

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 21st January, 2020 at 7.30 pm  
Venue: Conference Room  
Civic Centre, Silver Street,  
Enfield EN1 3XA

Contact: Jane Creer / Metin Halil  
Committee Administrator  
Direct : 020-8132-1211 / 1296  
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Council website: [www.enfield.gov.uk](http://www.enfield.gov.uk)

## MEMBERS

Councillors : Mahmut Aksanoglu (Chair), Sinan Boztas (Vice-Chair),  
Mahym Bedekova, Chris Bond, Elif Erbil, Ahmet Hasan, Tim Leaver, Hass Yusuf,  
Michael Rye OBE, Jim Steven and Maria Alexandrou

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

**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 20/01/2020**

## AGENDA – PART 1

1. **WELCOME AND APOLOGIES FOR ABSENCE**
2. **DECLARATION OF INTEREST**
3. **MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 17  
DECEMBER 2019** (Pages 1 - 4)

To receive the minutes of the Planning Committee meeting held on Tuesday  
17 December 2019.

4. **REPORT OF THE HEAD OF PLANNING (REPORT NO.186)** (Pages 5 - 6)

To receive the covering report of the Head of Planning.

5. **VARIOUS LOCATIONS IN N9 AND N18** (Pages 7 - 32)

RECOMMENDATION:

WARD: Edmonton Green

**6. 18/00646/FUL - 32 WAGGON ROAD AND LAND REAR OF 30 WAGGON ROAD, BARNET, EN4 0HL (Pages 33 - 86)**

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

WARD: Cockfosters

**7. 19/00591/FUL - CHASE HOUSE, 305 CHASE ROAD, SOUTHGATE, N14 6JS (Pages 87 - 130)**

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

WARD: Southgate

**PLANNING COMMITTEE - 17.12.2019****MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON TUESDAY, 17 DECEMBER 2019****COUNCILLORS**

**PRESENT** Mahmut Aksanoglu, Mahym Bedekova, Ahmet Hasan, Hass Yusuf, Michael Rye OBE, Jim Steven and Maria Alexandrou

**ABSENT** Sinan Boztas, Chris Bond, Elif Erbil and Tim Leaver

**OFFICERS:** Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Vincent Lacovara (Head of Planning), Dominic Millen (Group Leader Transportation) and Claire Williams (Planning Decisions Manager) and Metin Halil (Secretary)

**Also Attending:** Dennis Stacey (Chair, Conservation Advisory Group)  
20 members of the public, applicant and agent representatives

**393****WELCOME AND APOLOGIES FOR ABSENCE****NOTED**

1. Councillor Aksanoglu, Chair, welcomed all attendees.
2. Apologies for absence were received from Councillors Boztas (Vice-Chair), E. Erbil, Bond and Leaver.
3. Councillor Bedekova covered Councillor Boztas (apologies) as the acting Vice-Chair of the committee.

**394****DECLARATION OF INTEREST**

1. Councillor Alexandrou declared a non-pecuniary interest in item 6, 19/03044/RE4, as she was on the Meridian Water Scrutiny Workstream.

**395****MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 26  
NOVEMBER 2019****NOTED**

The minutes of the Planning Committee meeting held on Tuesday 26 November 2019 were disputed.

The Chair has the final say on how the minutes were settled which were as the draft circulated.

**PLANNING COMMITTEE - 17.12.2019**

**396**

**REPORT OF THE HEAD OF PLANNING (REPORT NO.161)**

RECEIVED the report of the Head of Planning.

**397**

**19/00591/FUL - CHASE HOUSE, 305 CHASE ROAD, SOUTHGATE, N14 6JS**

NOTED

1. The introduction by Claire Williams, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. Confirmed total of 6 objections and all have been taken into consideration even if they predate revised consultation.
3. Objection received from Southgate Green Residents Association. The comments in summary relate to the impact on the Conservation Area, housing targets already being met, concerns with the design and quality of the housing to be provided, the scheme not being compliant with standards relating to accessible homes and not being sustainable in relation to waste.
4. The deputation of Ms Dan Maier, neighbouring resident, speaking against the officer's recommendation.
5. The deputation of Mr Max Plotnek, the agent, speaking in support
6. Members' debate and questions responded to by officers.
7. During the discussion, concern was raised regarding the proposed in particular, around the clarity of the information on the design of the building and the effect of the additional floors on its appearance and setting within the wider area including the effect of the additional bulk and massing, the daylight / sunlight assessment, the adequacy of proposed bin stores in terms of size and appearance and the effect of the lift overrun on the appearance of the building.
8. The unanimous support of the Committee to Defer the application. Deferment proposed by Councillor Rye and seconded by Councillor Yusuf.

**AGREED** that the application be Deferred (for the above reasons).

**398**

**19/03044/RE4 - 2 ANTHONY WAY LONDON N18 3JR**

NOTED



**PLANNING COMMITTEE - 17.12.2019**

9. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
10. The deputation of Mr Aaron Nichols, Building Bloqs, speaking in support of the officer's recommendation.
11. Members' debate and questions responded to by officers.
12. The unanimous support of the Committee for the officers' recommendation.

**AGREED** that in accordance with Regulation 4 of the Town & Country Planning General Regulations 1992, planning permission be deemed to be granted subject to conditions and additional conditions below:

Hours of Use

The premises shall only be open for business and working between the hours of 8am and 8pm.

Reason: To safeguard the amenities of the users of the site.

Café Hours of Opening

The café shall only be open to customers during business hours of the workshop being 8am until 8pm.

Reason: To safeguard the industrial nature of the site and safety and security of users.

Restricted Use of Site

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the premises shall only be used for operations falling within Use Class B1c, B2 and B8; and shall not be used for any other purposes.

Reason: To safeguard operational land within the Strategic Industrial Location.

**399**

**19/03595/RE4 - 12 NORTH WAY, LONDON, N9 0AD**

NOTED

13. The introduction by Claire Williams, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
14. Members' debate and questions responded to by officers.
15. The unanimous support of the Committee for the officers' recommendation.

**PLANNING COMMITTEE - 17.12.2019**

**AGREED** that in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, the Head of Development Management/the Planning Decisions Manager be authorised to grant deemed consent subject to conditions.

**400**

**PLANNING PANEL - UPDATE**

NOTED

1. The Planning Panel for the Southgate Office Village application will be held at Highlands School on Thursday 23 January 2020.

**MUNICIPAL YEAR 2019/2020 - REPORT NO 186**

**COMMITTEE:**  
**PLANNING COMMITTEE**  
 21.01.2020

**REPORT OF:**  
 Head of Planning

**Contact Officer:**  
 Planning Decisions Manager  
 David Gittens Tel: 020 8379 8074  
 Claire Williams Tel: 020 8379 4372

AGENDA - PART 1	ITEM 4
SUBJECT -  MISCELLANEOUS MATTERS	

#### **4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS** INF

4.1.1 In accordance with delegated powers, 266 applications were determined between 05/12/2019 and 08/01/2020, of which 198 were granted and 68 refused.

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

##### Background Papers

To be found on files indicated in Schedule.

#### **4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS** DEC

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

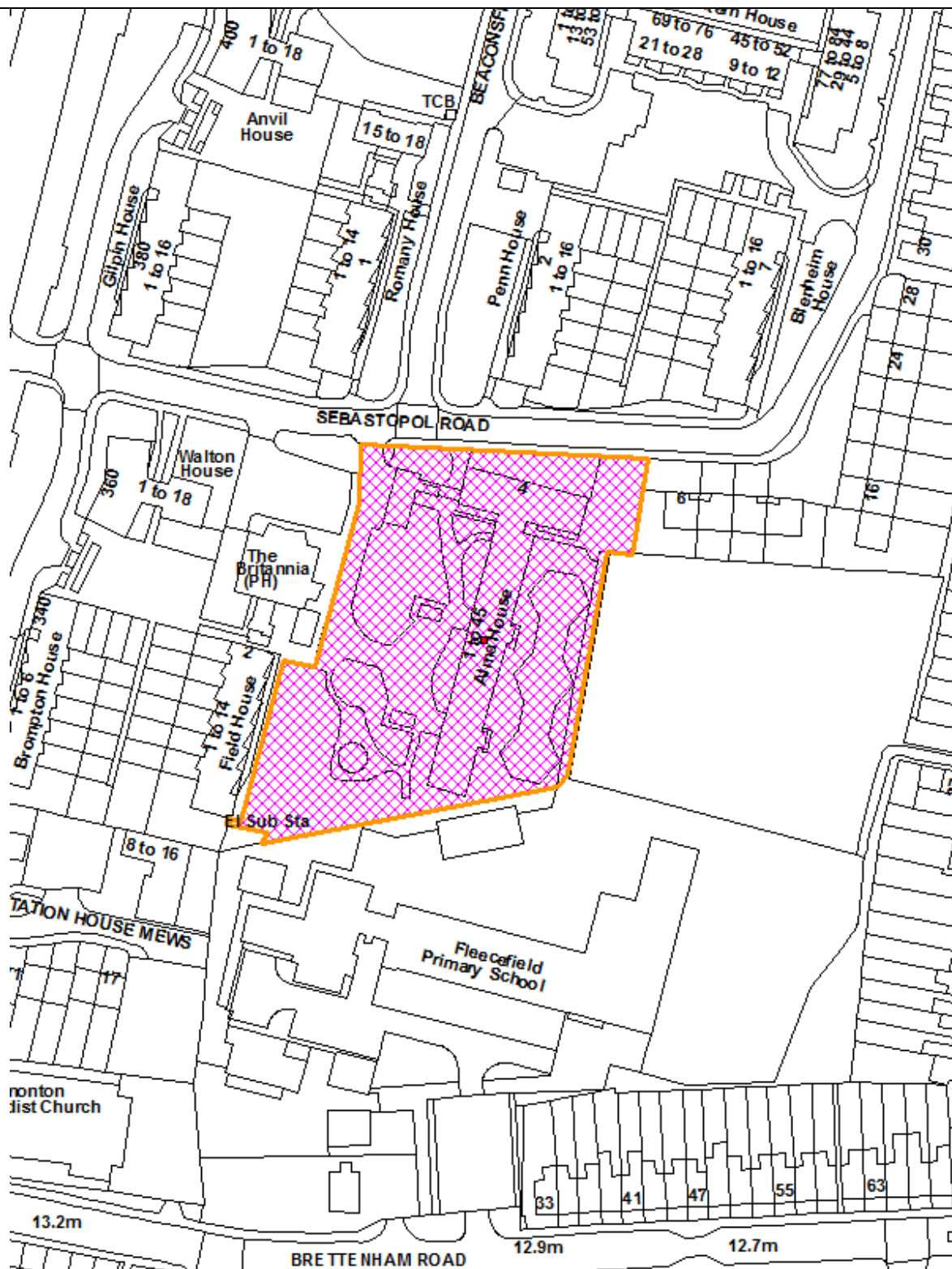
##### Background Papers

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

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**LONDON BOROUGH OF ENFIELD****PLANNING COMMITTEE****Date : 21st January 2019****Report of**  
Head of Planning**Contact Officer:**  
Andy Higham  
Tel No:**Ward:**  
Edmonton Green**Ref:** Various**Category:** LBE - Dev by LA**LOCATION:** Various Locations in N9 and N18**PROPOSAL:****Applicant Name & Address:****Agent Name & Address:****RECOMMENDATION:****Note for Members:**

**Ref:** 19/04177/RE4 **LOCATION:** Alma House, 4 Sebastopol Road, London, N9 0PT



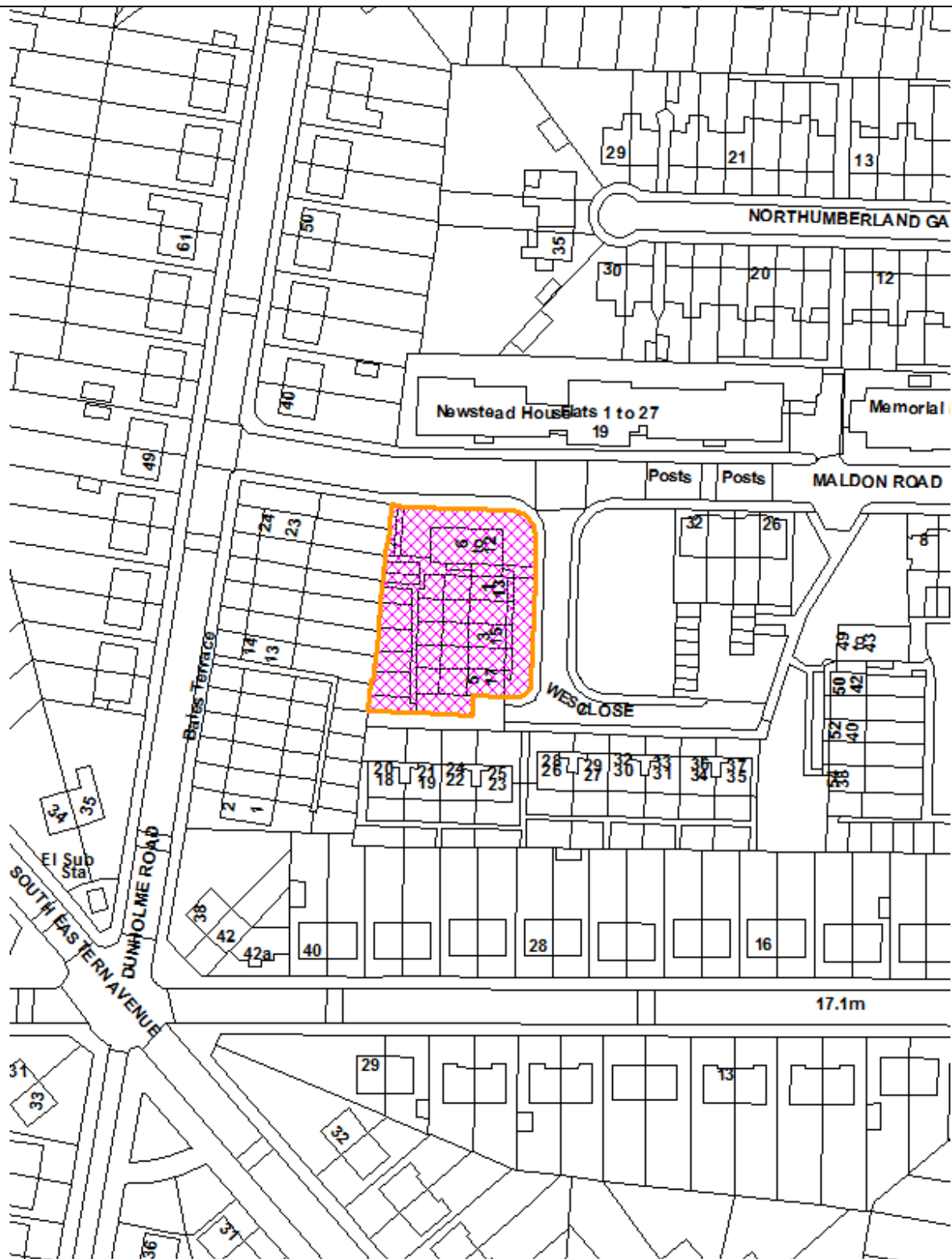


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North



Ref: 19/04179/RE4 LOCATION: 1-17 West Close, London, N9 9QR,

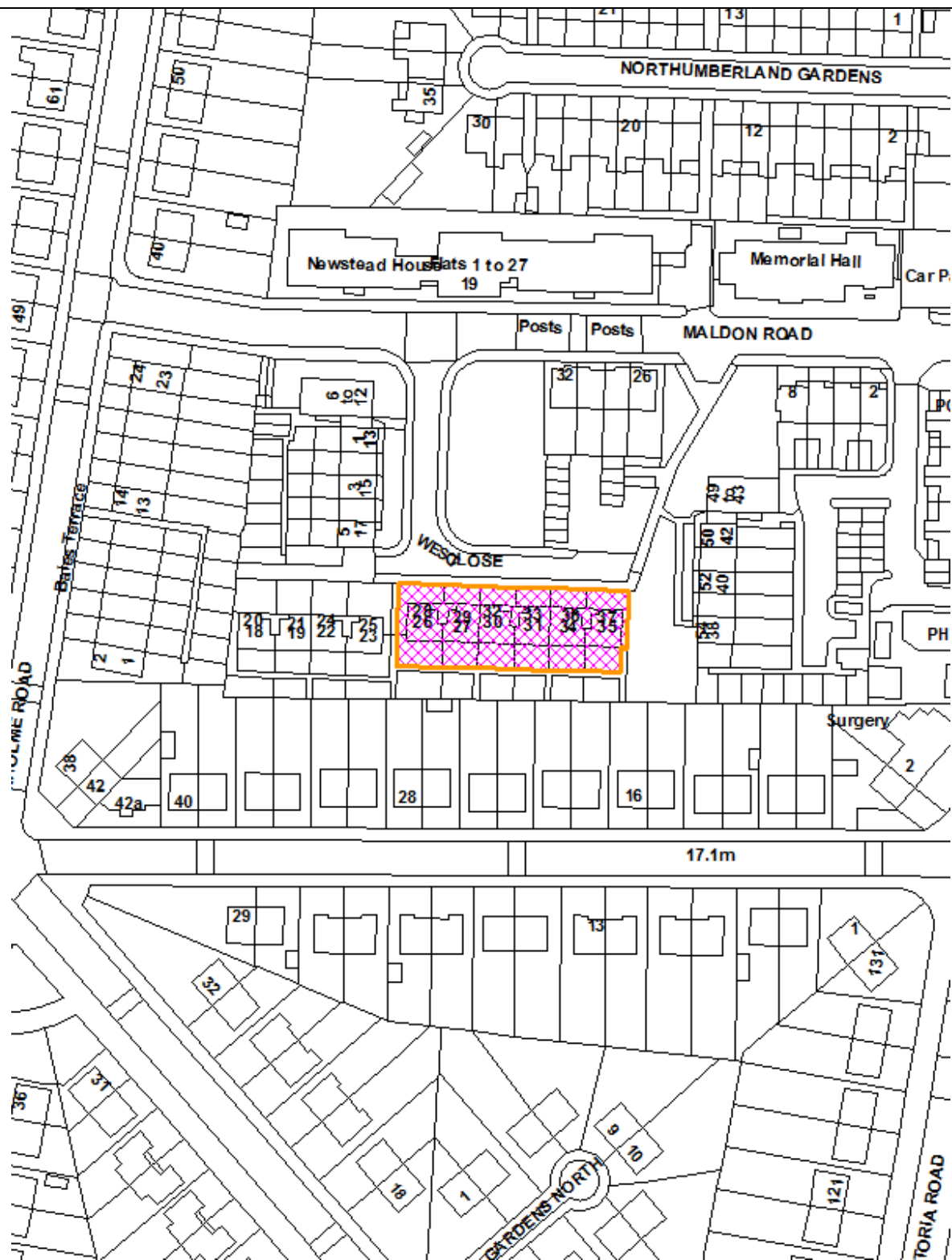




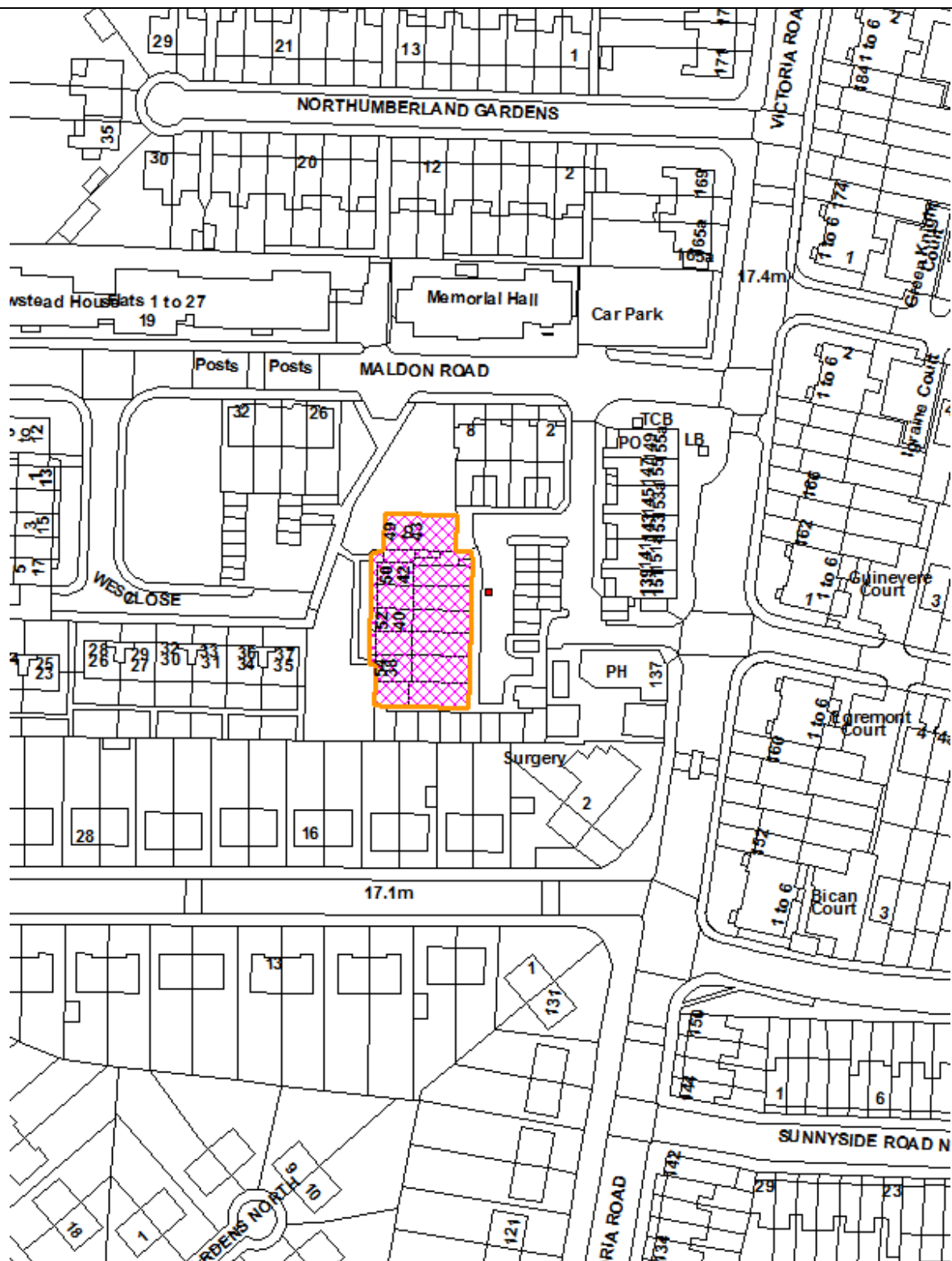
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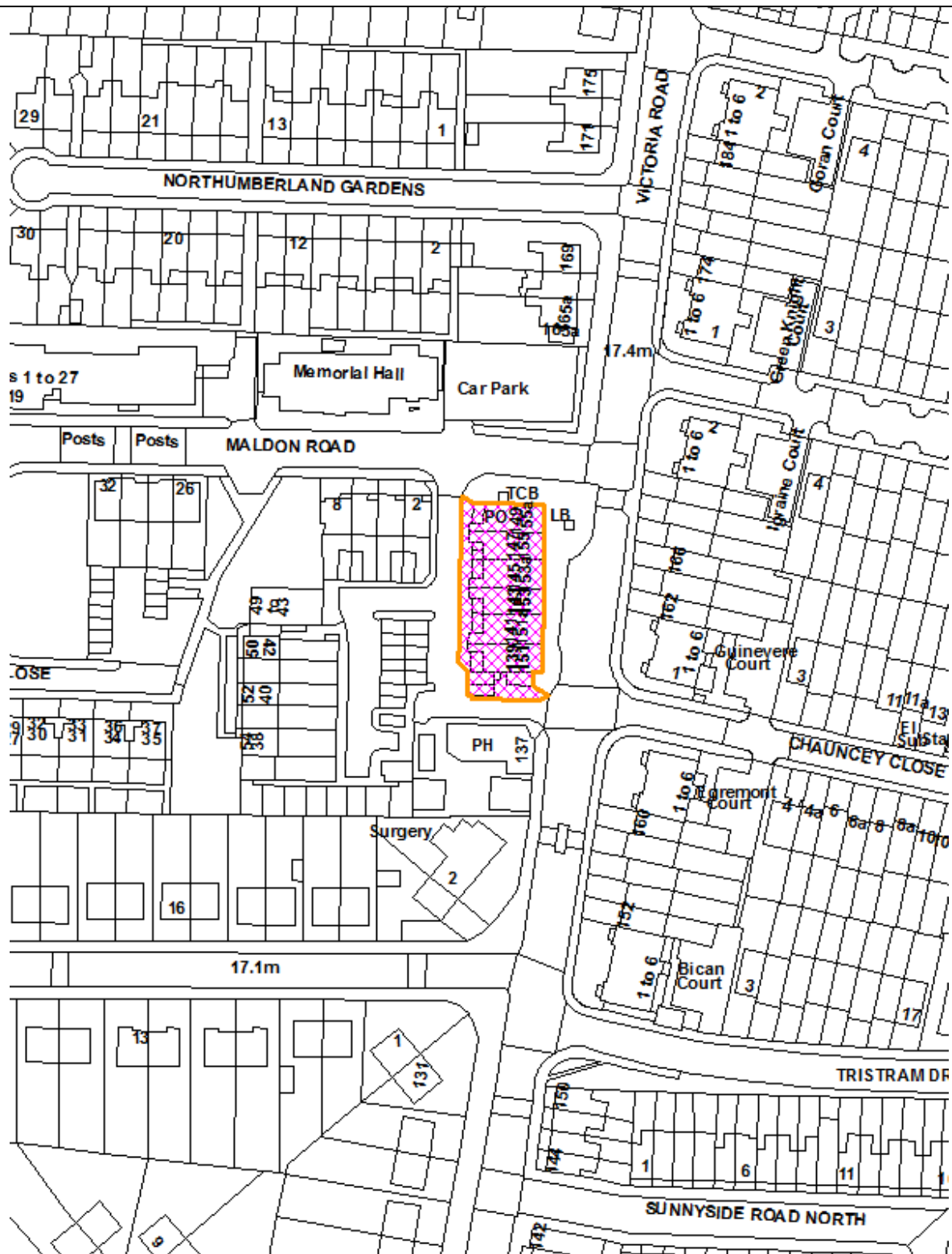
Ref: 19/04181/RE4 LOCATION: 26-37 West Close, London, N9 9QR,



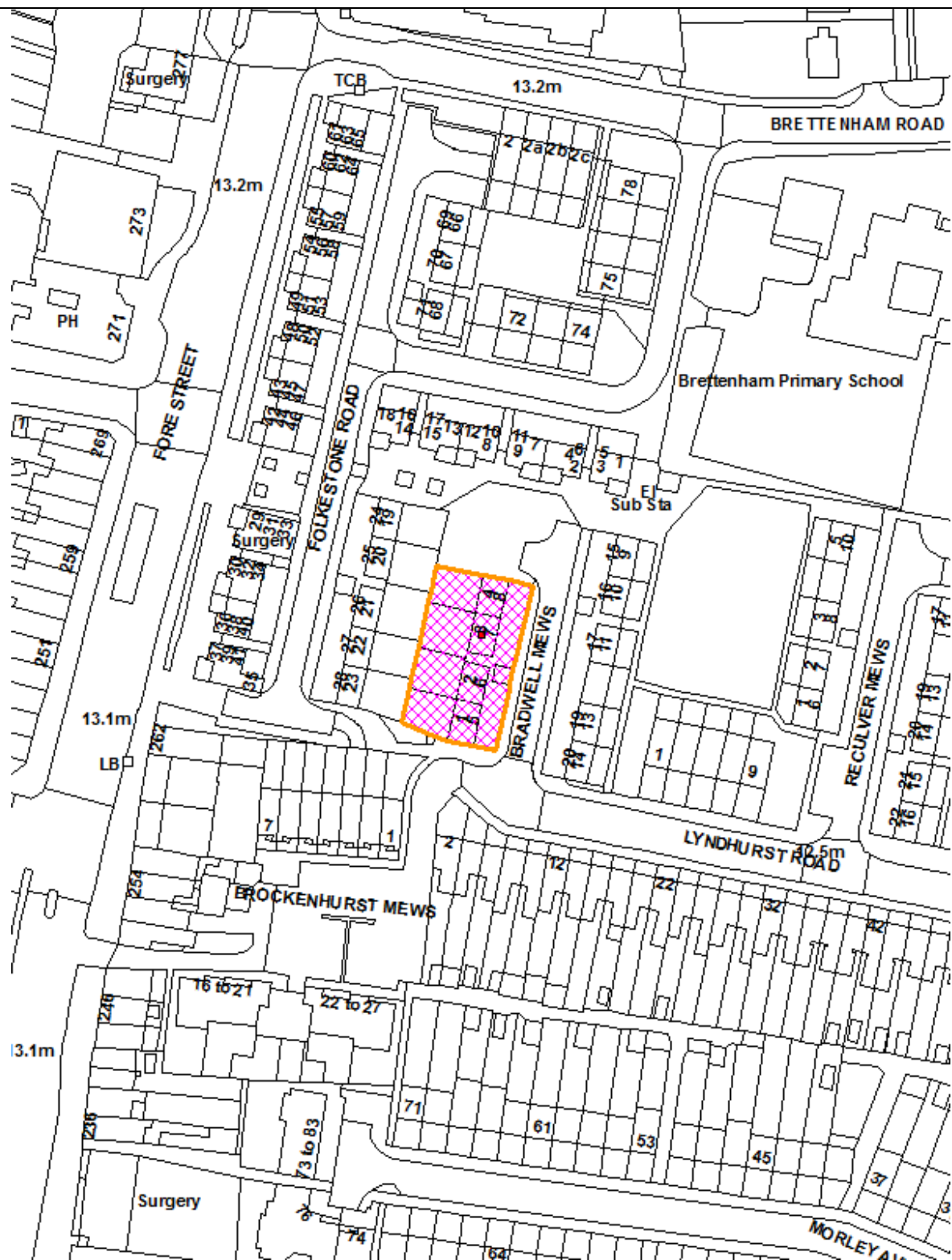
Ref: 19/04182/RE4 LOCATION: 38 - 54 West Close, London, N9 9QR,



Ref: 19/04183/RE4 LOCATION: 151 - 155A Victoria Road, London, N18 2UF,

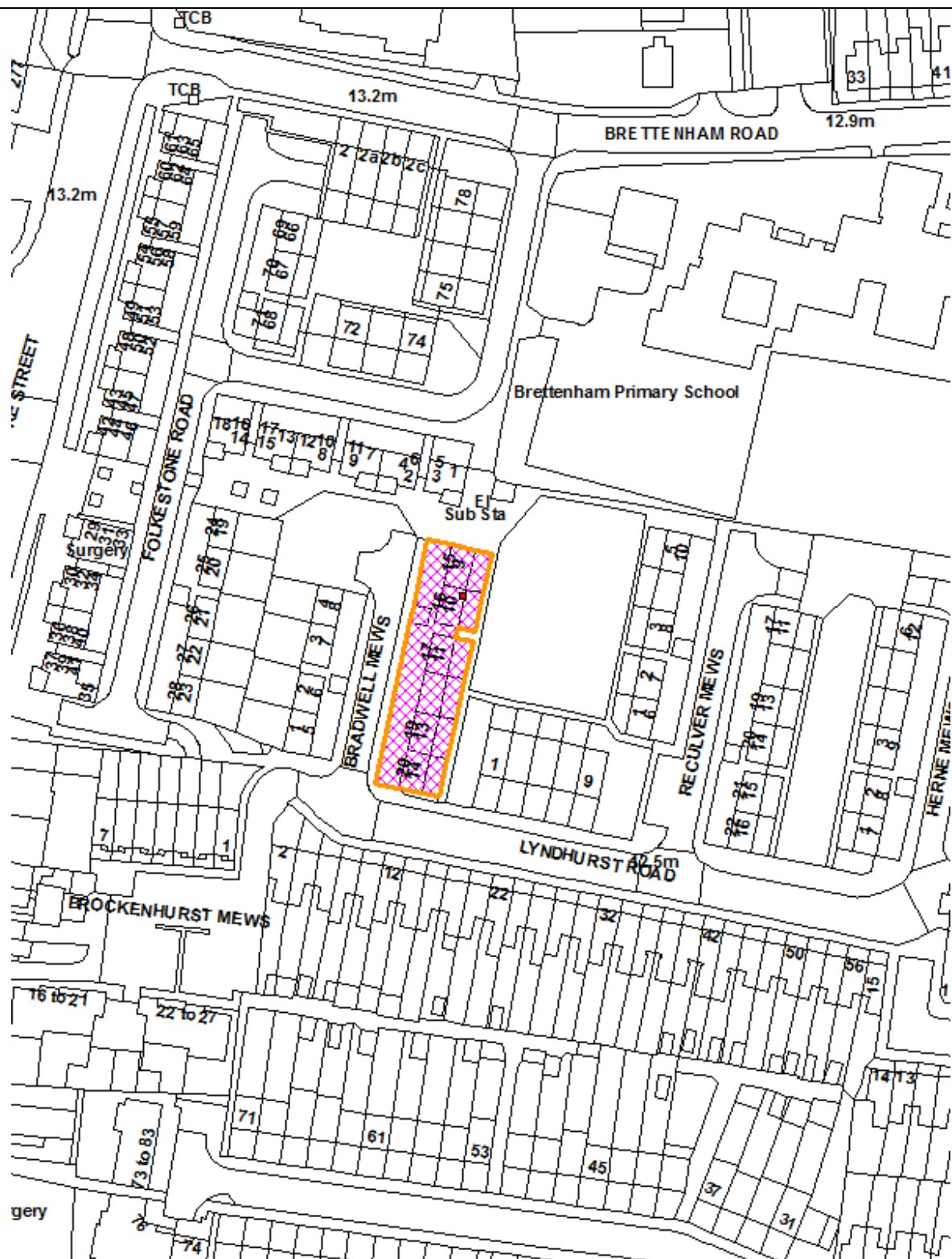


Ref: 19/04192/RE4 LOCATION: Block, 1 - 8 Bradwell Mews, London, N18 2QX

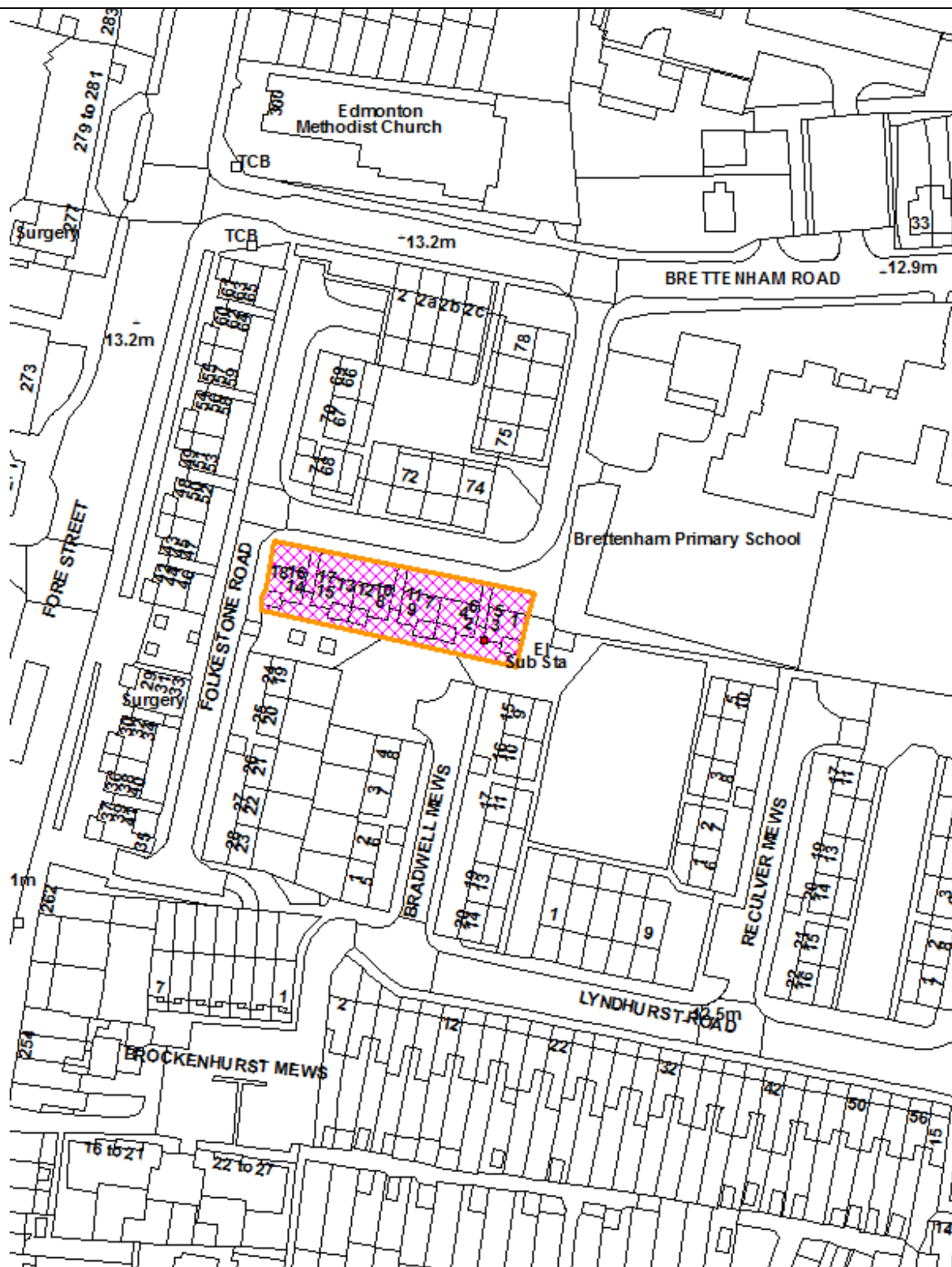




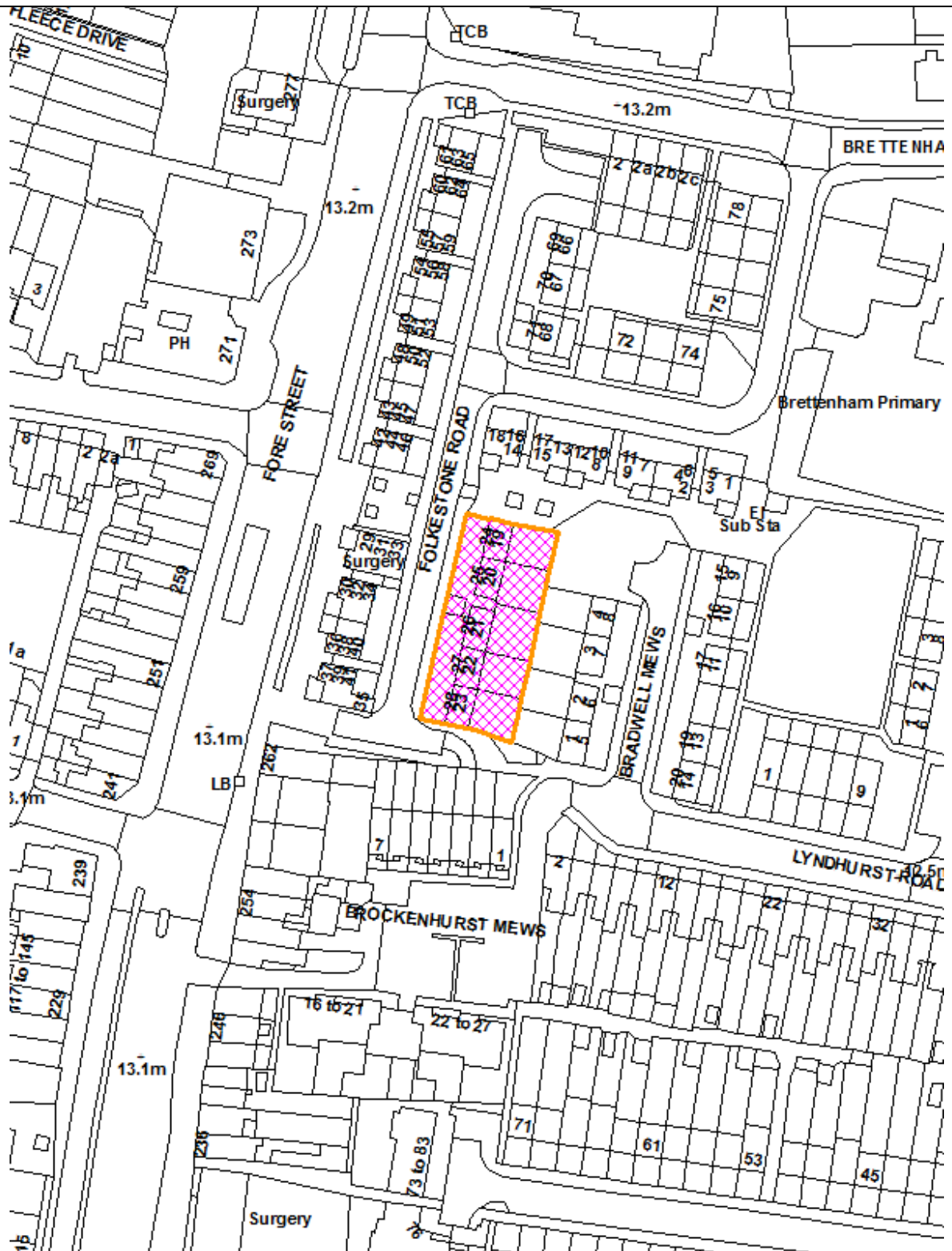
Ref: 19/04193/RE4 LOCATION: Block, 9 - 20 Bradwell Mews, London, N18 2QX



Ref: 19/04194/RE4 LOCATION: 1 - 18 Folkestone Road, London, N18 2EN,

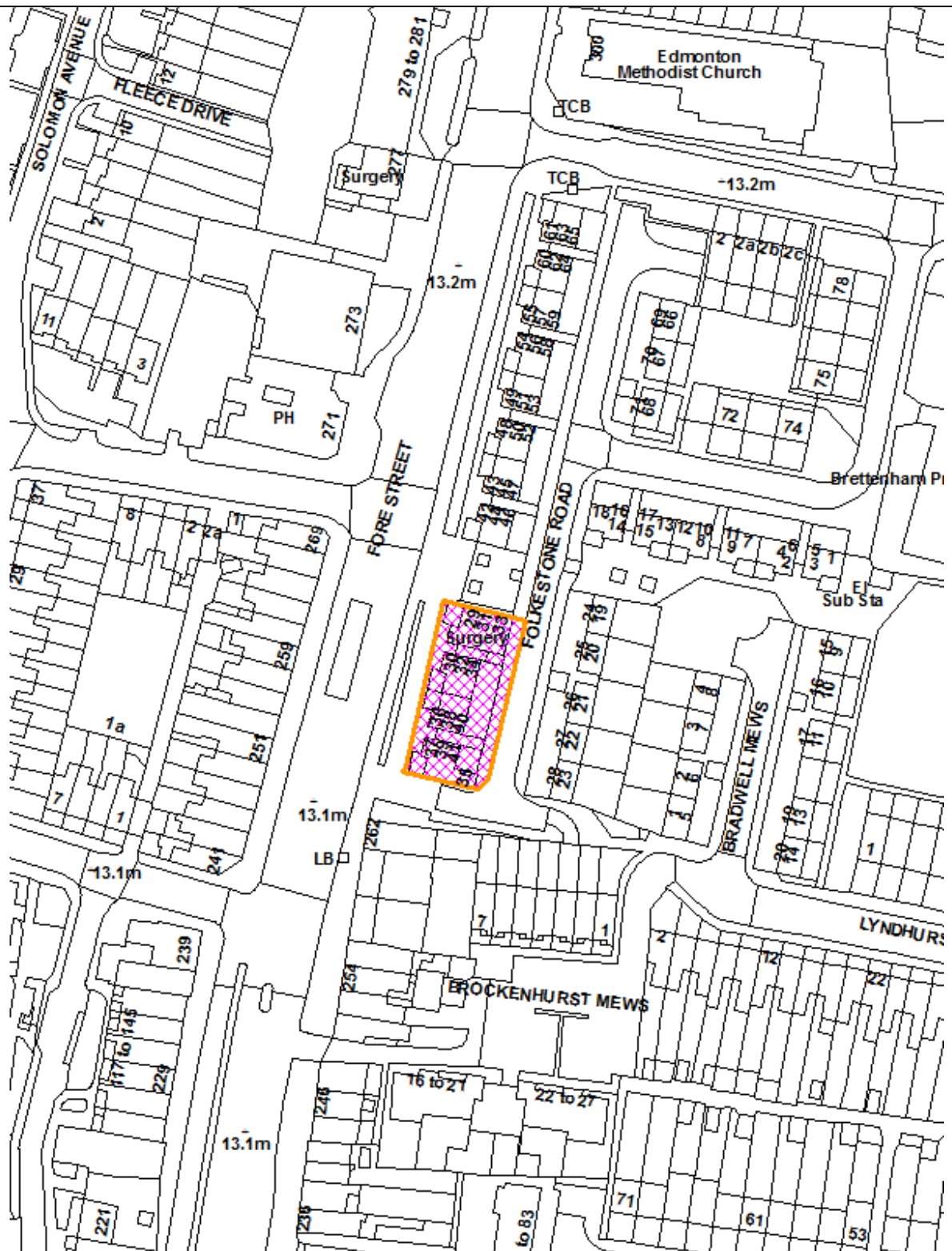


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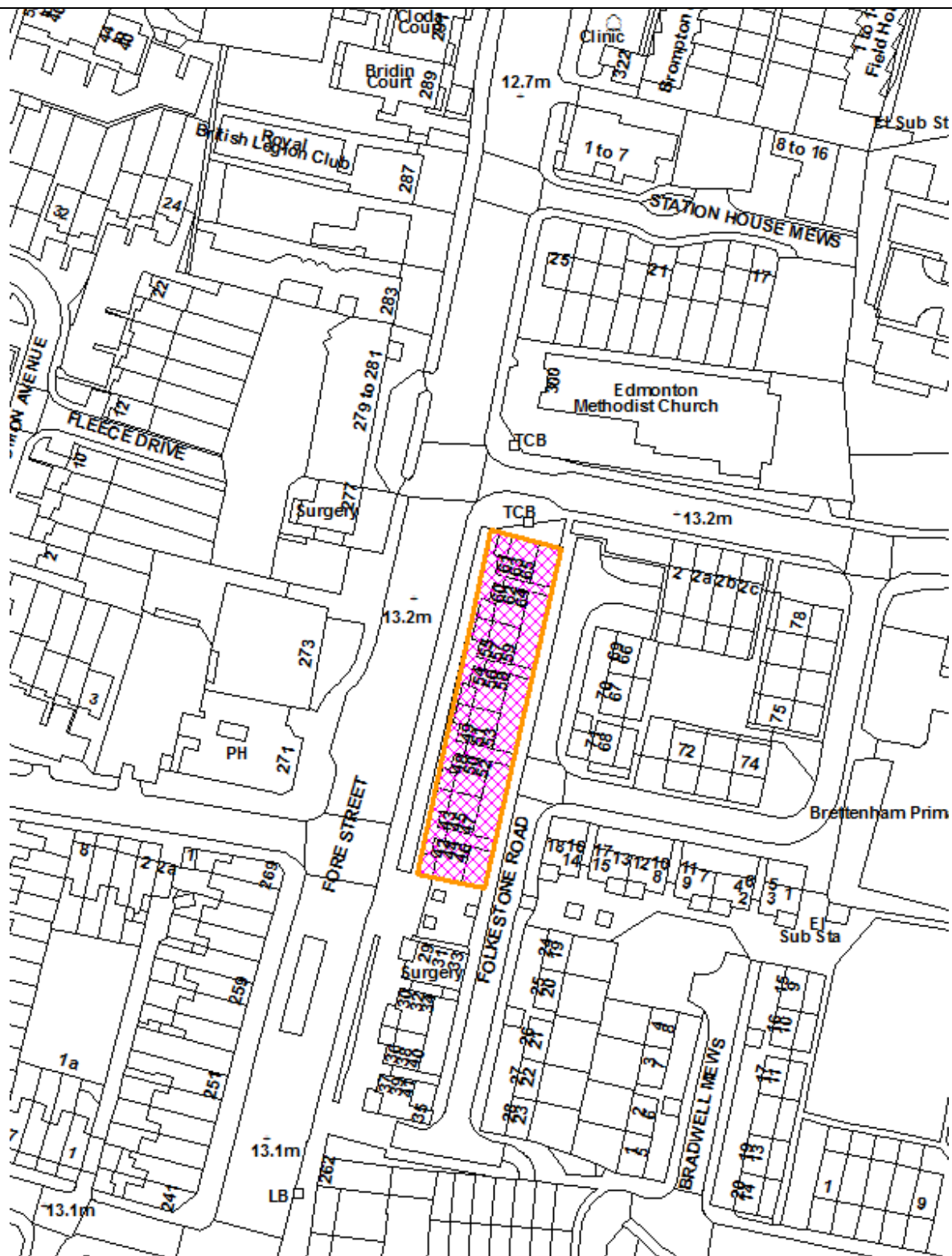




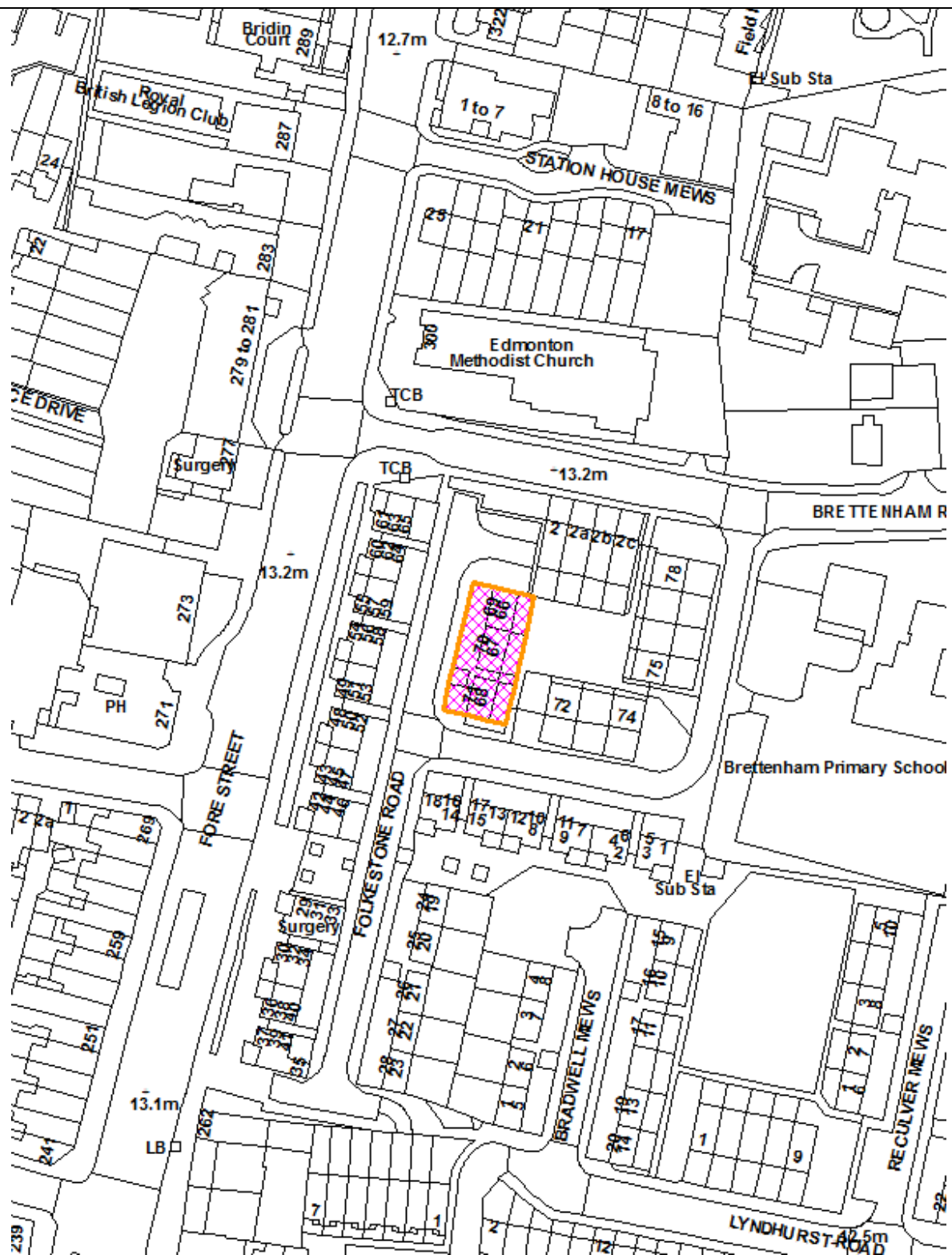
Ref: 19/04196/RE4 LOCATION: 29 - 41 Folkestone Road, London, N18 2EN,



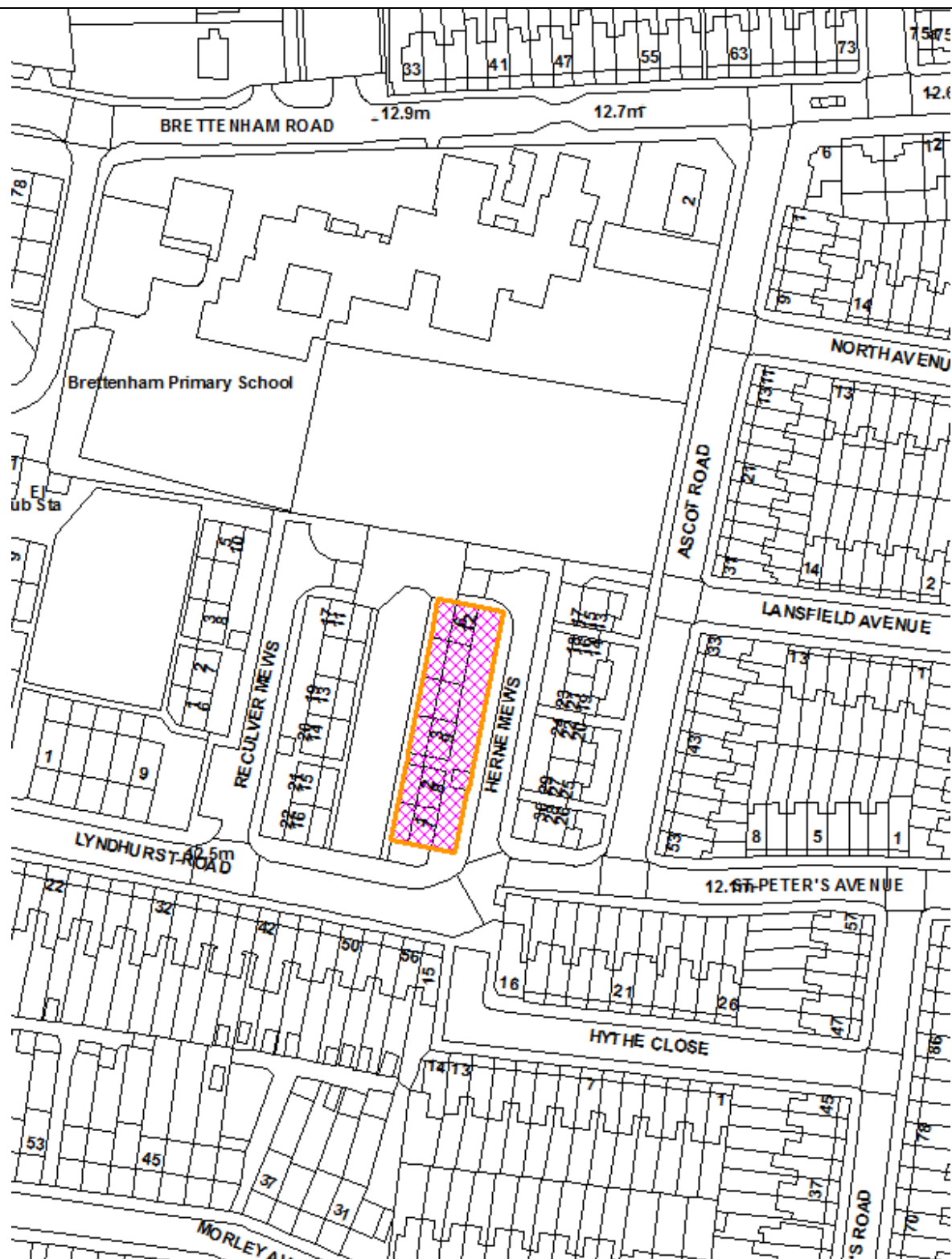
Ref: 19/04197/RE4 LOCATION: 42 - 65 Folkestone Road, London, N18 2ER,



Ref: 19/04199/RE4 LOCATION: 66 - 71 Folkestone Road, London, N18 2ER,

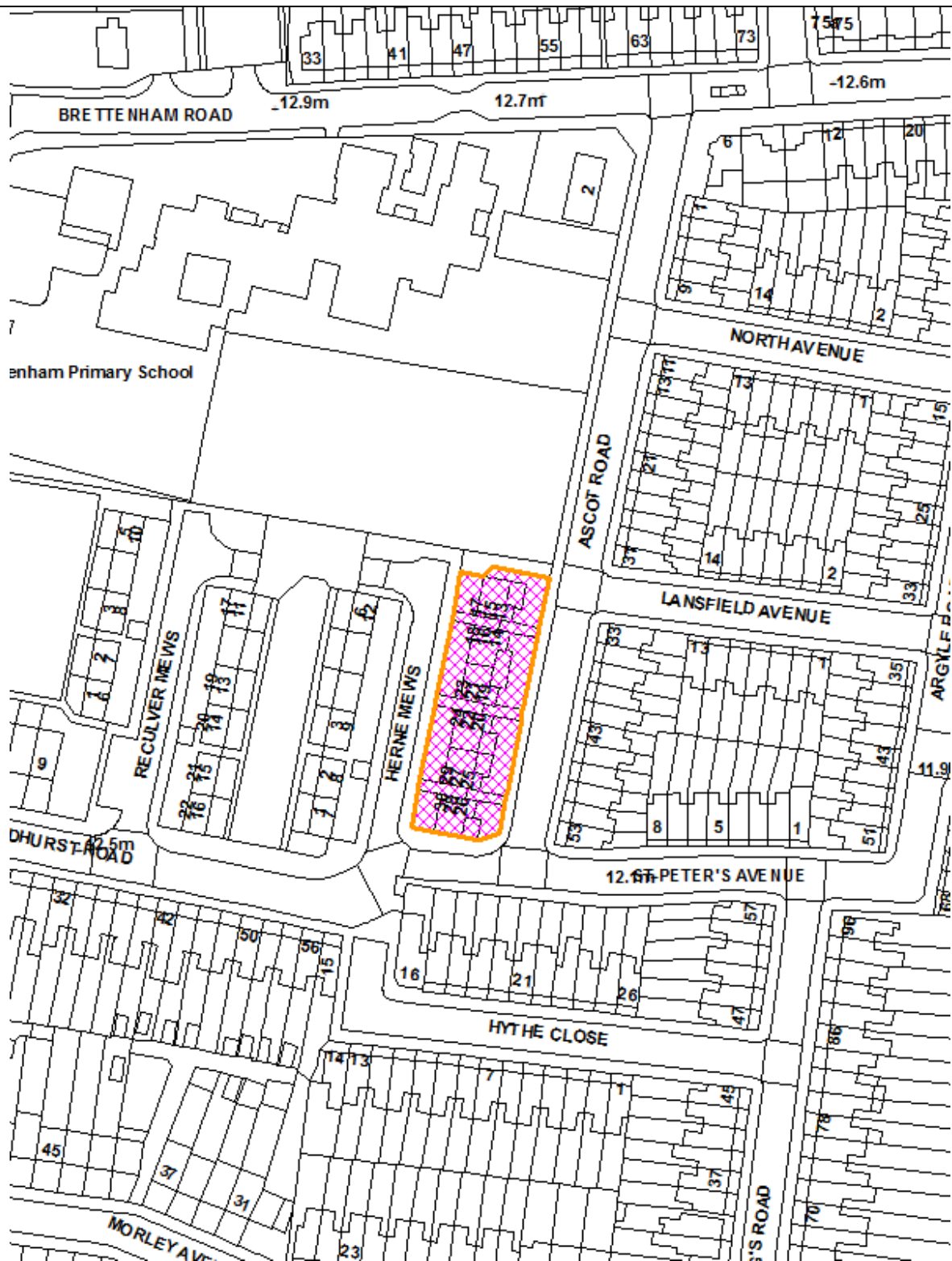


Ref: 19/04200/RE4 LOCATION: 1 - 12 Herne Mews, London, N18 2QZ,

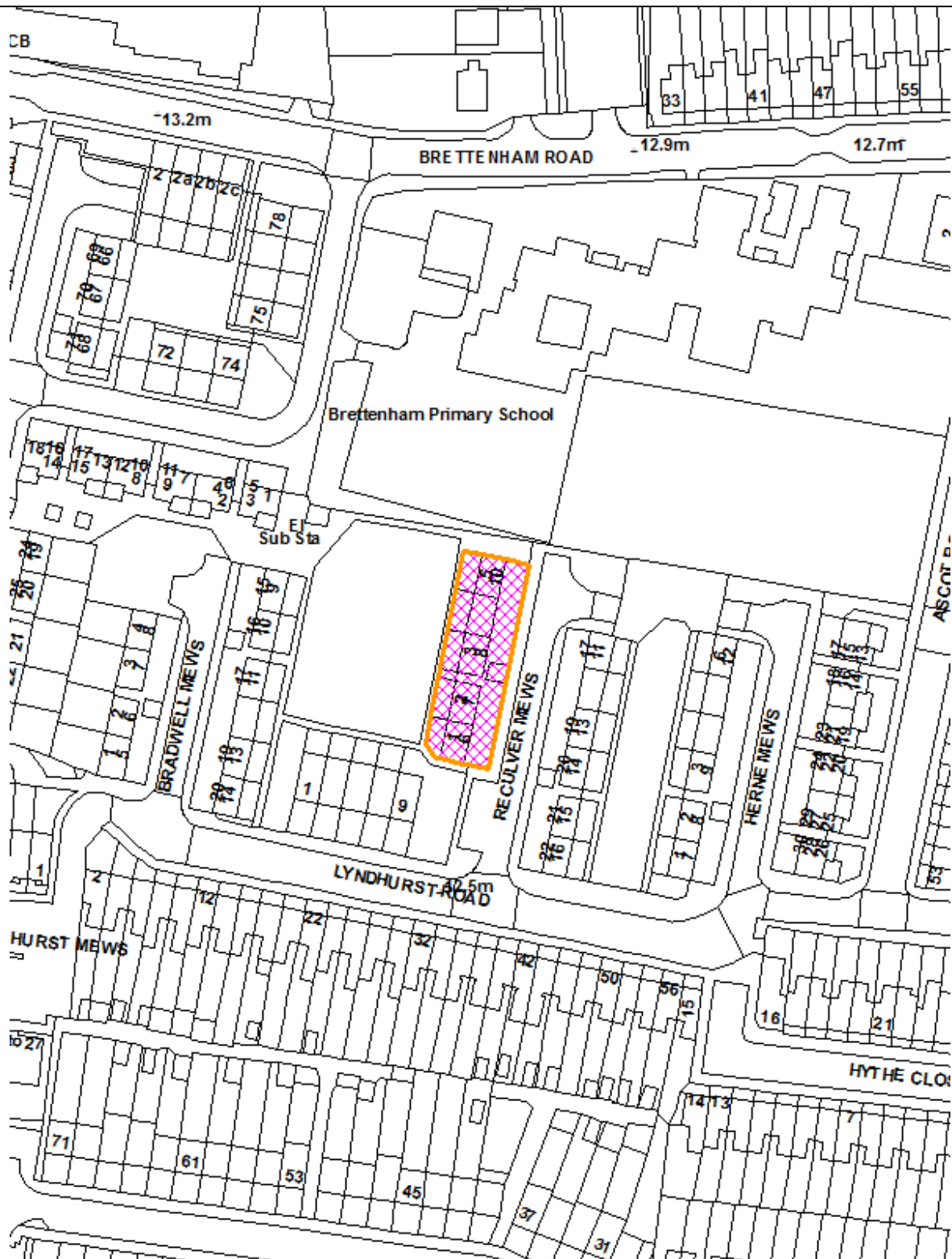




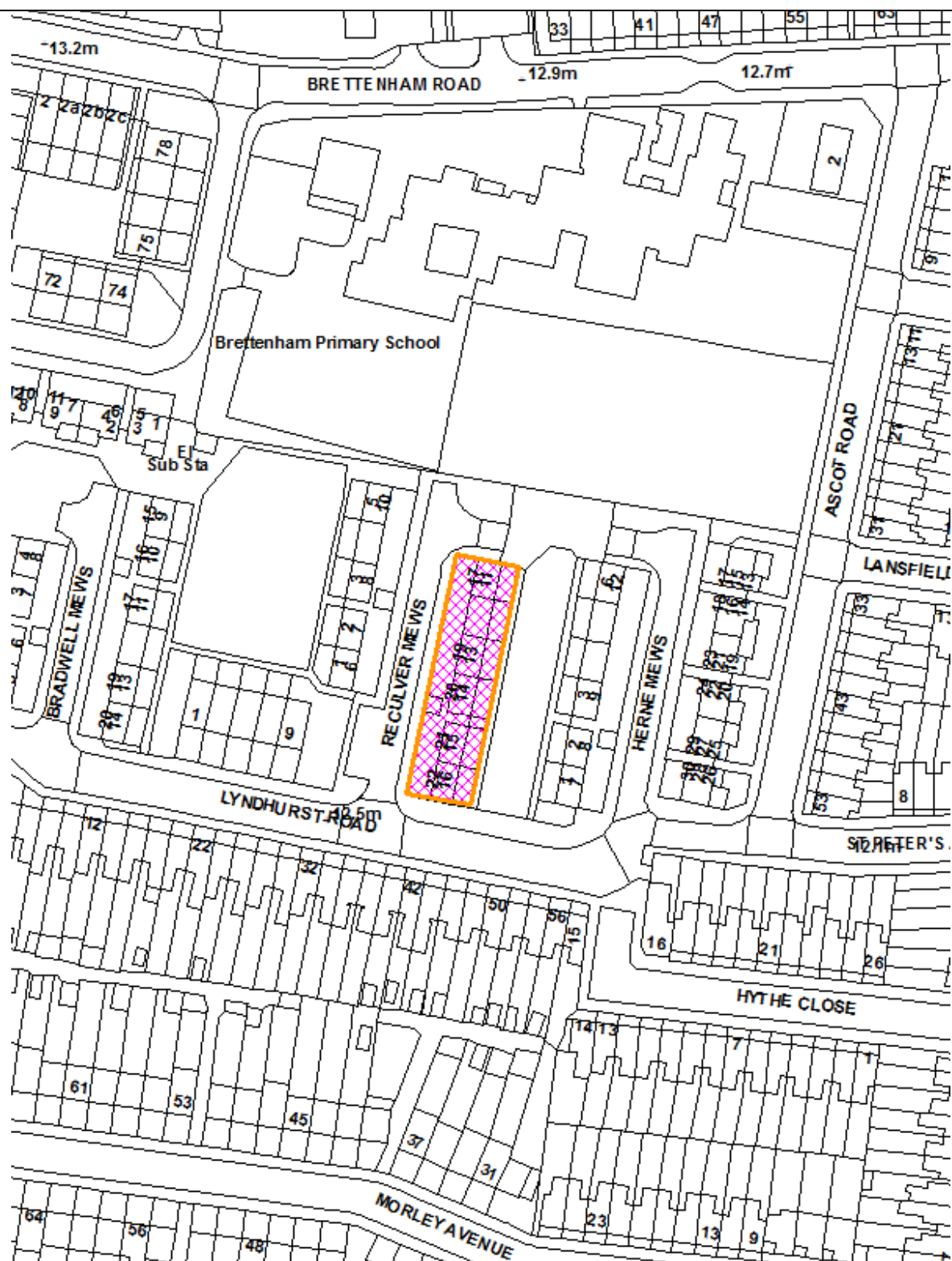
Ref: 19/04201/RE4 LOCATION: Block, 13 - 30 Herne Mews, London, N18 2QZ



Ref: 19/04202/RE4 LOCATION: 1-10 Reculver Mews, London, N18 2QY,



Ref: 19/04203/RE4 LOCATION: 11 - 22 Reculver Mews, London, N18 2QY,



## **1. Note for Members**

- 1.1 Although applications seeking permission for the replacement of existing cladding to the elevations of various blocks across the Borough would normally be dealt with under delegated authority, this is being reported because the planning applications have been submitted by the Council and relate to various Council buildings across the Borough.

## **2.0 Recommendation / Conditions**

- 2.1 That having regard to the Council's adopted scheme of delegation, it is recommended that the Head of Development Management / Planning Decisions Manager be authorised to determine these planning applications subject to the imposition of appropriate conditions, under delegated authority subject to no objections being received in connection with that proposal.

## **3. Executive Summary**

- 3.1 The local planning authority has received 18 individual planning applications proposing the replacement of existing cladding. These planning applications are submitted by the Council's Housing team and relate to Council buildings.
- 3.2 Rather than report 18 individual applications, permission is sought to deal with these planning applications under delegated authority unless an objection has been received. In such cases, an application would be brought to Planning Committee.
- 3.3 Each of the planning applications is classified as a "minor" planning application and in addition to the desire to handle these applications as efficiently as possible, there is significant importance on the need to process this classification of planning applications with the statutory timescales to ensure we optimise the Council's planning performance on this type of planning application.

## **4. Sites and Surroundings**

- 4.1 This report relates to 26 locations across the Borough as follows:
- i) Alma House, 4 Sebastopol Road, Edmonton, N9 0PT (ref: 19/04177/RE4)
  - ii) 227-297 Brettenham Road, Edmonton, N18 2HF (ref: 19/04178/RE4)
  - iii) 1-17 West Close, Edmonton, N9 9QR (ref: 19/04179/RE4)
  - iv) 18 - 25 West Close, Edmonton, N9 9QR (ref: 19/04180/RE4)
  - v) 26-37 West Close, Edmonton, N9 9QR (ref: 19/04181/RE4)
  - vi) 38 - 54 West Close, Edmonton, N9 9QR (ref: 19/04182/RE4)
  - vii) 151 - 155A Victoria Road, Edmonton, N18 2UF (ref: 19/04183/RE4)
  - viii) Block, 1 - 8 Bradwell Mews, Edmonton, N18 2QX (ref: 19/04192/RE4)
  - ix) Block, 9 - 20 Bradwell Mews, Edmonton, N18 2QX (ref: 19/04193/RE4)
  - x) 1 - 18 Folkestone Road, Edmonton, N18 2EN (ref: 19/04194/RE4)
  - xi) 19 - 28 Folkestone Road, Edmonton, N18 2EN (ref: 19/04195/RE4)



- xii) 29 - 41 Folkestone Road, Edmonton, N18 2EN (ref: 19/04196/RE4)
- xiii) 42- 65 Folkestone Road, Edmonton, N18 2EN (ref: 19/04197/RE4)
- xiv) 66-71 Folkestone Road, Edmonton, N18 2EN (ref: 19/041999/RE4)
- xv) 1 - 12 Herne Mews, Edmonton, N18 2QZ (ref: 19/04200/RE4)
- xvi) 13 - 30 Herne Mews, Edmonton, N18 2QZ (ref: 19/04201/RE4)
- xvii) 1-10 Reculver Mews, Edmonton, N18 2QY (ref: 19/04202/RE4)
- xviii) 11-22 Reculver Mews, Edmonton, N18 2QY (ref: 19/0203/RE4)

4.2 The blocks are located in predominately residential areas.

4.3 None of the sites are located within a conservation area nor affect the setting of a statutorily or locally listed building.

## **5. Proposal**

5.1 Permission is sought for the replacement of external cladding to the Council buildings:

In more detail:

Alma House, 4 Sebastopol Road, Edmonton, N9 0PT

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof replacement, installation of new fences and gates, new door access control system, new entrance porch and security doors.

227-297 Brettenham Road, Edmonton, N18 2HF

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, roof repairs, external refurbishment and repair works and installation of new fencing to the roof level drying area and to the front gardens.

1-17 West Close, Edmonton, N9 9QR

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof replacement, installation of new fences and gates and new audio visual entry system.

18 - 25 West Close, Edmonton, N9 9QR

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works and roof replacement.

26-37 West Close, Edmonton, N9 9QR

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works and roof replacement.

38 - 54 West Close, Edmonton, N9 9QR

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof replacement, installation of new fences and gates, relocation of existing bin store and new audio visual entry system.

151 - 155A Victoria Road, Edmonton, N18 2UF

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof replacement and new audio visual entry system.

Block, 1 - 8 Bradwell Mews, Edmonton, N18 2QX

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs, roof perimeter handrail and replacement fencing.

Block, 9 - 20 Bradwell Mews, Edmonton, N18 2QX

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs and replacement fencing.

1 - 18 Folkestone Road, Edmonton, N18 2EN

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs and replacement garden gates.

19 - 28 Folkestone Road, Edmonton, N18 2EN

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs, roof perimeter handrail and replacement fencing.

29 - 41 Folkestone Road, Edmonton, N18 2EN

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs, roof perimeter handrail and replacement garden gates.

42- 65 Folkestone Road, Edmonton, N18 2EN

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs, roof perimeter handrail and replacement garden gates.

66-71 Folkestone Road, Edmonton, N18 2EN

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement,

external refurbishment works, roof repairs, roof perimeter handrail and replacement fencing.

1 - 12 Herne Mews, Edmonton, N18 2QZ

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs, roof perimeter handrail and replacement fencing.

13 - 30 Herne Mews, Edmonton, N18 2QZ

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs, roof perimeter handrail and replacement fencing.

1-10 Reculver Mews, Edmonton, N18 2QY

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs, roof perimeter handrail and replacement fencing.

11-22 Reculver Mews, Edmonton, N18 2QY

- External works and communal upgrade works to the existing block to include window and external door replacement, flat entrance door replacement, external refurbishment works, roof repairs and roof perimeter handrail.

## **7. Relevant Planning History**

- 7.1 Deemed consent has been given to all of the blocks 2016 for the works that are proposed under these applications. Unfortunately, implementation of the approved works to the blocks were delayed and consent now needs to be renewed.

## **8. Relevant Planning Policies**

### **8.1 London Plan (2016)**

Policy 5.3: Sustainable design and construction  
Policy 7.4: Local Character  
Policy 7.6: Architecture

### **8.2 London Plan (Draft) 2019**

### **8.3 Local Plan – Core Strategy (2010)**

CP 9: Supporting community cohesion  
CP 20: Sustainable energy use and energy infrastructure  
CP 30: Maintaining and improving the quality of the built and open environment

8.4 Development Management Document (2014)

DMD 8:	General Standards for New Residential Development
DMD 37:	Achieving High Quality and Design-Led Development
DMD 47:	Access, new roads, and servicing
DMD 51:	Energy Efficiency Standards

8.5 Other Policy

National Planning Policy Framework 2018 (NPPF)  
National Planning Practice Guidance 2016 (NPPG)

**9. Analysis**

9.1 As has been already stated, these applications form part of a programme of improvement works to a number of low and medium rise blocks that have been identified for renewal in the Edmonton area.

9.1 The primary aim of the programme is to address and improve the following items, as required:

- Renewal of roof coverings and finishes;
- Renewal of fascia's, soffits and rainwater goods;
- Renewal of a number of windows and balcony doors with double glazed u-PVC units as identified on the proposed drawings;
- Renewal of flat entrance doors;
- Repair and resurfacing of individual balconies, hallways and walkways
- Balcony balustrade repairs;
- External concrete and brick repairs and repointing works;
- Upgrade and repairs to communal areas;
- Internal and external repairs and redecorations
- Improved communal lighting;
- New door entry system or replacement of existing where required;
- New landlord's communal TV aerial system;
- Paving and hard standing repairs and levelling to prevent trip hazards;
- Works to fencing and gates to improve access and security where required.

9.2 Not all of the above works require planning permission, but consent needs to be renewed following the expiry of the previous consents granted in 2017.

9.3 Various elements within the buildings are reaching the end of their working lives and consequently, this is leading to a number of defects including cracks within the brickwork due to thermal movement, as well as several areas of spalling of the concrete structure. Redevelopment of the roof and balcony coverings together with the replacement of a number of existing windows will enhance the building and reduce future maintenance costs by addressing these issues.

### Design, Appearance and Scale

- 9.4 The works listed above to the existing blocks are in the main, improvements to the existing materials and external fabric together with replacement of existing building elements and / or improved security measures. As such, the nature of the proposed works means the size / scale of the building will remain the same. All works will fall within the properties existing footprint and will not increase the building's form.
- 9.5 The appearance of the refurbished blocks will also largely remain the same, with any external works being undertaken to match the existing property.
- 9.6 The aim of the proposed works will not impose any major design alterations to the existing blocks, as the majority of the works is to reinstate or replace the blocks existing materials and fittings with upgraded materials of improved performance.
- 9.7 It is therefore considered that the proposals are acceptable in relation to the Council's adopted policies on design, built appearance and safeguarding the character of the area in keeping with adopted policy.

### Access

- 9.8 The main entrance points to the site and property are to remain the same as they are deemed to be suitable. There are no new or alternative vehicular or pedestrian access routes proposed.

### Environment

- 9.9 All refurbishment works will be fully compliant with the current Building Regulations
- 9.10 The proposals will also provide suitable insulation for energy efficiency and will seek to use sustainable materials where possible.

## **10. Community Infrastructure Levy (CIL)**

- 10.1 The proposal would not be liable for either the Mayoral or Enfield CIL.

## **11. Conclusion**

- 11.1 These works will greatly improve the appearance and in many cases the performance of the building; and in turn the quality of habitation for the existing and future residents. It is further considered that the proposals will not detract from the character of the area within which they are located or the appearance of the buildings.

- 11.2 It is therefore proposed that the recommended approach to the assessment and determination of these applications is appropriate and the most efficient which will enable a significant number of “minor” planning applications to be determined within the statutory timescales.

**LONDON BOROUGH OF ENFIELD****PLANNING COMMITTEE****Date:** 21th January 2019**Report of**  
Head of Planning**Contact Officer:**Andy Higham  
David Gittens  
James Clark -  
0208-132-0877**Ward:**  
Cockfosters**Ref:** 18/00646/FUL**Category:** Full Planning Application**LOCATION:** 32 Waggon Road and Land Rear of 30 Waggon Road, Barnet, EN4 0HL**PROPOSAL:** Sub-division of site, demolition of the existing property and erection of 3 x 5 bed and 1 x 6 bed detached dwelling houses, including landscaping, parking, new access from Waggon road and four (4) detached vehicle garages.**Applicant Name & Address:**Mr Clarke (& Panayi)  
32 & 32 Waggon Road  
Enfield  
EN4 0HL**Agent Name & Address:**Colin Butcher  
Delta Architects  
1 Batemans Row  
London  
EC2A 3HH  
[cbutcher@deltaarchitects.co.uk](mailto:cbutcher@deltaarchitects.co.uk)**RECOMMENDATION:** That the Head of Development Management /the Planning Decisions Manager be authorised to **GRANT PLANNING PERMISSION** subject to **planning conditions**.

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Ref: 18/00646/FUL LOCATION: 32 Waggon Road And Land Rear Of 30 Waggon Road, Barnet





## 1.0 Note for Members

1.1 Although a planning application of this scale would normally be determined under delegated authority, because of the nature of the proposal and policy issues raised, the matter is reported to Planning Committee for determination.

## 2.0 Recommendation:

2.1 That subject to the completion of a s278 agreement, the Head of Development Management / the Planning Decisions Manager be authorised to GRANT I planning permission subject to conditions.

- 1 Time limit
- 2 No deviation from dwelling mix
- 3 Accordance with plans
- 4 External Appearance (sample materials)
- 5 Submission of ground Levels
- 6 Design of access Gates
- 6 Details of Hardstanding
- 7 Parking retained
- 8 Refuse storage
- 9 Details of access and instatement of adopted highway standards
- 10 Segregated Walkway
- 11 Cycling storage
- 12 Construction Management Plan (CMP)
- 13 Electric charging points
- 14 Landscaping planting
- 15 Biodiversity improvements
- 17 Compliance with details of Tree protection plan (AIA)
- 18 Compliant with AIA report
- 19 Drainage schemes
- 20 SUDs Verification report
- 21 Water consumption
- 22 Energy certificates
- 23 Secure by design
- 24 No pilling
- 25 Permitted development restriction
- 26 No mechanical plant or machinery on site

## 3.0 Executive Summary:

3.1 The report sets out the key issues in the assessment of the planning application which proposes the erection of three two storey five bedroom dwelling houses on existing garden land in association with the demolition and reconstruction of No 30 Waggon Road, forming one of the existing properties, in association with the creation of a new access off Waggon Road.

- 3.2 The development constitutes a back land development site utilising the rear gardens of No 30 and No 32 Waggon road. As part of the development, No 32 Waggon Road would be demolished and reconstructed; it being sited on the western boundary adjacent the boundary with No 34 Waggon Road. The eastern side of No 32 Waggon Road site would provide the access road for the three dwelling houses at the rear of site, permitting independent access to plots 2, 3 and 4.
- 3.3 The rear boundary of the site is formed by Monken Mead Brook; a designated main river. Detailed discussions have been held with the Environment Agency and with the SUDs team pertaining to the impact of the development on the brook and surface water drainage. The site is not within a designated Flood Zone and it is agreed that the effect on neighbouring properties and surface water drainage consideration are acceptable subject to the approved SuDS report and site plans.
- 3.4 The scope of the proposed development has also been considered against historic development along Waggon Road and against relevant national, regional and local planning policy context. The full planning application satisfies overarching planning policy and is considered to be acceptable subject to pre-commencement and pre-occupation planning conditions applied to the site.
- 3.5 The principle reasons for recommending approval are
- i) The development meets strategic requirements for new residential development and family size houses in a sustainable location as per policy 3.3 of the London plan (increasing housing supply), Enfield Strategic objective 4 of the Core Strategy, Core Strategy 2 (Housing supply) and housing policies in the Development Management Document (Adopted 2014)
  - ii) The proposed properties are a design, scale and massing reflective of the character of the surrounding location, and in the case of the three proposed dwelling houses are hidden from public views along Waggon Road. The demolished and re-constructed property at No 32 Waggon road provides a suitable and visually acceptable replacement property.
  - iii) The development shall retain and provide generous garden space for existing and future occupiers of the proposed development in accordance

with policy DMD 7 and provides policy compliant means of access for vehicular, both domestic and commercial deliveries and refuse trucks.

- iv) The development has been deigned to be an appropriate and acceptable distance from the Monken Mead Brook, providing appropriate levels of drainage and retaining trees on site. In addition, a condition has been applied to improve biodiversity via bat boxes and other habitats forms and a robust landscaping plan.

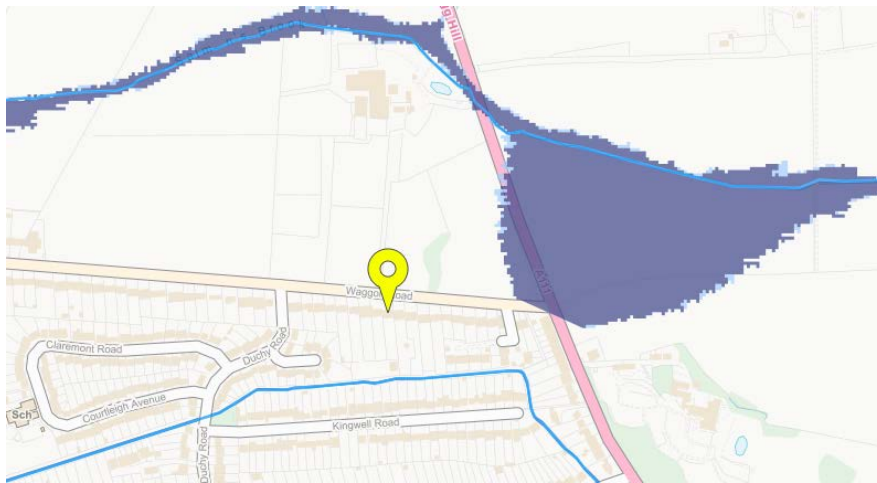
#### **4.0 Site and Surroundings:**

- 4.1 The development site is located on the south side of Waggon Road and consists of No 30 and No 32 Waggon Road: two large detached residential properties which extend across the majority of the respective plots width. The rear of the site is bordered by Monken Mead Brook a designated and classified Main river. The site does not fall within a designated flood zone nor does it form part of a critical drainage area.
- 4.2 The surrounding area has witnessed infill development with contemporary developments at Warner Close and Helena Close. The site is not within a Conservation Area and does not comprise any Listed Buildings.

Aerial photo of Site



Flood risk map of site (Source EA)



## 5.0 Proposal:

- 5.1 Permission is sought for the sub-division of the two sites of 30 & 32 Waggon road, in association with the demolition and reconstruction of No 32 Waggon road from an existing four (4) bed to a six (6) bed property.
- 5.2 The proposed development would include a new six (6) metre wide access road off Waggon road providing independent access to the three properties at the rear and the retained property at No 32 Waggon road.

**6.0 Relevant Planning History:**

- 6.1 Address – No 30 Waggon Road  
Reference - TP/01/0435  
Description of development -Part 2-storey, part single storey extensions to side and rear.  
Decision level – Delegated  
Decision Date – 26/06/2001
- 6.2 Address – No 32 Waggon Road  
Reference - TP/80/1111  
Description of development - Garage  
Decision Level – Delegated  
Decision Date – 28/07/1980

Surrounding pertinent planning history

- 6.3 Address – No 20 Waggon Road  
Reference - 15/04916/FUL  
Description of development -Redevelopment of site and demolition of existing house to provide 4 x 6-bed detached single family dwelling houses with attached garages and rooms in roof, new access road from Waggon Road and associated landscaping. Amended drawings received April 2017.  
Decision level – Approved in “Principle” at planning committee (awaiting signed s106 legal agreement)  
Decision Date – N/A

Pre-Application

- 6.4 Three (3) pre-applications have been conducted and completed on site. The advice provided by officers through the pre-application process has informed the current development scheme.

## **7.0 Consultation:**

### Public

- 7.1 Consultation letters were sent to 23 neighbouring and nearby properties.
- 7.2 Following submission of revised reports and updated information constituting a material change in the development, a re-notification consultation was also undertaken.
- 7.3 21 objections have been received; 17 of which form part of petition with identical letters signed by different occupier of addresses. The objectors raise all or some of the following points:
- Threat of flooding
  - The properties at Kingwell Road lay at a lower level than Waggon road increasing the potential risk
  - No plans for effective sewage
  - Properties are too large
  - Harmful to wildlife
  - Build lines are unclear
  - Character of Hadley wood will be changed forever
  - Overlooking and loss of privacy
  - Subsidence issues
  - Issues of bonfires

### Statutory and Non-Statutory Consultees:

#### Internal Consultations:

- 7.4 Transportation & Transport – No objection.

The proposed development makes appropriate provision for access and parking having regard to DMD Policies 7, 8 45, 46 & 47 and The London Plan Policy, 6.13. Suitable pre-commencement and pre- occupation planning conditions shall be applied.

- 7.5 Sustainable Drainage – No objection in principle

The revised and updated Sustainable drainage scheme (Drainage Strategy, Prepared by RAB, dated 06/09/2019, version 8.0, RAB 2229B) is satisfactory and acceptable subject to,

- Calculations for source control SuDS measures e.g. rain gardens, filter drains, green roofs clarifying the measures demonstrate management of the first flush (i.e. the first 5mm of rainfall) before runoff is directed to the attenuation features.
- Sizing calculations for the filter drains.
- Revised level calculations (topographical plans)

7.6 Tree Officer – No objection

Subject to a detailed tree protection plan and Arboricultural method statement, in accordance with BS5837:2012, being submitted via an appropriately worded condition. The applicant has provided a revised AIA including a protection method statement for the protection of trees on site during construction phase.

External Consultees

7.7 Thames Water – No response

7.8 Environment Agency – No objection

The Monken Mead Brook is classified as a “main river”, following an assessment the EA *“We have assessed this application as having a low environmental risk and therefore have no further comments to make”*.

7.9 Officer comments on Consultee comments

Following consultee responses, the Applicant submitted revised tree and sustainable drainage plans to meet planning policy and improve the quality of development on site. A key aspect of the development is the maintenance of water storage areas via the introduction of swales, green roofs, permeable paving and bioretention basins. The changes are considered adequate to meet the green field run-off rates required via planning policy. The revised AIA report confirms only one tree shall be lost as a result of the development and a methodology for the protection of trees has been provided within the AIA report. The SuDs and tree aspects of the development are expanded in the relevant sections of the committee report. A robust landscape and biodiversity planning

condition has been applied to the site to improve the amenity and general landscaping of the site.

## **8.0 Relevant Policies:**

### **8.1 NPPF (Adopted February 2019)**

Section 8 – Promoting Healthy and safe communities, Para 94 & 99

Section 9 – Promoting sustainable transport, Para 102-111

Section 12 – Achieving well-designed places, Para 124-132

### **8.2 London Plan (2016)**

- 3.3 Increasing housing supply
- 3.4 Optimising Housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and Balanced Communities
- 3.14 Existing Housing Stock
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.16 Waste Self Sufficiency
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

### **8.3 The London Plan – Draft**



A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination. Of particular relevance is Policy D2 (Delivering good design).

#### 8.4 Local Plan - Core Strategy (2010)

CP2: Housing supply and locations for new homes  
 CP4: Housing quality  
 CP5: Housing types  
 CP20: Sustainable energy use and energy infrastructure  
 CP21: Delivering sustainable water supply, drainage and sewerage infrastructure  
 CP22: Delivering sustainable waste management  
 CP25: Pedestrians and cyclists  
 CP30: Maintaining and improving the quality of the built and open environment  
 CP32: Pollution  
 CP46: Infrastructure contributions

#### 8.5 Development Management Document (2014)

DMD3: Providing a Mix of Different Sized Homes  
 DMD6: Residential Character  
 DMD7: Development of Garden Land  
 DMD8: General Standards for New Residential Development  
 DMD9: Amenity Space  
 DMD10: Distancing  
 DMD37: Achieving High Quality and Design-Led Development  
 DMD45: Parking Standards  
 DMD46: Vehicle Crossovers and Dropped Kerbs  
 DMD47: Access, New Roads and servicing  
 DMD49: Sustainable Design and Construction Statements  
 DMD51: Energy Efficiency Standards  
 DMD58: Water Efficiency  
 DMD61: Managing Surface Water  
 DMD62: Flood Control and Mitigation Measures  
 DMD63: Protection and improvement of watercourse and Flood defences  
 DMD68: Noise

DMD78: Nature  
DMD79: Ecological Enhancements  
DMD80: Trees on Development Sites  
DMD81: Landscaping  
DMD Appendix 7 - London Plan parking and Cycle standards  
DMD Appendix 8 - Parking standards (parking dimensions)  
DMD Appendix 9 - Road classifications

## 8.6 Other Policy

National Planning Practice Guidance  
Mayor of London Housing SPG (March 2016)  
Enfield Strategic Housing Market Assessment Update (2015)  
Community Infrastructure Levy Regulations 2010

## 9.0 **Assessment:**

### Background:

- 9.1 The site has been subject to a number of pre-application applications including an inquiry into the development of seven (7) new dwellings. The current planning application has been developed to include policy compliant drainage plans and adequate tree protection plans and follows the principles set out in the latest advice provided.

### Analysis:

- 9.2 This report sets out the analysis of the issues that arise from the proposal assessed against National, Regional and adopted strategic and local planning policies.
- 9.3 The Main considerations of the development are the following,
- Principle of development
  - Dwelling Mix
  - Impact of the development on the character of the location
  - Standard of accommodation
  - Impact of development up neighbouring properties
  - Impact on sustainable drainage and level of flood risk

- Highway and transport implications
- Impact of landscaping & trees
- Energy & security
- Other matters
- Affordable housing

Principle:

9.4 The principle of new residential development on the site is acceptable meeting both the strategic housing needs of Greater London and increasing the housing stock of the Borough in accordance with the National Planning Policy Framework (NPPF) and Policy CP5 of the Core Strategy (2010). However, the development must also be judged on its own merits and assessed in relation to material considerations including the impact on the character of the area and the attainment of appropriate scale, design, amenity space, parking provision, residential amenity and privacy, to achieve a development that integrates appropriately into their surroundings.

9.5 The proposed development of the site would result in the subdivision and development of garden land in a predominantly residential location with no designated land constraints. Development of garden land is assessed under Policy DMD 7 (Development of Garden Land). It sets out the following criteria:

- a. The development does not harm the character of the area;*
- b. Increased density is appropriate, taking into account the site context in terms of its location, accessibility and the provision of local infrastructure;*
- c. The original plot is of a sufficient size to allow for additional dwellings which meet the standards in DMD 8 'General Standards for New Residential Development', (and other design policies);*
- d. The individual plot sizes, orientation and layout created are appropriate to, and would not adversely impact on the residential amenity within the development, or the existing pattern of development in that locality;*
- e. An adequate amount of garden space is retained within both of the individual plots in accordance with the minimum amenity space standards (DMD 9 'Amenity Space'), and the role of each space is enhanced to contribute towards other plan objectives such as biodiversity; green corridors and networks; flood risk; climate change; local context and character; and play space; and*

*f. The proposals would provide appropriate access to the public highway.*

- 9.6 The criteria permitting development of garden land are directly interlinked to other aspects of the assessment within this report, including but not limited to, design and access aspects of development. However, the principle of garden land development in the location/vicinity has been accepted previously and is considered acceptable. Overall therefore, the development site is considered to meet the principle requirements outlined in Policy DMD 7 parts (a) – (e) and therefore, is considered appropriate and in accordance with planning policy.

Residential Mix:

- 9.7 Policy 3.8 of the London Plan and Policy CP5 of the Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing needs. The proposal would be in accordance with these policies in addition to Policy 3.3 of the London Plan and Policy CP2 of the Core Strategy, insofar as it would maintain the Borough's housing stock.
- 9.8 The proposed scheme provides 3 x 5 bed and 1 x 6 bed dwelling houses on the site. Family units are in demand in the borough and the development would contribute towards meeting the policy objectives. The proposed dwelling mix is therefore acceptable.

Impact on the character of the location:

- 9.9 London Plan policy 7.6B states that all development proposals should be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation. 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. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable and has regard for and enhances local character. As stated in para 9.6 policies pertaining to design and character must be read in conjunction with Policy DMD 7.
- 9.10 The immediate environs is formed of medium to large detached properties accessed from Waggon Road to the north of Monken Mead Brook and Kingwell Road on the south side of Monken Mead Brook. The surrounding location also contains the more contemporary developments at Helena Close, Warner Close and Sandridge Close and it is these which introduce the existing development on

rear gardens and back land sites. A similar development was approved in principle at Planning Committee at No 20 (rear of) Waggon Road under ref: 15/04916/FUL (Redevelopment of site and demolition of existing house to provide 4 x 6-bed detached single family dwelling houses with attached garages).



Red - The application site  
 Blue - 20 Waggon Road (PP agreed but Not Implemented)  
 Purple - Warner Close  
 Yellow - Sandridge Close

- 9.11 Within this context and with reference to Policy DMD 7, it is considered the development would not harm the character of the area and that the increased density is appropriate, taking into account the site context in terms of its location, accessibility and the provision of local infrastructure.

Design and appearance of three (3) dwelling houses

- 9.12 The NPPF (2019) states in Para 124 (Section 12), that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Para 131 continues stating *“in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”*.
- 9.13 The proposed three 2 storey dwellings (Plots 2, 3 and 4) are a contemporary approach to a traditional design utilising gable and pitch roofs with a two tone external material elevation to break-up the massing and appearance. An appropriate separation distance of one (1) metre is provided between the flank elevations of the properties and the shared separation boundaries.
- 9.14 The width of Plot 4 (House 1) is 12.6m with Plots 3 and 2 a similar width. It is acknowledged that the depth of each garden although at least 10m (expanding to 12m on plot 4), is modest when compared to other properties on Waggon Road however when measured against more recent developments at Helena and Warner Close, the gardens are comparable. Nonetheless, all the proposed gardens meet and exceed the minimum garden size requirements for new development under Policy DMD 9 while the donor sites of No 30 and No 32 Waggon Road would still retain generous gardens.

Reconstruction of No 32 Waggon Road

- 9.15 The design of No 32 Waggon Road following its demolition would be in keeping with the existing character and rhythm of Waggon Road. Waggon Road has no detailed or proscribed design, but the character is one of large two storey dwellings with a mix of gable, hipped and crown roofs projecting across the majority of the respective plot widths. The proposed reconstructed property at No 32 Waggon Road would retain the existing prevailing design features of gable, crown and pitched roofs, while maintaining a 1m separation distance from the boundary with No 34 Waggon Road.
- 9.16 The replacement dwelling at No 32 Waggon Road would project modestly forward of the existing build line and project to a greater depth to the rear compared to the existing footprint. Nevertheless, the proposed footprint would not appear excessive in the street scene when compared to No 30 Waggon Road and other approvals for enlarged dwellings along Waggon Road.

- 9.17 The new access road from Waggon road serving the development would utilise the existing crossover and would not bring about a form of development that would be incongruous within the prevailing character of the location.
- 9.18 In summary, the proposed three new dwellings and reconstructed No 32 Waggon Road are designed to be appropriately located, scaled and in keeping with the existing design and character in the location, in accordance Policy DMD 6 (Character) and DMD 8 (General standards for New Residential Development). Sample external materials are conditioned as part of the development to maintain and secure control over the final material appearance of the properties.

Standard of Residential Accommodation:

- 9.19 Policy 3.5 of the London Plan and Policies DMD 5 and DMD 8 of the Development Management Document set minimum internal space standards for residential development. The Nationally Described Internal Space Standard applies to all residential developments within the Borough and the London Plan Housing SPG adopted in 2016 has been updated to reflect the Nationally Described Space Standards.
- 9.20 In partnership with the minimum floorspace requirements, new development is expected to provide well-designed, flexible and functional layouts with adequately sized rooms, 2.5m floor-to-ceiling heights, and 20% glazing to all habitable rooms in accordance with the Mayor's Supplementary Housing Guidance.

Table of individual dwelling houses proposed floorspace

Dwelling No	Bed/person	Required Floorspace (m <sup>2</sup> )	Provided Floorspace (m <sup>2</sup> )
Plot 1 (No 32 Waggon Road)	6 Bed/10 Person	138m <sup>2</sup>	297m <sup>2</sup>
Plot 2	5 Bed/10 Person	134m <sup>2</sup>	294m <sup>2</sup>
Plot 3	5 Bed/10 Person	134m <sup>2</sup>	294m <sup>2</sup>
Plot 4	5 Bed/10 Person	134m <sup>2</sup>	294m <sup>2</sup>

- 9.21 The internal floorspace of each dwelling unit exceeds the minimum National internal floorspace standards and all habitable rooms within the proposed flats would have adequate daylight, outlook and good levels of privacy.

- 9.22 Each dwelling would have private amenity space at ground floor. Policy DMD 9 (Amenity Space) sets out the Council's external amenity space standards. The standards below are for dwelling units with access to communal amenity space.

Dwelling No	Bed/person	Required Floorspace (m <sup>2</sup> )	Provided Floorspace (m <sup>2</sup> )
Plot 1 (No 32 Waggon Road)	6 Bed/10 Person	44m <sup>2</sup>	540m <sup>2</sup> (Approx.)
Plot 2	5 Bed/10 Person	44m <sup>2</sup>	155m <sup>2</sup> (Approx.)
Plot 3	5 Bed/10 Person	44m <sup>2</sup>	155m <sup>2</sup> (Approx.)
Plot 4	5 Bed/10 Person	44m <sup>2</sup>	175m <sup>2</sup> (Approx.)

- 9.23 Each dwelling has direct access to private amenity space. In addition, the amenity space is not overlooked, is considered to be functional, safe and significantly beyond the minimum policy requirement. It is considered the provision of amenity space complies with Policy DMD 9.
- 9.24 The overall quality of accommodation within the four residential units is considered acceptable and complies with Policy 3.5 of the London Plan and Policies DMD 8 and DMD 9 of the Development Management Plan (2014).

Effect on Neighbouring Properties:

- 9.25 Policy 7.6 of the London Plan states developments should have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy CP30 of the Core Strategy seeks to ensure that new developments are high quality and design-led, having regard to their context. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

Impact on No 34 Waggon Road

- 9.26 The reconstructed property at No 32 Waggon Road would project further rearward than the original property and would therefore, project beyond the rear building line of No 34 Waggon Road. The two storey element of the new dwelling would project 4.2m beyond the rear of No 34 Waggon Road at a distance of 1m off the boundary. No 34 Waggon Road is itself inset from the shared boundary by 1.5m at two storey level with a single storey rear projection on the boundary. The two storey rear projection of No 32 Waggon Road has no windows facing on



to No 34 Waggon Road and coupled with the overall 2.5m separation distance between the two storey elevations of No 32 and No 34 Waggon Road, it is considered it results in no undue loss of outlook, sense of enclosure or light loss. This relationship is further supported by the orientation of the properties

- 9.27 The development of Plot 2 to the rear side boundary of No 34 Waggon Road would be approximately 60m from the rear elevation of this property; far exceeding the minimum required distances between habitable windows outlined in Policy DMD 10 (Distancing). It is therefore not considered to harm privacy levels of the existing and future occupiers following the proposed development.

#### Impact on No 28 Waggon Road

- 9.28 The immediate context of No 28 Waggon Road would be unaffected as no changes are proposed to No 30 Waggon Road. The rear part of the garden of No 28 Waggon Road would be overlooked however this element of the garden is approximately 55m from the rear elevation of No 28 Waggon Road, which itself is currently overlooked by adjacent properties No 30 and No 26 Waggon Road. It is considered little weight could be given to this relationship especially in the absence of any undue loss of privacy or amenity.

#### Impact on No 28-36 Kingwell Road

- 9.29 Properties on Kingwell Road are located on the south side the Monken Mead Brook and set back approximately 32m from the Brook. It is considered the effect of any overlooking from the three new dwellings would be negligible on account of the distance of 46m between elevations and the thick and expansive natural vegetation and trees on the boundary of the Monken Mead Brook.
- 9.30 Residents principle concern has been increased flooding as a result of the development and this is dealt with in the following section of the report

#### Flood Risk and Sustainable Drainage:

- 9.31 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. In addition, Policy DMD 61 (Managing Surface Water) expects a Drainage Strategy will be required for all developments to demonstrate how proposed measures manage

surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet policy requirements.

#### Surface Water Flood prevention

- 9.32 Following extensive dialogue between the Council's sustainable drainage team, the Environment Agency and the Applicants Drainage Consultant, an acceptable scheme of sustainable drainage has been developed and is detailed in the updated Drainage Strategy report (Prepared by Resilience and Flood risk) Version 8.0 Ref 2229B (Dated 06/09/2019) and plan reference 103 Rev D.
- 9.33 The Drainage Strategy shows the principle attenuations methods to reduce standing water and appropriate charge rates to the Monken Mead Brook. Chapter 4 of the strategy reports confirms the SuDS methods to be implemented are as follows,
- Permeable paving
  - Green Roofs
  - Filter Drains
  - Dry Detention basin (front of three properties)
  - Swale (depth of 0.7m)
  - Rain gardens,
- 9.34 The development is located in Flood Zone 1 and therefore is at low risk from groundwater flooding and sewer flooding. Nevertheless, rain water on site must be retained on site and subsequently discharged to the Monken Mead Brook in a managed way via a water pipe as illustrated by a dotted line on the plan reference 103 Rev D. The water retention features are required on site as the southern portion of the site is relatively flat and a clear greenfield area, more than 3 metres below the lowest level (80.62 AOD) at the site of No 32 Waggon Road. The table below provides clarity on the most efficient methods to improve the drainage.

Technique	Description	Feasibility
Good building design and rainwater harvesting	Components that capture rainwater and facilitate its use within the building or local environment.	Maybe – rainwater harvesting techniques would be cost-ineffective for the site however, water butts could be utilised for each of the proposed houses.
Porous and pervious surface materials	Structural surfaces that allow water to penetrate, thus reducing the proportion of runoff that is conveyed to the drainage system (green roofs, pervious paving).	Yes – permeable paving could be used on the access road and driveways. Green roofs can be used on the garage roofs.

- 9.35 The drainage strategy has been thoroughly, and it is considered the provision of water capture features and discharge rates to the Brook are acceptable and would meet Greenfield runoff rates.

#### Impact on the designated Monken Mead Brook

- 9.36 The brook is a designated “main river” and is afforded greater protection than an ordinary river. Policy DMD63 (Protection and Improvement of Watercourses and Flood Defences) expects development to be (a) set back from main rivers and ordinary watercourses, in the case of the former, maintain a minimum 8 metre buffer strip, which should be free built development and naturalised where feasible, unless robust measures are agreed with the Environment Agency.
- 9.37 As part of the development the scheme shall include a headwall equipped with a Kee Klamp and a flap valve, located at the banks of the watercourse but without encroaching into the bank. In such a way, no obstruction to flow will occur as a result of the connection. The cross section below illustrates the headwall located at the rear of the gardens. The water pipe discharging to the main river would be through the a Athlon H3C (or similar) system. A picture is provided of the brook below the diagram (taken early January 2020).

Cross section illustrating the headwall

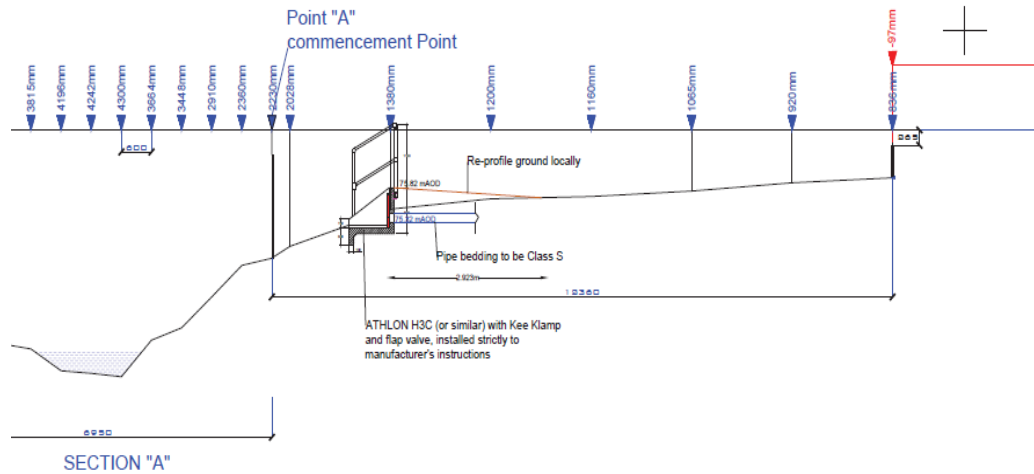


Photo of the Monken Mead Brook



- 9.38 The Environment Agency have subsequently reviewed the detail report and note the distance of 16/17m between the main river and the rear elevation of the

proposed dwellings. The development exceeds the statutory 8m requirement and the EA have no objection to the works nor the creation of a headwall on the bank of the Brook. The works would be subject to the developer applying for a flood risk activity permit from the Environment Agency for the installation for the outfall headwall, prior to commencement of development. An informative requiring this element has been added to the decision.

- 9.39 In summary, the Applicant has provided acceptable and appropriate plans and reports to confirm the development shall not result in additional surface water flooding or overloading of water discharge rates to the designated main river Monken Mead Brook. The development therefore meets policies DMD 61, DMD 62, DMD 63 and standing statutory advice.

**Biodiversity:**

- 9.40 Policy DMD 79 expects development to provide on-site ecological enhancements to mitigate the effects of any development. Enhancements could range from anything such as bird boxes to wildlife friendly landscaping or green roofs.
- 9.41 It is acknowledged that the proposed development would result in the loss of garden land in close proximity to a water course that is likely to encourage modest levels of animal habitat and biodiversity. Weight has to be given to the fact that the site of the development is largely open lawn area and a concrete foundation base is already present on site, reflective of a previous building on site. This limits the existing biodiversity value but there is still a need to ensure appropriate measures are integrated into the development in accordance with Policy DMD 79. In this instance, the sustainable drainage methods such as the swale, detention basin, green roof shall improve the bio-diversity potential of the scheme offering shelter for native insects and birds. In addition, a full report and method for improving and enhancing the biodiversity on site shall be conditioned requiring bat boxes and other animal habitat locations. The retention of all the trees on site bar one, buffer zone to the Monken Mead brook coupled with the afore-mentioned biodiversity improvements are considered adequate to result in no unacceptable loss of biodiversity on site.

**Highway and transport implications:**

**Access**

- 9.42 Policy DMD 46 seeks to ensure that proposals for new vehicular crossovers do not adversely affect traffic flow and road safety, do not lead to increased

pressures on on-street parking or affect the character of the area while Policy DMD 47 seeks new access, new roads and serving in all developments to be suitable for pedestrians and cyclists where there is no adverse impact on highway safety and the free flow of traffic. Policy DMD 47 states,

*“New development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.*

*New access and servicing arrangements must ensure 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 development will only be permitted where adequate, safe and functional provision is made for:*

- 1. Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development; and*
- 2. Emergency services vehicles (following guidance issued by the London Fire Brigade & Building Regulations); and*
- 3. Operational needs for existing residents, visitor and user “drop-off” and “pick-up” areas (e.g. for parents at nurseries and schools) as appropriate to the functioning of the development and the safety and free-flow of traffic.*

- 9.43 The site currently has an existing crossover (see below). As part of the development the existing crossover would be widened to permit safe access for all vehicles such as refuse and emergency vehicles (vehicle tracking plans form part of the submitted application plans). Waggon Road has a speed limit of 30mph and is not a busy road. The introduction of an access road would not harm highway safety and would be sufficient to allow refuse and emergency vehicles to safely access the site. In design terms the wider location is characterised by crossovers on to Waggon Road and therefore, the character of Waggon Road would not be harmed contrary to Policy DMD46.



- 9.44 The proposed access road would be approximately 5.0m wide with a segregated footpath access 1.2m in width, along the entire length of the access road leaving 3.8m for vehicles to pass together if required. Access gates are to be installed to the entrance of the site of the three dwellings, the final design of which shall be conditioned.

Vehicle Parking & Cycle provision

- 9.45 Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11) and parking (Policy 6.13). Policies DMD 45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.
- 9.46 Policy DMD 45 seeks to minimise car parking and to promote sustainable transport options. It is therefore recognised that a flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets. Policy DMD45 states:

*Car parking proposals will be considered against the standards set out in the London Plan and:*

- a. The scale and nature of the development*
- b. The public transport accessibility (PTAL) of the site;*
- c. Existing parking pressures in the locality;*
- d. Accessibility to local amenities, and the needs of the future occupants of the developments.*

- 9.47 The site has a PTAL level of 1a, representing an extremely poor level of public transport accessibility. The proposed development provides (9) parking spaces (four of which are garage spaces) for the proposed 4 dwellings (3 x 5 bed and 1 x 6 bed homes). In this instance the level of parking does not harm the layout or compromise other aspects of the development and given the PTAL and unit size, is therefore acceptable.
- 9.48 Secure cycle parking is provided on site, with two (2) cycle spaces per dwelling. The quantity of rear garden area permits additional storage in those locations. The proposed arrangement shall be subject to a pre-occupation condition finalising the final appearance of the secure units.

Landscaping & Trees:

- 9.49 Policy DMD 80 (Trees on Development Sites) expects all developments that involve the loss of or harm to trees of significant amenity or biodiversity value will be refused. The development site includes a reasonable level of tree coverage and represents a consideration in the assessment of the development of the site. The applicant has provided the following report "Arboriculture Survey Rev A, prepared by Jasper Hart, dated 06-03-2019", illustrate the existing condition and location of trees on the site.
- 9.50 The submitted AIA report provides a full Tree Survey table and a plan (see end of the AIA report) confirming only one tree noted as T14, a low value U category tree shall be removed as part the development. The existing open area of the site of the new dwellings and the location of the access road mitigate extensive loss of trees on site.
- 9.51 Section 2 of the AIA report includes a method statement outlining the forms of protection of trees during construction phase. The Tree Officer has reviewed the AIA and considers the loss of a low grade tree to be acceptable and the method statement to be appropriate and suitable to mitigate harm to the retained trees on site. In addition, the conditioned landscape plan expects re-planting of trees on site to help all aspects of the development.

Energy:

- 9.52 Policy 5.2 of the London Plan (2016) expects development proposals to make the fullest contribution to minimising carbon dioxide emission and Core Policy CP4 sets a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. Adopted Policy DMD 51 (Energy



Efficiency standards) require new developments to achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction over Part L of Building Regulations (2013) is required.

- 9.53 The applicant submitted a Sustainability Statement (prepared by Darren Evans, dated 6-03-2019) and the proposed dwelling houses include solar panels on the south facing elevation. The utilisation of solar panels along with maximising a fabric first design are the most appropriate and practical on-site forms of reducing CO2 emissions in line with policy targets. The requirement for an energy certificate post construction clarifying the fore-mentioned target and findings of the energy report shall form part of a pre-occupation planning condition.
- 9.54 Policy DMD 58 (water Efficiency) expects New residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. The applicant has provided no reports or documents to confirm how the proposed development will implement water efficiency measures to achieve usage of less than or equal to 105 litres/person/day for residential developments and incorporate water saving measures and equipment. A condition shall be applied to secure the water usage on the development site.

#### Secure by Design

- 9.55 The site of the proposed dwelling houses would only be accessible via the 70m access road with a low level gate located at the principle access point to the three new dwellings at the rear. The access road and layout of the site would be subject to a degree of natural surveillance (passive surveillance) from the host dwellings on Waggon Road. Nevertheless, a planning condition is to be imposed requiring secure by design principles are integrated into the scheme.

#### Section 106 Agreements:

##### *Affordable housing contribution*

- 9.56 No affordable housing can be sought through this development as the number of residential units is less than 10 and thus, below the minimum threshold set out in the NPPF

## **10.0 Planning Obligations**

- 10.1 Transportation require a section 278 to be entered into to ensure the necessary highway works are undertaken as part of the development.

## **11.0 Community Infrastructure Levy (CIL)**

### *Mayoral CIL*

- 11.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (increased to £60per sqm as of 1<sup>st</sup> April 2019). Development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education

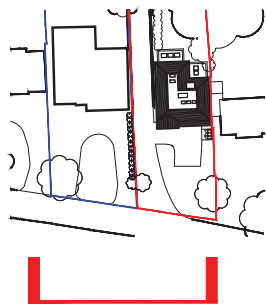
### *Enfield CIL*

- 11.2 The Council introduced its own CIL on 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. Enfield has identified three residential charging zones and the site falls within the highest charging rate zone (£120/sqm), however the scheme is not CIL liable.
- 11.3 The CIL contribution is calculated to be £70,560 Mayoral and £141,120 Enfield Council, cumulatively £211,680.

## **12.0 Conclusion**

- 12.1 The design, sitting, massing, standard of accommodation and impact on neighbouring amenity are considered acceptable in accordance with adopted planning policy within the Core Strategy and the Development Management Document (2014). The impact to the Monken Mead Brook, wider Biodiversity and potential flood risk have been carefully considered and it is felt, adequately mitigated by the proposed sustainable drainage systems and plans outlined in the SuDS report, as confirmed by the Environment Agency and the Council's SuDS team. Appropriate pre-commencement and occupation planning conditions shall be applied to the site to address energy, landscaping and tree protection aspects of the development amongst compliance conditions.






PLAN  
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL		DRAWING: 32 WAGGON ROAD, EXISTING STREET ELEVATION		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
DRAWING NO:		111 REV A		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
REVISIONS:						COPYRIGHT RESERVED			
REV -	PLANNING ISSUE	13/03/18	REV C	-	-	ALL DIMENSIONS TO BE CHECKED ON SITE.			
REV A	RE-ISSUE	06/03/19	REV D	-	-	BEFORE WORK COMMENCES.			
REV B	-	-	REV E	-	-	FIGURED DIMENSIONS TO BE TAKEN IN			
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						IF IN DOUBT PLEASE ASK.			



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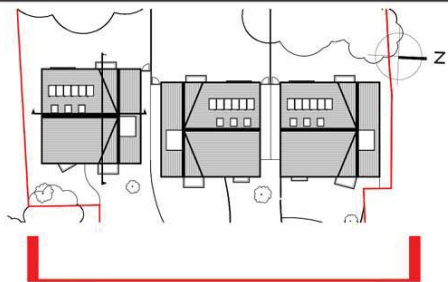
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ELEVATION  
SCALE 1: 150



PROJECT: 30 & 32 WAGGON ROAD, ENFIELD,  
EN4 0HL  
PROJECT NO: 11013  
DRAWING NO: 116 REV D

DRAWING: REAR HOUSES FRONT ELEVATION  
PROJECT ARCHITECT: AA  
DRAWN: AA CHECKED: CB

DATE MAR 19  
SCALE 1:150 @ A3  
STATUS PLANNING

REVISIONS:

REV -	PLANNING ISSUE	13/03/18	REV C	SIZE OF REAR HOUSES REDUCED	24/09/18
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	RENDER REPLACED TIMBER	06/03/19
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-

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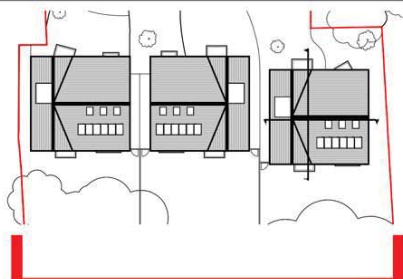


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ELEVATION  
SCALE 1: 150



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 OHL		DRAWING: REAR HOUSES BACK ELEVATION		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:150 @ A3	
DRAWING NO:		124 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
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REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-				



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EXISTING



26 WAGGON ROAD

28 WAGGON ROAD

30 WAGGON ROAD

32 WAGGON ROAD

34 WAGGON ROAD

36 WAGGON ROAD

PROPOSED



26 WAGGON ROAD

28 WAGGON ROAD

30 WAGGON ROAD


32 WAGGON ROAD

34 WAGGON ROAD

36 WAGGON ROAD

ELEVATIONS  
SCALE 1: 250



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: CONTEXTUAL FRONT ELEVATION		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:250 @ A3	
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REV A	GENERAL UPDATES	30/04/18	REV D	RE-ISSUE	06/03/19				
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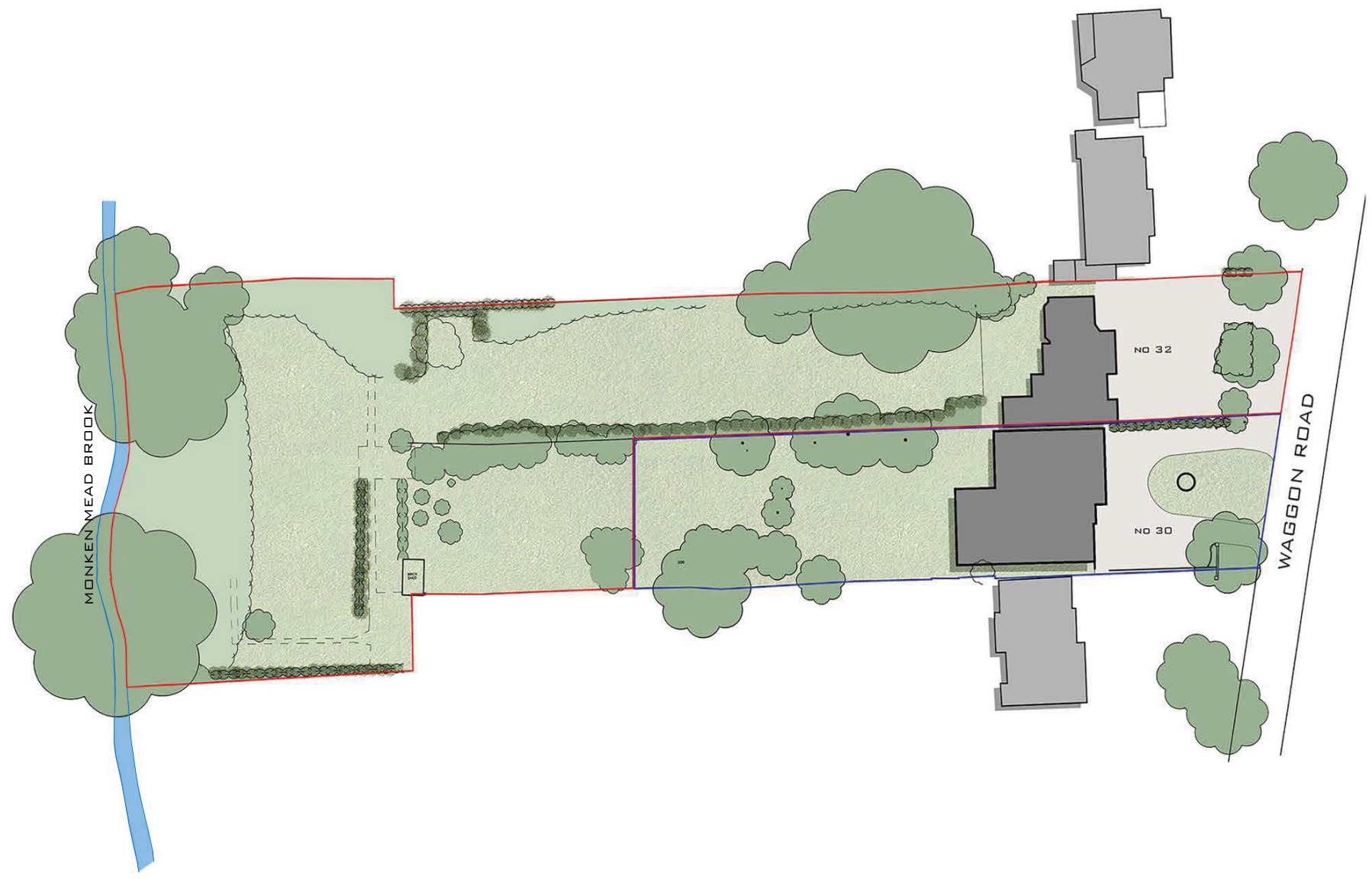
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SCALE 1: 500



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PROJECT NO:		11013	
DRAWING NO:		102 REV B	
REVISIONS:			
REV -	PLANNING ISSUE	13/03/18	REV C
REV A	RE-ISSUE FOR PLANNING	06/03/19	REV D
REV B	BOUNDARY LINE UPDATED	07/01/20	REV E

DRAWING: EXISTING SITE PLAN
PROJECT ARCHITECT: AA
DRAWN: AA CHECKED: CB

DATE	MAR 19
SCALE	1:500 @ A3
STATUS	PLANNING

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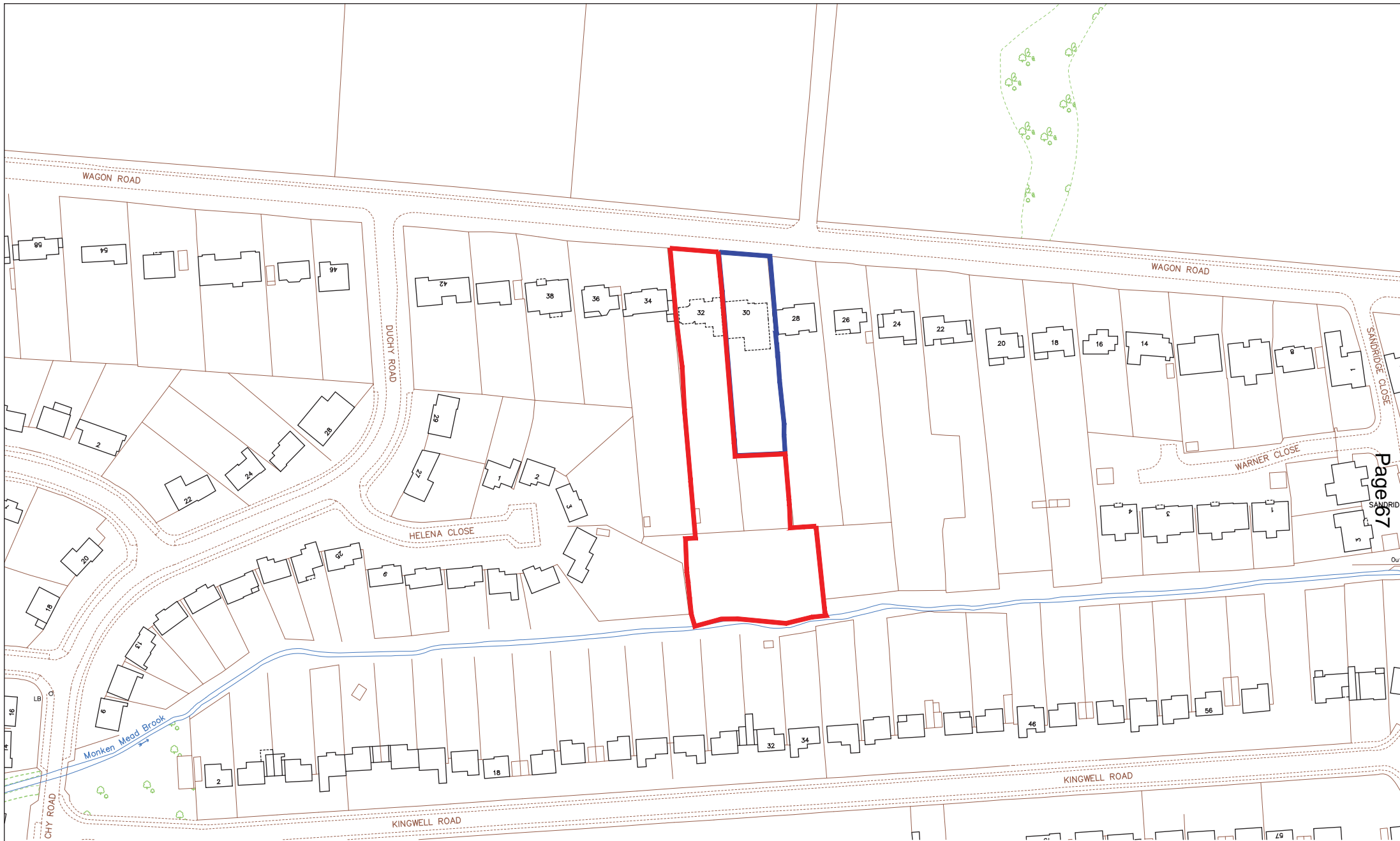


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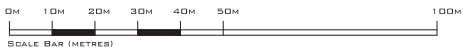
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LOCATION PLAN  
SCALE 1: 1250



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REV A	RE-ISSUE FOR PLANNING	06/03/19	REV D	-	-				
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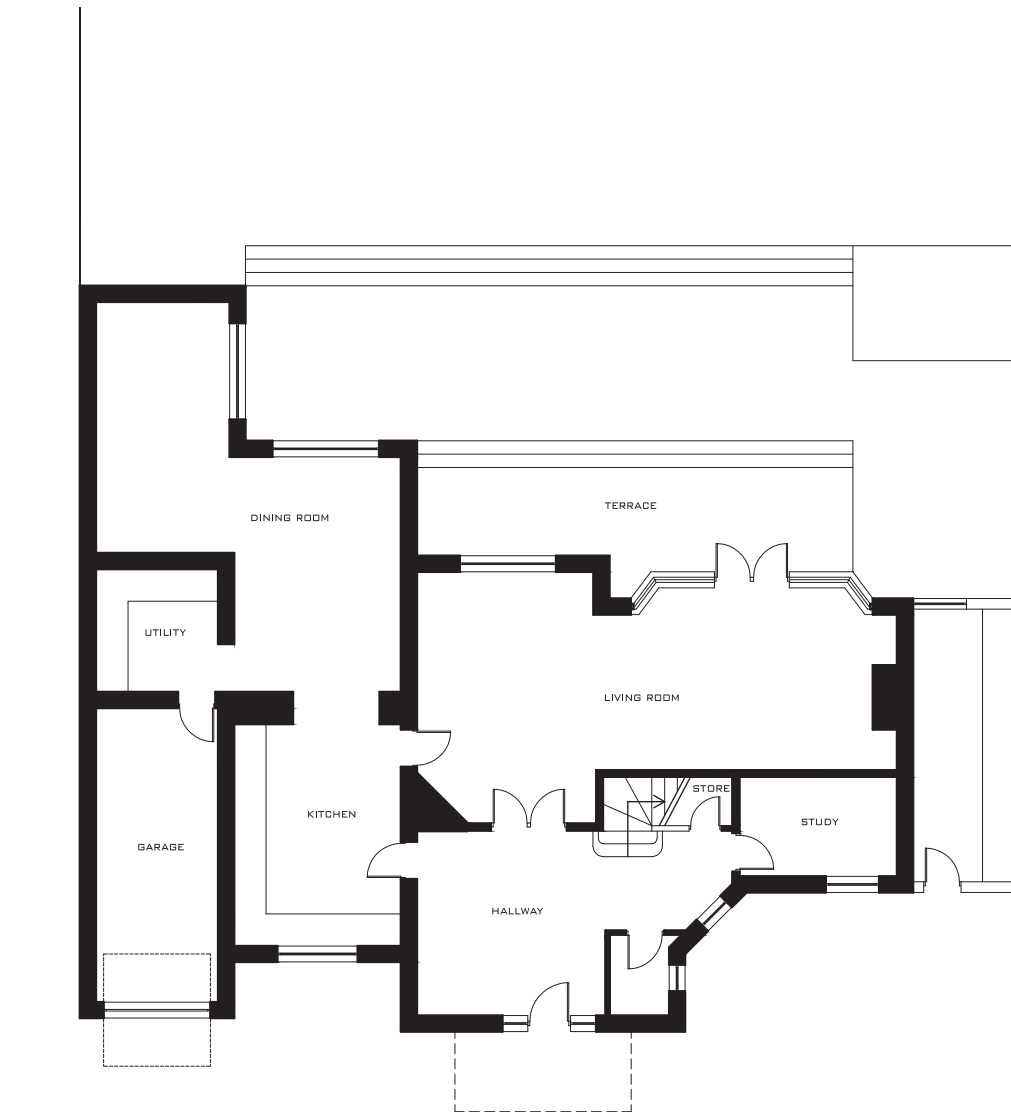
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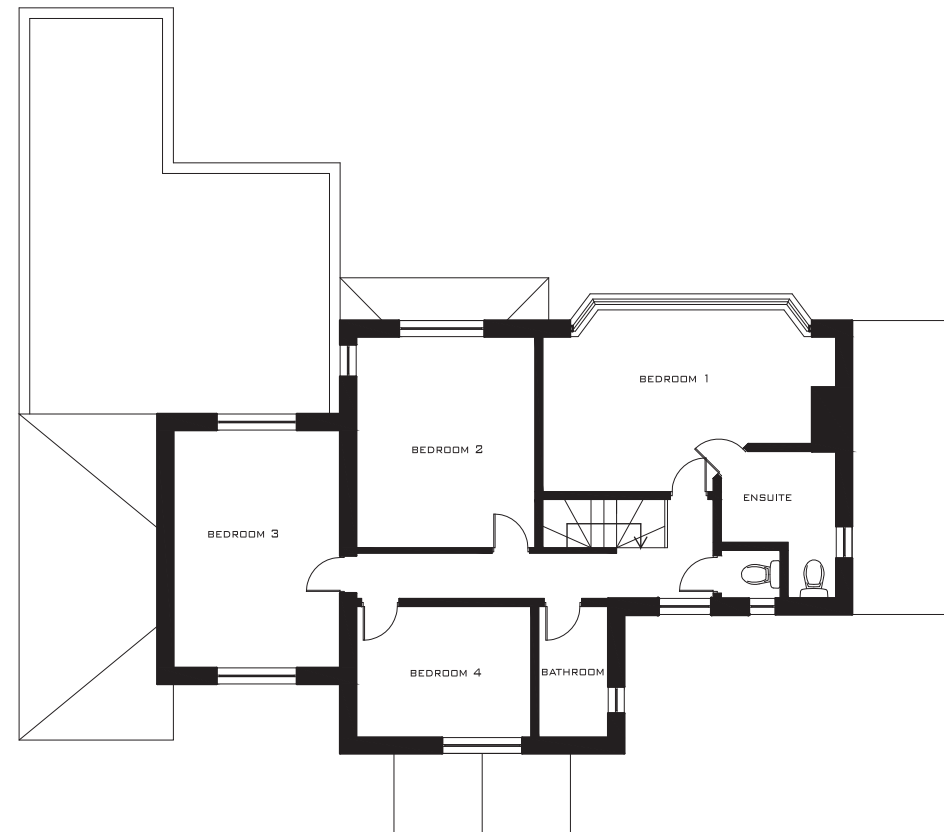
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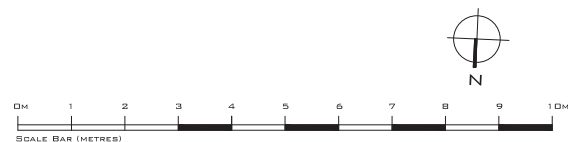



GROUND FLOOR PLAN



FIRST FLOOR PLAN

PLANS  
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 OHL		DRAWING: 32 WAGGON ROAD, EXISTING FLOOR PLANS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
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REV B	-	-	REV E	-	-				

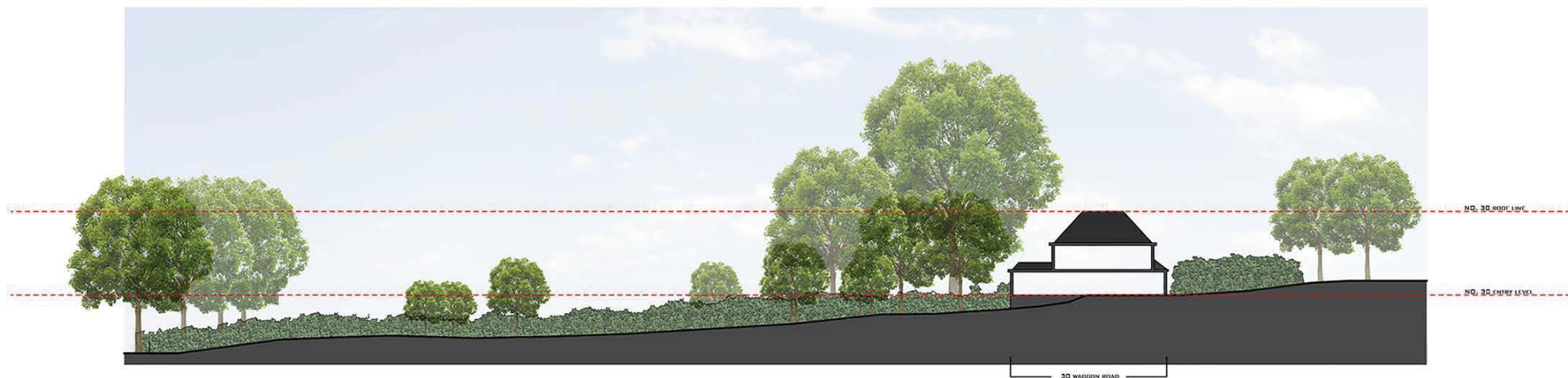
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EXISTING SITE SECTION 1 :500



PROPOSED SITE SECTION 1 :500

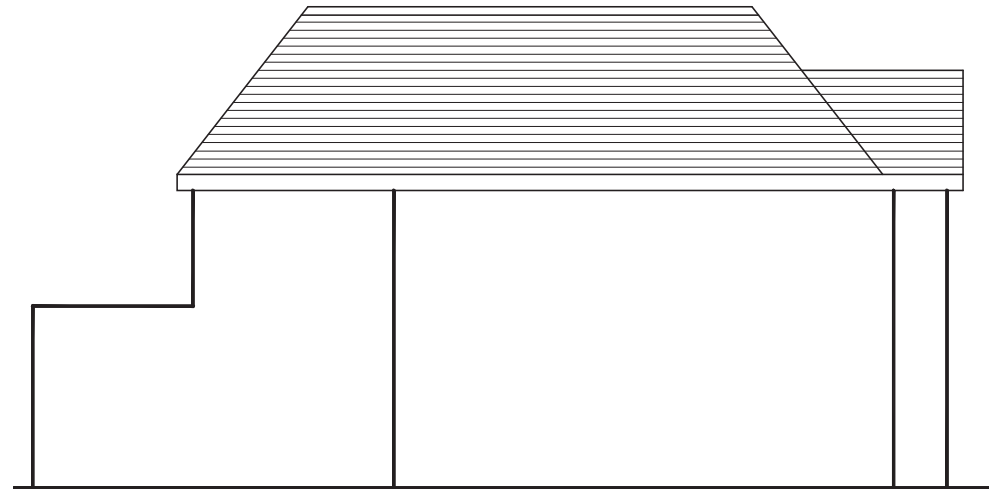
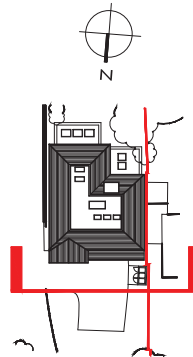
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REV B	REAR PLOT LOCATIONS UPDATED	-		REV E	-	-	IF IN DOUBT PLEASE ASK.		
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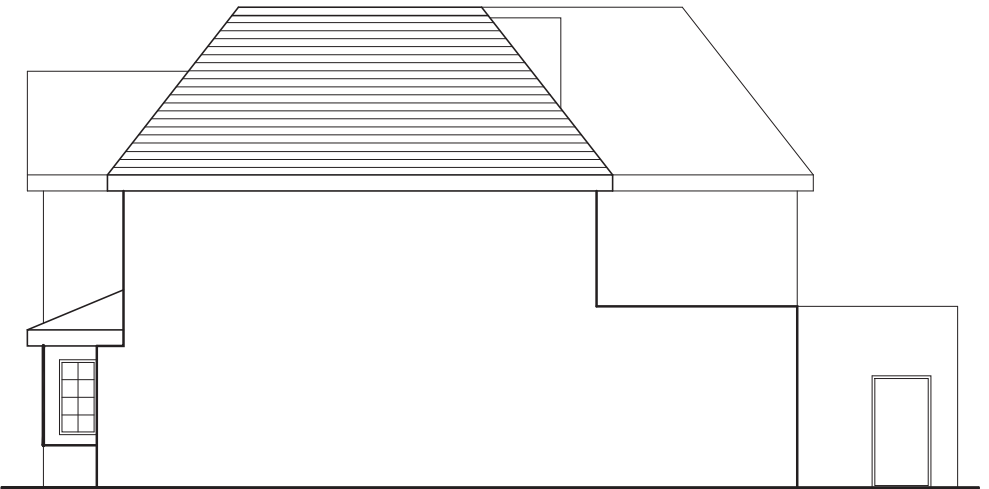
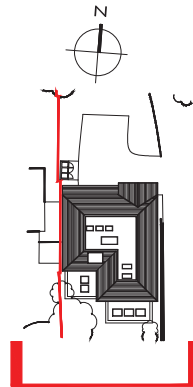
FRONT ELEVATION



EAST ELEVATION



REAR ELEVATION



WEST ELEVATION



ELEVATIONS  
SCALE 1:100

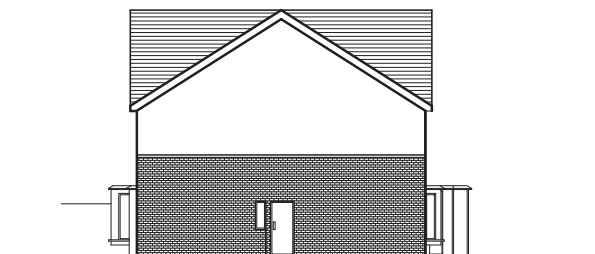
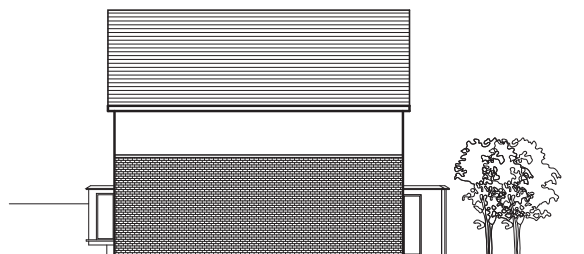


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PROJECT NO:	11013	PROJECT ARCHITECT:	AA	SCALE	1:100 @ A3
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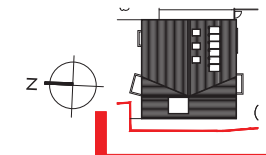
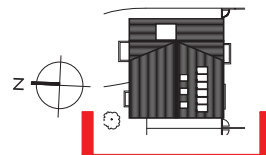
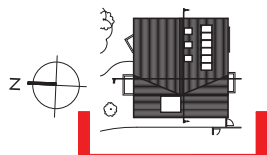
HOUSE 1

HOUSE 2

HOUSE 3



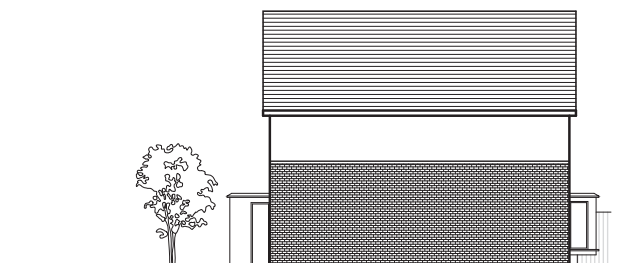
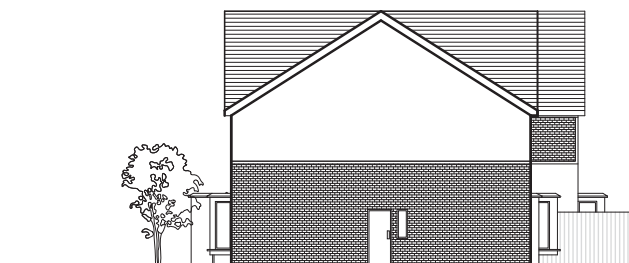
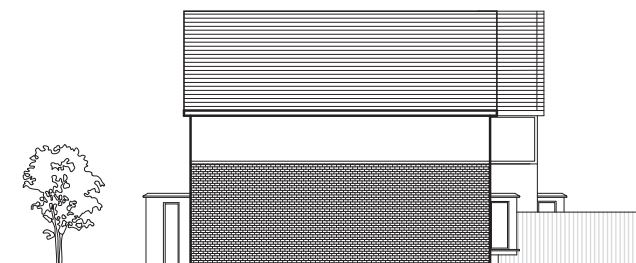
EAST-FACING ELEVATIONS



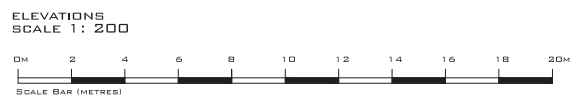
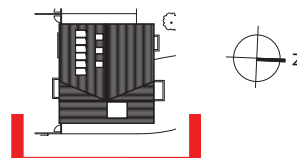
HOUSE 1

HOUSE 2


HOUSE 3



WEST-FACING ELEVATIONS



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: REAR HOUSES SIDE ELEVATIONS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:200 @ A3	
DRAWING NO:		125 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
REVISIONS:						COPYRIGHT RESERVED			
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REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	TIMBER CLADDING OMITTED	06/03/19	BEFORE WORK COMMENCES.			
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-	FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.			
						IF IN DOUBT PLEASE ASK.			

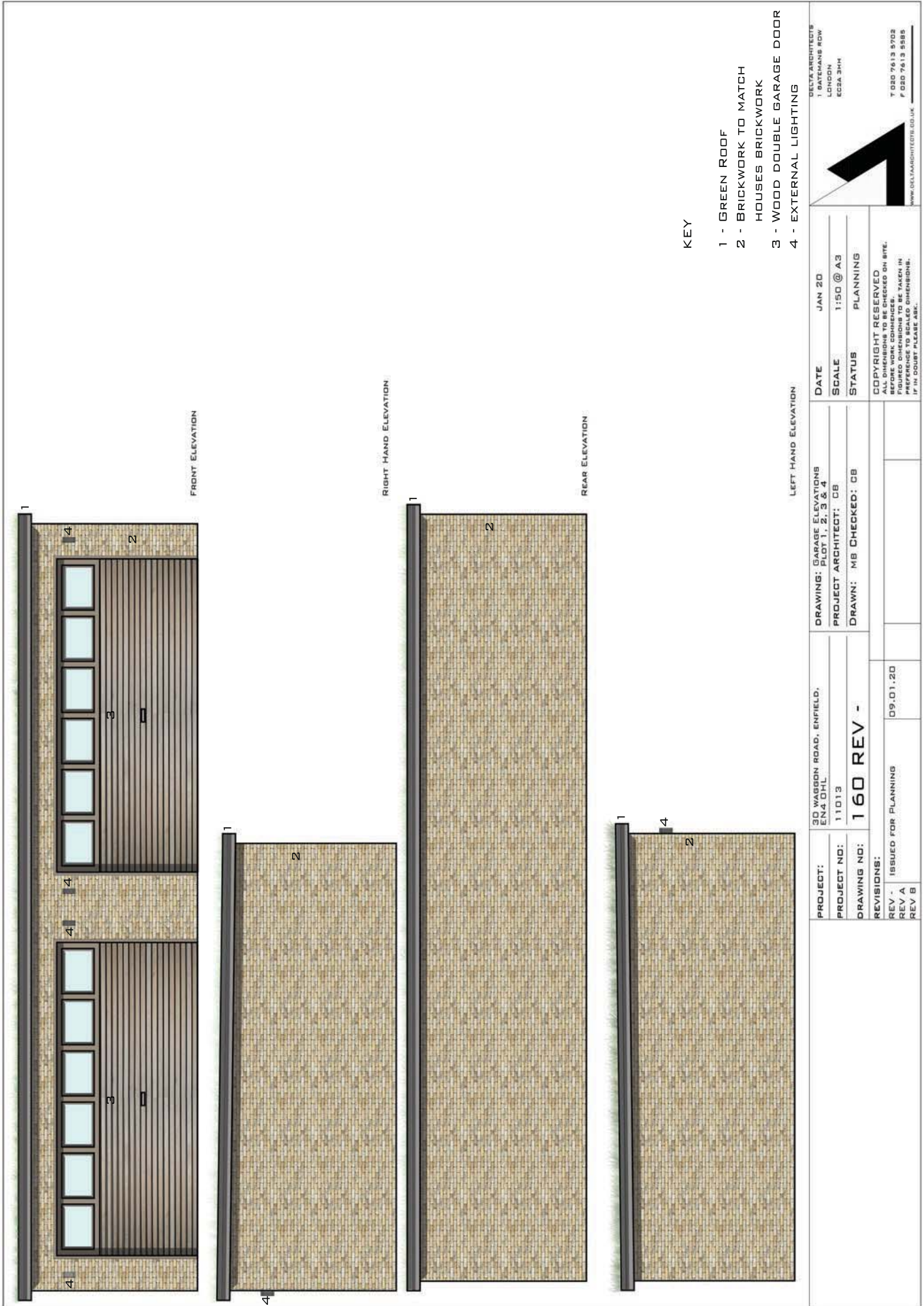


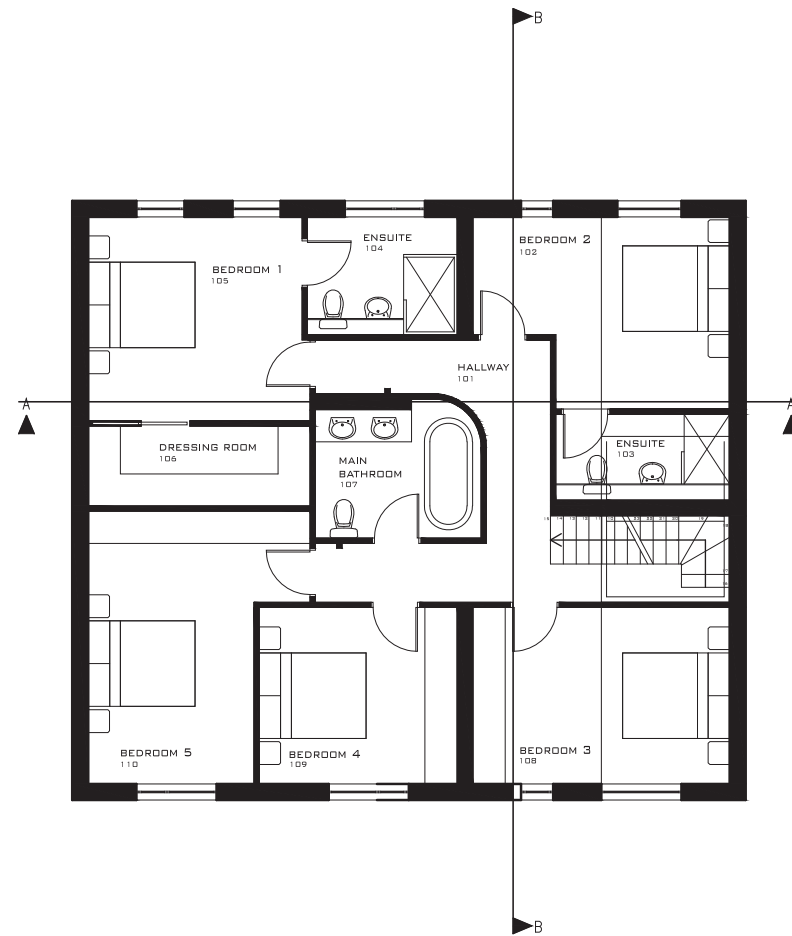
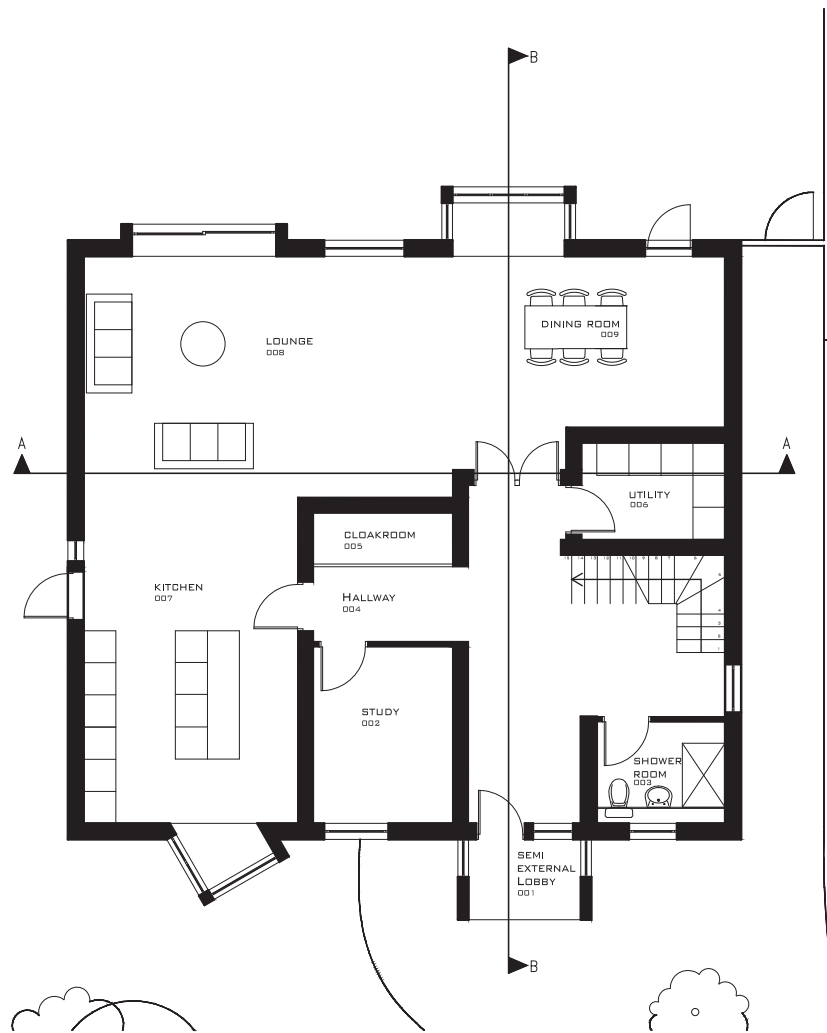
DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
EC2A 3HH

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F 020 7613 5585

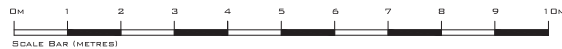
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PLAN  
SCALE 1: 100



PROJECT:	30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL
PROJECT NO:	11013
DRAWING NO:	117 REV D

REVISIONS:			
REV -	PLANNING ISSUE	13/03/18	REV C
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E

DRAWING:	HOUSE 1 - GROUND & FIRST FLOOR PLANS
PROJECT ARCHITECT:	AA
DRAWN:	AA CHECKED: CB

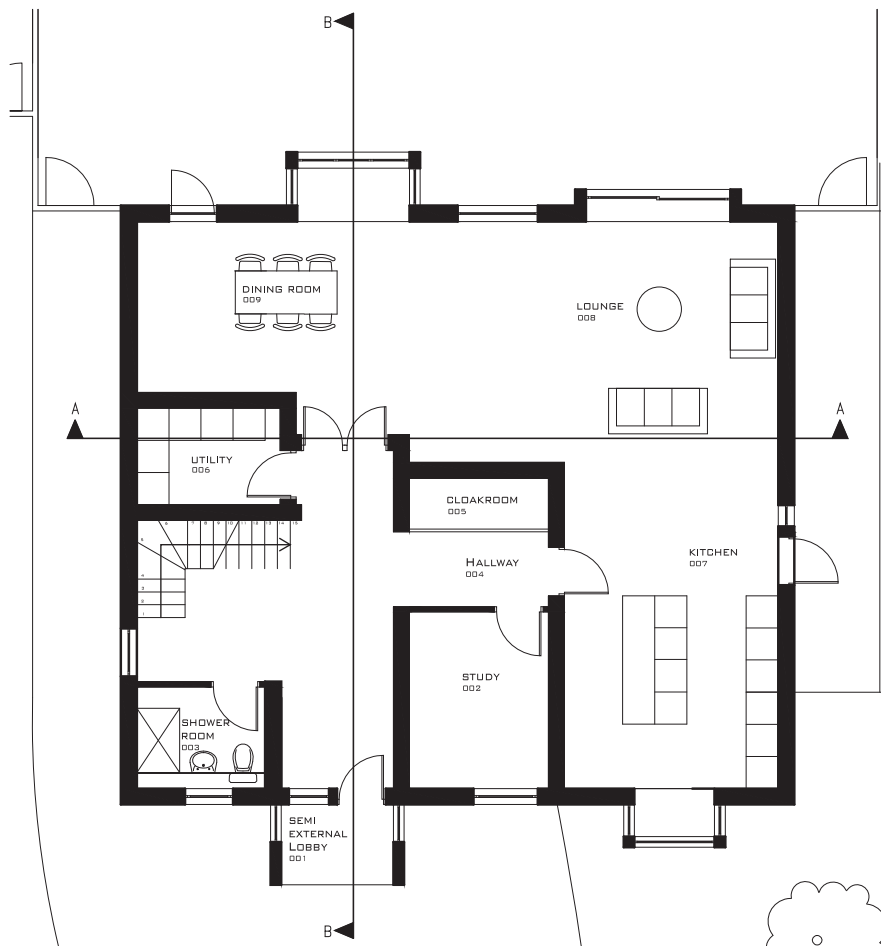
DATE	MAR 19
SCALE	1:100 @ A3
STATUS	PLANNING

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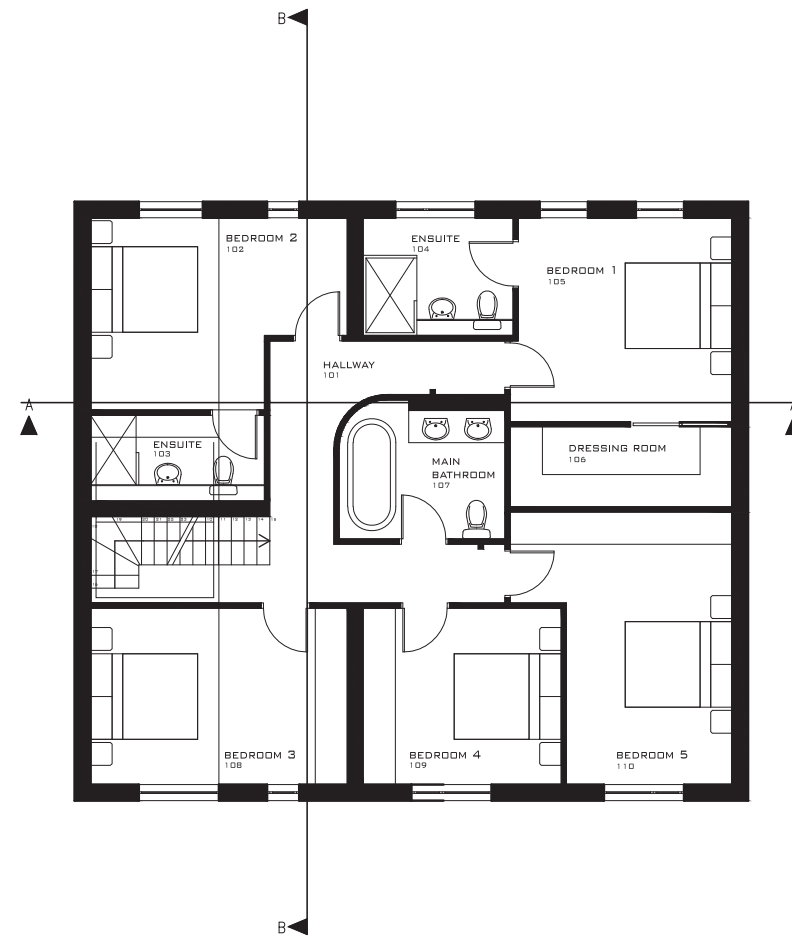
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GROUND FLOOR PLAN



FIRST FLOOR PLAN

PLAN  
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL		DRAWING: HOUSE 2- GROUND & FIRST FLOOR PLANS	
PROJECT NO:		11013		PROJECT ARCHITECT: AA	
DRAWING NO:		120 REV D		DRAWN: AA CHECKED: CB	
REVISIONS:					
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-

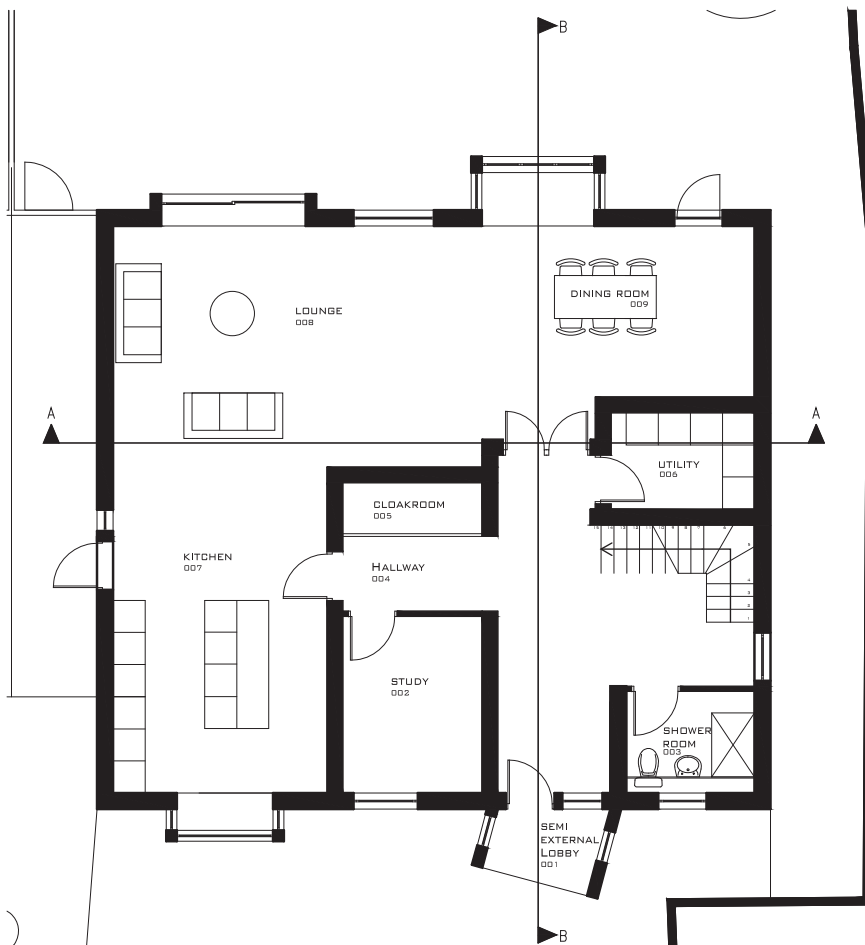
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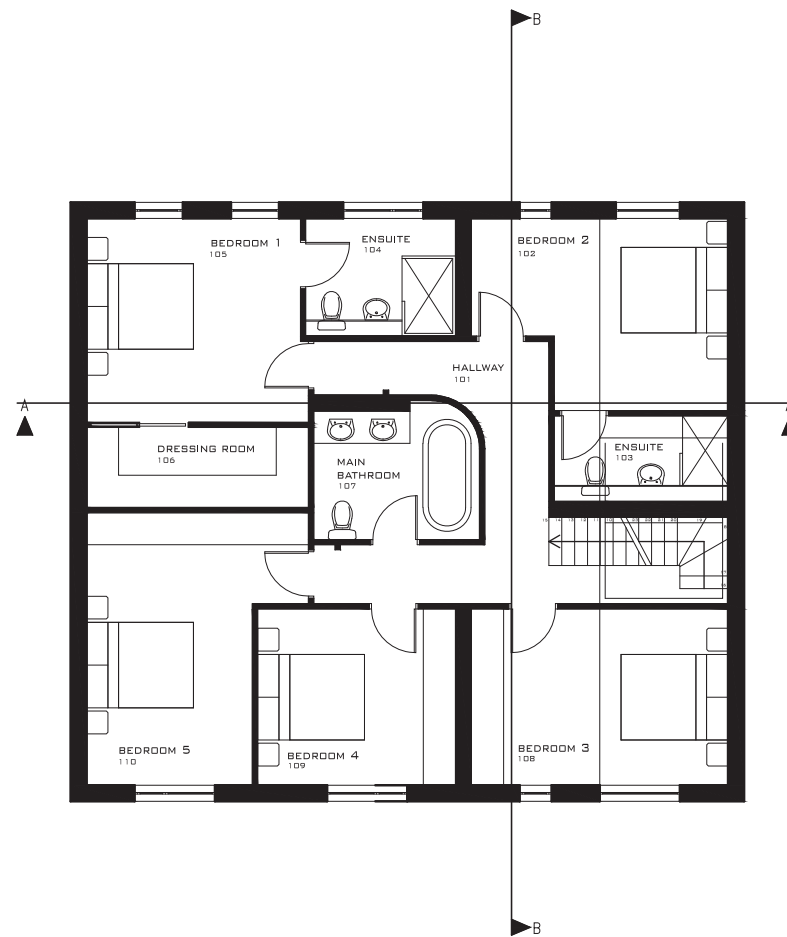
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GROUND FLOOR PLAN




FIRST FLOOR PLAN

PLAN  
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL		DRAWING: HOUSE 3- GROUND & FIRST FLOOR PLANS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
DRAWING NO:		122 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
REVISIONS:						COPYRIGHT RESERVED			
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18	ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.			
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19				
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-				



DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
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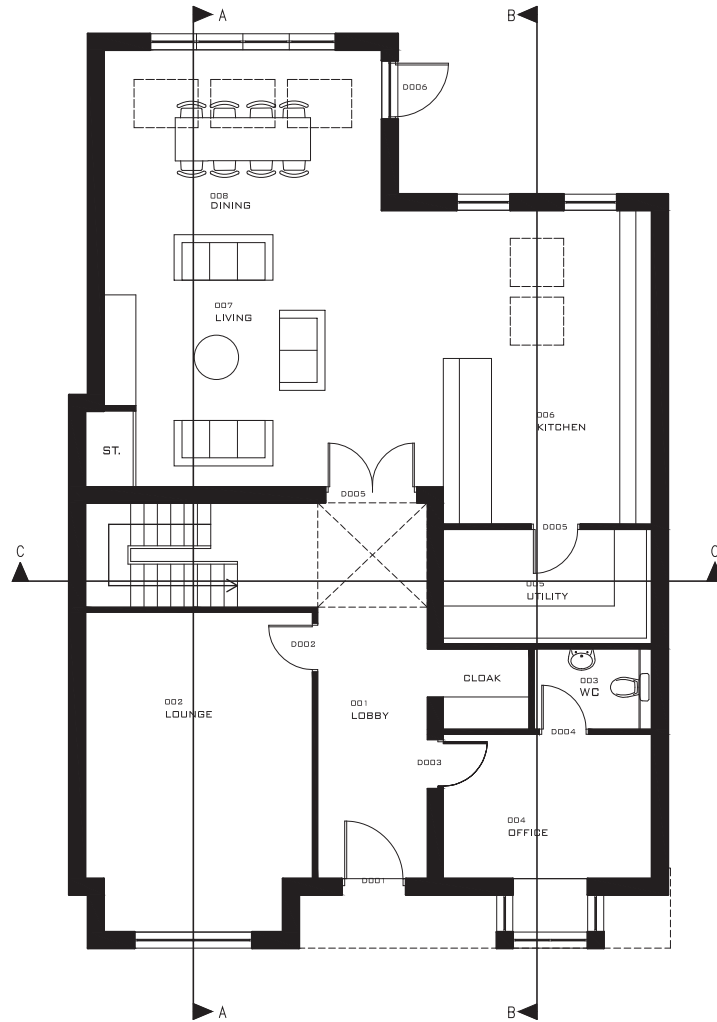
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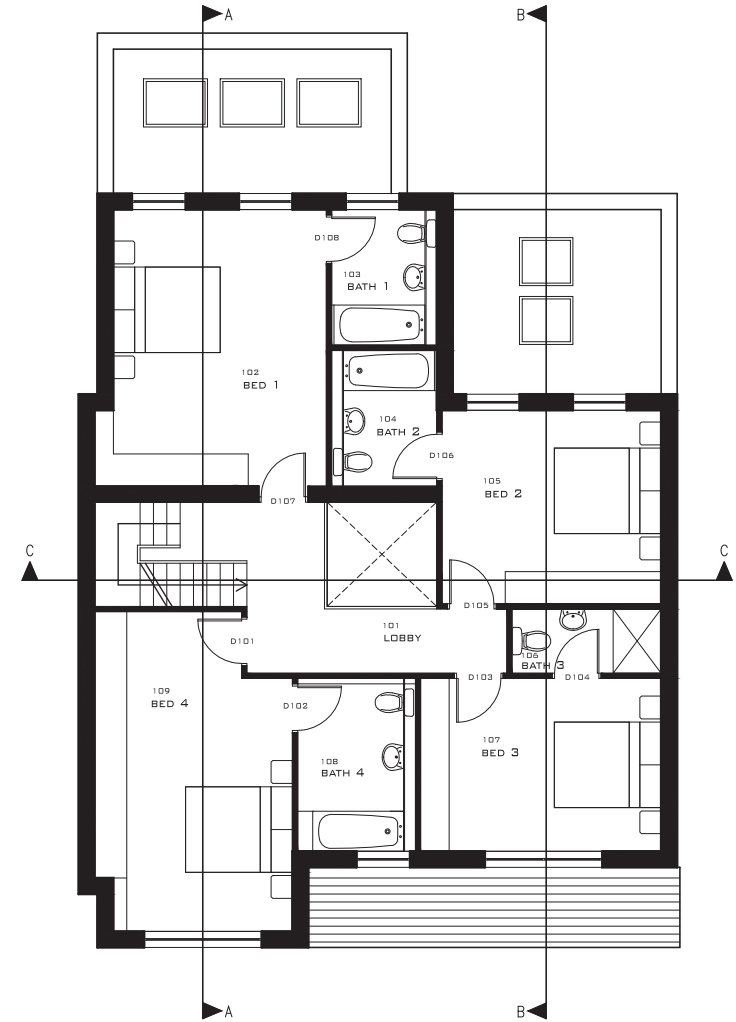
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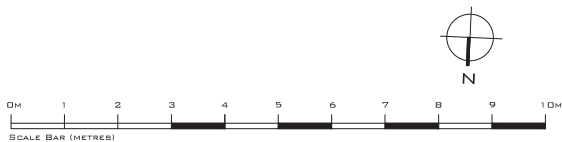


GROUND FLOOR PLAN

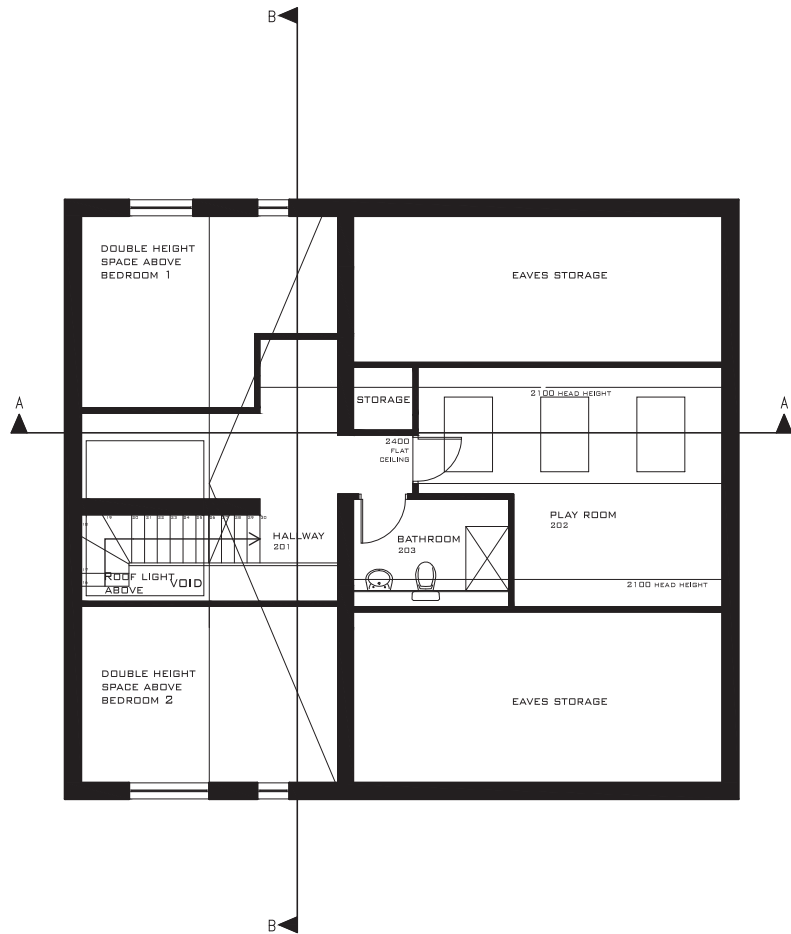


FIRST FLOOR PLAN

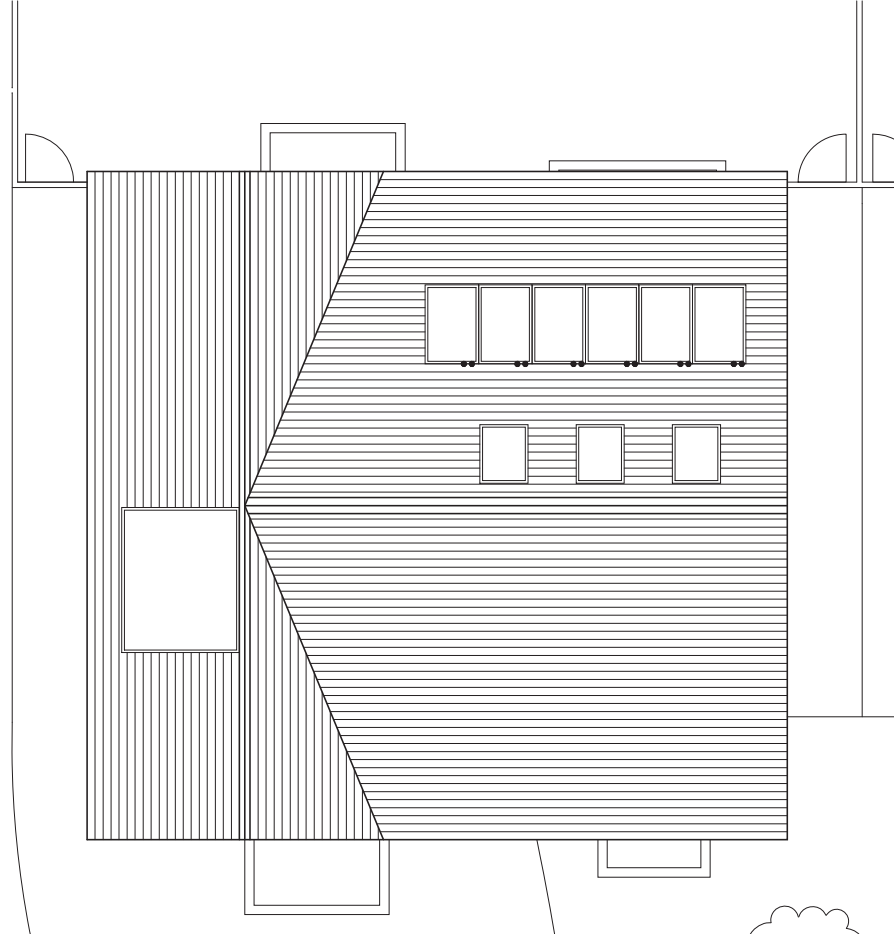
PLAN  
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: 32 WAGGON ROAD, PROPOSED GROUND & FIRST FLOOR PLANS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
DRAWING NO:		114 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
REVISIONS:							COPYRIGHT RESERVED		
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18	ALL DIMENSIONS TO BE CHECKED ON SITE, BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.			
REV A	GENERAL UPDATES	30/04/18	REV D	RE-ISSUE	06/03/19				
REV B	UPDATED FROM COMMENTS	18/06/18	REV E	-	-				

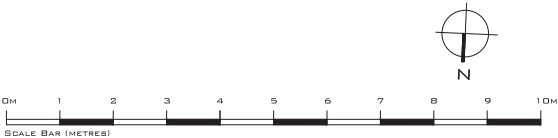


SECOND FLOOR PLAN




ROOF PLAN

PLAN  
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: HOUSE 2- SECOND FLOOR & ROOF PLANS		DATE		MAR 19	
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REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19				
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-				



DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
EC2A 3HH

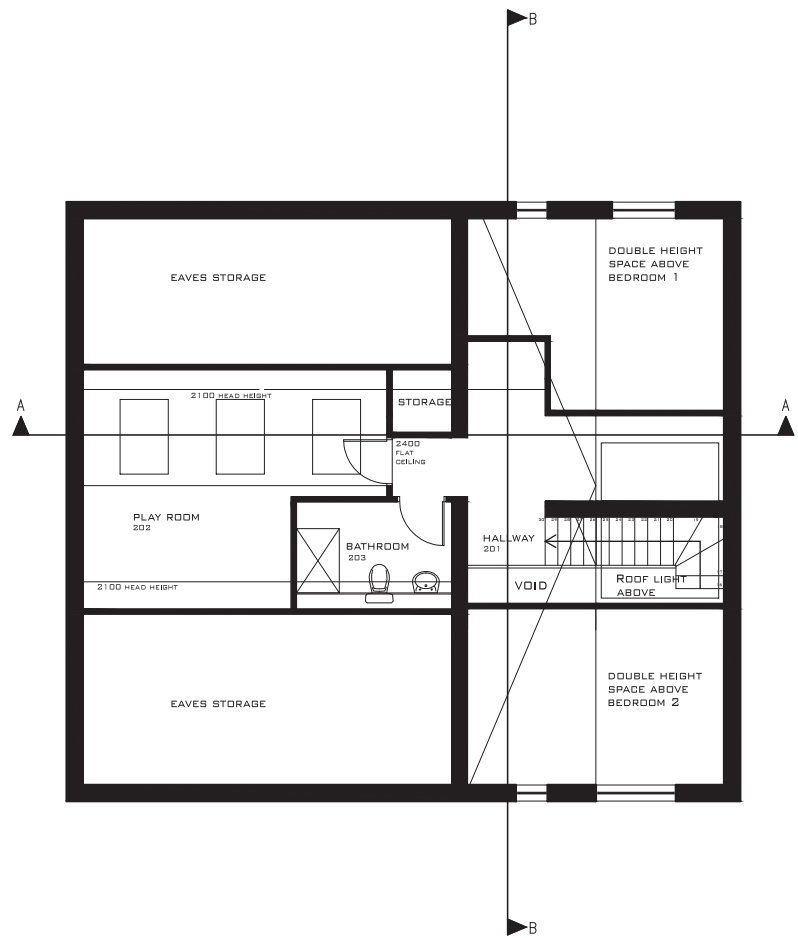
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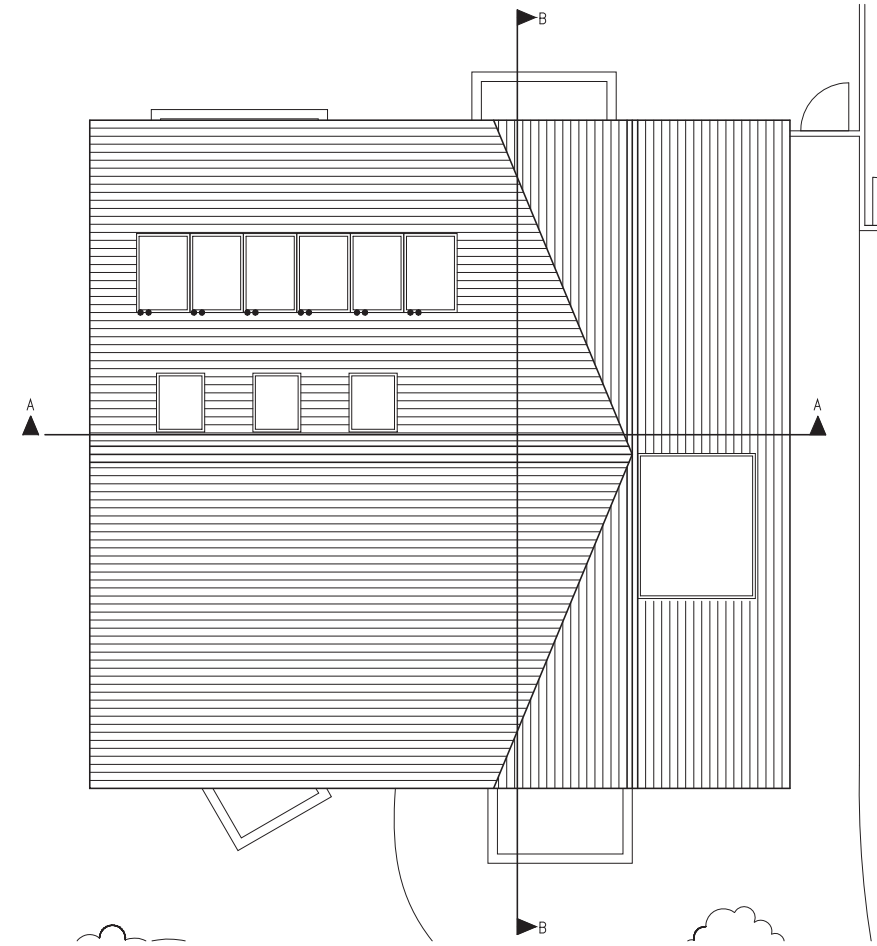
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LONDON  
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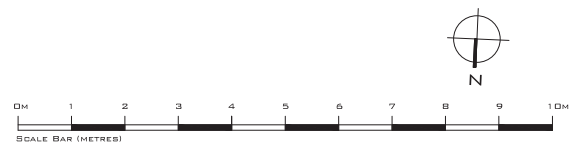



SECOND FLOOR PLAN



ROOF PLAN

PLAN  
SCALE 1: 100



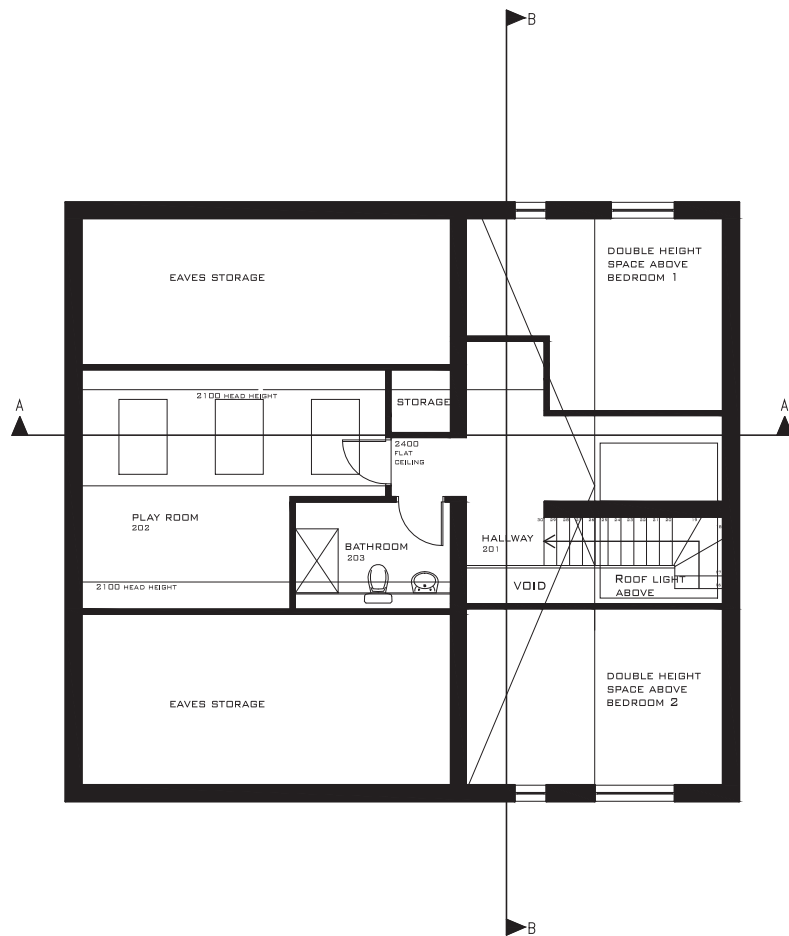
PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: HOUSE 1 - SECOND FLOOR & ROOF PLANS		DATE MAR 19			DELTA ARCHITECTS 1 BATEMANS ROW LONDON EC2A 3HH
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE 1:100 @ A3			
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REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19				T 020 7613 5702
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-				F 020 7613 5585
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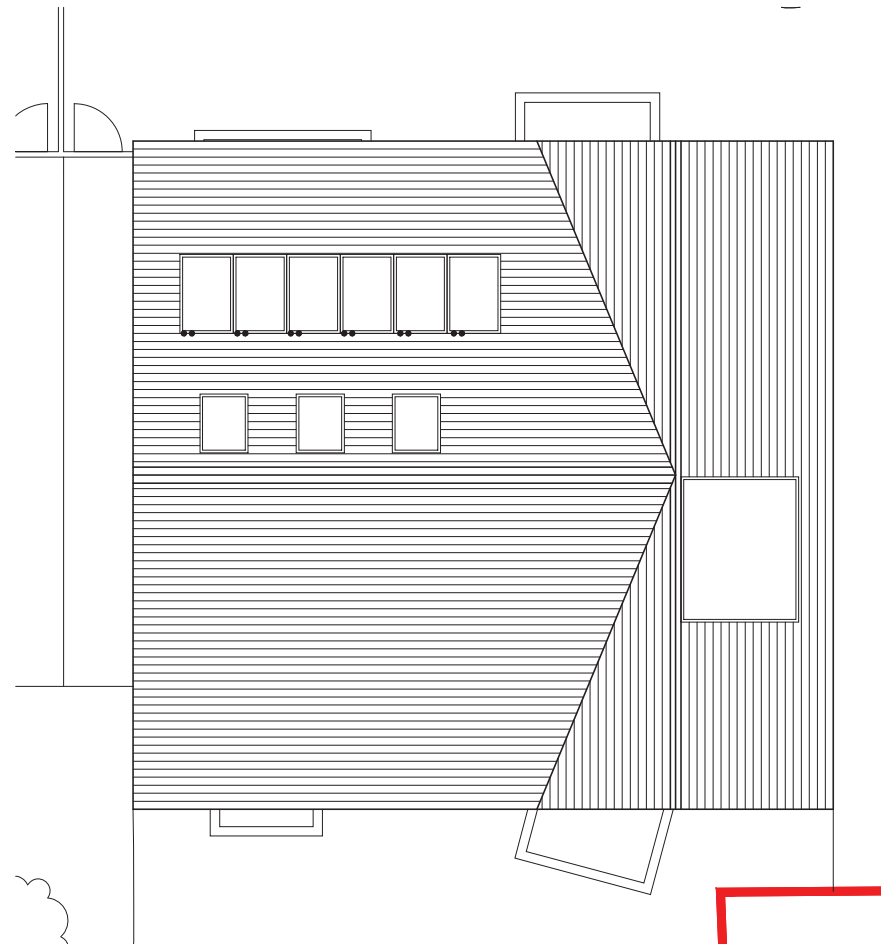
DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
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SECOND FLOOR PLAN



ROOF PLAN

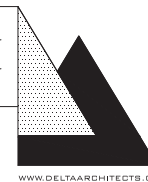
PLAN  
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: HOUSE 3- SECOND FLOOR & ROOF PLANS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
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REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18				
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19				
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-				

DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
EC2A 3HH

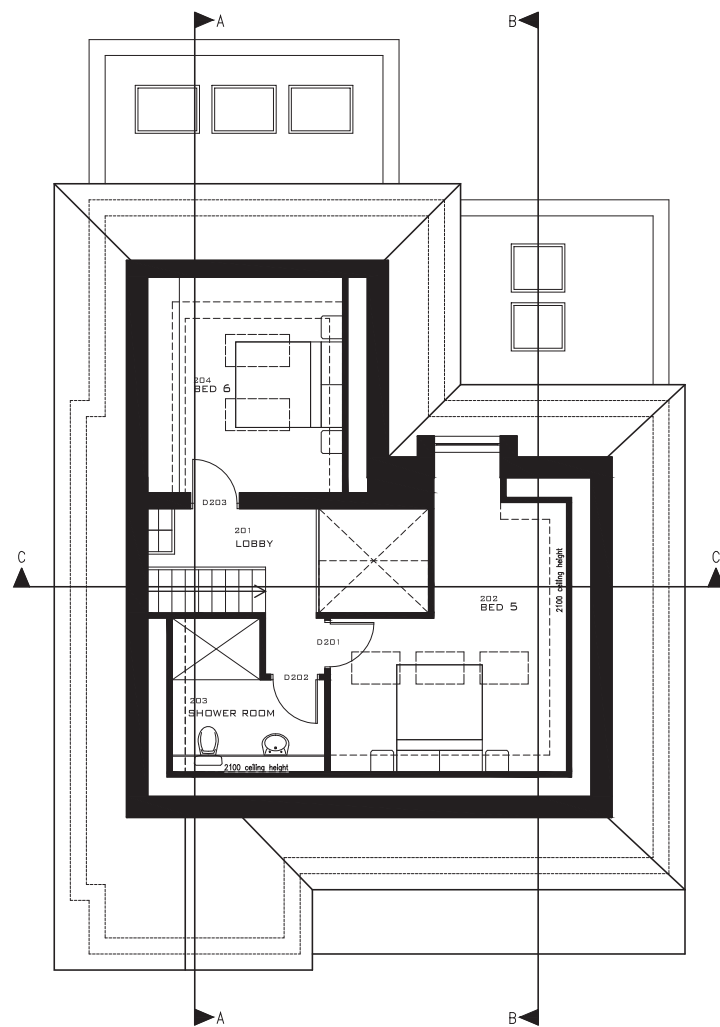
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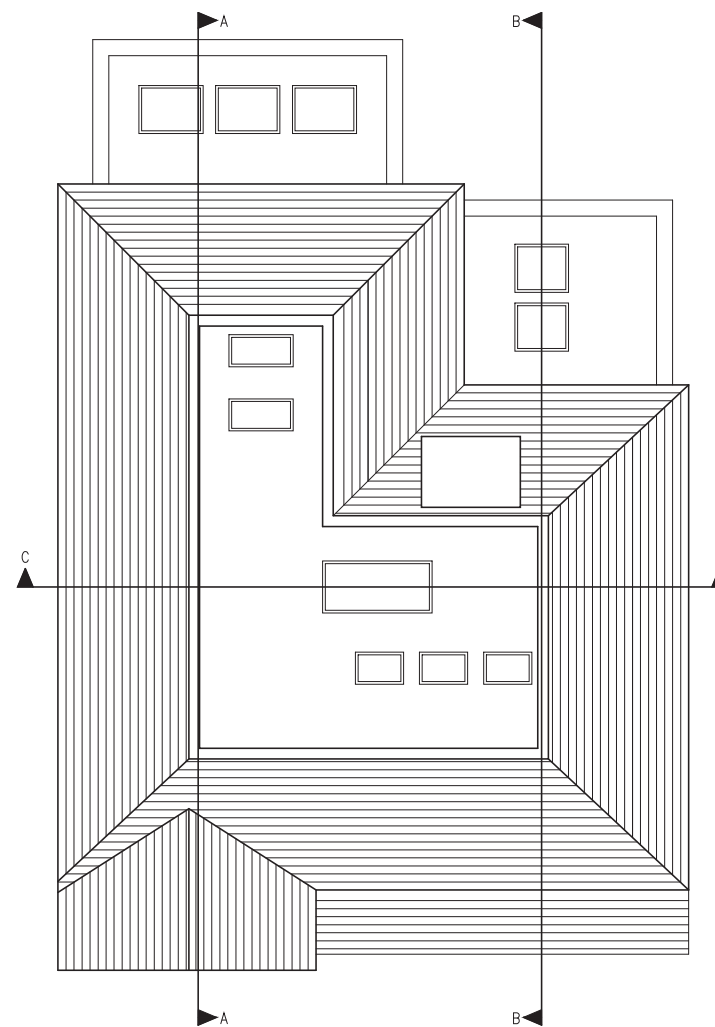
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1 BATEMANS ROW  
LONDON  
EC2A 3HH

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### SECOND FLOOR PLAN



ROOF PLAN

PLAN  
SCALE 1: 100

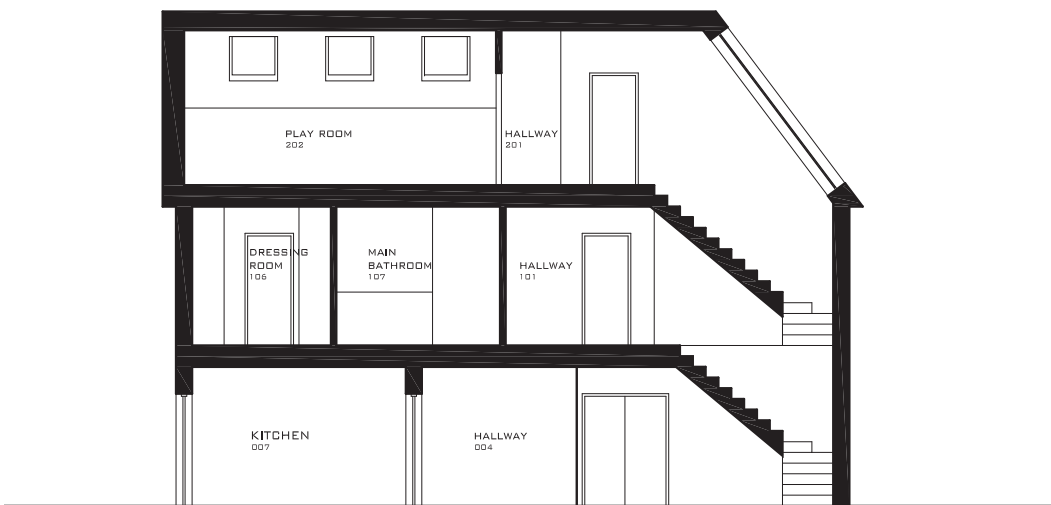


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REV A	GENERAL UPDATES	30/04/18	REV D	RE-ISSUE	06/03/19				
REV B	UPDATED FROM COMMENTS	18/06/18	REV E	-	-				

DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
EC2A 3HH

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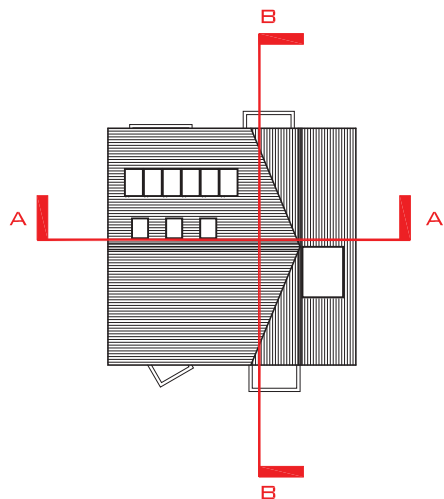
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SECTION A




SECTION B



PLAN  
SCALE 1:100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: PROPOSED REAR HOUSES SECTIONS		DATE: MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE: 1:100 @ A3	
DRAWING NO:		131 REV -		DRAWN: AA CHECKED: CB		STATUS: PLANNING	
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REV -	PLANNING ISSUE	06/03/19	-	-	-	T O20 7613 5702 F O20 7613 5585  WWW.DELTAARCHITECTS.CO.UK	
REV A	-	-	-	-	-		
REV B	-	-	-	-	-		



DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
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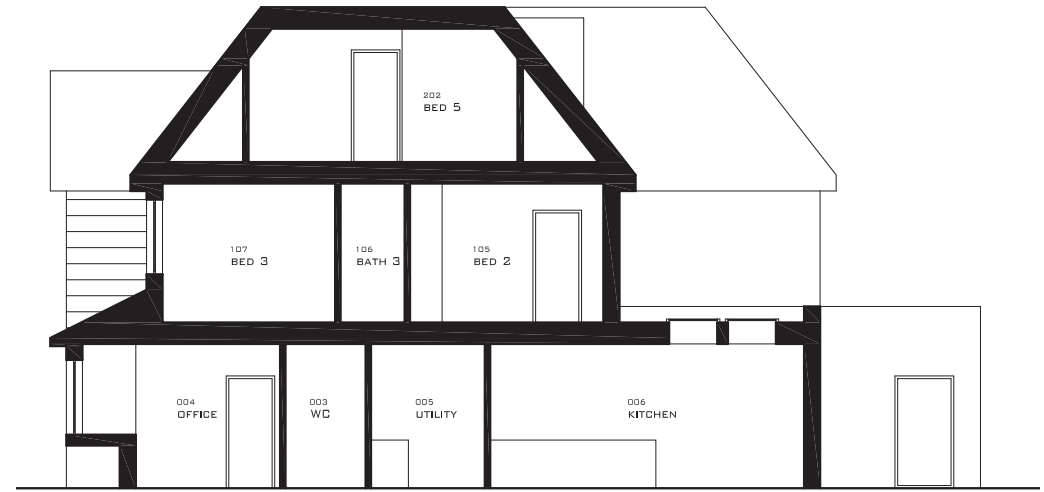
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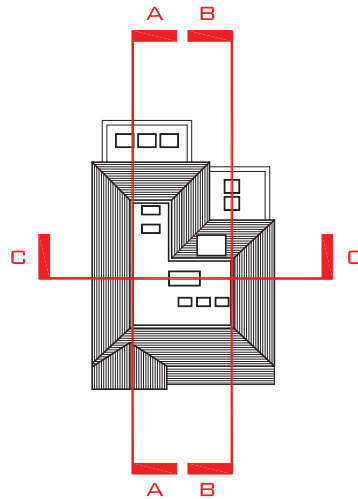
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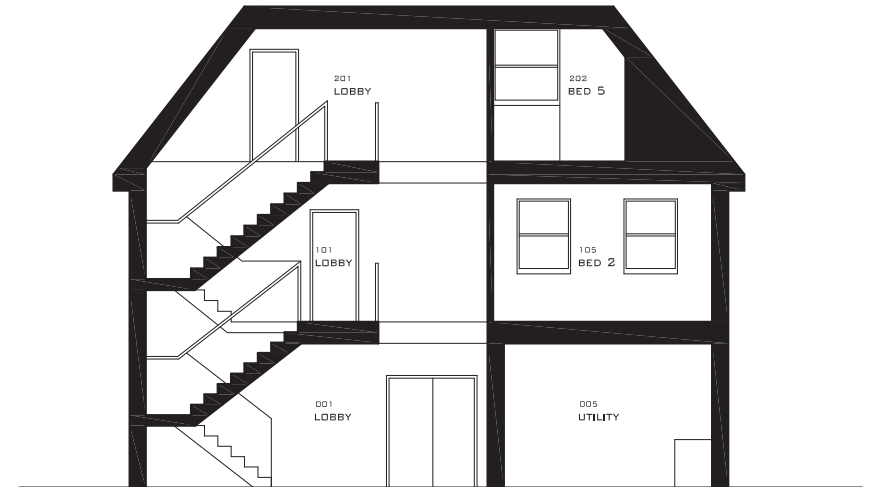
SECTION A



SECTION B




PLAN  
SCALE 1: 100



SECTION C

PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: 32 WAGGON ROAD, PROPOSED SECTIONS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
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REV -	PLANNING ISSUE	06/03/19	-	-	-	T 020 7613 5702 F 020 7613 5585			
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REV B	-	-	-	-	-				



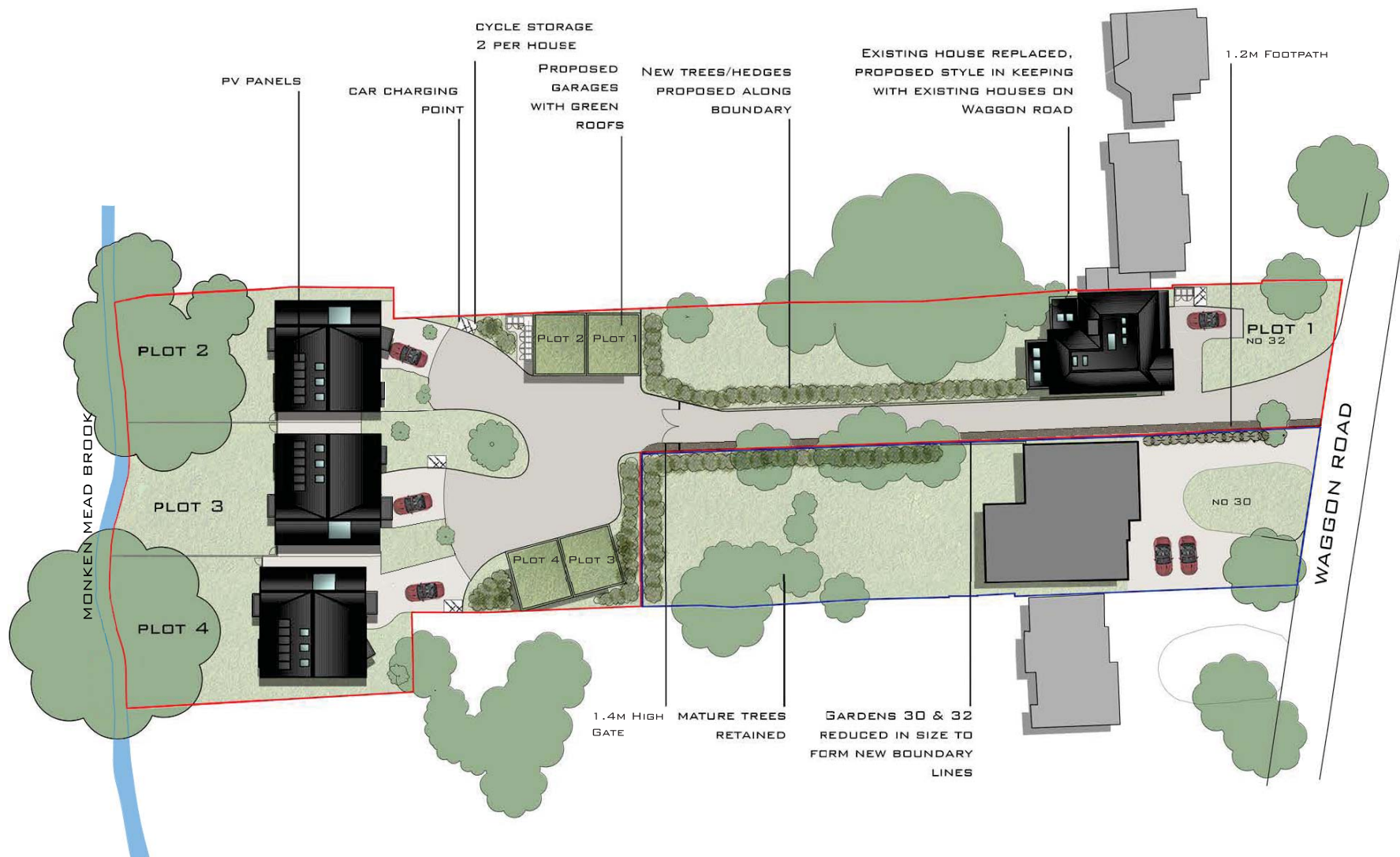
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EC2A 3HH

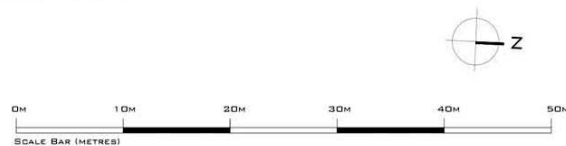
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SECTION  
SCALE 1: 500



PROJECT: 30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL  
PROJECT NO: 11013  
DRAWING NO: 103 REV F

DRAWING: PROPOSED SITE PLAN  
PROJECT ARCHITECT: AA  
DRAWN: AA CHECKED: CB

DATE: MAR 19  
SCALE: 1:500 @ A3  
STATUS: PLANNING

REVISIONS:

REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	BOUNDARY LINE UPDATED	07/01/20
REV C	PLANNER COMMENTS UPDATE	24/09/18	REV F	GENERAL UPDATE	08/01/20

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INCOMING VEHICLE PATH  
(1 2M LONG TRUCK)

ENTERING FROM THIS SIDE  
IS NOT POSSIBLE, UNLESS  
THE TRUCK DRIVES AHEAD  
AND REVERSES IN.

OUTGOING VEHICLE PATH  
(1 2M LONG TRUCK)



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: REFUSE VEHICLE ACCESS		DATE		MAR 19			DELTA ARCHITECTS 1 BATEMANS ROW LONDON EC2A 3HH		
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:500 @ A3					
DRAWING NO:		119 REV A		DRAWN: AA CHECKED:		STATUS		PLANNING					
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REV -	PLANNING ISSUE	13/03/18	REV D	-	-							T D20 7613 5702	
REV A	REAR PLOT SIZE'S UPDATED	06/03/19	REV D	-	-							F D20 7613 5585	
REV B	-	-	REV E	-	-								

DELTA ARCHITECTS  
1 BATEMANS ROW  
LONDON  
EC2A 3HH

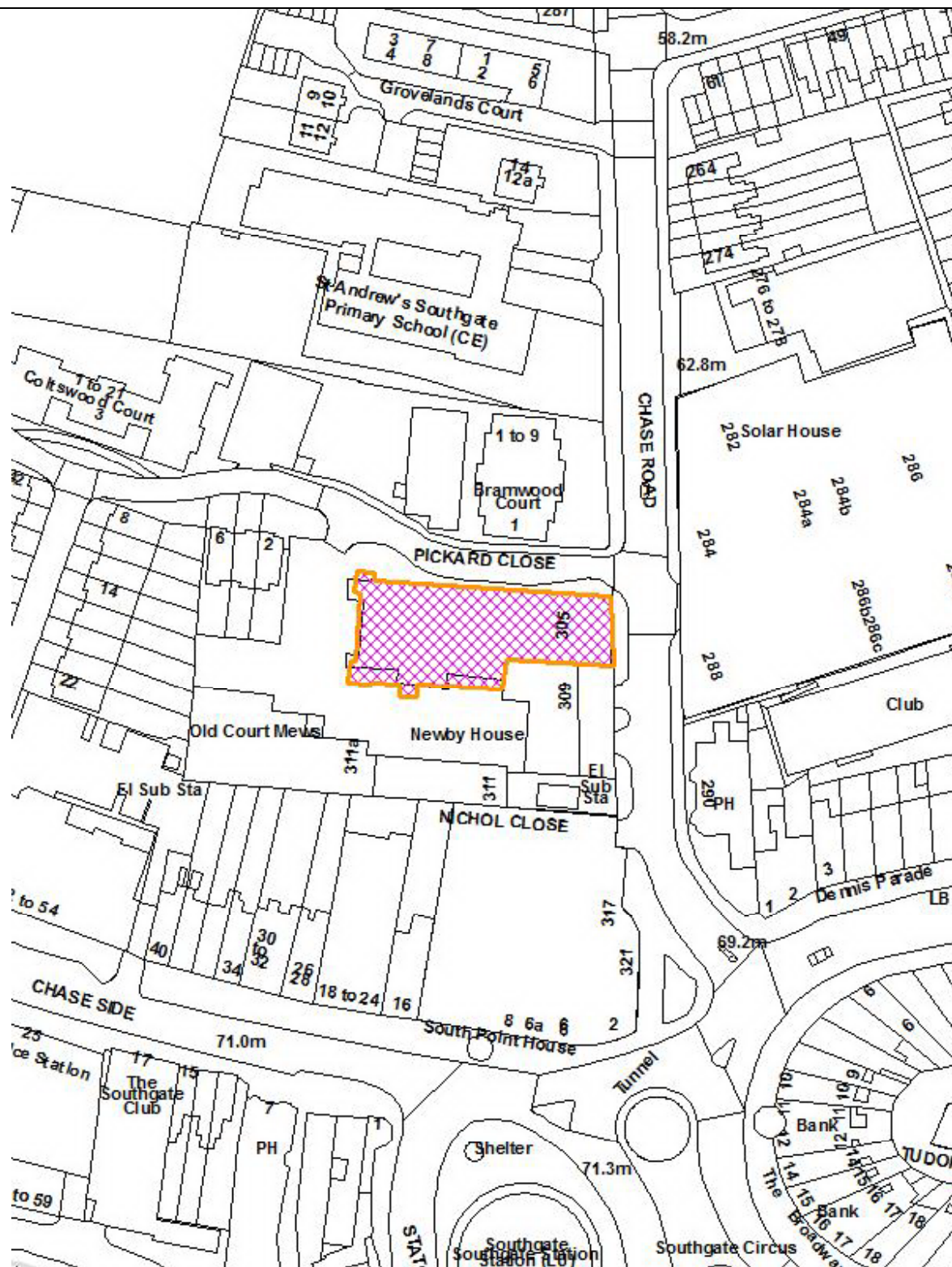
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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date:</b> 21st January 2020
<b>Report of:</b> Head of Planning	Contact Officer: Andy Higham Claire Williams Eloise Kiernan 020 8379 2180	<b>Ward:</b> Southgate
<b>Application Number:</b> 19/00591/FUL		<b>Category:</b> Full
<b>LOCATION:</b> Chase House, 305 Chase Road, Southgate, N14 6JS		
<p><b>PROPOSAL:</b> Erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a), together with re-cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.</p>		
<b>Applicant Name &amp; Address:</b> c/o agent		<b>Agent Name &amp; Address:</b> Georgia Barrett Maddox and Associates Ltd 68 Hanbury Street London E1 5JL
<b>RECOMMENDATION:</b>  That the Head of Development Management / the Planning Decisions Manager be authorised to <b>GRANT</b> planning permission subject to conditions.		

Ref: 19/00591/FUL LOCATION: Chase House, 305 Chase Road, N14 6JS,



## 1. Note for Members

1.1 This application was considered by the Planning Committee on 17 December 2019 when it was resolved to “defer” to enable more information and clarity to be provided on the following issues:

- the conclusions of the sunlight/daylight report in terms of the effect on neighbouring buildings;
- the effect of the increased bulk and massing of the proposed development on the character and appearance of the surrounding area;
- the adequacy of the proposed bin stores
- the extent of the list overrun and its projection above the line of the roof.

### Clarity of Sunlight/Daylight Report

1.2 The Committee raised concerns that the information contained in the officer’s report on the daylight and sunlight assessment, was not sufficiently comprehensive to enable a decision to be taken. In particular, there was concerns in relation to the impact on surrounding developments including 1-9 Bramford Court and St Andrews Primary School and Newby House (311 Chase Road) as well as the amenity space to serve these neighboring developments.

1.3 There is no national planning policy relating to daylight and sunlight and overshadowing impacts. However, general guidance is given on the need to protect existing amenity as set out in the National Planning Policy Framework. The 2011 (2nd Edition) Building Research Establishment’s ‘Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice’ (The BRE Guide) and BS8206-2:2008 to enable an objective assessment to be made as to whether the proposals will adversely affect the daylight and sunlight reaching existing habitable rooms and relevant external amenity spaces.

1.4 When considering the BRE Guide’s requirements, it is important to remember that the Guide is not a set of planning rules, which are either passed or failed. Numerical values are given and used, not as proscriptive or prescriptive values but as a way of comparing situations and arriving at a balanced judgement. The BRE Guide is conceived as an aid to planning officers and designers by giving objective means of making assessments. The values given as desirable in the BRE Guide may not be obtainable in dense urban areas where the grain of development is tight while higher values might well be desirable in suburban or rural areas where the grain is contrastingly open.

1.5 The need to apply daylight and sunlight advice flexibly was reinforced in the recent National Planning Policy Framework (NPPF) draft revisions (March 2018, at para 123 [c]).

1.6 The submitted sunlight/daylight report (dated 9 January 2019) looked at the relationship of the proposed development to 2-6 (even) Pickard Close, 8-18 (even) Pickard Close, 4-21 Cotswold Curt, 1-9 Bramwood Court, 311 Chase Road and Newby House (309 Chase Road).

1.7 Bramwood Court lies to the north and in terms of the daylight assessment, two transgressions on the ground floor, two on the first floor and two on the second floor (W7 – W8). These are secondary living room windows, located in the side of the building and the rooms in question have large windows in the front/rear of the property, which are not significantly affected by the proposals. In terms of sunlight, there is one winter transgression on the ground floor, four on the first floor and two on the second floor. Again, the windows in question are secondary windows and the sunlight impact that the proposals have on neighbouring properties is limited to localised winter transgressions, when the sun is low in the sky. It is considered that the sunlight impact that the proposals have on surrounding buildings is acceptable in this instance.

1.8 With reference to 309 Chase Road (Newby House), this lies to the south east and is at a higher ground level. The vertical sky component of the daylight element of the assessment identifies three transgressions on the ground floor (W3 – W5), three on the second floor (W3 – W5), three on the third floor (W4 – W6) and two on the fourth floor (W3 & W6). On the third and fourth floors, W3 supplies a staircase. On the first floor, W3 is only 0.01 short of the BRE guidance and W5 is part of a dual aspect room. The most significantly affected habitable window on each level (First and Second W5 and Third and Fourth W6) serve rooms which benefit from an additional bank of south facing glazing, and therefore it is considered, the room itself will continue to receive more than adequate daylight. This is confirmed by the results for 'daylight distribution' which shows the acceptability of the proposed development in this respect where it can be seen that the habitable rooms associated with VSC transgressions continue to receive high levels of daylight within the room. In addition, all windows meet the sunlight element of the assessment or are orientated north

1.9 With reference to 311 Chase Road, in terms of the vertical sky element of the daylight assessment, there is one ground floor transgression within this commercial property. This transgression is only 0.01 beneath the BRE standard. The second floor of this building serves as a design studio and has been considered but the results (all tests) confirm that the first and second floors are not adversely affected by the proposals, and we do not consider the impact to the ground floor to be significant. All windows meet the sunlight element of the assessment or are orientated north

1.10 With regard to the effect of the development on the amenity spaces service Bramwood Court, Pickard Close and the nearby St Andrews Southgate School which were discussed during the meeting, the report confirms that there is no sunlight or daylight transgression with the exception of one balcony transgression in Bramwood Court. Here the amenity space remains at 0.97 its former value and given the degree to which this is affected, no objection is raised on this ground.

1.11 Moreover that the amenity space to Bramwood Court is closer to the site than the school's grounds and it does not experience any transgressions in relation to the BRE guidance, it is considered that the school's grounds are sufficiently distant to avoid any effect in terms of loss of sunlight and daylight

1.12 Further to this assessment of acceptability, it must be noted that BRE guidance acknowledges that in urban locations, site constraints, including the number, height and proximity of other neighbouring buildings mean that windows, rooms and external amenity space will often fall short of the guidance figures. The need to apply BRE guidelines flexibly as set out in the NPPF is therefore re-iterated

1.13 Overall therefore, in terms of sunlight and daylight, it is concluded that the majority of neighbouring windows, rooms and amenity spaces comfortably fulfil all of the planning guidance and that where there are transgressions, they are generally localised and relate to commercial properties, or apply to rooms which are dual aspect. For an urban environment, this is considered as a high level of compliance, and therefore the proposals would comply with the intent and context of the planning guidance.

1.14 It is therefore considered that the submitted Daylight/Sunlight Assessment is material and due regard must be given to its conclusions. The proposals would therefore not be detrimental to surrounding residential and commercial buildings and amenity space in regard to loss of sunlight/daylight, having regard to policies DMD6 and DMD8 of the Development Management Document, CP30 of the Core Strategy and the advice contained within the NPPF.

#### Impact of Bulk and Massing on the Surrounding Buildings

1.14 Further drawings (revised elevations and sections) of the existing / proposed building have been submitted which illustrate more clearly the difference between existing and proposed



and that the increase in height is not substantial. A further diagram has also been added on to the sections in the corner that shows the existing building in red and the proposed massing in blue. A diagram has also been provided that shows the increase in height (just over 4m).

1.15 Additionally, the attached 3D images again also clearly demonstrate that the buildings step down in height from South Point House, Newby House and Chase House which front Chase Road. There are also differences in ground levels which again mitigate the potential harm. It is therefore concluded that the proposed roof extensions would respect and relate the height, bulk and scale of surrounding developments and would integrate comfortably within this locality of Chase Road, having regard to policies DMD6, DMD8, DMD13 and DMD37 of the Development Management Document, CP30 of the Core Strategy and 7.4 and 7.6 of the London Plan.

#### Bin Store

1.16 Concern was raised by Planning Committee when discussing conditions over the appearance and adequacy of the proposed bin stores. The revised plans received show the design of the refuse store, which is considered acceptable in design terms, however officers consider that any further details as required could be secured by an appropriate condition.

#### Lift Overrun

1.17 The applicant has confirmed that the height of the lift overrun is correct as illustrated on the submitted plans. The sections show part of the lift overrun is obscured by the parapet, so it appears lower.

#### Conclusion

1.18 Having regard to the additional information provided in response to the concerns expressed by the Planning Committee, and the original report presented to the Planning Committee on 17th December 2019, it is considered that the proposals are acceptable and the original recommendation to grant planning permission subject to conditions, remains appropriate.

## **2. Recommendation**

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

1. Time Limit
2. Approved Plans
3. External materials including detailed drawings scaled 1:20
4. Contamination assessment
5. Contamination - If during development, contamination not previously identified is found to be present at the site then no further development is permitted until agreement in writing by the LPA for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
6. Landscaping and Biodiversity
7. Hard surfacing
8. Enclosure including the ground floor amenity space and front boundary wall serving Chase Road.
9. Construction Management Plan
10. External Lighting
11. Energy Statement
12. EPC's
13. SuDS Strategy
14. SuDS Verification Report
15. Water Efficiency
16. Considerate Constructors
17. Green Roof
18. Refuse Storage
19. Cycle Storage

20. Site Waste Management Plan

**2. Executive Summary**

- 2.1 The report seeks approval to a scheme involving the erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4 x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a), together with re-cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.
- 2.2 The reasons for recommending approval are:
- i) The well-established office use (B1a) would be reintroduced at third and fourth floor level within a highly sustainable town centre location;
  - ii) The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
  - iii) The development would contribute good quality housing stock towards the Boroughs housing targets within a town centre location;
  - iv) The existing utilitarian building would be visually upgraded to incorporate a modern design whilst having regard to the adjacent Southgate Circus Conservation Area and heritage assets;
  - v) The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;
  - vi) The sustainability credentials for the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy;
  - vii) The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy.

**3. Site and Surroundings**

- 3.1 The site is located on the western side of Chase Road within close proximity to the junction with Winchmore Hill Road and Southgate Circus on an irregular shaped plot of approximately 0.10 hectares. At this particular section of Chase Road, the ground levels are rising steeply from north to south and therefore, Newby House (no. 309) is set at a higher level and Pickard Close at a lower level. The site is located just outside the Southgate Town Centre.
- 3.2 Chase House is a utilitarian building of three storeys in height and finished with a hipped roof design. It is constructed of brickwork and tiles and previously served as office accommodation.
- 3.3 The street scene features a variety of buildings of varying design, age and character. The surrounding area is mixed in nature with retail and office uses along Chase Side and The Bourne. There are typically residential uses at upper levels above retail and office floorspace and buildings are generally of three storeys in height.
- 3.4 The site falls just outside the Southgate Circus Conservation Area. The Southgate Underground Station and parade to the south of the site is Grade II listed.

#### **4. Proposal**

- 4.1 The proposal is for the erection of a five-storey rear extension to the existing building to provide 9 self-contained flats comprising (4 x 1 beds, 2 x 2 beds, 3 x 3 beds), and a two-storey roof extension to provide new office floorspace (use class B1a), together with re-cladding of building, alterations to window openings and the provision of associated cycle storage, reconfigured car parking, refuse storage and landscaping.
- 4.2 The application has been amended during its determination period to incorporate the following changes:
- Reduction from 10 to 9 units including a change in mix to comprise 3 x 3-bed, 2 x 2-bed and 4 x 1-bed). The previous mix proposed 3 x 3 bed, 2 x 2-bed and 5 x 1-bed units
- 4.3 The proposed design would incorporate a flat roof form with additional cladding and aluminium windows to give a contemporary appearance.
- 4.4 The existing use of the site is as B1a (office) and additional office floorspace would be incorporated into the overall design at third and fourth level to accommodate the implementation of the prior approval. A meeting with the applicant in November 2019 clarified that the office accommodation would be used to decant businesses from Southgate Office Village as part of the proposed redevelopment.

#### **5. Relevant Planning History**

- 5.1 17/04022/PRJ - Change of use of property from office (B1) to 18 self-contained flats (C3) comprising 6 x 1-bed and 12 x 2-bed – prior approval not required and not implemented

Planning history at neighbouring site, Newby House, no. 309 Chase Road

- 5.2 P14-00178PRJ - Change of use from Office to 12 x self-contained flats – Prior approval not required and implemented
- 5.3 16/01133/FUL - Construction of 2 x additional floors to building to provide 5 x 2-bedroom residential units; additional cycle parking and refuse storage – granted subject to s106 and conditions.

#### **6. Summary of Key Reasons for Recommendation**

- i) The previously established office use would be reintroduced at third and fourth floor level within a highly sustainable location;
- ii) The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
- iii) The development would contribute to good quality housing stock within the Borough within an urban location;
- iv) The development is acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing utilitarian building whilst having regard to adjacent the Southgate Circus Conservation Area and heritage assets;
- v) The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy;

- vi) The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;
- vii) The sustainability credentials of the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy.

## **7. Consultation**

### Public:

7.1 Consultation letters have been sent to 241 neighbouring properties. In addition, notice was published in the local press. Ten responses have been received and these are summarised as follows (including a petition with 31 signatures):

- Close to adjoining properties;
- Development too high;
- Inadequate access;
- Loss of residential amenity to properties at Pickard Close, Coltswood Court and Bramwood Court. Also, loss of privacy to neighbouring properties, including no. 18 Pickard Close and surrounding rear gardens;
- More planting required to the north, east and west facing elevations;
- Improved car parking due to existing congestion arising from the nursery and St Andrews School;
- Adequate provision for refuse storage and recycling;
- Increased traffic;
- Increased pollution;
- Affects local ecology;
- Inadequate parking for 9 units and only provision for 3 disabled bays;
- Noise nuisance;
- Overdevelopment-more open space is needed on site;
- The proposed scale and design of the building are out of keeping with the surrounding area;
- Disruption due to construction works;
- Strain on existing community facilities;
- Loss of light;
- Strain on existing parking at Pickard Close and surrounding area.

7.2 The key planning matters above will be addressed within main body of the report.

### External Consultees:

7.3 Thames Water: No objection.

7.4 Environment Agency: No objection.

### Internal Consultees:

7.5 Traffic & Transportation: No objection subject to conditions pertaining to cycle storage required and vehicle crossovers/dropped kerbs.

7.6 Tree Officer: No objection.

7.7 SuDS Officer: No objection subject to conditions pertaining to SUDS.

7.8 Environmental Health Officer: No objection subject to a contamination condition.

## **8. Relevant Policies**

### **8.1 London Plan (2016)**

2.6	Outer London: vision and strategy
2.7	Outer London: economy
2.8	Outer London: transport
2.16	Strategic outer London development centres
3.1	Ensuring equal life chances for all
4.1	Developing London's economy
4.12	Improving opportunities for all
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.6	Decentralised energy in development proposals
5.7	Renewable energy
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
6.13	Parking
7.1	Lifetime neighbourhoods
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.14	Improving air quality
7.15	Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

### **8.2 The London Plan – Draft**

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination. Of particular relevance is Policy GG5 (Growing a good economy); Policy D2 (Delivering good design); and Policy E6 (Locally Significant Industrial Sites)

### **8.3 Core Strategy (2010)**

CP2	Housing supply and new homes
CP4	Housing quality
CP5	Housing type
CP9	Supporting community cohesion
CP13	Promoting economic prosperity

CP16	Taking part in economic success and improving skills
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP27	Freight
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP36	Biodiversity

#### 8.4 Development Management Document (2014)

DMD3	Mix of Decent Sized Homes
DMD 6	Residential Character
DMD 8	New Residential development
DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof extensions
DMD23	New employment development
DMD25	Location for new retail, commercial and office development
DMD 37	Achieving high quality and design-led development
DMD 38	Design process
DMD 39	The design of business premises
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments
DMD 50	Environmental assessment methods
DMD 51	Energy efficiency standards
DMD 53	Low and zero carbon technology
DMD 55	Use of roof space/ vertical surfaces
DMD 56	Heating and cooling
DMD 57	Responsible sourcing of materials, waste minimisation and green procurement
DMD 58	Water efficiency
DMD 65	Air quality
DMD 66	Land contamination and instability
DMD 68	Noise
DMD 69	Light pollution
DMD 80	Trees on development sites

#### 8.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidelines (NPPG)
- Enfield Characterisation Study
- Manual for Streets
- Mayors Transport Strategy (May 2010)
- Revised Technical Standards for Footway Crossovers (April 2013)
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- Travel Planning for new development in London 2011 (TfL)
- Manual for Streets 1 & 2, Inclusive Mobility 2005 (DfT)

## 9. Assessment

9.1 The main issues arising from this proposal for Members to consider are:

1. Principle;
2. Design and Appearance;
3. Impact on setting of the Southgate Circus Conservation Area and Listed Buildings;
4. Quality of Accommodation and Amenity Space;
5. Neighbouring Amenity;
6. Highways;
7. SuDS;
8. Sustainability;
9. Trees and Biodiversity;
10. Contamination; and
11. Community Infrastructure Levy.

### Principle of Development

9.2 London Plan Policy 2.7 seeks to address constraints and opportunities in the economic growth of outer London so that it can rise above its long-term economic trends. In addition, London Plan Policy 4.1 seeks to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, and support and promote outer London as an attractive location for national government as well as businesses. Additionally, at a local level, Core Strategy Policy 13 notes that the Council will protect and improve the borough's employment offer and will seek to maintain the competitiveness of employment sectors that are well established and successful in Enfield by providing support and investment to existing companies to facilitate them remaining in the borough. Meanwhile Core Strategy Policy 16 seeks to promote and protect local employment whilst Policy DMD22 seeks to protect employment by resisting the loss of or reduction of employment within the borough and DMD25 relates to office accommodation.

9.3 In principle, the provision of 913 sq.m of new office floorspace and additional residential units within close proximity to a commercial centre and a well-connected public transport network is supported. The proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides additional residential accommodation towards the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets, having regard to policies DMD3 of the DMD, CP5 of the Core Strategy and 3.8 of the London Plan, as well as the guidance contained within the National Planning Policy Framework.

9.4 Additionally, in regard to the proposed office space, policy DMD25 of the Development Management Document focuses on locations for new retail, leisure and office development and setting out criteria that must be met for town centre development to be permitted as follows:

- a) The proposed use supports town centre vitality and viability;
- b) The design and siting of the development promotes visual continuity with surrounding built environment;
- c) The proposed use does not harm the character, appearance and amenity of the area;



- d) The residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy;
  - e) The proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area;
  - f) The scale of parking is proportionate to the size of the development; and
  - g) An active frontage is achieved at the ground floor.
- 9.5 Given the existing building currently provides office floorspace, which would be lost if the prior approval permitting office to residential (ref. 17/04022/PRJ) were to be implemented, the proposals for 913 sq.m of new and improved B1a office accommodation to the third and fourth floor are welcomed within this highly sustainable location, having regard to policies DMD25 of the DMD, CP13 and CP16 of the Core Strategy and policies 2.7 and 4.1 of the London Plan.
- 9.6 However, this position must be appraised in relation to other material considerations including: achieving an appropriate residential mix in keeping with the character of the area; adequate internal floor space and layout; servicing; parking provision; residential amenity; as well as whether the proposal would be consistent with the objectives and targets for additional housing provision, including standards of accommodation, identified at the national, regional and local levels.

#### Design and Appearance

- 9.7 The National Planning Policy Framework specifies that design policies should concentrate on guiding the overall scale, density, massing, height, landscape, layout and materials of developments in regard to neighbouring buildings and the local area more generally. Additionally, particular architectural styles or tastes need not be imposed as this could hinder innovation, however developments should seek to promote or reinforce local distinctiveness. Furthermore, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area, and the way it functions.
- 9.8 Additionally, at a local level, Policy DMD13 states roof extensions will only be permitted where they are of an appropriate scale and bulk, in keeping with the character of the property and resulting in no adverse visual impacts on the street scene. Furthermore, Policy DMD 37 seeks to achieve high quality design and requires development to be suitably designed for its intended function that is also appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.
- 9.9 Mindful of the aforementioned policy context and aspiration, the site is located within close proximity to the Southgate Circus Conservation Area and therefore, a key consideration is the potential effect of an additional storey on views within the Conservation Area and on the setting of the Art Deco Style Grade II\* Listed underground station and parade, which was designed by Sir Charles Holden.
- 9.10 The proposal involves two additional storeys to create a five-storey building as well as a five-storey rear extension to link to the existing building. The existing hipped roof design would be amended to incorporate a modern design with a flat roof form, cladding and additional fenestration.

- 9.11 A key objection raised by residents focuses on the proposed scale and design relative to the surrounding area and that the proposals represented an overdevelopment of the site.
- 9.12 Chase House is currently a three storey standalone building that is utilitarian in design and appearance. The existing buildings within Southgate Circus are typically three stories in height, however several commercial buildings at Chase Side have been subject to an additional storey, and the residential properties sited at Pickard Close are two/three storeys in height. Adjacent buildings such as Newby House and Southpoint House to the south are both six storeys in height.
- 9.13 With this in mind, it is considered that the increase in height to the building would appropriately integrate with the street scene, particularly given the changes to the gradient of Chase Road. In particular, No 309 (Newby House) has recently been granted planning permission for an additional two storeys (ref: 16/01133/FUL) and features a flat roofline with a curved green roof feature and zinc cladding. It is therefore noted that the context for the buildings to the south that meet the junction with Southgate Circus is that they progressively increase in height due to the additional storeys and changes in gradient. The tallest building is therefore South Point House, which is located at the junction with Southgate Circus and comprises a 1960's design building of six storeys in height.
- 9.14 It is considered that given these differences, the additional scale would appear appropriate within the context of the surrounding buildings and sympathetic to the views from the adjacent Conservation area. The bulk has been mitigated by incorporating a flat roofline and recessed elements to the upper level at approximately 2 metres from the rear facade. This is particularly important given the views obtained from the Southgate Circus Conservation Area to the south. Additionally, given the gradient levels and existing building within the vicinity, including the six storey Newby House and South Point House, it is concluded that the increased height would provide a transition between buildings and thus integrate comfortably within the established street scene. The considered opinion therefore is that the proposals would not represent an overdevelopment of the site within this highly sustainable location, having regard to the surrounding form and pattern of development.
- 9.15 In regard to external appearance, it is considered the proposals would improve on the existing utilitarian appearance of the building. Both the Conservation Officer and Urban Design officer provided input into the overall design and choice of materials during pre-application discussion. The front elevation would incorporate the entire stair core and feature a frameless glazing system to introduce a vertical emphasis to replicate the fenestration pattern of the adjacent building, Newby House. Additionally, the proposals would be constructed of a high-quality red brickwork to firstly match the existing building and secondly, so that it relates appropriately to the surrounding brickwork that is characteristic to the Southgate Circus Conservation Area. The building would include punched elements provided by window reveals, to ensure that there is sufficient articulation to the front and flank elevations. Additional design improvements include new aluminium fenestration and protruding aluminium cladding to break up the mass of brickwork whilst introducing visual interest. It is therefore considered that these alterations would improve the appearance of the building within Chase Road and Pickard Close, and further details could be secured by appropriate conditions having regard to policies DMD13 and DMD37 of the DMD, CP30 of the Core Strategy and 7.4 and 7.6 of the London Plan.

- 9.16 In regard to business premises making efficient use of land and maximising their contribution to the urban environment, Policy DMD 39 outlines a list of design criteria which proposals for business premises should seek to adhere to, including the requirement to positively address the public realm; clearly differentiate between public and private areas; provide inclusive access arrangements; sensitively screen and locate servicing, parking and refuse (to the rear where possible), mitigate potential negative impacts in surrounding uses; ensure massing and facades are visually interesting; respect the character of the surrounding area; and use high quality materials that can create, enhance or preserve the local character and identity.
- 9.17 It is therefore considered that the introduction of a frameless glazing system to both stairwells, as well as appropriate landscaping to the front elevation would introduce a more active frontage to both Chase Road and Pickard Close and provide a distinct separation between the commercial and residential elements. Appropriate conditions would also be attached pertaining to landscaping, enclosure and lighting to ensure a high-quality external appearance from the public realm. This was encouraged by the urban design officer at pre application stage and supported within the final design.

Impact on the setting of the adjacent Southgate Circus Conservation Area and of the Listed Buildings

- 9.18 In determining applications, the NPPF advises that local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 9.19 Furthermore, 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 9.20 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 total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Alternatively, 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, where appropriate, securing its optimum viable use.
- 9.21 In this instance, having regard to the aforementioned policy context, the Councils Conservation officer considers there to be no impact on the significance of the

relevant heritage assets and has no objections to the proposed two additional storeys and five storey rear extension. In arriving at this conclusion, weight has been given to the design of the building and in particular, the proposed set back at upper levels and use of materials that would be sensitive to its location just south of the Southgate Circus Conservation Area and setting of the Grade II\* listed Southgate Underground Station with associated listed structures.

- 9.22 Consequently, it is considered that the additional height would not mask views into or out of the Southgate Conservation Area and would not detract from the setting of the Grade II\* listed Southgate Underground Station, having regard to current Historic England guidance (The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3 [2015]), Planning (Listed Buildings and Conservation Areas) Act, 1990, Core Policies CP31 of the Core Strategy and Policy 7.8 of the London Plan and DMD44 of the DMD.

#### Quality of Accommodation and Amenity Space

- 9.23 Policy 3.5 of the London Plan, as detailed in Table 3.3 stipulates the minimum space standards for new residential development. The proposed units will be expected to meet and where possible exceed these minimum standards as well as the design criteria in the London Housing SPG. The nationally described space standard (NDSS) was introduced on 25 March 2015 through a written ministerial statement as part of the New National Technical Housing Standards.

- 9.24 The floorspace was calculated from the submitted plans as follows:

Flat A1 – 3b5p flat (ground floor) 95 sq.m and 43 sq.m private terrace  
 Flat A2 – 1b2p (first floor) 57 sq.m and 8.5 sq.m private terrace  
 Flat A3 – 1b2p (first floor) 52 sq.m and 9 sq.m private terrace  
 Flat A4 – 1b2p (first floor) 51 sq.m and 14 sq.m private terrace  
 Flat A5 – 1b2p (second floor) 57 sq.m and 8.5 sq.m private terrace  
 Flat A6 – 3b6p (second floor) 108 sq.m and 23 sq.m private terrace  
 Flat A7 – 2b3p (third floor) 72 sq.m and 20 sq.m private terrace  
 Flat A8 – 2b4p (third floor) 72 sq.m and 14 sq.m private terrace  
 Flat A9 – 3b6p (fourth floor) 113 sq.m and 28 sq.m private terrace

- 9.25 The submitted floor plans indicate that all of the proposed units would meet the minimum standards with a suitable internal layout, including the majority with dual aspect living areas. It is therefore considered that the proposed units would provide an acceptable level of accommodation, having regard to Policy 3.5 of the London Plan and the guidance contained within the Housing SPG (2012). Again, this reiterates the contended view that the proposal would not represent an overdevelopment of the site.

- 9.26 Additionally, DMD9 of the Management Document indicates that the following minimum private amenity space standards for individual units:

1b2p	– 5 sq.m
2b3p	– 6 sq.m
2b4p/3b4p	– 7 sq.m
3b5p	– 8 sq.m
3b6p	– 9 sq.m

- 9.27 Each unit would provide private amenity space in excess of the minimum standards and thus would provide a suitable form of accommodation, having regard to Policies DMD8 and DMD9.

#### Neighbouring Amenity

- 9.28 Policy 7.6 of the London Plan Policy states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Additionally, Policies DMD6 and DMD8 seek to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment: the principles contained in this policy have been applied in this case given the relationship to residential properties. Furthermore, Policy CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.
- 9.29 The site is located in a mixed use area with Southgate Town Centre to the south and both commercial buildings and residential properties within close proximity. The nearest residential properties are those directly south, adjacent to the application site at Newby House (no. 309 Chase Road) and bound to the rear of the site at Pickard Close located to the west. Additionally, Bramwood Court (no.1 Pickard Close) is located immediately to the north and separated by the public highway (Pickard Close). Several objection letters were received from adjacent occupiers at Pickard Close and Bramwood Court, including a petition: the key matters for consideration pertained to the loss of residential amenity in regard to increased overlooking, loss of sunlight/daylight and outlook.

#### *Sunlight, Daylight and Overlooking*

- 9.30 With reference to Policy DMD10, the proposal should ensure that there is no undue overlooking to neighbouring properties to the rear or to the side. The building maintains a separation of approximately 50 metres from the rear elevations of the three storey properties sited at no's 8-22 (even) Pickard Close, which is considered acceptable. The nearest properties to the rear are no's 2-6 Pickard Close. These are three storeys and oriented, so the flank elevation is at 90 degrees to the rear building line of Chase House with a separation distance of approximately 20 metres, which is considered acceptable.
- 9.31 Beyond this at a distance of approximately 50 metres is the flank elevation of properties sited at 3 Pickard Close (1-21 Coltswood Court), which is also considered acceptable. In regard to the windows in the flank elevation facing no. 1 Pickard Close (1-9 Bramwood Court), there is an intervening highway which affords the existing separation between both buildings. Additionally, Bramwood Court features non-habitable or secondary windows in the flank elevation. However, notwithstanding this, it was noted that the existing arrangement already features a great proportion of fenestration to this elevation, and there is a fallback position established by the office to residential prior approval ref. 17/04022/PRJ. The new fenestration would be at fourth and fifth floor level to serve the additional two storeys and as such views would be to the roof level and beyond the site to Chase Road. The new build element of the extension would be constructed beyond the established building line of Bramwood Court and as such any views would therefore be towards the servicing and parking area associated with this building and beyond towards St Andrews Primary School.

- 9.32 The additional fenestration in the north elevation would predominantly have views towards the existing parking and servicing area to the rear elevation of the commercial and residential premises at no's 309 (Newby House) and the many commercial units within 311 Chase Road. The separation distances are approximately 35 metres, which is considered acceptable, particularly given that many units within no. 311 serve for commercial purposes. Additionally, the relationship between the rear elevation of the residential accommodation serving no. 309 (Newby House) and the north elevation of the application site would be at oblique angles and as such, is also considered acceptable. It is therefore concluded that the proposed extensions would not give rise to an unacceptable loss of privacy to adjacent occupiers at no. 309 Chase Road (Newby House), no. 1 Pickard Close (1-9 Bramwood Court), no. 311 Chase Road, 3 Pickard Close (1-21 Coltswood Court) or the terraces at no's 2-6 (even) Pickard Close, or 8-22 (even) Pickard Close, having regard to policies DMD8 and DMD10 of the Development Management Document.
- 9.33 It was noted that a daylight/sunlight assessment (January 2019) has been submitted as part of the proposals. The key buildings for consideration within this document included the residential properties at 2-6 (even) Pickard Close, 8-18 (even) Pickard Close, 4-21 Cotswold Curt, 1-9 Bramwood Court and Newby House (311 Chase Road) as well as the amenity space serving the properties at Bramwood Court and Pickard Close.
- 9.34 The study was assessed against the various numerical tests laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice' and local planning policy. It was concluded that the amenity values of daylight and sunlight to neighbouring residential and commercial properties would be retained to a level that satisfies BRE criteria. Additionally, the levels of sunlight and daylight availability within the proposed accommodation also meets BRE criteria.
- 9.35 It is therefore concluded that having regard to the submitted daylight/sunlight assessment (January 2019), the proposed extension would not be detrimental to the amenities of adjacent residential properties and their associated amenity space, having regard to policies DMD6 and DMD8 of the Development Management Document.

#### *Noise*

- 9.36 A number of objection letters also referred to matters such as noise and disturbance as a result of the proposed development. The applicant has submitted a Noise Impact Assessment (January 2019) to consider impacts on neighbouring occupiers. This does not identify any concerns and there is no reason why the proposed residential and office use would generate an unacceptable increase in noise. Noise during construction however, although a concern, is not a justifiable reason to refuse planning permission and an appropriate condition is attached to ensure that the development is implemented in accordance with the approved documents.
- 9.37 Additionally, the Environmental Health officer has no objections in regard to noise and disturbance to neighbouring occupiers, having regard to policies DMD68 of the Development Management Document, CP32 of the Core Strategy and 7.15 of the London Plan.

### Highways Impact

- 9.38 DMD 45 relates to car parking, cycle provision and parking design while DMD 47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area and the current factory does not provide this. London Plan policy 6.13, DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function.
- 9.39 Chase Road is an adopted classified road within the Southgate CPZ, which is operational all day. Pickard Close is an unclassified road, which provides access to the rear of the site. The site has a high PTAL of 4/5 and Town Centre location within 150m of Southgate underground station.

### *Access / Egress*

- 9.40 The existing vehicular access to Pickard Close would be retained, and the proposed pedestrian entrance to the residential units would be from Pickard Close whilst the office entrance would be located from Chase Road. Both vehicular and pedestrian access points are considered acceptable.
- 9.41 Additionally, amended plans 552-PL-100 P4 clearly indicate a segregated pathway of 1.5m to the Pickard Close elevation, however the segregated pedestrian routes across the site (to the rear), specifically between the disabled parking bays and cycle parking area are not clear. Following discussions with the applicant it was noted that there is not adequate space to accommodate a segregated pathway at the rear as the building extends to the common boundary of the site. However, the existing arrangement is that there is no designated pathway at any point within this large car park and servicing area which is historic and thus, on balance, the arrangement is considered acceptable, having regard to policy DMD47 of the DMD.

### *Car Parking*

- 9.42 The proposed new office accommodation would serve approximately 913 sq.m of floorspace and would be car free, with 2 relocated disabled parking spaces from the previously approved prior approval scheme ref. 17/04022/PRJ and 1 new disabled parking space to serve the proposed new flats to the rear of the site. One of the proposed disabled spaces to serve the office development would be located to the front elevation but accessed from Pickard Close. The residential development apart from the disabled bays, would also be car free. It is noted that the additional 9 units and office space would add to the cumulative impact of the site, however given its high PTAL and sustainable location with excellent transport links, it is not considered that the additional movements would be so significant to give rise to detrimental highway related issues, having regard to policies DMD45 of the DMD and 6.13 of the London Plan.

### *Cycle Parking*

- 9.43 The submitted plans illustrate that the residential cycle parking would be fully enclosed and located to the rear of the site to accommodate 44 cycle parking stands, including 30 long stay and a further 2 short stay within Sheffield stands. Additionally, the cycle storage would be provided to the front of the site to serve the office accommodation. A total of 7 secured and covered cycle spaces would be provided,



which is considered acceptable, however further details are to be secured by condition to ensure that the long stay residential and office parking are separated and to ensure the design is acceptable, having regard to policy DMD45 and Policy 6.9 of the London Plan.

#### Refuse, Waste and Recycling

- 9.44 Policy 5.17 of the London Plan requires suitable waste and recycling storage facilities in all new developments whilst Core Policy 22 supports the provision of a sufficient, well-located waste management facility and requires all new developments to provide on-site waste treatment, storage and collection throughout the lifetime of the development. At a local level policies DMD8 and DMD47 are relevant to secure appropriate refuse storage for new developments.
- 9.45 The submitted plans and Transport Statement are indicative of the location for refuse storage with commercial waste to the front of the site and residential to the rear. The arrangement would therefore be as existing and tracking details were submitted demonstrating the refuse vehicle reversing into the site from Pickard Close, which is considered acceptable, however further details regarding the design could be secured by an appropriate condition, having regard to policy DMD8 and DMD47 of the DMD.

#### Sustainable Drainage / Flood Risk

- 9.46 Policy DMD61 specifies that a drainage strategy would be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All development must maximise the use of, and where possible, retrofit Sustainable Drainage Systems (SuDS).
- 9.47 The Council's SuDS officer provided comments relating to drainage during the course of the application to ensure compliance with the necessary Council requirements. In light of this, it is recommended that conditions are attached to ensure that an appropriate SuDS strategy is secured, and the approved drainage/SuDS details are fully implemented, having regard to policies CP28 of the Core Strategy, DMD60 and DMD61 and 5.12 & 5.13 of the London Plan as well as the advice contained within the NPPF

#### Sustainability

- 9.48 The revised National Planning Policy Framework (2019) places an increased emphasis on responding to climate change, having regard to long-term implications for flood risk, coastal change, water supply, biodiversity and landscape, and the risk of overheating from rising temperatures. New development can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards and increase the use and supply of renewable and low carbon energy and heat. The NPPF states that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.
- 9.49 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and 51

is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.

- 9.50 An Energy and Sustainability Statement (dated 18 January 2019) has been submitted, which details the baseline energy requirements for the proposed development, the reduction in energy demand as a result of energy efficiency measures and the potential to achieve further CO2 reductions using renewable energy technologies. The report outlines the feasibility of various technologies including wind turbines, solar hot water, photovoltaic systems, biomass heating, CHP (combined heat and power) and ground and air source heating and concludes that the most suitable solution to meet CO2 emissions would be by the use of a 6.6kw PV Array and the potential use of VRF air source heat pumps for the fit-out of the offices spaces. The report sets out that the building would achieve an overall improvement in emissions over the Building Regulations Part L standards for regulated emissions of minimum of 25.41%. Additionally, the residential element achieves a reduction in emissions at 35%, in line with current GLA guidance. It is therefore concluded that an appropriate condition could be attached to ensure that the development is implemented in accordance with the approved Energy and Sustainability Statement.
- 9.51 Policy DMD55 requires all development to maximise the use of roof and vertical surfaces for Low and Zero Carbon Technology / Living Walls / Green Roofs. The submitted plans indicate that a green roof would be utilised as part of the design to the flat roof and this could be secured by an appropriate condition.
- 9.52 Policy DMD58 (Water Efficiency) expects new residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. This could be secured by an appropriate condition.

#### Trees and Biodiversity

- 9.53 Policy CP36 of the Core Strategy states that the Council will seek to protect, enhance, restore or add to biodiversity interests within the Borough, including parks, playing fields and other sports spaces, green corridors, waterways, sites, habitats and species identified at a European, national, London or local level as being of importance for nature conservation. Policy DMD81 refers to trees on development sites.
- 9.54 The application site is situated in a town centre environment and thus, the site has little biodiversity or ecological value at present. However, it is considered that high quality soft landscaping to the Chase Road frontage and a green roof could be integrated into the design to improve the appearance of the locality.
- 9.55 It is considered there would be a biodiversity enhancement as part of an overall landscaping scheme which could be secured by an appropriate condition and in particular to secure improvements to the public realm to the elevation fronting Chase Road as well as a proposed green/brown roof form.

#### Contamination

- 9.56 The revised NPPF refers to the need to enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- 9.57 Having regard to past uses at the site, there is the potential for contamination to exist and as a result although Environmental Health have no objections in principle, they recommend an appropriate condition to deal with the potential for contamination at the site should the matter arise during construction. Conditions will also cover the control of dust and emissions. This approach is considered acceptable having regard to policies 5.3 and 7.14 of the London Plan, DMD64 of the DMD and CP32 of the Core Strategy.

## **10. CIL**

- 10.1 This would be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and Enfield's adopted Community Infrastructure Levy Charging Schedule 2016. The payments would be chargeable on implementation of the residential development.

- 10.2 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £60 together with a monthly indexation figure. It is noted as of the 1<sup>st</sup> of April 2019 Mayoral CIL has increased to £60/m<sup>2</sup>.

- 10.3 The proposed development would involve new residential floorspace and therefore would be CIL liable. The proposed floorspace would be as follows:

$$913 \text{ sq. m} \times £60 = £54,780 \times 336/223 \text{ (BCIS CIL Index Formula)} = £82,538.47$$

- 10.4 On April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. The proposed Enfield CIL is as follows:

$$913 \text{ sq. m} \times £120 = £109,560 \times 283/336 \text{ (BCIS CIL Index Formula)} = £92,278.21$$

## **11. Conclusion**

- 11.1 This report demonstrates that the benefits of the proposed development have been given due consideration and are sufficient enough to outweigh any perceived harm. In this respect the benefits are summarised again as follows:
- The well-established office use B1a would be reintroduced at third and fourth floor level within a highly sustainable location;
  - The proposed development would be consistent with the objectives of national, regional and local policy in terms of supporting and securing sustainable growth and employment opportunities within the borough;
  - The development would contribute good quality housing stock towards the Boroughs housing targets within a town centre location;
  - The existing utilitarian building would be visually upgraded to incorporate a modern design whilst having regard to the adjacent Southgate Circus Conservation Area and heritage assets;
  - The development would improve the local environment by delivering a greener frontage and green roof to enhance biodiversity and landscaping within a town centre location;

- The sustainability credentials for the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy;
- The development would not have an unacceptable impact on neighbouring amenity in regard to loss of sunlight/daylight, outlook or privacy.

11.2 Having regard also to the mitigation secured by the recommended conditions, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.

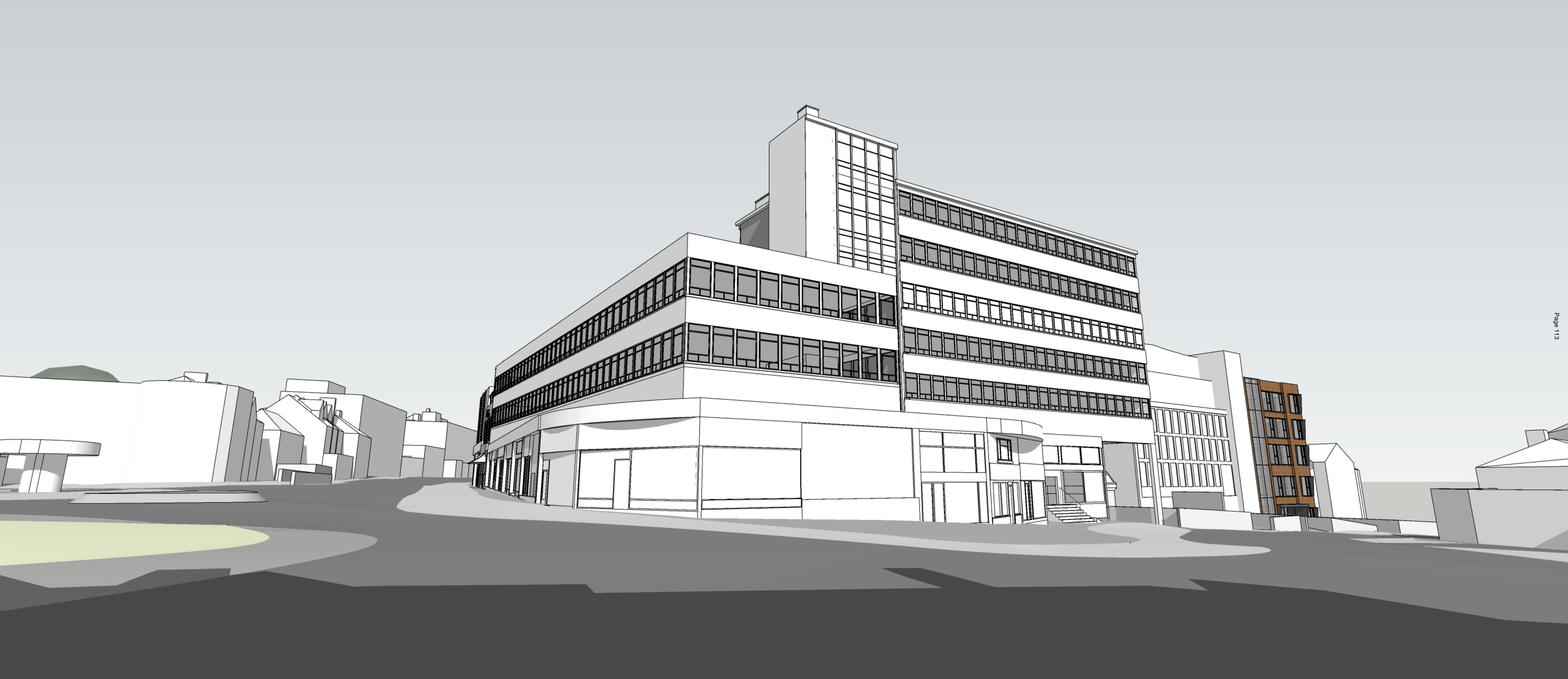


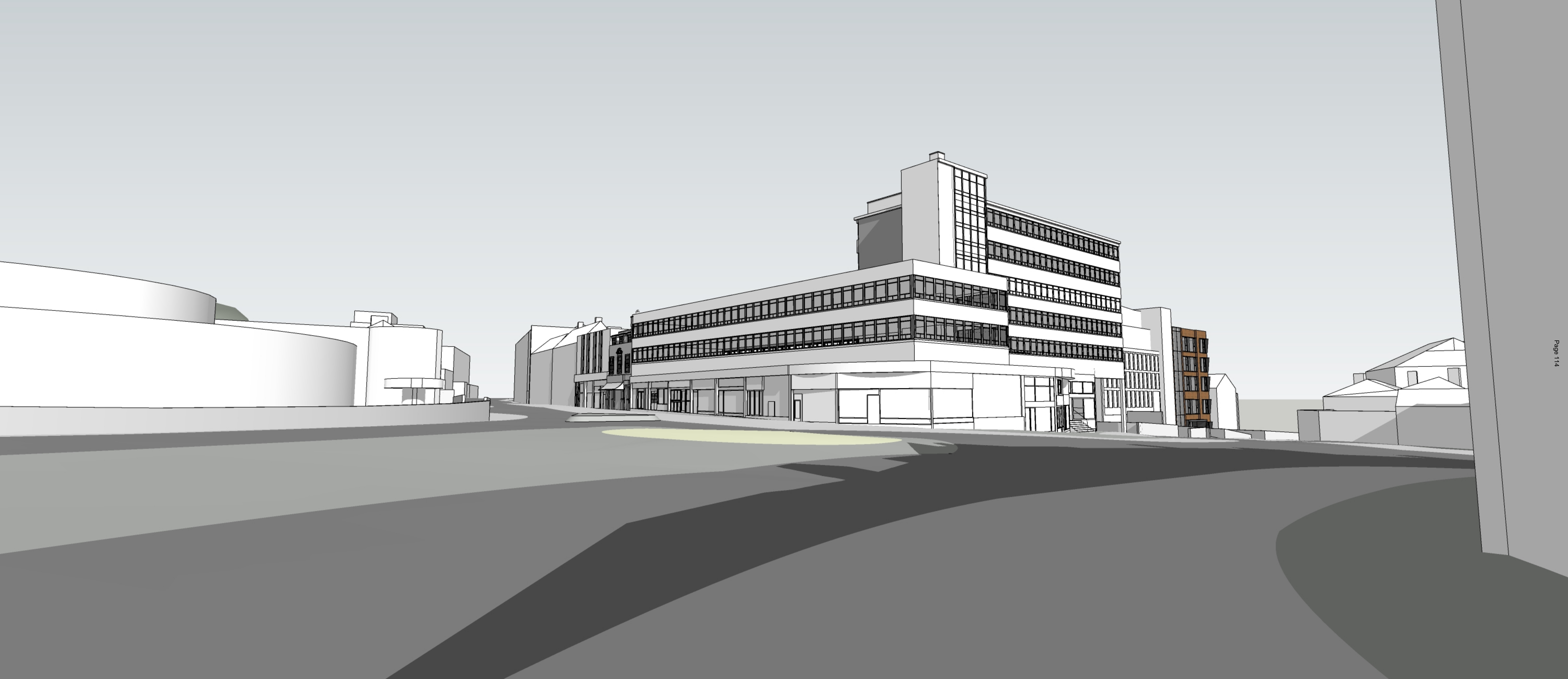










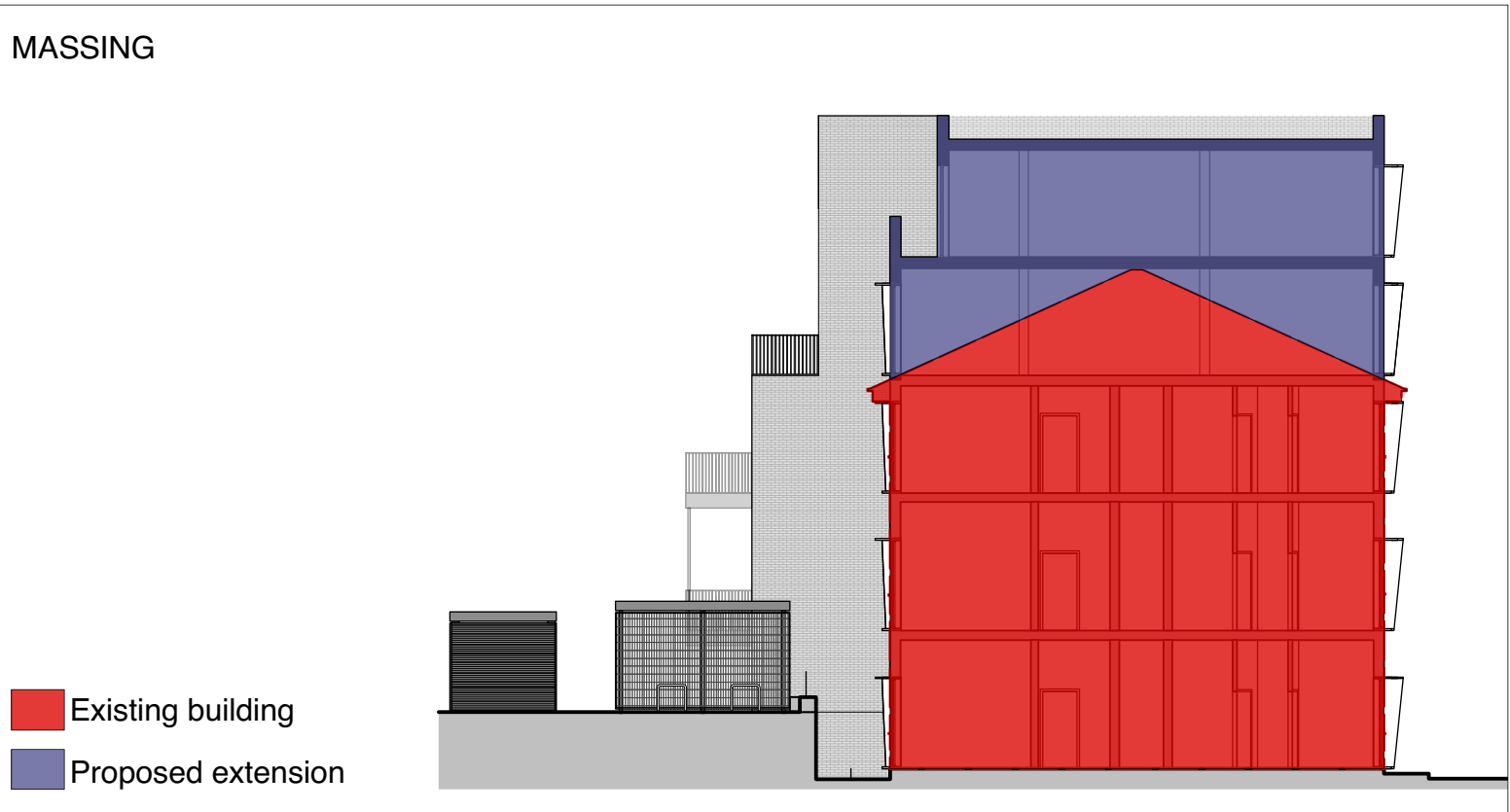
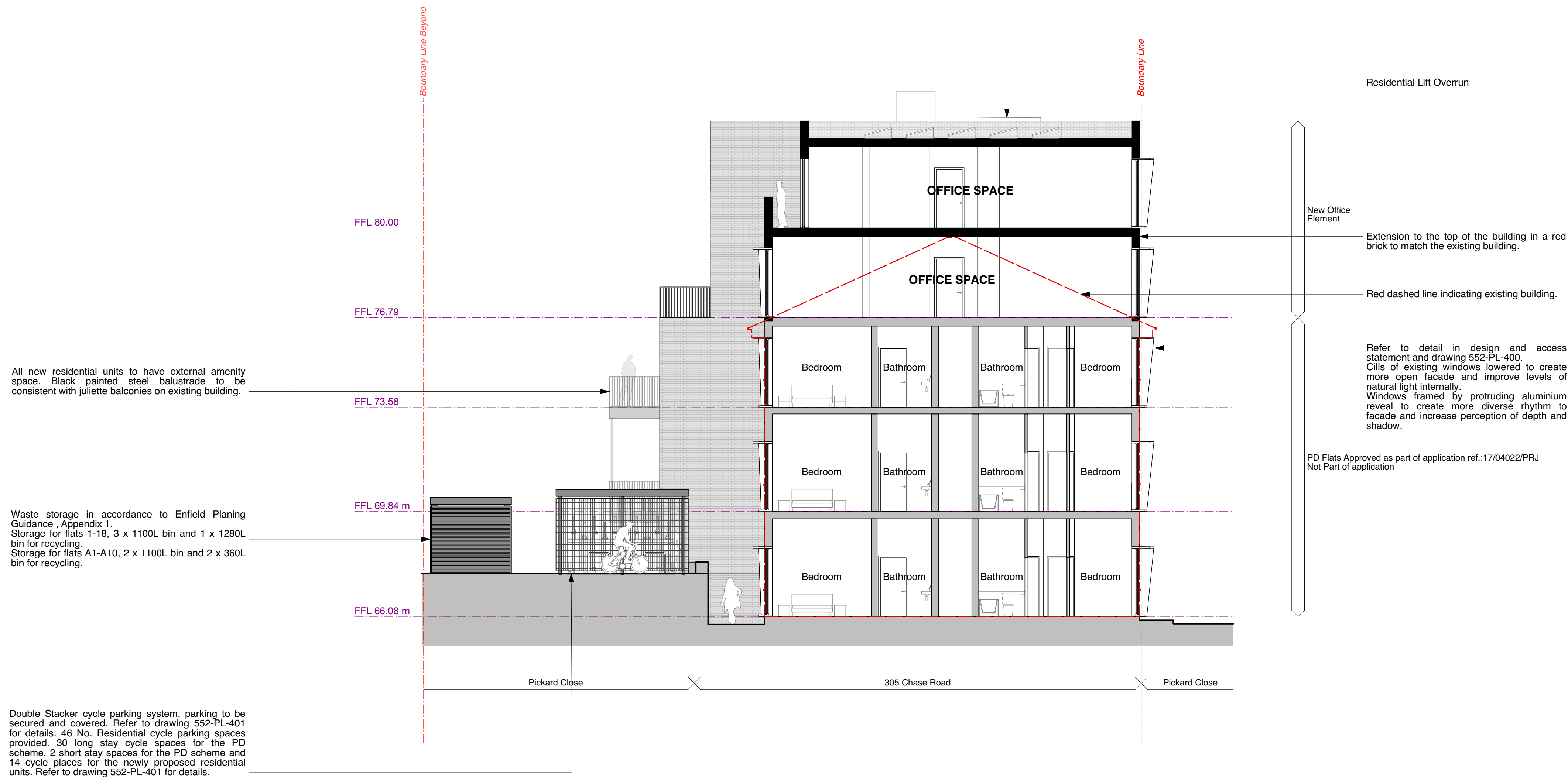






Pickard Ct

Pickard Ct



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PROPOSED SECTION AA

PLANNING

P4	07/01/2020	Massing diagram added, existing line and bin store updated.
P3	16/5/19	Revised cycle store enclosure
P1	04/02/19	Planning

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P4

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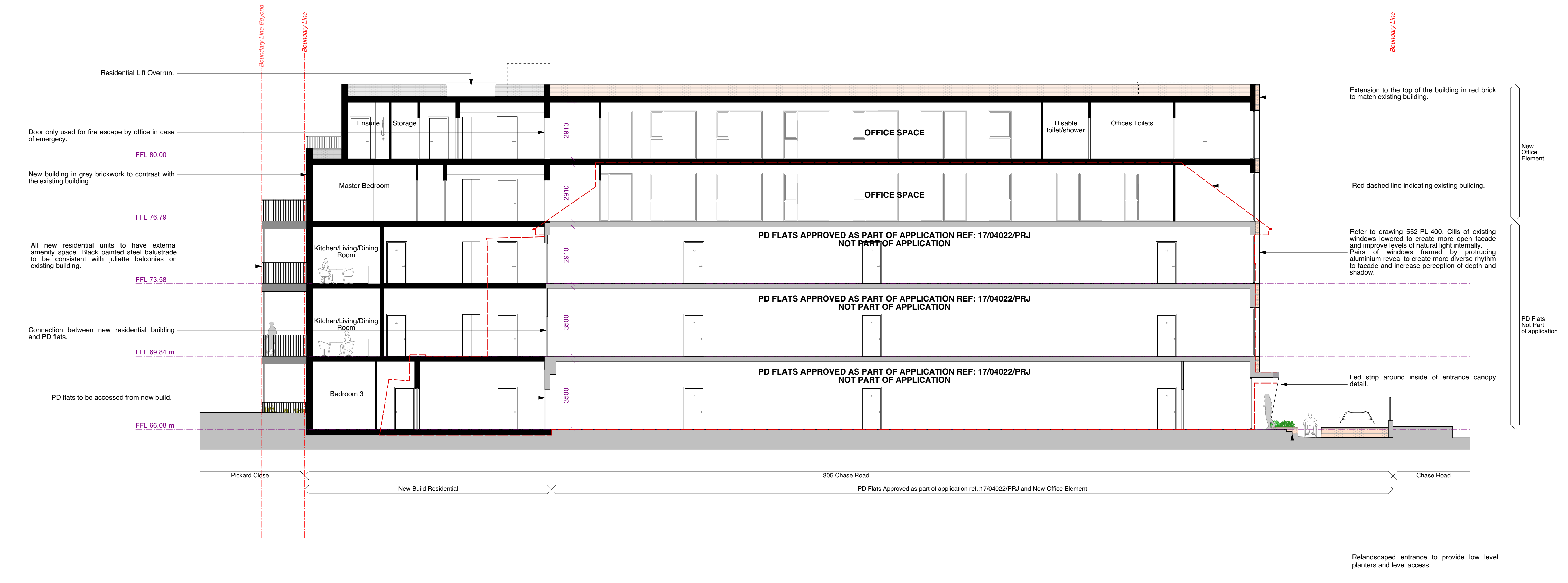
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PROPOSED SECTION BB

PLANNING

P3	07/01/2020	Massing diagram added, existing line updated.
P2	12/4/19	Rear access. Defensible space at west elevation.
P1	04/02/19	Planning

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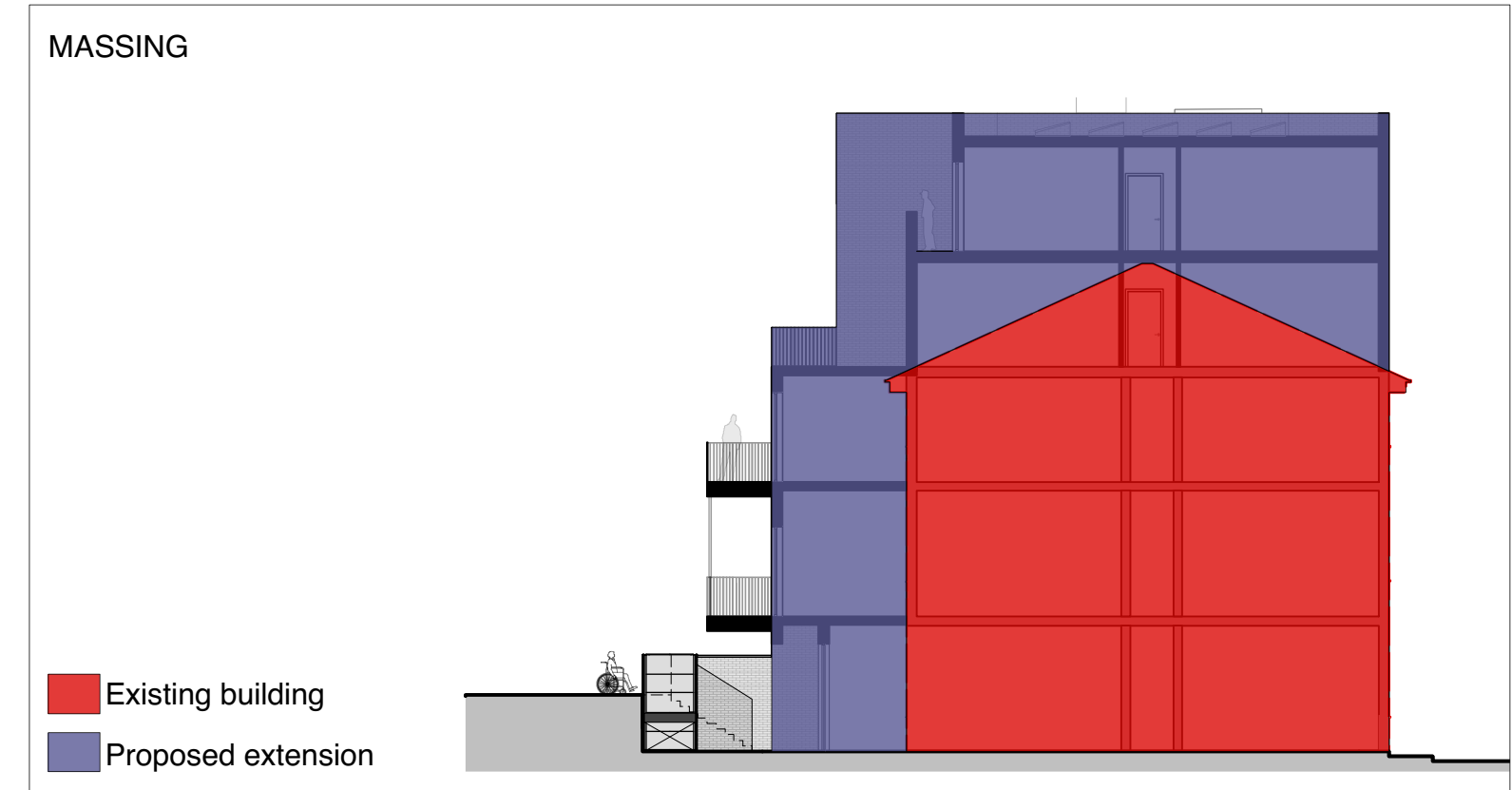
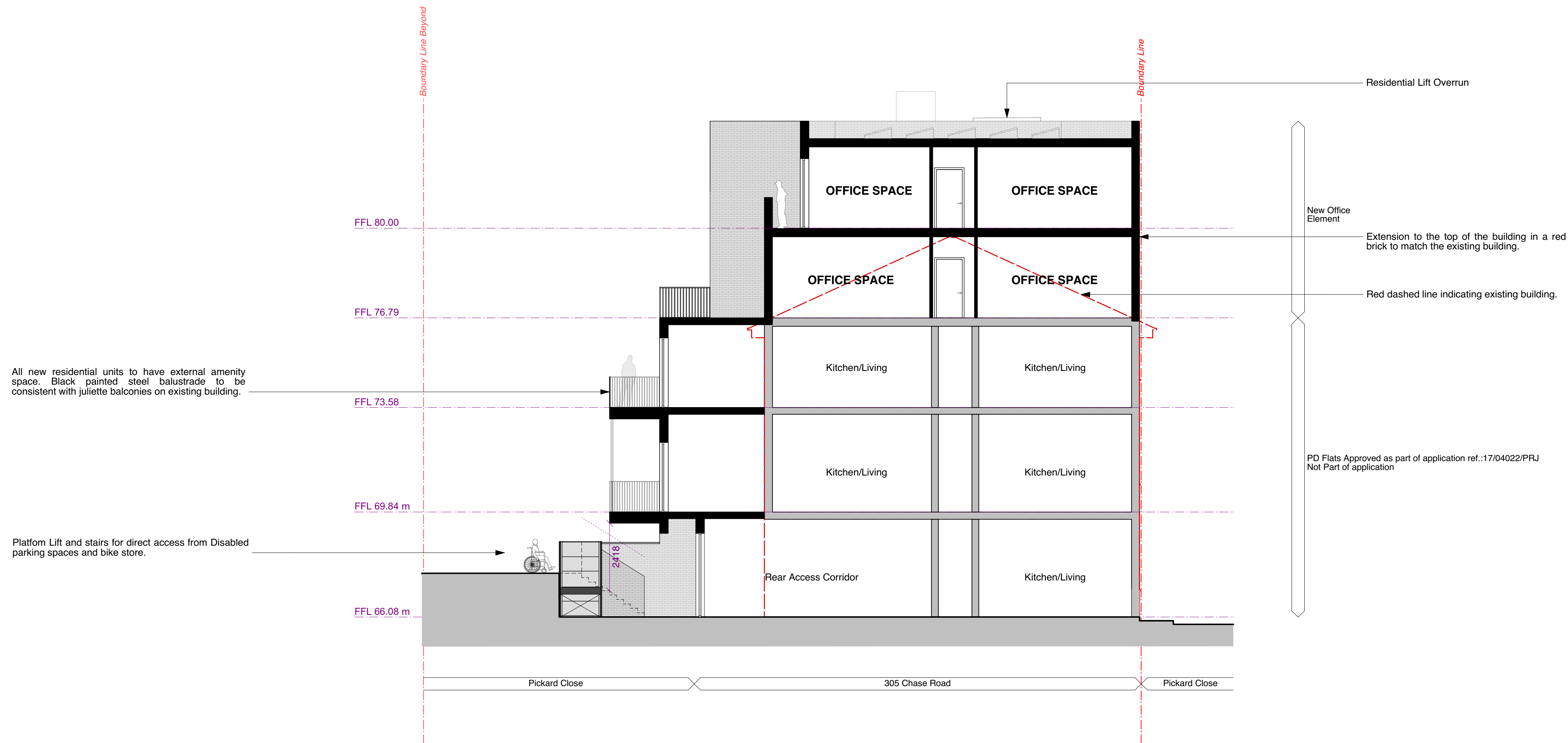
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PROPOSED SECTION CC

PLANNING

P2	07/01/2020	Massing diagram added, existing line updated.
P1	08/04/19	Planning

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P2



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PROPOSED SECTION DD

PRELIMINARY

P1

07/01/20

Planning

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P1





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PROPOSED EAST ELEVATION

PLANNING

P2	07/01/2020	Street elevation and massing diagram added.
P1	04/02/19	Planning
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CHKD. <b>CB</b>	DWG NO. <b>552-PL-301</b>		<b>P 2</b>		

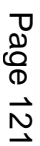
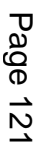
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## PLANNING

			PROJECT	305 CHASE ROAD, LONDON, N14 6LZ				DRAWING TITLE	PROPOSED NORTH ELEVATION				
P3	07/01/2020	Massing diagram added and existing line updated.	CLIENT	305 CHASE HOUSE LTD.				<div><div>gpad</div><div>architecture &amp; interior design</div></div>					
P2	20/08/2019	Corner terraces added.											
P1	04/02/19	Planning											
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PROPOSED WEST ELEVATION

PLANNING

P5	07/01/2020	Massing diagram added; existing line and bin store updated.
P4	20/08/2019	Terraces extended to North facade
P3	16/05/2019	Revised cycle store enclosure.
P2	08/04/2019	Rear access. Defensible space at west elevation.
P1	04/02/19	Planning

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PROPOSED SOUTH ELEVATION

PRELIMINARY

P5	07/01/2020	Massing diagram added, existing line and bin store updated.
P4	16/5/19	Revised cycle store enclosure
P3	25/4/19	Minor amendments
P2	8/4/19	Rear access. Defensible space at west elevation.
P1	04/02/19	Planning

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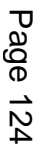
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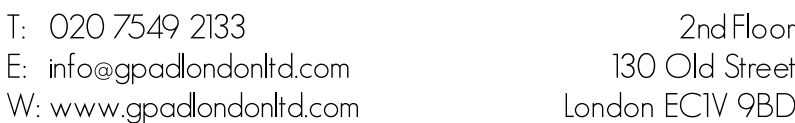


# PLANNING

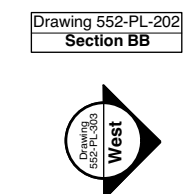
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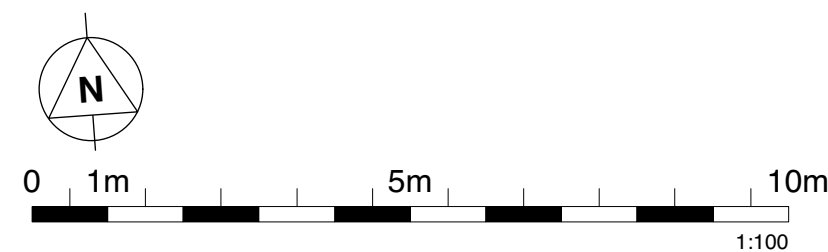
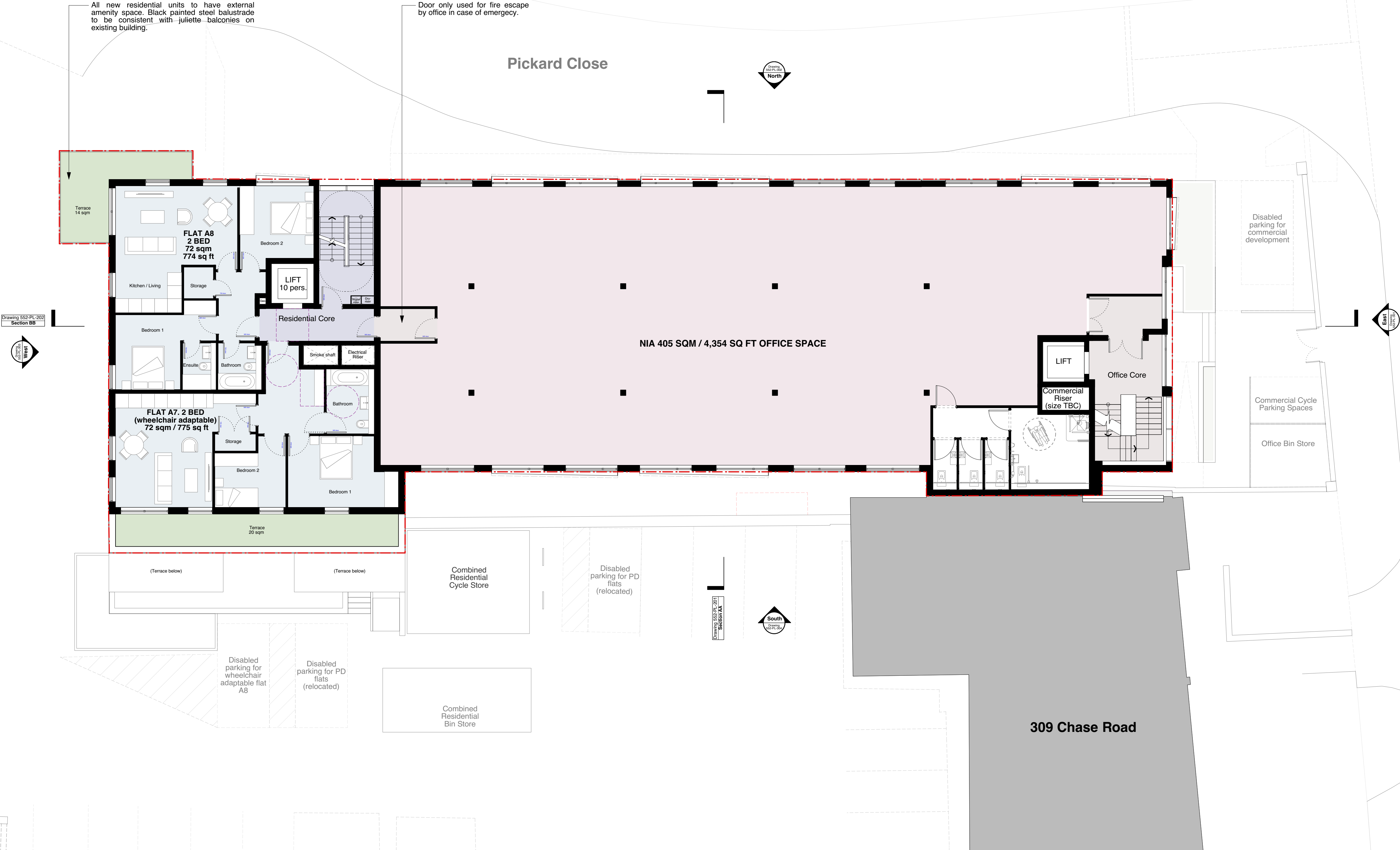
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DRAWING TITLE      **PROPOSED GROUND FLOOR PLAN**









## PROPOSED THIRD FLOOR PLAN

## PLANNING

P4	22/11/2019	Red Line amended
P3	20/08/2019	Flat numbers and Flat A8 terrace revised.
P2	16/05/19	Revised risers and shafts as per M&E comment
P1	04/02/19	Planning

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PROJECT	305 CHASE ROAD, LONDON, N14 6LZ			
CLIENT	305 CHASE HOUSE LTD.			
SCALE	1:100 @ A1	DATE	04/02/19	DWG BY MB
CHKD.	CB	DWG NO. 552-PL-103		REV. P4

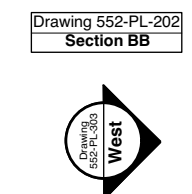
DRAWING TITLE

**PROPOSED THIRD FLOOR PLAN**


 architecture & interior design

T: 020 7549 2133  
E: [info@gpadlondonltd.com](mailto:info@gpadlondonltd.com)  
W: [www.gpadlondonltd.com](http://www.gpadlondonltd.com)

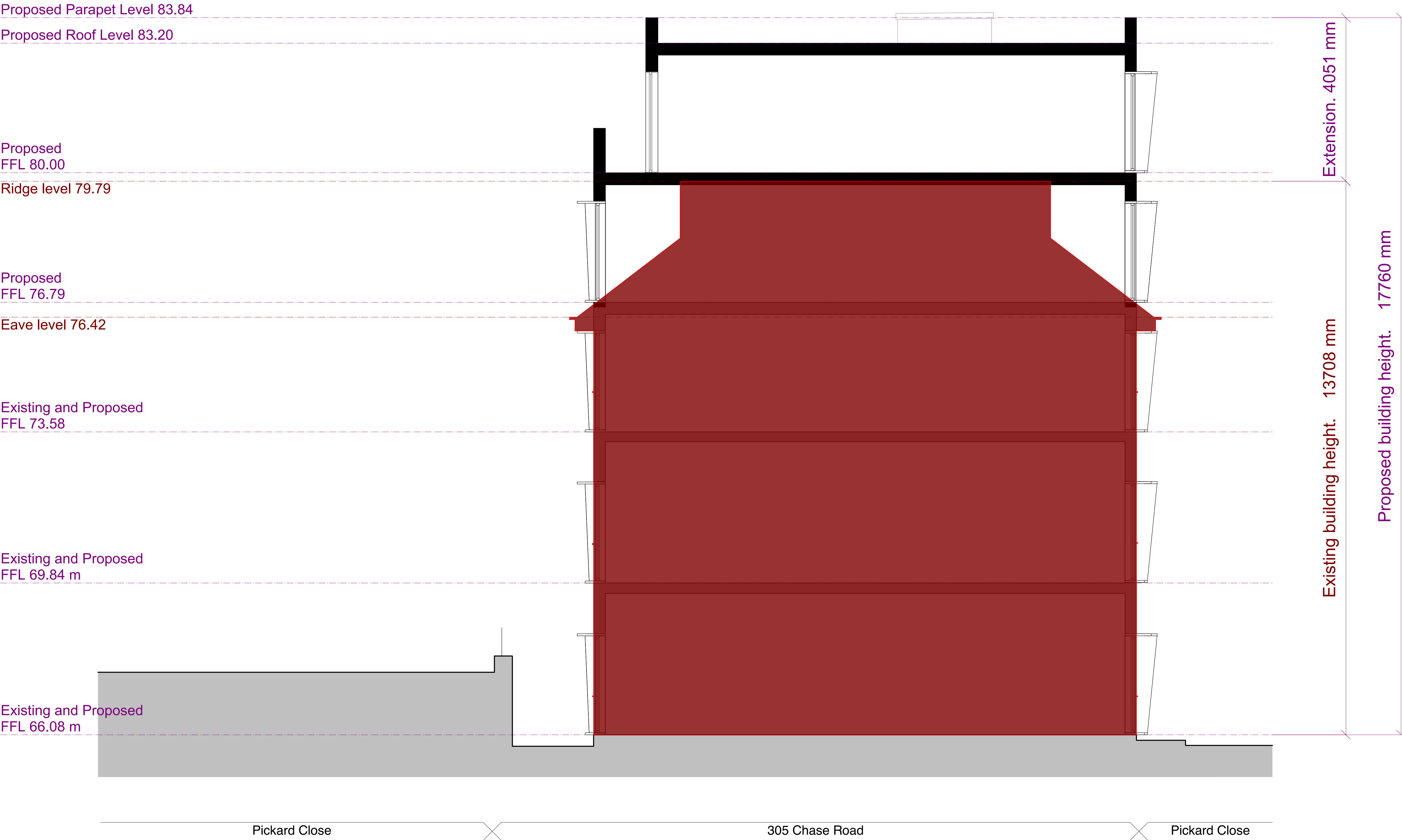
2nd Floor  
130 Old Street  
London EC1V 9BD



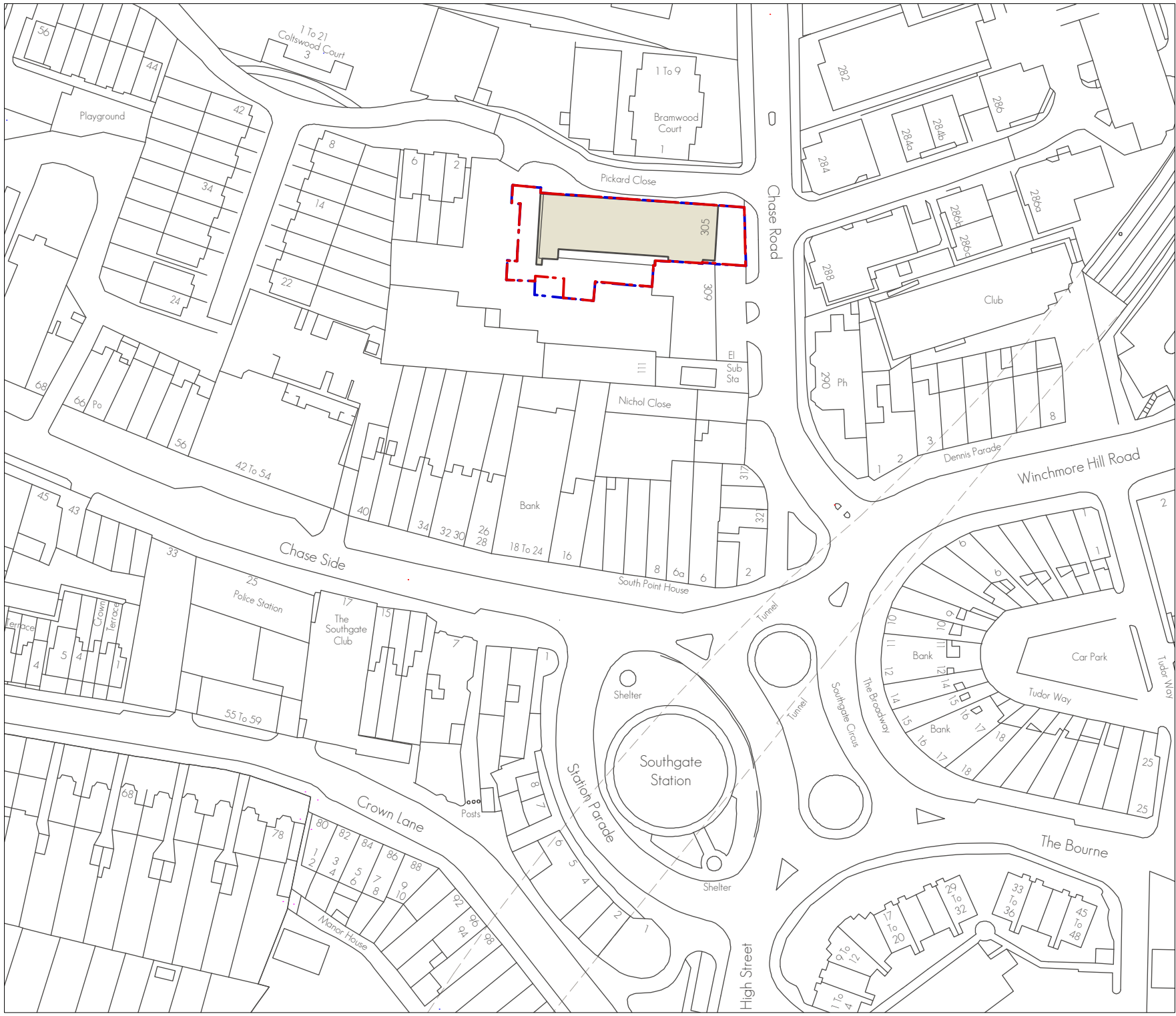
## PLANNING

			PROJECT	305 CHASE ROAD, LONDON, N14 6LZ				DRAWING TITLE		PROPOSED FOURTH FLOOR PLAN						
P4	22/11/2019	Red Line amended	CLIENT	305 CHASE HOUSE LTD.				SCALE	1:100 @ A1	DATE	04/02/19	DWG BY	MB	REV.	P4	<div><div></div><div>architecture &amp; interior design</div></div> <div>T: 020 7549 2133 E: info@gpadlondonltd.com W: www.gpadlondonltd.com</div> <div>2nd Floor 130 Old Street London EC1V 9BD</div>
P3	20/08/2019	Flat numbers revised.														
P2	16/5/19	Revised risers and shafts as per M&E comments														
P1	04/02/19	Planning														
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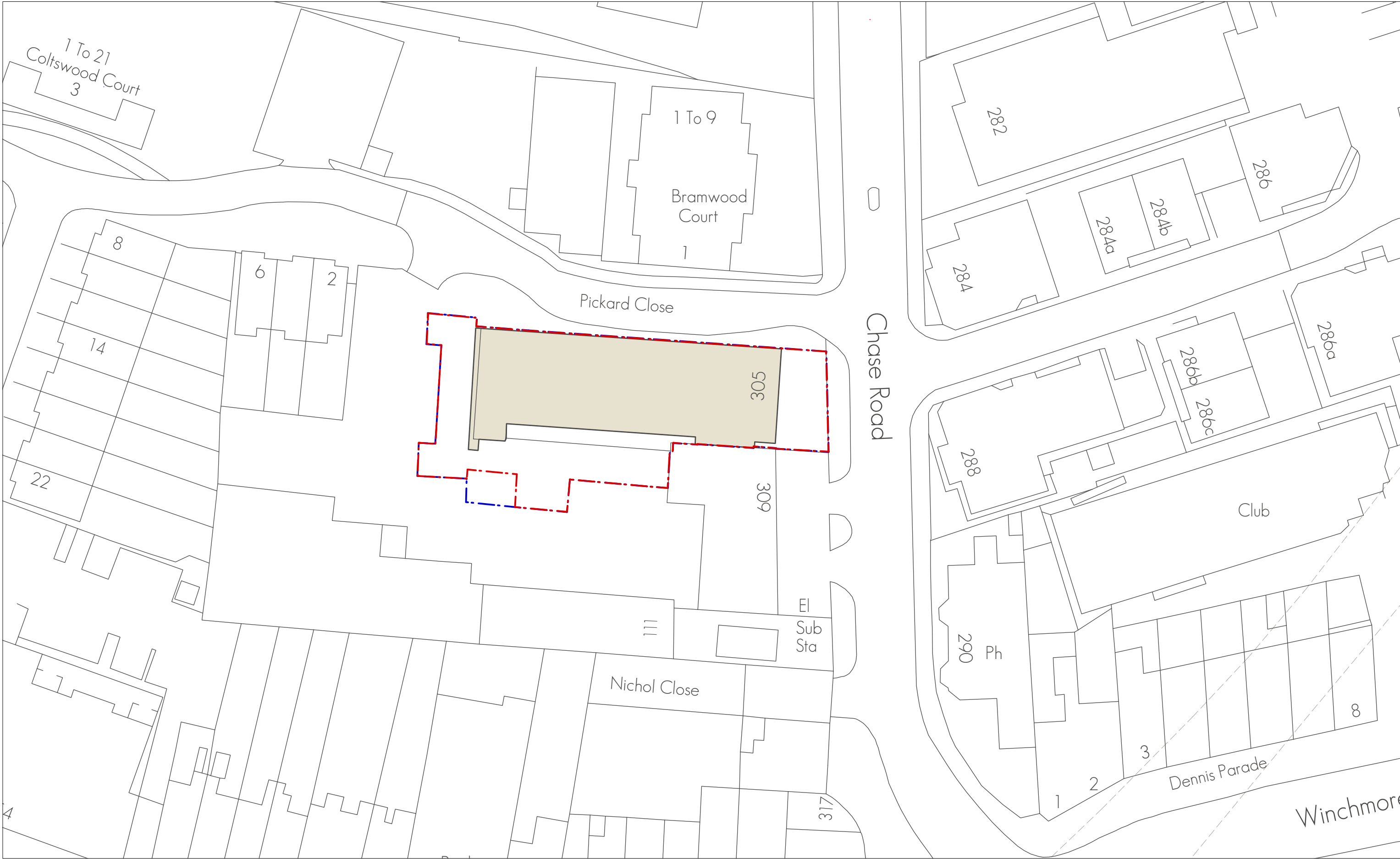






SITE PLAN 1:1250

- Application Site
- Other land in the applicant's ownership




BLOCK PLAN 1:500

- Application Site
- Other land in the applicant's ownership

LOCATION AND BLOCK PLAN

PLANNING

			PROJECT 305 CHASE ROAD, LONDON, N14 6LZ				DRAWING TITLE LOCATION AND BLOCK PLAN				
			CLIENT 305 CHASE HOUSE LTD.				<div> architecture &amp; interior design</div> <div>T: 020 7549 2133 E: info@gpadlondonltd.com W: www.gpadlondonltd.com</div> <div>2nd Floor 130 Old Street London EC1V 9BD</div>				
P1	04/02/19	Planning	SCALE Varies @ A1		DATE 04/02/19	DWG BY MB					REV.
			CHKD. CB	DWG NO. 552-EX-010	P1						
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