling and went on to recognise that a finding of harm...gives a strong presumption against planning permission being granted. The resulting paragraphs within the delegated report regarding harm is an assessment in regards to the impact of the proposed scheme on the Conservation Area, which is a significant designated heritage asset.
- 6.20 It is therefore considered that the totality of all of the features of the scheme not complying with the adopted planning policies of the Local Plan would result in a built form that would result in substantial harm to the character and appearance of the original dwelling, the original pair of semis and the Grange Park Conservation Area. This substantial harm cannot be justified in terms of any public benefit that could potentially be delivered by the proposal and would not enhance or better reveal the significance of the surrounding heritage assets but act to diminish their significance. The proposal is considered unacceptable for a dwelling that makes a special interest to the Conservation Area.
- 6.21 In conclusion, the proposed development is unacceptable because it would fail to preserve or enhance the Grange Park Conservation Area and fail to comply with Policies 7.4 and 7.8 of the London Plan, Policies CP30 and CP31 of the Core Strategy, Policies DMD8, DMD13, DMD14, DMD37 and DMD44 of the Development Management Document and the Grange Park Conservation Area Appraisal (2015).

Impact on Neighbours

- 6.22 Policy DMD8 requires development to preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 6.23 Although the single storey rear extension would have a depth of 4.5 metres towards No.55; due to the original flank wall of No.55 being set in from the shared boundary by approximately 3.6 metres and the rear elevation of No.55 being set back from that of the application dwelling, there would be no intrusion into a 45 degree splay when taken from the original ground floor window closest to the boundary at No.55. The single storey element to the adjoining neighbour No.51 would measure 4 metres in height and 3 metres in depth which is acceptable and in accordance with policy requirements.
- 6.24 The proposed two storey side extension would provide a 0.9 metre distance from the boundary and the extension would not extend beyond the existing rear building line of the dwelling. However it is noted that one first floor level window to serve a bedroom is shown on the proposed elevations but is not shown on the proposed floor plans. This window would result in actual and perceived overlooking to No.55 which would not be in accordance with policy requirements. The window is also not needed as there are front and rear windows that serve the bedrooms that would provide adequate light to the rooms.
- 6.25 In terms of the rear dormer it would only offer oblique views into the neighbouring rear gardens similar to views that would be available from the existing first floor rear fenestration and therefore there would be no demonstrable loss of privacy to the neighbouring dwellings.

Parking / Amenity Space

- 6.26 The rear garden measures approximately 260 square metres. The proposed extension would not be of a scale that would impede on the rear garden space enjoyed by the occupants of the application dwelling and therefore sufficient garden space would be retained for existing and future occupants.
- 6.27 In terms of parking it is important to assess whether the loss of the existing garage would give rise to conditions that would significantly increase the demands for car parking provision in the surrounding area in accordance with principles outlined by NPPF and parking standards referred to by Policy 6.13 of the London Plan. It is considered that the retention of the hard-standing drive and associated crossover currently servicing the garage is of sufficient size to accommodate the demands for off-street parking provision resultant from the loss of the existing garage, thereby, remaining broadly compliant with NPPF and Policy 6.13 of the London Plan.

Trees/Landscape

- 6.28 The proposed scheme is unlikely to have any significant effect on trees as there are no trees within the vicinity that are of particular significance to the wider amenity of the area.

CIL

- 6.29 The proposed development is less than 100 sqm and therefore is not CIL liable.

7.0 Recommendation

- 7.1 That planning permission be REFUSED for the following reason:

1. The proposed development by virtue of the excessive size, design and width of the two storey side extension, the excessive size, siting and poorly designed rear dormer and the excessive depth of the single storey rear extension would result in a prominent form of development that would not be subordinate to the existing dwelling and would unacceptably and further disrupt the balance of the pair of semi-detached dwellings that make a positive contribution to the established special character of the surrounding Conservation Area. In this regard, the proposed development would result in demonstrable harm to the character and appearance of the application dwelling, the pair of semis, the street scene and the Grange Park Conservation Area. The proposed development would fail to preserve or enhance the Grange Park Conservation Area and fail to comply with Policies 7.4 and 7.8 of the London Plan, Policies CP30 and CP31 of the Core Strategy, Policies DMD8, DMD11, DMD13, DMD14, DMD37 and DMD44 of the Development Management Document and the Grange Park Conservation Area Appraisal (2015).




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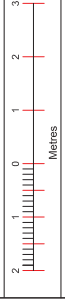
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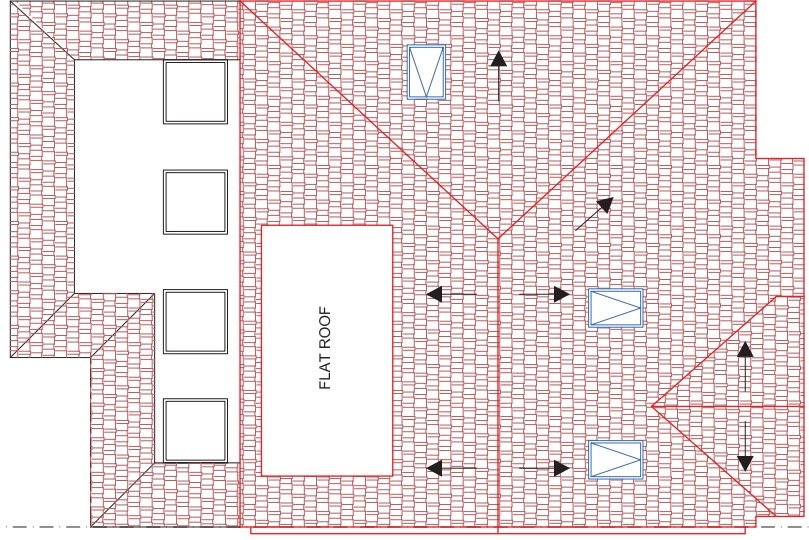


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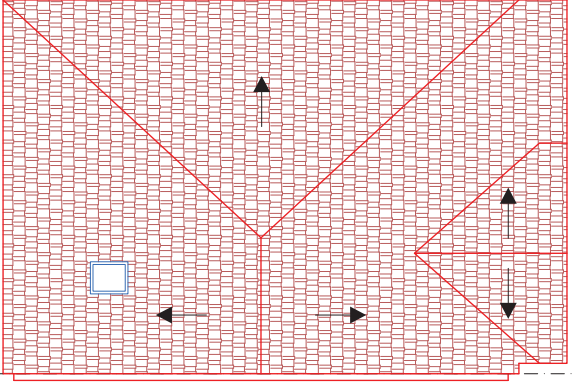
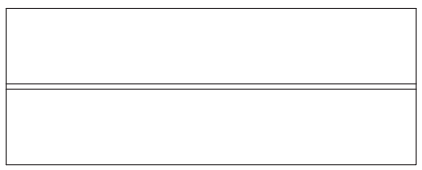
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PROPOSED ROOF PLAN



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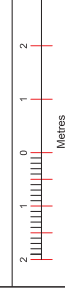
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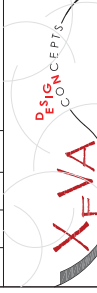
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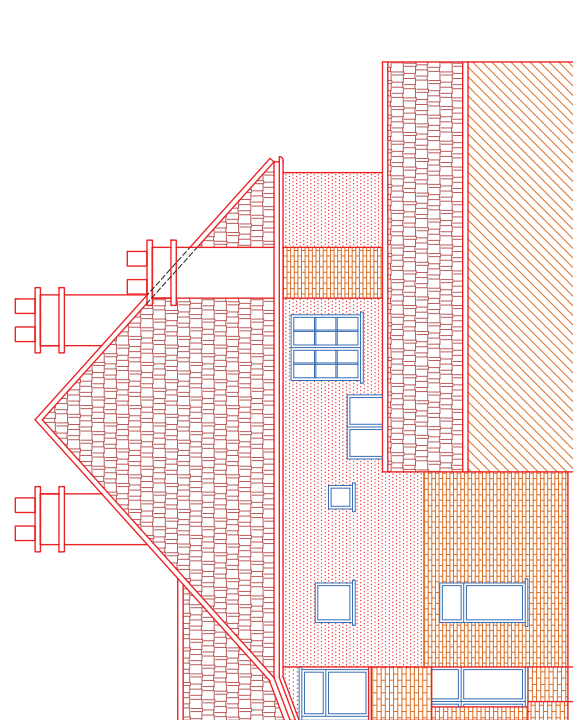


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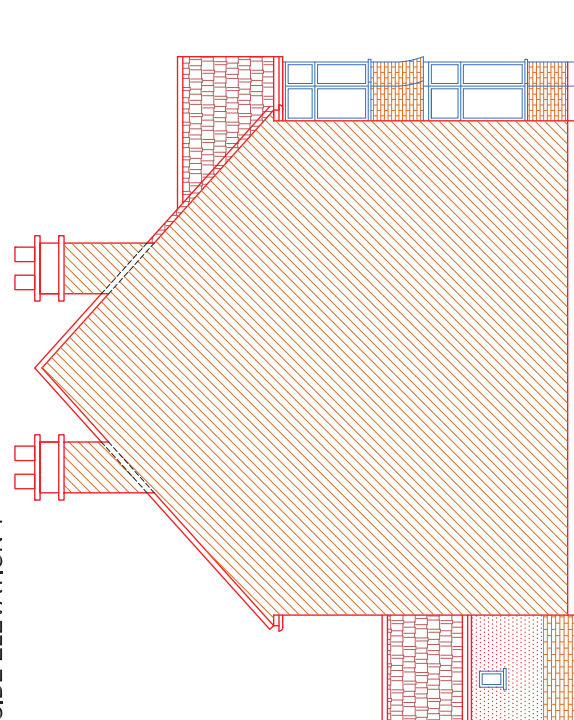
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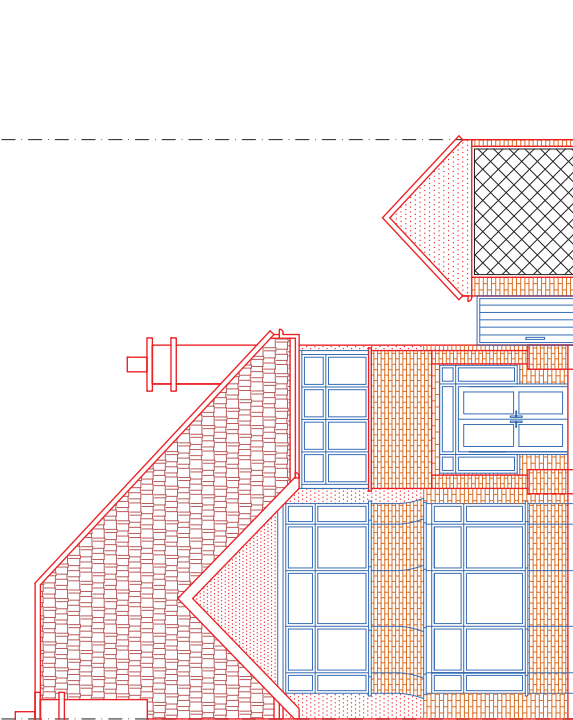
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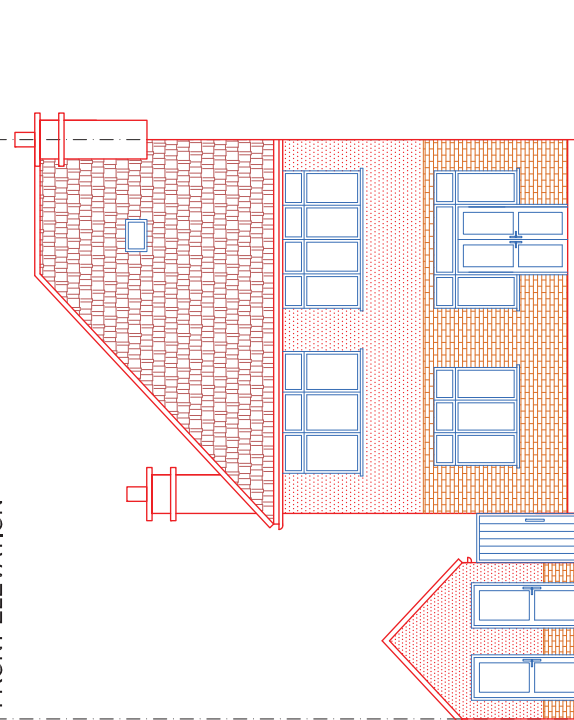
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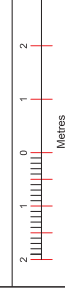
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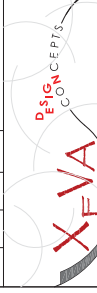
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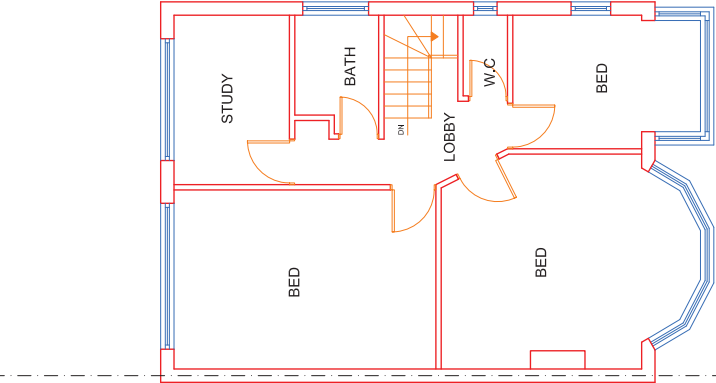
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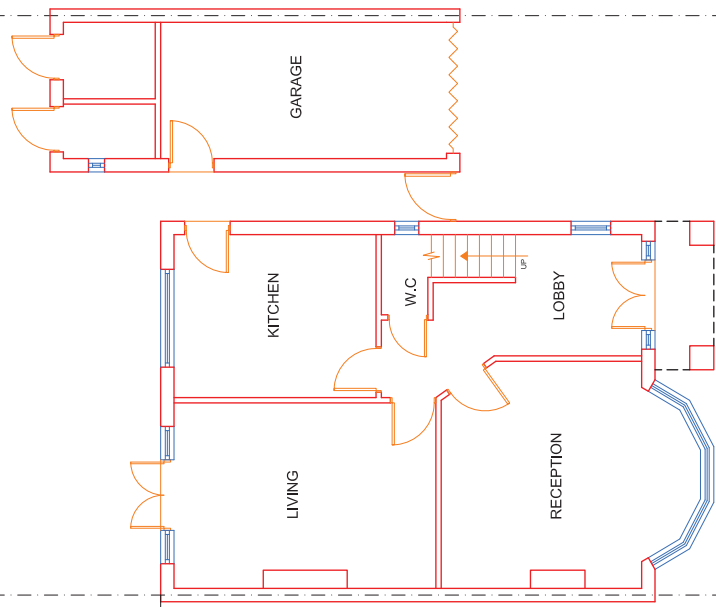
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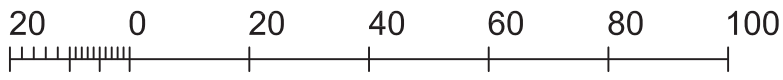
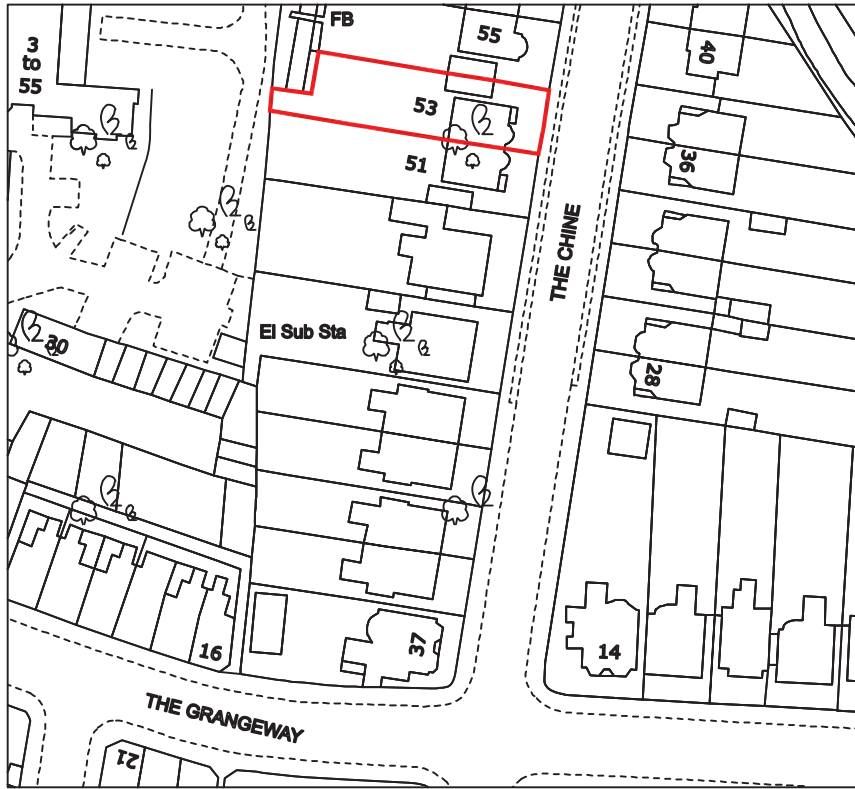
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EXISTING GROUND FLOOR PLAN



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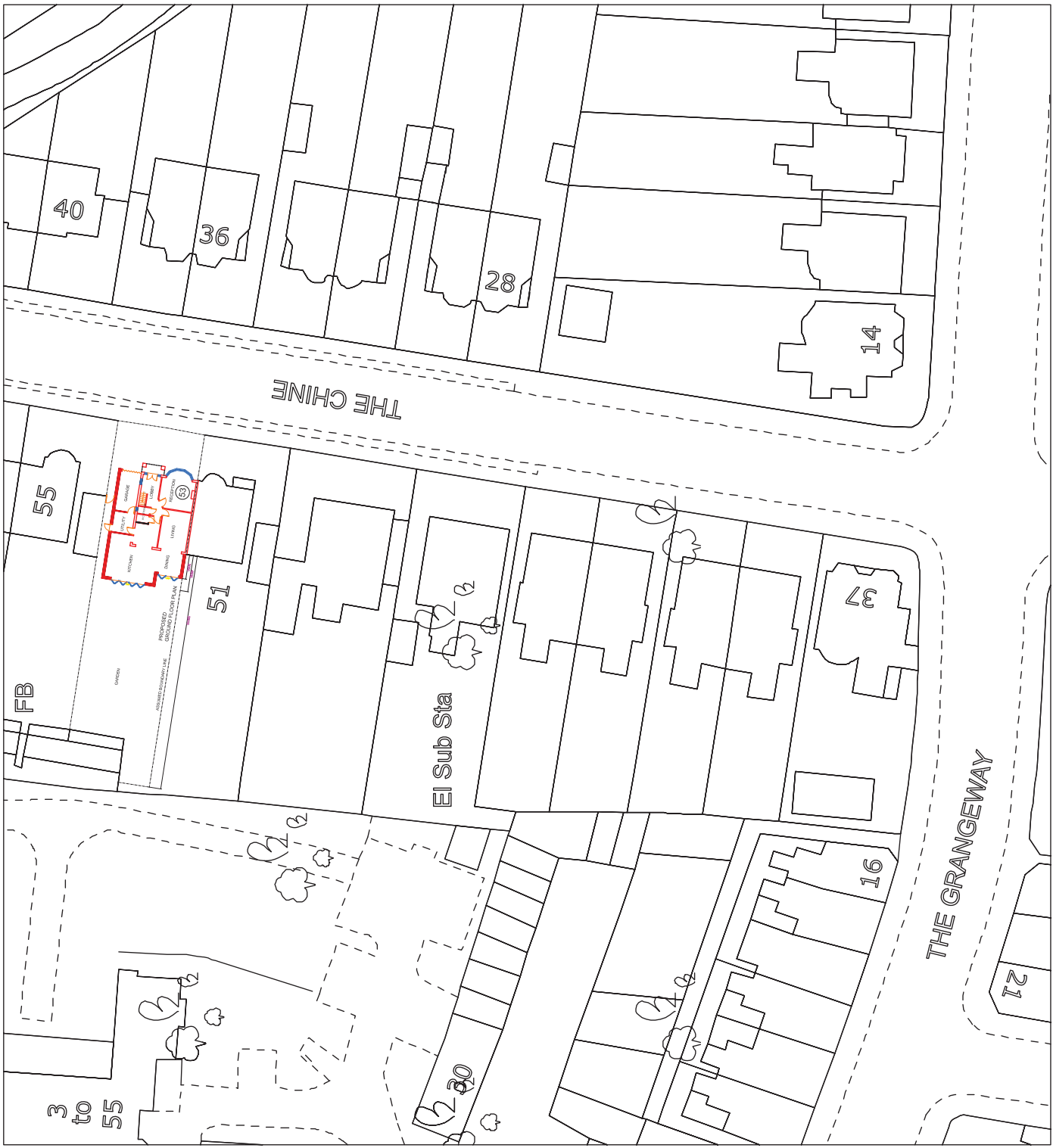


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CLIENT:
 MS. ANNETTE BEISTY

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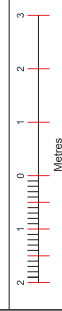
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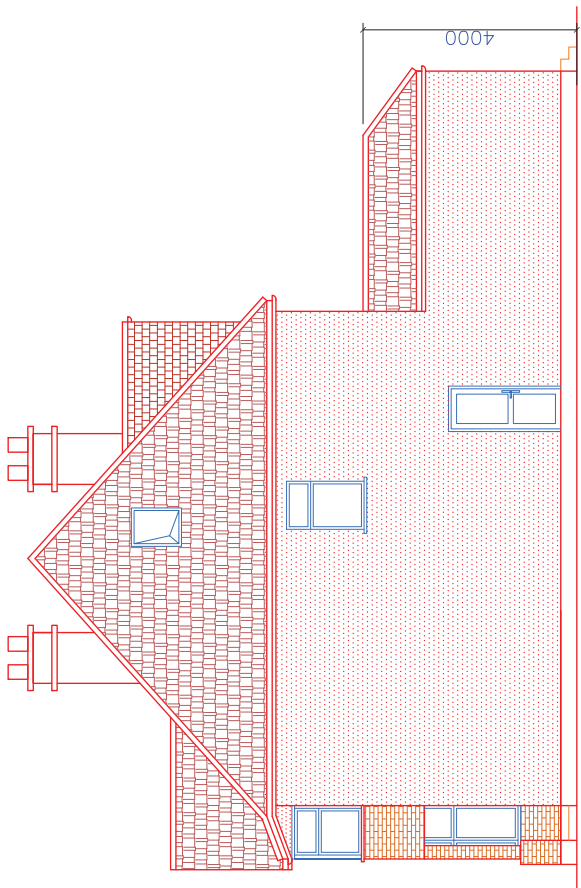


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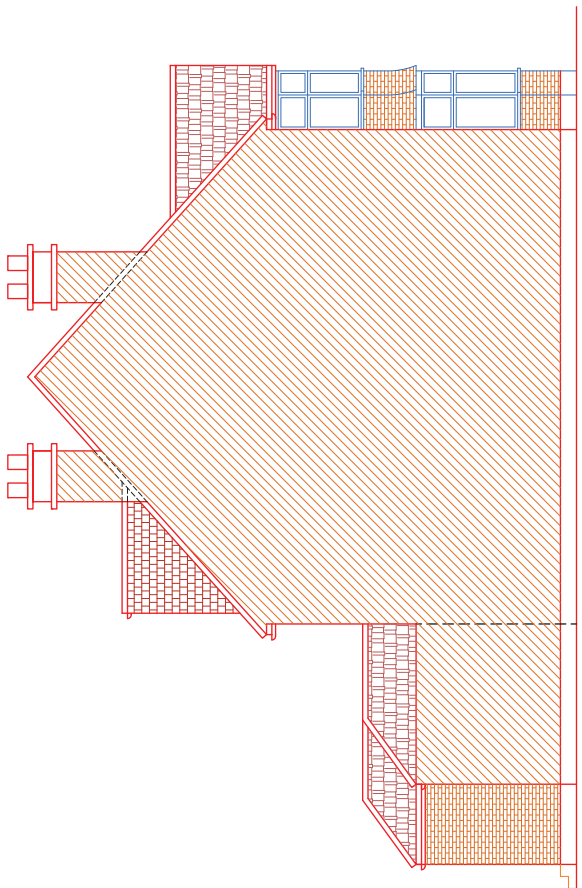
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CLIENT:
 MS. ANNETTE BEISTY

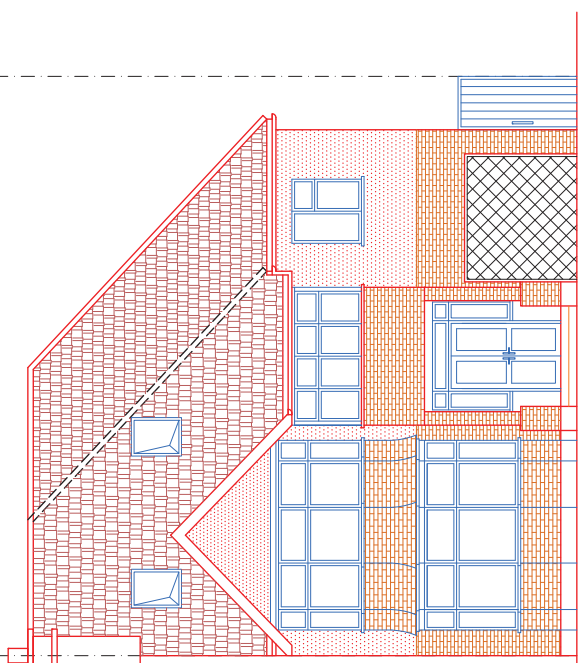
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SCALE: 1:100@A3
DATE: 30 MAY
DRAWN BY: ZA
ISSUE: A



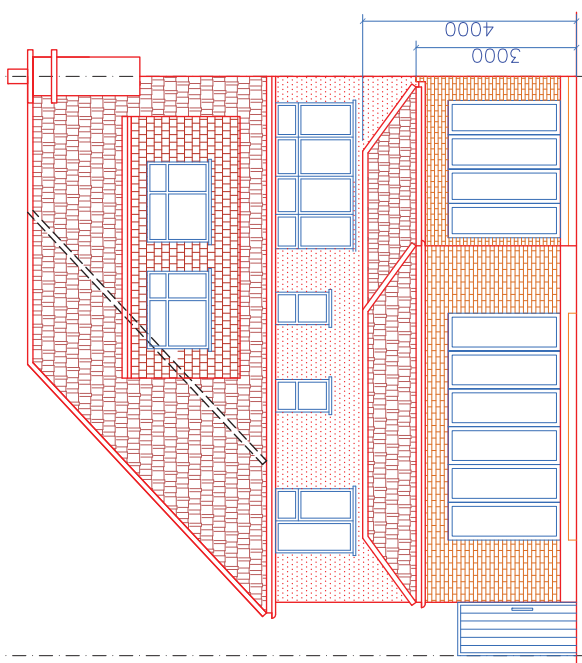
PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



PROPOSED SIDE ELEVATION-1

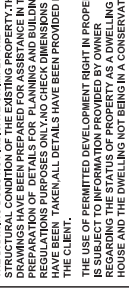


PROPOSED SIDE ELEVATION-2

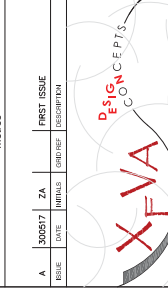
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LEGEND
 ☉ = SMOKE DETECTOR WITH SOUNDER
 ☼ = EMERGENCY LIGHTING TO BS5266: Part 1 1988
 ☼ = HEAT DETECTOR
 FD30 = 30 MINUTE FIRE RESISTING DOOR AND FRAME



NO.	DATE	BY	FOR	DESCRIPTION
A.	30/05/17	ZA		FIRST ISSUE



STUDIO 21
 497 SUNLEIGH ROAD HA0 4LY [020 8252 3233]
PROJECT
 53 THE CHINE
 LONDON
 N21 2EE

DWG TITLE: PROPOSED PLANS
CLIENT: MS. ANNETTE BEISTY

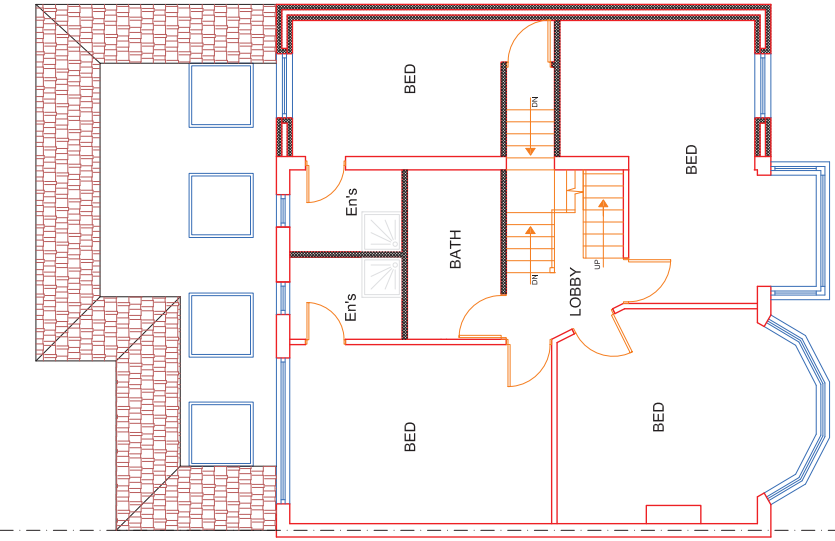
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SCALE: 1:100@A3	DATE: 30 MAY
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ASSUMED BOUNDARY LINE

ASSUMED BOUNDARY LINE

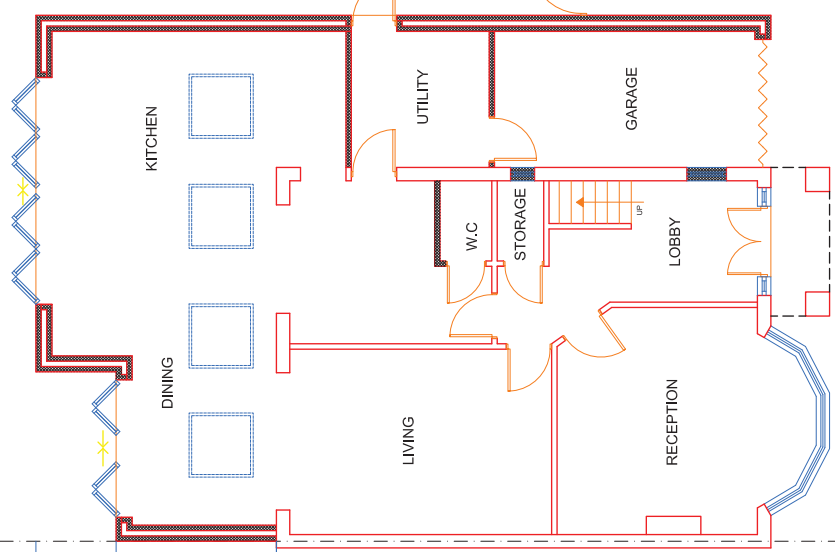
ASSUMED BOUNDARY LINE

ASSUMED BOUNDARY LINE



PROPOSED FIRST FLOOR PLAN

GARDEN



PROPOSED GROUND FLOOR PLAN

4500
3000

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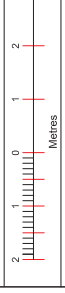
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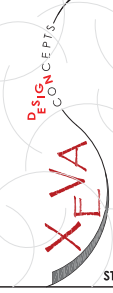
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NO.	DATE	BY	FOR	DESCRIPTION
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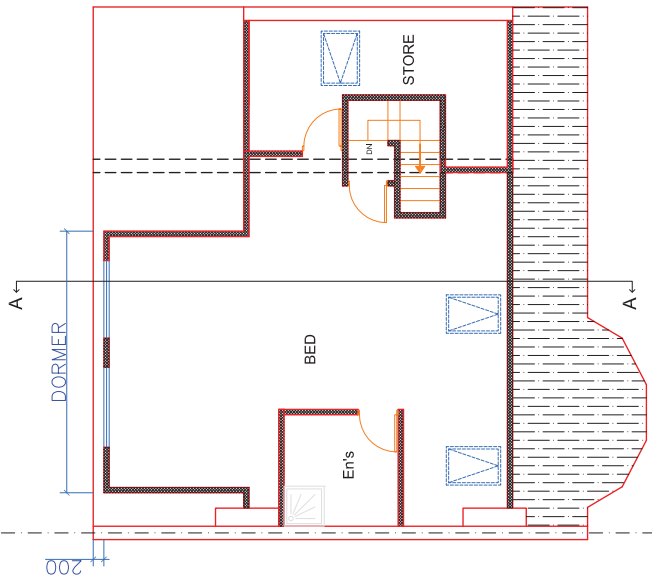


STUDIO 21
 477 SUNLEIGH ROAD HA0 4LY [020 8252 3233]
PROJECT
 53 THE CHINE
 LONDON
 N21 2EE

DWG TITLE:
 PROPOSED PLAN

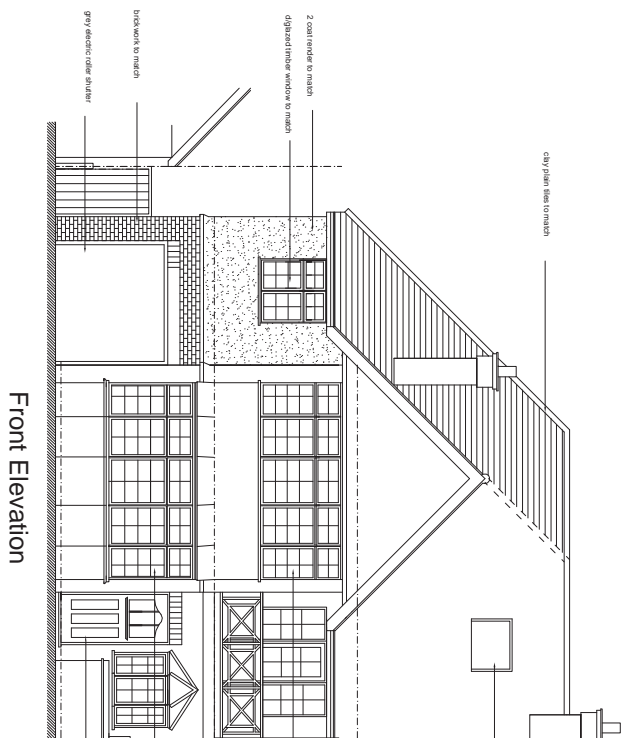
CLIENT:
 MS. ANNETTE BEISTY

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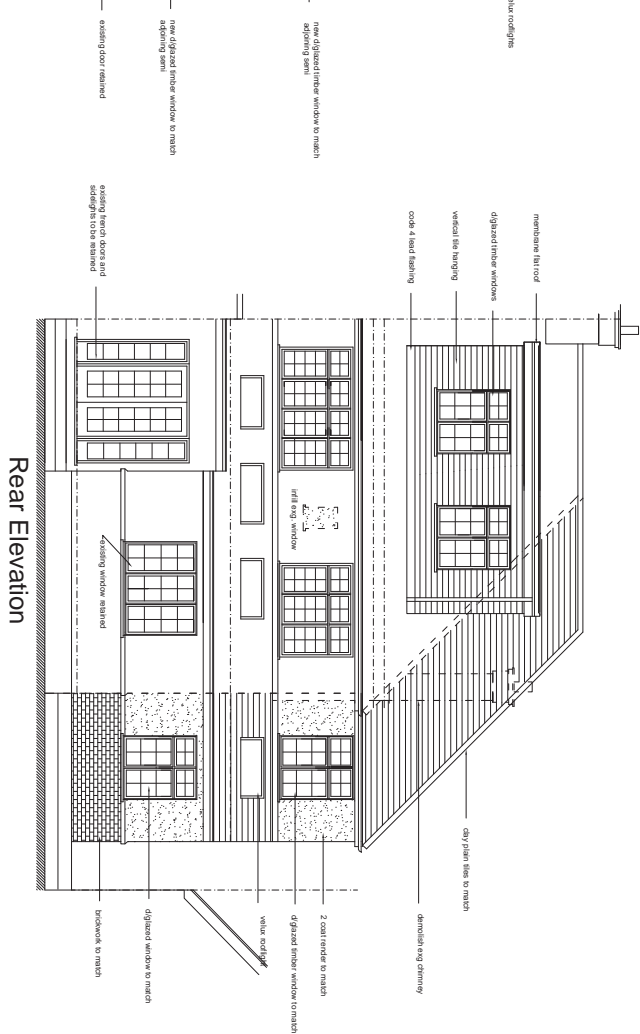


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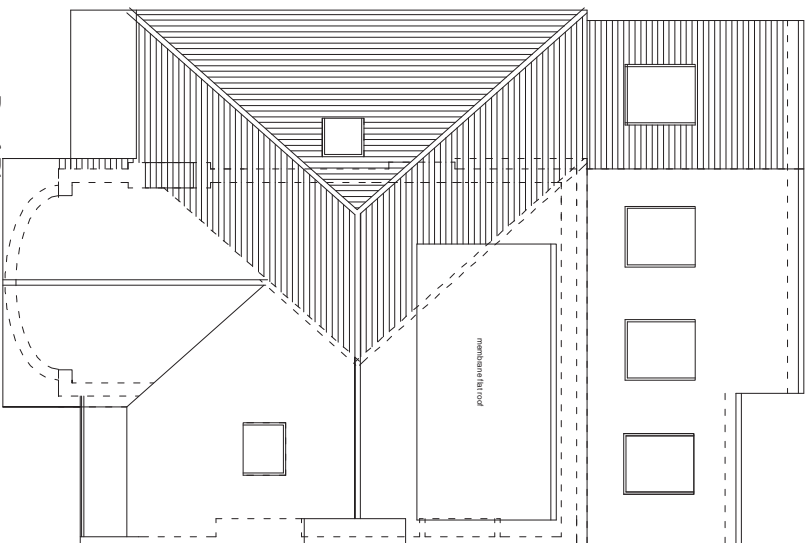
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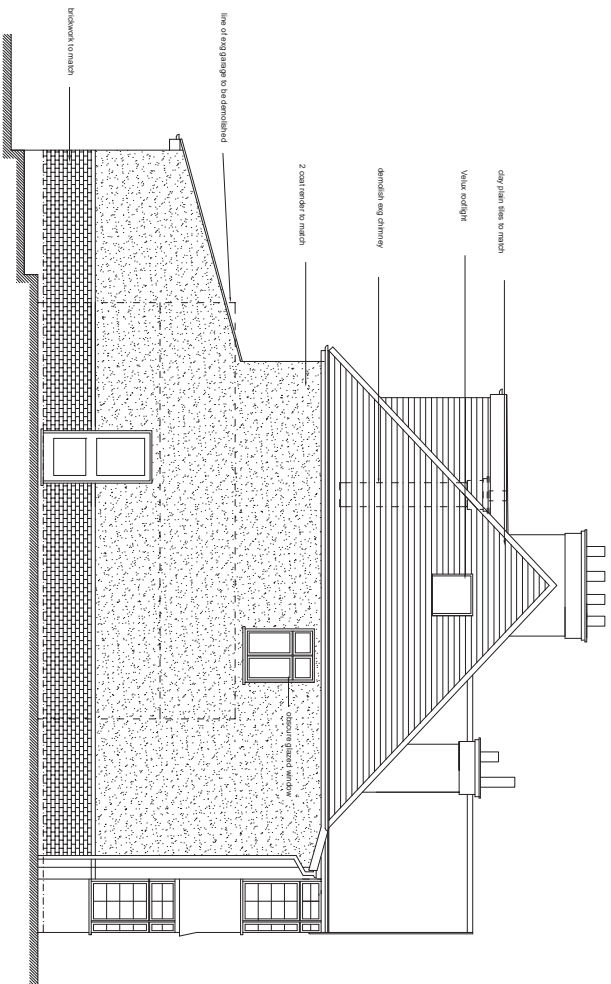
Front Elevation



Rear Elevation



Roof Plan



Side Elevation



Project:
Proposed demolition of garage and
proposed two storey side extension:
55 THE CHINE, LONDON, N21

Site:
Elevations as proposed

Date:
Sept 2014

Scale:
1:100 @ A3

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 11 July 2018

Report of
Director, Regeneration &
Planning

Contact Officer:
Andy Higham
Kevin Tohill 020 8379 5508

Ward:
Upper Edmonton

Ref: 18/00760/FUL

Category: Full Application

LOCATION: Public House, 50-56 Fore Street, London, N18 2SS

PROPOSAL: Redevelopment of site involving demolition of existing buildings to provide a part 2-part 9 storey block of 68 residential units comprising (30 x 1 bed, 26 x 2 bed and 12 x 3 bed) with balconies and terraces together with 2 commercial units (A1/A2 unit and A4 Public House unit) on the ground floor with car parking, landscaping and associated works.

Applicant Name & Address:

Mr Simon Oliver
Magic House
5 - 11 green lanes
Palmer Green
London
N13 4TN

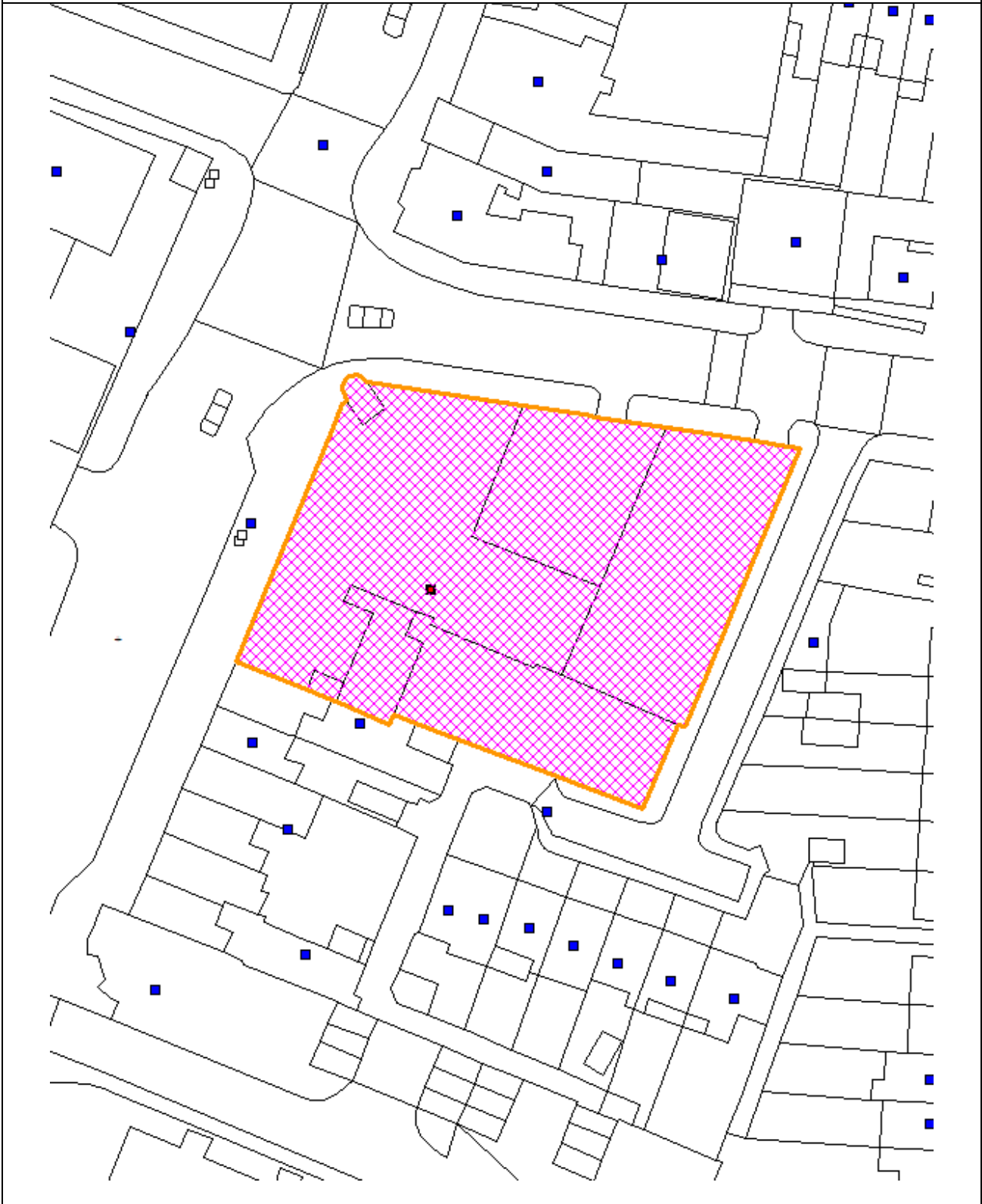
Agent Name & Address:

Mrs Babs Farmer
Forge Architect
6-8 Cole Street
London
SE1 4YH

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.

Ref: 18/00760/FUL LOCATION: Public House, 50-56 Fore Street, London, N18 2SS



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Scale 1:1250

North



Background Summary to Members of the New Planning Committee

1. This is a re-submission of a previous refused scheme under application 17/00815/FUL which proposed the following development:

“Redevelopment of site involving demolition of existing buildings to provide a part 4, part 7 storey block of 58 residential units comprising (17 x 1 bed, 24 x 2 bed and 17 x 3 beds with balconies and terraces together with 2 commercial units (1 X A1/A2 unit and 1x A4 Public House unit) on the ground floor with car parking, landscaping and associated works. (Amended Description)”.

2. The proposed development had undergone significant levels of discussion at pre-application stage. The scheme was recommended for approval and considered by Planning Committee at its meeting on 1st of August 2017. Following discussion however, the scheme was not accepted and the Planning committee determined to refuse planning permission on the following grounds of
 - a) Design and Overdevelopment,
 - b) Insufficient Levels of Affordable Housing,
 - c) Lack of Car Parking,
 - d) Lack of Communal Playspace.
3. The applicant appealed this decision to the Planning Inspectorate and following an Appeal Hearing and site visit on the 20th March, the Council's decision was not supported and the appeal was allowed. Planning permission was therefore granted for the development subject to conditions and completion of a S106 Agreement. This appeal decision was issued on the 20th April 2018 (a copy is appended to this report).
4. While the appeal process was in train, the Applicant has responded by attempting to re-address the issues: principally by increasing the quantum of affordable housing, creating a communal playspace area together with other design enhancements. This has led to the submission of this application.
5. This application has been re-assessed on its individual planning merits taking into account the planning history on the site and the subsequent planning appeal decision. As a result, the revised scheme is being recommended for approval

1. Site and surroundings

- 1.1 The application site is 50-56 Fore Street Edmonton, presently occupied by the Gilpin Bell Public House: a part single, part 3 storey building comprising pub on the ground floor with ancillary accommodation over the upper floor. The site is located on a corner with a frontages to both Fore Street and Claremont Street. It is located at the southernmost end of Fore Street, a short distance from the borough boundary with Haringey. The site is relatively flat and has a reasonably sized rear yard parking area.
- 1.2 The surrounding area is mixed in character. Fore Street by its nature is predominantly commercial, although there is a residential over the upper floors and there are various high rise residential developments dispersed around the area, the most prominent of which is the new Silverpoint development which lies a short distance north of the site.
- 1.3 The site has a PTAL rating of 5, and has an area of approximately 2760sqm of 0.276ha.
- 1.4 The site itself is not in a conservation area and the existing building is not listed. However, the Fore Street Conservation Area does lie to the immediate north of the site on the opposite side of the junction with Claremont Street. The building on the opposite side of the junction (former Court House) that houses the LT Bar with residential flats overhead is also Locally Listed.
- 1.5 The site is located within the Angel/ Edmonton district centre.

2. Proposal

- 2.1 The applicant seeks full planning permission for the redevelopment of site involving demolition of existing buildings to provide a part 2 up to 9 storey block of 68 residential units comprising (30 x 1 bed, 26 x 2 bed and 12 x 3 bed) with balconies and terraces together with 2 commercial units (A1/A2 unit and A4 Public House unit) on the ground floor with car parking, landscaping and associated works.
- 2.2 To the Fore Street frontage the building would measure 33m in width and would consist of a part 4 up to part 9 storey building, stepping up from Number 48 Fore Street at 4 storeys and 12m in height to a recessed 9th storey at a height of 27m. To the Claremont Street frontage the building would be 49m in length and would step up from 2 storeys and 6m in height to the recessed 9th storey and 27m in height.
- 2.3 The application proposes 68 flats (30x1 bed, 26x 2bed and 12x3 bed) with associated rear gardens, balconies or terraces on all elevations to serve as private amenity space for each respective flat. Five of the 3- bed units would be duplex 3 bed houses that are accessed from their own front doors directly off Claremont Street.
- 2.4 From the original proposals submitted with the last application, amended plans have been received in relation to the ground floor Fore Street frontage. As opposed to one previous A1-A4 unit on the ground floor, the ground floor frontage has been separated into 2 units with the retention of A4 (public house) use on the corner with Fore Street and Claremont Street and a second A1/A2 unit on the immediate Fore Street frontage. The A4 public house use would be 220sqm and accessed and serviced from the front on Fore Street. The second A1/A2 unit would be 185sqm.

- 2.5 Pedestrian access to the residential flats would be from Claremont Street via two main residential stair cores with lifts. To the rear, vehicular access to the site would be provided via Clive Avenue. This would provide access to the 27 car parking spaces (7 disabled spaces). This is a parking ratio of 0.4. The area to the rear would also accommodate communal cycle storage where 96 cycle parking spaces would be provided in a communal store. There is a communal refuse storage area for 18x 1100L bins on the Claremont Street frontage accessed directly from Claremont Street.

3. Relevant planning history

- 3.1 16/00665/PREAPP: Proposed demolition of existing buildings and erection of building up to 10-storeys in height for mixed use with 62 residential units, 5 live/work units and 465m² of A1/A2/A3 commercial space. Pre-Application advice given and the issues identified were:

- 10 storeys scale of the building was excessive especially as it linked in with the 3 storey adjoining parade. A better transition to a lower storey height on the main corner was needed.
- The proposed elevation was too busy with too many contrasting materials and needed to be scaled back and simplified.
- There were not enough family units and some of the flats were solely north facing aspects.
- A detailed parking survey and transport statement would be needed to support the application on parking grounds.
- Justification would be needed with regards the loss of the public house use form the site.

- 3.2 17/00815/FUL: Redevelopment of site involving demolition of existing buildings to provide a part 4, part 7 storey block of 58 residential units comprising (17 x 1 bed, 24 x 2 bed and 17 x 3 beds with balconies and terraces together with 2 commercial units (1 X A1/A2 unit and 1x A4 Public House unit) on the ground floor with car parking, landscaping and associated works. (Amended Description)

- 3.3 As referred to earlier in the report this application was refused by the planning committee for the following reasons:

1. Notwithstanding the viability information provided, it is considered that housing for a development of this scale, contrary to policies 3.11 and 3.12 of the London Plan (2015), Policies CP3 and CP39 of the Core Strategy and *DMD* the proposal fails to provide the maximum reasonable amount of affordable 1 and DMD 3 of the Development Management Document.
2. The proposed development particularly due to high density, together with its architectural approach, bulk, scale, mass and design would result in the introduction of an overly intensive form of development. This would be detrimental to the character and appearance of the area, to the adjacent listed buildings and the Fore Street Conservation area. The development fails to integrate satisfactorily with its surroundings and would result in the introduction of a visually prominent form of development out of keeping with the surrounding area. It is thus considered that the proposal fails to take the opportunities available for improving the character and quality of the area, contrary to Policies CP5 and CP30 of the Core Strategy, Policies

DMD6, DMD8, DMD10, DMD37 and DMD38 of the Development Management Document, London Plan Policies 3.4, 7.4 & 7.6 and the NPPF.

3. The proposed development would result in the generation of additional traffic and parking pressures on the local and strategic road network, adding to existing traffic and parking capacity issues. In this respect the development would be contrary to Policy 6.13 of the London Plan, CP 24 and CP30 of the Core Strategy and Policy DMD 45 and DMD 47 of the Development Management Document.
 4. The proposed development due to lack of communal amenity space and children's on-site play space, taken together with the inclusion of winter gardens rather than balconies, due to the design constraints, would fail to provide sufficient and meaningful external amenity space, resulting in a poor quality living environment for future residents. The proposal would be contrary to CP30 of the Core Strategy (2010), 3.5, 3.6 of the London Plan (2015), the London Housing SPG and DMD 8 and DMD 9 of the Development Management Document (2014).
- 3.4 However this decision was overturned and allowed on all grounds at planning appeal under appeal reference APP/Q5300/W/17/3191327.

4. Consultation

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 Traffic and Transportation consider there are an insufficient number of car parking spaces on site to accommodate the development. Whilst it is acknowledged that other similar developments in the area have low parking ratios, concerns have been raised about the cumulative impact to on street parking in the surrounding streets. Officers consider that other issues such as the access, cycle parking and pedestrian access to be acceptable subject to conditions. If the scheme is to be approved S106 measures and monies should be assigned as recommended

Environmental Health

- 4.1.2 No objections subject to conditions in relation to sound insulation, contamination and the proposed flue.

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 in regard to the above development, we would request 40% of the units to be affordable, in this case, 23. This would then be further split 70:30 between rent and shared ownership, which equates to 16 units for rent and 7 for shared ownership. The council's policy also requires 10% of the units, in this case 6, to be built to Stephen Thorpe/Habinteg wheelchair design standard.

Environment Agency

- 4.1.4 No objections

Historic England

- 4.1.5 No objections on Archaeology grounds subject to conditions.

Thames Water

- 4.1.6 No objections

Fire Brigade

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

4.2 Public Consultations

- 4.2.1 372 neighbouring properties were consulted for a period of 21 days ending on 11th April 2018. Three site notices were posted close to the site on 10th April and the application was also advertised in the local paper.

- 4.2.2 Whilst there were 5 objections raised to the previous application on the site at the time of writing the report there had been no objections received on the councils online website system nor had any been received in the post.

5. Relevant Policy

5.1 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
- DMD44 Conserving and enhancing heritage assets
- 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
- Impact on the setting of the heritage assets
- 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

Residential

6.2.1 There were no objections to the principle of the previous development which Planning Committee found to be unacceptable and this remains the case. 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 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 the site, proposing a mixed use development providing 68 additional homes with a mix incorporating family units in an accessible urban setting, where larger quantum's of housing with higher densities should be encouraged. It certainly responds to the objectives of policy emerging in the new London Plan to ensure the development's contribution to meeting housing is optimised.

Commercial

- 6.2.3 In addition, the application proposes to retain the existing commercial element on the ground floor. The previous application proposed one large open plan commercial unit with a flexible A1-A4 use class. This was considered too broad and flexible across the A use classes and gave no real clarity in relation to the actual use or function of the ground floor element of the scheme. As a result, this application now re-proposes a new 230sqm A4 public house unit on the corner with Claremont Street along with a second A1/A2 unit adjacent.
- 6.2.4 This is considered to be a more balanced approach and allows for the re-provision of a public house use on the site. Whilst it is smaller than the Wetherspoons pub on site at 230sqm it is considered it still provides for a viable replacement. In addition there are other public houses in the area notably the LT Bar on the opposite side of the junction.
- 6.2.5 Therefore in conclusion taking all of these factors into account, it is considered the principle of the development is acceptable.

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 5 and is in an urban location. The guidance in (Table 3.2) of the London Plan would suggest a density of between 200-700 hr/ha may be acceptable. The amended scheme proposes 68 units and 186 habitable rooms which would give a density of approximately 673 hr/ha. This is within, albeit at the higher end of the recommended range of the urban threshold in the same manner as the previous refused application for 58 flats.
- 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 the site. Consideration must also be given to the scale of building, 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 on neighbouring amenity. In this instance, specific consideration also needs to be given to the impact of the development on the setting of the heritage assets – the adjacent Conservation Area and Listed Building.

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. 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 The application proposes the demolition of the current building and the redevelopment of the site through the erection of a part 2, up to part 9 storey building. This would be in an L shaped form and would create a new frontage right up to the public highway on Fore Street and continuing around the corner onto Claremont Street. The frontage on Fore Street would be 33m wide and step up from 4 storeys adjacent to No. 48 Fore Street to a recessed 9th storey element on the corner. On the Claremont Street frontage, the proposed building would extend approximately 49m and would step up in a graduated manner from 2 storeys at the end of the corner with Clive Avenue to 9 storeys on the main Fore Street corner.
- 6.4.3 The development is proposed in a relatively modern form with a mixed material palette. The predominant material would be multi- stock red brick. This would then be complemented by off white bricks that would be used in the recessed elements set back from the principle front and side elevations on both Claremont Street and Fore Street frontages. The elevations then would be interspersed and broken up with an array of glazed terraces, balconies and roof terraces.
- 6.4.4 The applicant has sought to address concerns raised at pre-application stage, when a 10 storey tower was proposed, through the stepped reduction in scale of the building to a part 2 to part 8 storey building with the recessed 9th floor. Similar to the previous application although this proposal is higher and bulkier on the Fore Street corner it is still considered that the scale and massing of the building is appropriate for this urban setting and having regard to the surrounding residential context of the site. On the Fore Street elevation it is considered that the step in height from the existing 3 storey adjacent terrace (ending at No.48) up from 4, then 8 floors is an appropriate transition within the street scene. It is acknowledged that a 9th floor is proposed, but this is in a recessed form set back from the main frontage on both Fore Street and Claremont Street. It is considered that it is sufficiently recessed back and subordinate to the frontage; essentially this 9th floor would not be immediately visible from street level especially on Fore Street.
- 6.4.5 The character of Claremont Street is more residential and suburban in nature with a lower density and lower building heights. However, it is a relatively wide carriageway with wide footpaths and as such has a reasonably spacious feel about it. It is considered the proposed development is now reduced in scale sufficiently to have an acceptable relationship to this street and whilst there is no doubt it would alter the visual character of the street, on balance it is considered to be of an acceptable scale. The building would rise from 2 storeys to 9 storeys and this transition in height is considered to be acceptable to link the development between the lower heights and residential nature of Claremont Street and Clive Avenue to the urbanised commercial frontage of the development on Fore Street.

- 6.4.6 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 materials (red and white brick and zinc cladding) complemented with the balcony screens and grey aluminium windows. Overall it is considered that the proposed materials and how they are used across the elevations provide the development with a good architectural appearance. The main red brick frontage synonymous with Fore Street is continued through at the 4 storey height on the Fore Street elevation and this step ups to 8 storeys at the corner of the development with Claremont Street. This allows for the development to have a strong urban frontage along Fore Street and this is carried around through the development along the frontage of Claremont Street where the 3 bedroom family houses will be finished with red brick to 2 storey level. The upper recessed floor levels both on Claremont Street and Fore Street would be finished with the whiter cladded elements which will help to visually reduce the overall bulk of the scheme.
- 6.4.7 An active frontage would be retained along Fore Street to fit within the character of the retail parade within the district centre and the corner entrance to the new A4 unit will provide a focal point on the street corner. There is relatively little information about the proposed signage at street level. However, this can be expected given there is no identified user for each unit at this stage. It is considered that this matter can be dealt with via condition or separate advertisement consent and having assessed the elevation it is considered the proposed height for the signage would assist with continuing an active retail frontage from No. 48 next door.

Heritage Assets

- 6.4.8 DMD 44 states that applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will be refused. In addition the design, materials and detailing of development affecting heritage assets or their setting should preserve the asset in a manner appropriate to its significance. The DMD carries on to state that development affecting listed and locally listed buildings and buildings identified as making a positive contribution to the character of the area, and buildings affecting their setting, should normally use appropriate traditional historic materials and detailing. Mass-produced modern materials, such as uPVC and concrete roof tiles, will not normally be appropriate within the Conservation Area. Paragraph 135 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 6.4.9 Nos.50-56, Fore Street comprises a former 1930s department store turned public house (the Gilpin's Inn). The site is located immediately adjacent to the Fore Street Conservation Area to the north. Also adjacent, within the boundaries of the Conservation Area is The Phoenix Public House. The Character Appraisal states: "The building comprises a late 19th-century public house is of red brick with stone dressings, half-timbered gable and double height canted bay (divided lights at ground floor) with pargetting of Phoenix to front elevation. End stacks and crow stepped gables to flank elevations. On the neighbouring site, No. 60 (also locally listed) comprises a late Georgian survival which is characteristic of the Conservation Area. Stylistically it is a

late 18th-century or early 19th century three storey stock brick building with two six over six sash windows and an arched entrance door with fluted columns and decorative motifs around head. A slate roof set behind parapet over”.

- 6.4.10 The proposed scheme does represent a significant increase in height and the additional height does arguably impact upon and cause some harm to the significance of the locally listed buildings and the setting of the Conservation Area. It is felt this would represent less than substantial harm when referencing the tests set out in the NPPF (Para 136) and that if the scheme is not to be refused, this less than substantial harm must be offset by public benefits arising from the development.
- 6.4.11 In this respect and the relationship to the heritage assets, there is a degree of separation between the proposed building and the Conservation Area/locally listed building with the Claremont Street junction marking the transition to this larger and more contemporary development. The use of brick materials on the main frontage and at lower levels, together with the retention of the commercial frontage would help the proposal blend into Fore Street street scene. Due regard must also be given to the considerable benefits the scheme represents in providing more housing to the area including affordable housing (and it should be noted this revised scheme provides increased affordable housing provision over the scheme allowed at appeal) along with regenerating the site which could act as a catalyst for further regeneration in the area. Overall whilst due regard has been given to the setting of the Conservation Area and the locally listed building opposite, the Claremont Street junction does provide a clear divide between both sites and overall the additional housing and overall public benefit the scheme generates is considered to outweigh any less than substantial harm arising.
- 6.4.12 This was also the view of the planning inspector on the allowed appeal scheme, where the inspector concluded:

In terms of the aforementioned heritage assets, the development would be significantly taller than nearby historic buildings including the two locally listed buildings and would add to the enclosure of the southernmost part of the conservation area. The heritage assets would be more hemmed in by tall modern development which would add to the sense of an isolated remnant of historic development along Fore Street. As such, there would be harm to the significance of the conservation area and the locally listed buildings.

However, this harm would be tempered by the separation provided by the width of Claremont Street and the variation in heights and materials within the development. Views into the conservation area along Fore Street to the south would not be greatly impeded and the prominence of the County Court and No 58 would remain. Furthermore, the extent and scale of existing modern development in the vicinity of the southernmost part of the conservation area and the two locally listed buildings means that the introduction of an additional tall building would not be particularly out of keeping. Therefore, the harm to significance would be less than substantial and no greater than moderate.

The development would conflict with Policy DMD44 of the DMD and Policy 7.8 of the London Plan which seek to conserve and enhance heritage assets. Paragraph 132 of the National Planning Policy Framework (NPPF) states that great weight should be given to the conservation of a designated heritage asset and any harm should require clear and convincing justification. Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 (‘the LBCA Act’) states that special attention shall be paid to the desirability of

preserving or enhancing the character or appearance of conservations area. There is a desirability to sustain and enhance the significance of heritage assets in paragraph 131 of the NPPF too.

Nevertheless, paragraph 134 of the NPPF requires less than substantial harm to the significance of a designated heritage asset such as a conservation area to be weighed against the public benefits of the development. Moreover, paragraph 135 of the NPPF states that in weighing applications that affect directly or indirectly non-designated heritage assets, such as locally listed buildings, a balanced judgement will be required having regard to the scale of any harm and the significance of the heritage asset. I will consider the public benefits as part of my planning balance section later in my decision.

6.4.13 In conclusion and having regard to the tests set out in the NPPF, the design, scale, character and impact on the character of the conservation area associated with this proposed development although higher and bulkier than the appeal scheme is considered acceptable and the public benefits, would outweigh the less than substantial harm arising to the setting of the conservation area / heritage assets. It would integrate acceptably having regard to policies DMD6, 8, 37 and 44, CP30 and CP31 of the Core Strategy and London Plan policies 7.4, 7.6 and 7.8 of the London Plan.



Proposed CGI of the scheme with Silverpoint in the background



Proposed CGI View up Claremont Street



Proposed Aerial Sketch View

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.

- Properties Opposite on Claremont Street (58-60 Fore Street and 1a Claremont Street)
- Properties backing onto site from Ingleton Road
- Properties adjacent on Clive Road
- Number 48 Fore Street adjacent the site.

It is considered that all other properties are sufficiently separated from the proposal to not be affected. There is only the BP Petrol station opposite on Fore Street and all other residential properties on Fore Street are sufficiently spaced away from the development to not be affected.

58-60 Fore Street

6.5.2 58-60 Fore Street sits to the immediate north of the site on the opposite side of the junction with Claremont Street. The LT's bar is located at ground floor with residential flats located over the upper floor levels. It is considered that the proposed development will not have an undue impact on this property. The LT bar and associated rear addition as a result of its use would not be materially affected. There are two residential flats over. However their main windows face to the rear and to the front onto Fore Street and as such would not be impacted upon by the proposed development in terms of outlook. There are two windows on the side south elevation at first floor level facing the site, but from examinations on site these windows also appear to serve the same rooms as the front and rear facing windows. It is considered that the outlook from these windows across the street would not be negatively impacted by the proposed development. The updated 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.

1a Claremont Street

6.5.3 1a Claremont Street is a three storey block of flats located directly north of the site on the opposite of the street. It currently consists of three self-contained flats. At present the view from the front facing windows is out across the empty car parking area to the rear of the current public house. Obviously this is going to be significantly altered as part of the proposed development. The proposed development is located on the opposite side of the street and overall it is considered that an acceptable degree of privacy and separation would be retained. In addition the updated Daylight- Sunlight report, along with the supporting drawings, illustrates that an acceptable degree of outlook and Vertical sky component would be retained from all of the south facing windows. As such the proposed development is considered to have an acceptable impact onto Number 1a Claremont Street.

Properties backing onto site from Ingleton Road (Numbers 98- 112)

6.5.4 There are 7 two storey houses in both terraced and semi- detached form that back onto the site in Ingleton Road addressed as Nos 98-112. No. 110-112; the pair of semi-detached houses on the end of the street, are directly to the rear of the proposed site and are closest to the development. The proposed development would be built up to public boundary on Clive Road to part 2 part 3 stories and would be separated by a distance of 8 metres to the rear garden

boundaries and approximately 18m from the original rear elevation, although it is noted that there are number of adhoc additions at ground floor level to both of these properties.

- 6.5.5 Nevertheless, it is considered there is sufficient separation distance provided between the proposed development and these properties via the junction with Clive Road, so that the development would have an acceptable relationship to these houses. There are windows on the eastern elevation of the proposed development facing Number 110-112. However, these are provided to form an elevation of visual interest as opposed the sole point of outlook from the respective rooms within the development. The proposed plans show these are secondary windows that serve these rooms and it has been agreed with the applicant these windows can be obscured glazed. This will enhance privacy and reduce the level of direct overlooking onto the rear garden of these houses from the proposed development.
- 6.5.6 The applicant has submitted a daylight and sunlight report which addresses the impact of the proposed scheme on Nos 110 and 112. Whilst a natural 25 degree line of sight would be impacted upon, facing west from the lower most rear patio doors and windows, overall it is concluded that generally in terms of the BRE- daylight sunlight allowances that the daylight and sunlight within both properties would be acceptable. There would be no undue impact on all the windows of Number 110 and there is only 1 window to the rear of Number 112 that is marginally impacted upon. However, it has been concluded that this room would also receive sufficient light.

Properties adjacent on Clive Road

- 6.5.7 These two storey terraced houses are situated to the south of the development site and overlook the lower rear portion of the development. They would be separated by a distance of approximately 40m from the Claremont Street section of the development directly opposite, and obliquely by a separation distance of 28 metres to the closest point of the development on the Fore Street frontage. It is considered that these separation distances are more than adequate to ensure that these houses would not be negatively affected. In addition with regards to BRE Daylight Sunlight guidance as a result of these separation distances there is no impact in addition to the fact that the development is directly north of these house on Clive Road.

Impact on Number 48 Fore Street adjacent the site

- 6.5.8 With regards Number 48 at ground floor level there is currently a takeaway use and this will not be impacted upon by the proposed development. At first and second floor level there is currently a residential flat. On the boundary line the proposed development would project 2.5m deeper beyond the rear elevation of Number 48, up to 5 storeys in height. At present there is a 1st floor level obscure glazed windows that appears to serve a bathroom. Therefore outlook from this window would not be affected. Then at second floor level there is a rear facing bedroom window. It is acknowledged that at 2.5m deep the proposed rear projection of the development will have some impact. However, there is already a 600mm flue from the takeaway premises below and due to its prominent location directly adjacent the window, outlook from this window is already compromised. It is considered that the projection of the proposed development to the rear of this window is not going to make the outlook from this window any noticeably worse. Furthermore and taking into account the orientation, the proposed development is located due north

of the site and as such No48 would not be impacted upon from the perspective of daylight and sunlight.

6.5.9 In conclusion all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to all adjoining occupiers.

6.6 Standard of Accommodation and Proposed Mix.

Standard of Accommodation

6.6.1 The application proposes 30x1 bed, 26x2 bed and 12x3 bed flats, 68 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, 3b4p flats at 74 sqm or 3b6p 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. From assessing the plans 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 and all units would be dual aspect, with no sole north facing flats. All flats would be readily accessible via the 2 staircores provided from Claremont Street frontage and each floor is also accessible via a lift.

6.6.4 The 5 duplex houses at street level would be set back in 1 metre from the street frontage with low level boundary walls which will provide for an acceptable level of defensible space to these houses from the street. In addition, to the rear these duplex units will be served by their own residential gardens that would be screened from the development and the rear parking area by high garden walls

6.6.5 7 of the 68 flats would be wheelchair accessible which complies with the London Plan 10% requirement of the total Number of units on the site.

6.6.6 To the rear there is a pinch point in the corner where the development returns around onto the Claremont Street frontage. At this section of the development separate flats do merge together in this corner. However from the perspective of privacy obscure glazed windows are used within these corner winter gardens and it is considered that this will acceptably address the issue of overlooking and retain privacy between the individual flats.

6.6.7 The relationship between the proposed A4 pub use and the proposed flats overhead has been discussed with the applicant. This has been assessed by officers in consultation with environmental health colleagues. It is a common occurrence in today's urban environment and commonly there are flats located over public houses. It is considered that any impact on future occupiers can be controlled by hours of operation, this will be secured by condition. In addition the building regulation requirements will control noise transfer from the ground floor public house to the first floor flats above.

Housing Mix

6.6.8 DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the

Borough with family sized accommodation (3 bed or larger) is the greatest area of need.

6.6.9 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%

6.6.10 The previous allowed appeal scheme provided the following dwelling mix for 58 flats:

- 17 no.1bed (29.5%)
- 24 no.2beds (combined 41%)
- 17no. 3beds (29.5%)

As a comparison this scheme proposes the following mix for 68 units:

- 30 no.1beds (44%)
- 26 no.2beds (38%)
- 12no. 3beds (18%)

6.6.11 Notwithstanding the fact that the original application has been allowed at planning appeal, officers have met the applicant to advise on a course of action to bring a scheme forward that is more favourable to the Council and increase the provision of affordable accommodation on the site. This has subsequently resulted in a larger scale development and a change in the affordable housing units proposed, principally resulting in a greater number of family units as social affordable accommodation.

6.11.12 This has subsequently had a knock on effect to the unit mix and the overall number of family units as part of the development from 17 down to 12. However, this re-arranged scheme does allow for a much better affordable housing package with 11 out of the total 14 units proposed as 3 bed affordable units with 3 affordable 2 beds. The approved appeal scheme has allowed for the following affordable arrangement: 12 affordable flats provided on site, 8 x rented (2 x 1 bed, 3 x 2 bed and 3 x 3 bed) and 4 x shared ownership (2 x 1 bed and 2 x 2 bed).

6.11.13 Whilst there has had to be a concession on the total number of family units overall this is a much better arrangement overall, as 14 affordable units will now be provided (20.5% in total with a habitable room ratio of 33%) and overall this is a much better and balanced housing provision on the site, especially when the busy urban environment, not specifically suitable for family accommodation is taken into consideration.

6.6.13 All factors taken into account it is considered that the proposed mix of units and overall standard of accommodation is considered acceptable.

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 at minimum 23sqm of amenity space.

- 6.7.3 Overall it is considered the private amenity provisions proposed are 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. The 5 duplex houses would benefit from their own policy compliant rear gardens directly behind the proposed unit along with front facing terraces. In addition the remaining 63 flats would benefit from individual terraces, wintergardens or balconies all of which appear to be policy compliant having regard to DMD9.
- 6.7.4 To overcome the Committee's objections to the lack of communal space on the previous application, a communal amenity area has been introduced on the roof at 5th floor level some 150sqm in area. This is considered to be acceptable in principle and a condition will be assigned requesting details of this layout of this area and how it will be secured. Due regard must also be given to the fact that there are public parks and open space in the area within a short walking distance of the site. There is a public open space a few minutes of the site on Grove Street, Florence Hayes park is to the south and in Pymmes Park, which is the one of the larger parks in the area is approximately a 10 minute walk northbound on Fore Street.
- 6.7.5 All factors taken into account it is considered that the amenity provisions proposed is acceptable and in accordance with DMD9. Due regard must also be given to the fact that previous scheme has already been allowed without a communal amenity space.

6.8 Traffic and Transportation

Parking Provision

- 6.8.1 The proposals will result in the redevelopment of the site to provide 68 (30 x 1 bed, 26 x 2 bed and 12 x 3 beds) residential units and 494sq.m of commercial space with 27 car parking spaces. Although the site can be accessed by public transport, traffic and transportation consider that the level of parking proposed to be too low (0.4 parking ratio) and not in line with the parking standards set in the London Plan. Parking ratios for the Enfield for all tenures, based on the 2011 Census data, indicates that the scheme may generate the need for circa 43 car parking spaces.
- 6.8.3 Traffic and Transportation officers have advised that parking surveys which were carried out as part of the Transport Assessment (TA) indicate that most surrounding streets have stress in excess of 85%. The survey area also appears to have marginally extended beyond the 200m walking distance from the site required as part of the Lambeth Parking survey methodology. Parking demand levels in excess of 85% are generally considered to be unacceptable because there is the need for passing places, stopping places to enable vehicles to pass each other and ensure the smooth operation and movement of traffic in a safe manner. Whilst the Council indicated that a lower parking provision may be acceptable during the pre-application discussions, the parking survey results had not been made available and could not be taken into account. It is acknowledged however that other schemes in the area have been approved with lower parking ratios although each scheme must be assessed on its own merits and consideration has to be given to the cumulative impacts of developments that have come forward through planning and are now built.

- 6.8.4 This advice has been taken on board from Traffic and Transportation. Due regard must also be given to the fact that the previous application was refused on parking grounds with 28 spaces for 58 flats: a 0.48 parking ratio. This however was allowed on appeal. This application however does increase the quantum and thus the Transport Assessment has been reevaluated. As a result, the area for the parking survey is now felt 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 63 car parking spaces available within the surveyed area on the surrounding streets. In addition to this whilst the borough average of car ownership based on transport officers advice from the 2011 Census data is 0.75 across the borough, the applicant's transport consultant has conveyed that it is 0.45 in the Upper Edmonton Ward.
- 6.8.5 These figures have been given due regard, and it is acknowledged that it would be desirable to have more parking spaces on site. This however cannot be achieved with the limited site area available unless basement parking was provided or the number of flats was reduced to provide a greater ratio of parking to flats. Such options would ultimately have a negative impact on the viability of the scheme and subsequently a knock on affect to the affordable housing provisions and other S106 contributions associated with the scheme.
- 6.8.6 Taking a holistic and pragmatic approach to the scheme and the benefits it provides towards providing additional residential accommodation, including affordable housing in a sustainable location, on balance, it is considered the scheme can be supported and this was also the view taken by the 3rd party inspector on the Planning Appeal. The concerns raised by Traffic and Transportation in relation to the cumulative impact are recognised but the parking survey and supporting transport statement does show, that whilst parking stress is high there is on street capacity in the area. Furthermore, whilst the census data is now 6 years old, it is acknowledged that car ownership in the Upper Edmonton ward is lower than the borough average. In addition the site is located in a sustainable location with a PTAL of 5 with good access to public transport including buses and rail. There would be a policy compliant provision of cycle parking on site, which will encourage sustainable travel and the applicant has agreed to sustainable travel incentives including Car club and Oyster travel credits.
- 6.8.7 In addition, it is considered weight can also be given to the fact that there is a significantly higher number of smaller 1 and 2 bed flats in the scheme which naturally have a lower car ownership ratio. In addition although there are 12 3 bed flats proposed 11 of those are proposed as social/ affordable which categorically also tend to have much lower car ownership rates. In addition to the above the Council are also looking into the consultation on a CPZ in the area. The development will be exempt from any CPZ permits in the future and this will be secured via S106 plus a financial contribution of £10,000 for the consultation and implementation of the parking controls. The applicant has agreed in principle to these contributions.
- 6.8.8 In conclusion taking all of the above factors into account and the overall planning merits of the scheme, it is not considered a refusal of the scheme on parking grounds can be substantiated.

- 6.8.9 The site will be accessed via a new crossover located on Clive Avenue. It is a cul-de-sac which is accessed via Claremont Street. The proposed crossover is over 6m wide which will still allow two-way access from Clive Avenue, but overall it is considered acceptable. The existing vehicular access on Claremont Street will be removed and the footway will be reinstated. This will be secured via a planning condition.
- 6.8.10 Details of the surfacing materials of the parking area, crossover, footpaths, landscaping designs, levels, parking areas are not yet provided but can be secured via condition.
- 6.8.11 Traffic and Transportation have advised that the proposed location of the bin store on Claremont Street will require the suspension of a couple of on-street spaces and the creation of a loading bay which will be used for refuse collections and other servicing/delivery requirements especially for the flats. This loading bay will need to be placed in a suitable location which enables adequate clearance for a truck to pass and clear the Claremont Street/Fore Street junction without causing any traffic delays when the loading bay is in use. The creation of the loading bay will require a Traffic Regulation Order, road markings and possible relocation of the existing pay-and-display machine at the back of the footway. A financial contribution of £4,000 will be required to provide the servicing arrangements required and will be secured via S106.
- 6.8.12 Policy 47 of the DMD 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.
- 6.8.13 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).

According to this guidance the following refuse and recycle storage is required as set out in Table 2 below:

Type of Property	Refuse	Recycling
House (3 wheeled bins)	1x140litres,240litres garden /food waste per house	240 litres recycling per house
Flats (per 20 flats)	4 x 1100 litre bins	1x1280 litre bins

6.8.14 The submitted plans have been assessed in accordance with the above guidance and overall the refuse storage arrangements are considered acceptable. In addition there is space within the refuse store for 15 bins as required 15x 1100L and 3x1280L.

Cycle Parking

6.8.15 According to the cycle parking standards set out in the London Plan (March 2016), a minimum of 90 long stay spaces will be required for residents together with 2 Sheffield stands to provide visitor cycle parking. The development includes 96 spaces in the communal store and 10 spaces for the duplexes provided in the gardens with suitable access to the street and wider pedestrian footways. The proposed level of cycle parking provision is considered to be acceptable and in line with the standards. The finer details of the cycle parking can be secured by condition.

Pedestrian Access

6.8.16 Developments should have separate pedestrian footpaths from the streets to the buildings. The footpaths should be level, lit and measure at least 2m in width.

6.8.17 Consideration should be given to wheelchair and pedestrian movements around development site with respect to residents and visitors accessing the site's cycle parking, waste store(s), and nearby streets. This is to meet the requirements of London Plan Policy 6.10 (walking) and Enfield's policy DMD 47 which states that: "All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities.

6.8.18 According to Policy 45 of the DMD; all new developments must be designed to be fully accessible for all mobility requirements and should maximise walkability through the provision of attractive and safe layouts with pedestrian permeability. The proposed development complies with these policies and is deemed acceptable.

Sustainable Transport Package

6.8.19 As part of the redevelopment of the site, each new unit shall be entitled to a sustainable transport package up to the value of £320 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 £320 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 £21,760.

- 6.8.20 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 considered acceptable.

6.9 Archaeology

- 6.9.1 The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Upper Edmonton. The submitted archaeological desk-based assessment (AOC, November 2016) concludes that the main potential is for archaeological remains relating to the late post-medieval development of the site, with some potential for medieval archaeological remains. Archaeological remains will have been affected by the construction of the existing building, most likely resulting in localised survival. The full extent of the archaeological survival is however uncertain. Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that English heritage consider a pre-commencement planning condition could provide an acceptable safeguard.

- 6.9.2 Subject to the conditions recommended at the end of the report, there no objections to the application from the perspective of English Heritage.

6.10 S106 Contributions

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 (68) 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 27 units on this site as affordable housing. It is considered the easiest way to assess the acceptability of the level of affordable housing proposed is chronologically since pre-application discussion begun with the development.
- 6.10.2 As part of the pre-application process 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 by officers on assessment and having taken 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 Council's Viability Assessor had reviewed the original refused application and advised that the build costs and the Gross Development (End value) of the site are acceptable based on current market conditions. However it had been advised that £2.75m benchmark value of the site was high and did not represent a true benchmark valuation and that developers seeking to purchase land in London for residential development must be expected to take into account the Council's planning policy position relating to affordable housing.
- 6.10.5 Following discussion, after the standard developer's return of 17.5% on GDV has been deducted left the scheme with 12 affordable units (8 rented and 4 shared ownership).
- 6.10.6 On balance this was considered acceptable and recommended for approval to Planning Committee, but was overturned on grounds that the scheme was not giving enough back to the community with regards affordable housing. As has been referred to earlier in the report, this decision has since been overturned at appeal.
- 6.10.7 Consequently, the applicant has planning permission for a development of 58 units with 12 affordable (8 rented and 4 shared ownership).
- 6.10.8 As referred to earlier in the report, since the decision of Planning Committee, officers have met to try and address members concerns whilst the appeal was proceeding in the background. The applicant has put forward this amended proposal and while it is a larger scheme to accommodate more affordable housing, it is now proposing a total of 14 out of 68 units as affordable. This equates to 20.5%. Although this is similar to the refused scheme, the composition / affordable housing offer is significantly different from the appeal scheme: it now has a much higher level of affordable housing based on total habitable rooms at 33% and that of the 14 units proposed 11 are 3 bedroom units which includes the 5 duplex houses fronting onto Claremont Street.

As a point of comparison between this and the approved scheme:

- Approved Scheme: 58 Units – 12 Affordable (20.5% as 4x1 beds, 5x2 beds and 3x3 bed).
 - Current Scheme: 68 Units- 14 (20.5% as 3x2 bed and 11x3 bed, including the 5x3 duplex houses).
- 6.10.9 The applicant has obviously the back-fall position of the scheme approved at appeal for 58 flats with 12 affordable units. Whilst it is acknowledged that this proposal is a larger development, on balance of all considerations it is considered to have an acceptable impact on the character of the surrounding, neighbouring and highway function, but ultimately this S106 package pertaining to affordable housing inclusive of 14 flats (3x2 bed and 11 x 3 bed, including 5 houses) is a lot better than the approved scheme and will provide for affordable 3bed family homes which are lacking in N18 and the borough as a whole.
- 6.10.10 Therefore it is considered on these grounds the scheme should also be supported. This affordable housing arrangement would be secured as part of a S106 legal agreement with the application wherein a viability review mechanism will also be incorporated as part of the S106.

Education contributions

6.10.11 At the time that the Viability report was assessed by the Councils independent viability consultant, it was concluded that the scheme would not be viable to pay contributions towards Education without a compensatory loss to the affordable housing contribution. As such taking into account the need for affordable housing specifically in the Edmonton Area, officers consider that the S106 monies would be better apportioned towards on-site social units. However, since the viability review was undertaken values have risen and may continue to do so before the development is completed. As such it is considered appropriate to require a viability review mechanism towards the end of the development to establish if viability has improved and an education contribution could be secured. Such a review would be secured through the S106 Agreement.

Other S106 Contributions/ Head of Terms

6.10.12 The following transport and Carbon Tax contributions will be required as part of the development:

- £4,000 towards Traffic regulation order for the proposed loading bay
- Restriction from occupiers of the development obtaining car parking permits should a CPZ be implemented in the future.
- £10,000 contribution towards consultation and implementation of future CPZ
- £21,760 towards sustainable transport measures including car club vouchers and Oyster vouchers.
- £83,133 offsite Carbon Tax Contribution
- Monitoring fee @ 5%

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 38.5% improvement over Part L of current building regulations will be achieved. This 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 £83,133 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 3720 sq.m, inclusive of the 68 units and the communal staircase area.
- 6.12.2 This would result in a Mayoral CIL contribution of 3720 sq.m x £20 = £74,400 x 322/223 (BCIS CIL Index Formula) = £94,417.93.
- 6.12.3 This would result in a Borough CIL contribution of 3720 sq.m x £40 = £109,440 x 322/274 (BCIS CIL Index Formula) = £153,687.59.

7. Conclusion

- 7.1 In conclusion it is considered that this development proposal is acceptable. Although representing an increase over the appeal scheme, it is considered to have an acceptable impact to the character and appearance of the site and surrounding area. Furthermore, it will provide for 12 additional family units and 68 additional residential units as a whole in a relatively accessible and sustainably located urban part of the borough. In addition the existing community pub use will in part be retained on the site along with an active frontage continuing the commercial parade along Fore Street.
- 7.2 It is considered that its scale, bulk and appearance is acceptable oth in its own right and in respect of the surround heritage assets. In this regard, the scheme is also considered to meet the tests set out in the NPPF for development where there is identified less than substantial harm to heritage assets. It is also considered residential amenity would not be unduly prejudiced.
- 7.3 It is considered that on balance of all considerations the proposal development would not create an unacceptable impact to highway function and safety that warrants refusal.
- 7.4 It is therefore recommended that planning permission be approved subject to conditions and the necessary legal agreement.

8. Recommendation

8.1 That subject to the completion of a S106 legal agreement, the Head of Development Management, Planning Decisions Manager be authorised to grant planning permission subject to the following conditions:

1. C51 Time Limited Permission- 3 years.
2. C60 Approved Plans
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 Enclosure

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

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

7. 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.

8. 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.

9. 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.

10. C24 Obscured Glazing

The glazing to be installed on the east elevation of Units 5, 21 and 32 shall be in obscured glass and fixed shut. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

11. 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.

12. 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.

13. 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.

14. Energy Statement

The development shall be carried out in accordance with the Energy Statement prepared by Eight Associates dated 30th January 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.

15. 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.

16. Archaeology

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

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. Details of Extractor Flue serving A4 Public House

The development excluding groundworks and drainage shall not commence until details of the proposed extractor flue serving the A4 kitchen and passing up through the building have been submitted to an approved in writing by the local planning authority. These details should include a specification of flue extractor proposed including details of the odour emissions and sound emissions from the extractor.

Reason: In the interests of protecting residents of the proposed development.

21. A4 Public House Hours of Opening

The proposed A4 public house unit premises shall only be open for business and working between the hours of 11am to 11pm Monday to Friday and 11am to 12pm on Saturdays , Sundays and Bank Holidays.

Reason: To safeguard the amenities of the occupiers of nearby residential properties.

22. Restriction of Use A4 Public House

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the proposed unit highlighted A4 Use at 230sqm on amended drawings 1304_PP_1010 Rev A shall only be used as A4 public house and shall not be used for any other purpose.

Reason: In the interest of retaining the public house and the community use as part of the development.

23. Restriction of Use A1/2 Unit

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the proposed unit highlighted A1/A2 Unit at 185sqm on amended drawings 1304_PP_1010 Rev A shall only be used within A1 or A2 use class and shall not be used for any other purpose.

Reason: In the interest of retaining the vitality and viability of the commercial parade and retaining an active frontage along this section of Fore Street.

24. 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.

25. 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.

26. Communal Amenity Area

Prior to occupation of the development, details of the proposed communal amenity area shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the following:

- Details of the proposed surfacing for the area.
- Details of how the area will be secured at the sides in the interest of public safety especially children within the development
- Details of play equipment to be installed and how it will be used.
- Details of how the communal amenity will be secured at night and when it would be available for use.
- Details of a Maintenance plan for the communal area and how it would be managed.

Reason: In the interest of providing a safe and secure communal area amenity space for future occupier, public safety and neighbouring amenity.

GROUND FLOOR PLAN

CLAREMONT STREET

Basement plan



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- 1 bed 1 person studio (min 37m²)
- 1 bed 2 person flat (min 50m²)
- 2 bed 3 person flat (min 61m²)
- 2 bed 4 person flat (min 70m²)
- 3 bed 4 person flat/duplex (min 74m²)
- 3 bed 5 person duplex (min 86m²)
- 3 bed 6 person duplex/flat (min 95m²)



A: 24/05/17: Commercial units revised

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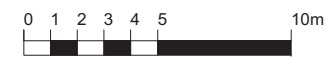
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Client:
 MMSO LLP

Drawing:
 GF layout

Drawing Number: Rev:
 1304_RD_003

Date: Feb 17 Scale: 1:200 @ A3

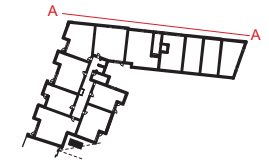


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



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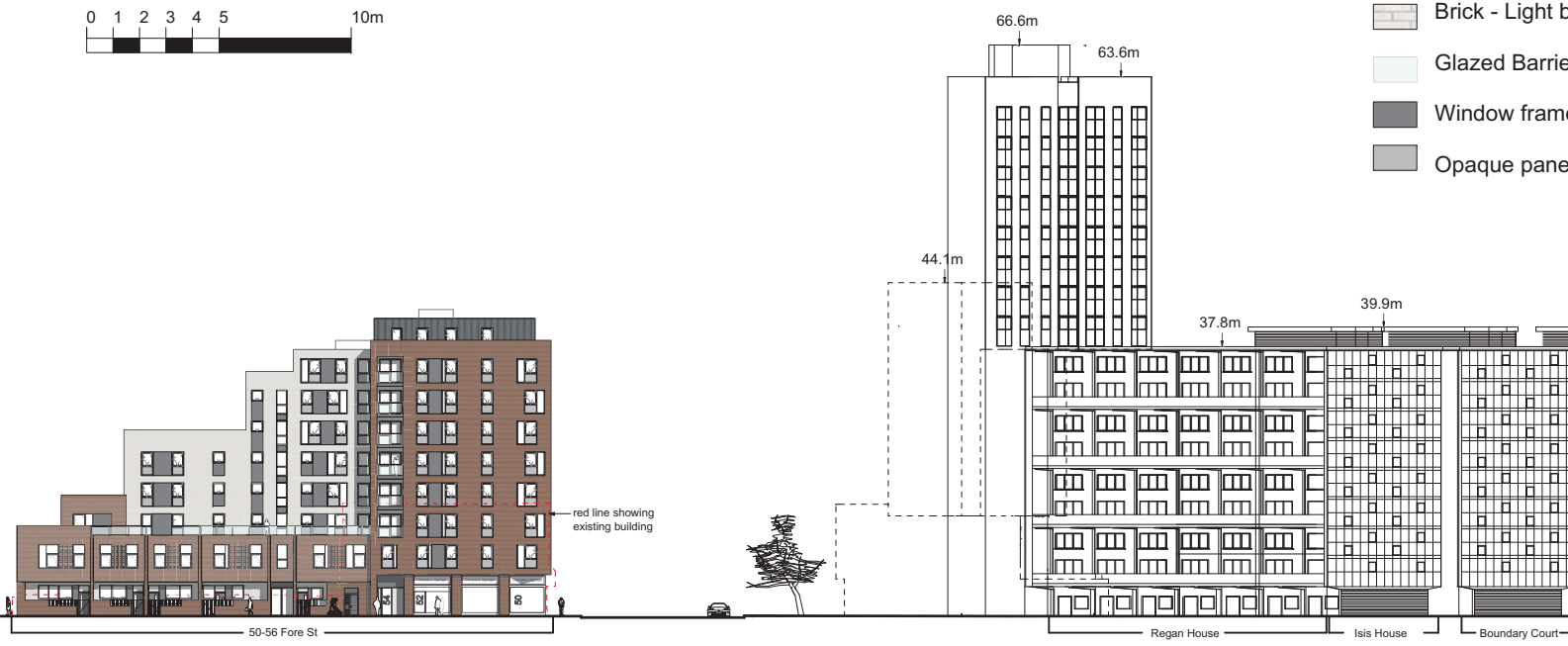
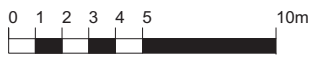
LOCATION KEY



MATERIALS KEY

-  Brick - multi red stock
-  Brick - Light brick
-  Glazed Barrier
-  Window frame - medium grey
-  Opaque panel - light grey

North Elevation
 1:200@A3



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Client:
 MMSO LLP

Drawing:
 North Elevation

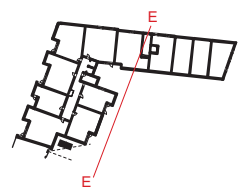
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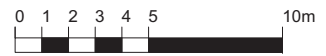
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



LOCATION KEY



East Elevation
 1:200@A3



MATERIALS KEY

-  Brick - multi red stock
-  Brick - Light brick
-  Glazed Barrier
-  Window frame - medium grey
-  Opaque panel - light grey
-  Green Wall

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Client:
 MMSO LLP

Drawing:
 East Elevation

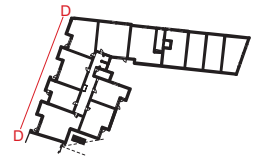
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




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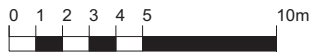
LOCATION KEY



MATERIALS KEY

-  Brick - multi red stock
-  Brick - Light brick
-  Glazed Barrier
-  Window frame - medium grey
-  Opaque panel - light grey

West Elevation
 1:200@A3



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Client:
 MMSO LLP

Drawing:
 West Elevation

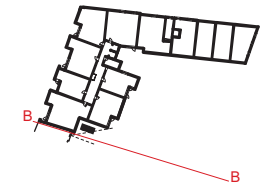
Drawing Number: 1304_RD_33
 Rev:

Date: Feb 2018 Scale: 1:200




NOTES:
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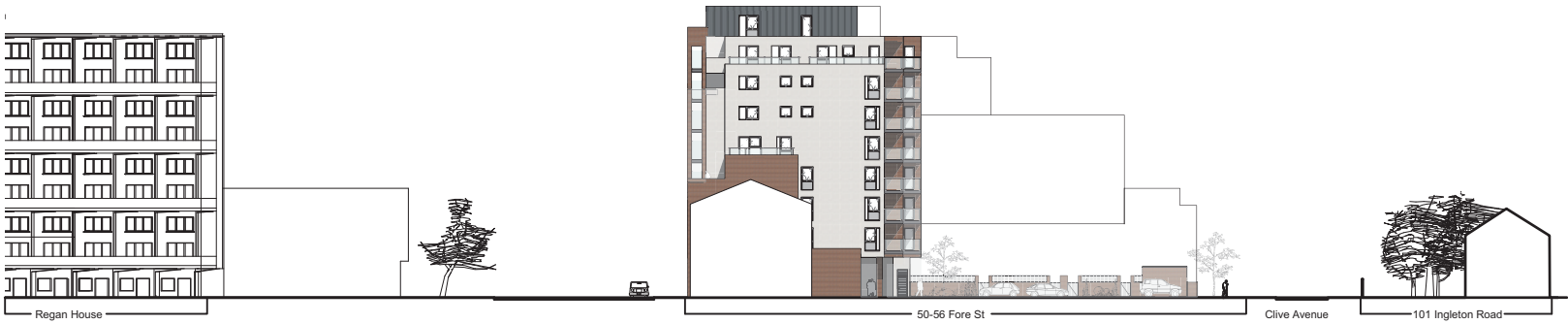
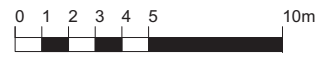
LOCATION KEY



MATERIALS KEY

-  Brick - multi red stock
-  Brick - Light brick
-  Glazed Barrier
-  Window frame - medium grey
-  Opaque panel - light grey

South Elevation
 1:200@A3



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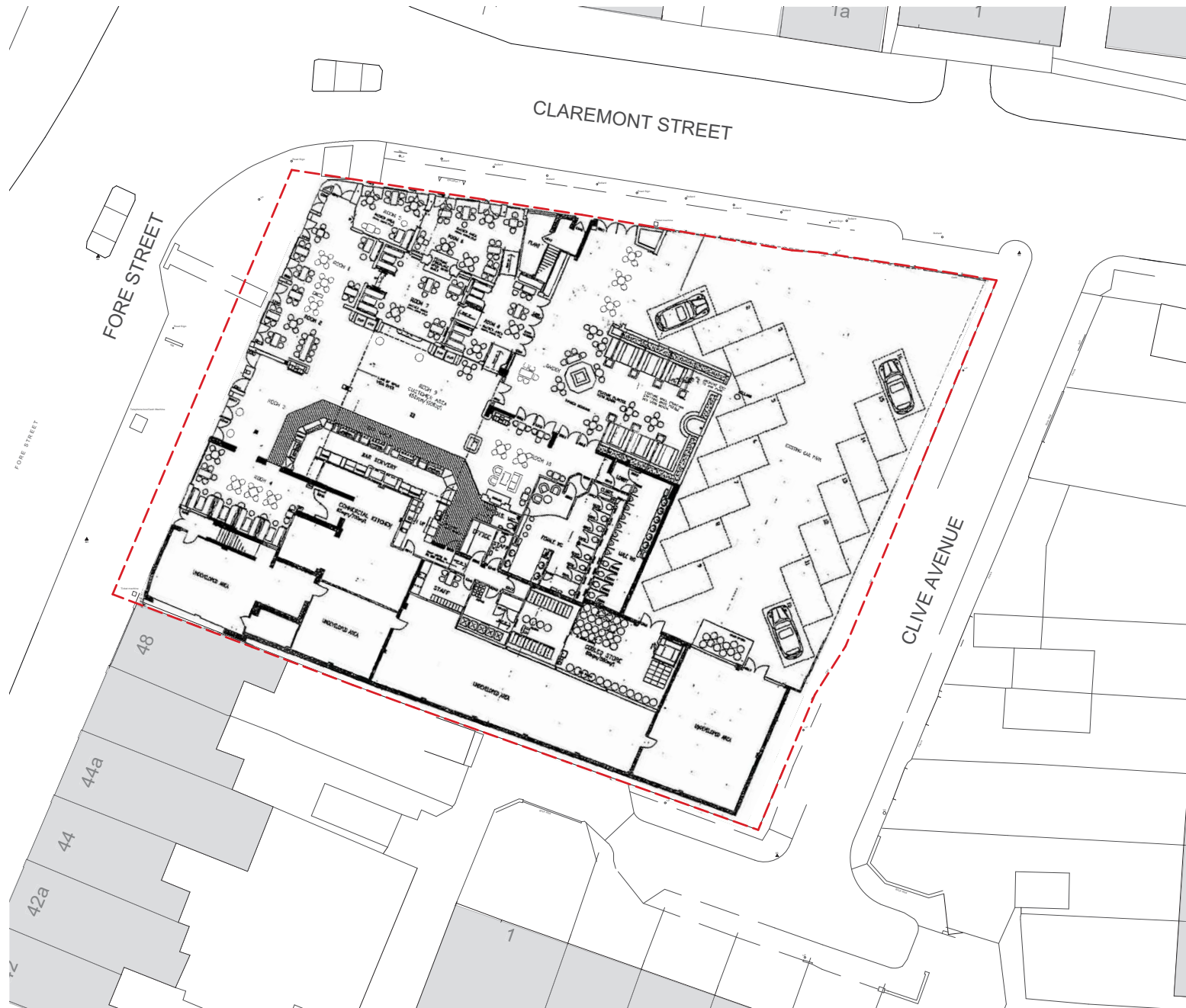
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Drawing:
 South Elevation

Drawing Number: 1304_RD_31 Rev:
 Date: Feb 2018 Scale: 1:200



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1:500@A3



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Drawing:
 EXISTING
 PLAN

Drawing Number: Rev:
 1304_E_01

Date: Feb 16 Scale: 1:500 @ A3