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PLANNING COMMITTEE

Tuesday, 23rd April, 2024 at 7.00 pm
Council Chamber, Civic Centre, Silver Street,
Enfield, EN1 3XA

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MEMBERS

Councillors: Sinan Boztas (Chair), Mahym Bedekova (Vice-Chair), Josh Abey, Kate Anolue, Lee Chamberlain, Peter Fallart, Thomas Fawns, Ahmet Hasan, Bektas Ozer, Michael Rye OBE, Jim Steven and Eylem Yuruk

N.B. Involved parties may request to make a deputation to the Committee by contacting Democracy@enfield.gov.uk before 10am on the meeting date latest

AGENDA – PART 1

1. WELCOME AND APOLOGIES

2. DECLARATIONS OF INTEREST

Members are asked to declare any disclosable pecuniary, other pecuniary or non-pecuniary interests relating to items on the agenda.

3. MINUTES OF PREVIOUS MEETING (Pages 1 - 4)

To receive and agree the minutes of the meeting held on Tuesday 23 January 2024.

4. REPORT OF THE HEAD OF PLANNING AND BUILDING CONTROL (Pages 5 - 8)

To receive and note the covering report of the Head of Planning and Building Control.

5. **23/01848/FUL - VACANT TFL HIGHWAYS LAND FORMALLY COMPRISING NO'S 108-112 PALMERSTON CRESCENT, LONDON, N13 4NG** (Pages 9 - 78)

RECOMMENDATION:

1 That subject to the completion of a S106 to secure the matters covered in this report, the Head of Planning and Building Control be authorised to GRANT planning permission subject to conditions.

2 That Head of Planning & Building Control be granted delegated authority to finalise the wording of the S106 Agreement and the planning conditions listed below.

WARD: Palmers Green

6. **23/02832/FUL - 14 MAXIM ROAD, LONDON N21 1EX** (Pages 79 - 112)

RECOMMENDATION:

1. The Planning Decisions Manager be authorised to GRANT planning permission subject to conditions and the completion of a Section 106 Agreement.

2. The Planning Decisions Manager be granted delegated authority to finalise the wording of the Section 106 Agreement and agree the final wording of the conditions to cover the matters in the Recommendation section of this report.

Ward: Grange Park

7. **23/03142/RE4 - 90 HECTARES OF LAND LYING BETWEEN BOTANY BAY (SOUTH) AND THE M25 (NORTH)** (Pages 113 - 142)

RECOMMENDATION:

1) That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Planning and Building Control be authorised to **GRANT** planning permission subject to conditions.

2) That the Head of Planning and Building Control be granted delegated authority to agree the final wording of the conditions to cover the matters set out in the Recommendation section of this report.

Ward: Ridgeway

8. **23/02385/FUL - HOUNDSFIELD PRIMARY SCHOOL, RIPON ROAD, LONDON, N9 7RE** (Pages 143 - 162)

RECOMMENDATION:

1. That planning permission be GRANTED subject to conditions.

2. That the Head of Planning & Building Control be granted delegated authority to finalise the wording of the conditions to cover the matters in the Recommendation section of this report.

Ward: Jubilee

9. 23/02493/VAR - THE ROYAL CHACE HOTEL, 162 THE RIDGEWAY, ENFIELD, EN2 8AR

RECOMMENDATION:

1. That subject to the completion of a deed of variation to link the development to the Section 106 Agreement previously secured for 21/01816/FUL, and to reflect the resulting changes to the shared ownership provisions within the current Section 106, the Head of Planning & Building Control be authorised to **GRANT** full planning permission subject to conditions.

2. That the Head of Planning & Building Control be granted delegated authority to agree the final wording of the deed of variation and conditions to cover those matters recommended in this report.

WARD: Ridgeway

TO FOLLOW

10. REVIEW OF APPEAL PERFORMANCE 2023/24 (Pages 163 - 172)

To advise members of the performance on appeals against planning decisions during 2023/2024.

11. DATES OF FUTURE MEETINGS

To note the dates of future meetings will be confirmed following Annual Council on Wednesday 15 May 2024.

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PLANNING COMMITTEE - 23.1.2024

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 23 JANUARY 2024****COUNCILLORS**

PRESENT Sinan Boztas (Chair), Mahym Bedekova (Vice Chair), Josh Abey, Lee Chamberlain, Peter Fallart, Thomas Fawns, Michael Rye OBE, Jim Steven and Eylem Yuruk.

OFFICERS: Karen Page (Head of Planning and Building Control), Karolina Grebowiec-Hall (Principal Planner), Mike Hoyland (Senior Transport Planner), Michael Kennedy (Principal Urban Designer), Julie Thornton (Legal Adviser), and Harry Blake-Herbert (Governance Officer).

Also Attending: Applicant and agent representatives, members of the public, and deputees.

1 WELCOME AND APOLOGIES

The Chair welcomed everyone to the meeting.

Apologies for absence were received from Cllrs: Kate Anolue, Ahmet Hasan, and Bektas Ozer.

2 DECLARATIONS OF INTEREST

Cllr Thomas Fawns stated that he was a Ward Councillor for Upper Edmonton.

3 MINUTES OF PREVIOUS MEETING

The minutes of the Planning Committee meeting held on Tuesday 21 November 2023 were **AGREED**.

4 REPORT OF THE HEAD OF PLANNING AND BUILDING CONTROL

Received the report of the Head of Planning and Building Control, which was **NOTED**.

5 22/03672/FUL - LAND AT COMMERCIAL ROAD AND 4 AND 8 BULL LANE N18

Karolina Grebowiec-Hall, Principal Planner, introduced the report, highlighting the key aspects of the application.

An addendum report had been circulated to Members prior to the meeting.

PLANNING COMMITTEE - 23.1.2024

A deputation was received from Romie Tager, Romeo Trading Co Ltd, who spoke against officers' recommendation.

The agent, Andy Ryley, spoke in response.

In response to comments and questions regarding access, officers advised that restrictions were currently in place to prevent vehicles from parking along a stretch of Commercial Road; that if vehicles were parked here, this would be an issue for the Council's highway enforcement team, but even with vehicles parked along the road, access to the site was still possible. Officers accepted that the yellow line was not particularly clear, but added that a mitigation contribution was available to explore options such as a signage strategy, increased enforcement, highway cleansing and respraying of the yellow line to address issues which may arise, if necessary. Officers explained that it would not be possible to secure these additional measures through a condition, as they were outside of the control of the applicant/developer, but that the Section 106 contribution could allow for/cover this.

In respect of Members queries relating to traffic, officers advised that given the number of loading bays, and the restrictions in place, it was logistically unlikely that queues would form; and the estimated impact of vehicle trips based on sites with a similar number of units was relatively low. Officers added that any application at the site would see some increase in traffic, that vehicles accessing the site would use the direct routes permitted for heavy vehicles. Officers described the site as being located in an existing industrial area, and increased signage could be explored to direct vehicles to the left when leaving the site.

Officers noted Cllr Chamberlain's point that an image should have been supplied to provide Members with context as to the surrounding area of the site.

The proposal having been put to the vote; Members voted:

9 FOR
0 AGAINST
0 ABSTENTIONS

and so, it was AGREED unanimously:

1. That subject to the completion of a Section 106 Agreement to secure the obligations as set out in the report, the Head of Planning and Building Control be authorised to **GRANT** planning permission subject to conditions.
2. That the Head of Planning and Building Control be granted delegated authority to finalise the wording of the Section 106 Agreement and the conditions to cover the matters in the Recommendation section of this report.

PLANNING COMMITTEE - 23.1.2024

6 APPEAL DECISIONS ON PLANNING APPLICATIONS

Received a report on Appeal Decisions on Planning Applications, which was **NOTED**.

7 DATES OF FUTURE MEETINGS

Members **NOTED** the dates of future meetings as set out in the agenda.

The Chair thanked Members and officers for their time and contributions, and the meeting ended at 19:46.

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London Borough of Enfield

Report Title	Report of Head of Planning and Building Control
Report to	Planning Committee
Date of Meeting	23 rd April 2024
Cabinet Member	Councillor Susan Erbil
Executive Director / Director	Brett Leahy – Director of Planning & Growth Simon Pollock – Environment & Communities
Report Author	Karen Page karen.page@enfield.gov.uk
Ward(s) affected	All
Key Decision Number	Non Key
Classification	Part 1 Public

Purpose of Report

1. To advise members on process and update Members on the number of decisions made by the Council as local planning authority.

Recommendations

- | |
|------------|
| I. To Note |
|------------|

Background

2. 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.
3. 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 the London Plan 2021. Other supplementary documents material to the assessment are identified in the individual reports.
4. Other background papers are those contained within the file, the reference number of which is given in the heading to each application, and which can be viewed via the online planning register on the Council's website.

Main Consideration

5. On the Schedules attached to this agenda, recommendations in respect of planning applications and applications to display advertisements are set out.
6. Also set out in respect of each application a summary of any representations received. Any later observations will be reported verbally at your meeting.
7. In accordance with delegated powers, 839 applications were determined between 10/01/2024 and 10/04/2024, of which 637 were granted and 202 refused.
8. A Schedule of Decisions is available in the Members' Library.

Relevance to Council Plans and Strategies

9. The determination of planning applications supports good growth and sustainable development. Depending on the nature of planning applications, the proposals can deliver new housing including affordable housing, new employment opportunities, improved public realm and can also help strengthen communities

Financial Implications

10. None

Legal Implications

11. None

Equalities Implications

12 None

Report Author: Karen Page
Head of Planning and Building Control
Karen.page@enfield.gov.uk
02081323039

Date of report: 15/04/2024

Appendices

None.

Background Papers

To be found on files indicated in Schedule.

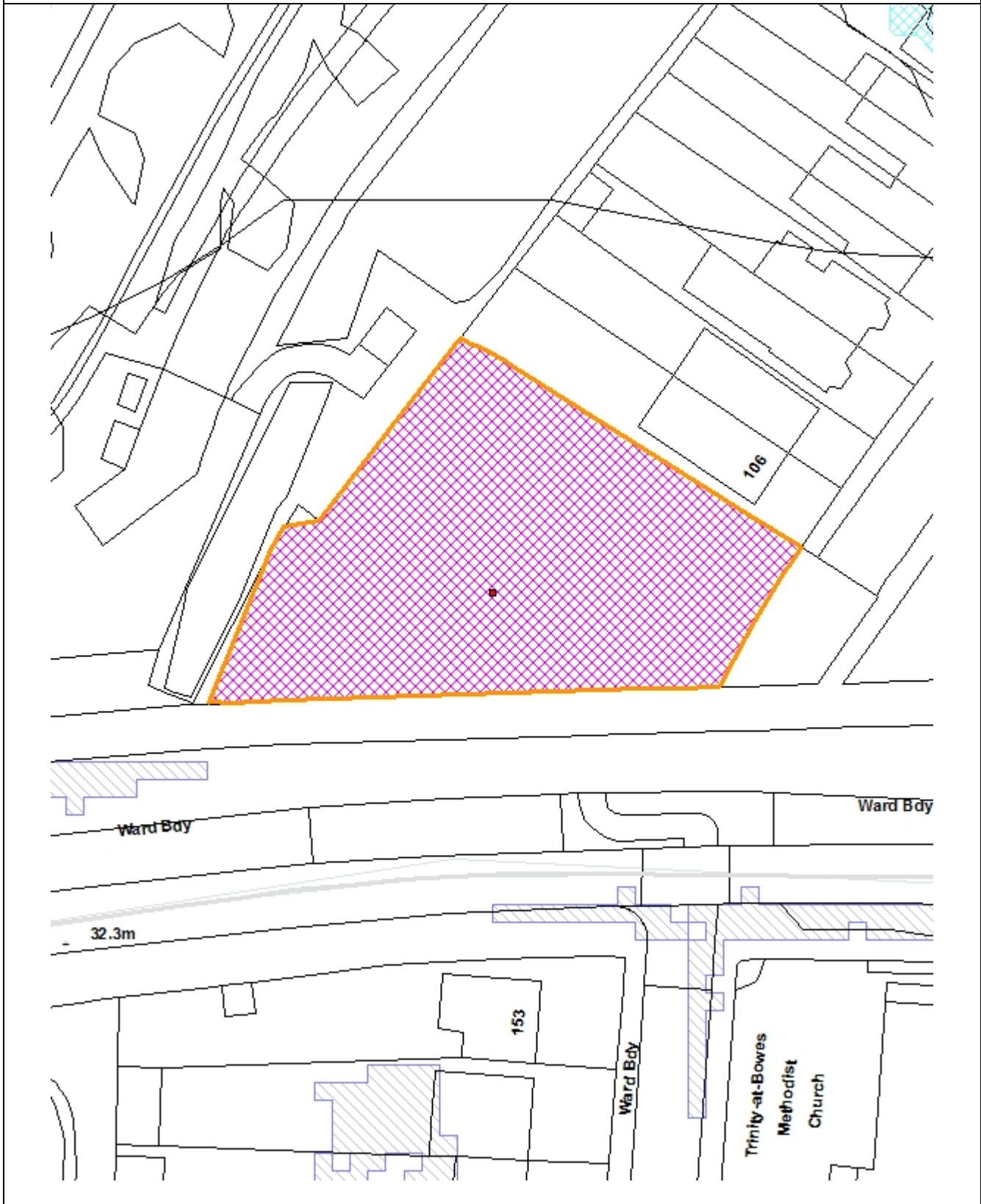
Background Papers

None

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 23 April 2024
Report of: Head of Planning & Building Control : Karen Page	Contact Officer: Karolina Grebowiec-Hall Eloise Kiernan	Ward: Palmers Green
Application Number: 23/01848/FUL		Category: Major
LOCATION: Vacant TfL Highways Land Formally Comprising No's 108-112 Palmerston Crescent, London, N13 4NG		
PROPOSAL: Construction of two buildings ranging from 3-6 storeys in height (with part-basement) to provide 31 residential units, including new vehicular access from Palmerston Crescent, car/cycle parking, landscaping and other associated works.		
Applicant Name & Address: C/O Crossier Properties Ltd Wellington and Co Ltd Abbot's Place London NW6 4NP		Agent Name & Address: Mr Tim Waters Renew Planning Ltd Work Life Hammersmith 174 Hammersmith Road London W6 7JP
RECOMMENDATION:		
<p>1 That subject to the completion of a S106 to secure the matters covered in this report, the Head of Planning and Building Control be authorised to GRANT planning permission subject to conditions.</p> <p>2 That Head of Planning & Building Control be granted delegated authority to finalise the wording of the S106 Agreement and the planning conditions listed below.</p>		

Ref: 23/01848/FUL LOCATION: Vacant TfL Highways Land Formerly Comprising Nos. 108-112 Palmerston Crescent , Enfield, London, N13



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North



1. NOTE FOR MEMBERS

- 1.1 The application is reported to the Planning Committee for determination as it is a major development, involving more than 10 residential units in accordance with the scheme of delegation.

2. EXECUTIVE SUMMARY

- 2.1 The report seeks approval for the redevelopment of the site incorporating the construction of two buildings ranging from 3-6 storeys in height (with part-basement) to provide 31 residential units, including new vehicular access from Palmerston Crescent, car/cycle parking, landscaping, and other associated works.
- 2.2 The site falls within the boundaries of the Council's adopted North Circular Area Action Plan (NCAAP 2014), which establishes the principle of redeveloping sites along the North Circular. This site is not specifically identified, however would be termed as a "windfall" site.
- 2.3 The delivery of housing on underutilised brownfield sites in sustainable locations (close proximity to overground/underground, bus station) and within close proximity to a designated district and local centre has strong planning policy support and should be afforded substantial weight in the determination of the application.
- 2.4 Developing existing brownfield land protects the Borough's greenfield and greenbelt land, thus preserving this important characteristic of Enfield – and is supported at all planning policy levels, nationally, London-wide and within Enfield's adopted development plan policies.
- 2.5 The proposal would support London Plan policies, which seek to increase housing supply and optimise site capacity. The site is assessed to be a sustainable location suitable for delivery of new high-quality housing – which is supported in principle. The introduction of residential accommodation is supported in strategic and placemaking terms.
- 2.6 The proposed development includes 31 new residential units with a breakdown of 14 (1-bed (45%)), 11 (2-bed (36%)) and 6 (3-bed (19%)). Additionally, the scheme would provide 50% affordable housing by habitable room (44 habitable rooms of the proposed 88 habitable rooms) with a breakdown of 71% social rent and 29% intermediate rent. The overall tenure mix consists of 17 x market dwellings and 14 x affordable dwellings (comprising in turn of 11 x affordable rent and 3 x intermediate units). This would contribute high quality housing stock to the Borough to meet housing need – which continues to rise in the Borough. The scheme would also provide opportunities to improve the landscaping and biodiversity at the site given the adjacent environmental designations, which is an intention outlined within the North Circular Area Action Plan.
- 2.7 There is a pressing need for housing, including affordable housing within the Borough, and Enfield has an extremely challenging 10-year housing delivery target. Officers consider that the proposed development would deliver a high

quality residential-led development on existing brownfield land – in a sustainable location. The site has a PTAL of 3 (6b being the best). The proposal would make a meaningful contribution towards Borough and wider London housing needs – helping Enfield to support its growing population.

3. RECOMMENDATION

3.1 That subject to the completion of a Section 106 agreement, the Head of Planning & Building Control be authorised to GRANT planning permission subject to conditions as set out below.

3.2 That Head of Planning & Building Control be granted delegated authority to finalise the wording of the S106 Agreement and the planning conditions listed below.

3.3 Conditions

1. Time limit – 3 years
2. Approved plans
3. Materials – drawings, samples and sample panels including hardsurfacing
4. Boundary Treatment/s including acoustic fencing and terraces
5. Playspace Design
6. Landscaping – details and management plan
7. Biodiversity enhancements
8. Details of levels
9. Details of green roof
10. Secured by Design
11. Inclusive Design - M4(2) and M4(3) - include percentage 90% and 10%
12. Sustainable Drainage Strategy
13. Sustainable Drainage Strategy - Verification Report
14. Lighting Details / Plan (Building & Public Realm)
15. Site Waste Management Plan
16. Non-Road Mobile Machinery (NRMM)
17. Contamination – Desk Study, Remediation Strategy and Verification Report
18. Foundation Works Risk Assessment
19. Noise Mitigation Measures – sound insulation (future occupants)
20. Acoustic Report
21. No Piling – Thames Water
22. Disabled Parking
23. Details of Cycle Parking
24. Details of Refuse Storage
25. Construction Management Plan-dust and highways (CLMP)
26. Delivery and Servicing Plan
27. Arboricultural Method Statement with Tree Protection Plan (non-standard wording)
28. Energy Statement – management and maintenance
29. BREEAM – Excellent
30. Potable Water
31. Green Procurement Plan – details for how the procurement of materials for development will promote sustainability
32. Details of any Rooftop Plant, Extract Ducts and Fans incl. Plant Ac. Report
33. Details of any rooftop plant, extract ducts and fans (appearance)
34. Fire evacuation lift (details / management)
35. Electric vehicles

36. PD restriction on satellite equipment
37. No plant equipment to be fixed to external face of building
- 38 Obscured glazing – north elevations

4. SITE AND SURROUNDINGS

- 4.1 The application site lies to the northern side of the North Circular Road / A406 (Bowes Road) and to the SW end of Palmerston Crescent, which is residential cul-de-sac road, in the borough ward of Palmers Green. The plot is currently vacant and contains some trees with modest to high amenity value and it acts as a grass verge buffer between Palmerston Crescent and the North Circular Road. The site is irregular in shape and approximately 0.16 hectares.
- 4.2 The New River lies a short distance to the west and just beyond it is a railway line which splits the area from the more densely built areas to the west. This area around the river and railway, and adjacent to the development site, is designated a Wildlife Corridor, Site of Borough Importance for Nature Conservation and Site of Metropolitan Importance for Nature Conservation.
- 4.3 The Pymmes Brook is further afield at approx.125m to the north and it has similar nature conservation designations. The riverbanks of both rivers are also designated Green Chain Corridors and Local Open Space.
- 4.4 A public footpath which allows pedestrian access from Palmerston Crescent to the North Circular Road is directly adjacent to the east and further to the east approx. 270m away, at the busy road junction area of Bowes Road and Green Lanes, is the Green Lanes Local Centre. In between the Local Centre and the site there is a large strip of grass verge to the rear of properties on the southern side of Elmdale Road.
- 4.5 The immediate surrounding area to the north and NW is mainly residential in character, consisting of primarily large late Victorian / early Edwardian semi-detached dwellings, although a small number of modern incursions are noted at the bottom end of Palmerston Crescent. Directly opposite on the other side of Bowes Road there are elements of a mixed-use character.
- 4.6 The site is not statutorily or locally listed, nor located within the boundaries of a Conservation Area.
- 4.7 The application site is identified within the North Circular Area Action Plan.
- 4.8 The site is moderately well connected in terms of public transport and has a good Public Transport Accessibility Level (PTAL) rating of 3 and is sited approximately 600m from Palmers Green Station.
- 4.9 The site does not currently benefit from a vehicular access and is located to the bottom of the cul-de-sac at the turning head adjacent to the cycle lane connecting to the North Circular.
- 4.10 A series of mature trees line the application site, including third party trees at the perimeter of the site.
- 4.11 The following policy designations / characteristics apply to the site:
 - North Circular Area Action Plan
 - Trunk Road Consultation Boundary
 - Sewer Consultation Area

4.12 The following designations are adjacent to the site

- New River
- Wildlife Corridor
- SINCS Metropolitan

5. PROPOSAL

5.1 This is an application for the redevelopment of the site to provide the construction of two buildings ranging from 3-6 storeys in height (with part-basement) to provide 31 residential units, including new vehicular access from Palmerston Crescent, car/cycle parking, landscaping, and other associated works.

5.2 The 31 residential units would comprise the following mix:

- 14 x one bed units (45%)
- 11 x two bed units (36%)
- 6 x three bed units (19%)

5.3 The building heights and unit numbers would be as follows:

- Block A 3 storeys (10 units) 2 x 1-bed, 3 x 2-bed and 5 x 3-bed
- Block B 6 storeys (21 units) 10 x 1-bed, 10 x 2-bed and 1 x 3-bed

5.4 Block A would be sited to the front (east) section of the site fronting an extended vehicular means of access on Palmerston Crescent. The building would be configured over part 3-6 storeys and contain 11 flats. The lower 3 and 4-storey elements would adjoin the existing end of terrace house at no. 106 Palmerston Crescent before stepping up to 5-storeys and a part-recessed 6th storey on the North Circular frontage. Block B would be configured directly to the rear (west) of Block A and is arranged predominantly over 5 storeys (with a recessed 6th storey on the North Circular frontage) containing 20 flats.

5.5 All dwellings would be dual aspect. Additionally, the above ground units would feature private balconies (sized to the minimum space standards). The development would also accommodate a communal garden (561m²), child play space (162m²) and private amenity space (terraces/balconies) as appropriate.

5.6 The overall dwelling mix consists of 17 x market dwellings and 14 x affordable dwellings (comprising in turn 10 x affordable rent and 4 x intermediate/shared ownership units). The affordable housing would equate to 50% of the total number of dwellings by habitable rooms.

5.7 Additionally, three units would be wheelchair accessible (Part M4(3) compliant) in the form of 1 x 1b2p unit (73m²) at ground floor level of Block A (allocated as a market dwelling) and 2 x 1b2p units (each 65m²) at ground floor level of Block B (allocated as intermediate housing).

5.8 The development would be car-free except the provision being made for 3 no. wheelchair accessible parking spaces configured internally of the front Block A. Cycle parking is also provided internally of Blocks A & B in separate bike stores with provision being made for 65 long-stay cycle spaces and 4 visitor spaces.

5.9 The proposed development would be served from an extended vehicular means of access on Palmerston Crescent. The works include the provision of a turning area that would be created by extending the carriageway on Palmerston

Crescent to the south and to the boundary of the footway/cycleway provided along the North Circular. It is proposed to create a shared surface to serve a turning area at the southern end of Palmerston Crescent alongside a level access to the footway/cycleway provided along the North Circular. These works would be secured under a Section 278 Agreement. Additionally, a small part of the site which is designated highway would need to be stopped up.

- 5.10 The overall design approach is deliberately contemporary, but respectful of surrounding context.

Changes post submission:

- 5.11 Some revisions have been made to the scheme during the assessment of the application. These revisions are as follows:
- Design improvements
 - Basement Impact Assessment to consider ground water flood risk
 - Sustainable Urban Drainage (SuDS)

6. RELEVANT PLANNING DECISIONS

- 6.1 21/02406/PREAPP – Proposed redevelopment of site and erection of 29 self-contained units – Pre application advice issued.
- 6.2 22/00882/PREAPP - Proposed development of site to create 31Nos. residential units – Pre application advice given. The key advice provided by officers was to retain as many mature trees as possible, deliver appropriate affordable housing, improve the character and its relationship with Palmerston Crescent and resolve highway matters, specifically disabled parking and access.
- 6.3 TP/06/2360 - Proposed Safety and Environmental Improvement Scheme involving widening and/or realignment of existing carriageway including demolition of existing properties, improvements to the junctions of the North Circular Road with Bounds Green Road, Telford Road/Wilmer Way, Brownlow Road and Green Lanes, modification of other junctions, the provision of new pedestrian crossings and dedicated cycle facilities, together with other ancillary works to the environment (fencing, lighting, landscaping) – Granted with conditions

7. CONSULTATIONS

Public Consultation

- 7.1 Initial consultation on the application involved notification letters being sent to 255 neighbouring properties on 1 October 2023 (giving people 28-days to respond) and a press advert in the Enfield Independent on 6 September 2023 (giving people 14 days to respond).
- 7.2 Additionally, site notices were also posted at the application site on 19 October and expired on 9 November 2023.
- 7.3 In respect of 23/01848/FUL the number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

Number of representations objecting received: 5
Number of representations received in support: 0

7.4 The matters raised were as follows:

- Close to adjoining properties
- Development too high
- Overdevelopment of site
- Inadequate distance from other properties
- Inappropriate scale, height and massing
- Close to adjoining properties
- General dislike of proposal
- Inadequate parking provision
- Inadequate access
- Loss of parking
- Loss of privacy
- Noise nuisance
- Increase of pollution
- Pressure on existing school places – 0.7m from an outstanding school and this will exacerbate existing demand as places are not available
- Inadequate access
- Loss of parking and pressure on existing parking within Palmerston Crescent and the vicinity – bus company uses existing street parking as do not have a car park for staff
- Strain on existing community facilities
- Poor connectivity East to West and into the suburbs, so approximately 30-50 cars would be generated from 31 units
- High street crime
- Noise and air pollution given the proximity to the North Circular
- Out of character with surrounding properties
- Loss of existing cycle infrastructure to provide turning space
- Construction vehicles would further disrupt Palmerston Crescent and Elmdale Road and a further site access should be considered from the North Circular
- Reassurance wanted to ensure the introduction of a CPZ to improve parking for existing residents as existing non-residents take up spaces and a car free development does not ensure that future residents would not have vehicles

Internal

- 7.5 Environmental Health - No objection subject to conditions and a S106 contribution towards air quality monitoring programme
- 7.6 SuDS/Flooding/Drainage – No objections following the receipt of revisions. The SuDS Strategy is in accordance with policy DMD61 of the DMD and the Basement Impact Assessment is acceptable
- 7.7 Traffic and Transportation - No objections subject to conditions and S106 contributions to CPZ and sustainable transport measures and travel plan
- 7.8 Education - No comments
- 7.9 Economic Development – No comments
- 7.10 Housing Renewal – No comments
- 7.11 Health – No comments
- 7.12 Tree Officer - No objections subject to conditions
- 7.13 Urban Design – No objections subject to conditions
- 7.14 Energetik - No objections – previously engaged with the consultants on this development who have been receptive to connecting to the network. Energetik would be happy to connect to the development but are unlikely to extend the

network to the area until 2028. As a result, it is proposed that the development delivers a communal heating system to Energetik's specification, but the heat should initially come from small-scale local communal gas boilers. Energetik would operate the boilers/communal network until the heat network passes the site, at which point it would connect it to the larger network. This is the same solution as is being delivered at Reardon Court

- 7.15 Commercial Waste – No comments
- 7.18 Employment Skills and Strategy – No comments
- 7.19 Crossovers Team – No comments
- 7.20 Property Services – No comments

Statutory and Non- Statutory Consultees

- 7.21 London Fire Service – No comments
- 7.22 Enfield Disablement Association – No comments
- 7.23 Thames Water – No objections subject to informatives. Additionally, as the development is in the vicinity of the New River, it is requested that an impact assessment is considered for the proposed basement to ensure the New River has been considered. Thames Water notes there is a nearby trash screen, although this has not been the subject of complaints by nearby residents.
- 7.24 MPS Designing out Crime – No objections subject to conditions
- 7.25 Transport for London (Planning) - No objections subject to conditions/informatives
- 7.26 Design Review Panel

The scheme was presented to Enfield's Design Review Panel with the earlier design two block scheme considered in November 2021.

The DRP meetings followed from a series of pre-application meetings where the Council's design and planning officers discussed the overall bulk, scale and massing with the applicant, as well as principles for materiality and relationship with the surrounding built context. This scheme differed substantially from the earlier proposal as it provided two buildings. The Panel advised of the potential to provide an active frontage whilst introducing two separate buildings.

The key points from the Panel's response in November 2021 are summarised as follows:

- The panel supports the proposed density and agree the site can accommodate some built elements at 4-5 storeys.
- More work is needed to establish site constraints, including an arboricultural survey and identification of rooms in the flank of 106 Palmerston Crescent.
- The development should improve the environment along the North Circular Road (NCR) and Palmerston Crescent.
- While referencing the building line along Palmerston Crescent is supported, it is recommended that the single mass of the current proposal be broken down into two distinct elements to allow light into the rear amenity space and provide a planted buffer along the NCR. It was encouraging to see that the design team have already explored this potential option and they are encouraged to revisit and refine this further.
- A revised layout should maximise dual aspect (with all units having an aspect away from the NCR, and to the surrounding green spaces).

- Sufficient ground floor activity and overlooking should be maintained through carefully considered internal layouts.
- Building typologies (whatever the chosen layout) should investigate the use of open cores and/or deck access to help deliver dual aspect and cross ventilation.
- The next iteration of design should consider practical implications of plant rooms and the chosen mechanical heating/cooling/ventilation systems for the building and within individual units.
- There is ample green space at ground floor and roof spaces could therefore be reallocated for photovoltaic panels (PVs) and other sustainability features.

8. RELEVANT POLICIES

- 8.1 Section 70(2) of the Town and Country Planning Act 1990 requires the Committee have regard to the provisions of the development of the development plan so far as material to the application: and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

The London Plan 2021

- 8.2 The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

- GG1 Building Strong and Inclusive Communities
- GG2 Making the Best Use of Land
- GG3 Creating a Healthy City
- GG4 Delivering the Homes Londoners Need
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D2: Infrastructure Requirements for Sustainable Densities
- D3: Optimising Site Capacity Through the Design-led Approach:
- D4: Delivering Good Design
- D5: Inclusive Design
- D6: Housing Quality and Standards:
- D7: Accessible Housing
- D8: Public Realm
- D11 Safety, Security and Resilience to Emergency
- D12 Fire Safety
- D13 Agent of Change
- D14 Noise
- E11 Skills and Opportunities for All
- H1 Increasing Housing Supply (*):
- H4 Delivering Affordable Housing
- H5 Threshold Approach to Applications
- H6 Affordable Housing Tenure
- H10 Housing Size Mix (*)
- H11 Build to Rent
- HC1 Heritage Conservation and Growth
- G1 Green Infrastructure
- G5 Urban Greening
- G6 Biodiversity and Access to Nature
- G7 Trees and Woodlands
- S1 Developing London's Social Infrastructure
- S4 Play and Informal Recreation

- SI1 Improving Air Quality
- SI2 Minimising Greenhouse Gas Emissions
- SI3 Energy Infrastructure
- SI 4 Managing heat risk
- SI5 Water infrastructure
- SI6 Digital Connectivity Infrastructure
- SI7 Reducing Waste and Supporting the Circular Economy
- SI 8 Waste capacity and net waste self-sufficiency
- SI12 Flood Risk Management
- SI13 Sustainable Drainage
- T1 Strategic Approach to Transport
- T2 Healthy Streets
- T3 Transport Capacity, Connectivity and Safeguarding
- T4 Assessing and Mitigating Transport Impacts
- T5 Cycling
- T6 Car Parking
- T7 Deliveries, servicing and construction
- T9 Funding Transport Infrastructure Through Planning
- DF1 Delivery of the Plan and Planning Obligations

Local Plan – Overview

- 8.3 Enfield's Local Plan comprises the Core Strategy, Development Management Document, Policies Map and various Area Action Plans as well as other supporting policy documents. Together with the London Plan, it forms the statutory development policies for the borough and sets out planning policies to steer development according to the level it aligns with the NPPF. Whilst many of the policies do align the London Plan (2021), it is noted that the London Plan supersedes the Local Plan in terms of some detail and as such the proposal is reviewed against the most relevant and up-to-date policies within the Development Plan.

Local Plan – Core Strategy (2010)

- 8.4 The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the borough is sustainable.
- 8.5 The following local plan Core Strategy policies are considered particularly relevant:

- CP 1: Strategic Growth Areas
- CP 2: Housing Supply and Locations for New Homes
- CP 3: Affordable Housing
- CP 4: Housing Quality
- CP 5: Housing Types
- CP 9: Supporting Community Cohesion
- CP 17: Town Centres
- CP 20: Sustainable Energy Use and Energy Infrastructure
- CP 21: Delivering Sustainable Water Supply, Drainage Sewerage Infrastructure
- CP 24: The Road Network
- CP 25: Pedestrians and Cyclists
- CP 26: Public Transport
- CP 28: Managing Flood Risk Through Development
- CP 29: Flood Management Infrastructure

CP 30:	Maintaining and Improving the Quality of the Built and Open Environment
CP 31:	Built and Landscape Heritage
CP 32:	Pollution
CP 34:	Parks, Playing Fields and Other Open Spaces
CP 36:	Biodiversity
CP 44:	North Circular Area

Local Plan - Development Management Document (2014)

8.6 The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy.

8.7 The following local plan Development Management Document policies are considered particularly relevant:

DMD 1:	Affordable Housing on Sites Capable of Providing 10 units+
DMD 3:	Providing a Mix of Different Sized Homes
DMD 6:	Residential Character
DMD 8:	General Standards for New Residential Development
DMD 9:	Amenity Space
DMD1 0:	Distancing
DMD 28:	Large Local Centres, Small Local Centres and Local Parades
DMD 37:	Achieving High Quality and Design-Led Development
DMD 38:	Design Process
DMD 43:	Tall Buildings
DMD 44:	Conserving and Enhancing Heritage Assets
DMD 45:	Parking Standards and Layout
DMD 47:	New Road, Access and Servicing
DMD 48:	Transport Assessments
DMD 49:	Sustainable Design and Construction Statements
DMD 50:	Environmental Assessments Method
DMD 51:	Energy Efficiency Standards
DMD 52:	Decentralized Energy Networks
DMD 53:	Low and Zero Carbon Technology
DMD 54:	Allowable Solutions
DMD 56:	Heating and Cooling
DMD 57:	Responsible Sourcing of Materials, Waste Minimisation
DMD 58:	Water Efficiency
DMD 59:	Avoiding and Reducing Flood Risk
DMD 60:	Assessing Flood Risk
DMD 61:	Managing surface water
DMD 62:	Flood Control and Mitigation Measures
DMD 64:	Pollution Control and Assessment
DMD 65:	Air Quality
DMD 66:	Land Contamination and instability
DMD 68:	Noise
DMD 69:	Light Pollution
DMD 70:	Water Quality
DMD 71:	Protection and Enhancement of Open Space
DMD 72:	Open Space Provision
DMD 73:	Child Play Space
DMD 76:	Wildlife Corridors
DMD 77:	Green Chains
DMD 78:	Nature Conservation
DMD 79:	Ecological Enhancements

DMD 80: Trees on Development Sites
DMD 81: Landscaping

North Circular Area Action Plan

- 8.8 The North Circular Area Action Plan (NCAAP) sets out a planning framework for the future of the North Circular corridor between the A109 at Bounds Green and the A10 Great Cambridge Road. The adopted NCAAP forms an integral part of the Local Plan, sitting alongside the adopted Core Strategy (2010), the adopted Development Management Document (DMD, (2014), and other area-based plans being prepared for Enfield's strategic growth and regeneration areas. The NCAAP provides more detailed and area-specific policy and framework for this part of the borough. New development proposals coming forward within the area are expected to accord with the policies and proposals unless other material planning considerations indicate otherwise. The objectives are to improve neighbourhoods, housing and jobs, movement, environment, infrastructure and phasing and delivery. Of particular relevance to this application are policies NC Policies 2, 6, 9, 10, 11 and 25, which are summarised as follows:
- 8.9 NC Policy 2 'New and Refurbished Homes' identifies 20 sites within the NCAAP area which have the potential to deliver approximately 1,400 new homes within the plan period up to 2026.
- 8.10 NC Policy 6 'High Quality Design of New Development' states that new development within the NCAAP area will be high quality and design led...taking careful account of urban context and reinforcing local distinctiveness. Of particular importance is that new developments on sites along the North Circular Road must address the road directly with doors, windows and balconies and appropriate boundary treatment which responds positively to the route and treats it as a 'front'.
- 8.11 NC Policy 9 'Environmental Mitigation – Air Quality and Noise Pollution' notes that in relation to air quality the design of new developments and their associated landscaping proposals can significantly help in the mitigation of environmental problems such as air and noise pollution.
- 8.12 NC Policy 10: Open Spaces states that new development should make appropriate contributions to improving the quality of the existing open space network across the NCAAP area.
- 8.13 NC Policy 11: Three Neighbourhood Places identifies three neighbourhood places, including Green Lanes, which serve their respective local communities. The key priorities include the junction between Green Lanes and North Circular Road will be a major focus for change with several development sites supporting the wider regeneration of the area. Whilst the existing commercial parades on the south side of the main junction remain intact and address the corner successfully, the parade on the north side of the junction is less successful. There may, therefore, be opportunities to improve this prominent location, particularly on the northern side
- 8.14 NC Policy 25: Green Lanes Neighbourhood Place identifies key sites to the northern side of Green Lanes and principles for redevelopment including townscape, activities, public realm and open space and infrastructure.

Enfield Draft New Local Plan

- 8.15 Work on a New Enfield Local Plan has commenced so the Council can proactively plan for appropriate sustainable growth, in line with the Mayor of London's "good growth" agenda, up to 2041. The Enfield New Local Plan will

establish the planning framework that can take the Council beyond projected levels of growth alongside key infrastructure investment.

- 8.16 The Council has published the Enfield Local Plan 2019-2041 for Regulation 19 Consultation between 28 March and 20 May 2020. The Enfield Local Plan is at an advanced stage of preparation and is considered by the council to be sound and will not be modified significantly prior to examination. NPPF 2023 Paragraph 48 states that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the London Plan and NPPF 2023. At present, the emerging Enfield Local Plan policies carry little weight. Nevertheless, it is worth noting the emerging policy H2 (Affordable housing) which sets out a strategic target that 50% additional housing delivered across the borough throughout the life of the plan will be affordable; policy H4 (Housing mix) which identifies the borough's needs for homes of different sizes and tenures; and H5 (Private rented sector and build-to-rent) which sets out that the Council will seek to maximise the supply of housing in the borough by, amongst other things, supporting proposals for standalone build to rent developments.
- 8.17 As the emerging Local Plan progresses through the plan-making process, the draft policies within it will gain increasing weight, but at this stage it has relatively little weight in the decision-making process.
- 8.18 Key emerging policies from the plan are listed below:
- Policy DM SE2 – Sustainable design and construction
 - Policy DM SE4 – Reducing energy demand
 - Policy DM SE5 – Greenhouse gas emissions and low carbon energy supply
 - Policy DM SE7 – Climate change adaptation and managing heat risk
 - Policy DM SE8 – Managing flood risk
 - Policy DM SE10 – Sustainable drainage systems
 - Strategic Policy SPBG3 – Biodiversity net gain, rewilding and offsetting
 - Policy DM BG8 – Urban greening and biophilic principles
 - Policy DM DE1 – Delivering a well-designed, high-quality and resilient environment
 - Policy DM DE2 – Design process and design review panel
 - Policy DM DE7 – Creating liveable, inclusive and quality public realm
 - Policy DM DE10: Conserving and enhancing heritage assets
 - Policy DM DE11 – Landscape design
 - Policy DM DE13 – Housing standards and design
 - Policy DM H2 – Affordable housing
 - Policy DM H3 – Housing mix and type
 - Policy DM T2 – Making active travel the natural choice

Strategic Policy SP D1 – Securing contributions to mitigate the impact of development

National Planning Policy Framework (February 2023)

- 8.19 The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions - an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development means:
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.20 The NPPF recognizes that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.
- 8.21 In relation to achieving appropriate densities paragraph 122 of the NPPF notes that planning policies and decisions should support development that makes efficient use of land, whilst taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places.
- 8.22 Paragraph 48 of the NPPF details when weight may be given to relevant emerging plans. This guidance states that the stage of preparation, the extent to which there are unresolved objections and the degree of consistency of relevant policies to the Framework are relevant.

National Planning Practice Guidance (NPPG)

- 8.23 The Government published NPPG sets out further detailed guidance on the application of policies set out in the NPPF. NPPG guidance covers matters such as decision making, planning conditions and obligations, EIA, the historic and natural environment and design.

Other Material Considerations and guidance

- 8.24 The following guidance is also considered particularly relevant:

Enfield Climate Action Plan (2020)
Enfield Housing and Growth Strategy (2020)
Enfield Intermediate Housing Policy (2020)
Enfield Biodiversity Action Plan
Enfield Characterisation Study (2011)
Enfield Local Heritage List (May 2018)
Enfield S106 SPD (2016)
Enfield Decentralised Energy Network Technical Specification SPD (2015)
London Councils: Air Quality and Planning Guidance (2007)
TfL London Cycle Design Standards (2014)
GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)
GLA: Shaping Neighbourhoods: Character and Context SPG (2014)
GLA: The Control of Dust and Emissions during Construction and Demolition SPG (2014)
GLA: London Sustainable Design and Construction SPG (2014)
GLA: Accessible London: Achieving an Inclusive Environment SPG (2014)
GLA: Social Infrastructure SPG (2015)
GLA: Housing SPG (2016)
GLA: Homes for Londoners: Affordable Housing and Viability SPG (2017)
Mayor's Transport Strategy (2018)
GLA Threshold Approach to Affordable Housing on Public Land (2018)
Healthy Streets for London (2017)
Manual for Streets 1 & 2, Inclusive Mobility (2005)
National Design Guide (2019)

Housing Delivery Test and Presumption in Favour of Sustainable Development

- 8.25 The National Planning Policy Framework sets out at Para 11 a presumption in favour of sustainable development. For decision taking this means:

“(c) approving development proposals that accord with an up-to-date development plan without delay; or
(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (7), granting permission unless:

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (6); or

(ii) any adverse impacts of so doing would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

- 8.26 Footnote (7) referenced here advises “This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates

that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years.”

- 8.27 The Council’s recent housing delivery has been below our increasing housing targets. This has translated into the Council being required to prepare a Housing Action Plan in 2019 and more recently being placed in the “presumption in favour of sustainable development category” by the Government through its Housing Delivery Test.
- 8.28 The Housing Delivery Test (HDT) is an annual measurement of housing delivery introduced by the government through the National Planning Policy Framework (NPPF). It measures the performance of local authorities by comparing the completion of net additional homes in the previous three years to the housing targets adopted by local authorities for that period.
- 8.29 Local authorities that fail to meet 95% of their housing targets need to prepare a Housing Action Plan to assess the causes of under delivery and identify actions to increase delivery in future years. Local authorities failing to meet 85% of their housing targets are required to add 20% to their five-year supply of deliverable housing sites targets by moving forward that 20% from later stages of the Local Plan period. Local authorities failing to meet 75% of their housing targets in the preceding 3 years are placed in a category of “presumption in favour of sustainable development.
- 8.30 In 2020 Enfield delivered 56% of the 2,328 homes target for the preceding three-year period. In 2021, Enfield delivered 1,777 of the 2,650 homes required, a rate of 67%. In 2022, Enfield delivered 2,270 of 3,098 homes, a proportion of 73% and, therefore, now falls into the “presumption in favour of sustainable development” category.
- 8.31 This is referred to as the “tilted balance” and the National Planning Policy Framework (NPPF) states that for decision-taking this means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole – which also includes the Development Plan. Under the NPPF paragraph 11(d) the most important development plan policies for the application are deemed to be ‘out of date’. However, the fact that a policy is considered out of date does not mean it can be disregarded, but it means that less weight can be applied to it, and applications for new homes should be considered with more weight (tilted) by planning committee. The level of weight given is a matter of planning judgement and the statutory test continues to apply, that the decision should be, as section 38(6) of the Planning and Compulsory Purchase Act 2004 requires, in accordance with the development plan unless material considerations indicate otherwise.

9 ANALYSIS

9.1 The main planning issues raised by the Proposed Development are:

- Principle of Development (Land Use)
- Housing Need and Delivery
- Optimising site capacity
- Housing Mix
- Residential Quality and Amenity
- Design

- Heritage
- Neighbouring Amenity
- Transport
- Trees and Landscaping
- Water Resources, Flood Risk and Drainage
- Environmental Considerations
- Site Waste Management
- Contaminated Land
- Air Quality / Pollution
- Health
- Fire Safety
- Community Infrastructure Levy and S106

9.2 Principle of Development (Land Use)

- 9.2.1 In terms of the overarching principle of development the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990 seek to establish that planning decisions are taken in accordance with the Development Plan unless material considerations indicate otherwise.
- 9.2.2 Additionally, the aim is that planning should facilitate the delivery of sustainable development. This is achieved by ensuring that the right development is built on the right land; that development helps to support communities with sufficient homes, accessible services, and open spaces; and development protects and where appropriate, enhances the natural, built and historic environment.
- 9.2.3 Paragraph 8 of the NPPF sets out three overarching objectives, in order to achieve sustainable development. These objectives are interdependent and need to be pursued in mutually supportive ways and include the following (with detail provided on the most relevant objective to this section): a) an economic objective; b) a social objective; and, c) an environmental objective –to contribute to protecting and enhancing our natural, built and historic environment.
- 9.2.4 With regards to the existing land use, it is noted that the NPPF (Para. 118) advocates the promotion and support the development of under-utilised land and buildings, particularly where this would help to meet identified needs for housing; where land supply is constrained; and where it is considered sites could be used more effectively.
- 9.2.5 Furthermore, paragraph 1.2.5 of the London Plan states that ‘all options for using the city’s land more effectively will need to be explored as London’s growth continues, including the redevelopment of brownfield sites and the intensification of existing places, including in outer London’. In particular, Policy GG2 requires development to prioritise sites that are well-connected by public transport, particularly for intensifying the use of brownfield land and delivering additional homes.

Comprehensive Redevelopment of Brownfield Land

- 9.2.6 The scheme proposes the redevelopment of the site, which is currently vacant having previously served as housing and later land for future highway improvement pertaining to the A406. The site currently features overgrown, wild vegetation and has been enclosed by hoarding and currently serves no architectural function to the area.
- 9.2.7 The site is situated within the North Circular Area Action Plan Area (2014). The potential for development was set out in adopted Enfield Development Plan policy – specifically, within the North Circular Area Action Plan (2014). The desire for the development and improvements to the North Circular Area are also outlined within policies CP1, CP2 and CP44 of the Core Strategy.

- 9.2.8 Core Policy 44 'North Circular Area' of the Core Strategy is relevant and seeks to promote environmental and housing improvements and new investment in the North Circular area. It estimates that the North Circular area has the potential to accommodate up to 2,000 new homes, which includes sites along the North Circular Road and New Southgate/Ladderswood Estate. It specifies that new development would be designed to be compatible with a busy road, with outdoor amenity space, and would help to cross-fund environmental improvements such as tree planting and landscaping, helping to create a noise 'buffer' between housing and the road. New homes would provide a mix of size, tenure, and affordability to meet the needs of existing and new residents.
- 9.2.9 Core Policy CP44 also seeks improvements to the Green Lanes Large Local Centre, which is located approximately 250m away to the east. The improvements would include higher density commercial development with residential uses above at the junction of Green Lanes and the North Circular, improvements to the public realm at Green Lanes and improved library facilities at Palmers Green and Arnos Grove.
- 9.2.10 Policy NC11 of the North Circular Area Action Plan identifies three neighbourhood places, including Green Lanes, which serve their respective local communities. The key priorities include the junction between Green Lanes and North Circular Road will be a major focus for change with several development sites supporting the wider regeneration of the area. Whilst the existing commercial parades on the south side of the main junction remain intact and address the corner successfully, the parade on the north side of the junction is less successful. There may, therefore, be opportunities to improve this prominent location, particularly on the northern side. Additionally, Policy NC25 identifies key sites to the northern side of Green Lanes alongside principles for redevelopment including townscape, activities, public realm and open space and infrastructure. It specifies that there is the potential for an additional 135 units supported by additional commercial uses. This would further support the vitality and viability of the Green Lanes Large Local Centre. The site is a windfall site and not specifically identified within the Plan, however the principle of development on this site is supported, having regard to the aims and objectives outlined within the North Circular Action Plan, including policies NC11 and NC25.
- 9.2.11 At a regional level, policy GG2 of the London Plan seeks to make the best use of land and to enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites. It also identifies that prioritisation of sites, which are well-connected by existing or planned public transport and to proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling and to encourage a design-led approach to determine the optimum development capacity of sites. It is considered that the application site is well located to meet the optimum development capacity having regard to its siting within 300m to the Green Lanes Large Local Centres to the north and south and sandwiched by the Palmers Green District Centre to the north. The area is also served by Palmers Green and Bowes Park overground stations (approximately 600m and 750m away) and the Bounds Green underground is also located to the southwest.
- 9.2.12 In this respect, the principle of the redevelopment of the site is deemed acceptable, having regard to policies CP1, CP2 and CP44 of the Core Strategy, GG2 of the London Plan and the aims and intentions outlined within the adopted

North Circular Area Action Plan (2014) and the advice contained within the NPPF.

Residential Use

- 9.2.13 With specific regard to the residential element of the proposal, it was noted that the NPPF sets out the government's objective to boost the supply of homes. The NPPF also states an intention to ensure that supply meets the needs of different groups in the community, including an affordable housing need. Policy GG4 of the London Plan supports this intention, stating that planning and development must 'ensure that more homes are delivered'.
- 9.2.14 At a regional level, Policy H1 of the London Plan highlights the importance of encouraging residential development on appropriate windfall sites, especially where they have a high PTAL rating (ratings 3 to 6) or are located within 800m of a tube station. The Council's Core Strategy (4.1 Spatial Strategy), identifies that sustainable locations for development would be concentrated in town centres, on previously developed land and that new homes will be planned through the intensification of land uses. It was noted, however, that this site is not entirely a windfall site as the area has been identified for redevelopment within the Core Strategy and the adopted North Circular Area Action Plan (2014), which together provide a stronger emphasis on its potential for redevelopment.
- 9.2.15 Paragraphs 102 and 103 of the NPPF outlines the objectives for considering transport issues in the planning process, including ensuring opportunities to promote walking, cycling and public transport, and requires development be focused on locations which are sustainable and can offer a range of transport modalities to help reduce congestion and emissions and improve air quality and public health. The development site is in an accessible and sustainable location, within close proximity to both overground and underground station with a bus interchange immediately at the front of the site.
- 9.2.16 The proposal is for 31-residential units on a site where the adopted development has identified potential to introduce new housing (NCAAP). Enfield's Authority Monitoring Report 2020/2021 shows that during the preceding 10 years, the Borough had delivered a total of 5,616 homes which equates to approximately 562 homes per annum. Enfield's 2020 Housing Delivery Action Plan recognises that the construction of more affordable high-quality homes is a clear priority, with only 60% of approvals being implemented. A Local Housing Need Assessment (LHNA) was undertaken in 2020 and identifies an annual housing need of 1,744 homes across the Borough.
- 9.2.17 In 2020, Enfield delivered 56% of the 2,328 homes target for the preceding three-year period. In 2021, Enfield delivered 1,777 of the 2,650 homes required, a rate of 67%. In 2022, Enfield delivered 2,270 of 3,098 homes, a proportion of 73% and, therefore, now falls into the "presumption in favour of sustainable development" category. Thus, having regard to the target of 1,246 per annum the borough needs to optimise all options in terms of housing delivery, particularly on existing brownfield sites and transport hubs, which is the case for this particular site.
- 9.2.18 At a regional level, Policy H1 of The London Plan advocates for housing delivery to be optimised on sites that have good public transport accessibility (with a PTAL rating of 3-6), and mixed-use redevelopment of car parks and public sector owned sites.

- 9.2.19 The existing site offers no architectural value, and its redevelopment would allow the provision of a well-designed and good quality residential accommodation alongside environmental improvements. These include noise, air quality and high-quality landscaping to an otherwise urban environment alongside the North Circular (A406).
- 9.2.20 Taking into account the housing needs of Enfield's population, nationally- and regionally-set housing delivery targets and shortfalls in meeting targets, it is evident that this proposal to provide homes at a high-quality and with a range of housing types is wholly supported by policy, most notably London Plan Policies GG2, GG4, D1, D3, H1, H2 and H11, Core Strategy Policies 1, 2, 44 and 4.1 (Spatial Strategy) and advice contained within the NPPF. As such the Development is supported in principle terms subject to other material planning considerations as outlined below.

9.3 Housing need and delivery

- 9.3.1 The NPPF (Para. 123) is clear that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. In these circumstances:...c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). The current London Plan sets a target for the provision of 52,287 new homes across London each year as outlined within Policy H1.
- 9.3.2 Table 4.1 of the London Plan identifies a need for a minimum of 1,246 dwellings per year to be delivered over the next 10-years in the Borough, based on the Strategic Housing Market Assessment (SHMA): an increase over the previous target of 798. Furthermore, the site is less than 0.25 hectares and thus is identified as a small site within the London Plan. Policy H2 of the London Plan alongside Table 4.2 specifies the need for 3,530 new homes to be delivered within small sites across Enfield over the next 10 years.
- 9.3.3 Enfield's Housing and Growth Strategy (2020) was considered by Cabinet in January 2020 and approved at February's Council meeting (2020) and sets out the Council's ambition to deliver adopted London Plan and Core Strategy plus ambitious London Plan targets.
- 9.3.4 The Strategy sets five ambitions, the third of which is 'Quality and variety in private housing'. The key aims of the Strategy seek to address the housing crisis within the Borough. During consideration of the Cabinet report Members discussed the current housing situation and highlighted the rise in private sector rents in proportion to the average salary and the significant rise in homelessness. Enfield had one of the highest numbers of homeless households in the country. Insecurity and unaffordability of private sector housing has evidence-based links with homelessness. One of the most common reasons for homelessness in London is currently due to the ending of an assured tenancy (often by buy to let landlords). MHCLG (2018) data shows a significant increase in the number of households in Enfield using temporary accommodation – with a significant 67% increase between 2012 and 2018. This has increased substantially since 2023.
- 9.3.5 The fourth and fifth ambitions of the strategy are in respect of inclusive placemaking; and accessible housing pathways and homes for everyone. While the Housing and Growth Strategy is not a statutory document it sets the

Council's strategic vision, alongside metrics, in respect of housing delivery. It was approved at a February 2020 Council meeting. Its evidence, data and metrics are considered relevant material considerations.

- 9.3.6 Taking into account both the housing need of the borough together with a position of "presumption in favour of sustainable development", it is clear that the council must seek to optimise development on brownfield sites, particularly those that are currently not being optimised, including small sites.

Affordable Housing

- 9.3.7 The NPPF must be regarded in the preparation of local plans and is a material consideration in planning decisions. Annex 2 of the Revised NPPF (2021) defines Affordable Housing as "housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)". London Plan Policies H4 and H5 outlines a strategic target for 50% of all new homes delivered across London to be affordable.

- 9.3.8 Core Policy 3 of the Core Strategy sets a borough-wide affordable housing target of 40% in new developments, applicable on site capable of accommodating ten or more dwellings. Affordable housing should be delivered on-site unless in exceptional circumstances, and the mix of affordable housing should reflect the need for larger family units, in accordance with policy CP5 of the Core Strategy. The Council will aim for a borough-wide affordable housing tenure mix ratio of 70% social rented and 30% intermediate provision. However, having regard to the Council's 'presumption in favour of sustainable development category', further weight is attributed to London Plan policies and the evidence obtained for the emerging Local Plan policy, including the Local Housing Needs Assessment (2020).

- 9.3.9 According to the Enfield Local Housing Needs Assessment (LHNA), there is a requirement for 1,407 affordable homes annually to address the combined need for affordable/social rented housing (711 homes) and affordable homeownership or intermediate rented housing (696 homes). This points toward a policy approach involving an equal split of 50% for social/affordable rented housing and 50% for intermediate housing.

- 9.3.10 Policy DMD1 of the Development Management Document refers to affordable housing comprising three tenures: social rent, affordable rent, and intermediate housing. It states that development should provide the maximum amount of affordable housing with an appropriate mix of tenures to meet local housing need.

Affordable housing delivery in Enfield

- 9.3.11 This current target of 40% affordable housing delivery is not currently being met in the Borough. The Housing and Growth Strategy (2020) sets out an ambition to increase the target of 50% of new homes to be affordable housing in the next Local Plan. Enfield's Housing and Growth Strategy (2020) states the Borough's ambition to develop more homes that are genuinely affordable to local people, so more people can live in a home where they spend a more reasonable proportion of their household income on housing costs.

Assessment: Maximising affordable housing

- 9.3.12 The Applicant has submitted an Affordable Housing Statement, dated May 2023), which meets the requirements of the Fast Track route.

9.3.13 Policy H5 of the London Plan sets out the requirements of the Fast Track Route of the threshold approach. It specifies that applications must meet all the following criteria:

- 1) meet or exceed the relevant threshold level of affordable housing on site without public subsidy
- 2) be consistent with the relevant tenure split (see Policy H6 Affordable housing tenure)
- 3) meet other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor where relevant
- 4) demonstrate that they have taken account of the strategic 50 per cent target in Policy H4 Delivering affordable housing and have sought grant to increase the level of affordable housing.

9.3.14 The Statement outlines that the development would provide 31 residential units with a mix of 14 x 1-bed, 11 x 2-bed and 6 x 3-bed. The overall tenure mix comprises 17 x market dwellings and 14 x affordable dwellings (comprising in turn of 10 x affordable rent (5 x London Affordable Rent and 5 x Affordable Rent) and 3 x intermediate units (Shared Ownership). The affordable housing would equate to 50% of the overall number of dwellings by habitable rooms (44 habitable rooms of the 88 habitable rooms proposed overall), or 45.2% by unit

9.3.15 Officers therefore acknowledge that the scheme delivers a policy-compliant level of affordable housing and a tenure split that is in accordance with London Plan Policies H4, H5 and H6 and borough evidence.

9.3.16 The details of the Affordable Housing will be secured by Section 106 agreement.

9 4 Housing mix and tenure

9.4.1 Policy H10 of the London Plan states that schemes should generally consist of a range of unit sizes, having regard to various factors including local demand, the need to deliver a range of unit types at different price points across London, the mix of uses and the range of tenures, the nature and location of the site and the aim to optimise housing potential at the site.

9.4.2 The proposed breakdown of the 31 residential units would comprise 14 (1-bed 45%), 11 (2-bed (36%)), and 6 (3-bed (19%)).

9.4.3 The Local Housing Needs Assessment 2020 was prepared to support the emerging Local Plan and is the most up-to-date source of evidence. Reflecting London Plan Policy H10 A1, Draft Local Plan Policy H3 (while it is not adopted policy), outlines priority types for different sized units across different tenures:

	Studio/bedsit	One-bedroom	Two-bedrooms	Three-bedrooms	Four-bedrooms or more
Social/affordable rented	Low priority	Medium priority	High priority	High priority	Low priority
Intermediate	Low priority	High priority	High priority	Medium priority	Low priority
Market	Low priority	Low priority	Medium priority	High priority	High priority

- 9.4.4 The Council's Local Housing Needs Assessment 2020 outlines that 41.1% of new affordable homes should have three bedrooms. This is based on housing register evidence. It also outlines that the focus of affordable ownership provision (shared equity/intermediate products) should be on one and two-bedroom units, as the majority of households who live in intermediate (shared ownership) housing are those without children. The proposals for social rent incorporate 8 out of the proposed 10 units as two or three bed. Furthermore, 5 out of these units would be three beds, which is welcomed in policy terms as it would accommodate a high proportion of family housing. Additionally, the 4 intermediate rent units would provide for 1, or 2-bed units, which is acceptable as many intermediate households are households without children.
- 9.4.5 With regard to market rent, the Council's Local Housing Needs Assessment (2020) identifies that there is a medium priority for two and high priority for three bedrooms. The proposals seek to provide 8 out of 17 units as two or three bedroom. This equates to 47%, which is deemed acceptable to provide a variety of different unit sizes and having regard to the local character of Palmers Green, which predominantly comprises a high proportion of 3+bed family housing.
- 9.4.6 The scheme would provide 50% affordable housing (by habitable room) with a breakdown of 71% social rent (10 affordable rent) and 29% intermediate rent (shared ownership). The breakdown of units is as follows:

Tenure Type	Total Units	Total Habitable Rooms
Market	17	44
1-bed (1b2p)	9	19
2-bed (2b4p)	7	21
3-bed (3b6p)	1	4
Affordable Rent	10	35
1-bed (1b2p)	2	4
2-bed (2b4p)	3	9
3-bed (3b4p)	1	4
3-bed (3b5p)	3	14
3-bed (3b6p)	1	4
Intermediate	4	9
1-bed (1b2p)	3	6
2-bed (2b4p)	1	3
Total	31	88

- 9.4.7 The proposed housing mix is considered appropriate, having regard to policies CP5 of the Core Strategy, DMD3 of the Development Management Document and H10 of the London Plan and the information contained within the Councils Strategic Housing Market Assessment.

9.5 Residential Quality and Amenity

- 9.5.1 The NPPF (Para.12) identifies good design as a key aspect of sustainable development, stating that 'the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve'. The guidance states that developments should seek to:

Function well and add to the overall quality of the area for the lifetime of the development;

Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

Be sympathetic to local character and history;

Establish a strong sense of place and welcoming and distinctive places; and

Optimise the potential of the site to provide an appropriate mix and amount of development, green and public space, local facilities and transport networks; Create safe, inclusive and accessible spaces with a high standard of amenity and where crime or fear of crime does not undermine community cohesion or quality of life.

- 9.5.2 Policy D6 of the London Plan outlines housing quality and design standards that housing developments must consider to ensure they provide adequate and functional spaces; sufficient daylight and sunlight; avoid overheating; and maximise the provision of outside space. The Policy notes that design must not be detrimental to the amenity of surrounding housing. Table 3.1 sets out the internal minimum space standards for new developments and Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.
- 9.5.3 Alongside this, policies D5 and D7 of the London Plan set out that new developments are required to support mixed and inclusive communities, which includes provision for wheelchair accessible and wheelchair adaptable units, as well as an environment that is welcoming and accessible by all.

Accessible Housing

- 9.5.4 Policy D7 of the London Plan states that at least 10% of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings', and ii) all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings.' At a local level, policy DMD8 of the Development Management Document has similar policy objectives. Policy D7 of the London Plan sets out that to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that: i) at least 10% of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings', and ii) all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. 10% of units in the scheme will be reserved as dedicated accessible homes in accordance with the Building Regulation 2010 requirement M4(3): "Wheelchair user dwellings". All other units will be designed in accordance with Building Regulation Standards M4(2), "Accessible and adaptable dwellings" to provide for other types of access needs and potential future requirements. The submitted details specify that a total of 3 units (10%) would be wheelchair adaptable with 1 x 1b2p (73m²) at ground floor level of Block A (allocated as a market dwelling) and 2 x 1b2p units (each 65m²) at ground floor level of Block B (allocated as intermediate housing). On that basis, the submitted details are considered acceptable in policy terms, and an appropriate condition would be attached to secure compliance.

Housing quality

- 9.5.5 All of the units either meet or exceed internal floorspace standards required by policy D6, Table 3.1 of the London Plan and comply with the qualitative design aspects to be addressed in housing developments required by Table 3.2. The Planning Statement confirms that all 31 units would meet or exceed Nationally Described Space Standards and would include private balconies (above ground units) and communal amenity space at ground floor level.
- 9.5.6 Furthermore, all units are dual aspect. This is a significant achievement. While it would have been better to organise the buildings with a completely protected façade (away from the North Circular Road) as noted, the applicant is following the advice of the Design Review Panel, and a façade angled away from the North Circular Road is an acceptable compromise.

- 9.5.7 It would have been preferable for unit B3 to have direct access to the balcony from the living space. However, as this is a 1-bedroom apartment, no objection is raised.
- 9.5.8 There is concern regarding the restricted width of doors providing access to the basement cycle stores in block B, however this will be clarified with the applicant, and where appropriate, secured by condition.
- 9.5.9 The submitted details confirm that the garden is formed of two parts comprising an informal nature garden and shared space with natural play and communal seating areas.
- 9.5.10 A total area of communal amenity space at ground floor level equates to 561 sq.m within two sections to the rear aspects - north and west of the site alongside 162 sq.m of child play space. This is deemed to be an appropriate location as the western aspect abuts the New River and the rear siting also supports the location away from the noise and pollution of the North Circular Road (A406).

Daylight/sunlight future occupiers

- 9.5.11 The submitted Daylight/Sunlight Assessment (May 2023) includes an assessment of daylight/sunlight and overshadowing to windows, gardens, and open spaces for future occupiers of the development. The guidance outline three detailed methods for calculating daylight: Average Daylight Factor, Room Depth and Daylight Distribution.
- 9.5.12 The Assessment concludes that the proposed development design achieves a very high level of compliance with the BRE recommendations. Whilst a small number of rooms and outdoor amenity areas do not meet the recommendations, the results are not considered to be unusual in the context of an urban location. It is therefore concluded that good quality accommodation would be provided for future occupiers and thus would provide acceptable living standards whilst making efficient use of land in accordance with the advice contained within the NPPF.

Child Playspace and Amenity Space

- 9.5.13 Policies D6 and S4 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation noting the provision of play space should integrate with the public realm without compromising the amenity needs/enjoyment of other residents and encourage children to play.
- 9.5.14 The Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG sets a benchmark of 10 sq.m. of useable children's playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site. Additionally, Policy S4 of the London Plan also recommends that at least 10 sq.m of playspace per child should be provided. In comparison, at a local level Policy DMD73 of the Development Management Document does not specify a specific amount of space per child, it sets out that developments with an estimated child occupancy of ten or more children will be required to incorporate on-site play provision to meet the needs arising from the development. Also, Policy DMD9 of the Development Management Document solely refers to amenity space within new developments.
- 9.5.15 The submitted Landscaping Statement confirms that appropriate amenity space would be provided, a total of 723 sq.m across the site. This would include a 561 sq.m of communal garden and 162 sq.m of child play space. The amenity space would be divided to feature an informal nature garden and shared space with natural play and communal seating.

- 9.5.16 In regard to children's play space, a total of 161.5 sq.m would be required based on the GLA Population Yield Calculator. The development would provide 162 sq.m, which is considered acceptable having regard to policies D6 and S4 of the London Plan and DMD73 of the Development Management Document as well as the guidance contained within the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG.
- 9.5.17 With regards to landscape provision on the site and residential amenity space, each unit would have a private balcony/private ground floor terrace that meets required size standards as stated in the London Plan.
- 9.5.18 Taking all of the above into consideration the Proposed Development is considered acceptable in terms of playspace, amenity space and landscape provision, having regard to policies DMD8, DMD9 and DMD73 of the Development Management Document, D6 and S4 of the London Plan as well as the guidance outlined within the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG.

9.6 Efficient use of land and optimising site capacity

- 9.6.1 Objections have been received that the proposals would result in overdevelopment and excessive density within the locality. Officers have assessed density and site capacity – and consider the proposals are aligned with adopted local and regional (London) policies and guidance in respect of density.
- 9.6.2 Officers have assessed that the proposal is aligned with requirements of the National Planning Policy Framework – that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and that planning decisions should promote and support the development of under-utilised land, including through the more effective use of car parks.
- 9.6.3 This is in addition to the applicant following a design-led response, in accordance with the preferred and London Plan approach to optimising site capacity.
- 9.6.4 The revised NPPF introduced Section 11 (Making Effective Use of Land). Paragraph 118 sets out 5 points planning decisions should consider in promoting the effective use of land. It supports development of under-utilised land and buildings, particularly where this would help to meet identified needs for housing; where land supply is constrained; and where it is considered sites could be used more effectively.
- 9.6.5 Paragraph 118 parts (c) and (d) are particularly relevant, stating that planning decisions should:
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs...;*
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure).*
- 9.6.6 Paragraph 121 encourages that local authorities take a positive approach to applications for alternative uses, where land is currently developed but not allocated. Paragraphs 122 and 123 set out provisions for achieving appropriate densities – providing clear support for avoiding low densities in areas where

there is existing or anticipated shortage of land for meeting identified housing needs. Paragraph 123(C) of the revised NPPF is relevant and states that local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies of the NPPF.

- 9.6.7 In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 9.6.8 Paragraph 122 of the NPPF states that in respect of development density, consideration should be given to whether a place is well designed and ‘the desirability of maintaining an area’s prevailing character and setting...or of promoting regeneration and change’.
- 9.6.9 Policy H10 of the London Plan (2021) promotes higher density development in locations with a good PTAL score and in close proximity to a local centre in order to ensure the most efficient use of land and to optimise the provision of housing. The London Plan incorporates a different approach to assessing density – advocating a design-led approach. London Plan Policy D3 does not follow a matrix approach providing indicative densities. It instead advocates for the best use of land by following a design-led approach that optimises the capacity of sites. Policy D2 of the London Plan (2021) states that development proposals should consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels and be proportionate to the site’s connectivity and accessibility by walking, cycling and public transport to jobs and services (including both PTAL and access to local services).
- 9.6.10 Additionally, Policy D3 refers to optimisation of site capacity to provide a development that is the most appropriate form and land use for the site. It also states that development proposals should respond to form and layout, experience, quality and character. Furthermore, the policy details that density measures related to the residential population will be relevant for infrastructure provision and measures of density related to the built form and massing will inform its integration with the surrounding context.
- 9.7.11 Policies CP4 and CP30 of the Core Strategy stress the need for high-quality housing and the need to maintain and improve the quality of the built and open environment. Local Plan Policy DMD37 calls for a design-led approach to ‘capitalising’ on opportunities in accordance with urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability and diversity. Policy DMD8 requires proposals be in an appropriate location and of a suitable scale, bulk and massing.
- 9.6.12 Policy DMD6 of the Development Management Document promotes density appropriate to the locality – in line with the previously superseded London Plan Policy 3.4 density matrix. Policy DMD8 which requires proposals to be in an appropriate location and of a suitable scale, bulk and massing. In this instance the Proposed Development is in an accessible location with a PTAL rating of 3, within close proximity to both underground/overground stations, a main arterial route (North Circular (A406) and several bus routes. Enfield Issues and Options (Regulation 18) document (Para. 2.4.1), acknowledges the need to ‘exhaust all reasonable opportunities on brownfield land, making underused land work harder and optimising densities with this aim being a ‘first principle’ of the document.
- 9.6.13 Enfield’s Design Review Panel concluded, in their last review of the two building proposals that the density, height and scale were supported and appropriate for the surrounding context. This included elements at five storeys.

- 9.6.14 Furthermore, the Council's Urban Design officer, concluded that the testing of height, footprint, quality of dwellings and open space provision, as well as connectivity of the site, infrastructure and development potential has been considered to determine the quantum of the scheme and thus concluded that the proposed quantum was considered acceptable
- 9.6.15 The scheme, when assessed against adopted density policy, would not result in overdevelopment or excessive density. The scheme would result in a well-designed development and approach to the public realm, providing 31 residential units across the site. When considering the proposed density in the round alongside the site's moderate PTAL rating, its acceptable impact on residential amenity and its sufficient social infrastructure, it is considered that the scheme results in an appropriate level of development for the site. Further, the quantum of units proposed is acceptable in its specific local setting, subject to all other material planning considerations being met. In density terms the proposed development is in line with adopted policy both at local and regional level.

9.7 Design

- 9.7.1 The National Design Guidance sets out that well-designed places have ten key characteristics which work together to create its physical character and help to nurture and sustain a sense of community. The Guidance further states that these 10-characteristics contribute towards the cross-cutting themes for good design set out in the NPPF. The ten characteristics are as follows:

Context – enhances the surroundings;
Identity – attractive and distinctive;
Built form – a coherent pattern of development;
Movement – accessible and easy to move around;
Nature – enhanced and optimised;
Public spaces – safe, social and inclusive;
Uses – mixed and integrated;
Homes and buildings – functional, healthy and sustainable;
Resources – efficient and resilient; and
Lifespan – made to last.

- 9.7.2 Additionally, at regional level policies D3, D4, D5, D6, D8, D9, D14, S4, S6, G4 and G5 are relevant alongside local level policies CP30 of the Core Strategy and DMD8, DMD37, DMD39 and DMD43 of the Development Management Document.
- 9.7.3 Heritage and character have been proactively considered and influenced the overall design and layout of the proposal. The proposal has been subject to extensive pre-application engagement and an independent design review processes.
- 9.7.4 Enfield's Conservation Officers have raised no concerns about the proposed development. Enfield's Urban Design Officers are supportive of the design merits of the scheme.
- 9.7.5 The scheme is a well-considered architectural response on a challenging site. It proposes significant enhancements, which would benefit future residents.

Siting and Layout

- 9.7.6 The scheme has undergone a very productive and collaborative preapplication process, including a Design Review Panels, that identified the constraints and

opportunities of the site and its potential in unlocking the challenging site for development.

- 9.7.7 The Panel recommended that the layout was reconfigured to provide two separate buildings oriented at a 45-degree angle from the North Circular to allow more opportunities for dual aspect and a protected rear amenity space that would receive increased sunlight/daylight between the buildings. The proposed units have an east-west aspect to maximise views of the green spaces within the site and the New River. Additionally, an effort has been made to provide a green buffer to the North Circular with retained trees and increased planting to improve the existing environment.
- 9.7.8 The applicant has responded to this advice, which has resulted in more of a challenge to retain an active frontage to both Palmerston Crescent and the North Circular Road, while protecting residents from the noise and pollution from the latter and creating a clear distinction between public fronts and private backs. The applicant has also taken on board the advice of the Local Planning Authority in order to address these issues. Both buildings have a significant ground floor street presence. The substation and district heating plant location detract from this. However, given the location immediately adjacent and facing the North Circular Road, as well as the requirement for vehicle access to these areas, this compromise is considered acceptable.
- 9.7.9 Furthermore, the applicant has taken on board requests to better activate Palmerston Crescent (compared to previous iterations) by locating the kitchen of the ground floor home in Block A in front of the proposed parking. Unfortunately, this does mean that the usual 1.5m of defensible space has not been provided in front of the kitchen window. However, in this case, there is a requirement to provide the maximum offset to tree T3 to ensure it retains sufficient root growing area. Given that this is a less private room, this compromise is considered acceptable.
- 9.7.10 The result is that the disabled parking bays are successfully screened with only a minimal entrance visible from the street. The presence of columns in the loading zones does cause concern as to whether these spaces would meet building regulations. However, the dimensions of the obstructions are limited and therefore likely to have limited impact on access.
- 9.7.11 Additionally, living rooms and bedrooms are angled away from the North Circular Road to assist with mitigating noise and pollution.

Scale, height and massing

- 9.7.12 Policy D9 of the London Plan states that boroughs should determine through their local plan if there are locations where tall buildings may be appropriate and proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Tall buildings should only be developed in locations that are identified as suitable in Development Plans.
- 9.7.13 The proposal is between 6 and 7 storeys (due to the semi-basement in block B). This is not classed as a tall building under the definition provided in the London plan (Policy D9 supporting text), but it is notably taller than the surrounding buildings, which are predominantly 2-3 storeys.
- 9.7.14 However, the development would be sited alongside the North Circular Road, which is a very wide and important route for London. It is also on a corner, which traditionally have buildings that deviate from the pattern of the street. There is therefore justification for a building that responds to the scale and importance of this infrastructure. Furthermore, the increase in height allows a transition from the small-scale character

and grain of Palmerston Crescent to the more urban forms along the North Circular Road.

- 9.7.15 An effort has been made to step the massing down to the existing properties on Palmerston Road. This has been achieved with some success, and while additional refinement could have resulted in the grain better matching the existing street, (through articulation of the façade), the result is acceptable.
- 9.7.16 Whilst a slightly lower building would have been preferred (by 1 storey), the use of setbacks, stepped massing and material changes make the proposed response acceptable in design terms.
- 9.7.17 Furthermore, the Design Review Panel had no objections to the proposed density, nor the inclusion of some built elements at 4-5 storeys.
- 9.7.18 It is therefore considered that the overall height at 6/7 storeys would provide a distinct building along the North Circular Road and the provision of two blocks and various steps in height assist in reducing the massing and linking back to the existing dwelling houses at Palmerston Crescent.

Articulation and Materials

- 9.7.17 As well as the importance of height differentiations and carefully varied massing in the Development, high-quality architectural articulation, materiality and elevational treatment is essential. The architectural approach can help integrate a development into its context through careful use of articulation, proportions, materials and elevational treatment, helping to give a building an identity. As such, this element of the proposal has been the subject of significant discussion between the Council and the applicants during pre-application stage and during the live submission, resulting in refinements to the design.
- 9.7.18 The elevational design is of a contemporary approach and considered neat in general, however, design revisions and choice of materials were discussed to improve the window proportions and better link the design to the surrounding Victorian context. The fenestration sizes are heavily constrained by Building Regulations and the internal layout; however, an effort has been made to maintain the sizes and proportions of the neighbouring buildings. Furthermore, the stepped three storey element assists to maintain the bay rhythm and provide a transition to tie into the adjacent Victorian character, which is deemed acceptable
- 9.7.19 Furthermore, the use of brick is supported, and a revised colour incorporating yellow or red brick was considered appropriate to satisfactorily integrate with the surrounding character and to fare well alongside the pollution of the North Circular Road. This matter was raised by both the Design Review Panel and the Council's Urban Design Officer. Additionally, full brick reveals (1 full brick length) were requested by the Urban Design Officer to improve the relatively simple design and enhance the curve, which is a positive feature to provide a distinct and positive character. All details have been sought as revisions, however where applicable, are recommended to be secured by an appropriate condition to ensure an acceptable overall design, should the scheme be granted.
- 9.7.20 Further clarification was sought with the agent regarding colour of the entrance canopies. However, the agent has confirmed that the canopies are pale bronze, which is deemed more muted to better link in with the surrounding character.

- 9.7.21 Additionally, officers were supportive of the proposed zinc cladding to serve the upper storeys of both blocks, which would add a contemporary contrast to the traditional brickwork and assist in breaking up the elevations.
- 9.7.22 The proposed balconies featured integrated planning, which is supported in design terms, however further details were required to confirm whether the balconies were custom-made. A product specification was submitted, which confirmed how the structures would be integrated into the façade, which is deemed acceptable.
- 9.7.23 The details of the acoustic fence have not been submitted, however could be secured by an appropriate condition. The Urban Design Officer has stated that an acoustic fence should not be positioned along the boundary with no. 106 Palmerston Crescent as it would be too imposing. It has been suggested that a lower fence/trellis should be provided here to improve the relationship. Furthermore, an acoustic fence of a decorative option should also be provided along the rear of block A.
- 9.7.24 Officers therefore conclude that the proposal would result in a well-designed scheme on a challenging site, which would enhance the public realm, whilst making a meaningful contribution towards the Borough's housing targets.

9.8 Impact on Heritage Assets

- 9.8.1 There is a statutory duty on decision makers to ensure the special interest of a listed building is properly considered as a material consideration when determining an application affecting its special interest or setting. The nearest heritage assets (designated and non-designated), which are located within the vicinity of the Application Site include the 16th century Broomfield Park and Broomfield House (Grade II*). The Park contained a house, now in a near-ruined state after fire damage (along with the east wall with attached garden house and stable block), and set among a group of other listed structures (most at Grade II) and within its historic garden and parkland, now a public park, registered at Grade II. The boundaries of the Lakes Estate Conservation Area is also situated to the north of the application site.
- 9.8.2 In respect of listed buildings, the Planning (Listed Buildings and Conservation Areas) Act (The Act) 1990 requires that all planning decisions 'should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'. The Act places a statutory duty on decision makers to ensure the special interest of a listed building is properly taken into account as a material consideration when determining an application affecting its special interest or setting. If harm is identified, it should be given considerable importance and weight in any planning balance. Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Chapter 9, refer to setting. Setting is defined in the NPPF glossary as "*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*".
- 9.8.3 The Revised NPPF states that when considering the impact of the proposal 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. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be

archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Chapter 16 of the Revised NPPF states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. It also encourages LPAs to take account of a non-designated heritage asset in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm.

- 9.8.4 It is concluded that the proposed building is not identified as a tall building given its maximum six storeys in height (seven with basement) and thus would not give rise to any views to harm the special character, or setting of the Councils heritage assets, or Conservation Areas. The Councils Conservation Officer has raised no objections to the proposed development, having regard to the guidance contained within the NPPF, the Planning Listed Buildings and Conservation Areas Act (1990), the Historic Environment Good Practice Advice in Planning Note 3-The Setting of Heritage Assets (2017) alongside policies HC1 of the London Plan, CP31 of the Core Strategy and DMD37 and DMD44 of the London Plan and the Council's Heritage Strategy 2019-2024 (July 2019).

9.9 Neighbouring Amenity Considerations

- 9.9.1 London Plan Policy D6 states that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space. Meanwhile, at a local level, Policy CP30 of the Core Strategy 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. Secondly, policies DMD6 and DMD8 of the Development Management Document 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.

BRE Guidance - Daylight and Sunlight to Existing Buildings:

- 9.9.2 In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.
- 9.9.3 BRE Guidelines paragraph 1.1 states: "People expect good natural lighting in their homes and in a wide range of non-habitable buildings. Daylight makes an interior look more attractive and interesting as well as providing light to work or read by". Paragraph 1.6 states: "The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design...".

Sunlight/Daylight and Outlook

- 9.9.4 The submitted Sunlight/Daylight Assessment (May 2023) includes an assessment of daylight/sunlight and overshadowing to neighbouring windows, gardens, and open spaces. The guidance outline three detailed methods for calculating daylight: the Vertical Sky Component (VSC) and Daylight

Distribution. The properties considered were 89, 104 and 106 Palmerston Crescent.

- 9.9.5 The Assessment concludes that the proposed development would have a relatively low impact on the light receivable by its neighbouring properties. Non-compliance with the BRE recommendations is limited to the daylight or sunlight tests in respect of windows 12, 13, 26, 27 & 35 and garden 1 at 106 Palmerston Crescent and windows 40, 48 & 49 at 104 Palmerston Crescent.
- 9.9.6 The NPPG states that developments should maintain acceptable living standards and that site location is a relevant factor when considering sunlight/daylight. Furthermore, the NPPF states that authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)."
- 9.9.7 It is noted that there are some rooms which do not meet the recommendations, however given the overall high level of compliance with BRE recommendations, urban location and that there are other sources of light to the rooms affected, on balance the deviations are considered acceptable to provide acceptable living conditions.
- 9.9.8 It is noted that the windows facing the site at 106 Palmerston Crescent do serve rooms which are likely to be significantly impacted by the proposals, particularly as they are located north of the development site. The second-floor front window serves a kitchen (top floor flat). Outlook would be impacted, as would sunlight, although the latter would be limited due to the relative heights of the two buildings. This is considered acceptable, given the small size of this room and therefore it being unlikely to be used for amenity purposes.
- 9.9.9 The rearward window on the first floor is more concerning. This is a secondary window serving the living area of the first floor flat of 106 Palmerston Crescent. The living area is big enough to accommodate a dining area (it is likely that the habitable room on the front is used as a bedroom) and light would therefore be reduced. Officers consider that the proposed development would significantly reduce light serving living space, which is demonstrated within the findings of the Daylight/Sunlight report. However, on balance, it is considered that the presence of three additional windows to serve this room would significantly mitigate any loss irrespective of their north facing orientation. A similar issue is identified to the ground floor flat, which features an additional two windows to the flank elevation thus the impact would be increased; however, on balance, officers consider that any loss of light would be minimised by virtue of the additional windows serving the existing ground floor flat and the separation distance of approximately 2 metres from the common boundary, which was advised by the Design Review Panel.
- 9.9.10 The Daylight/Sunlight report also considers amenity space serving adjacent properties. The results show that for gardens 2 & 3, 63% or more of the area of each amenity space would receive at least two hours of sunlight on 21st March. This is better than the BRE recommendation which states that at least 50% of any garden or amenity area should receive at least two hours of sunlight on the 21st March. Garden 1 achieves 2 hours of sunlight to 40% of its area which is marginally short of the BRE recommendation which states that at least 50% of any garden or amenity area should receive at least two hours of sunlight on the 21st March, however such deviations are not unusual within an urban context and thus, on balance, the shortfall; is deemed acceptable.

Privacy and Overlooking

- 9.9.11 Objections have been received in respect of privacy impacts.
- 9.9.12 Policy D6 of the London Plan states that development proposals should provide sufficient daylight and sunlight to new and surrounding housing.
- 9.9.13 The Mayor of London's Housing SPG does not support adhering rigidly to visual separation measures as they can limit the variety of urban spaces and housing types in the city. Standard 28 of the Mayor of London's Housing SPG states that design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.
- 9.9.14 At a local level, Policies DMD6 and DMD8 seek to ensure residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties and 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. 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. Policy DMD10 is silent on distancing standards for this type of relationship but requiring that development would not compromise adjoining sites.
- 9.9.15 The Site is adjacent to the North Circular (A406) and within proximity to a Local Centre and is considered urban in character. Whilst the development would be marginally larger and taller than the existing buildings, it would not be untypical of buildings located in urban locations on main transport routes within the Borough.
- 9.9.16 The site is located at the end of Palmerston Crescent at the turning head and adjacent to the North Circular Road. The nearest residential properties are therefore no's 104 and 106 Palmerston Crescent, which abut the site to the north and the new-build terrace staggered opposite, no's 85, 87 and 89 Palmerston Crescent. Any properties sited on the opposite side of the North Circular are afforded suitable mitigation by virtue of the separation provided by the intervening highway.
- 9.9.17 Block A is sited adjacent to the pair of properties at 104 and 106 Palmerston Crescent with a maintained building line to the front and approximately 3 metre separation from the flank elevation of no. 106. The rear building line is approximately 2m short of the rear projection serving no. 106.
- 9.9.18 It is therefore considered that views would be predominantly towards the street scene at Palmerston Crescent, or the amenity space serving the development itself. The maintained building line would therefore minimise any potential for overlooking and dominance of neighbouring properties at 85-89 Palmerston Crescent and any views would thereby be akin to those achieved within the street scene, having regard to policies DMD8 and DMD10 of the DMD.
- 9.9.19 The relationship with the flats serving no. 106 has been discussed with reference to the Sunlight/Daylight Assessment above, however full consideration must be afforded to the treatment of flank elevations. Although a separation distance to the flank elevation of this property is consistent with the adjoining street context, this is not sufficient separation for habitable room windows. Properties on the remainder of the street would have been built with occupants already aware of the relationship to neighbours. This is a new build and therefore the design needs to respond to the existing context. As a result

of the above, it is considered that all north facing windows to serve the proposed development should be frosted and fixed closed to a minimum of 1.8m in height. The applicant has submitted revised plans to clarify the windows, and this would also be secured by an appropriate planning condition.

- 9.9.20 Having regard to Block B, this has been oriented with a frontage to the North Circular and subsequently the windows would be predominantly towards the North Circular and to the amenity space and beyond to the New River, which is deemed an acceptable relationship. Furthermore, all north facing windows could again be conditioned to contain obscured glazing as these are secondary/non-habitable rooms. There is a separation of approximately 20 metres to the common boundary with no. 106, however as the windows serve secondary/non-habitable windows, it would further prevent the potential for overlooking to the private amenity space serving these flats, having regard to policies DMD8 and DMD10 of the DMD.
- 9.9.21 The proposed distances between existing and proposed homes are thus considered proportionate, within an urban setting. A change in the relationship between the existing homes would take place, which is typical of managed change in an urban location, and not considered significant enough for the development not to be supported.
- 9.9.22 It is therefore concluded that subject to appropriate conditions, requiring full details of the proposed flank windows, screening and boundary treatment throughout the Site, the Proposed Development is considered acceptable in terms of privacy, overlooking and/or outlook, having regard to policies DMD6, DMD8 and DMD10 of the Development Management Document, policy D6 of the London Plan and the information contained within the Mayor of London's Housing SPG.

Noise and Disturbance

- 9.9.23 Guidance relevant for the assessment of noise affecting new developments is given in the February 2019 National Planning Policy Framework (NPPF). Paragraph 180 sets out that that new development should be appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should seek to a) 'mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life'.
- 9.9.24 Additionally, at a regional level, Policy D14 of the London Plan sets out that in order to reduce, manage and mitigate noise to improve health and quality of life, residential... development proposals should manage noise by, amongst other things: '3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses', and '4) improving and enhancing the acoustic environment and promoting appropriate soundscapes...'. At a local level policy DMD68 of the Development Management Document and CP32 of the Core Strategy are also relevant.
- 9.9.25 The proposed residential development is consistent with the existing prevailing mix of uses in the area and it is therefore unlikely that any unacceptable levels of noise would be generated as result of the residential element of the development
- 9.9.26 Moreover, a larger concern is regarding the siting adjacent to the busy North Circular Road (A406). An Acoustic Report was submitted as part of the

application package and the Environmental Health officer has assessed the submitted details and concluded that appropriate condition for sound insulation could be attached to improve the residential environment and protect residential amenities from noise and disturbance.

- 9.9.27 With respect to occupier amenity, it is recognised that most developments in urban areas will be subject to noise levels above the BS8233 recommended levels for balconies. The development has also incorporated suitable shared amenity space at ground floor level to the rear of the site, and thus this would provide alternatives, where required.
- 9.9.28 It is therefore concluded that the proposed development is considered acceptable in relation to noise levels both internally, and externally in private amenity areas, having regard to policies DMD68 of the Development Management Document, CP32 of the Core Strategy and D14 of the London Plan as well as the guidance contained within the NPPF.

Light Pollution

- 9.9.29 It is recognised that there is the potential for some level of light pollution arising from the development. Whilst it is acknowledged that a large development would likely generate significantly more light than the existing vacant site, or previous use, a planning condition could be attached requiring details of external light spill and light spill to internal communal areas to safeguard against adverse impact. In relation to individual residential units and glare to car users, having regard to policy CP32 of the Core Strategy.

9.10 Transport

- 9.10.1 Policy T1 of the London Plan encourages partnership working in terms of transport and development that reduces the need to travel, especially by car whilst also supporting development with high levels of public transport accessibility and/or capacity. The policy supports measures that encourage shifts to more sustainable modes of transport. London Plan policy T1 and the Mayor's Transport Strategy set out an ambition for 80% of journeys to be made by sustainable transport modes – that is by foot, cycle or public transport – by 2041. In keeping with this approach, it is accepted that proposed development should support this aim by making effective use of land, reflective of connectivity and accessibility by sustainable travel modes. Meanwhile, the Mayor's 'Healthy Streets' driver looks to reduce car dominance, ownership and use, whilst at the same time increasing walking, cycling and public transport use.
- 9.10.2 Additionally, Policy T2 of the London Plan requires development to facilitate and promote short, regular trips by walking or cycling and reduce car dominance. Policy T6 sets out the requirement for car-free development to be the starting point for all sites well-connected by public transport. Policy T9 notes that where development is car free, provision must be made for disabled persons parking and adequate space for deliveries and servicing and, in instances where a car-free development could result in unacceptable impacts off-site, these should be mitigated through planning obligations.
- 9.10.3 Core Strategy (2010) policies aim to both address the existing deficiencies in transport in the Borough and to ensure that planned growth is supported by adequate transport infrastructure that promotes sustainable transport choices. Specifically, Core Policy 25 requires development to prioritise pedestrian and cycle public realm improvements that contribute to quality and safety; Core Policy 24 requires development to deliver improvements to the road network, and Core Policy 26 requires development to ensure a safe, accessible, welcoming and efficient public transport network. The underlying approach is to ensure that travel choice across the Borough is enhanced so as to provide

everyone with the opportunity to decide how they choose to travel, be that by car, public transport or walking and cycling. Development Management Document (2014) Policy DMD 45 Parking Standards and Layout states that the Council aims to minimise car parking and to promote sustainable transport options.

- 9.10.4 The application site fronts both the A406 North Circular, which forms part of the TLRN and Palmerston Crescent. It is located at the turning head to the end of Palmerston Crescent
- 9.10.5 The site has a PTAL of 3 which is moderate, being within proximity to Bowes Park and Palmers Green rail stations and Bounds Green and Wood Green underground station to the south. The site is also well served by local bus routes on both the A406 and Green Lanes (A105).
- 9.10.6 Vehicle access to the site would be via a new access at Palmerston Crescent.
- 9.10.7 A Transport Statement (May 2023), prepared by Vectos was submitted as part of the application package.

Car Parking and Access

- 9.10.8 The proposal fronts both the North Circular Road and Palmerston Crescent, with direct building access for pedestrians provided from the North Circular and stepped access for pedestrians is also provided from the North Circular into the site. A pedestrian access is also proposed from Palmerston Crescent whereby all cycle access would be provided.
- 9.10.9 The proposed pedestrian and cycle access into the site is considered acceptable, having regard to policy DMD47 and CP25 of the DMD.
- 9.10.10 The site is proposed to be car free, however, it is noted that three disabled parking spaces would be provided, accessed via Palmerston Crescent. This is considered acceptable, having regard to policy T6.1 of the London Plan.
- 9.10.12 The submitted parking survey concluded that the surveyed area had a maximum parking stress of 100% or close to 100%, noting the surrounding highway network does not have the capacity for additional on-street parking generated by the proposed development.
- 9.10.13 Several residents have objected due to the current parking pressures and the need for a CPZ to improve parking for existing residents. The submitted details confirm that the applicant is willing to provide contributions towards a CPZ on Palmerston Crescent and Elmdale Road as requested by officers. Any contributions towards a CPZ would be consulted on with local stakeholders and would mitigate the impact of the proposed development. Officers are therefore comfortable with the development being car-free if the site is included as a CPZ. On that basis, this would need to be secured via the Section 106 agreement. Additionally, following further discussions with the applicant it was confirmed that electric vehicle charging points would be provided with 20% of the spaces having active facilities and the rest being subject to passive provision. This would be secured by an appropriate condition, alongside appropriate management.

Vehicular Access

- 9.10.14 Vehicular access would be provided by a turning head onto Palmerston Crescent. This would be a significant improvement to the existing area as vehicles are currently double parked at the bottom of the cul-de-sac and refuse arrangements for Palmerston Crescent involve the vehicles reversing down to the bottom of Palmerston Crescent. The proposed turning head would thus improve the current arrangements for refuse and fire tenders.

- 9.10.15 As per the Transport Statement (TS), a turning area would be created on Palmerston Crescent by extending the carriageway to the south and to the boundary of the footway/cycleway provided along the North Circular. The applicant notes that due to the low number of vehicle movements at the southern end of Palmerston Crescent, it is proposed that the turning area would take the form of a shared surface which would provide level access to the footway/cycleway provided along the North Circular.
- 9.10.16 Officers are supportive of intentions to repurpose the existing cycleway. The proposal to provide a turning head in this location is considered suitable in principle.
- 9.10.17 It is noted from drawing No. 216344- 108/PD/A03 Rev B, that part of the site, which is currently a landscaped area, is designated as highway and would be stopped up as part of the development proposals.
- 9.10.18 In accordance with the TfL Healthy Streets TA guidance, a Stage 1 road safety audit (RSA) should be completed at the planning stage for any highway works proposed. It is noted that no Stage 1 RSA has been provided for review, as per TfL guidance.

Delivery and Servicing

- 9.10.19 Vehicle tracking is provided on the submitted drawing no. No. 216344-180/AT/A01. The details demonstrate that a compliant refuse vehicle (in line with LB Enfield Waste and Recycling Storage Planning Guidance) would be able to enter by the proposed turning head to service the site, which is supported.
- 9.10.20 The total number of servicing vehicles associated with the site, as per table 4.3 of the Transport Statement is considered comparable to a site of this size and is supported.
- 9.10.21 Policy T7 of the London, Plan states that a Delivery and Servicing Plan (DSP) should be provided to ensure that proposals facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. However, an appropriate condition could be attached to secure details outlining the delivery and servicing strategy of the site. This is to ensure suitable deliveries and servicing can be undertaken on site, in accordance with policies DMD48 of the DMD and T7 of the London Plan (2021).

Cycle Parking

- 9.10.22 The submitted details indicate that cycle access would be provided from Palmerston Road with step free routes to the long stay cycle parking areas within in each block and short stay cycle parking spaces provided near to the building entrances. Long stay cycle parking area for block A is provided at the upper ground level and the long stay cycle parking area for block B is provided at the lower ground level with a ramp of 1:12 provided down to the cycle parking area.
- 9.10.22 Furthermore, the proposal would provide 65 long stay and 4 short stay cycle spaces, which meet policy requirements and provide an overprovision, which is strongly supported.
- 9.10.23 It is noted that that secure long stay cycle parking and short stay cycle parking would be split conveniently between the two residential blocks, which is supported. However, the access to block B is rather restricted given the multiple doors, narrow doorways (less than 1.2m) and tight corners, which does not comply with the advice contained within Chapter 8 of the London Cycle Design

Standards (LCDS). However, further details pertaining to cycle storage, including door widths, and manoeuvring space could be secured by an appropriate condition, having regard to policies DMD45 of the DMD and T5 of the London Plan.

Travel Plan

9.10.24 As per the submitted Transport Statement, it is noted:

- Due to the scale of the development, an independent Travel Plan (TP) has not been prepared for the associated planning application submission. This approach has been agreed with the highway officer.
- However, the development proposals do include measures to encourage and promote sustainable and active travel and these include:
 - The provision of car-free development; and
 - Provision of cycle parking spaces to London Plan standards.

9.01.25 Notwithstanding the above, a Travel Plan was requested by the highway officers having regard to:

- The moderate PTAL rating in accordance with the London Plan (2021) Policy T4.
- To ensure that measures and targets are in place to encourage and promote sustainable travel to and from the site.
- The TP should be provided in accordance with TfL's latest guidance. However, officers consider that a full residential Travel Plan could be secured by S106, should the scheme be granted. The Applicant would be expected to instruct an independent transportation data collection company to undertake the monitoring survey.

Active Travel Zone (ATZ) Assessment

9.10.26 Section 5 of the Transport Statement provides an Active Travel Zone (ATZ) Assessment, in line with TfL guidance.

9.10.27 The ATZ is considered suitable, notably the information provided in Appendix F and G, detailing key amenities within a 20-minute walking catchment of the site. The ATZ also focuses on four key routes, which are considered suitable and include:

- Route 1 – Palmers Green Station and Morrisons,
- Route 2 – Broomfield School,
- Route 3 – Bowes Park Station, Bounds Green Station, and Bounds Green Group Practice,
- Route 4 – Palmers Green Mosque.

9.10.28 Based on the evidence presented, officers consider that the ATZ is suitable in its assessment.

Trip Generation

9.10.29 In terms of Trip Generation, Section 6 of the TS outlines the anticipated trip generation of the site using survey information obtained via the TRICS database.

9.10.30 Highway officers have raised considerations regarding several parameters:

- Site only in Greater London.
 - As per TRICS Good Practice Guidance, regional selection should not be a major consideration when applying trip rate calculation filtering criteria, whilst TRICS location type appears to be one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.
- Survey date range between 2014 and 2021.
 - These exceed the recommended previous five-year search window.

9.10.31 However, given that the development would be car free, supported by the extension of the CPZ, the majority of trips would be by other modes than single occupancy car trips. The adjusted multimodal trip rates are therefore supported, as outlined in Table 6.2 of the TS.

9.10.32 Although this assessment is based on Census 2011 data, it is further emphasised that Travel Plan is required to support the application, due to the reliance on sustainable modes of transport to and from the site. Furthermore, an appropriate sustainable transport contribution could be secured by an S106, should the scheme be granted.

Construction Logistics Plan (CLP)

9.10.33 A Construction Logistics Plan is required in accordance with TfL's latest guidance. However, an appropriate condition could be attached outlining the construction logistics strategy and programme of works for the site. This is to ensure suitable construction works can be undertaken on site, without detrimentally impacting the surrounding road network, in line with LB Enfield DMD Policy 48 and the London Plan (2021) Policy T7.

S106 Highway Contributions

9.10.34 In terms of contributions, funds to secure the introduction of a CPZ to Palmerston Crescent and Elmdale Road would be required alongside a sustainable transport contribution.

9.10.35 It is therefore considered that the proposed development is acceptable in terms of its impact on the local transport network, having regard to policies DMD45 and DMD47 of the DMD, CP24, CP25 and CP26 of the Core Strategy and policies T2, T6 & T9 of the London Plan.

9.11 Trees and Landscaping

9.11.1 Policy G7 of the London Plan requires existing trees of value to be retained, and any removal to be compensated by adequate replacement, based on the existing value of benefits. The Policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Additionally, Policies G1 and G5 refer to green infrastructure and urban greening, which can be incorporated within the development.

9.11.2 At a local level. Policy DMD80 of the Development Management Document stipulates developments do not result in any loss or harm to trees of significant biodiversity or amenity value, or adequate replacement must be provided whilst the Enfield Issues and Options Plan outlines the benefits that trees offer to people and the environment by improving air quality, reducing noise pollution, contributing to climate change adaptation, and reducing the urban heat island effect. Additionally, Policy DMD81 of the Development Management Document refers to landscaping.

9.11.3 The submitted Landscaping Plan outlines various urban greening elements such as the provision of 723 sq.m of amenity space across the site, which includes an informal nature garden and shared space with natural play and communal seating. The landscaping would also secure improvements to the elevation fronting the North Circular Road including a yew hedgerow alongside further tree planting and a well planted communal garden area. This is considered acceptable and would be secured by an appropriate landscaping condition, having regard to policies DMD80 and DMD81 of the DMD.

9.11.4 An Arboricultural Impact Assessment (AIA), prepared by Arborterra, was submitted, which referred to the removal of several Category B, C and U trees on site. The submitted report states that there are a total of 36 trees on site, 9 are Category B, 23 are Category C and 4 are Category U. The proposed development would include the removal of 28 trees; however, most of these trees are Category C or U (24). There are only 4 trees proposed for removal which are identified as Category B. Both the Council and the Design Review Panel sought to retain as many trees as possible to be incorporated within the new development. Various discussions were held throughout the pre application process, and the siting and layout were reconfigured to accommodate the retention of some important trees. This included the most prominent tree on site (T3), which is located to the front boundary and has high amenity value from both Palmerston Crescent and the North Circular Road. The following trees are to be retained:

T3 – Lime (B)

T4 – Yew (C)

T16 – Goat Willow (C)

T17 – Goat Willow (C)

T18 – Sycamore (B)

T19 – Ash (B)

T34 – Ash (B)

T35 – Sycamore (B)

9.11.5 Furthermore, the submitted AIA and Landscaping Scheme confirm that a total of 8 trees would be replanted:

- 2 x *Larix decidua* (European larch, native)
- 3 x *Betula pendula* (silver birch, native)
- 2 x *Crataegus laevigata* 'Crimson Cloud' (midland thorn, cultivar of native species)
- 1 x *Amelanchier arborea* 'Robin Hill' (Juneberry, non-native, nectar rich)

9.11.6 Policy DMD80 of the Development Management Document specifies that all development that would result in the loss of, or harm to trees of significant amenity or biodiversity value should be refused. Additionally, where there are exceptional circumstances to support the removal of such trees, adequate replacements must be provided. Officers therefore consider that the loss of 24 category C and U trees is deemed acceptable given their limited amenity value and the overall loss of 4 Category B trees is deemed acceptable given that the planting of an additional 8 trees within the constrained layout of the site would enable the ability of more trees to survive. Furthermore, the applicant is

proposing a 2.1m high yew hedge and trees to add further greenery and buffer the site from the conditions of the North Circular.

- 9.11.7 The Council's Tree Officer has assessed the submitted details and confirmed that the proposal is deemed acceptable in terms of its potential impacts on the existing trees within the site. It is accepted that this would be necessary to facilitate any form of development in this location. The report demonstrates that the design layout has been informed by the constraints posed by the trees that would be retained within and adjacent to the site boundaries and that they could
- 9.11.8 The Council's Tree Officer has requested that a further condition is attached to secure the submission of a detailed Arboricultural Method Statement (AMS) with Tree Protection Plan to demonstrate that trees would be successfully protected during the site's redevelopment. This would include arboricultural supervision of all sensitive works within the Root Protection Area of retained trees, including the installation of no-dig paths and changes to boundary treatments, and monitoring of the respective phases of the tree protection measures, as has been identified within the submitted AIA.
- 9.11.9 It is therefore considered that subject to appropriate conditions for an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) to demonstrate how the trees would be successfully protected throughout the site's development, a planting plan/schedule and a landscaping specification including a scheme of aftercare and maintenance, the details are considered acceptable in relation to trees and in line with relevant policies including Enfield Policies DMD80 and DMD81 of the Development Management Document and Policy G7 of the London Plan. It is also noted that further landscaping is proposed as part of the development. As such there would be an improvement to the North Circular Road resulting from this and from the gain in trees in terms of visual amenity and biodiversity benefits, having regard to its siting within proximity of the New River.

9.12 Water Resources, Flood Risk and Drainage

- 9.12.1 The Flood and Water Management Act 2010 (FWMA) was introduced to address the increasing risk of flooding and water scarcity, which are predicted to increase with climate change. The act sets out requirements for the management of risks in connection with flooding and coastal erosion. Whilst the Environment Agency is responsible for developing a new national flood and coastal risk management strategy Lead Local Flood Authorities (LLFA), such as the London Borough of Enfield will have overall responsibility for development of a Local Flood Risk Management Strategy for their area and for 2o-ordinating relevant bodies to manage local flood risks.
- 9.12.2 Policy S112 of the London Plan requires developments to ensure flood risk is minimised and mitigated and that residual risk is addressed. The site is partly located within Flood Zones 2 and 3.
- 9.12.3 Additionally, London Plan Policy S113 relate to sustainable drainage whereby the preference is to reduce surface water discharge from the site to greenfield run off rates.
- 9.12.4 The Council's draft Local Plan sets out the Borough's ambitions in relation to growth until 2036. Policy SUS5: Surface Water Management notes the following overarching aims in relation to drainage and flood risk: All major developments to implement Sustainable Drainage Systems (SuDS) to enable a reduction in peak run-off to greenfield run-off rates for the 1 in 1 year and the 1 in 100-year event (plus climate change allowance); All major developments to provide a sustainable drainage strategy that demonstrates how SuDS will be integrated

to reduce peak flow volumes and rates in line with the requirements of this draft policy approach; All other developments to maximize attenuation levels and achieve greenfield runoff rates where possible or increase the site's impermeable area; Development to be designed to minimise flood risk and include surface water drainage measures to be designed and implemented where possible to help deliver other Local Plan policies such as those on biodiversity, amenity and recreation, water efficiency and quality, and safe environments for pedestrian and cyclists; All new outdoor car parking areas and other hard standing surfaces be designed to be rainwater permeable with no run-off being directed into the sewer system, unless there are practical reasons for not doing so; Living roofs to be incorporated into new development, to help contribute to reducing surface water run-off; and Where installed, SuDS measures be retained and maintained for the lifetime of the development and details of their planned maintenance provided to the Council.

- 9.12.5 Supporting these principles is Development Management Document Policy DMD 61 which requires a drainage strategy to be produced that demonstrates the use of SuDS in line with the London Plan discharge hierarchy. The policy requires the use of SuDS to be maximised with consideration given to their suitability, achieving greenfield run off rates, the SuDS management train and to maximise the opportunity for improved water quality, biodiversity, local amenity and recreation value.
- 9.12.6 Alongside the above policy, the Council sets out further advice in its Flood Risk guidance which outline strategies for the mitigation of flood risk, management of surface water including the implementation of Sustainable Urban Drainage Systems (SuDS) on new developments, with allowances for the impact of climate change. The guidance recommends that the relevant documents are i) Preliminary Flood Risk Assessment, ii) Surface Water Management Plan, iii) Strategic Flood Risk Assessment (Levels 1 & 2), iv) Local Flood Risk Management Strategy, and v) Sustainable Drainage Design and Evaluation Guide.
- 9.12.7 Finally, the CIRIA C753 'The SuDS Manual' 2015 includes up-to-date research, industry practice and guidance in relation to delivering appropriate SuDS interventions including information on measures to deliver cost-effective multiple benefits relating to technical design, construction and maintenance of SuDS systems.
- 9.12.8 The proposed development would remove existing landscaping and urbanise a currently vacant site, however Sustainable Drainage measures (SuDS) including green roofs, rain gardens and permeable paving would be incorporated within the design. This is strongly supported by Officers and is considered to be a scheme benefit alongside the urban greening measures proposed at ground floor level including appropriate planting, part green roof, rain gardens and permeable paving. On that basis, an appropriate condition could be attached to secure a detailed SuDs Strategy in accordance with the measures outlined above, having regard to policies DMD61 of the DMD. Additionally, a further condition could be attached to secure details of a green roof. The SuDs officer has no objections to this element of the proposal.
- 9.12.9 The site is not located within a flood zone, or subject to surface water flood risk, however considering the excavation to provide a basement, the applicant was required to submit a Basement Impact Assessment (BIA), which included information obtained from a ground investigation and mitigation measures.
- 9.12.10 The Drainage officer has assessed the submitted details and following the receipt of additional clarification has raised no further objections and is satisfied that the proposed development would not result in ground water flood risk elsewhere, having regard to policies CP28 of the Core Strategy, DMD60 and

DMD61 of the Development Management Document and SI12 and SI13 of the London Plan as well as the guidance contained within the NPPF.

9.13 Environmental Considerations / Climate Change

- 9.13.1 The NPPF maintains the presumption in favour of sustainable development, including environmental sustainability, and requires planning to support the transition to a low carbon future in a changing climate (Para.148). This entails assisting in reducing greenhouse gas emissions, minimising vulnerability, encouraging the reuse of existing resources and supporting renewable and low carbon energy infrastructure.
- 9.13.2 At a Regional level, Policy G1 of the London Plan acknowledges the importance of London's network of green features in the built environment and advocates for them to be protected and enhanced. The Policy notes that green infrastructure 'should be planned, designed and managed in an integrated way to achieve multiple benefits'. Also of relevance is Policy G6 which requires developments to manage impacts on biodiversity and secure a net biodiversity gain.
- 9.13.3 Paragraph 150 of the NPPF requires new developments to 'be planned for in ways that avoid increased vulnerability to the range of impacts from climate change... and help to reduce greenhouse gas emissions, such as through its location, orientation and design'. The Council's Cabinet declared a state of climate emergency in July 2019 and committed to making the authority carbon neutral by 2030 or sooner. The key themes of the Sustainable Enfield Action Plan relate to energy, regeneration, economy, environment, waste and health. Meanwhile the London Plan and Enfield Issues and Options Plan each make reference to the need for development to limit its impact on climate change, whilst adapting to the consequences of environmental changes. Furthermore, the London Plan sets out its intention to lead the way in tackling climate change by moving towards a zero-carbon city by 2050.

Energy and Sustainability

- 9.13.4 Currently, all residential schemes are required to achieve net zero carbon with at least an on-site 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations.
- 9.13.5 The NPPF (Para 153) requires new developments to comply with local requirements for decentralised energy supply and minimise energy consumption by taking account of landform, layout, building orientation, massing and landscaping.
- 9.13.6 Policy SI2 of the London Plan sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development). Meanwhile Policy DMD55 of the London Plan advocates that all available roof space should be used for solar photovoltaics.
- 9.13.7 An Energy and Sustainability Statement, (March 2023), prepared by XC02 was submitted as part of the application package. This provides an overview of the sustainability strategies for the proposed development. The documents demonstrate how the proposal has sought to meet London Plan requirements and relevant Council policies.
- 9.13.8 The document concludes that the proposed development is expected to reduce on-site regulated carbon emissions by 90.2% against a Part L 2021 regulations and thus complies with the 35% reduction required by the London Plan. This

could be secured by an appropriate condition alongside requirements of BREEAM 'Excellent' and thus is deemed acceptable.

9.13.9 The development provides key sustainability measures as follows:

- The re-use of previously developed land with an effective layout and scale;
- A fabric first approach through the specification of high-performance fabric and glazing to minimise heat losses;
- Efficient design of the proposed massing openings and internal layouts so that habitable spaces across the site benefit from adequate daylight and sunlight levels;
- Connecting to the local district heating network for efficient supply of energy to the development, having regard to policy DMD52 of the DMD;
- Incorporating of renewable technologies for further CO₂ savings, having regard to policy DMD53 of the DMD;
- Specification of water saving fixtures and fittings to improve water efficiency, having regard to policy DMD58 of the DMD;
- Provision of landscaped areas and green roof to enhance the biodiversity at the site, having regard to policies DMD81 of the DMD and CP36 of the Core Strategy;
- Site-specific SuDS measures including green roofs, permeable paving system and rain gardens to reduce surface water run-off and mitigate flood risk, in line with Core Policy 28;
- The lighting design of the proposed development will follow the recommendations of the Institution of Lighting Engineers' Guidance Notes for the Reduction of Obtrusive Light (2005), to minimise light pollution;
- Air pollution risks from construction and demolition on site will be minimised, having regard to policies CP32 of the Core Strategy and DMD64 and DMD65 of the DMD;
- Adequate noise attenuation measures will be incorporated to ensure noise levels are within acceptable limits, having regard to policies CP32 of the Core Strategy and DMD68 of the DMD; and
- The external lighting strategy shall ensure minimal disturbance to wildlife, having regard to policies CP32 of the Core Strategy and DMD68 of the DMD.

9.13.10 In regard to sustainability, it is considered that appropriate conditions could be attached to secure matters raised within the submitted report such as BREAAM, water consumption and site waste management plan.

9.13.11 The energy technologies to be implemented within the development are photovoltaic panels, which would reduce CO₂ emissions. Other technologies, such as biomass, ground/water source heat pumps, air source heat pumps, wind energy and solar thermal panels were discounted, as outlined within the submitted Energy Statement.

9.13.12 The submitted Energy Statement also outlines that the application site is located within an area with district heating, managed by the council-owned company Energetik, with the development expected to connect to the District Energy Network (DEN) once the network is extended in 2028. Energetic have therefore advised that as an interim measure, the development delivers a communal heating system to Energetic's specification, but the heat should initially drive from small-scale local communal gas boilers, which would be operated by Energetik. The district heating network is expected to provide heating and hot water to all uses on site. The network connection is proposed in accordance with the requirements of Policy SI3 of the London Plan and policy DMD52 of the Development Management Document alongside Enfield's adopted Decentralised Energy Network Technical Specification SPD, which require major development to connect to existing heat networks unless there

are feasibility or viability reasons not to. Further S106 planning obligations could be secured in line with the Council's adopted policies and by appropriate conditions.

- 9.13.13 The proposed development complies with the London Plan requirements of a 35% reduction in emissions. However, to achieve 'zero carbon' for the residential portion of the scheme, 3.5 tonnes per annum of regulated CO₂, equivalent to 106.3 tonnes over 30 years should be offset offsite. This equates to a total offset payment amount of £10,101, which could be secured within an S106 agreement.

Ecology and Biodiversity

- 9.13.14 The NPPF (Para.170) requires planning decisions to protect and enhance sites of biodiversity value, providing net gains for biodiversity and establishing resilient ecological networks. At a regional level, policy GG2 of the London Plan requires development to 'protect and enhance... designated nature conservation sites and local spaces and promote the creation of new infrastructure and urban greening, including aiming to secure net biodiversity gains where possible'. This guidance is also evident in London Plan policy G6 which requires developments to manage impacts on biodiversity and secure a net biodiversity gain. At a local level, policy CP36 of the Core Strategy requires development to protect, enhance, restore or add to existing biodiversity including green spaces and corridors, whilst draft Local Plan policy G14 refers to the need to promote qualitative enhancement of biodiversity sites and networks and encourage the greening of the Borough.
- 9.13.15 Within a more strategic context the Environment Bill, published by the UK Government in October 2019 includes proposals to make biodiversity net gain (BNG) a mandatory requirement within the planning system in England. Should the Environment Bill be passed in a form similar to that introduced in October 2019, developments such as this will be required to achieve a 10% gain in biodiversity units relative to the development site's baseline biodiversity.
- 9.13.16 The site is adjacent to the North Circular (A406) and currently considered of moderate biodiversity and ecological value given its urban siting. However, the site contains existing vegetation within and to the periphery of the site and having regard to its siting within proximity to the New River. The total site area is approximately 1697.2 sq. m with existing habitats including modified grassland, bramble scrub and urban tree
- 9.13.17 The submitted Preliminary Ecological Appraisal (May 2023) includes a desk study and two site surveys (2021 and 2023). It concludes that no signs or evidence of protected, priority or rare species were discovered, and further ecological surveys or mitigation were therefore deemed unnecessary. The site is thus unlikely to support such species, though occasional foraging by low numbers of common bat species is likely during summer months, low density nesting by common garden birds is possible and occasional foraging by widespread protected and UK priority birds such as fieldfare, house sparrow and starling etc. is also likely. Occasional use by low numbers of hedgehogs (UK priority species) is also possible. However, to minimise any residual risk of impact, the recommendations for birds, hedgehogs, amphibians and bats included in the report should be followed.
- 9.13.18 The proposed development would not result in the disturbance of any existing habitats. In addition, the scheme has been designed with the protection and enhancement of the habitat and biodiversity within and adjacent to the site, in mind. To that end planting has been selected to maximise biodiversity value and features native or near native species which will help to reinforce the

established nature of the adjoining New River Metropolitan Sites of Importance for Nature Conservation (SINC).

9.13.19 The scheme incorporates wildlife planting, a green roof, protection to retained trees and provision of bird and bat boxes and hedgehog to contribute to improved biodiversity at the site. Additionally, it refers to various mitigation measures to protect existing habitats, birds and bats and concludes that the existing trees and buildings on site were deemed to provide low potential to support roosting bats. The recommendations for biodiversity improvements included a Biodiverse Green Roof, new native hedgerows and other wildlife attracting soft landscaping.

9.13.20 In addition to the soft landscaping the proposal would include new habitat bricks for local bats, bees, and birds. The bricks would be installed into the new building walls above a height of 5m and include:

- 8 x Istock Swift Bricks (or similar if out-of-stock).
- 6 x Istock Bat Brick Type C (or similar if out-of-stock).
- 4 x Vivara pro sparrow terrace (or similar if out-of-stock)
- 10 x Bee bricks.

9.13.21 The swift bricks would be mounted together separated by 0.5m to create a potential colony of nesting birds. All bird boxes would be positioned facing a northerly direction and bat bricks and bee bricks facing a southerly direction.

9.13.22 Biodiversity enhancement to provide net gain is required in accordance with national planning policy (NPPF, 2021). The applicant has referenced Natural England's Biodiversity Metric to consider whether there is a net gain/loss at the site. The assessment was determined and supported by the aid of proposed landscape designs, area calculations, Arboricultural Impact Assessment, and the Preliminary Ecological Appraisal. The Preliminary Ecological Appraisal included botanical and habitat assessments by an experienced Ecologist at a suitable time of year. The total site area is 1697.2m² with existing habitats including modified grassland, bramble scrub and urban trees. The proposed habitats include sealed surfaces (buildings & hardstanding), a Biodiverse Green Roof, urban trees (new plantings and some retained), wildflower meadow, ornamental plantings, and new hedgerow habitat. The submitted BNG calculation indicated a loss in habitat units of -3.57 and gain in hedgerow units of 5.97, which is thus deemed acceptable.

9.13.23 Additionally, the proposed development has specified greenery to achieve an Urban Greening Factor of more than 0.48, which surpasses the weighted green coverage recommendation of 40% of the total site area, for residential developments.

9.13.24 Using the Defra 3.1 Metric to calculate habitat losses or gains, the Biodiversity Net Gain Report arrives at a 5.97% increase in Hedgerow Units for the site, a total of 44 sq.m across the site, including a frontage with the North Circular and the landscaping strategy introduces 8 new trees, 66 sq. m of amenity grass, 554 sq.m of semi natural vegetation (existing trees and proposed meadow area) and 16 sq.m of flower rich perennial planting at the access to Palmerston Crescent and across the site. The calculation factors the loss of habitat units. Based on these calculations, the development results in a net gain in biodiversity, in line with policy.

9.13.25 It is therefore concluded that appropriate conditions could be attached to secure biodiversity enhancements at the site, having regard to the requirements outlined in the NPPF (Para 170), policies GG2 and G6 of the London Plan and policy CP36 of the Core Strategy.

9.14 Site Waste Management

- 9.14.1 The NPPF refers to the importance of waste management and resource efficiency as an environmental objective. Policy SI7 of the London Plan encourages waste minimisation and waste prevention through the reuse of materials and using fewer resources whilst noting that applications referable to the Mayor should seek to promote circular economy outcomes and aim to achieve net zero-waste. At a local level, policy CP22 (Delivering Sustainable Waste Management) of the Core Strategy sets out that in all new developments, the Local Planning Authority will seek to encourage the inclusion of re-used and recycled materials and encourage on-site re-use and recycling of construction, demolition and excavation waste.
- 9.14.2 The submitted Energy and Sustainability Statement (March 2023) prepared by XC02 was submitted as part of the application. It refers to Responsible Sourcing, Healthy Materials, Embodies Carbon, Circular Economy, Operational Waste and Construction Waste. The re-use and recycling of demolition, excavation and construction waste is supported in policy terms to minimise environmental impact. It is therefore considered appropriate to attach appropriate conditions pertaining to a Green Procurement and Construction Plan and site waste management plan to ensure that no significant adverse effects in respect to waste management would arise because of the development, having regard to Policies DMD49 and DMD57 of the Development Management Document, CP22 of the Core Strategy, and S17 of the London Plan.

9.15 Contaminated Land

- 9.15.1 The site is currently vacant, however having previously served housing whilst being retained for future highway expansion work.
- 9.15.2 The Councils Environmental Health Officer has considered the submitted details and advised that appropriate conditions are attached to ensure that contamination is not present at the site including a remediation strategy and verification report, having regard to policy DMD66 of the DMD and the relevant guidance including Paragraph 170 of the NPPF.

9.16 Air Quality / Pollution

- 9.16.1 Policy SI1 of the London Plan set out the requirements relating to improving air quality. These Policies require Development Proposals to be at least Air Quality Neutral and use design solutions to prevent or minimise increased exposure to existing air pollution. Furthermore, the Policies require developments to consider how they will reduce the detrimental impact to air quality during construction and seek to reduce emissions from the demolition and construction of buildings.
- 9.16.2 At a national level, the NPPF (Para.103) recognises that development proposals which directly address transport issues and promote sustainable means of travel can have a direct positive benefit on air quality and public health by reducing congestion and emissions.
- 9.16.3 Finally, at a local level, policy DMD65 of the Development Management Document requires development to have no adverse impact on air quality and states an ambition that improvements should be sought, where possible.
- 9.16.4 Given the proposed Energy Strategy and inclusion of electric car charging points the proposed development is considered unlikely to result in a negative environmental impact, including in terms of air quality/pollution and/or noise.

9.16.5 Additionally, the Councils Environmental Health Officer has considered the submitted Air Quality Assessment (May 2023) and questioned some of the details contained within the report.

9.16.6 Paragraph 6.7 of the air quality assessment states:

'The predicted concentrations shown in Table 6.8 indicate that there were exceedances of the NO2 AQO within the modelling area at the ground floor (1.5 m) and first floor (4.5 m). The locations where NO2 AQO exceedances are predicted are: • R1A, R2A, and RA3 in Block A and R16A in Block B at the ground floor. • R10, R11B, R12B, R1 B, and R1 B in Block A's first floor.'

9.16.7 Paragraph 6.10 further states:

'Based on the exceedances at the receptor locations highlighted above, the site requires mitigation measures to ensure that future site users are protected from elevated NO2 concentrations. As a result, all units on the ground floor should be implemented with Mechanical Ventilation with Heat Recovery (MVHR) systems and NOX filters to reduce NO2 emissions to levels below the AQO within the building.'

9.16.8 This is followed by paragraph 6.12:

'It should also be noted that background NO2 levels are likely to be lower at elevated heights due to increased distance from emission sources, such as the local road network. This is predicted at all onsite receptor locations within the model. Therefore, predicted concentrations at heights above ground floor level are considered to be acceptable in regard to pollutant exposure across all offsite receptor locations and have not been assessed further.'

9.16.9 It is noted within paragraph 6.7 of the Assessment that the first-floor properties identified in Block A should also have mechanical ventilation as they are in an exceedance area for nitrogen dioxide, but this is not stated in paragraph 6.10. Despite the statement in para. 6.12, further clarification is requested to confirm why these flats are not recommended for mechanical ventilation.

9.16.10 Furthermore, the Environmental Health officer has requested a Section 106 contribution would also be expected from the developer towards the Council's air quality monitoring programme, alongside appropriate conditions pertaining to non-road mobile machinery, sound insulation, acoustic report (mechanical plant) and construction management plan in the interests of good air quality and noise and disturbance to future and neighbouring occupiers, having regard to policies DMD65 and DMD68 of the DMD, CP32 of the Core Strategy and SI1 of the London Plan.

9.17 Health

9.17.1 The NCAAP (2014) states that NC Policy 5 'Provision of Modern Healthcare Facilities' states that development of 10 residential units or more will be expected to contribute towards the provision of health facilities within the NCAAP area, and financial contributions will be calculated using the NHS Healthy Urban Development Unit Model.

9.17.2 The applicant has submitted a Health Impact Assessment, dated May 2023. This assesses the extent to which the proposals address four health related themes of healthy housing, active travel, healthy environment, and vibrant neighbourhoods. This assessment concludes that the proposed development achieves key policy requirements and standards, delivering a scheme which is considered a 'healthy' development that can positively influence health and wellbeing.

9.17.3 Officers consider that the proposed development would result in the provision of good quality housing, additional local spending by residents of the new development, and the provision of private amenity space and open space. As the proposals would provide good quality housing with access to amenity space and an improved neighbourhood environment, positive effects on health are anticipated regarding access to open space, crime reduction and community safety. Taking the above into consideration, overall, it is considered that some positive environmental effects on socio-economics would arise as a result of the development. Furthermore, it is not considered there would be any significant effects on health occurring as a result of the development.

9.18 Fire Strategy

9.18.1 Policy D12 of the requires developments to be designed to incorporate appropriate features to reduce the risk to life and Policy D5 requires proposals to ensure safe and dignified emergency evacuation for all building users. A Fire Safety Strategy (May 2023) produced by a third party suitably qualified assessor, has been submitted as part of the application which satisfies policy D12 of the London Plan.

9.18.2 The statement makes references to means of warning and escape, internal fire spread, external fire spread and access and facilities for the fire service. Policies D5 and D12 of the London Plan refer to specific considerations, which have been considered as part of this document. These include evacuation lifts, building construction method, means of escape, features which reduce the risk to life, access for fire service personnel and equipment and record keeping. The Fire Safety Strategy will form part of the approved documents.

9.19 Section 106 and Community Infrastructure Levy

9.19.1 Both Enfield CIL and the Mayor of London CIL2 would be payable on this scheme to support the development of appropriate infrastructure. A formal determination of the CIL liability would be made when a Liability Notice is issued should this application be approved. Based on the Mayor and Council's Charging Schedules, the total level of CIL is expected to be in the order of £1,765,181 (based on current details of 17,275 sq.m floorspace, certain scheme assumptions, indexation assumptions and inclusion of relief).

Section 106 Heads of Terms

9.19.2 The NPPF requires that planning obligations must be:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and,
- (c) Fairly and reasonably related in scale and kind to the development.

9.19.3 Regulation 122 of the CIL Regulations 2010 brought the above policy tests into law, requiring that planning obligations can only constitute a reason for granting planning permission where they meet such tests. Section 106 obligations should be used where the identified pressure from a proposed development cannot be dealt with by planning conditions and the infrastructure requirement relates specifically to that particular development and is not covered by CIL.

9.19.4 Core Policy 46 seeks to ensure that development proposals make adequate provision for both infrastructure and community facilities that directly relate to the development. Developers will be expected to meet the full costs of facilities required as a consequence of development and to contribute to resolving

deficiencies where there would be made worse by the development. The Council's Planning Obligations SPD (November 2016) provides guidance on, amongst other things, the range and nature of planning obligations that the Council will seek, including details of the formulas used for calculation. Additionally, Policy S1 of the London Plan refers to social infrastructure and seeks to ensure that the diverse needs of London's communities are met, including health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice and emergency facilities.

9.10.5 A Section 106 would be required for the scheme and will comprise the following Heads of Terms:

- Affordable Housing
Provision of no less than 50% affordable housing (by habitable room). Tenure mix secured.
A means to control and monitor the delivery and management of affordable housing
- Travel Plan
Sustainable Transport Contribution
Exempt future resident's eligibility for local parking permits, and expand CPZ if needed
- Employment and Skills Strategy
- DEN connection
- Carbon Offset Payment
- Monitoring ('Be Seen' – GLA Energy Monitoring Portal)
- Air quality monitoring fee
- Monitoring Fees

9.20 Public Sector Equalities Duty

9.20.1 In line with the Public Sector Equality Duty the council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. Section 149 of the Act requires public authorities to have due regard to several equality considerations when exercising their functions including decision making on planning applications. These considerations include Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; Advance equality of opportunity between persons who share a relevant protected characteristic (explained in detail below) and persons who do not share it; Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.20.2 The main objective of the duty has been to ensure public policies and programmes are implemented fairly, in particular with regard to their impact on the protected characteristics identified above. In making this recommendation, due regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, marriage / civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

9.20.3 When determining the planning application (and thereby accounting for the representations resulting from public consultation), the Council has considered the potential effects of the proposed development on those with protected characteristics as defined under the Equality Act 2010. In doing this, the Council has had due regard to equality considerations and attribute appropriate weight to such considerations. In providing the recommendation to Members

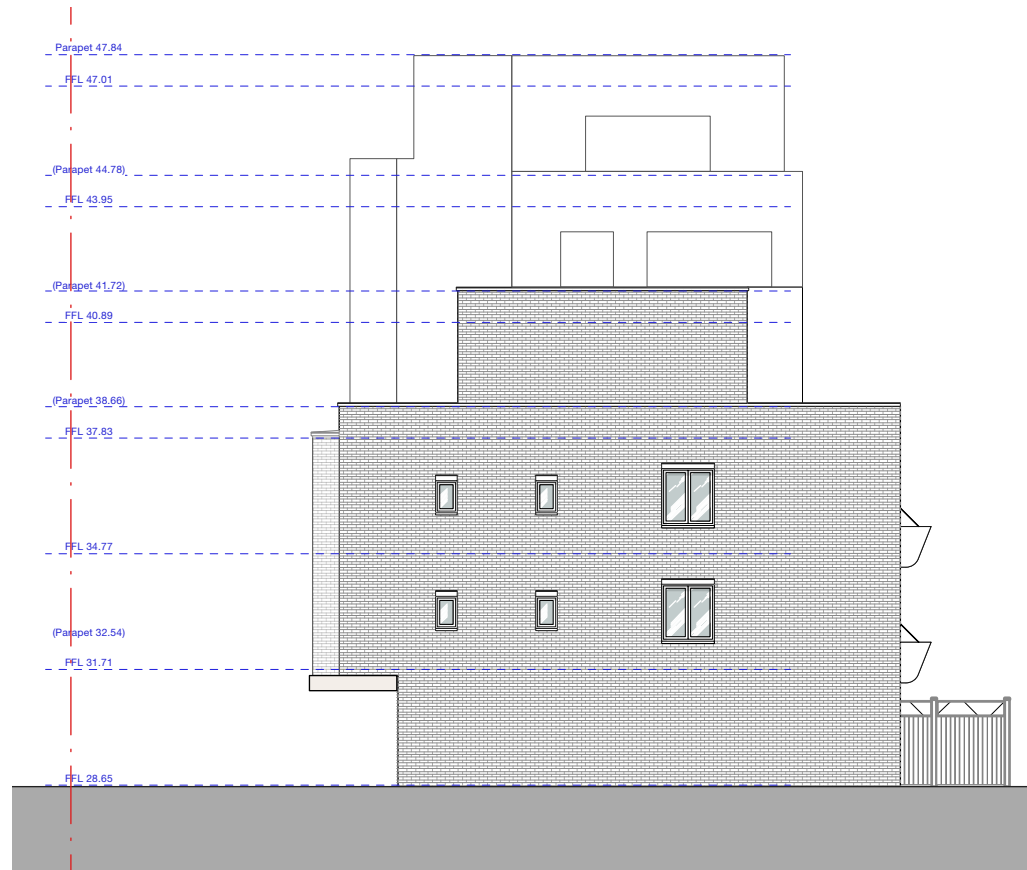
that planning consent should be granted, officers have considered equalities impacts in the balance, alongside the benefits arising from the proposed development. The Council has also considered appropriate mitigation to minimise the potential effects of the proposed development on those with protected characteristics.

- 9.20.4 There are no statutory or regulatory requirements for the form or content of an equalities assessment. The scale and significance of such impacts cannot always be quantified, and it is common to address this through descriptive analysis of impacts and identifying whether such impacts are adverse or beneficial. The key elements of the Proposed Development which have an impact that could result in an equalities effect include the design and physical characteristics of the proposals subject to the planning application. Officers do not consider there would be a disproportionate equalities effect.
- 9.20.5 In line with the Human Rights Act 1998, it is unlawful for a public authority to act in a way which is incompatible with a Convention right, as per the European Convention on Human Rights. The human rights impact has been considered, with particular reference to Article 1 of the First Protocol (Protection of property), Article 8 (Right to respect for private and family life) and Article 14 (Prohibition of discrimination) of the Convention.
- 9.20.6 The Human Rights Act 1998 does not impair the right of the state to make decisions and enforce laws as deemed necessary in the public interest. The recommendation is considered appropriate in upholding the council's adopted and emerging policies and is not outweighed by any engaged rights.

10. Conclusion

- 10.1 The proposed site is a brownfield site in a sustainable location within close proximity to district and local centres as outlined within the adopted North Circular Area Action Plan. As a previously developed site which is currently underutilised, the proposed development for housing is fully supported by policies for boosting the supply of homes (NPPF para 59, London Plan GG2 and H1 as well as the aims and intentions outlined with the North Circular Area Action Plan.
- 10.2 The Site has a PTAL rating of 3 (moderate) given its siting within proximity to underground and overground links, and with several bus stops within the vicinity of the site. The well-connected site aligns with Mayoral and emerging local ambitions of moving towards providing well designed residential led developments in sustainable locations.
- 10.3 The delivery of 31 new homes will optimise the use of a sustainably located brownfield site and make an important contribution towards meeting both the Council's and the Mayor's annualised housing targets. The provision of 50% affordable housing would meaningfully contribute towards local and strategic housing need and targets. Additionally, the site would provide improved landscaping and biodiversity opportunities to support the residential land use and immediate surrounding area.
- 10.4 Optimisation of development on the site has also considered the requirements for residential space standards, private external amenity, play space and creating mixed and inclusive communities through the provision of wheelchair accessible and adaptable units, public transport accessibility and movement, impact on residential amenity, townscape and character and the adequacy of existing social infrastructure.

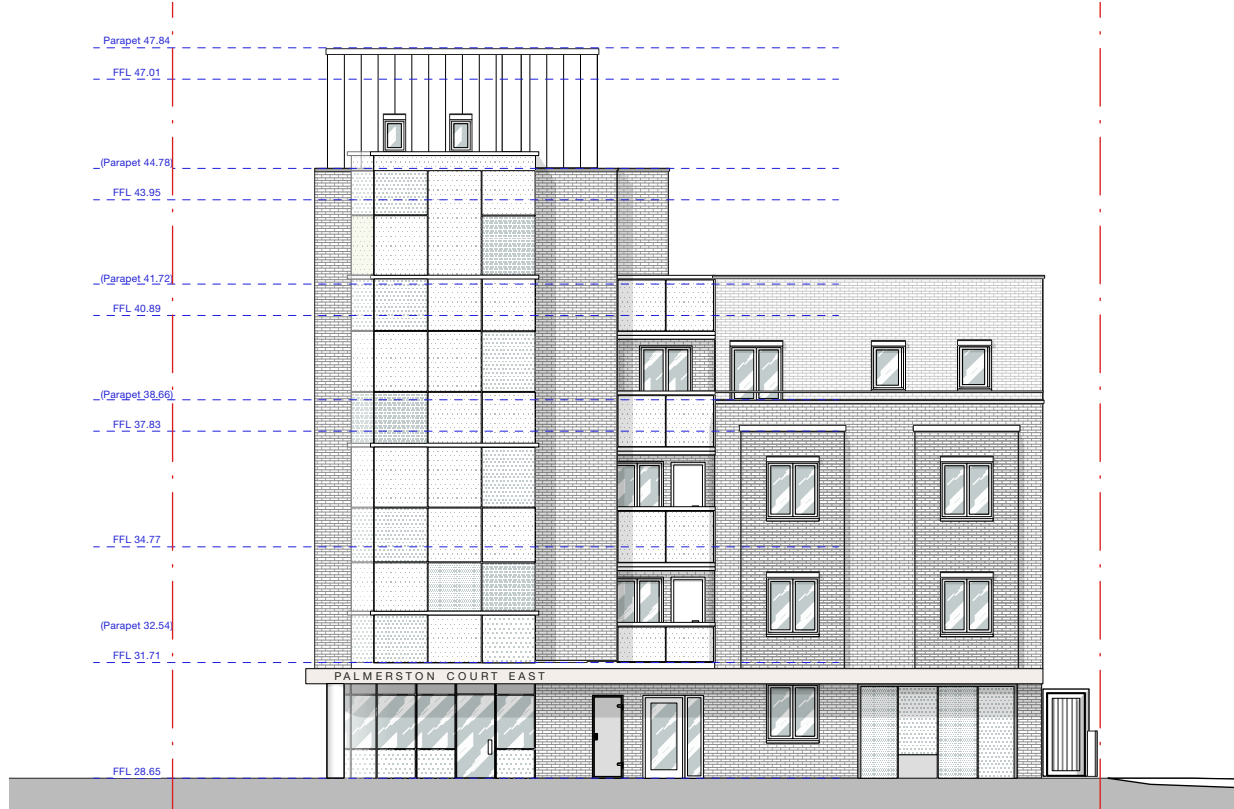
- 10.5 As a result of the above characteristics the proposal is considered to accord with the development plan and as such it benefits from the statutory presumption in favour of the development plan as set out in section 38(6) of the Planning and Compulsory Purchase Act 2004. This policy support for the proposal is further reinforced by its compliance with important other material planning considerations, such as the NPPF and the London Plan to which, for reasons explained elsewhere in this report, significant weight has been attached. Based on the above, it is considered that, on balance, the proposed development would align with relevant local, regional and national policy and as such is recommended for approval.



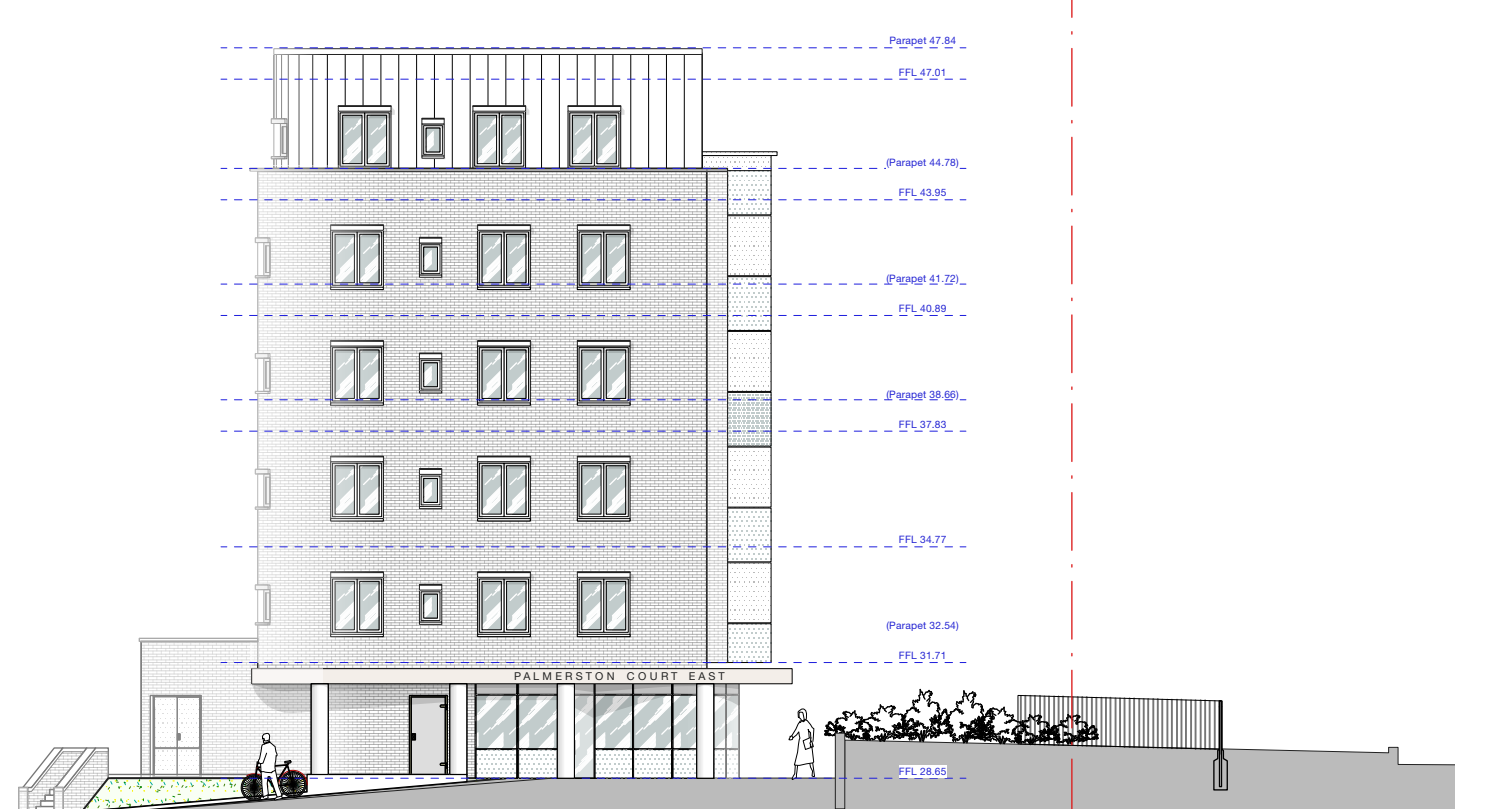
NORTH ELEVATION



WEST ELEVATION TO THE NEW RIVER



EAST ELEVATION TO PALMERSTON CRESCENT

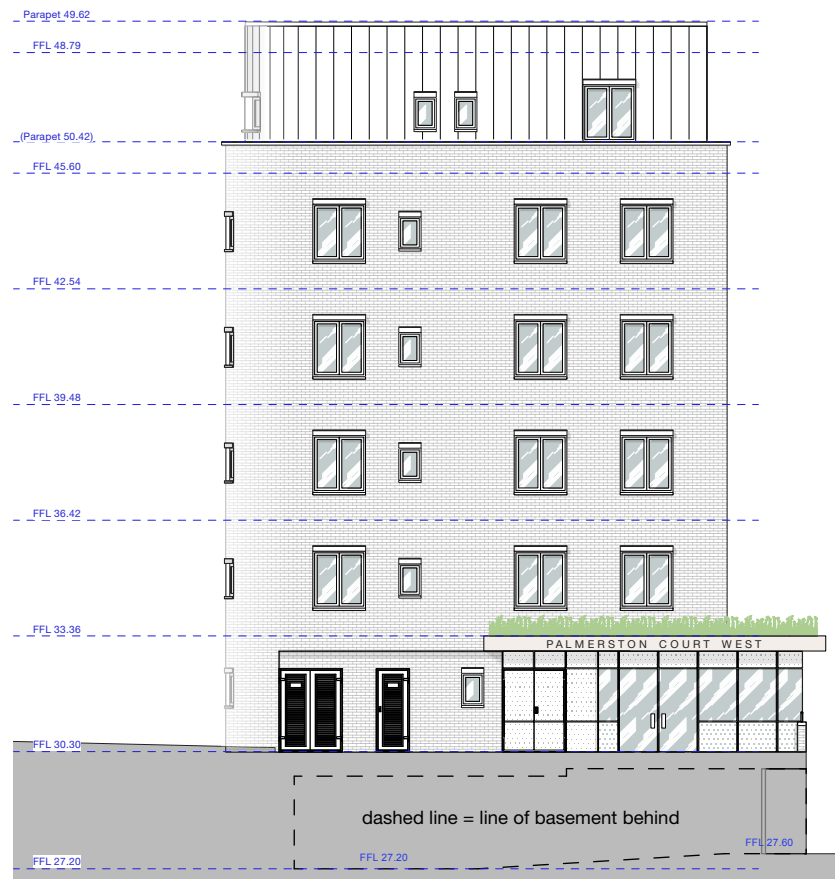


SOUTH ELEVATION TO NORTH CIRCULAR

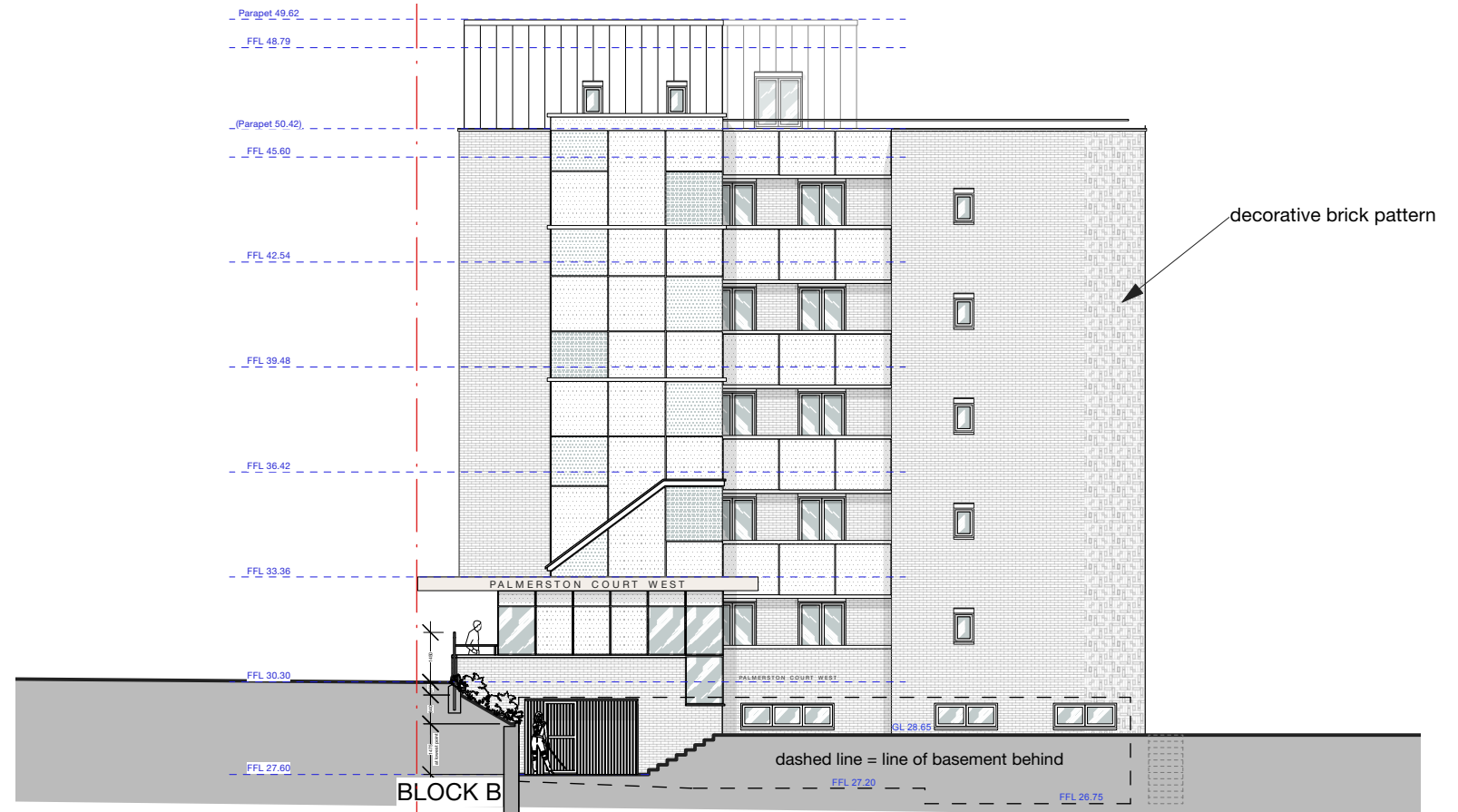
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BLOCK A ELEVATIONS SCALE 1:100

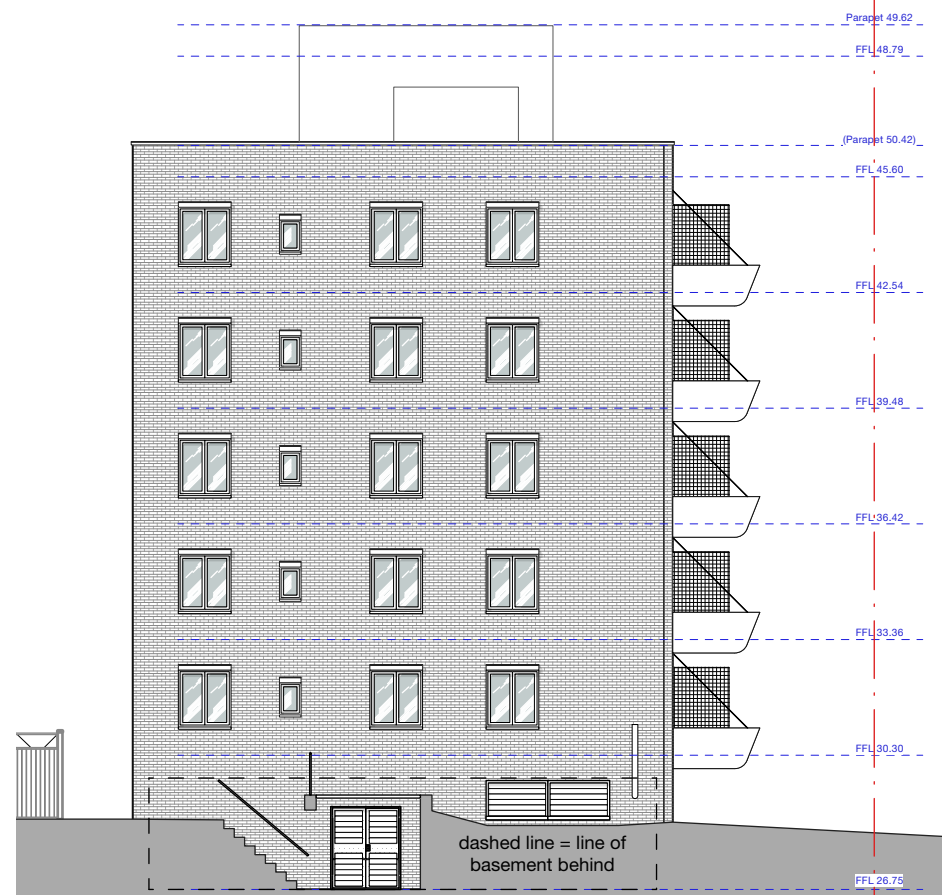
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SOUTH ELEVATION TO THE NORTH CIRCULAR



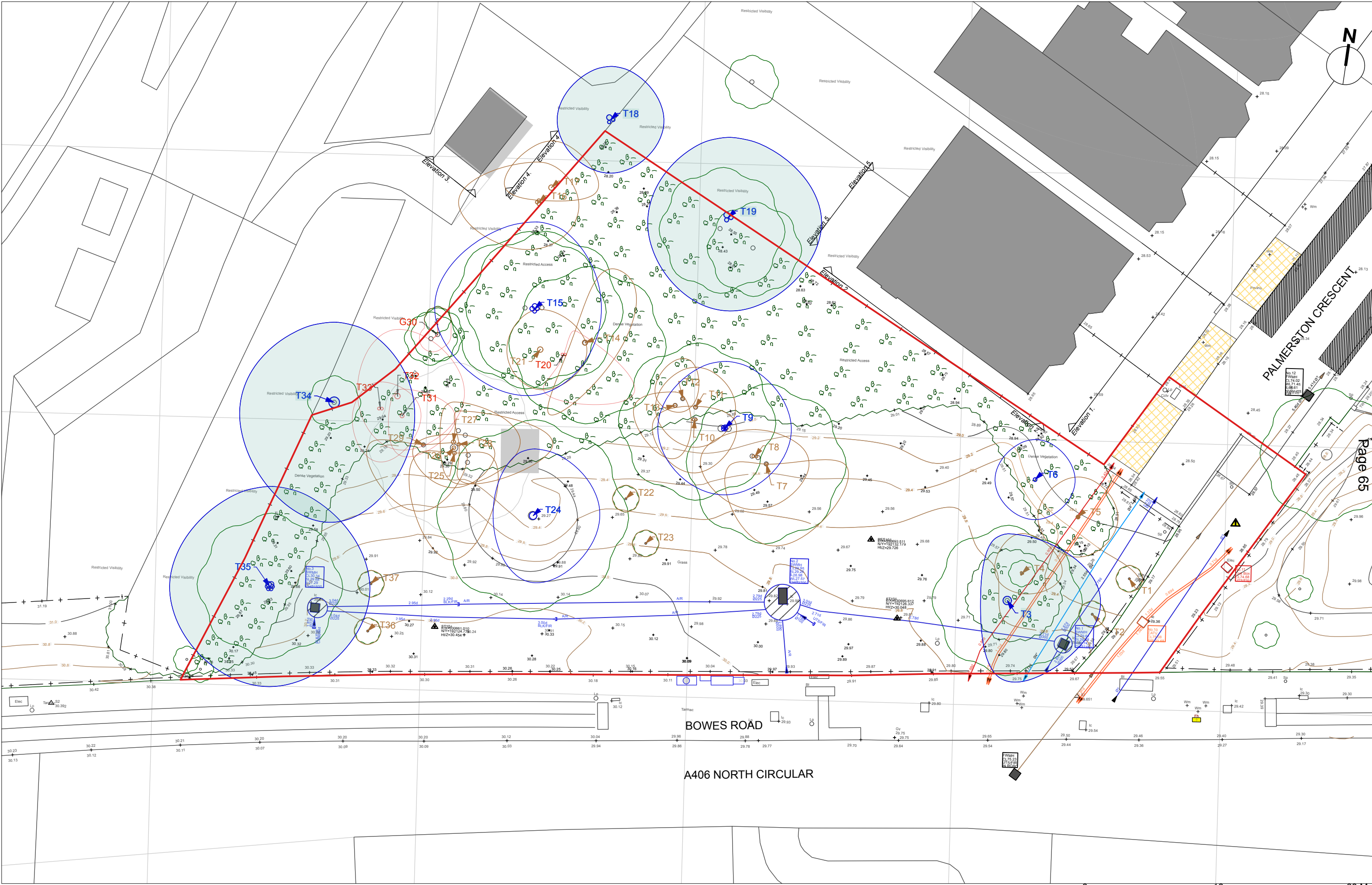
EAST ELEVATION TO PALMERSTON CRESCENT



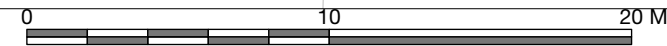
NORTH ELEVATION TO THE GARDEN

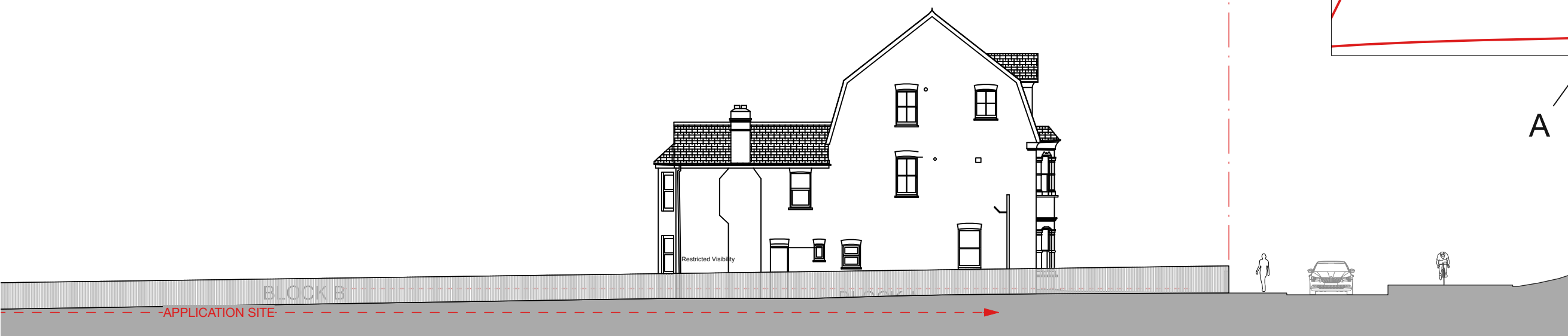
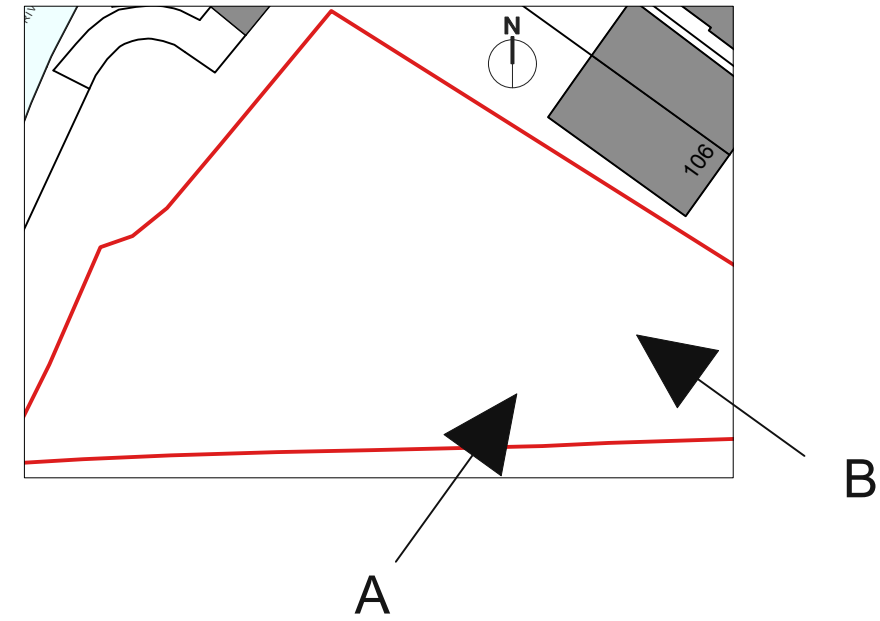


WEST ELEVATION TO THE NEW RIVER



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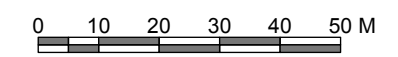
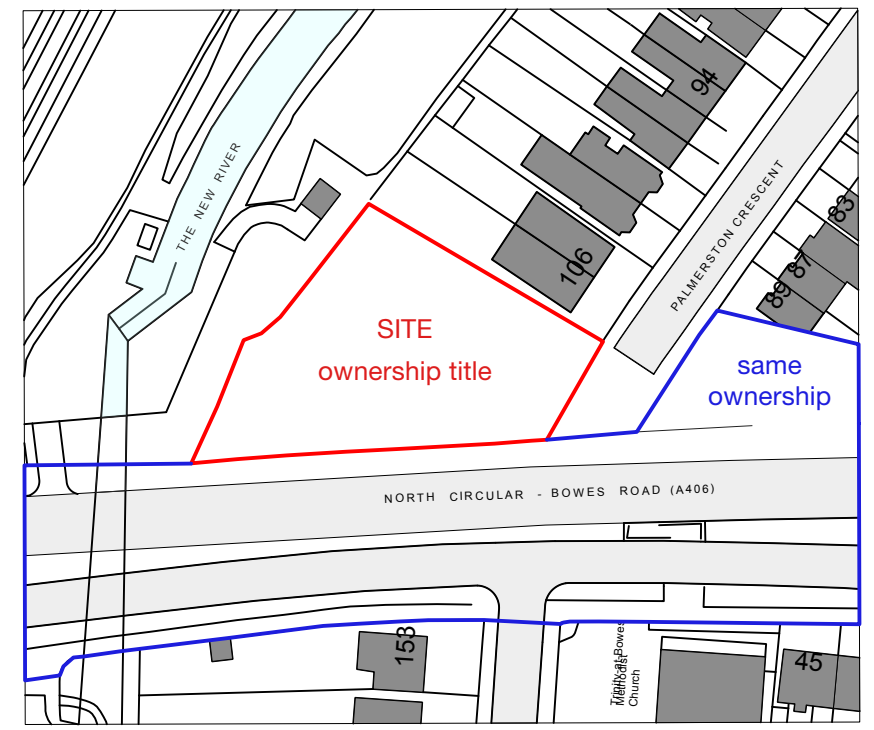
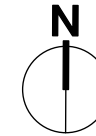
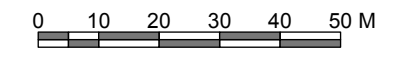
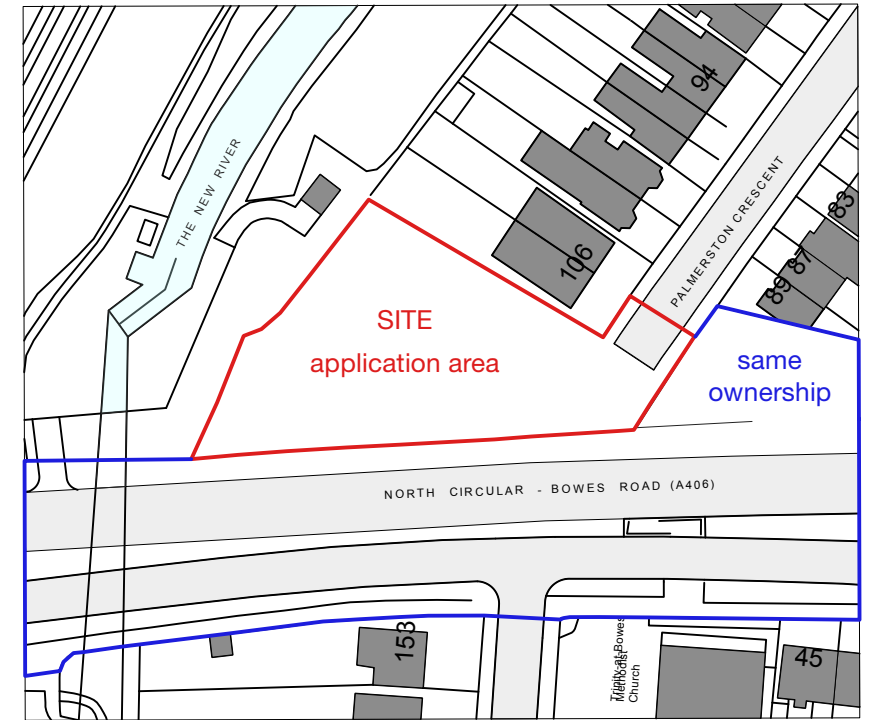




B SOUTH ELEVATIONS FROM NORTH CIRCULAR ROAD



A EAST ELEVATIONS FROM PALMERSTON CRESCENT

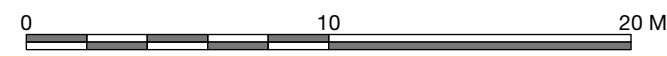


Indicative Boundary





NORTH CIRCULAR - BOWES ROAD (A406)







NEW RIVER

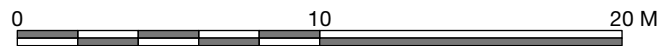
THE NEW RIVER

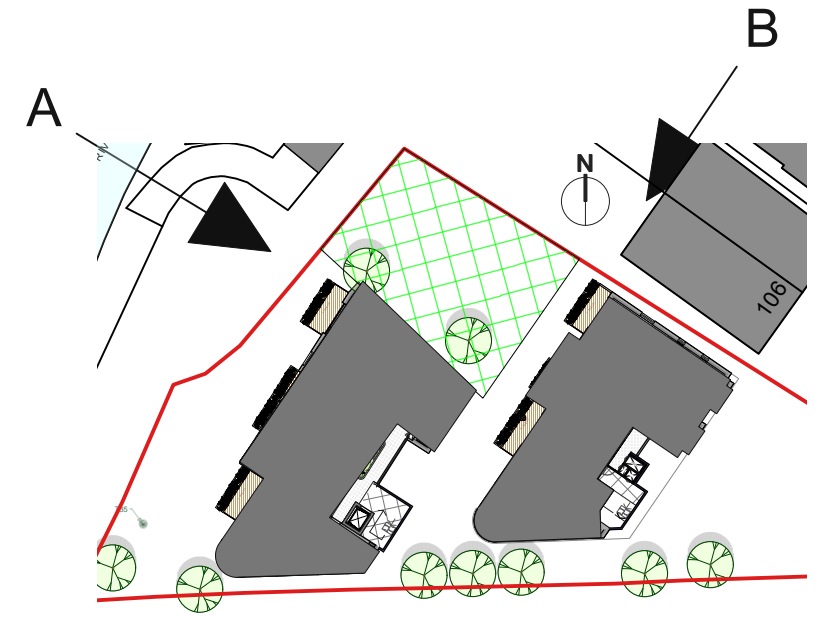
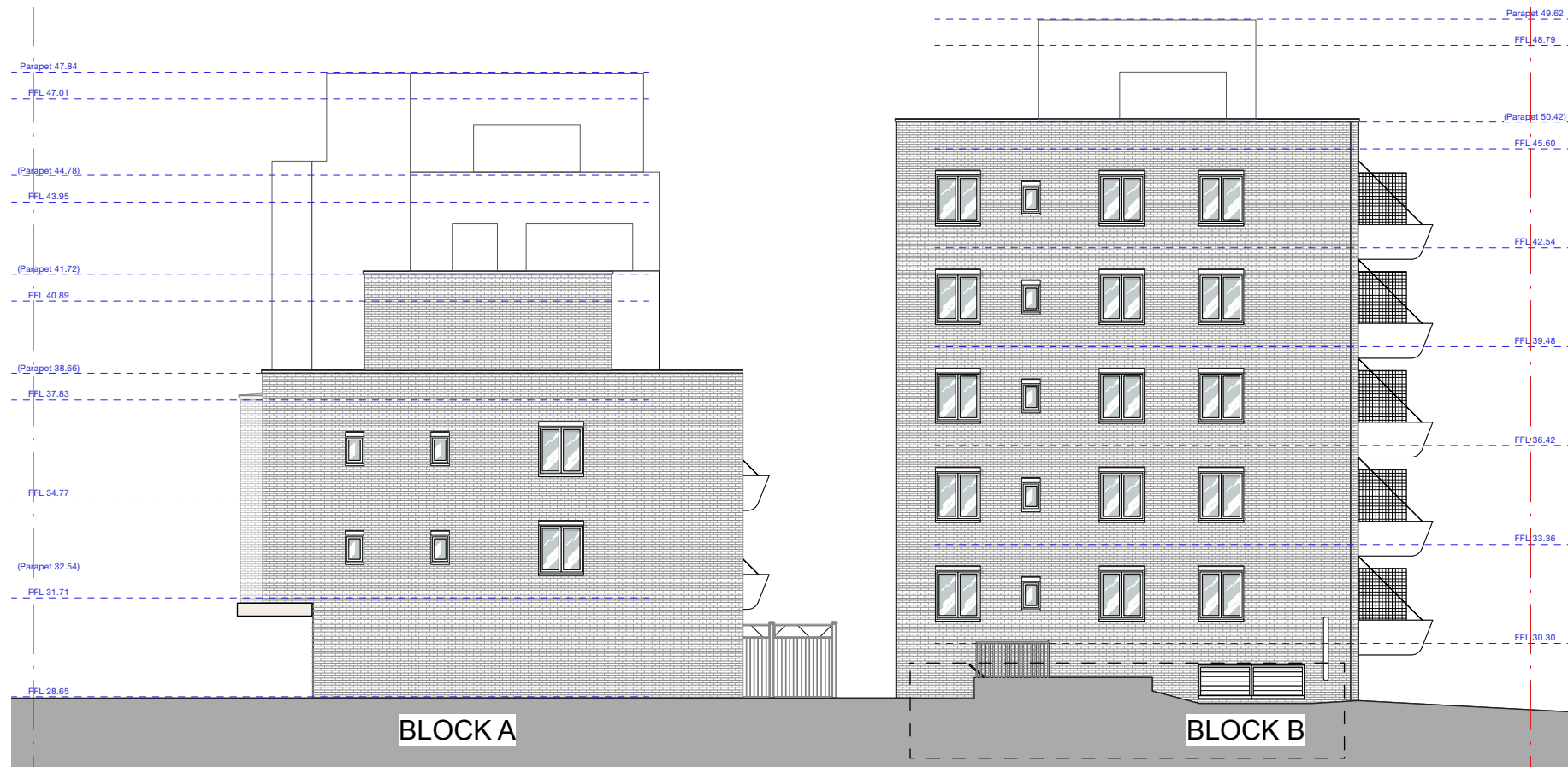
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PALMERSTON CRESCENT

NORTH CIRCULAR - BOWES ROAD (A406)

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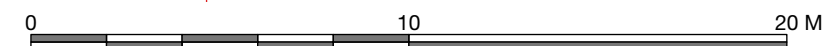




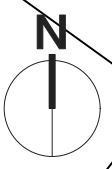
B NORTH ELEVATIONS FACING NEIGHBOURING HOUSES



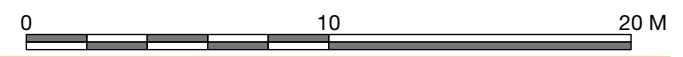
A WEST ELEVATIONS FACING THE NEW RIVER

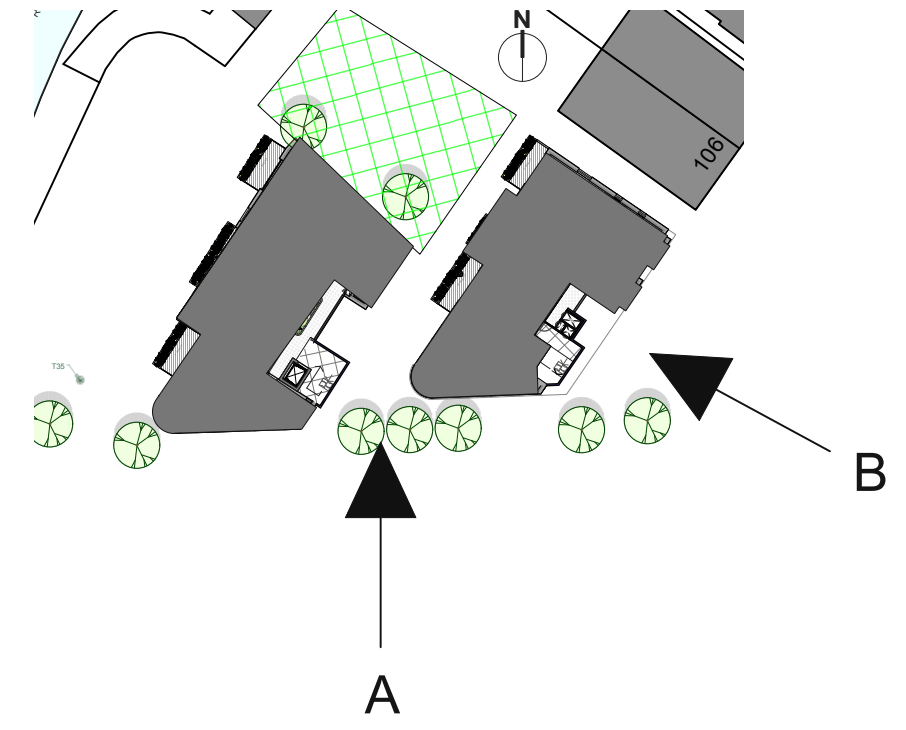






NORTH CIRCULAR - BOWES ROAD (A406)



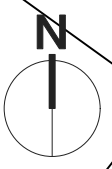


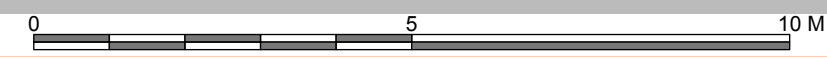
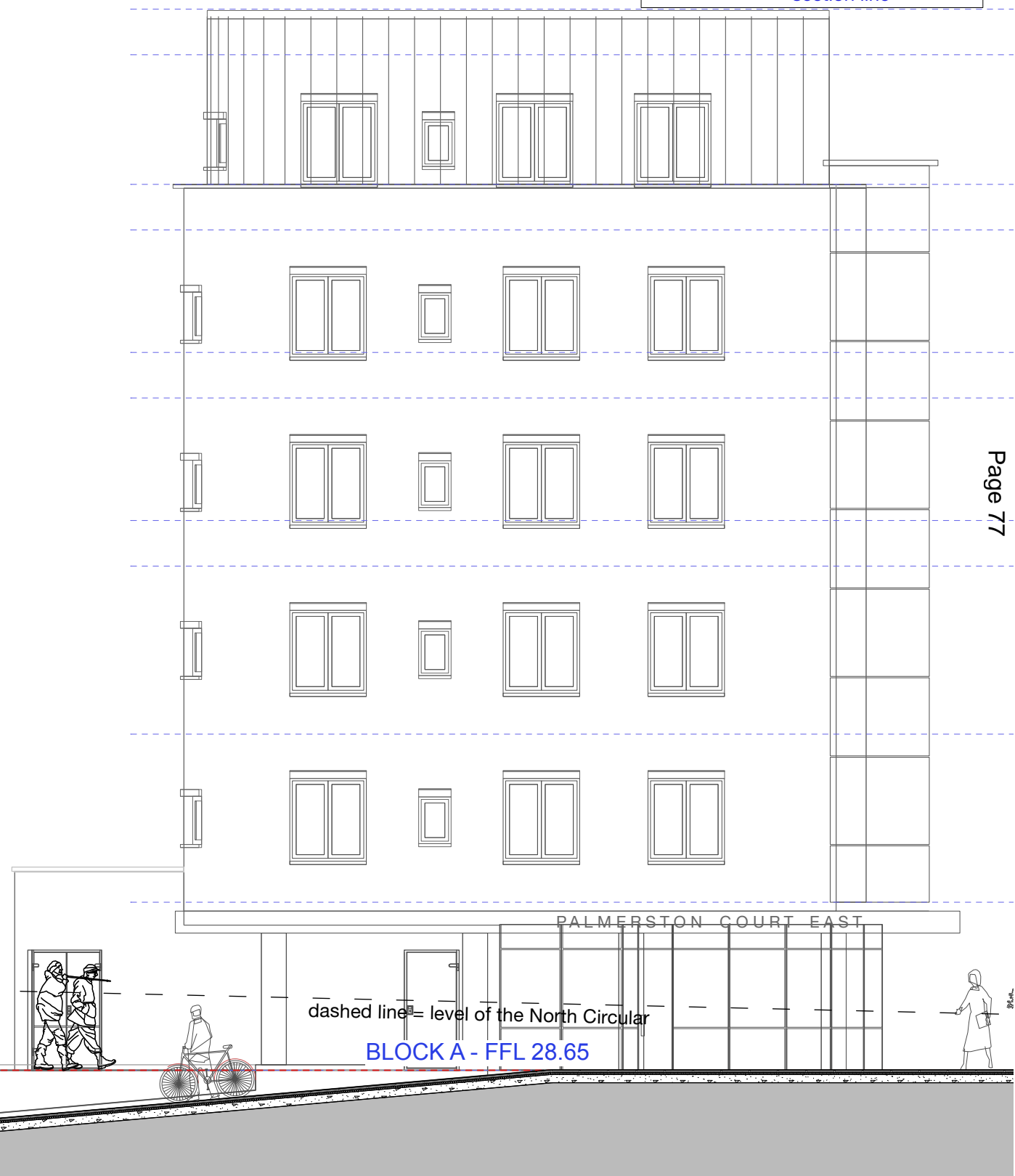
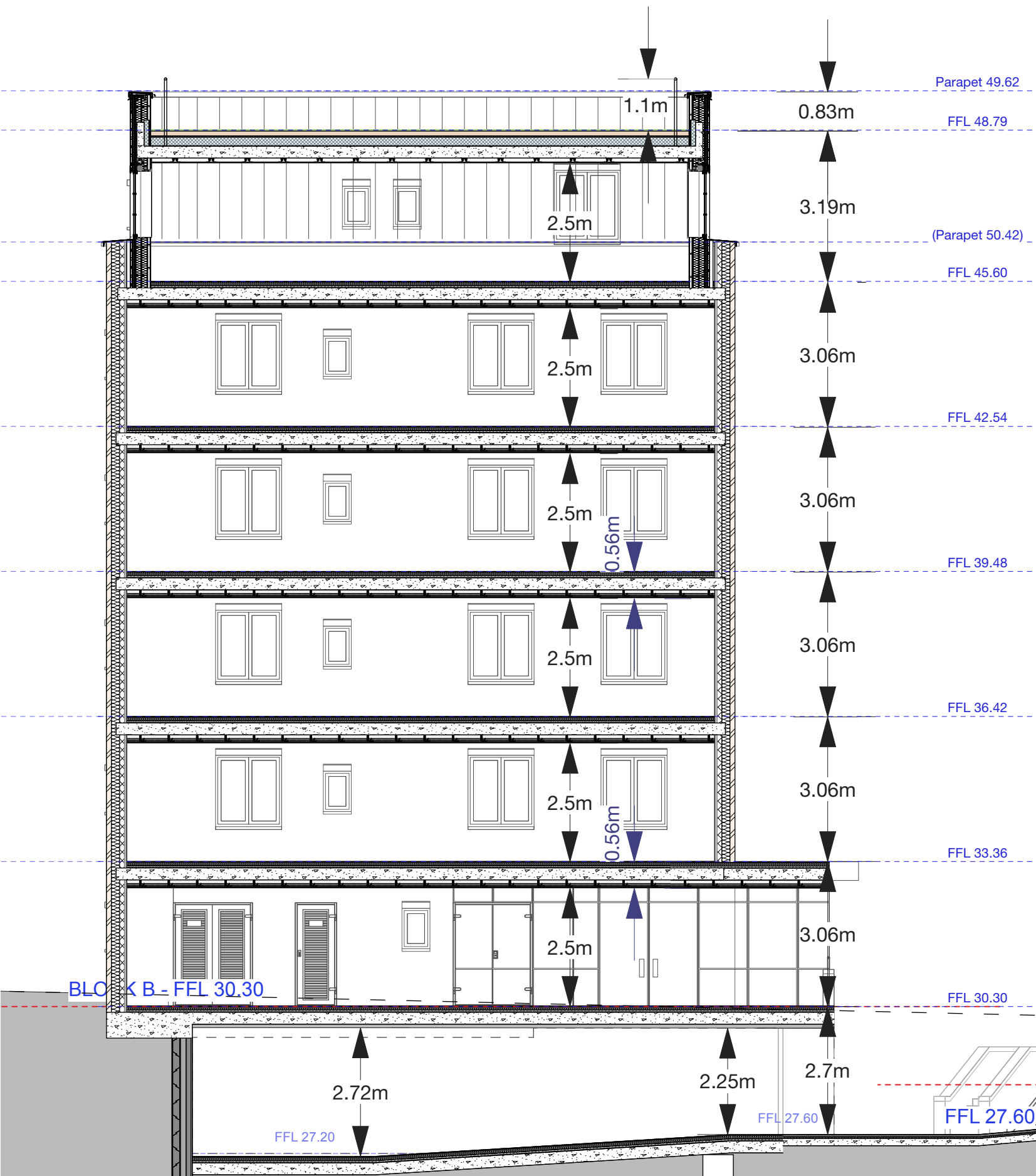
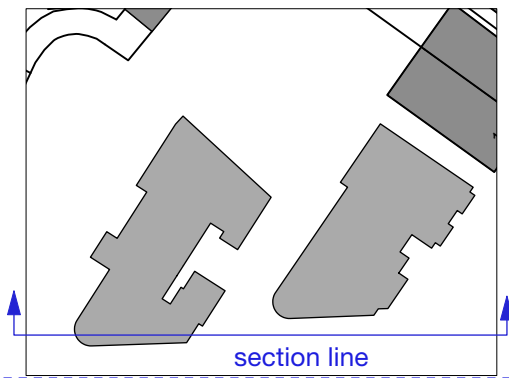
B SOUTH ELEVATIONS FROM NORTH CIRCULAR ROAD



A EAST ELEVATIONS FROM PALMERSTON CRESCENT







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LONDON BOROUGH OF ENFIELD**PLANNING COMMITTEE****Date: 5th March 2024****Report of**Head of Planning & Building
Control – Karen Page**Contact Officers:**Amma Busia – Case Officer
Sharon Davidson – Planning
Decisions Manager**Category**

Minor (Dwellings)

Ward

Grange Park

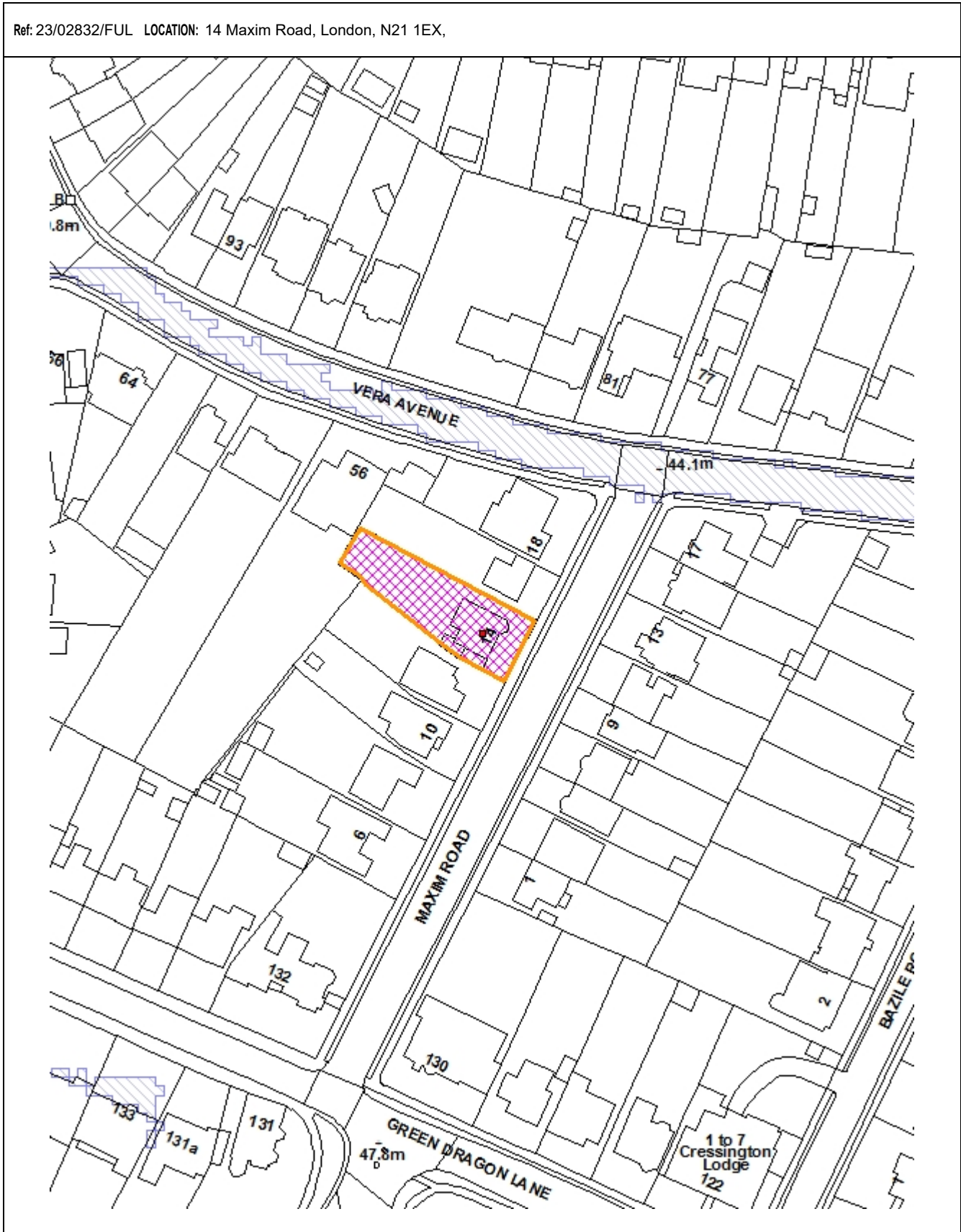
Councillor Request

Councillor Dey

LOCATION: 14 Maxim Road, London N21 1EX**APPLICATION NUMBER:** 23/02832/FUL**PROPOSAL:** Redevelopment of site by the erection of 2 x semi-detached dwelling houses, with rooms in the roof and an additional crossover**Applicant Name & Address:**Mr. Joachim Sander
56 Vera Avenue
London
N21 1RL**Agent Name & Address:**Karl Lowe
Lowe Design & Project Management
Schuetzenstrasse 3A
Velen
46342
Germany**RECOMMENDATION:**

1. The Planning Decisions Manager be authorised to GRANT planning permission subject to conditions and the completion of a Section 106 Agreement.
2. The Planning Decisions Manager be granted delegated authority to finalise the wording of the Section 106 Agreement and agree the final wording of the conditions to cover the matters in the Recommendation section of this report.

Ref: 23/02832/FUL LOCATION: 14 Maxim Road, London, N21 1EX,



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Scale 1:1250

North



1. Note for Members

- 1.1. Although an application of this scale and nature would normally be determined under delegated authority, the application has been reported to committee for determination at the request of Councillor Dey, due to the level of local interest.

2. Recommendation

- 2.1. That subject to the completion of a Section 106 Agreement to secure the matter covered in this report, the Planning Decisions Manager be authorised to GRANT planning permission subject to conditions:

1. Time limited permission

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

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

2. Approved plans

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

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

3. Materials

That development (excluding demolition) shall not commence until details of all external finishing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details before occupation.

Reason: To ensure a satisfactory appearance.

4. Sustainable drainage (SuDS)

Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (29-193, 10th of October 2023), prior to the commencement of any construction work (excluding demolition), details of the Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details shall include:

- Sizes, storage volumes, cross-sections, long-sections (where appropriate) and specifications of all the source control SuDS measures
- Final sizes, storage volumes, invert levels, cross-sections and specifications of all site control SuDS measures including ponds, soakaways and underground tanks. Include calculations demonstrating functionality where relevant

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of

the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies S112 & S113 of the London Plan and the NPPF

5. Cycle parking

That above ground works shall not commence until details of two secure and covered cycle parking spaces per house have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before it is occupied.

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

6. Construction Traffic Management Plan

No development, including the demolition of the existing building, shall commence until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The Construction Management Plan shall be written in accordance with London Best Practice Guidance and contain:

- a) A photographic condition survey of the public roads, footways and verges leading to the site;
- b) Details of construction access and associated traffic management;
- c) Arrangements for the loading, unloading and turning of delivery, construction and service vehicles;
- d) Arrangements for the parking of contractors' vehicles;
- e) Arrangements for wheel cleaning;
- f) Arrangements for the storage of materials;
- g) Hours of work;
- h) The storage and removal of excavation material;
- i) Measures to reduce danger to cyclists;
- j) Membership of the Considerate Contractors Scheme.

The development shall be carried out in accordance with the approved Construction Management Plan unless otherwise agreed by the Local Planning Authority.

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

7. Construction Management Plan

No development, including demolition, shall take place until Construction Management Plan, written in accordance with the Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition' detailing how dust and emissions will be managed during demolition and construction work shall be submitted to the local planning authority for approval. Once approved the Construction Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To protect the local amenity from demolition/construction dust.

8. All Non-Road Mobile Machinery (NRMM)

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

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

Reasons: In the interests of good air quality with regard to Policy SI 1 of the London Plan (2021).

9. Energy Performance Certificate

Following practical completion of works a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to and approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Enfield Core Strategy (2010), Policies DMD49, DMD50 and DMD51 of the Enfield Development Management Document (2014).

10. Water Consumption

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

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy SI 5 of the London Plan (2021) and Policy CP21 of the Enfield Core Strategy (2010).

11. Obscure Glazing

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

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

12. Permitted development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no external windows, or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

13. Permitted development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or

extensions to buildings shall be erected without the prior approval in writing of the Local Planning Authority.

Reason: to safeguard the residential amenity of neighbouring occupiers and prevent excessive site coverage.

- 2.2. The Planning Decisions Manager be granted delegated authority to finalise the wording of the Section 106 Agreement and agree the final wording of the conditions to cover the matters in the Recommendation section of this report.

3. Executive Summary

- 3.1. The application seeks planning permission to demolish the existing bungalow and erect a pair of two storey semi-detached dwellings comprising of 4 bedroom 7 persons and 4 bedroom 8 persons dwellings, with additional vehicle crossovers.

- 3.2. The scheme is considered acceptable for the following reasons:

- a) The proposal would provide two new family sized units of accommodation which would contribute to the Borough's housing stock.
- b) The quality of accommodation exceeds the minimum standard in accordance with the London Plan.
- c) The proposal would not have a detrimental impact on the character and appearance of the wider street scene.
- d) The proposal would not negatively impact the amenities of the neighbouring residential properties.
- e) There is no identified adverse effect on highway safety or traffic generation.

4. Site and Surroundings

- 4.1. The application site is situated on the western side of Maxim Road and contains a detached bungalow with accommodation within the roof space.
- 4.2. The application property incorporates a hipped roofline with a flat roof front dormer window and attached car port to the side elevation.
- 4.3. The typology of the surrounding area is mixed, with the application site flanked by two storey detached dwellings, whilst on the opposite side of the road, there are a mix of two storey detached and semi-detached dwelling houses.
- 4.4. Most properties have generous plots and have been extended along the side and rear elevation.
- 4.5. The site is not within a Conservation Area nor is it Listed or in the setting of a Listed Building or Locally Listed Building.
- 4.6. The subject site has a PTAL score of 2 (poor).

5. Proposal

- 5.1. The application seeks planning permission to demolish the existing 2 bed 3-person bungalow and replace with a pair of two-storey semi-detached dwellinghouses that would provide 4 bed 7 persons and 4 bed 8 persons dwellings.

6. Relevant Planning History

Application site

- 6.1. P13-03523PLA Two storey side, part single side/rear extension including creation of a first floor with rooms in roof, 2 x rear dormers and side rooflights, 2 x vehicular access to front. Permission Granted with Conditions. 30.01.2014.

7. Consultation

Statutory and Non- Statutory Consultees

Transportation

- 7.1. Transportation raises no objection subject to the applicant entering into a s106 for CPZ exclusion and a condition requiring cycle parking.

Environmental Health

- 7.2. Environmental Health raises no objection to the application subject to conditions, as there is unlikely to be any negative environmental impact. In particular, no concerns are raised regarding air quality or contaminated land. Conditions as recommended are included above.

SuDS

- 7.3. SuDS require further details however this can be addressed via a pre-commencement condition.

Thames Water

- 7.4. No objection and an informative provided.

Crossover Team

- 7.5. No objection to a new crossover, the applicant is advised not to carry out any work to the frontage of the site until an estimate has been carried out by the Council's Crossover Team.

Public Consultation

- 7.6. Consultation letters were sent to (13) neighbouring and nearby properties dated 12.10.2023 to 05.11.2023. In response (8) objections were received which in summary, raises the following points:

Summary of responses

- Inadequate distance from other properties
- Inappropriate scale, height, massing
- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate parking provision
- Information missing from plans
- Impact on daylight and sunlight
- Loss of privacy
- Loss of light
- Overshadowing
- Loss of parking
- More open space needed on development
- Out of keeping with character of area
- Over development

Officers' response

The proposed plans have been amended due to concerns raised during the public consultation. Due to the amendments, the consultation was re-sent, and the period ran from 11.01.2024 to 01.02.2024. (8) objections were received which in summary raises the following points:

- Inadequate distance from other properties
- Inappropriate scale, height, massing
- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate parking provision
- Information missing from plans
- Impact on daylight and sunlight
- Loss of privacy
- Loss of light
- Overshadowing
- Loss of parking
- More open space needed on development
- Out of keeping with character of area
- Over development

The matters raised are assessed in the 'Principle of Development', 'Character and Design', 'Neighbouring Residential Amenity' and 'Access, Traffic, and Parking' sections of this report.

8. Relevant Planning Policies

- 8.1. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee have regard to the provisions of the development plan so far as material to the application: and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 8.2. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Enfield Core Strategy (2010); the Enfield Development Management Document (2014); and The London Plan (2021).

National Planning Policy Framework (2023)

- 8.3. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions - an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development means:
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 8.4. In relation to achieving appropriate densities Paragraph 128 of the NPPF notes that planning policies and decisions should support development that makes efficient use of land, whilst taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places.

- 8.5. Paragraph 48 of the NPPF details when weight may be given to relevant emerging plans. This guidance states that the stage of preparation, the extent to which there are unresolved objections and the degree of consistency of relevant policies to the Framework are relevant.

Housing Delivery Test / Presumption in Favour of Sustainable Development:

- 8.6. The NPPF sets out at Paragraph 11 a presumption in favour of sustainable development. For decision taking this means:
- (c) approving development proposals that accord with an up-to date development plan without delay; or
 - (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (8), granting permission unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (7); or
 - (ii) any adverse impacts of so doing would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 8.7. Footnote (8) referenced here advises "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a 5-year supply of deliverable housing sites....; or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years."

- 8.8. In summary, the presumption in favour of sustainable development applies in two situations – where a Council is unable to demonstrate a five-year housing land supply, and when a Council fails to achieve 75 per cent or more in the Housing Delivery Test.
- 8.9. Enfield Council currently fails against both criteria – and is therefore subject to the most severe government sanctions which impact the Council's consideration of housing-led planning applications.
- a) **5-year housing land supply:** Members will be aware of the need to be aware of the Council's housing land supply – and how it impacts on decision making. When there is not an up-to-date Local Plan and 5-year housing land supply cannot be demonstrated then this has a significant impact on the weight given to material planning considerations. The NPPF presumption, or 'tilted balance', applies in Enfield due to the Council's inability to demonstrate the required five-year housing land supply. The Council is unable to demonstrate a 5-year supply of deliverable housing sites and this impacts on the status of its Local Plan policies.
- b) **Housing delivery test:** The NPPF presumption, or 'tilted balance', also applies in Enfield because Enfield is one of 51 Councils which have achieved below 75 per cent against the Housing Delivery Tests – it is therefore also subject to the Housing Delivery Tests most severe government sanction, the NPPF's presumption in favour of sustainable development.

- 8.10. The Housing Delivery Test (HDT) is an annual measurement of housing delivery introduced by the Government through the NPPF. It measures the performance of local authorities by comparing the completion of net additional homes in the previous three years to the housing targets adopted by local authorities for that period.
- 8.11. Local authorities that fail to meet 95% of their housing targets need to prepare a Housing Action Plan to assess the causes of under delivery and identify actions to increase delivery in future years. Local authorities failing to meet 85% of their housing targets are required to add 20% to their five-year supply of deliverable housing sites targets by moving forward that 20% from later stages of the Local Plan period. Local authorities failing to meet 75% of their housing targets in the preceding 3 years are placed in a category of "presumption in favour of sustainable development".
- 8.12. The Council's recent housing delivery has been below our housing targets. This has translated into the Council being required to prepare a Housing Action Plan and being placed in the "presumption in favour of sustainable development category" by the Government through its Housing Delivery Test.
- 8.13. In 2022 Enfield delivered 2270 of the 3098 homes target, this equates to 73% of the target and as a result continues to be placed into the "presumption in favour of sustainable development" category.
- 8.14. This is referred to as the "tilted balance" and the NPPF states (see paragraph 8.6 above) that for decision-taking this means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole – which also includes the Development Plan.
- 8.15. Under the NPPF paragraph 11(d) where the most important development plan policies for the application are deemed to be 'out of date', planning permission should be granted. That does not mean out of date policy can be disregarded, but it means that less weight can be applied to it, and applications for new homes should be given weight by the Planning Committee when undertaking their assessment taking account of the "tilted" balance that applies. The level of weight given is a matter of planning judgement and the statutory test continues to apply, that the decision should be, as section 38(6) of the Planning and Compulsory Purchase Act 2004 requires, in accordance with the development plan unless material considerations indicate otherwise.

The London Plan (2021)

- 8.16. The London Plan together with Enfield's Local plan forms the Development Plan for this application. It is the overall strategic plan for London setting out an integrated economic, environmental, transport and social Framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

- Policy GG2 Making the best use of land
- Policy D3 Optimising Site Capacity through the Design-Led Approach
- Policy D4 Delivering Good Design

Policy D6	Housing Quality and Standards
Policy H1	Increasing housing supply
Policy S12	Flood risk management
Policy T2	Healthy Streets
Policy T4	Assessing and mitigating transport impacts
Policy T5	Cycling
Policy T6	Car parking
Policy T6.1	Residential car parking

Enfield Core Strategy (2010)

- 8.17. The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the Borough is sustainable. The following policies of the Core Strategy is considered particularly relevant:

Policy CP2	Housing supply and location for new homes
Policy CP4	Housing quality
Policy CP5	Housing types
Policy CP25	Pedestrians and cyclists
Policy CP28	Managing flood risk through development
Policy CP30	Maintaining and Improving the Quality of the Built Environment and Open Environment
Policy CP32	Pollution

Enfield Development Management Document (2014)

- 8.18. The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy. The following local plan Development Management Document policies are considered particularly relevant:

Policy DMD4	Loss of Existing Residential Units
Policy DMD6	Residential character
Policy DMD8	General standards for new residential development
Policy DMD9	Amenity space
Policy DMD10	Distancing
Policy DMD11	Rear extensions
Policy DMD13	Roof extensions
Policy DMD14	Side extensions
Policy DMD37	Achieving high quality and design led development
Policy DMD38	Design process
Policy DMD45	Parking standards and layout
Policy DMD46	Dropped kerb
Policy DMD47	Access, new roads, and servicing (peds, cyclists, vehicular access, refuse, operations for nurseries)
Policy DMD51	Energy efficiency standards

- Policy DMD58 Water efficiency
- Policy DMD59 Avoiding and reducing flood risk
- Policy DMD60 Assessing flood risk
- Policy DMD61 Managing surface water
- Policy DMD68 Noise

Other Material Considerations

- 8.19. Refuse and Recycle Storage Guide Enfield (EN20/ V2)

Enfield Local Plan (Reg 18) 2021

- 8.20. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for several sites. It is Enfield's Emerging Local Plan.

- 8.21. As the emerging Local Plan progresses through the plan-making process, the draft policies within it will gain increasing weight, but at this stage it has relatively little weight in the decision-making process.

- 8.22. Key local emerging policies from the plan are listed below:

- Policy DM SE2 Sustainable design and construction
- Policy DMSE4 Reducing energy demand
- Policy DMSE6 Renewable energy development
- Policy DM SE7 Climate change adaptation and managing heat risk
- Policy DM SE10 Sustainable drainage systems
- Policy DM DE1 Delivering a well-designed, high-quality and resilient environment
- Policy DM DE11 Landscape design
- Policy DM DE13 Housing standards and design

9. Analysis

- 9.1. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee have regard to the provisions of the

- 9.2. The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990 seek to establish that planning decisions are taken in accordance with the Development Plan unless material considerations indicate otherwise. Furthermore, paragraph 11 (c) of the NPPF goes on to state that development proposals that accord with the development plan should be approved without delay.

- 9.3. The main issues arising from this proposal to consider are:

1. Principle of Development
2. Design, Appearance & Impact on the Character of the Surrounding Area
3. Impact on Neighbouring Residential Amenities
4. Quality of Accommodation and Private Amenity
5. Transportation and Parking
6. Flood/ Surface water risk
7. Sustainable Development

Principle of Development

- 9.4. The NPPF and London Plan advises that Local Authorities should seek to deliver a wide choice of high-quality homes and create sustainable, inclusive, and mixed communities. The Council has failed the most recent Housing Delivery Test therefore residential development is subject to the presumption in favour of sustainable development. The titled balance therefore has to be applied in assessing and weighing up the benefits of the scheme. Whether on balance the impacts of not granting permission would significantly outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 9.5. Policy CP5 of the Enfield Core Strategy seeks to ensure that new developments offer a range of housing needs whilst ensuring that the quality and character of existing neighbourhoods is also respected. There is a great need in the Borough for family sized housing with 3 + bedrooms and the proposal would retain 3 + family sized housing by providing two 4 bedrooms dwellings.
- 9.6. Policy DMD4 of the Enfield Development Management Document sets out that proposal that result in the loss of existing residential units, particularly family homes, that can still be used, with or without adaption, will only be permitted if there is no net loss of residential floorspace as a result of the development. The existing bungalow has a Gross Internal Area (GIA) of 131.2sqm . The proposed development would optimize the site by providing a pair of two-storey semi-detached family sized dwellinghouses and would result in a net gain of 315sqm of residential floor space and a net gain of one family sized dwelling.
- 9.7. Therefore, the proposed development is deemed acceptable in principle, subject to further planning considerations as outlined below.

Design, Appearance & Impact on the Character of the Surrounding Area

- 9.8. Policies DMD6 and DMD8 of the Enfield Development Management Document provide standards for new development with regards to scale, form of development, housing quality, density, amenity space and access to parking and refuse areas.
- 9.9. Policy DMD11 states that residential rear extensions would only be permitted if there is no adverse visual impact. Policy DMD13 states that roof extensions should be of an appropriate size and location within the roof plane and be in keeping with the character of the property, and not dominate when viewed from the surrounding area.
- 9.10. Policy DMD14 states that side extensions will only be permitted where they do not result in the creation of a continuous façade of properties. Further, a minimum separation distance of 1m from the boundary should be maintained. Policy DMD14 particularly part (c) refers to the importance of addressing the bulk and dominance of the proposal along the street frontage and its subordination in relation to the existing dwelling.
- 9.11. Policy DMD37 aims to ensure that high standards of design are taken into consideration, with reference to the boundary treatment, the use of materials and the proposals siting, layout, spacing, height, bulk, and massing of the development.

- 9.12. Along the side of the street of the application site there are a mix of bungalows including the subject site (4) and two storey detached dwellings (3):
- Nos. 6, 8, 14 (subject site) and 18 Maxim Road - Bungalows
 - Nos. 10, 12 and 16 Maxim Road – Two storey detached dwellings.
- 9.13. On the other side of the street there are a mix of two storey detached dwelling (1) and two-storey semi-detached dwellings (4):
- Nos. 1 – 3, 5 -7, 9 – 11, 15 – 17 Maxim Road – Two storey semi-detached dwellings.
 - No. 13 Maxim Road - Two storey detached dwelling.
- 9.14. The application site existing building line protrudes slightly forward than the properties along the side of the street it resides, and the proposal seeks to retain the existing building line. The proposal would be set in along the boundaries on both ground and first floor and would meet the minimum requirement of 1 metre in accordance with Policy DMD14.
- 9.15. The proposed ground and first floor rear elements would be full width and secure a common alignment with the extensions at Nos. 12 and 16 Maxim Road, therefore the extensions depth would not negatively impact the character of the surrounding area.
- 9.16. Objections were raised regarding the height and size of the roof, the previously submitted plans showed the roof overhang and extended beyond the roof of No. 12 Maxim Road by approximately 1 metre and No. 16 Maxim Road by approximately 500 millimetres. The plans were revised, and the roof height reduced and set in appropriately along the boundary by a minimum of 1 metre. The roof would now extend beyond the roof height of No. 12 Maxim Road by approximately 500 millimetres and No. 16 Maxim Road by approximately 200 millimetres. Whilst it is acknowledged that the roof would still extend beyond the height of the neighbouring properties, the surrounding area roof heights and designs are not consistent or uniform and therefore the proposed roof height is not considered to negatively impact the character of the surrounding area.

Impact on Neighbouring Residential Amenities

- 9.17. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise, and disturbance.

- 9.18. Policy DMD10 aims to ensure that new development should maintain a minimum distance between rear facing windows of 25 metres for 1-3 storey buildings unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding developments.
- 9.19. Policy DMD11 of the Development Management Document seeks to ensure that residential extensions do not negatively impact on the residential amenities of neighbouring properties.
- 9.20. Given the location of the site, the properties most likely to be impacted by the proposal are Nos.12 and 16 Maxim Road. As part of the revised consultation, the plans were amended to show the windows and doors accurately that serve Nos. 12 and 16 Maxim Road.

Impact to No.12 Maxim Road

- 9.21. There is a window and door on the front elevation that serves the front entrance and hallways of No.12 Maxim Road. These spaces are not considered habitable rooms and therefore would not be impacted by the development.
- 9.22. The proposed ground floor element would secure a common alignment with the rear extension at No.12 Maxim Road. Therefore, the extension would not intercept a 45-degree line when taken from the nearest window at the neighbouring property. The proposed first floor rear element would secure a common alignment with the extension at No.12 Maxim Road and would not intercept a 30-degree line.

Impact to No.16 Maxim Road

- 9.23. No.16 Maxim Road has planning permission and construction is underway to build a part single, part two storey side and rear extensions, including roof extension with rear dormer, rooflights and replacement solar panels (ref: 22/00193/HOU). This approved extension introduced a new full height window to the flank elevation of the dwelling facing the application site, to provide a secondary source of light to the large open plan kitchen/dining space, which was also to be served by full height, full width sliding doors. Additional light to this space was also to be provided through 3 rooflights to the extension roof.
- 9.24. The proposed rear extension would intercept a 45-degree line by a nominal amount from the original building footprint at ground floor level and would intercept a 30-degree line from the first-floor level. However, when taking into account, the approved extension that is currently being built at No.16 Maxim Road, then there would be no impact on the amenities of No.16 Maxim Road when taken from the rear elevation.
- 9.25. The revised plans now show the windows on the flank and rear elevations of No.16 Maxim Road. On the ground floor flank elevation, one window serves the hallway to the front, and one window serves the kitchen and dining room to the rear. On the rear elevation at ground floor a full width sliding door serves the same kitchen and dining room. On the first floor one window serves the staircase and hallway.

- 9.26. The revised plans show that the location of the side windows on the flank elevations on both the ground and first floor serves the hallways and therefore are not considered habitable rooms. The new windows to the flank elevation serves the kitchen and dining room but this room is also served by a full glazed sliding doors to the rear elevation and three rooflights. The occupier of the neighboring property has submitted their own daylight and sunlight assessment which shows that this new window would experience a loss of nearly 61% of its existing levels of daylight when assessed using the VSC test. And the new window would lose over 50% of its annual sunlight hours and over 90% of its sunlight hours measured during the winter months. Whilst the new side window facing the application site in itself would experience a loss of light, this window is considered a secondary source of light to the room as a whole, which has its main source of light from the floor to ceiling height patio doors to the rear elevation. Therefore, the room as whole would continue to have access to sufficient sunlight and daylight from its other primary source of light and from the rooflights included in the design of the new extension. It is therefore considered that the amenities of the neighbouring occupiers would not be unduly harmed as a result of the proposed development.
- 9.27. There are windows proposed on the flank elevations of the development to serve bathrooms. A condition is recommended requiring these to be fixed and obscure glazed to protect neighbouring amenities.

Quality of Accommodation and Private Amenity

- 9.28. Policy D6 of the London Plan, as detailed in Table 3.1 stipulates the minimum space standards for new development. Policy DMD8 requires that new residential development must 'meet or exceed minimum space standards in the London Plan and London Housing Design Guide'.

	Dwelling type (bedroom (b) / persons bed spaces (p)	GIA proposed (sq.m)	Required GIA (sq.m) in London Plan
House 1	4b 8p	160	130
House 2	4b 7p	155	121

- 9.29. The submitted plans indicate that the replacement dwellings would meet the gross internal area in accordance with the London Plan and all rooms would have adequate outlook.
- 9.30. A minimum floor to ceiling heights of 2.5 metres for at least 75% of the gross internal area is required so that new housing is of adequate quality, especially in terms of daylight penetration, ventilation and cooling, and sense of space. The submitted section shows that the floor to ceiling height would meet this target.

- 9.31. Policy DMD9 of the Enfield Development Management Document sets out levels of provision of amenity space in new development. A 4b6p would be required to provide a minimum of 35sqm of private amenity space. The proposed development would subdivide the rear garden and exceed the amenity requirement for both dwellings by providing approximately 97sqm (House 1) and 89sqm (House 2) respectively and therefore considered acceptable.

Transportation and Parking

- 9.32. The site has a PTAL of 2 which indicates poor levels of access to public transport. The site is located in the Grange Park CPZ and therefore to ensure future occupants would not be able to apply for residents parking permits, the applicant has agreed to enter into a unilateral undertaking.
- 9.33. The proposed dwellings would each have one off street parking space, and this would require an additional crossover which would result in the loss of one on-street car parking space. The Transport officer raised no objection as both spaces proposed would meet the minimum required dimensions. The Highway officer raised no objection to the new crossover, this would require a separate approval.
- 9.34. The submitted plans show the location for waste storages for both dwelling to the side of each dwelling. However, the details of the waste storages can be secured by condition.
- 9.35. The submitted plans do not show cycle parking. In accordance with the London Plan standards and to encourage the use of sustainable modes of transport each new dwelling would require two cycle parking spaces. There is capacity to accommodate cycle parking within each plot and therefore a condition is recommended to secure the provision of the cycle parking spaces.

Flood/ Surface water risk

- 9.36. All minor developments must maximise the use of SuDS in accordance to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train. Source control SuDS measures (e.g., green roof, rain gardens and permeable paving) must be utilised for this development. The site is located in Flood Zone 1 and in an area with low surface water flood risk. The applicant submitted a drainage strategy. The plans show that permeable paving would be lined with an impermeable material, and this may lead to clay cracking. The SuDS officer therefore encourages the use of an underdrain for the permeable paving with no impermeable liner. The rain water pipes should discharge on the surface of source control SuDS features rather than into the sub-base, as this would cause siltation. Cross sections, sizes and specifications of the proposed SuDS features and overland flow routes for exceedance events including spot levels are required. The SuDS officer raised no objection, subject to a condition to address the outstanding matters.

Sustainable Development

- 9.37. Policies SI 12 and SI 13 of the London Plan relates to sustainable design and construction seeking to ensure that the design and construction of new developments have regard to environmental sustainability issues such as energy and water conservation, renewable energy generation, and efficient resource use.
- 9.38. Policy DMD49 of the Development Management Document states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. CO2 reductions targets above the requirements of Part L of the Building Regulations (2021). An energy statement has been provided which demonstrates that the proposal would exceed the CO2 reduction targets in accordance with Part L of the Building Regulations.
- 9.39. Policy DMD58 of the Development Management Document states 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. No information has been provided as part of the assessment of this application. This detail can be secured by condition.

Community Infrastructure Levy (CIL)

- 9.40. The Enfield CIL is charged at between £40-£120 per square metre GIA for residential development dependent on location as outlined in the [Enfield CIL charging schedule](#) (adopted 1 April 2016). The site is located within the Boroughs Higher Rate charging Zone (£120/sqm). Mayoral CIL is charged at £60/sq.m.

Chargeable category	Rate	Proposed Use	Proposed floorspace	Existing Retained floorspace	Demolished floorspace
Enfield CIL	120	Residential	315	0	131.2
MCIL	60	Residential	315	0	131.2
Total CIL liability					£43,855.80

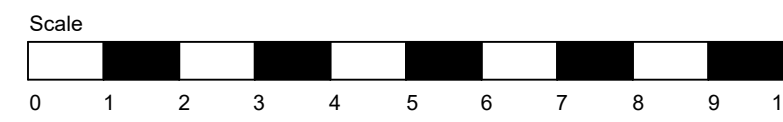
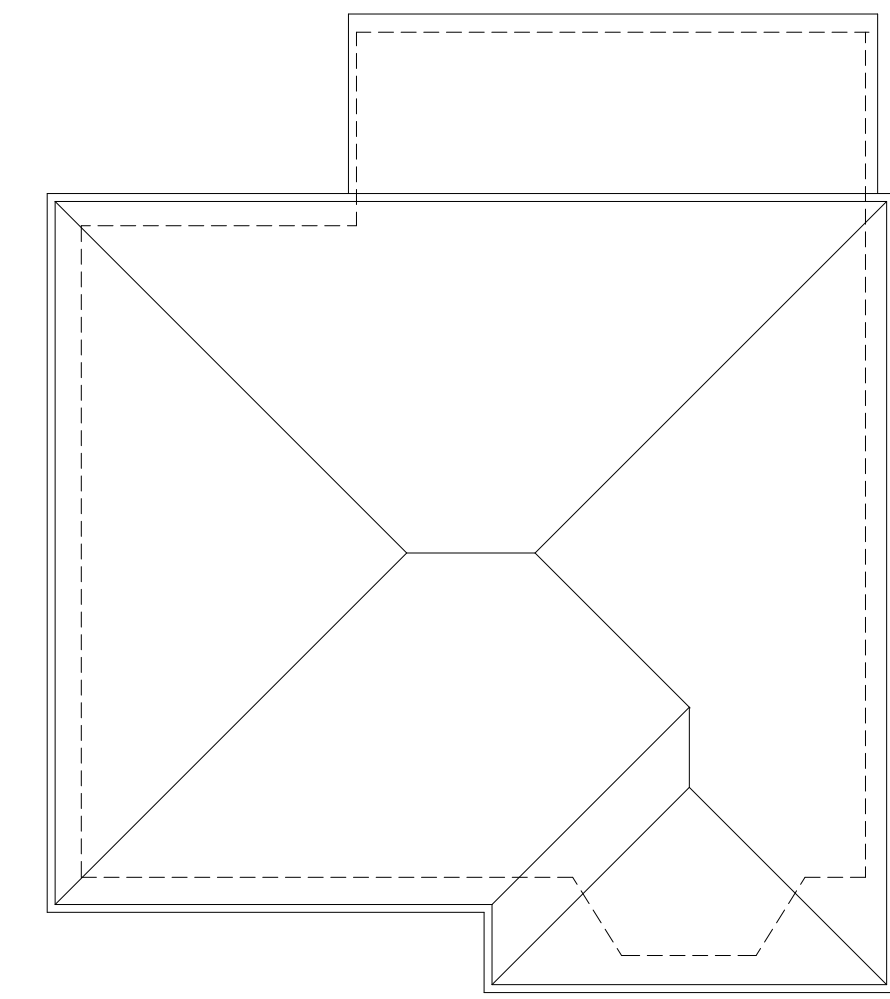
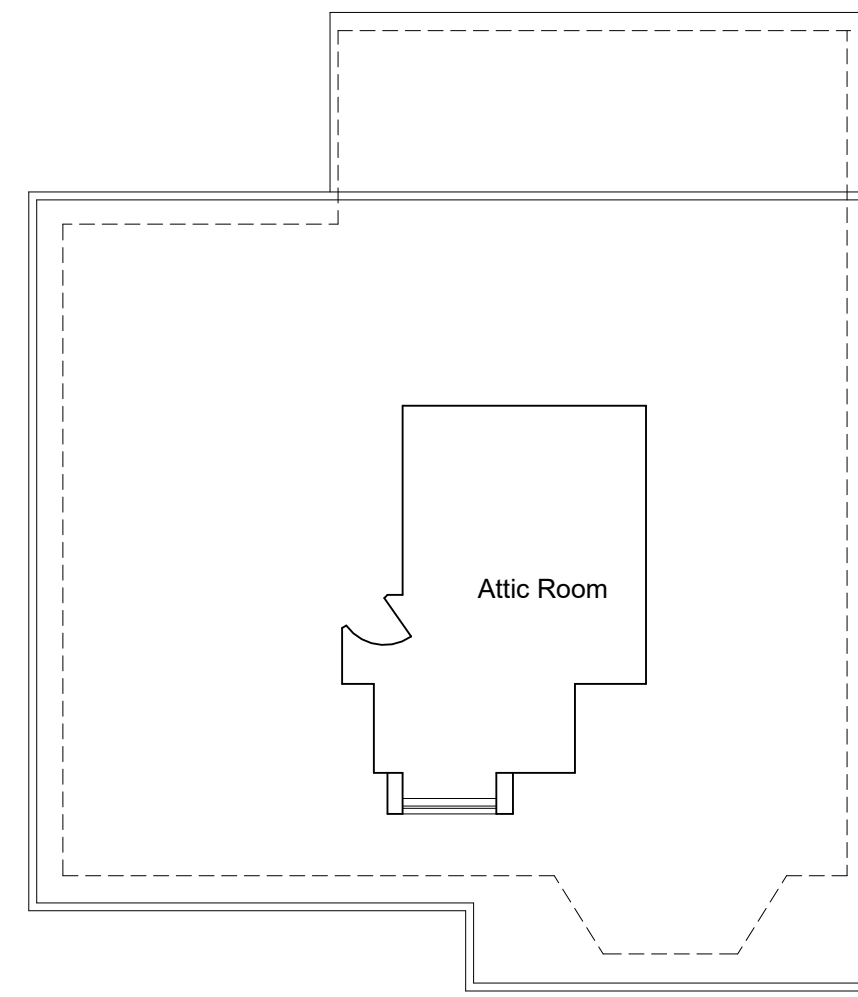
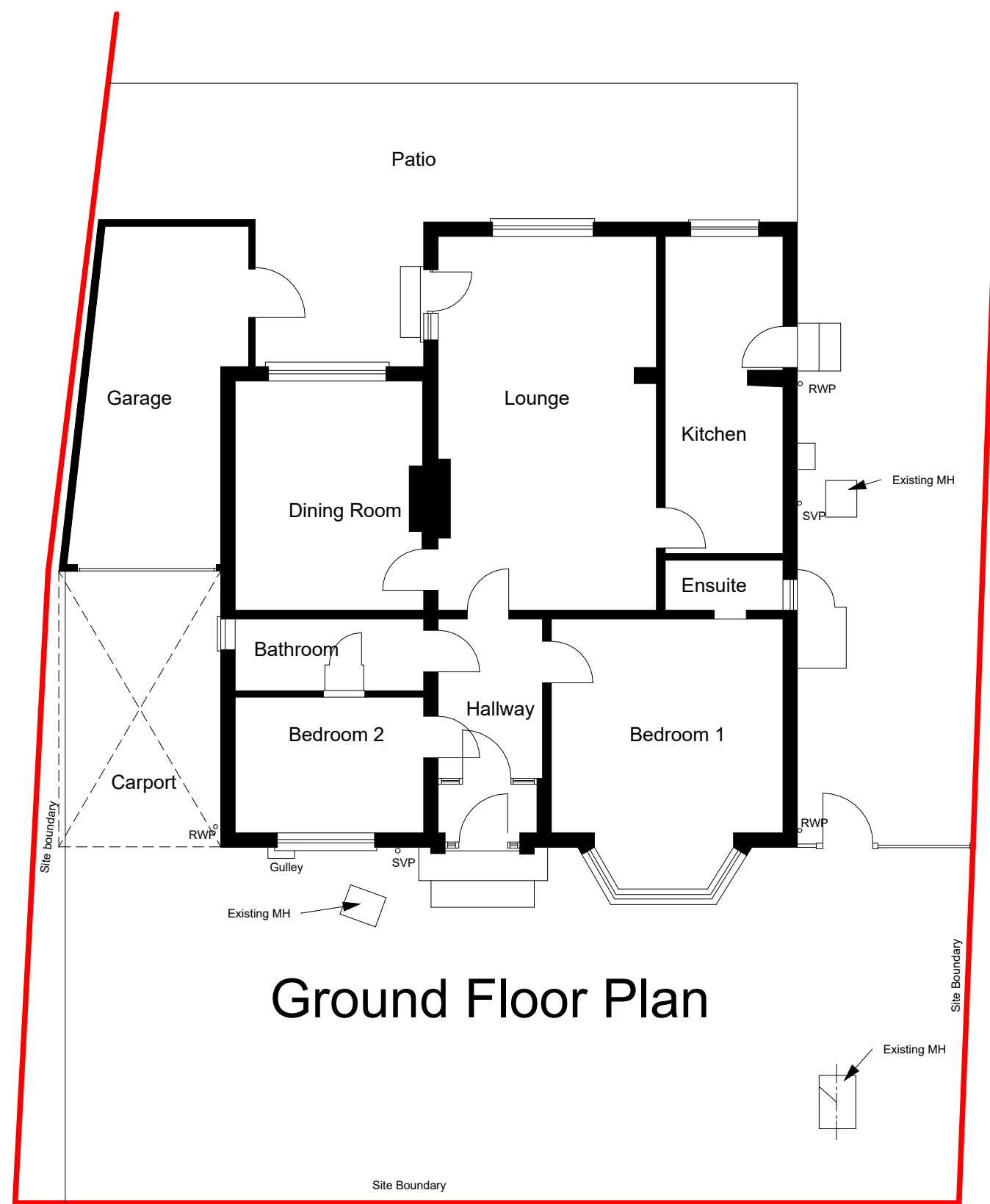
- 9.41. In this instance the development would be liable for CIL as it involves the creation of a dwelling/new floorspace the following assessment has been done:

10. Public Sector Equality Duty

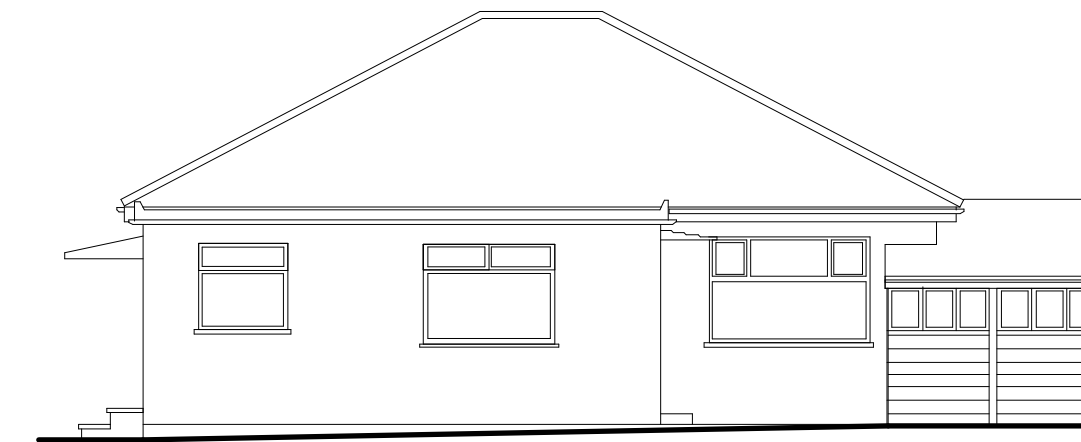
- 10.1. In line with the Public Sector Equality Duty the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. Section 149 of the Act requires public authorities to have due regard to several equality considerations when exercising their functions including decision making on planning applications. It is considered that the proposal to grant planning permission for this development would not disadvantage people who share any of the different nine protected characteristics compared to those who do not have those characteristics and therefore it is considered that the development would not have a disproportionate equalities effect. Accordingly, the recommendation is considered appropriate in upholding the council's adopted and emerging policies and is not outweighed by any engaged rights.

11. Conclusion

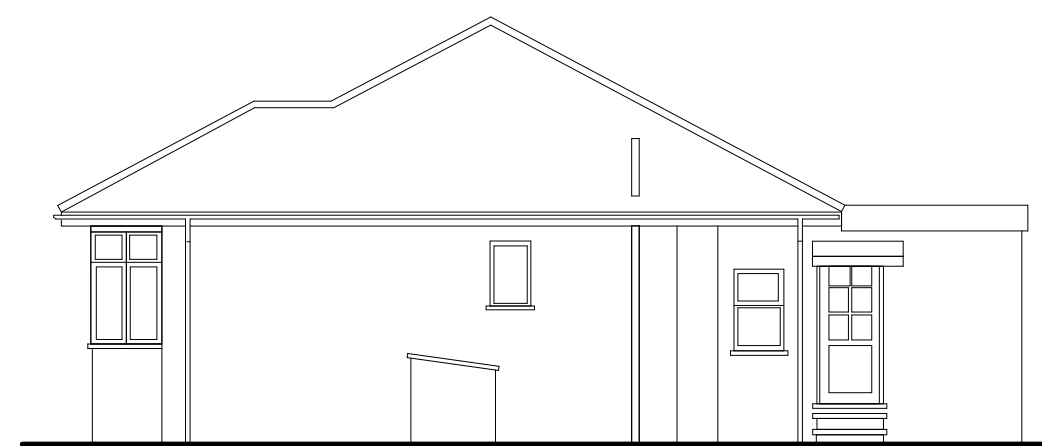
- 11.1. Having regard to the assessment in this report, the development would provide two family sized dwellings. This would contribute towards the Borough's strategic objectives in terms of delivering new homes and family sized homes. The quality of accommodation is acceptable and exceeds minimum standards. The development would not result in in harm to the amenity and living conditions of neighbours or the wider character and appearance of the area. Having regard to the presumption in favour of sustainable development, it is considered that the benefits of the development would outweigh any identified impacts. It is considered that planning permission should be granted subject to conditions and a legal agreement to ensure future residents are excluded from applying for CPZ parking permits.



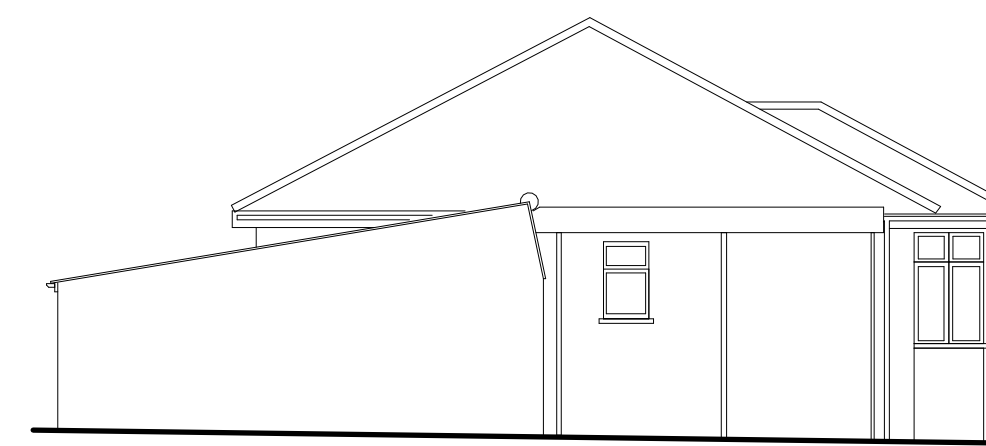
Front Elevation



Rear Elevation



Side Elevation



Side Elevation

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Low Design & Project Management

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Drawing: Existing Plans & Elevations

Drawing Nr.: P111

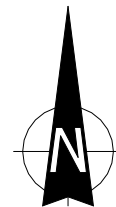
Date: 07.09.2023

Scale 1 : 100 @ A1

Project: Replacement Semi-Detached Houses with additional cross over

Site: 14 Maxim Road, London, N21 1EX

Client: J. Sander



Map Number: TQRQM23135093519023
Map produced for: Joachim Sander
crown copyright and database rights 2023 OS 100042765
Date of purchase: 15-05-2023

Drawing : OS Map

Date : 25.08.2023

Client : J. Sander

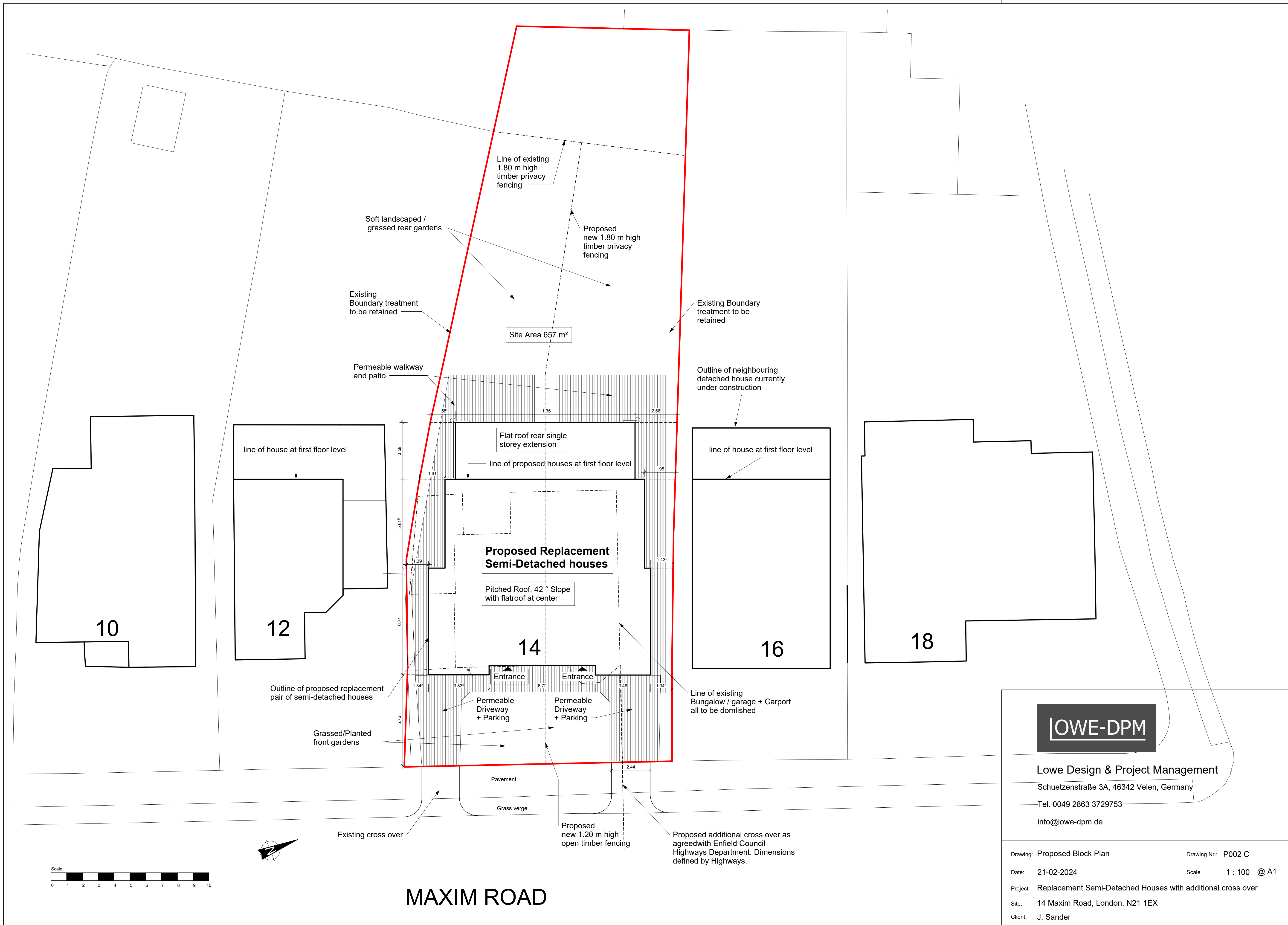
DWG Nr. : P001

Project : Replacement Semi-Detached Houses with additional cross over
14 Maxim Road, London, N21 1EX

Scale : 1 : 1250 @ A4

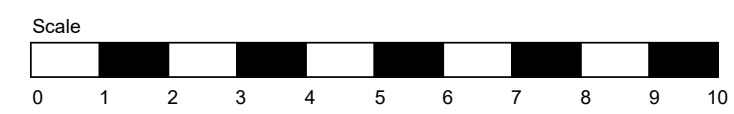
LOWE-DPM

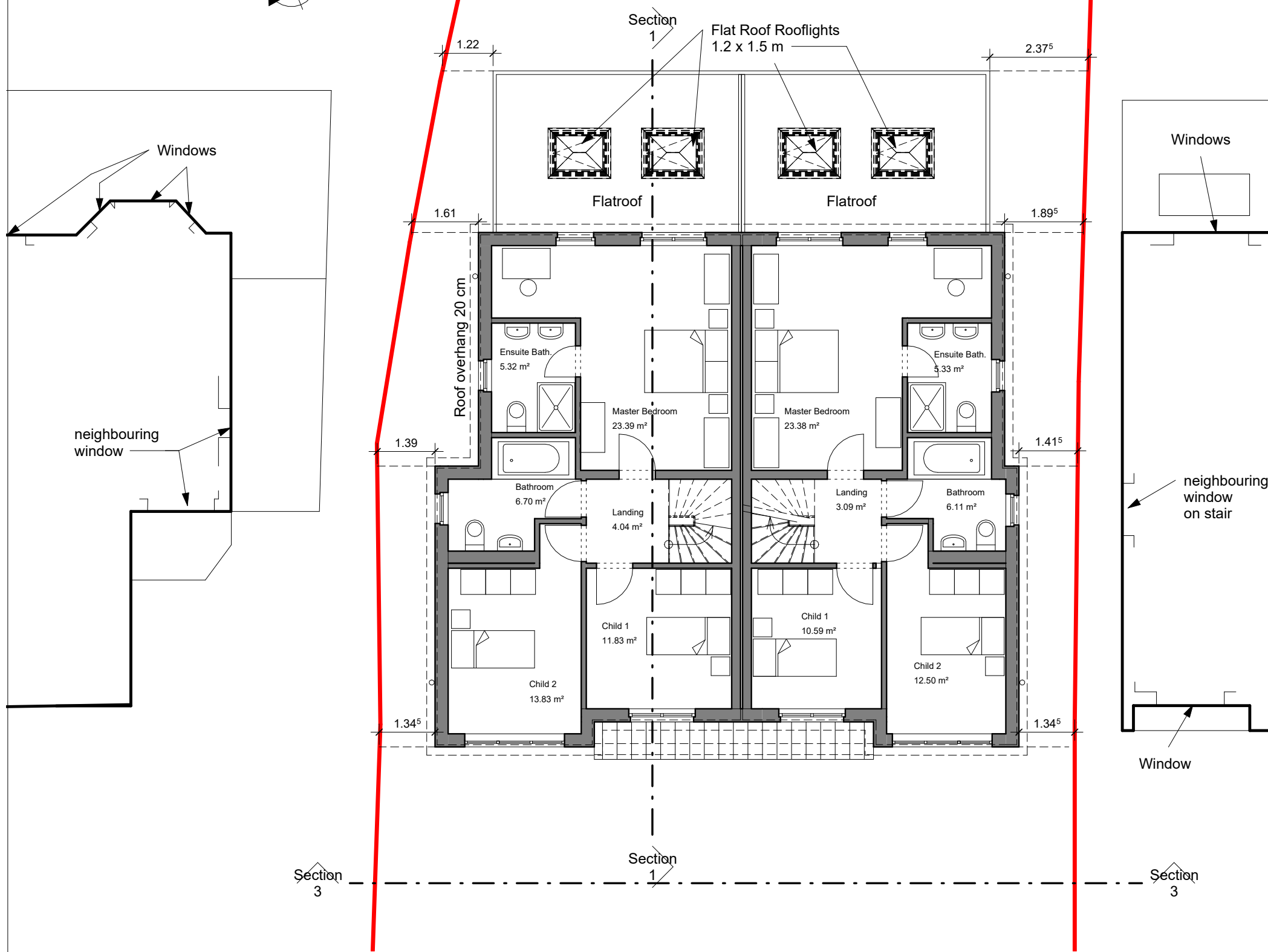
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Drawing: Proposed Block Plan
 Drawing Nr.: P002 C
 Date: 21-02-2024
 Scale: 1 : 100 @ A1
 Project: Replacement Semi-Detached Houses with additional cross over
 Site: 14 Maxim Road, London, N21 1EX
 Client: J. Sander





Project: **Replacement Semi-Detached Houses with additional cross over**

Drawing: **Proposed Upper Floor Plan**

DWG Nr.: **P102 C**

Index:

Site.: **14 Maxim Road, London, N21 1EX**

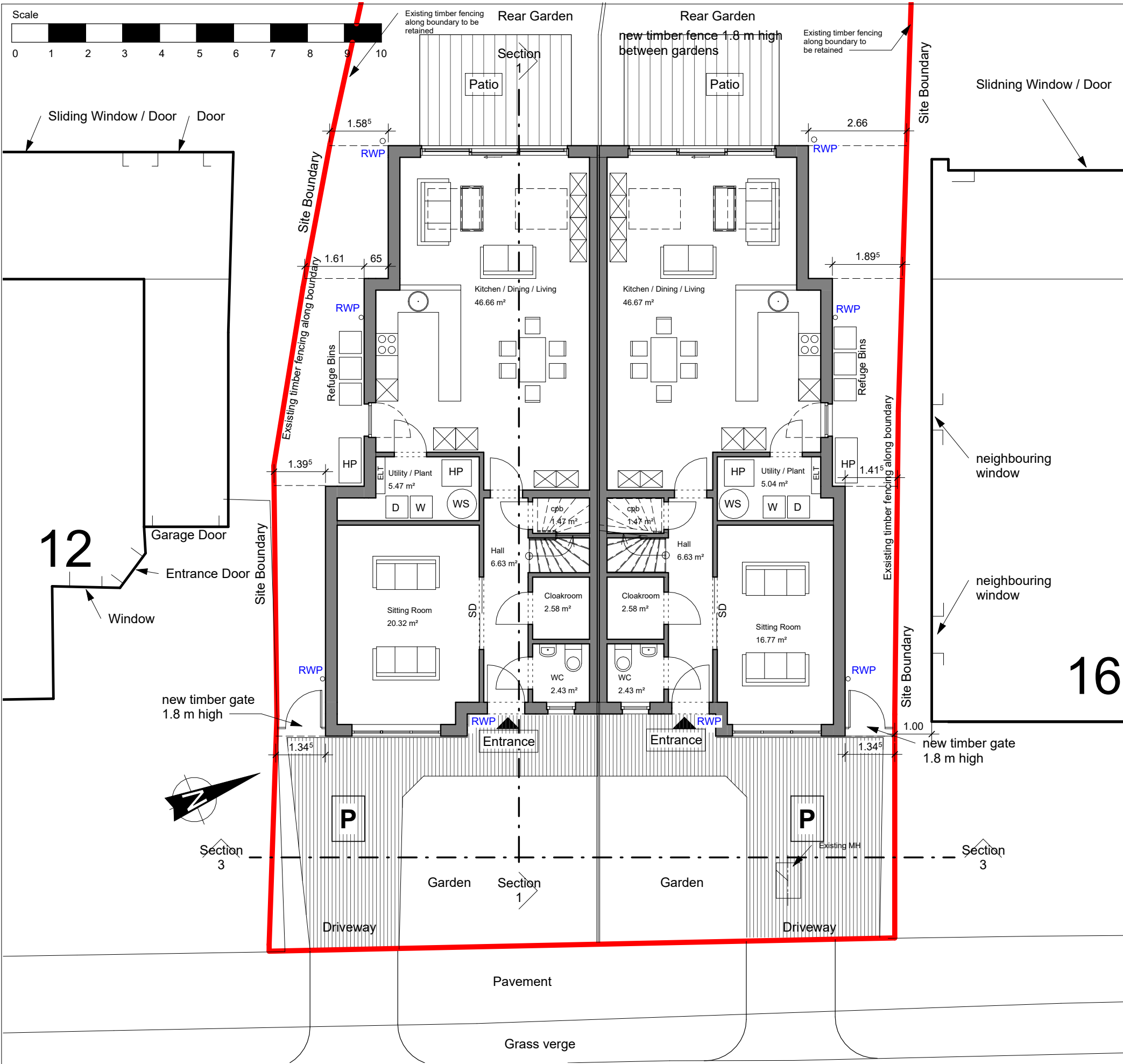
Client: **J. Sander**

Scale: **1 : 100 @ A3**

Date: **19.12.2023**



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Project: **Replacement Semi-Detached Houses with additional cross over**

Drawing: **Proposed Ground Floor Plan**

DWG Nr.: **P101 C**

Index:

Site.: **14 Maxim Road, London, N21 1EX**

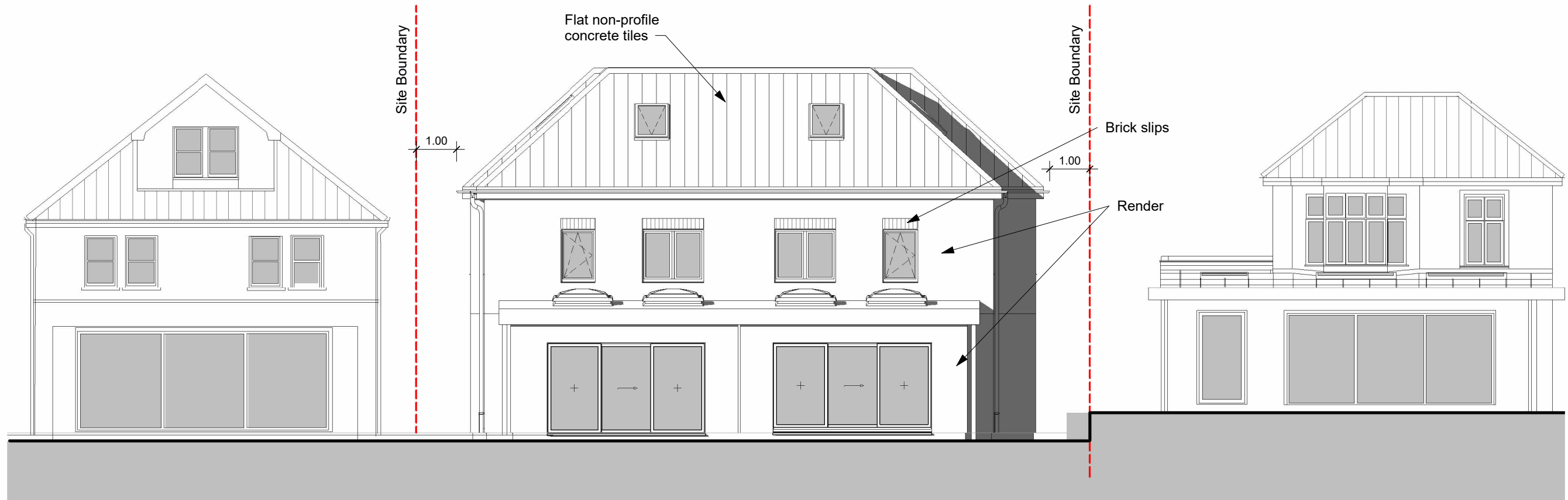
Client: **J. Sander**

Scale: **1 : 100 @ A3**

Date: **19.12.2023**



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Project: **Replacement Semi-Detached Houses with additional cross over**

Drawing: **Proposed Rear Elevation**

DWG Nr.: **P105 B**

Index:

Site: **14 Maxim Road, London, N21 1EX**

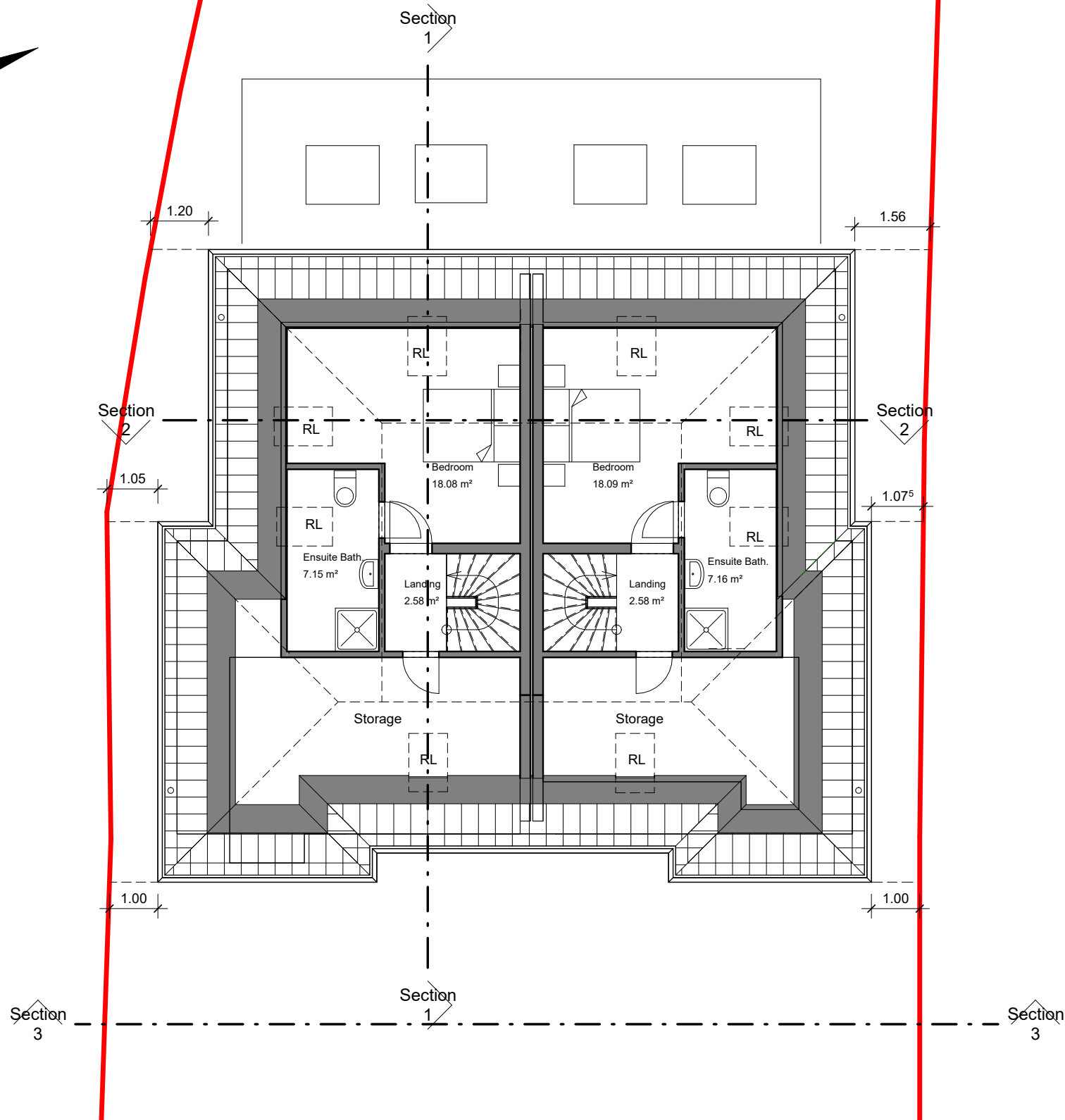
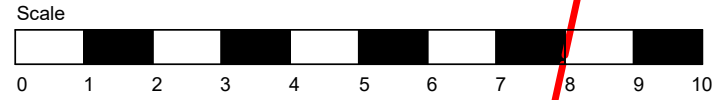
Client: **J. Sander**

Scale: **1 : 100 @ A3**

Date: **17.12.2023**



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Project: **Replacement
Semi-Detached
Houses with
additional cross over**

Drawing: **Proposed Attic Floor Plan**

DWG Nr.: **P103 B**

Index:

Site.: **14 Maxim Road,
London, N21 1EX**

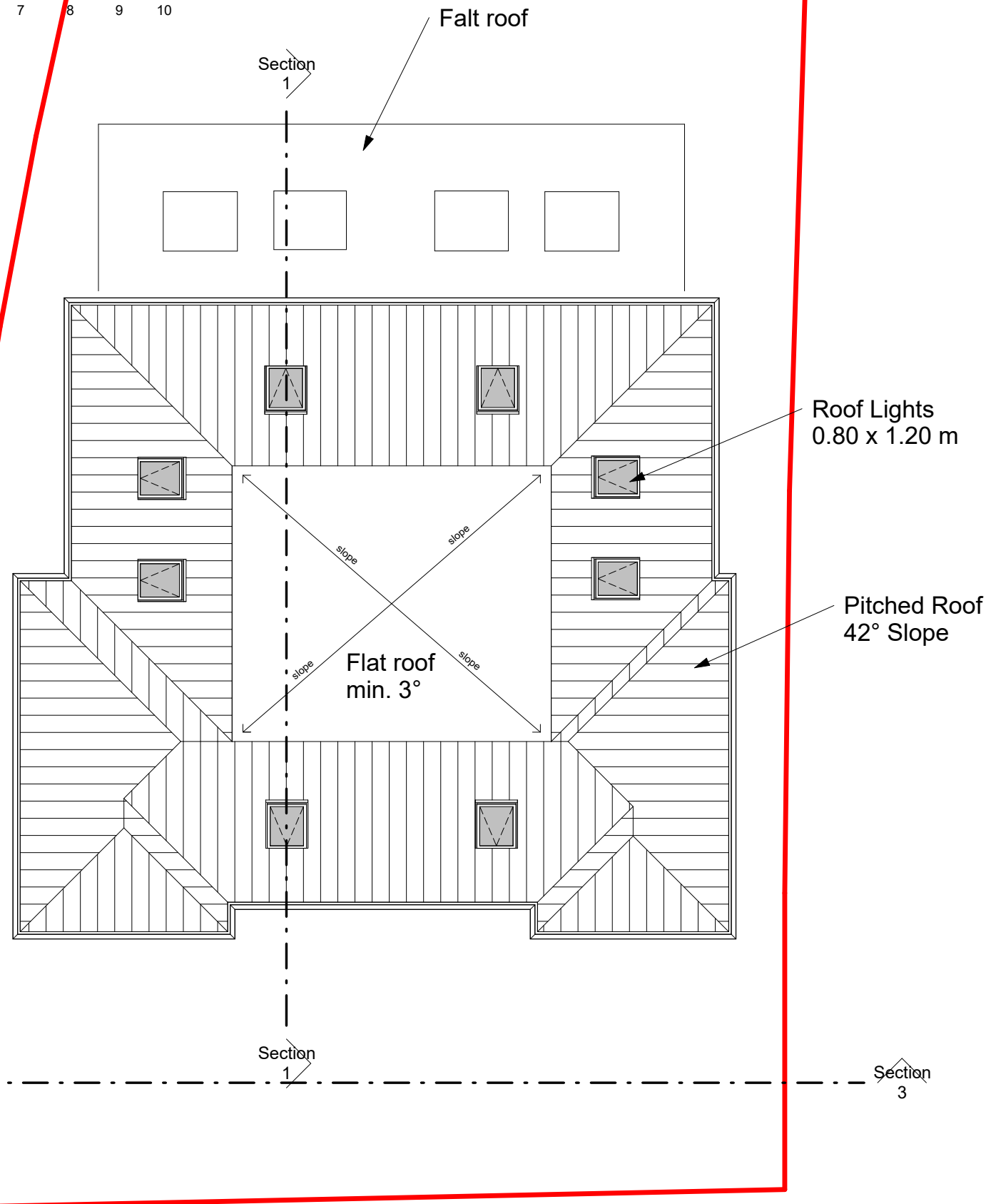
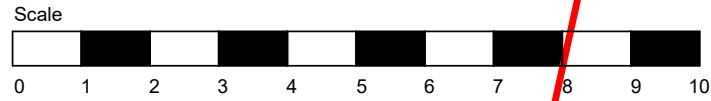
Client: **J. Sander**

Scale: **1 : 100 @ A3**

Date: **17.12.2023**



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Project: **Replacement
Semi-Detached
Houses with
additional cross over**

Drawing: **Proposed Roof Plan**

DWG Nr.: **P109 B**

Index:

Site.: **14 Maxim Road,
London, N21 1EX**

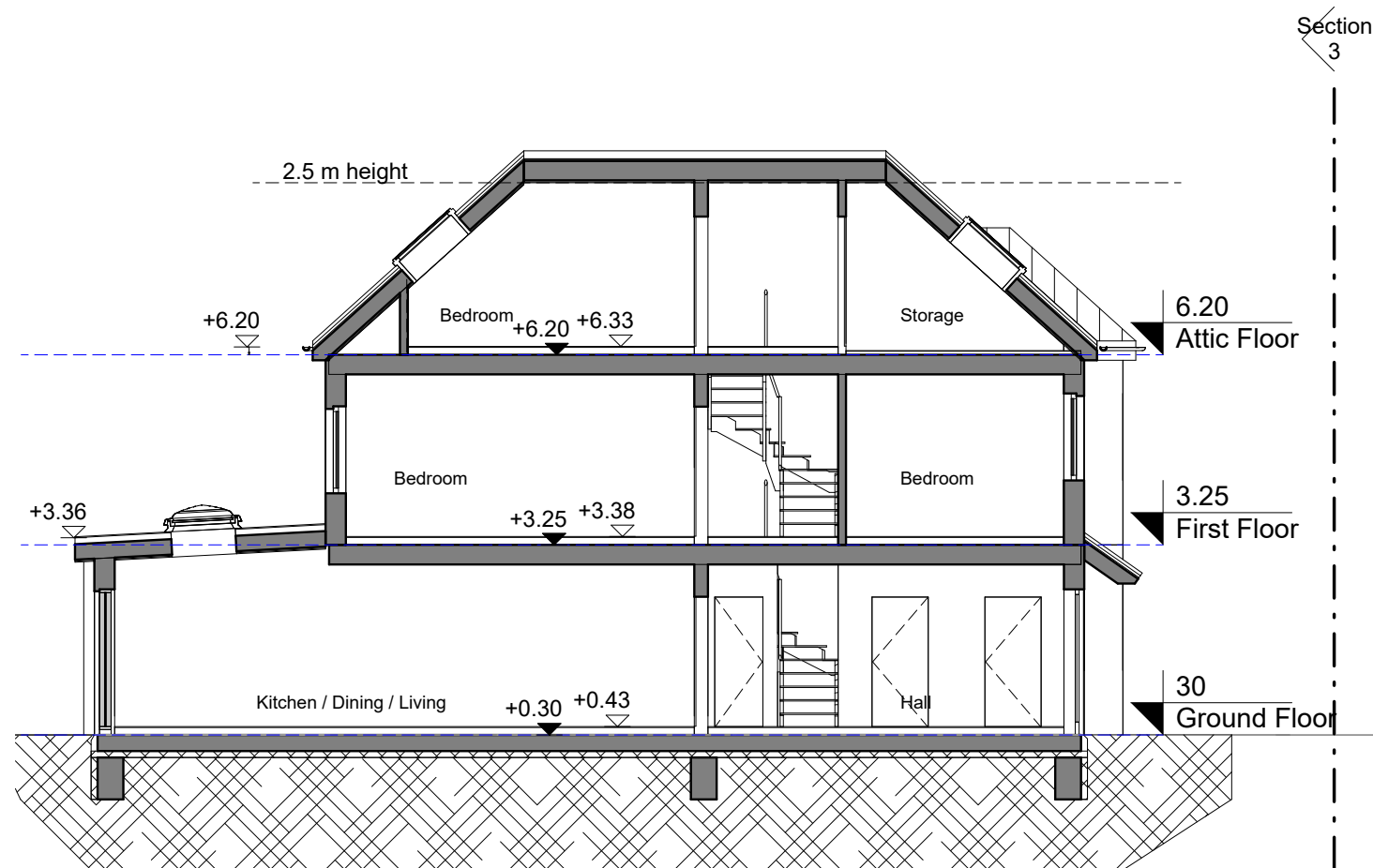
Client: **J. Sander**

Scale: **1 : 100 @ A3**

Date: **17.12.2023**



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Project: **Replacement
Semi-Detached
Houses with
additional cross over**

Drawing: **Proposed Section 1-1**

DWG Nr.: **P108 B**

Index:

Site.: **14 Maxim Road,
London, N21 1EX**

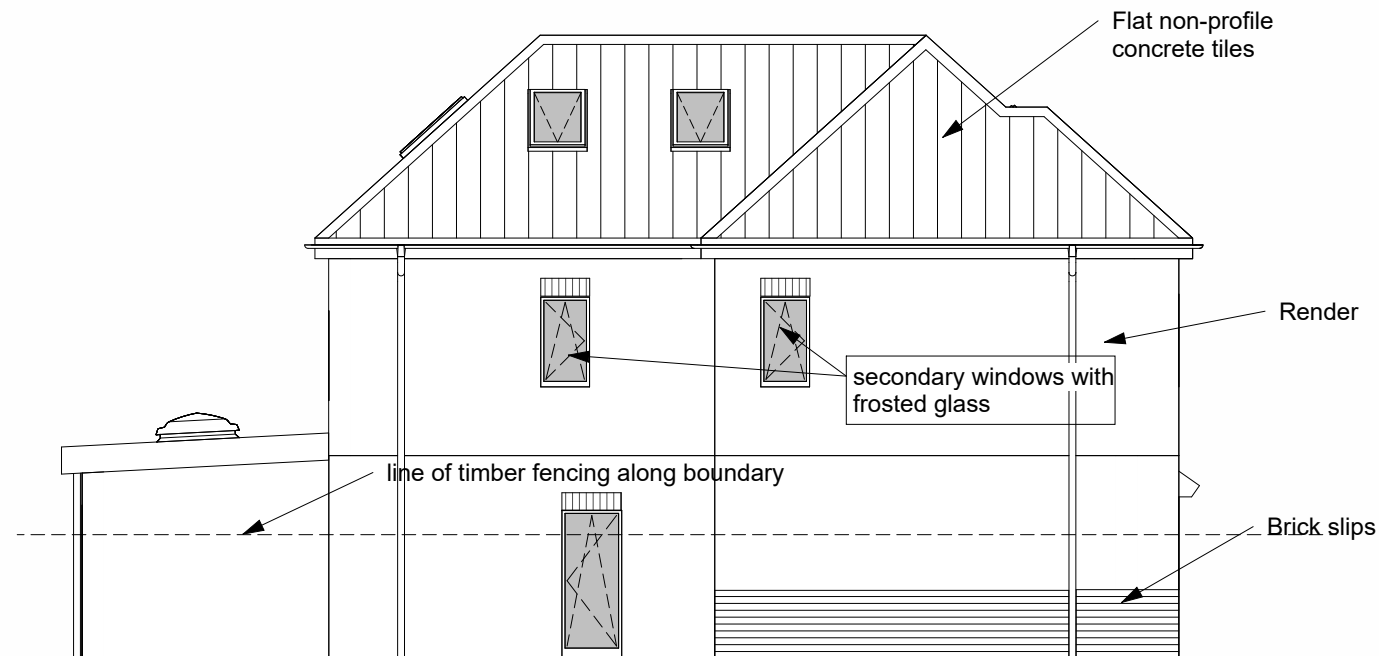
Client: **J. Sander**

Scale: **1 : 100 @ A3**

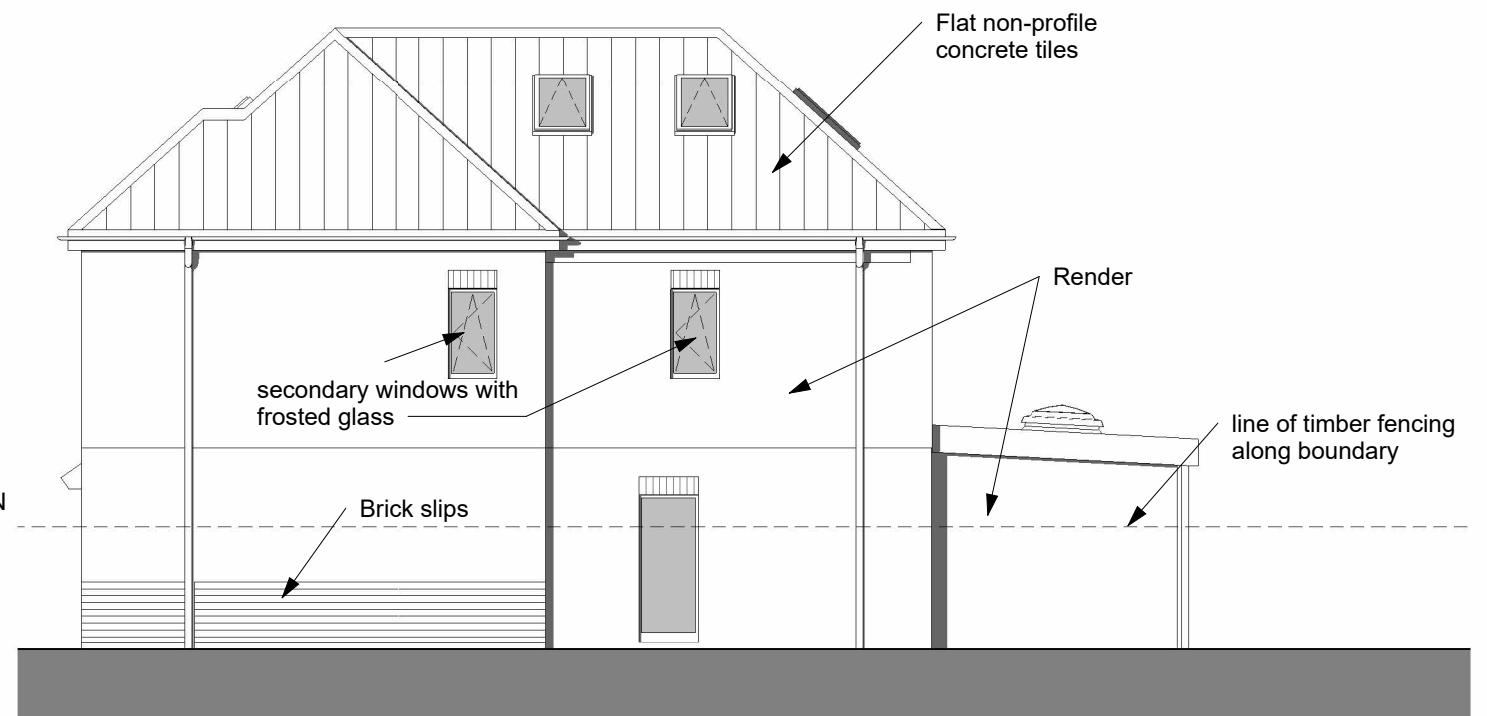
Date: **17.12.2023**



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SOUTH ELEVATION



NORTH ELEVATION

Project: **Replacement Semi-Detached Houses with additional cross over**

Drawing: **Proposed Side Elevations**

DWG Nr.: **P106 B**

Index:

Site: **14 Maxim Road, London, N21 1EX**

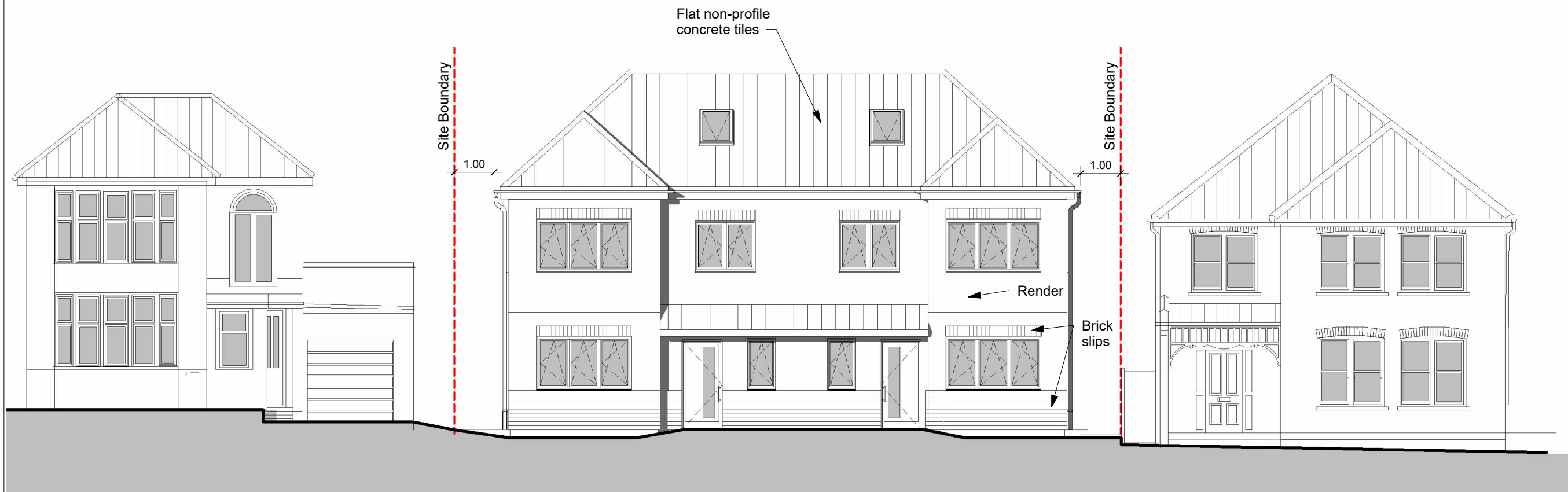
Client: **J. Sander**

Scale: **1 : 100 @ A3**

Date: **17.12.2023**



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& Project Management**
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46342 Velen, Germany
Tel. 0049 2863 3729753
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Project: **Replacement Semi-Detached Houses with additional cross over**

Drawing: **Proposed Front / Street Elevation**

DWG Nr.: **P104 B**

Index:

Site: **14 Maxim Road, London, N21 1EX**

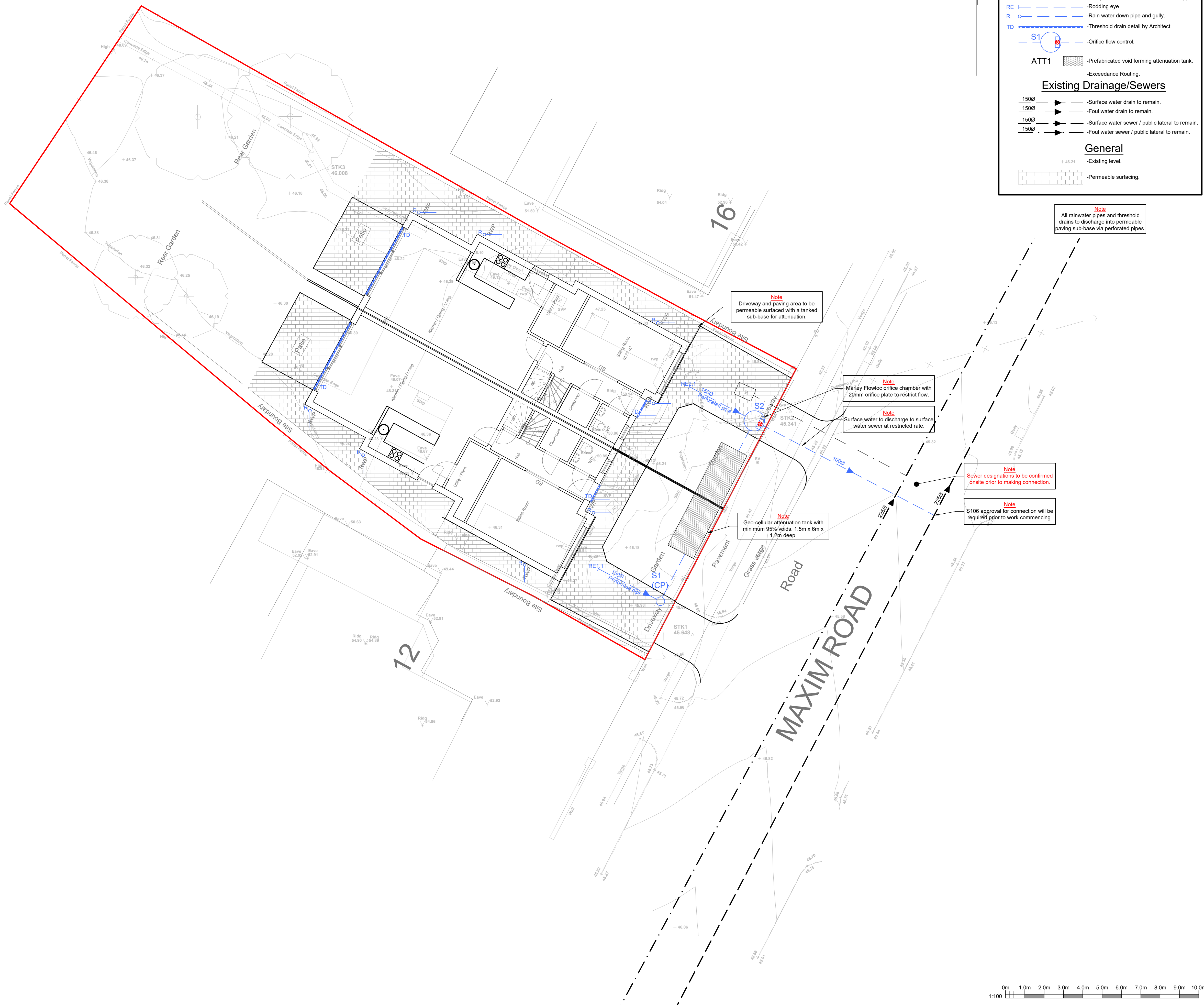
Client: **J. Sander**

Scale: **1 : 100 @ A3**

Date: **17.12.2023**



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Key:

Private Drainage

- 1500 1.80 — Surface water drain.
- S1 — Surface water chamber. (CP denotes catchpit chamber minimum 300mm sump).
- RE — Rodding eye.
- R — Rain water down pipe and gully.
- TD — Threshold drain detail by Architect.
- S1 — Orifice flow control.

ATT1 — Prefabricated void forming attenuation tank.

Existing Drainage/Sewers

- 1500 — Surface water drain to remain.
- 1500 — Foul water drain to remain.
- 1500 — Surface water sewer / public lateral to remain.
- 1500 — Foul water sewer / public lateral to remain.

General

- +46.21 — Existing level.
- Permeable surfacing.

Note
All rainwater pipes and threshold drains to discharge into permeable paving sub-base via perforated pipes.

Note
Driveway and paving area to be permeable surfaced with a tanked sub-base for attenuation.

Note
Marley Flowloc orifice chamber with 20mm orifice plate to restrict flow.

Note
Surface water to discharge to surface water sewer at restricted rate.

Note
Sewer designations to be confirmed onsite prior to making connection.

Note
S106 approval for connection will be required prior to work commencing.

Note
Geo-cellular attenuation tank with minimum 95% voids. 1.5m x 6m x 1.2m deep.

NOTES

- Do not scale this drawing.
- This drawing is to be read in conjunction with all other relevant Engineer's and Architect's drawings and specifications.

Drawings References:

Drawing:	Drawing no:	Rev:	Date:
Topographical Survey	14MaximRd-TOPO		Sept'23
Ground Floor Plan			

RISK ASSESSMENT

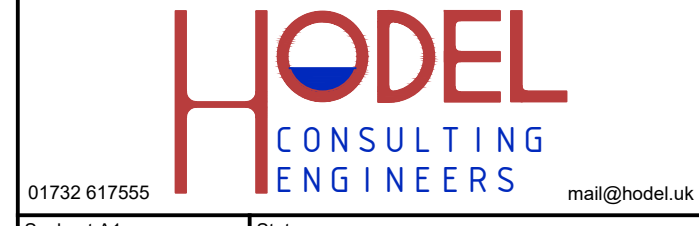
- Residual Risks Identified**
- None currently identified, 09/10/23.
- Contractor's General Risk Items**
(List is not exhaustive but includes commonly raised issues)
- Location of all buried services.
 - Existing drainage:
 - Gases, confined spaces, diseases.
 - Maintain flow in drains during works.
 - Manual lifting of heavy objects; manhole covers, drainage pipes, concrete rings, kerbs, etc.
 - Excavation for drainage trenches and manholes.
 - Security:
 - Keep site secure from members of the public.
 - maintain public safety when accessing site.

Rev	Date	By	Chkd.	Revision notes
-	10/10/23	JH	JH	Issued for scheme purposes.

Job Title
**14 Maxim Road
Enfield, London
N21 1EX**

Drawing Title
Engineering Layout

Client
Mr J Sander



Scale at A1: **1:100** Status: **SCHEME PURPOSES ONLY**

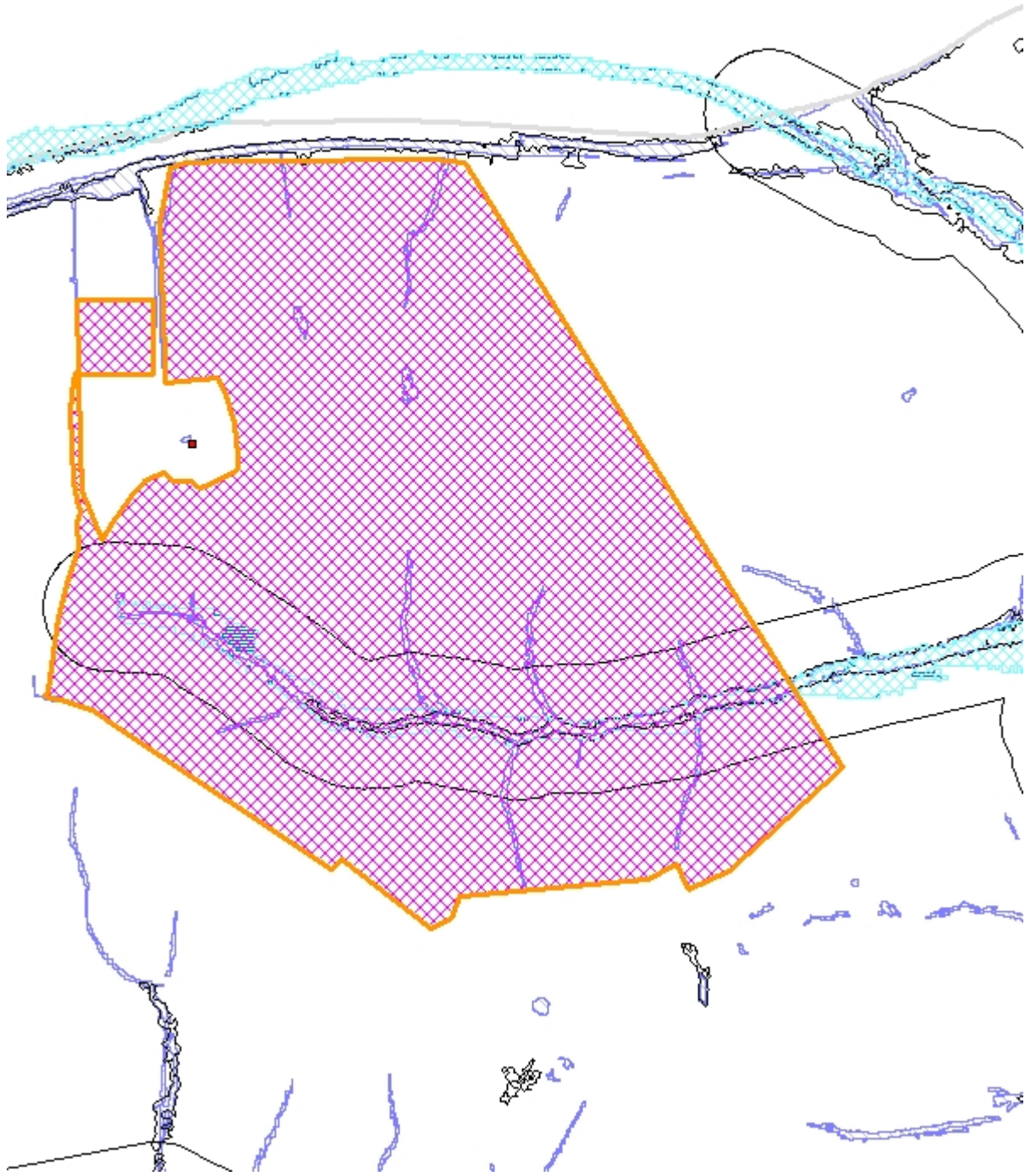
Drawn:	Checked:	Approved:
JH	JH	-
Date: Oct '23	Date: Oct '23	Date: XXX

Drawing No.: **23-193_C01** Revision: **-**

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE	Date: 23 April 2024	
Report of Head of Planning & Building Control – Karen Page	Contact Officers: Case Officer: Aaron Hawkins Area Manager: Sharon Davidson	Category Major
Ward Ridgeway	Councillor Request No	
LOCATION: 90 Hectares of Land Lying Between Botany Bay (south) and the M25 (north).		
APPLICATION NUMBER: 23/03142/RE4		
PROPOSAL: Enhancement measures designed principally to provide hydrology and biodiversity betterment, including topographical amelioration, surface water management proposals and habitat creation.		
Applicant Name & Address: Mr Peter Robinson Enfield Council Enfield Civic Centre Silver Street Enfield EN1 3XA	Agent Name & Address: Mr Michael Graham Icon Planning and Environmental Ltd. Hethel Engineering Centre Chapman Way Hethel, Norwich NR14 8FB	
RECOMMENDATION: 1) That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Planning and Building Control be authorised to GRANT planning permission subject to conditions. 2) That the Head of Planning and Building Control be granted delegated authority to agree the final wording of the conditions to cover the matters set out in the Recommendation section of this report.		

Ref: 23/03142/RE4 LOCATION: 90 Hectares Of Land Lying Between Botany Bay (south) And The M25 (north), , ,



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Scale 1:1250

North



1. Note for Members

- 1.1 The application has been brought to Planning Committee because the application is categorised as a major scheme and the fact that the Council is landowner.

2. Recommendation

- 2.1 That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head Planning and Building Control be authorised to **GRANT** planning permission subject to conditions:

1. Approved Plans and documents
2. Construction Logistics Management Plan (CLMP)
3. Vehicles in excess of 7.5 tonnes delivery times
06:00 to 07:30 Monday to Friday, 09:00 to 18:30 Monday to Friday,
06:30 to 13:30 Saturday (excluding school holidays)
4. Details of Flood Risk Assessment and Preliminary Drainage Strategy (CWC269-RP-01-FRA-SWMP-Rev 2)
5. Verification report to be submitted in accordance with approved drainage / SuDS measures
6. 25m Holly Hill Brook exclusion zone (Earth Works)
7. Compliance with transport statement (including access arrangements)
8. Temporary access road and access from the Ridgeway to be removed once the construction works on site ceases.
9. Temporary diversion of public footpath to be maintained during construction and removed once the construction works ceases.
10. Temporary staff parking area to be maintained during construction and removed once the construction work ceases.
11. Desk Based Assessment (DBA)
12. Scheme of Investigation (WSI)
13. Materials Management Plan (MMP) and verification that imported material suitable for continued use as agricultural land
14. Drainage Surveys (National Highways)
15. Drainage Investigation - remedial works (National Highways)
16. Surface Water (National Highways)
17. Agricultural Use Only
18. Arboricultural Method Statement

19. Tree Protection Plan
 20. Arboricultural Supervision
 21. Hedgerow Survey and Planting Scheme (Phasing and timescale for delivery)
- 1.2 That the Head of Planning and Building Control be granted delegated authority to agree the final wording of the conditions to cover the matters set out above.

2. Executive Summary

2.1 This report seeks approval for the implementation of a series of measures designed principally to enhance hydrology and habitat relating to the area around Holly Hill Brook in the northwestern aspect of Enfield Chase.

2.2 The reasons for recommending approval are:

- i) The proposal will increase the productivity of agricultural land and overcome long standing drainage and soil quality issues on the site consistent with Policy DMD85 of the Development Management Document.
- ii) The scheme would be an appropriate form of development within the Green Belt that would not impact on the sites open and rural character having regard to Policy G2 of the London Plan, Policy CP33 of the Core Strategy and Policy DMD82 of the Development Management Document as well as the NPPF.
- iii) The soft landscaping and biodiversity will be enhanced across the site having regard to Policies G6 and G7 of the London Plan, Policy 36 of the Core Strategy and Policies DMD78 and DMD79. of the Development Management Document.
- iv) The development would not impact on neighbouring residential amenity, the highway network or the safety of highway users having regard to Policy D1 of the London Plan, Policy CP30 of the Core Strategy and Policy DMD 48 of the Development Management Document.
- v) The development will ensure retention of existing trees across the site in accordance with Policy DMD 80 of the Development Management Document.

3. Site and Surroundings

- 3.1 The application site comprises part of an agricultural holding located at EN2 8AN and occupies approximately 90 hectares between The Ridgeway and Botany Bay to the south, and the M25 motorway to the north. The site is bounded to the south by The Ridgeway, East Lodge Lane and a small section of the Botany Bay Cricket Club. To the east, the site is contiguous with areas of the farm not included in this proposal. Holly Hill Farm abuts the development site to the west and includes a Grade 2 listed farmhouse that is currently not in use and is largely derelict.
- 3.2 The site includes Holly Hill Brook that runs through the middle of the site and is a key geographical feature of the area. The land itself is primarily agricultural land and pasture.
- 3.3 The development site also contains a public footpath which broadly dissects the site from north to south on the western boundary of the proposed development, and an existing right of way navigates its way from the southeast of the site to the northwest where it meets the public footpath.
- 3.4 Several isolated and low-density residential dwellings are located on The Ridgeway to the south of the development site, and a number of isolated residential and small-scale industrial premises are located on East Lodge Lane.
- 3.5 The site lies within the Metropolitan Green Belt and is also designated as an Area of Special Character and a site of archaeological interest.
- 3.6 The site is not located within a Conservation Area and nor does it contain any listed buildings. The majority of the site is located within Flood Zone 1 and has a low risk of flooding, whilst the area adjacent to Holly Hill Brook is designated as Flood Zone 3. It is noted that no engineering operations will be conducted in this area.

4. Proposal

- 4.1 The proposal seeks planning permission for enhancement measures designed principally to provide hydrology and biodiversity betterment, including topographical amelioration, surface water management proposals and habitat creation. The site is to remain in its existing agricultural use.
- 4.2 The application site is approximately 90 hectares in area and the development will result in the significant re-profiling of the sites topography in order to facilitate the proposed scheme. As outlined in the supporting information provided by the applicant, 1,600,000m³ of material will be required to achieve the proposed topography. This equates to approximately 17,1750m³ per hectare. Whilst the precise nature of the materials to be imported will depend on contracts entered into and need at the time, it has been agreed, that all materials imported will comply with the CL:AIRE Code of Practice. This sets out good practice for the development industry to use when assessing on a site-specific basis whether excavated materials are classified as waste or not.

- 4.3 The proposed project has a projected timeframe of 7 years and will be implemented across various phases relating to the field structure of the existing site, with each field managed individually.
- 4.4 The proposed development comprises the following elements:
- Importation and management of suitable soils to facilitate hydrological enhancement.
 - Installation of surface water conveyance swales, catchments, attenuation ponds, and outflows.
 - Amelioration of hydrological site topography to match proposed landform.
 - Implementation of revised seeding of grass meadows to increase the quality and diversity of species.
 - Implementation of proposed planting schedule for historic hedgerow matrix.
 - Implementation of ecological enhancement measures as set out in the ecology assessment.
 - Creation of broader field margins as per landscape plans and ecological flora details.
 - Implementation of hydrology and habitat enhancement to create the proposed 'brook corridor'.
 - Retention of site within existing use class
 - Retention of all existing trees.
- 4.5 It is noted that this application does not propose the importation of waste material to the site and it does not propose that any waste management operation is undertaken within the development site. Material to be imported will be in accordance with the CL:AIRE Code of Practice.

5. Relevant Planning History

- 5.1 There is an extensive planning history on the development site and immediate surrounding area that directly relates to this scheme, but the most relevant applications are as follows:
- 5.2 19/02850/FUL - Land reprofiling for agricultural land restoration and improved visual and acoustic screening to the M25 and construction of an irrigation lagoon. Granted with conditions on 29.11.2019. Works commenced on site.
- 5.3 17/00477/FUL - Construction of soil bund screen to motorway boundary together with creation of irrigation storage lagoon and attenuation basin. – Granted subject to conditions on 04.12.2017. Works commenced on site.
- 5.4 17/00769/SO - Environmental Impact Assessment Screening Opinion Request under part 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011, as amended 2015 in relation to Construction of soil bund screen to motorway boundary together with creation of irrigation storage lagoon. Screening Opinion – EIA not required - Decision issued 7.03.2017
- 5.5 17/004/477/FUL – Construction of soil bund screen to motorway boundary together with creation of irrigation storage lagoon and attenuation basin. Granted subject to conditions on 21.03.2017

- 5.6 16/03444/FUL - Change of use of part of farmyard for creation of mulch from green waste together with storage and processing of timber and use of units 5 and 6 in association with wood processing. - Granted subject to conditions on 28.03.2017.

6. Consultation

Public Response:

- 6.1 Consultation letters have been sent out to neighbouring properties Letters were sent out on the 12/10/2023 and 101 neighbouring properties were notified with the consultation period ended on 05/11/2023.

9 objections have been received and the concerns have been summarised below:

- Close to adjoining properties
- Out of keeping with character of area
- Mud deposited on The Ridgeway
- Noise nuisance
- Potentially contaminated land
- Increase of pollution
- Inadequate access
- Inadequate parking provision
- Increase danger of flooding
- Potentially contaminated land
- Strain on existing community facilities
- General dislike of proposal
- Adverse impact on local ecology
- Adverse impact on local habitat
- Inconsistencies with the submitted materials associated with the scheme (quantum of import material not correctly specified in transport statement)

Officer comment: These concerns are currently under review any inconsistencies detected will updated prior to the meeting.

External Consultees:

- 6.2 *Environment Agency (EA)*: At time of writing , the Environment Agency objects to the proposed scheme due to concerns regarding the proposed

materials to be deposited on site. To resolve this matter a draft Material Management Plan condition has been proposed to ensure that all materials imported / deposited on site must comply with the CL:AIRE Code of Practice. Officers are currently awaiting confirmation on the suitability of this condition. An update will be provided at the meeting.

- 6.3 *Highways England*: No objection subject to conditions relating to building in accordance with the approved plans and the submitted M25 bund monitoring strategy. Conditions are included in the recommendation section above.
- 6.4 *Historic England*: Following revisions to the originally submitted Written Scheme of Investigation (WSI) to ensure it accords with relevant standards and guidance, no objection is raised subject to conditions. Conditions are included in the recommendation section above.

Internal Consultees:

- 6.5 *Traffic & Transportation*: No objection subject to conditions relating to parking, access and deliveries. This will be addressed in conditions 3 and 6 of the list of conditions set out above. Additionally conditions 2, 8, 9 and 10 will also ensure management of the sites access and parking proposals.
- 6.6 *Tree Officer*: No objection subject to further information being provided in relation to how the development will change hydrology within the site and how this will impact water distribution to established trees. This can be addressed through an update to the Arboricultural Impact Assessment. This information has been requested and an update will be provided at the meeting
- 6.7 *SuDS Officer*: No objection subject to conditions, please see sections 8.31 to 8.33 for further reference.
- 6.8 *Environmental Health Officer*: No objection subject to a verification report condition to demonstrate that the soil imported is suitable for use on agricultural land. A condition is included in the recommendation section above.

7. Relevant Policies

7.1 London Plan (2021)

The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

Policy SI 2 Minimising greenhouse gas emissions
Policy SI 5 Water infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 13 Sustainable drainage
Policy D1 London's form, character and capacity for growth
Policy D14 Noise
Policy HC1 Heritage conservation and growth
Policy G2 London's Green Belt
Policy G4 Open Space
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodland

7.2 Local Plan - Overview

Enfield's Local Plan comprises the Core Strategy, Development Management Document, Policies Map and various Area Action Plans as well as other supporting policy documents. Together with the London Plan, it forms the statutory development policies for the Borough and sets out planning policies to steer development according to the level it aligns with the NPPF. Whilst many of the policies do align with the NPPF and the London Plan, it is noted that these documents do in places supersede the Local Plan in terms of some detail and as such the proposal is reviewed against the most relevant and up-to-date policies within the Development Plan.

7.3 Core Strategy (2010)

The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the Borough is sustainable.

CP24: The road network

CP30: Maintaining and improving the quality of the built & open environment

CP31: Built and landscape heritage

CP32: Pollution

CP33: Green Belt and countryside

CP36: Biodiversity

7.4 Development Management Document (2014)

The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy.

The following local plan Development Management Document policies are considered particularly relevant:

DMD44 Preserving and Enhancing Heritage Assets

DMD47 New Roads, Access and Servicing

DMD 48 Transport Implications of New Development

DMD59 Avoiding and Reducing Flood Risk

DMD60 Assessing Flood Risk

DMD61 Managing Surface Water

DMD68 Noise

DMD78 Nature conservation

DMD79 Ecological enhancements

DMD81 Landscaping

DMD82 Protecting the Green Belt

DMD84 Areas of Special Character

DMD85 Land for Food and Other Agricultural Uses

7.5 Other Material Considerations

National Planning Policy Framework (NPPF) 2023
National Planning Practice Guidelines (NPPG)
Enfield Characterisation Study (2011)

8. Assessment

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

1. Principle of Development - Green Belt
2. Impact on character
3. Impact on Adjoining Occupiers
4. Contamination
5. Highway Issues
6. Impact on M25
7. Drainage
8. Trees, Landscape and Biodiversity
9. Environmental Issues

Principle of Development

8.2 The proposal seeks to provide a series of hydrology and habitat enhancements relating to the area around Holly Hill Brook in the northwestern aspect of Enfield Chase. This will improve drainage across the site, and create a natural barrier to the M25, thus reducing noise, and creating a visual improvement through the introduction of landscaping on the site. A key component of the proposed enhancements is the creation of a series of linked attenuation ponds and swales within Holly Hill Brook. This will increase the efficiency with which surface water can be captured and controlled, but it also provides significant habitat benefits. The introduction of reeds and other suitable planting within the attenuation ponds and swales will not only increase habitat value but will also serve to improve the quality of water outflowing from these attenuation features, as well as reducing the volume of sediment deposited into the brook.

8.3 The primary in principle consideration for this proposal is the suitability of the scheme having regard to its siting within the Green Belt.

Green Belt

8.4 The site is located within the Metropolitan Green Belt. The National Planning Policy Framework (NPPF) (paragraph 142) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The NPPF confirms that inappropriate development is harmful to the Green Belt and should only be approved in very special circumstances and substantial weight must be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of its inappropriateness, and any other harm, is clearly outweighed by other considerations.

8.5 It also confirms that certain forms of development, such as engineering operations, are not inappropriate in the Green Belt providing that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The NPPF also confirms that in order to promote a strong rural economy, local plans should, amongst other considerations,

“promote the development and diversification of agriculture and other land-based rural businesses”.

- 8.6 The proposed works would constitute engineering operations. With regard to the impact on openness, due to the nature and scale of the proposal it is considered that the final scheme would keep the land open but at a higher level across the site. It is recognised that during the proposed 7-year development period that the scheme will have an impact on the openness of the Green Belt due to the construction process. However, as the scheme will be implemented in staggered phases and given the overall temporary nature of the development works this is not considered unacceptable. The development will not prejudice the continued use of the land for an appropriate Green Belt use once the works are completed. It is also noted in the applicants submitted planning statement that site will still function as usable agricultural land throughout the 7-year development process. In this regard therefore, the development is considered to constitute appropriate development in the Green Belt and would be acceptable in terms of its effect on the green belt.

Impact on Character

- 8.7 Policy CP30 of the Core Strategy requires new development to be of a high-quality design and in keeping with the character of the surrounding area. Policy DMD37 sets out criteria for achieving high quality and design led development.
- 8.8 Although areas of the site would increase in height by up to 3 metres, the ground levels will not exceed the existing highest point on the site. It is considered that the open and rural character of the area would remain.
- 8.9 The proposed development is to the north, east and south of Holly Hill Farmhouse, a Grade II Listed Building. However, it is noted that the proposed scheme makes no changes to the existing topography at any boundary of the site, within the existing farm compound (which is outside the red line boundary for the development), or at any point on the farm track, either leading up to the farmhouse, or running east to west along the site’s central ridge. There are therefore no works in proximity to the farmhouse. The ecological enhancement areas in proximity to the farmhouse are limited to 15m wide field margins, which are to be planted with a wildflower mix. So, whilst there will be additional wildflower added into areas close to the farmhouse, nothing more substantive is proposed. As such it is deemed that the proposed scheme will pose no adverse impact or harm to the adjoining listed building. With the proposed enhancements of the scheme once complete will create a positive gain to the area and its open landscape.
- 8.10 The site falls within the farmland ridge and valleys landscape character – Turkey Brook Valley which has characteristics such as mature, well managed hedgerows with intermittent mature hedgerow trees and undulating landscapes. Visual impact assessments from a range of locations across the site have been provided to help understand the impact of the proposal. With the proposed land levels and the soft landscaping proposed across the site, in line with Policy DMD37, it is not considered that the proposed development would be inappropriate to its context or fail to have appropriate regard to its surroundings or the character of the surrounding area.

Impact on Adjoining Occupiers

- 8.11 Given the open nature of the broader surrounding area, adjoining occupiers are sufficiently setback from all proposed works. Residential buildings that front the Ridgeway are generally setback 50-100m from proposed works. The subject site also features a significant number of existing trees and mature vegetation that will be retained as part of this proposal and will aid in providing screening and mitigating any visual impact to surrounding occupiers as well as to the Ridgeway and M25.
- 8.12 Concerns have been raised by local residents during the consultation period regarding traffic impacts, noise nuisances and road pollution during the construction process. The application was referred to both the council transportation team and National Highways who found the proposed traffic generated during the 7-year construction process as well as the proposed pollution mitigation techniques (wheel washing and associated facilities) to be used on site to reduce mud deposits on the local road network to be satisfactory and to pose no adverse impact. A Construction Logistics Management Plan (CLMP) has been included as a condition of approval to secure the proposed construction works are undertaken in a satisfactory manner as to not pose harm to adjoining occupiers. The council Environmental Health Team was also consulted and raised no objections to the scheme in relation to pollution or noise disruptions. As such the impact on adjoining occupiers is deemed to be acceptable.

Contamination

- 8.13 The material to be brought in and used to implement the scheme must be suitable for use on agricultural land and pose no adverse impact to the existing environmental integrity of the subject site. This requirement is in line with previous agricultural enhancement undertaken by the council at 19/02850/FUL. As such, the proposal would comply with Core Strategy Policy CP32 and DMD Policies 64 and 65, which aim to ensure that potential polluting emissions from development proposals are suitably controlled.
- 8.14 As outlined in the planning statement / supporting documents submitted by the applicant as part of the proposed scheme, the development will import 1,600,000m³ of external material to facilitate the proposed topographical and ecological enhancements. These materials will be clean, naturally occurring, inert materials under the governance conforming with CL:AIRE Code of Practice. It is noted that the Environment Agency are presently raising an objection to the application due to concerns regarding materials to be deposited on site. In order to address these concerns it is recommended that a condition be imposed requiring the submission of a Materials Management Plan. The Environment Agency have been advised of the suggested condition and an update will be provided at the meeting.
- 8.15 Environmental Health do not object to the application as there is unlikely to be any negative environmental impact. In particular, there are no concerns regarding air quality or noise.

Highway Issues

- 8.16 The main highway issues for this scheme relate to the transfer of ground material onto the Ridgeway, the safety of traffic using the Ridgeway during construction works, and the safety of pedestrians and cyclists using the public footpaths. A Transport Assessment which outlines details of how the site will be managed during the proposed construction works has been submitted with the application.
- 8.17 It is noted within the submitted Transport Assessment that the proposal will utilise the existing site access that is present on the subject site which connects the site to The Ridgeway and wider road network. This vehicle access has been previously enhanced as part of works undertaken for 19/02850/FUL, as such it has been designed to accommodate the traffic volume anticipated with the engineering works. This access is a left in, right out arrangement, with this reinforced by way of advisory signing. This existing arrangement will be retained and will not be altered as part of this development. Once construction has ceased operation on the subject site the existing vehicle access and car park present on site will be removed with the existing agricultural land reinstated in its place. Adherence to these works will be secured via conditions of approval (Conditions 8-10).
- 8.18 There is a car park to the rear of the site to accommodate staff and visitors, and there is a wheel washing system in place that vehicles go through upon exiting the site. Deliveries from the site will take place from The Ridgeway. The site will be open from 6:00 to 18:30 Monday to Friday and 8:00 to 14:00 on Saturdays. Weekday deliveries to the site will not be permitted between 7:30 to 9:00 to ensure there is no significant impact on the highway network and highway users. This restriction will be removed during school holiday periods and will be secured via a condition of approval. It is noted that the operating hours proposed are in line with the previously approved scheme at 19/02850/FUL and the adjoining site.
- 8.19 Transportation Officers have confirmed that they do not have any concerns with the scheme subject to conditions. Subsequently, the proposal will not unacceptably impact on highway safety or the operation of the local road network.

Impact on the M25

- 8.20 Highways England is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.
- 8.21 Highways England (HE) have been consulted on the scheme due to the potential impact that the development might have on the M25. HE raises no objection to the scheme subject to conditions, on the basis that the proposal will not materially affect the safety, reliability and/or operation of the Strategic Road Network. The conditions requested are included in the recommendation section above.

Impact on Trees and Landscape

- 8.22 Policy DMD80 states that all development including subsidiary or enabling works that involve the loss of or harm to trees covered by Tree Preservation Orders, or trees of significant amenity or biodiversity value will be refused.
- 8.23 Policy DMD81 states that development must provide high quality landscaping that enhances the local environment. The National Planning Policy Framework has been updated to include policies surrounding veteran trees so that they are now recognised as hugely valuable to heritage, culture and ecosystem service provision. The relevant part of the NPPF is paragraph 186, these trees are considered sacrosanct and all development should be refused except for nationally important projects. Veteran trees are trees that are of exceptional interest biologically, aesthetically or culturally because of age, size or condition. They are irreplaceable and are of exceptional ecological value.
- 8.24 The site comprises fields with native trees and hedgerows along field boundaries. Mature Oak and Ash are the dominant species. An Arboricultural Report has been submitted with the application. The report states that there are 248 individual trees across the site with additional tree groups. Of the individual trees, 99 are A grade trees, 62 are B grade trees, 82 are C grade trees and the remaining 5 are U grade trees. It is noted by the Council's Tree Officer that there are no veteran trees present on the subject site at the time of assessment.
- 8.25 The submitted report identifies that no existing trees are proposed to be removed as part of this application. It also identifies that the proposed changes to landform and new drainage features will be outside of the root protection areas of existing trees. This approach is supported.
- 8.26 However, the proposed changes to landform and the new drainage features also have the potential to adversely affect trees by changing soil moisture levels within their rooting environment. The proposed swales and basins would run parallel to the brooks. They would intercept some water from the adjacent field which would presently be accessible to the adjacent trees which are situated on levels below the drainage features. Section 5.2 of the submitted report states that: 'steps should be taken to ensure that existing soil and moisture levels are maintained'. However, details of these proposed measures have not been provided. This matter is currently being addressed by the applicant to ensure that the hydrological conditions for retained trees remain acceptable. An update will be provided at the meeting.
- 8.27 Subject to the satisfactory resolution of the above, to ensure the longevity of the existing trees across the site and to ensure that the RPAs of the existing trees are sufficiently protected a Tree Protection Plan for each phase is to be secured via a condition of approval. This condition will be accompanied by an arboricultural supervision condition to ensure adherence to the approved scheme.

Impact on Biodiversity

- 8.28 Through Policy 36 of the Core Strategy the Council commits to 'protect, enhance, restore or add to biodiversity interests within the Borough'. This is reaffirmed in Policies DMD78 to DMD81. The National Planning Policy Framework (NPPF) recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible,

contributing to the Government's commitment to halt the overall decline in biodiversity, including the establishing of coherent ecological networks that are more resilient to current and future pressures. Paragraph 180 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should therefore be encouraged.

- 8.29 Biodiversity improvements will be achieved through the planting of trees, creation of hedgerows and grassland enhancements across the site. Significant soft landscaping is proposed and it is considered that a high-quality landscaping scheme will enhance the local environment and character of the site. Further details of the proposed landscaping, including the number of trees proposed, shall be secured by condition.
- 8.30 The scheme will also see significant hydrological enhancements to Holly Hill Brook along with the creation of several attenuation ponds and swales. The scheme will plant reeds and other suitable vegetation within the attenuation ponds and swales which will aid in increasing habitat value as well as improving the quality of water outflowing from these attenuation features.

Drainage

- 8.31 The NPPF requires site specific Flood Risk Assessments (FRAs) be carried out for developments proposed in flood risk areas. The majority of the subject site is located within Flood Zone 1 and has a low risk of flooding, whilst the area adjacent to Holly Hill Brook is designated as Flood Zone 3. It is noted that no engineering operations will be conducted in this area.
- 8.32 The scheme would incorporate ponds and swales to ensure appropriate and sustainable drainage of the land, as well as providing for attenuation areas to allow for climate change increases in rainfall. The proposal would improve the drainage characteristics of the land, thereby enhancing hydrology and habitat relating to the area around Holly Hill Brook. The scheme would increase the sites resilience against the ongoing threats of climate change, sufficiently regulating surface water outflow while providing efficiency with which surface water can be captured and controlled on site.
- 8.33 The FRA suggests that the development will achieve a 10% reduction of pre-development Greenfield Runoff Rates, further details on how this will be achieved will be secured by condition (Condition 4). The storage required to achieve this will be delivered through a series of connected SuDS features along overland flow routes, which should be enough to compensate for the flood storage lost as a result of raising levels. In addition, there will be a 25m exclusion zone either side of the Holly Hill Brook where no earthworks will be taking place.
- 8.34 No objections have been raised by the LLFA subject to a series of conditions relating to the submitted Flood Risk Assessment and Preliminary Drainage Strategy (CWC269-RP-01-FRA-SWMP-Rev 2).

Archaeology

- 8.35 The subject site is located within an Archaeological Priority Area (APA) of Enfield Chase and Camlet Moat. The APA covers the landscape remains of the medieval royal hunting forest. As such, the proposed scheme was referred to Historic England who have reviewed the submission. They have raised no

objection to the scheme subject to conditions. These conditions relate to the implementation of a Desk Based Assessment (DBA) and Written Scheme of Investigation (WSI) to be conducted and approved prior to the commencement of works to ensure the historic nature of the subject site is protected.

9.0 CIL

- 9.1 The development would not be CIL liable as there is no increase in floor space.

10.0 Public Sector Equalities Duty

- 10.1 In this instance it is considered the proposal would not disadvantage people who share one of the different nine protected characteristics as defined by the Equality Act 2010 compared to those who do not have those characteristics.

11.0 Conclusion

- 11.1 The proposed development would provide significant hydrological, habitat and biodiversity enhancements to the subject site. This would be consistent with the objectives of the NPPF (2023), London Plan (2021) Enfield Core Strategy (2010) and Enfield Development Management Document (2014). Subject to further information and details that can be secured through conditions, the proposed development is considered to be an appropriate form of development within the Green Belt and would not result in any demonstrable harm to the open and rural character of the site, the highway network or the wider area.
- 11.2 The proposal is therefore considered acceptable (subject to the aforementioned outstanding items relating to the environment agency / tree officer) for the following reasons subject to :

- i) The proposal will increase the productivity of agricultural land and overcome long standing drainage and soil quality issues on the site consistent with Policy DMD85 of the Development management Document.
- ii) The scheme would be an appropriate form of development within the Green Belt that would not impact on the sites open and rural character having regard to Policy G2 of the London Plan, Policy CP33 of the Core Strategy and Policy DMD82 of the Development Management Document as well as the NPPF.
- iii) The soft landscaping and biodiversity will be enhanced across the site having regard to Policies G6 and G7 of the London Plan, Policy 36 of the Core Strategy and Policies DMD78 and DMD79. of the Development Management Document.
- iv) The development would not impact on neighbouring residential amenity, the highway network or the safety of highway users having regard to Policy D1 of the London Plan, Policy CP30 of the Core Strategy and Policy DMD 48 of the Development Management Document.
- v) The development will ensure retention of existing trees across the site in accordance with Policy DMD 80 of the Development Management Document.



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REV:	DESCRIPTION:	BY:	DATE:
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STATUS: ISSUE

icon

Icon Consulting
Hethel Engineering Centre
Chapman Way
Norwich
NR148FB
01953 857669

SITE: Enfield Chase enhancement hydrology and habitat

TITLE: General arrangement Existing

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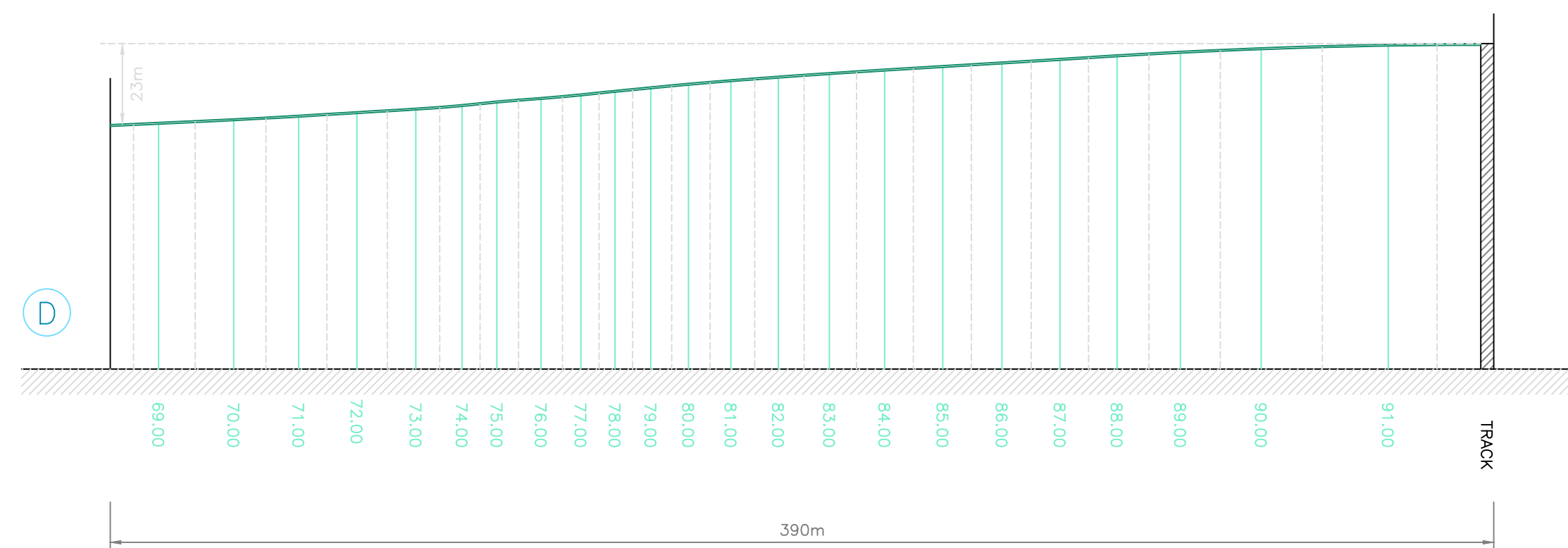
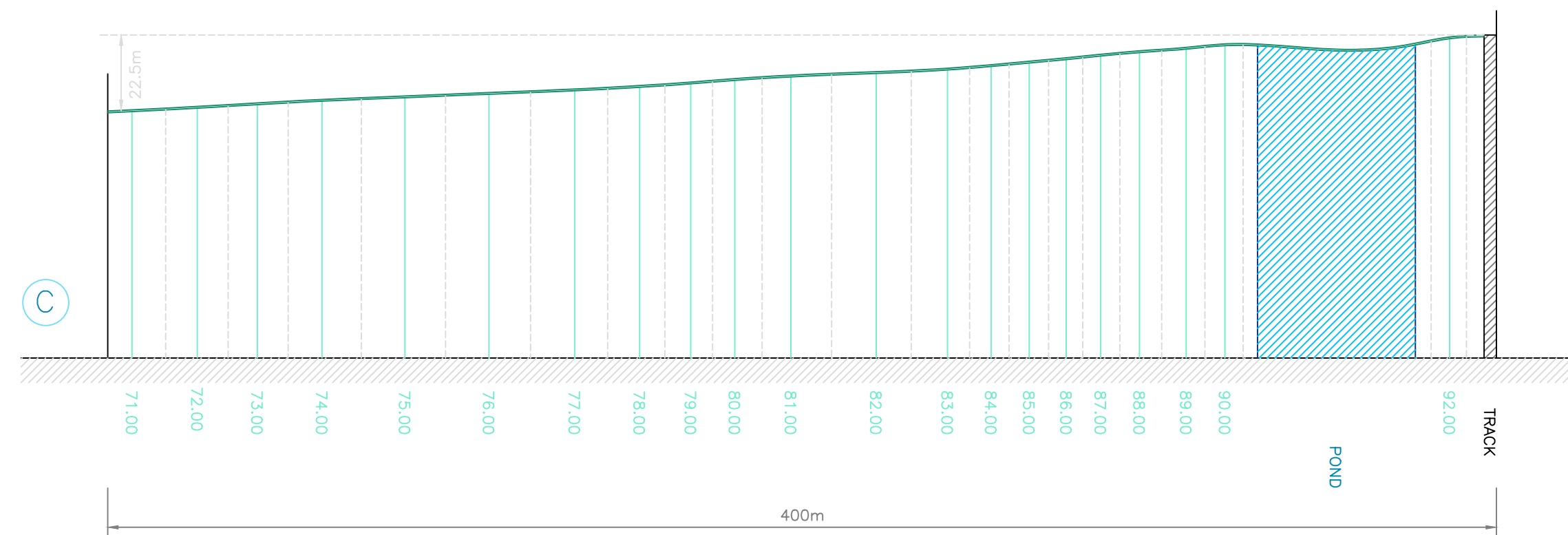
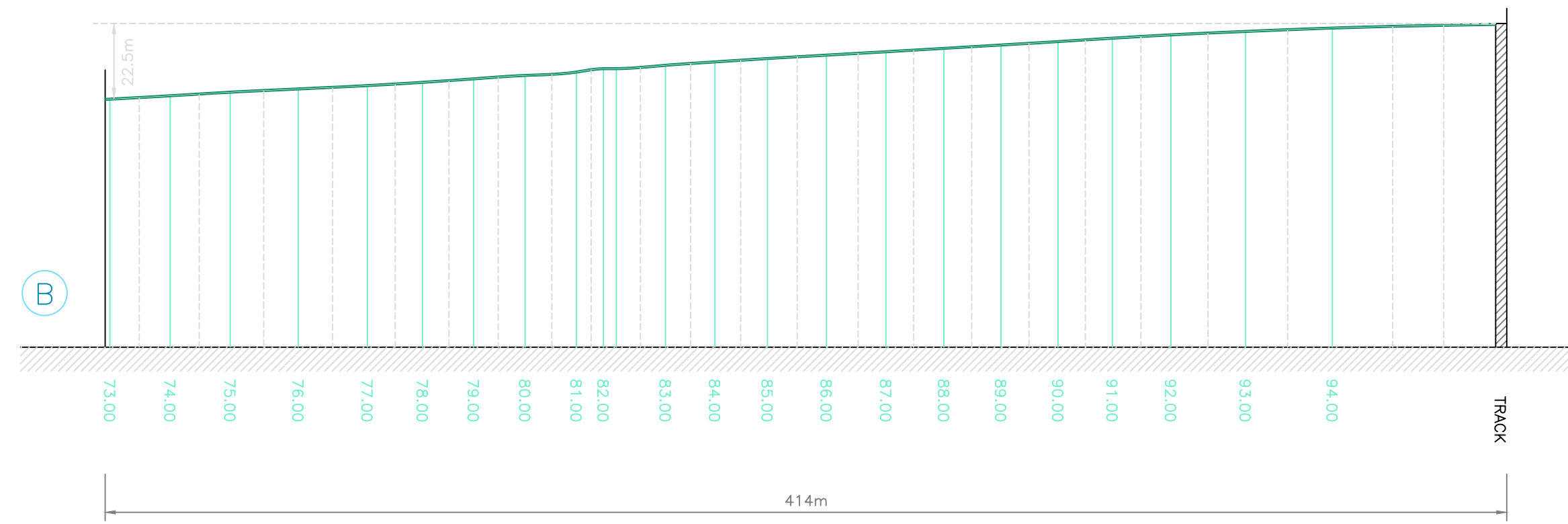
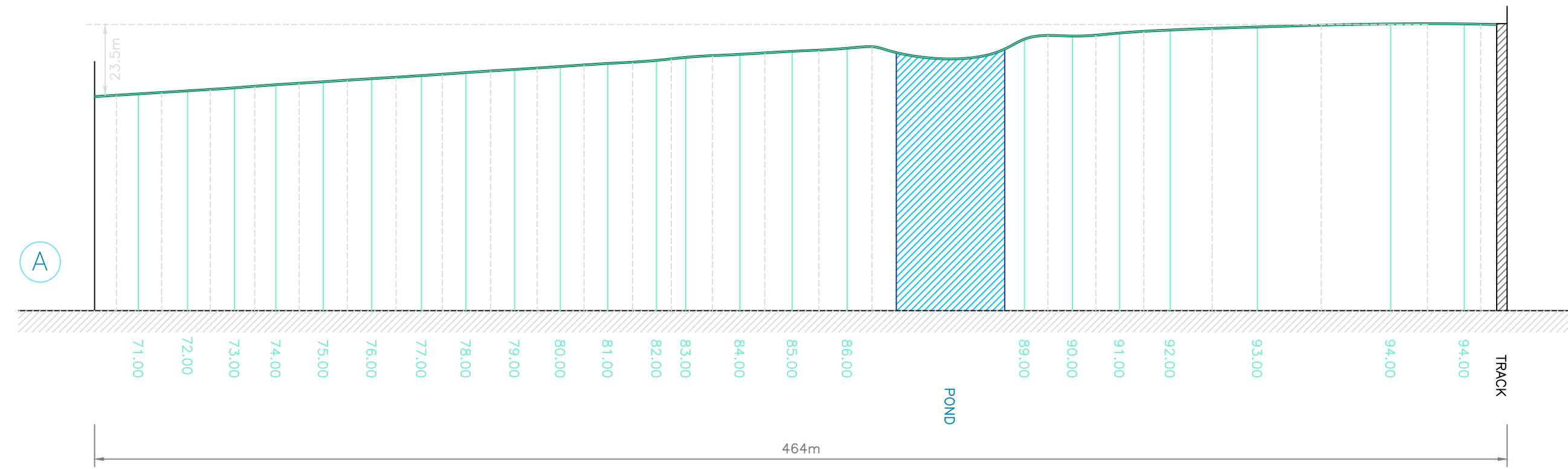
PROJECT NO:	DRAWING NO:	REVISION:
3973	ECHH.DG.001	A

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STATUS: **ISSUE**

	Icon Consulting
	Hethel Engineering Centre Chapman Way Norwich NR148FB 01953 857669

SITE: **Enfield Chase enhancement hydrology and habitat**

TITLE: **Existing sections Sheet 1**

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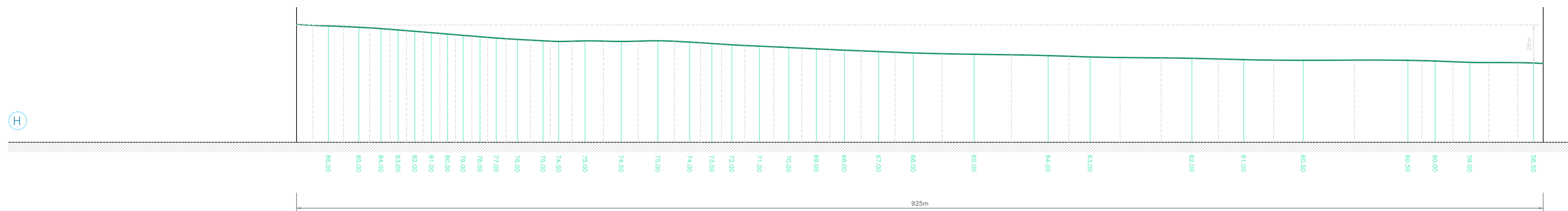
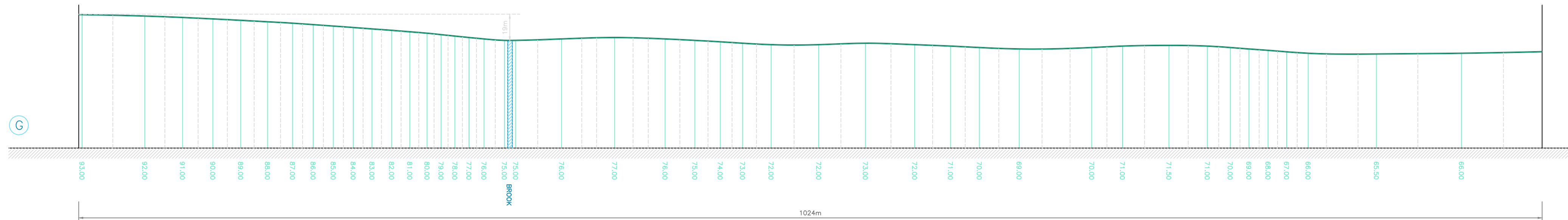
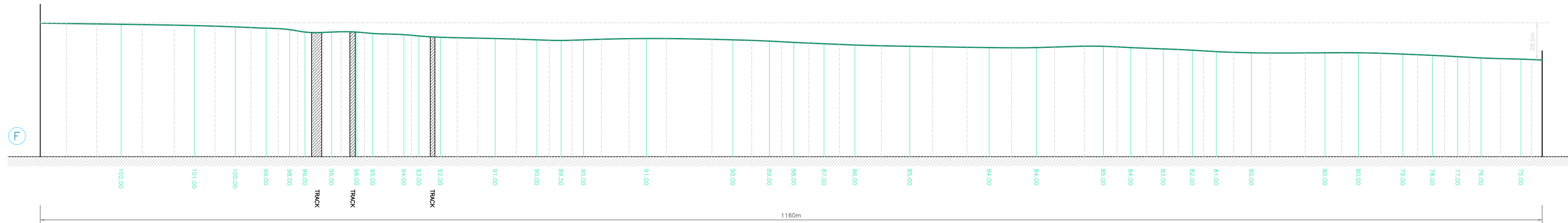
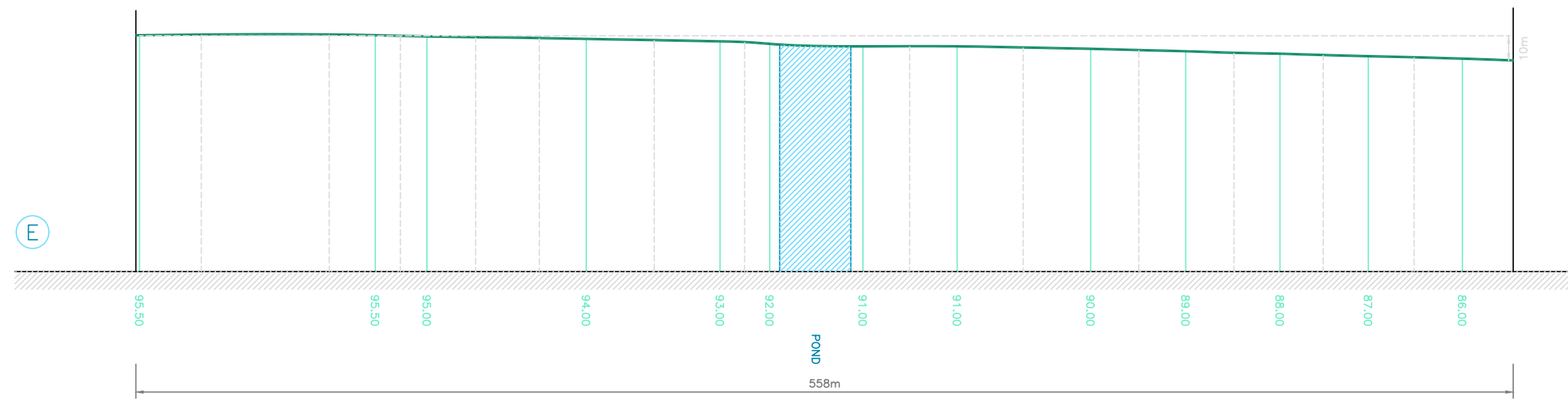
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REV: DESCRIPTION: BY: DATE:

STATUS: ISSUE

SITE: Enfield Chase enhancement hydrology and habitat

TITLE: Existing sections Sheet 2

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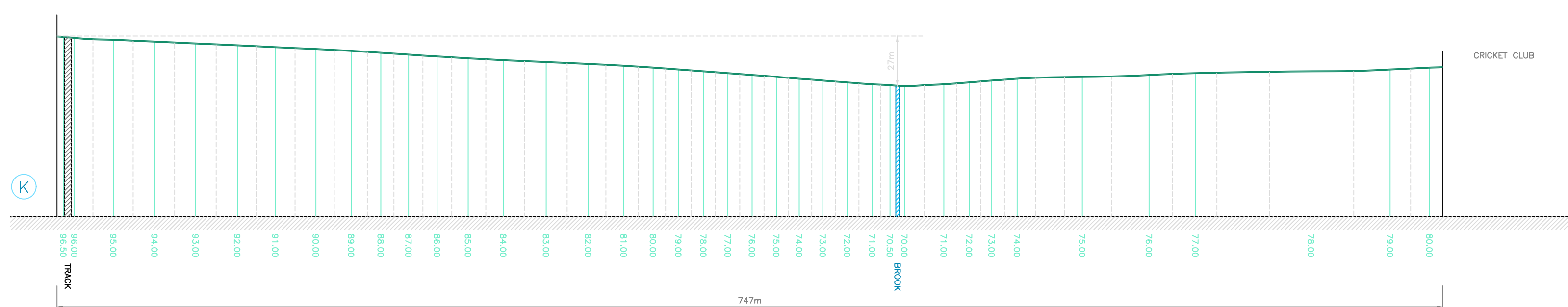
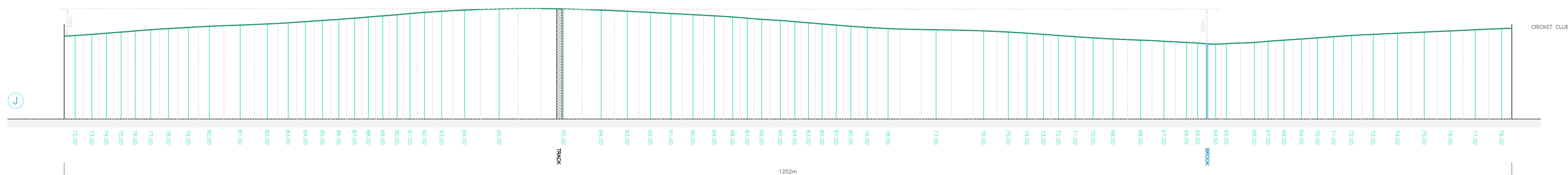
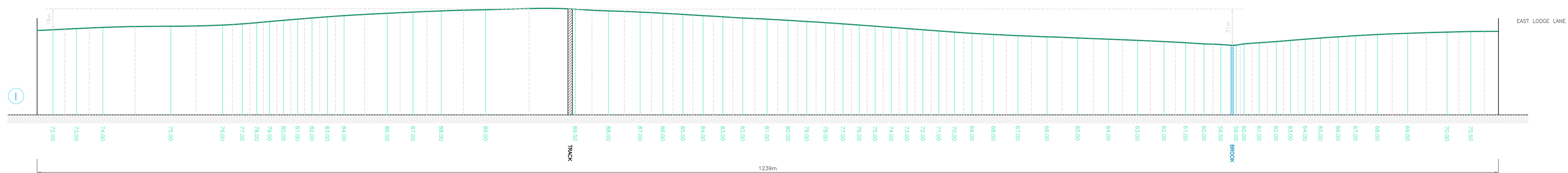
PROJECT NO: 3973 DRAWING NO: ECHH.DG.005 REVISION: A

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REV:	DESCRIPTION:	BY:	DATE:
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STATUS: **ISSUE**

	Icon Consulting
	Hethel Engineering Centre Chapman Way Norwich NR148FB 01953 857669

SITE: **Enfield Chase enhancement hydrology and habitat**

TITLE: **Existing sections Sheet 3**

SCALE AT A1: 1:2000	DATE: 08-23	DRAWN: HB	CHECKED: MG
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PROJECT NO: 3973	DRAWING NO: ECHH.DG.006	REVISION: A
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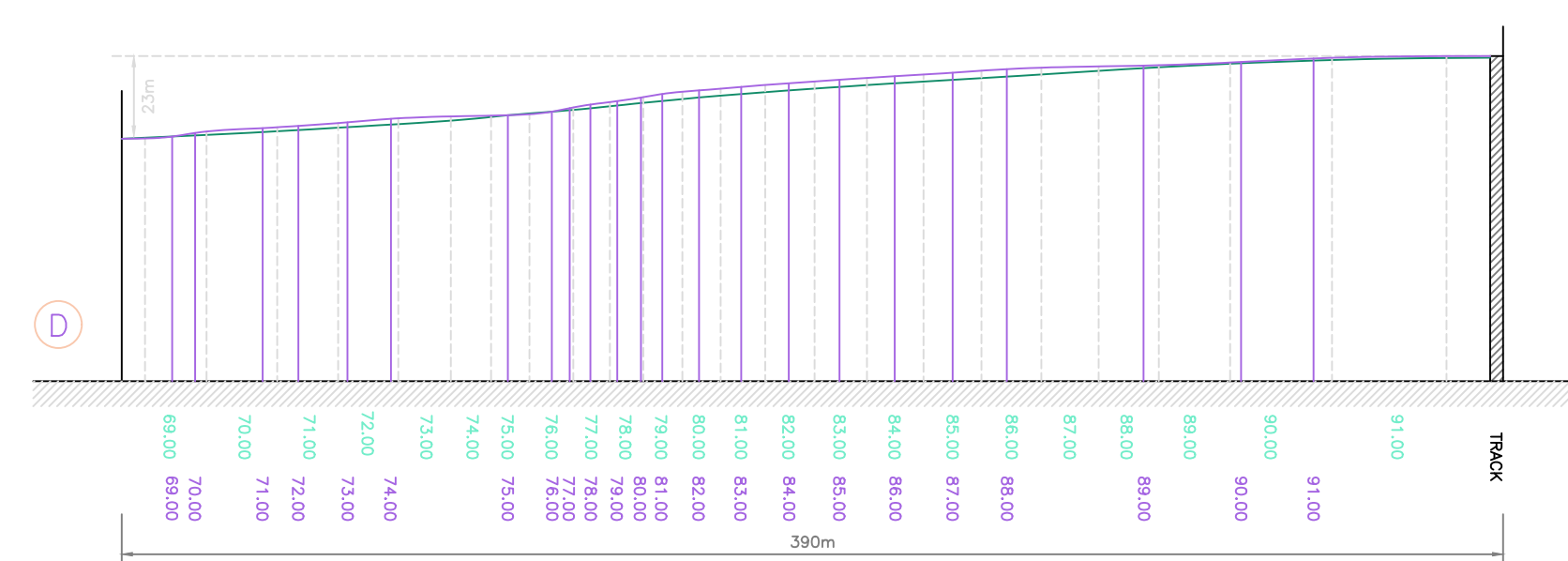
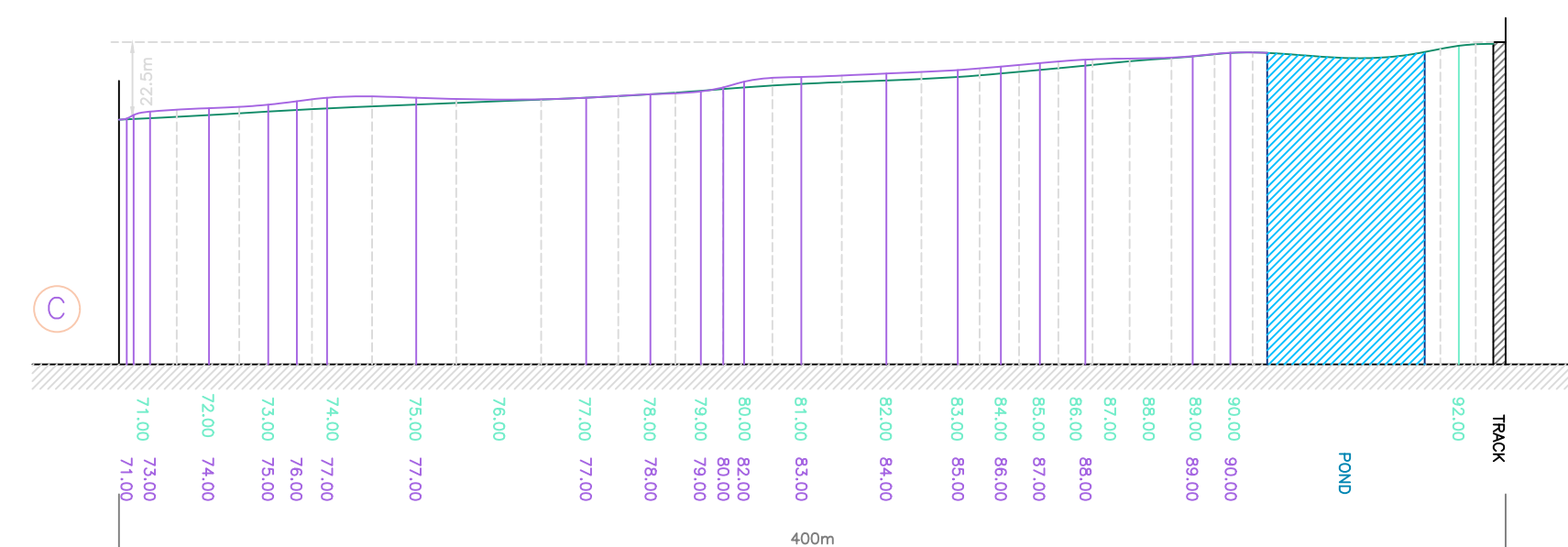
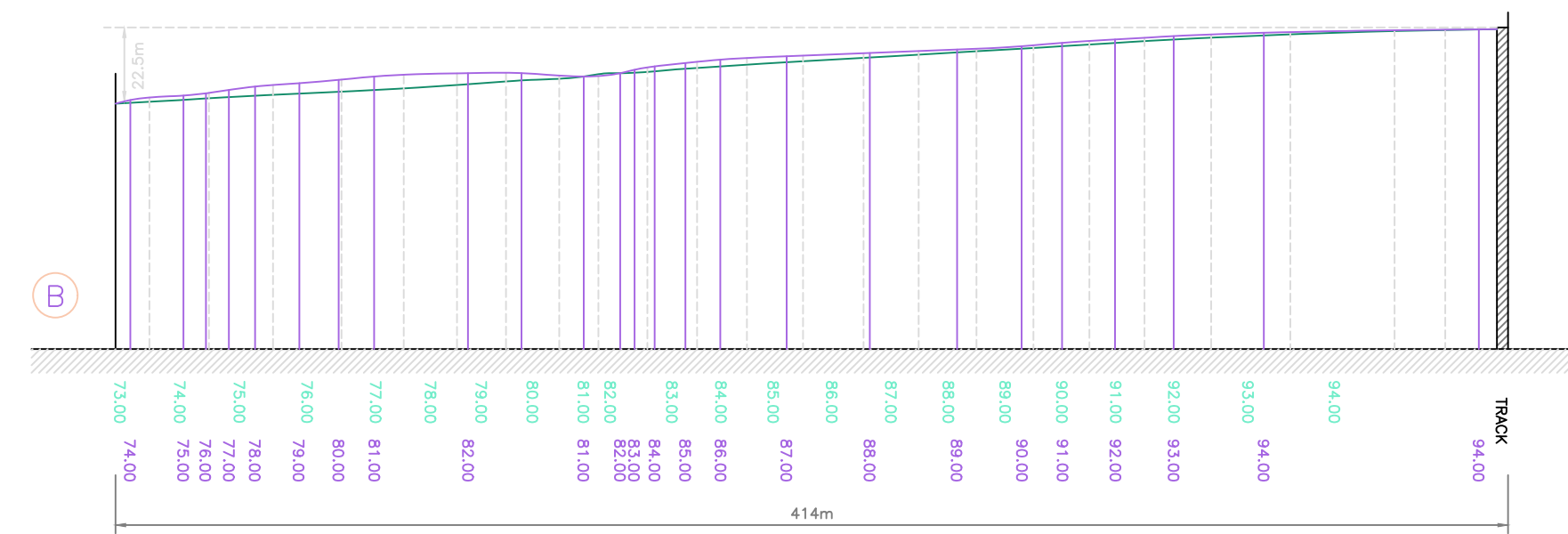
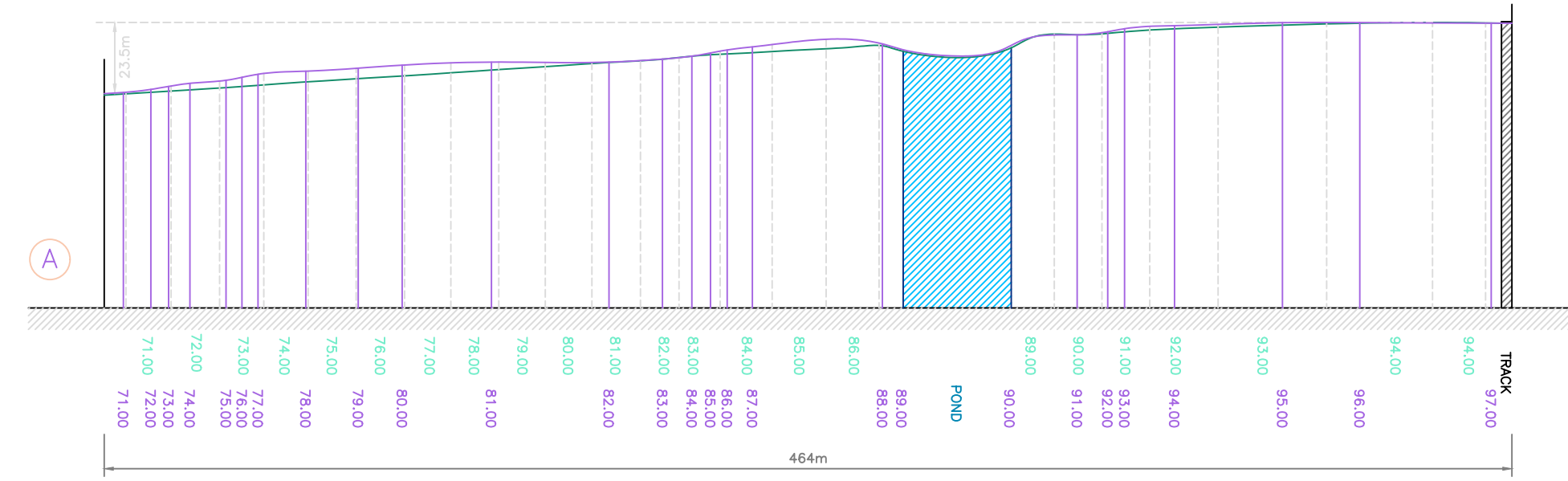
REV:	DESCRIPTION:	BY:	DATE:
STATUS: ISSUE			
		Icon Consulting Hethel Engineering Centre Chapman Way Norwich NR148FB 01953 857669	
SITE: Enfield Chase enhancement hydrology and habitat			
TITLE: Existing topography			
SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:2500	08-23	HB	MG
PROJECT NO:	DRAWING NO:	REVISION:	
3973	ECHH.DG.002	A	

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STATUS: ISSUE

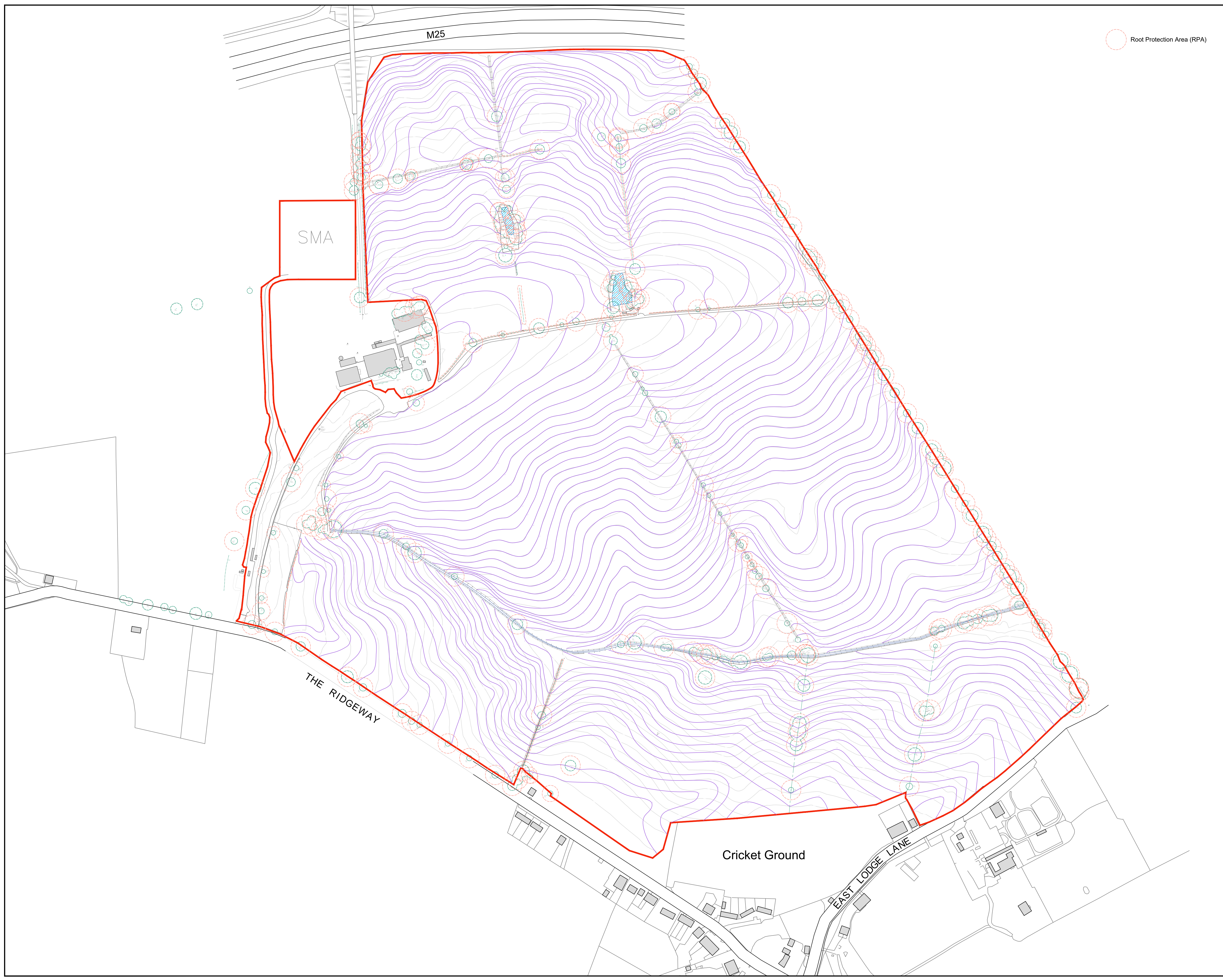
Icon Consulting
Hethel Engineering Centre
Chapman Way
Norwich
NR148FB
01953 857669

SITE: Enfield Chase enhancement hydrology and habitat

TITLE: Proposed sections Sheet 1

SCALE AT A1: 1:2000 DATE: 08-23 DRAWN: HB CHECKED: MG

PROJECT NO: 3973 DRAWING NO: ECHH.DG.010 REVISION: A




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REV:	DESCRIPTION:	BY:	DATE:
STATUS: ISSUE			
		Icon Consulting Hethel Engineering Centre Chapman Way Norwich NR148FB 01953 857669	
SITE: Enfield Chase enhancement hydrology and habitat			
TITLE: Proposed topography			
SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:2500	08-23	HB	MG
PROJECT NO:	DRAWING NO:	REVISION:	
3973	ECHH.DG.009	A	




- Root Protection Area (RPA)
- Habitat enhancement areas
- Retained agricultural use
- Grassland enhancement areas
- - - - - Permissive path (marked)

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REV:	DESCRIPTION:	BY:	DATE:
STATUS: ISSUE			
		Icon Consulting Hethel Engineering Centre Chapman Way Norwich NR148FB 01953 857669	
SITE: Enfield Chase enhancement hydrology and habitat			
TITLE: General arrangement Proposed			
SCALE AT A1: 1:2500	DATE: 08-23	DRAWN: HB	CHECKED: MG
PROJECT NO: 3973	DRAWING NO: ECHH.DG.008	REVISION: A	



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REV:	DESCRIPTION:	BY:	DATE:
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STATUS: ISSUE

	Icon Consulting Hethel Engineering Centre Chapman Way Norwich NR148FB 01953 857669
	SITE: Enfield Chase enhancement hydrology and habitat TITLE: Section locations

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:2500	08-23	HB	MG

PROJECT NO:	DRAWING NO:	REVISION:
3973	ECHH.DG.003	A



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REV:	DESCRIPTION:	BY:	DATE:
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STATUS: ISSUE

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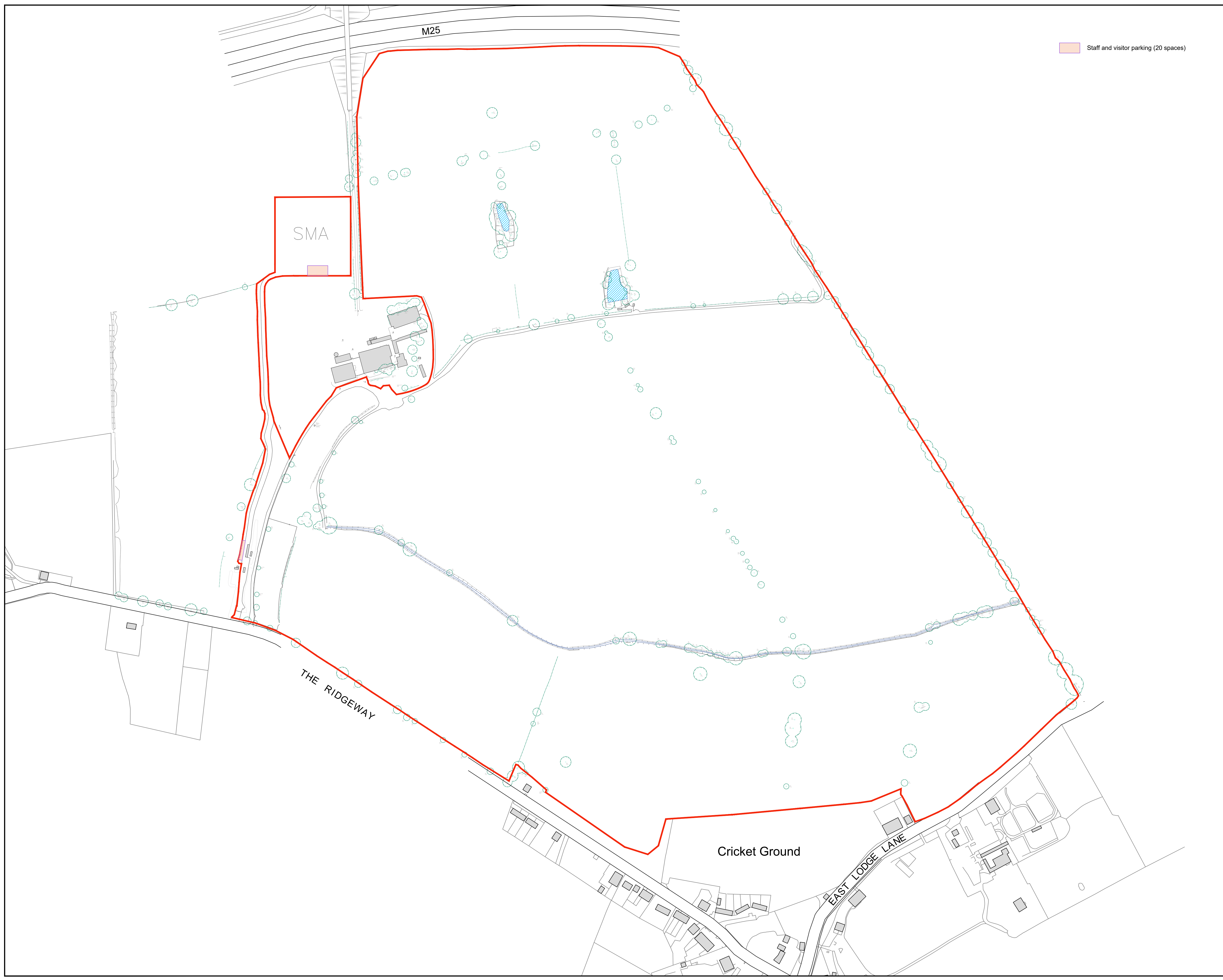
Icon Consulting
Hethel Engineering Centre
Chapman Way
Norwich
NR148FB
01953 857669

SITE: Enfield Chase enhancement hydrology and habitat

TITLE: Site layout including Root Protection Areas

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:2500	08-23	HB	MG

PROJECT NO:	DRAWING NO:	REVISION:
3973	ECHH.DG.007	A



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REV:	DESCRIPTION:	BY:	DATE:
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STATUS: ISSUE

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 Hethel Engineering Centre
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 Norwich
 NR148FB
 01953 857669

SITE: Enfield Chase enhancement hydrology and habitat

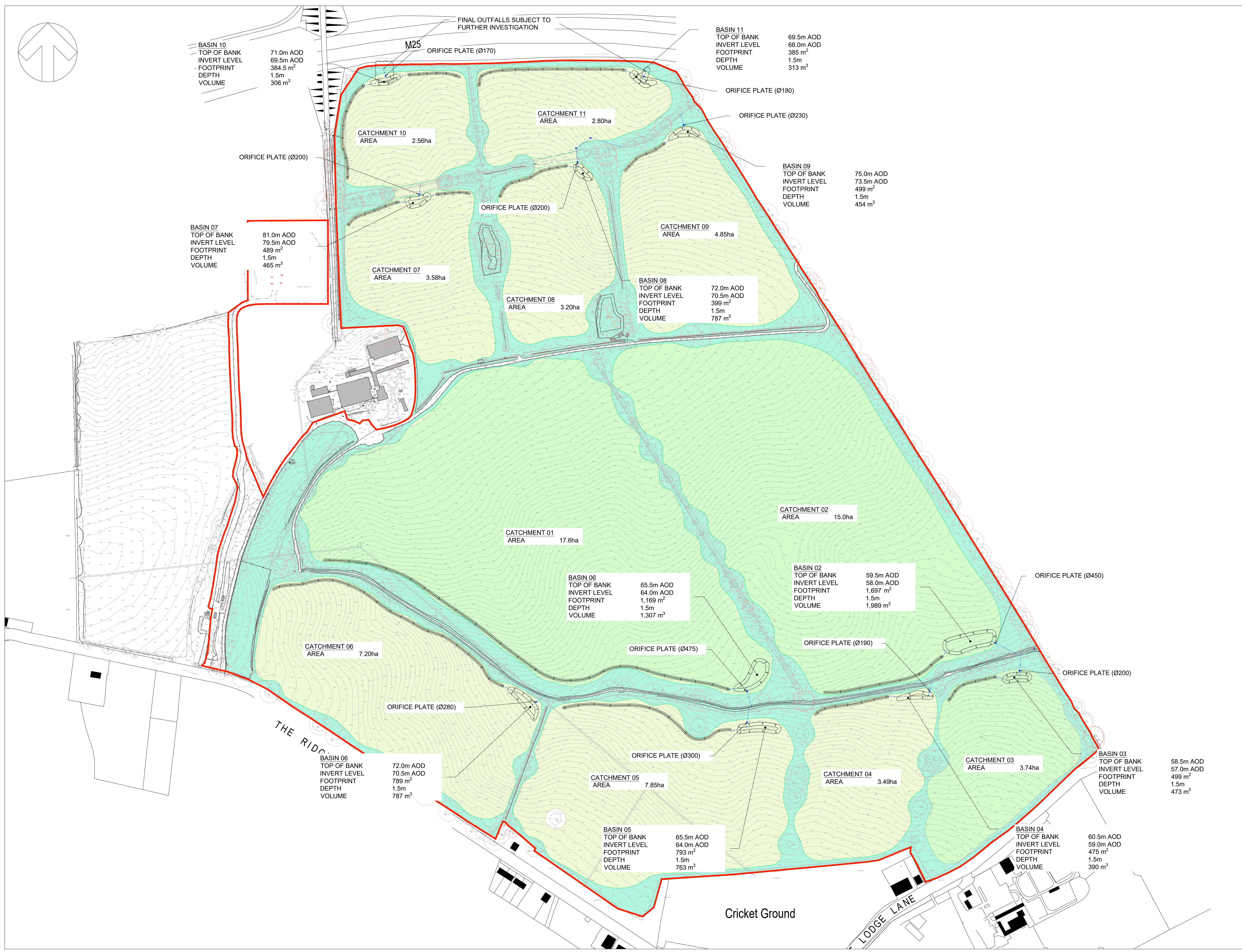
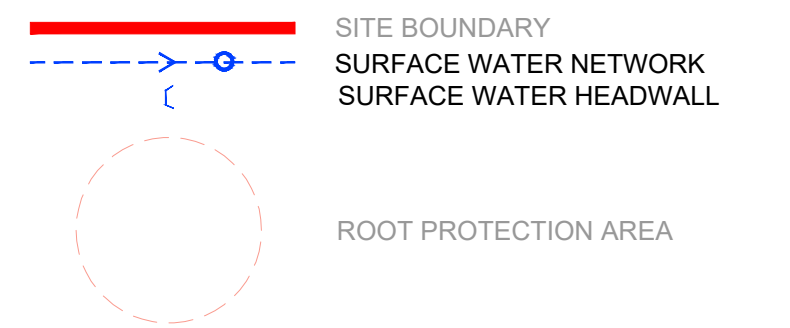
TITLE: Staff and visitor parking

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1:2500	08-23	HB	MG

PROJECT NO:	DRAWING NO:	REVISION:
3973	ECHH.DG.014	-

NOTES:

- 1. ALL DIMENSIONS ARE IN MILLIMETRES (mm) AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (mAOD) UNLESS STATED OTHERWISE.
- 2. THIS DRAINAGE LAYOUT PLAN IS SUBJECT TO AN INTER-DISCIPLINE STANDARD REVIEW.
- 3. THIS DRAFT VERSION OF THE DRAINAGE LAYOUT PLAN SHOULD ONLY BE USED FOR COMMENT BETWEEN THE CLIENT AND THE DESIGNER. NO LIABILITY AS A RESULT OF THE USE OF THIS DRAWING FOR OTHER PURPOSES IS ACCEPTED.
- 4. STRUCTURAL FEATURES ASSOCIATED WITH DRAINAGE APPARATUS ARE SUBJECT TO A STRUCTURAL AND GEO-TECHNICAL DESIGN AT THE DETAILED DESIGN STAGE.
- 5. EARTHWORK SPACE REQUIREMENTS TO BE ASSESSED IN DUE COURSE.
- 6. HYDROLOGICAL ASSESSMENT UNDERTAKEN IN REF#2. ATTENUATION BASINS DESIGNED TO COPE WITH A 10% UPLIFT IN DIRECT-RUNOFF, IN COMPARISON TO BASELINE CONDITIONS.



BASIN 10
TOP OF BANK 71.0m AOD
INVERT LEVEL 69.5m AOD
FOOTPRINT 384.5 m²
DEPTH 1.5m
VOLUME 306 m³

BASIN 11
TOP OF BANK 69.5m AOD
INVERT LEVEL 68.0m AOD
FOOTPRINT 385 m²
DEPTH 1.5m
VOLUME 313 m³

BASIN 09
TOP OF BANK 75.0m AOD
INVERT LEVEL 73.5m AOD
FOOTPRINT 499 m²
DEPTH 1.5m
VOLUME 454 m³

BASIN 07
TOP OF BANK 81.0m AOD
INVERT LEVEL 79.5m AOD
FOOTPRINT 489 m²
DEPTH 1.5m
VOLUME 465 m³

BASIN 08
TOP OF BANK 72.0m AOD
INVERT LEVEL 70.5m AOD
FOOTPRINT 399 m²
DEPTH 1.5m
VOLUME 787 m³

BASIN 02
TOP OF BANK 59.5m AOD
INVERT LEVEL 58.0m AOD
FOOTPRINT 1,697 m²
DEPTH 1.5m
VOLUME 1,989 m³

BASIN 06
TOP OF BANK 65.5m AOD
INVERT LEVEL 64.0m AOD
FOOTPRINT 1,169 m²
DEPTH 1.5m
VOLUME 1,307 m³

BASIN 03
TOP OF BANK 58.5m AOD
INVERT LEVEL 57.0m AOD
FOOTPRINT 499 m²
DEPTH 1.5m
VOLUME 473 m³

BASIN 06
TOP OF BANK 72.0m AOD
INVERT LEVEL 70.5m AOD
FOOTPRINT 789 m²
DEPTH 1.5m
VOLUME 787 m³

BASIN 05
TOP OF BANK 65.5m AOD
INVERT LEVEL 64.0m AOD
FOOTPRINT 793 m²
DEPTH 1.5m
VOLUME 763 m³

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FOOTPRINT 475 m²
DEPTH 1.5m
VOLUME 390 m³

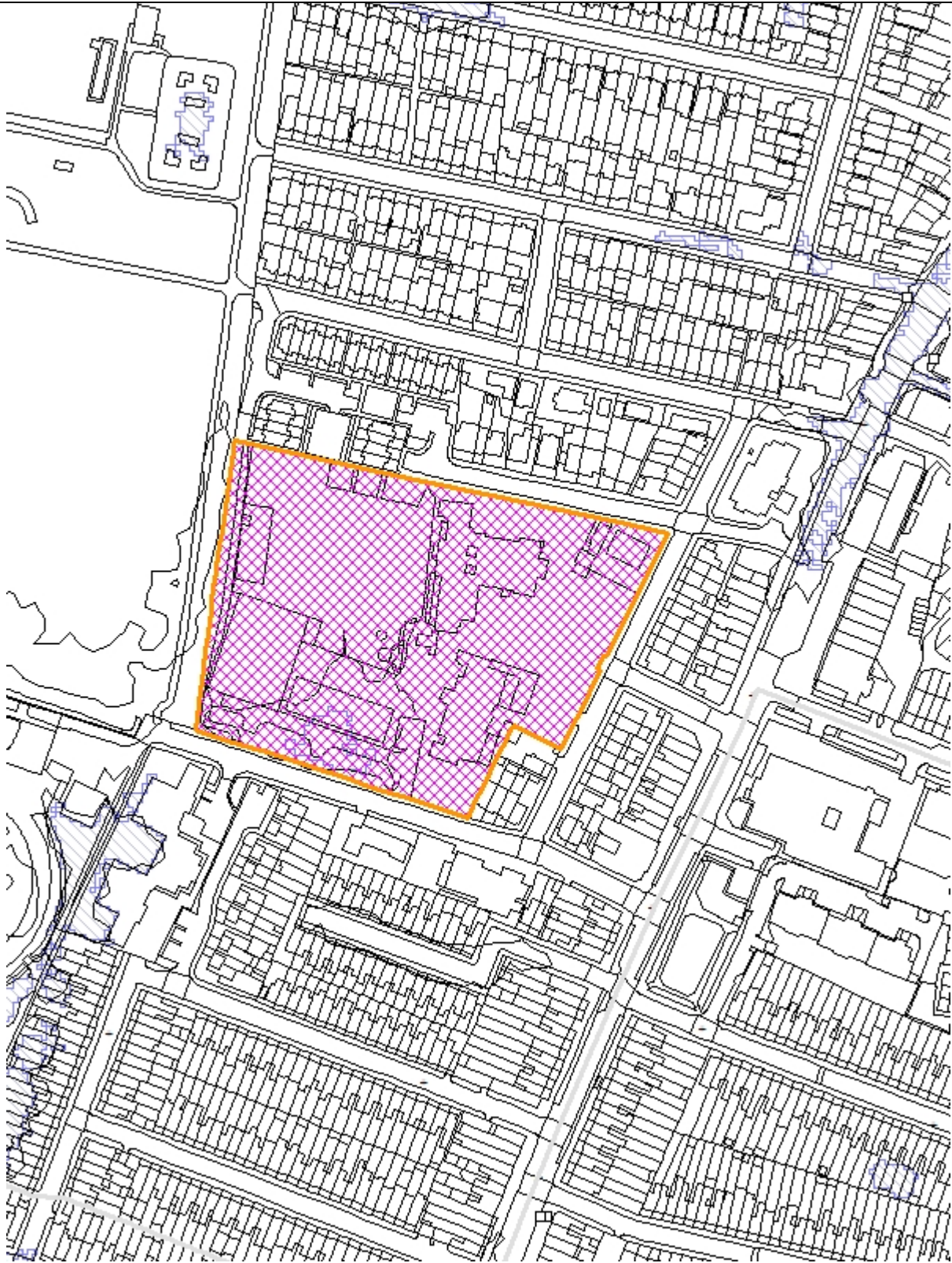
GENERAL ARRANGEMENT
SCALE 1:2,500 @ A1

CWC-0043-DR-03

CLIENT:		ICON PLANNING AND ENVIRONMENTAL	
SITE/PROJECT:		HOLLY HILL (PHASE 2) LAND REPROFILING	
TITLE:		SURFACE WATER DRAINAGE LAYOUT PLAN	
SCALE @ A1:	DESIGNED:	CHECKED:	
1:2,500	JG	AC	
STATUS:		DATE:	
FOR COMMENT ONLY		July 23	
DRAWING No:		REV:	
CWC269-DR-01		P01	
CORNER WATER CONSULTING			

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE	Date: 23 April 2024	
Report of Head of Planning and Building Control Karen Page	Contact Officers: Case Officer: Joe Aggar	Category: Major
Ward: Jubilee	Councillor Request: No	
LOCATION: Houndsfield Primary School, Ripon Road, London, N9 7RE		
APPLICATION NUMBER: 23/02385/FUL		
PROPOSAL: Retention of two-storey modular building for a temporary period of 5 years (Retrospective).		
Applicant Name & Address: Mrs Wendy Ochs Attigo Academy Trust	Agent Name & Address: Mrs Alex Jones Stantec UK Limited 7 Soho Square London W1D 3QB	
RECOMMENDATION:		
<ol style="list-style-type: none"> 1. That planning permission be GRANTED subject to conditions. 2. That the Head of Planning & Building Control be granted delegated authority to finalise the wording of the conditions to cover the matters in the Recommendation section of this report. 		

Ref: 23/02385/FUL LOCATION: Houndsfield Primary School, Ripon Road, London, N9 7RE



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Scale 1:1250

North



1. Note for Members

- 1.1 This application is categorised as a 'major' planning application involving development of floorspace of more than 1,000 sqm. In accordance with the scheme of delegation it is reported to Planning Committee for determination

2. Recommendation

- 2.1 That planning permission be granted subject to the following conditions:

1. Temporary permission
2. Drawing Numbers
3. Restricted Hours
4. SUDs details
5. Cycle storage

- 2.2 That the Head of Planning & Building Control be granted delegated authority to finalise the wording of these conditions.

3. Executive Summary

- 3.1 There is an established need to deliver more school places within the Borough. A resolution to grant planning permission was agreed by the Planning Committee on 13th July 2012 for the erection of a 2-storey modular building comprising six classrooms, gym, hall and staff facilities to provide replacement and additional teaching space for up to three classes of 30 pupils together with construction of hard surfaced play area to rear, multi-use games area to side, 5 additional car parking spaces and new vehicular entrance to Houndsfield Road. This permission (P12-00245PLA) was for a temporary period of 10 years and expired on 28th March 2022.
- 3.2 The principal of a temporary building for education use on this site has already been accepted through the grant of the earlier temporary permission for a modular building. In this instance, it is considered there are very special circumstances that would outweigh any harm to the MOL from the retention of the development. As such, these factors clearly outweigh any harm to the MOL to justify the development.
- 3.3 The proposal meets an established need for extra school place provision within the locality and Borough. In particular, the proposal will assist in meeting a demand for Special Educational Needs (SEN) provision.
- 3.4 The proposed development is not considered to have a detrimental effect on neighbouring occupier's residential or visual amenities nor harm the character and appearance of the existing site and wider locality having regard to policy.
- 3.5 The proposed car parking and associated use of the proposed access is not considered to give rise unacceptable on-street parking pressure, nor harm the free flow of traffic or pedestrian or vehicular safety.

4. Site and Surroundings

- 4.1 Houndsfield Primary School is a large two form entry school with an enrolment of approximately 500 children. The eastern part of the school site comprises

the older three to five-storey school building with modern extensions, a separate one/ two-storey building of a similar architectural style and a more modern single storey, timber clad building alongside the hard surfaced playground and car park. The western part of the Site includes the grass school playing fields, a growing garden, a Multi-Use Games Area ('MUGA'), hard surfaced play area, a car park (accessed from Houndsfield Road) and a two-storey modular building known as the 'Park Suite'.

- 4.2 The Primary School is located on the northern side of Houndsfield Road, the eastern side of Doncaster Road and the southern side of Ripon Road. Both Jubilee Park and the playing field situated on the western part of the site are designated Metropolitan Open Land. The southern and western boundaries of the Site are lined with mature trees.
- 4.3 The surrounding area is suburban in character and the prevailing pattern of development consists of residential terraced and semi-detached properties with a generally consistent style and form. The exception to this being along the south side of Houndsfield Road which features a care home, a Red Cross centre, the William Preye day care facility, and a two-storey building occupied by Age Concern.
- 4.4 Further to the east is Hertford Road, a busy thoroughfare home to many shops and local services. Immediately to the west of the site is Jubilee Park. The school is identified as being located within an area with a Public Transport Accessibility Level (PTAL) of 2 ('Poor').

5. Proposal

- 5.1 Permission is sought for the retention of a two-storey modular building within the curtilage of Houndsfield Primary School.
- 5.2 The retained two-storey building of modular construction, fronts the southern boundary with Houndsfield Road. It is 43.15m in length, 14.50m in width, with a flat roof at a height of 7.0m. In addition, there is a plant room and water tank which centrally located on the roof, with a length of 6.85m, a width of 4.55m, and an additional height of 2.35m. The building is clad externally, in timber.
- 5.3 The building is comprised of as six classrooms, staff rooms and workspace, a hall, PE store, male and female changing rooms as well as a kitchen and storage over two floors.

6. Relevant Planning History

- 6.1 Houndsfield Primary School, Ripon Road, London, N9 7RE, planning application reference P12-00245PLA for demolition of existing HORSAs hut and erection of a 2-storey modular building comprising six classrooms, gym, hall and staff facilities to provide replacement and additional teaching space for up to three classes of 30 pupils together with construction of hard surfaced play area to rear, multi-use games area to side, 5 additional car parking spaces and new vehicular entrance to Houndsfield Road was Granted on 13.07.2012.

Condition 9 of Planning Permission P12-00245PLA stated:

This permission is granted for a limited period expiring on 28/3/2022 when the buildings hereby permitted removed and the land reinstated.

Reason: the development is situated on metropolitan open land and would normally not prove acceptable but is only considered acceptable on the basis of the current demand for school places in the vicinity which cannot be met by existing schools capacity.

- 6.2 Houndsfield Primary School, Ripon Road, London, N9 7RE, planning application reference P13-01585PLA for the Installation of 8 floodlights to multi use games area was Granted on 04.09.2013.
- 6.3 Houndsfield Primary School, Ripon Road, London, N9 7RE, planning application reference 15/00659/FUL for the Erection of a detached building to form a nursery was Granted on 22.07.2015.
- 6.4 Houndsfield Primary School, Ripon Road, London, N9 7RE, planning application reference 21/04599/NMA was withdrawn on 06.01.2022.
- 6.5 Houndsfield Primary School, Ripon Road, London, N9 7RE, pre planning application reference 22/03202/PREAPP.

7. Consultations

Statutory and non-statutory consultees:

External Consultees

- 7.1 Cadent Gas: No comments.
- 7.2 Greater London Authority: given the general acceptability of the building's impact on MOL and its very special circumstances case, and the established need for extra school place provision within the borough, the application does not give rise to any new strategic planning issues.
- 7.3 Sport England: No comments.

Internal Consultees

- 7.4 SUDs Officer: Objection to lack of a SUDs strategy. A condition is recommended to address this.
- 7.5 Environmental Health: No objection.
- 7.6 Property Services: No objection.
- 7.7 Traffic and Transport: No objection.
- 7.8 Planning Policy: No comments.
- 7.9 Urban Design: No comments.
- 7.10 Heritage: No comments.
- 7.11 Education: Supportive of the proposals.

Public

7.12 Consultation letters were sent to 104 surrounding properties. The consultation period ended on 20 October 2023. A site and press notice were also published and distributed.

7.13 One response was received in relation to the application. This can be summarised as:

- The trees that are currently in situ gives poor daylight to the estate (Cornish Court). The leaves from the trees are causing blockages to our gutters and the trees/overgrowth are damaging are fences. The damages are causing urgent repairs to the estate which then escalates to increased service charges which could have been avoided if the trees were maintained correctly.

Officer response: The trees identified are located to the north of two-storey modular building and are existing. Debris falling from the trees is a civil matter and not a relevant material consideration in the assessment of this application.

8. Relevant Policies

8.1 London Plan (2021)

Planning London's Future – Good Growth
GG2 Making the best use of land

Design
D2 Infrastructure requirements for sustainable densities
D4 Delivering Good Design
D5 Inclusive Design

Social Infrastructure
S1 Developing London's Social Infrastructure
S3 Education and childcare facilities
S4 Play and informal recreation
S5 Sports and Recreations facilities

Green infrastructure and Natural Environment
G3 Metropolitan Open Land
G4 Open Space
G5 Urban Greening

Sustainable Infrastructure
SI 2 Minimising greenhouse emissions
SI3 Energy Infrastructure
SI5 Water Infrastructure
SI7 Reducing Waste
SI12 Flood Risk Management
SI13 Sustainable Drainage

Transport
T2 Healthy Streets
T3 Transport capacity, connectivity

T4 Assessing and Mitigating transport Impacts
T5 Cycling
T6 Car Parking
T7 Deliveries, servicing and construction

8.2 Core Strategy (201)

CP8 Education
CP20 Sustainable Energy use and Energy Infrastructure
CP21 Delivering Sustainable Water Supply, Drainage and Sewerage infrastructure
CP22 Delivering Sustainable Waste Management
CP24 The Road network
CP 25 Pedestrians and Cyclists
CP26 Public Transport
CP30 Maintaining and Improving the Quality of the Built and Open Environment
CP33 Green Belt and Countryside
CP34 Parks, Playing Fields and Other Open Spaces

8.3 Development Management Document (2014)

DMD 16 Provision of New Community Facilities
DMD 37 Achieving High Quality and Design-Led Development
DMD 44 Conserving and Enhancing Heritage Assets
DMD 45 Parking Standards and Layout
DMD47 New roads, access and servicing
DMD48 Transport assessments
DMD49 Sustainable design and construction
DMD79 Ecological Enhancements
DMD80 Trees
DMD 81 Landscaping
DMD82 Protecting the Green Belt

8.4 National Planning Policy Framework 2023 (the Framework)

8.5 Other Relevant Policy Considerations

National Planning Practice Guidance (NPPG)
National Design Guide
Social Infrastructure SPD
Enfield Characterisation Study

9. **Assessment**

9.1 The main issues arising from this proposal relate to:

- Planning Background
- Land Use
- Design and Appearance
- Neighbouring Amenity
- Traffic and Transportation
- Sustainability
- Sustainable drainage
- Fire Safety

- Community Infrastructure Levy

Planning Background

- 9.2 Planning permission was granted in 2012 (Planning reference, P12-00245PLA) for the demolition of existing HORSAs hut and erection of a 2-storey modular building. This comprised six classrooms, gym, hall and staff facilities to provide replacement and additional teaching space for up to three classes of 30 pupils, together with construction of hard surfaced play area to rear, multi-use games area to side, 5 additional car parking spaces and new vehicular entrance to Houndsfield Road.
- 9.3 Three of the classrooms within the modular building were to accommodate the projected increase in pupils. The remaining three classrooms alongside the gym, hall, ancillary and staff facilities were for the benefit of Houndsfield Primary School, or shared, to replace temporary/ unsuitable accommodation that existed on the Site at that time, and which were subsequently demolished.
- 9.4 The development was considered acceptable for a temporary period (10 years) based on the demand for school places in the vicinity at the time. The permission expired on 28/3/2022. The permission is therefore no longer extant. Condition 9 required the buildings to be removed and the land to be reverted to its former condition, given its designation as Metropolitan Open Land.
- 9.5 It is noted the previous permission has lapsed. However, the granting of the previous planning permission is a material consideration in this instance. The modular building currently remains in place and is in operation in conjunction with the wider campus. The application seeks the retention of the two-storey modular building for a further five years.

Land Use

Loss of Metropolitan Open Land

- 9.6 London Plan Policy G3 states Metropolitan Open Land (MOL) is afforded the same status and level of protection as the Green Belt. The London Plan applies the Green Belt provisions of the Framework to MOL. Enfield Development Management Policy DMD 82 seeks to protect Green Belt.
- 9.7 The Framework states that the construction of new buildings in the Green Belt should be regarded as inappropriate. Given planning permission has lapsed and a new planning permission has been submitted, the building for the purposes of the assessment is considered as 'new'. Education is not classified as an appropriate development. Consequently, the development plan establishes that, with limited exceptions, new buildings are to be considered inappropriate in MOL. Whilst there are exceptions to this general restriction, the proposed development is not of a type covered by these exceptions. As a result, the scheme would comprise inappropriate development for the purposes of the development plan.
- 9.8 The Framework states inappropriate development is, by definition harmful. The Framework further states that substantial weight should be given to any harm. This triggers the need to identify very special circumstances if planning permission is to be granted.

Openness

- 9.9 Openness is not specifically defined within the Framework. For the purposes of MOL the concept of openness goes beyond the visual effects of a proposed development and encompasses its spatial effects. The concept of openness in MOL terms means that on the whole land within its boundaries should remain free from development.
- 9.10 The scheme would retain the two-storey modular building for a further period of 5 years. The structure would lead to some depletion of the openness of the site. However, the building has been in situ for more than 10 years and therefore there would be no further harm above the originally consented scheme. What is more, the building would be viewed within the context of the main school campus. It would not be seen as an isolated building. No issues are taken with the material proposed or the colour palette. The Greater London Authority (GLA) identified a lack of harm, and any harm would be mitigated by the permission being for a temporary period only.
- 9.11 As such, considering the position, height, and scale in respect of the visual appearance of the building, it would result in minimal harm to openness, or indeed any other harm, in visual impact terms, notably given its temporary use. However, there would remain harm to openness through its erosion, which is afforded weight.

Educational Need /loss of playing field

- 9.12 The accommodation within the modular building is still required by Houndsfield Primary to meet its on-going operational needs with the school optimising the space available to it within the main school and modular building for the benefit of the local community and Enfield more widely. The proposed scheme seeks the retention of the existing educational use.
- 9.13 The modular buildings layout is proposed to remain as granted under P12-00245PLA. It consists of 6 classrooms, a gym/hall, changing rooms and office space. Classrooms 01 and 02 are used for Strengthening Wellbeing, Emotional health, Relationships and Readiness for Learning ('SWERRL') – a multi-disciplinary team working in partnership with schools and other services in Enfield to support inclusion of primary school children who are experiencing social, emotional and mental health ('SEMH') difficulties. Classrooms 03 – 06 are used for Year 6 classrooms.
- 9.14 This additional capacity the modular building provides has allowed the school to utilise space within the main school building to provide additional resources/provision to meet the specific needs of the local school community and the Borough as a whole. This includes a Speech and Language Resource Base, Nature Group, laundry facilities and community room.
- 9.15 The Council has successfully applied to the Department for Education to establish a new SEN school in the Borough for a minimum of 96 primary age children with complex autistic spectrum disorders. Whilst this will assist with an unmet need for children requiring dedicated SEN provision, the Council is reliant on additional provision within existing schools to accommodate those children with EHCPs that can attend mainstream school with support. This

includes Houndsfield Primary School. The Hounsfield building will be used to establish a new SEN unit and help meet the strategic objectives approved by Cabinet and is supported by the Education department. The school also places pupils in to smaller 'intervention' groups to focus on specific topics/ subjects where pupils are not working at the expected level. The school building therefore optimises the space available for the benefit of the school overall and local community.

- 9.16 The two-storey modular building is a well-used part of the school. It comprises six classrooms, group teaching rooms, staff offices/ workspace, a multi-use hall and toilet and changing facilities. It benefits from a lift enabling less mobile/ disabled members of staff (and pupils if the need arose) to access teaching space on the first floor and provides the only part of level access within the school. The modular building also provides storage and changing/ WC facilities for the MUGA enabling community use of the MUGA outside of school hours. Furthermore, the building is used internally for a range of community uses in the evenings and at weekends and houses Enfield's primary behaviour service ('SWERRL') following the closure of Addison House.
- 9.17 The retention of educational uses is in line with Policy S3 (Education and childcare facilities) of the London Plan (2021) which outlines an inherent need for high quality educational facilities within London to meet current and future demand. It is noted that all future proposed designs relating to the application will need to achieve subordination with the provisions of this policy.
- 9.18 Education is not classified as an appropriate development within MOL. However, the siting of this building was approved by a previous consent given the special circumstances that existed. The building remains in place and the very special circumstances that justified it continue to exist. The building is temporary in nature and justified in terms of siting. Therefore, it is considered in this instance that the proposal is acceptable in principle.
- 9.19 In terms of justifying an exception to development or in this case a temporary permission there is a strong and significant identified educational need for school places, which is acknowledged as carrying significant weight.

Summary

- 9.20 The London Plan (2021) establishes that inappropriate development on MOL should be refused, except where very special circumstances are demonstrated. This is a high hurdle for a development proposal to overcome. The scheme, by definition, would be inappropriate development in the MOL. Weight is attached to these harmful effects of the scheme. However, the benefits in terms of educational use are sufficient to outweigh the harm to MOL.
- 9.21 As a result, the very special circumstances sufficient to justify the proposed development in planning terms have been established in this case. The proposed development would therefore be in compliance with Policy G3 of the London Plan (2021).

Design and Appearance

- 9.22 The Framework (Section 12) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. London Plan policies D1, D3, D4 and D5 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...”
- 9.23 Civic buildings are required by policy DMD42 to be of a high standard and prominence within their community. They need to communicate their importance and function through architectural cues; they should positively address the public realm; have entrances which are prominent; and be designed to accommodate alternative uses.
- 9.24 The retained two storey building is timber clad. It contrasts with the existing Victorian school. The structure is proposed to be retained for a further temporary period of 5 years.
- 9.25 The eastern part of the school site comprises the older three to five-storey school building with modern extensions, a separate one/ two-storey building of a similar architectural style and a more modern single storey, timber clad building alongside the hard surfaced playground and car park. It is therefore noted there is a mix of architectural forms and styles on the campus. The modular construction consists of SIP panels clad externally with cedar wood shingles, aluminium windows and doors and corrugated aluminium flat roof. The modular building is of a simple form and construction. As such it is considered that a certain flexibility in approach is appropriate in this case.



- 9.26 Consideration was given at the time of the 2012 Planning Permission to ensuring an appropriate external appearance. The quality of the design is considered acceptable within the previous and current assessment.
- 9.27 Overall, the proposal would have an acceptable impact on the character and appearance of the area. Thus, the scheme would comply with Policy 30 of The Enfield Plan Core Strategy 2010-2025, Policies DMD6, 8 and 37 of the Improving Enfield Development Management Document 2014 ('the DMD') and Policies D3 and D4 of the London Plan.

Neighbouring Amenity

- 9.28 CP30 of the Core Strategy 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. DMD 16 seeks to ensure community facilities do not harm the amenity of neighbouring residential occupiers.
- 9.29 The site is located within an established, large two form entry school, Houndsfield Primary School. Beyond this is a residential area. The scheme proposes, the retention of the two storey, modular building.
- 9.30 Immediately to the south of the site is a day care centre and residential properties. The retained school hall building would be sited 20m from the boundary along the southern edge of the site. Beyond this is Houndsfield Road with the nearest adjoining residential uses, approximately 35m away.
- 9.31 Taking into account the proposed form, mass and scale is remaining as previously granted (P12-00245PLA) it is considered the proposal would not adversely impact the surrounding neighbouring residential occupiers. Given the acceptability previously and the relationship to adjoining residential occupiers has not altered, plus the relative distances to the position of the proposed modular building, there would be no adverse impact, in terms of loss of sunlight/daylight, increase overlooking or outlook or sense of enclosure to neighbouring occupiers.
- 9.32 The use of this section of the Houndsfield Primary School site to retain a modular building would not detract from the character and amenities of the area, having regard to the existing use of the site as a primary school. The proposed opening hours, and the proposed level of use would remain as is. The relationship of the use to the surrounding area in terms of noise, disturbance, activity, traffic generation and parking would be limited in terms of intensity and would not be significant in relation to the existing experience of local residents. It is therefore considered that the proposed development would not result in a level of noise and disturbance that would be detrimental to the amenities of adjoining neighbouring occupiers.
- 9.33 The retention of the building would be consistent with the use of the site and appropriate in the context of the existing school and therefore, the character of the area. Moreover, it should be noted that there is no control over the number of pupils other than through the exercising of planning controls on extensions / new development. Overall, the proposal would cause no harm to adjoining neighbours living conditions and as such is considered acceptable in this regard.

Traffic and Transportation

- 9.34 Policy T1 of the London Plan (2021) requires that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy T2), cycling (Policy T5), tackling congestion (Policy T4), road network capacity (T3) and parking (Policy T6). Policies DMD45 and 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access /servicing.

Trip Generation

- 9.35 The school would continue to operate a similar timetable to the present one, with the majority of arrivals taking place between 8.00 and 8.30am and the majority of departures being concentrated between approximately 3.00 and 3.30pm.
- 9.36 The previous Transport Assessment indicated that the expansion would primarily result in the addition of sustainable trips such as on foot and by public transport. Additionally, approximately 15 extra car trips are expected to be generated by the school during the morning and afternoon school peak periods. This was considered acceptable previously and given the retention of the building for same use, there would not be an unacceptable impact on surrounding road network. Traffic and Transport officers have not raised concerns in this regard.

Vehicular access

- 9.37 The main access to the school site is on Doncaster Road to the east, with the staff car park accessed from Ripon Road to the north. Access to the car park is from Ripon Road to the north of the school site and via a controlled access gate. A vehicular access would remain, as consented, located off Houndsfield Road leading to the existing car parking area comprising five car parking spaces. This arrangement would remain as existing and as such is considered acceptable.

Car Parking

- 9.38 No parking restrictions operate within the immediate vicinity of the school with the exception of the 'School Keep Clear' yellow zig-zag markings provided directly outside the school entrances on Doncaster Road and Houndsfield Road. The markings prohibit stopping between the hours of 8.15 to 9.15am and 2.45 to 4.00pm hours from Monday to Friday.
- 9.39 The vehicular access would remain located off Houndsfield Road leading to the existing car parking area comprising five spaces. This would total 33 spaces (including the existing two disabled spaces). Given the acceptability of parking under the previous application, with no changes proposed, the proposal is considered acceptable in this regard.

Refuse and Recycling

- 9.40 DMD 47 specifies that new development will only be permitted where adequate, safe and functional provision is made for refuse collection. The refuse and recycling provision should be provided in line with the Council's Refuse and Recycling Guide ENV 08 162.
- 9.41 General waste is currently collected from the Doncaster Road gates while recycling is collected from Ripon Road. Similarly, all other deliveries are made via gates at Ripon Road. It is proposed that this arrangement will remain and as such is considered acceptable.

Cycle Parking

- 9.42 In line with the minimum standards set out in the current London Plan as required by DMD Policy 45 and the guidance set out in the London Cycle Design Standards, development should provide secure, integrated, convenient and accessible cycle parking.
- 9.43 Pre 2012, the school currently has cycle parking with capacity for 10 bicycles. The London Plan requires 1 space per 8 FTE staff and 1 space per 8 students. To encourage sustainable transport, it is considered appropriate in this instance to recommend a condition to provide details of cycle parking.
- 9.44 Subject to conditions, the proposal is considered to not generate an unacceptable level of impact on transport.

Sustainability

- 9.45 The sustainability credentials of the building were accepted in 2012. This application is for the further retention for 5 more years. For a new development, this would be required to be carbon neutral. The proposal is for the retention of an existing structure, which would remain for a temporary period. As such, it is not considered reasonable to expect the building to be retrofitted to comply with current policy given its legacy position.
- 9.46 On balance, it is considered unreasonable to require compliance with current policy standards. The level of investment is not known, and the application would not warrant refusal on this basis.

Sustainable Drainage

- 9.47 DMD61 requires SuDS measures to maximise their use. The site is subject to surface water flooding for a 1 in 30, 1 in 100 and 1 in 100 years plus climate change event. It is noted that the SUDs Officer is not satisfied with the FRA Technical Note. However, the building has been in situ for over 10 years and was considered acceptable previously subject to condition.
- 9.48 The building is located on an area with potential for surface water 'ponding' solely due to localised topography. The majority of the area identified as at potential risk from surface water flooding is car parking that was approved in 2012 and which incorporates a conventional piped drainage system for surface water discharging to the existing drainage system.
- 9.49 The previous permission required details of surface drainage for disposing of surface water by means of a sustainable drainage system. Based on the planning records it appears this condition was not discharged. As such a condition is recommended to ensure SUDs measures in relation to the building can mitigate any impacts.

Fire Safety

- 9.50 The London Plan (March 2021) was adopted after the proposal's completion. Policy D12 of the London Plan which concerns fire safety, requires that development achieve the highest standards of fire safety with regards to its design. Major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

9.51 In this specific instance the building has been in operation for over 10 years. A copy of the school's fire procedure for the Park Suite has been provided in support of the application. The assembly/ evacuation point is on the school field. Appropriate access is provided to the school site for the fire tender and the building will be occupied and operated in a manner consistent with the schools normal fire safety procedures.

Community Infrastructure Levy

9.52 Temporary consents and temporary structures are not CIL liable.

10. Conclusion

10.1 The proposed development would result in harm to MOL through being inappropriate development and resulting in the erosion of openness of MOL. Such harm should be afforded substantial weight against the proposal.

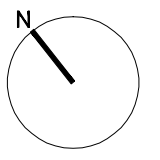
10.2 In respect of MOL, there are other considerations, in the provision of primary and special education needs put forward in this case, that would clearly outweigh any harm to MOL.

10.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.

10.4 The proposal in this case would accord with London Plan Policy G3 and Enfield Development Management Policy DMD 82 seeks to protect Green Belt, which seek the aforesaid aims, which include the inappropriate development in MOL should be 'refused in the absence of clearly demonstrated very special circumstances', which have been demonstrated in this instance.

10.5 Accordingly, it is concluded that the proposed development would accord with the adopted development plan when considered as a whole and that there are no material considerations which indicate a decision otherwise than in accordance with it.

Notes:
1. No dimensions are to be scaled from this drawing



Key:
 SITE BOUNDARY

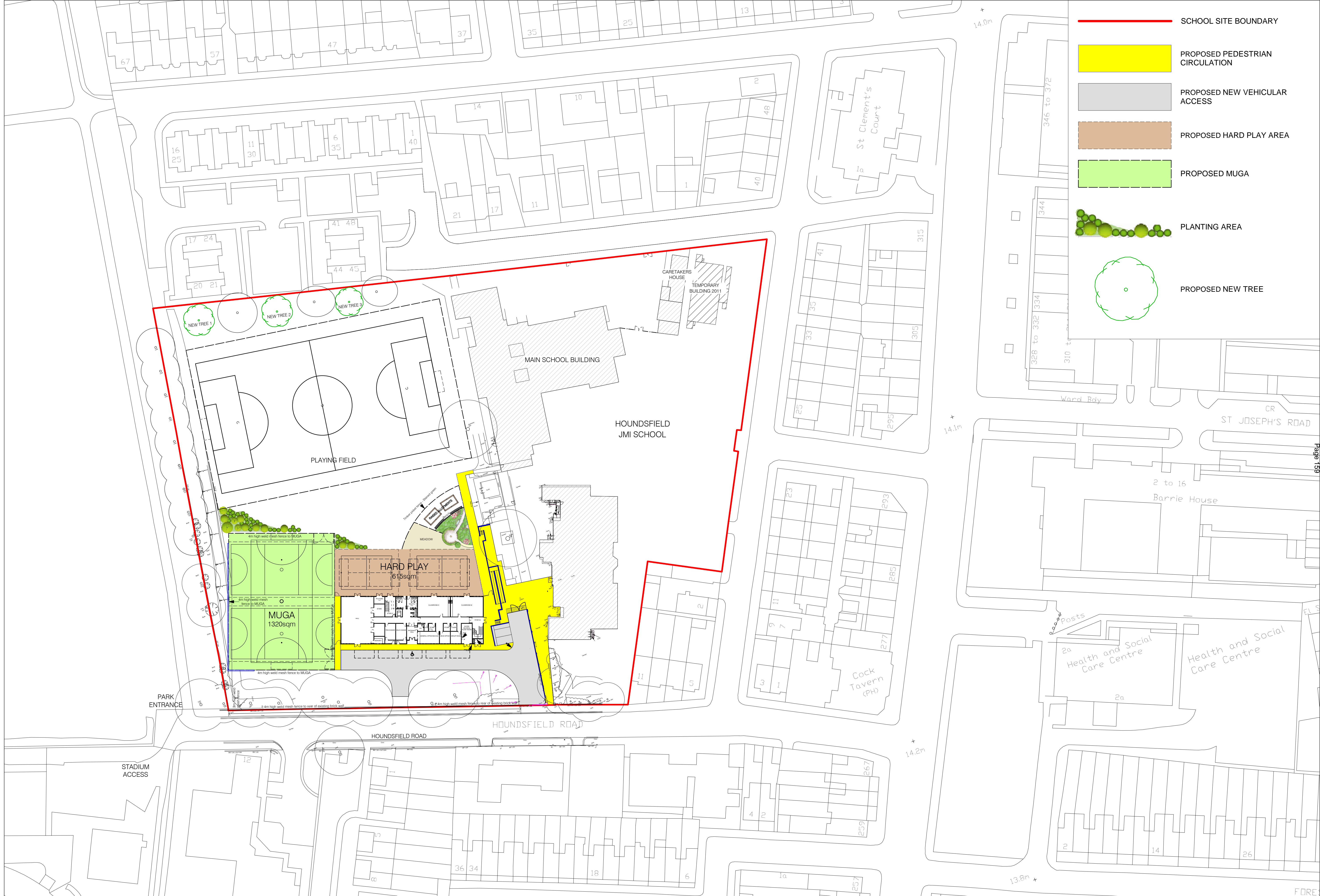


Rev	Date	Notes



Project HOUNDSFIELD PRIMARY SCHOOL		
Scale 1:1250 @A1	Date Dec 2011	Drawn IT
Architect \ S.O. John Wilkinson		CAD File No.

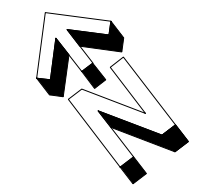
Drawing Title PLANNING ISSUE SITE LOCATION PLAN
Drawing No. D_E427_003067_AL/001



Rev Date Notes
 P1 13/03/12 Vehicular & Pedestrian Access Changed. MUGA and Hard Play areas moved. External Ramp and Stairs moved. Parking layout changed. External soft landscaping added. Three new trees added to North of playing field.



CAD File No. G:\design\0 PROJECT_SITE\Houndsfield Primary School\ID_E247_003067 Partner Sch 2012\14 - Drawings\Arch Working Drawings\Planning Drawings

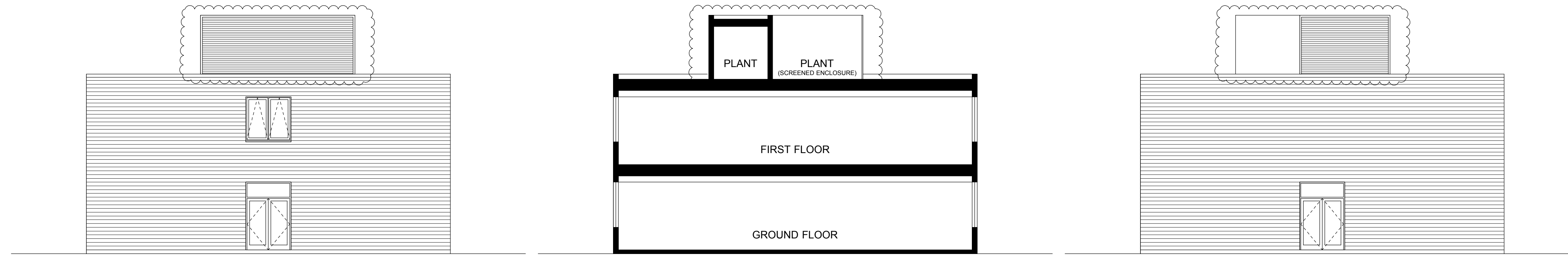


0m 10m 50m

Architectural Services
 PO Box 51, Civic Centre,
 Silver Street, Enfield, Middlesex EN1 3XB
 Tel: 020 8379 6705

Project: **Houndsfield Primary School**
 Ripon Road, London Area, London N9 7RE
 Drawing Title: **2 Storey Modular Building Proposed Site Plan**
 Drawing No.: **D_E247_003067_AL_004**

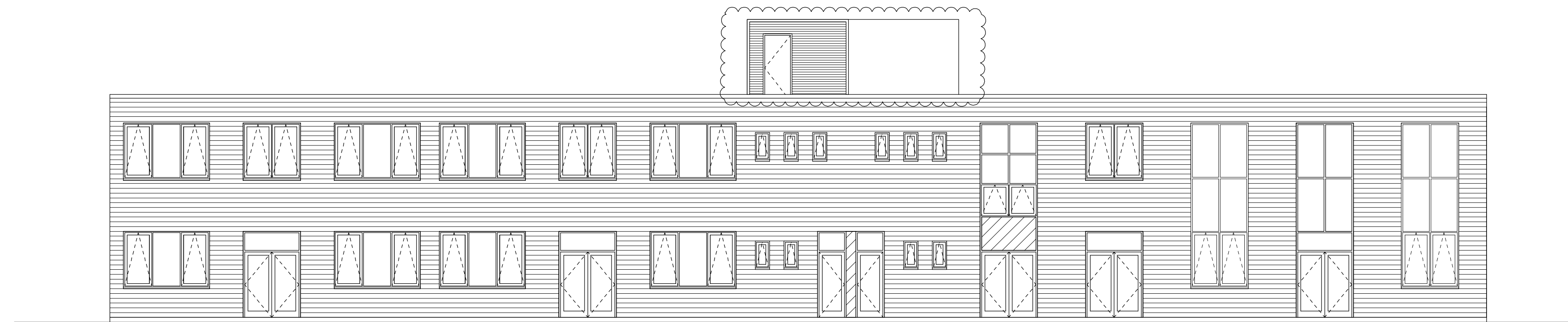
Revision: **P1**



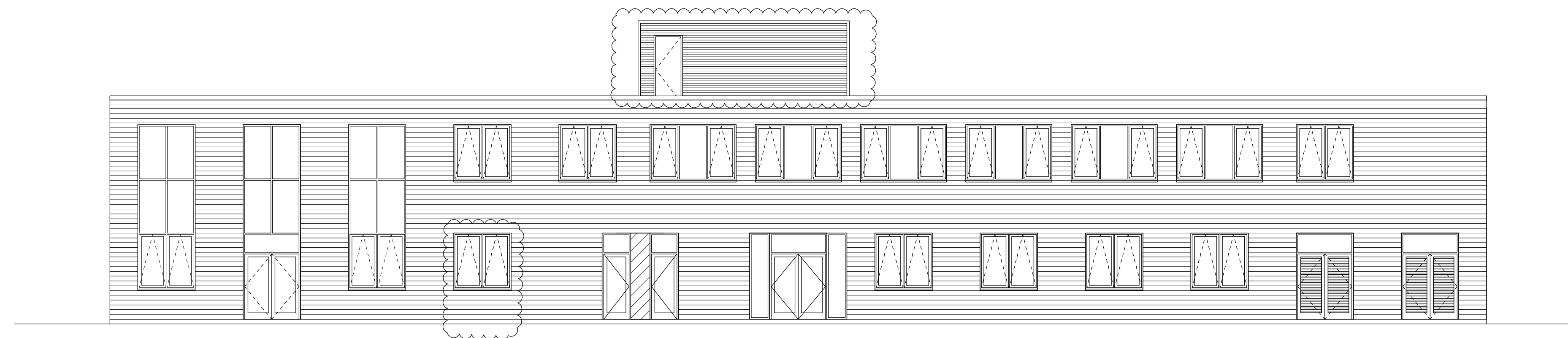
EAST ELEVATION

TYPICAL CROSS SECTION

WEST ELEVATION



NORTH ELEVATION

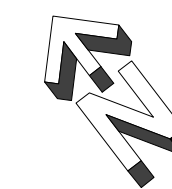


SOUTH ELEVATION

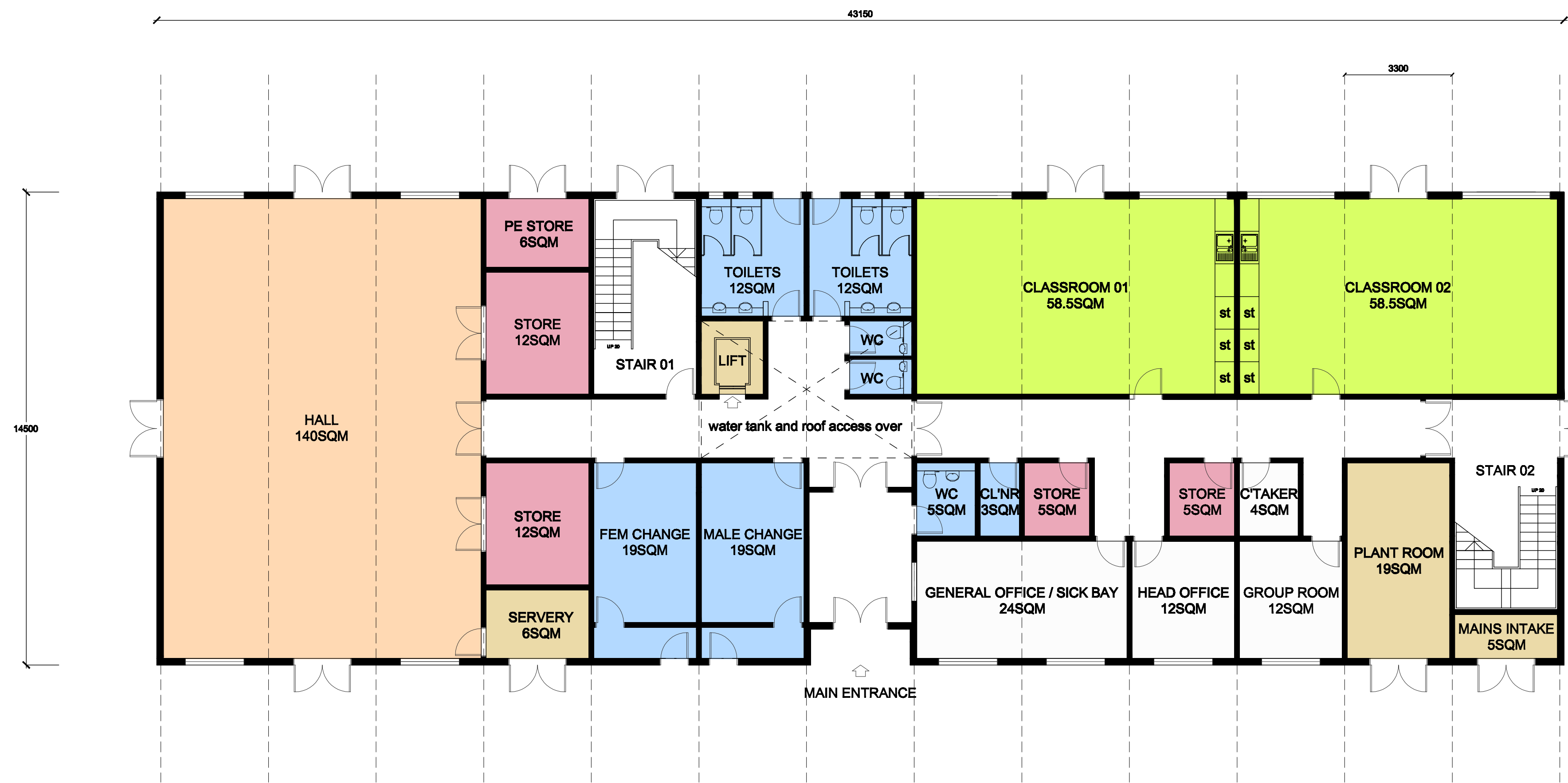
Rev Date Notes
 P1 13/03/12 Plant enclosure on roof amended; Door on south elevation replaced with window.



CAD File No. G:\design\0 PROJECT_SITE\Houndsfield Primary School\ID_E247_003067 Partner Sch 2012\14 - Drawings\Arch Working Drawings\Planning Drawings



Architect: J.W.	Project: Houndsfield Primary School
Scale: 1:100 @ A1	Ripon Road, London Area, London N9 7RE
Date: 09/02/12	Drawing Title: 2 Storey Modular Building
Drawn: JR/JB	Proposed Elevations
Status: PLANNING	Drawing No. D_E247_003067_AL_700
	Revision: P1

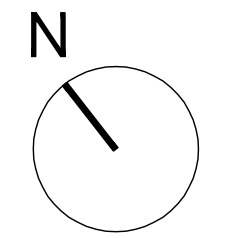


GROSS INTERNAL FLOOR AREA
GROUND FLOOR - 602SQM



GROSS INTERNAL FLOOR AREA
FIRST FLOOR - 463SQM

Notes:
1. No dimensions are to be scaled from this drawing



TOTAL GROSS
INTERNAL FLOOR AREA
- 1065sqm

TOTAL NET AREA
70% OF GROSS
- 745sqm

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London Borough of Enfield

Report Title	Review of Appeal Performance 2023/24.
Report to:	Planning Committee.
Date of Meeting:	23 rd April 2024
Directors:	Brett Leahy – Director of Planning & Growth
Report Author:	Gideon Whittingham Development Management Team Leader gideon.whittingham@enfield.gov.uk
Ward(s) affected:	All
Classification:	Part I Public

Purpose of Report

1. To advise members of the performance on appeals against planning decisions during 2023/2024

Recommendations

- I. To Note

Reasons For Preferred Option

- To assist members in the assessment and determination of planning applications.

Relevance to Council Plans and Strategies

- The determination of planning applications supports good growth and sustainable development. Depending on the nature of planning applications, the proposals can deliver new housing including affordable housing, new employment opportunities, improved public realm and can also help strengthen communities

Appeal Decisions on Planning Applications

Appeal Performance

- Between the 1st April 2023 and 31st March 2024, the Service received 4,161 planning applications and made 4,071 decisions of which 2,878 were decisions to grant permission, 967 were decisions to refuse permission and 226 applications were withdrawn. There were 163 appeal decisions on planning applications from the Planning Inspectorate.
- The table below confirms how many appeals were allowed and how many were dismissed. The figures have also been broken down into appeals against decisions made under delegated authority and those made by Planning Committee. Information on appeals against enforcement notices and non-determination have also been included.
- Details of appeal decisions can be viewed on the Council's [online planning register](#).
- Appeal Performance – 2023/2024

Total Appeal Decisions	Dismissed	Allowed	Withdrawn*
163	76 (46%)	43 (26%)	44 (26%)
Delegated Decision			
153	68 (44%)	41 (26%)	41 (26%)
Planning Committee Decision			
3	2 (66%)	1 (33%)	0
Appeals against Non-Determination			
7	6 (85%)	1 (15%)	0
Enforcement			
9	4 (44%)	1 (11%)	4 (44%)

**Withdrawn appeals (Invalid by Planning Inspectorate or withdrawn by the appellant) and have been included to demonstrate the significant proportion this year due to the high turnover of legacy cases.*

Performance Regime

8. The Government recognises the important role planning services play in enabling growth. To ensure efficient and effective planning services, it sets performance thresholds that all Local Planning Authorities (LPAs) are expected achieve for quality of decisions. For appeals, the threshold is:
 - no more than 10% of appeals allowed compared to total number of major and non-major applications decided
9. Where these performance thresholds are not met, the LPA may be 'designated' by the Government. Performance is assessed over a rolling 2-year period.
10. For the quality of decisions, on major planning applications, this has been an area of risk in previous periods due to the fewer number of major planning applications the statistics show the overall figure for planning applications determined in the assessment and the consequential effect of a fewer number of decisions can have on overall performance.
11. The Planning Inspectorate publishes rolling 5 year data on appeal decisions (this includes all types of appeals including enforcement appeals) and can be viewed on the [Planning Inspectorate Casework Database](#).
12. The current position, accounting for 24 months prior to the end of June 2023 and subsequent appeal decisions to the end of March 2024 (the quality statistics have a 9 month time lag to ensure all appeal data is included) is that the Council, based on the information available, determined 86 major planning applications of which 7 were refused. There were 4 appeal decisions and of these, 1 was allowed. This equates to a rolling 2 year figures of 1.1% which is below the 10% threshold for major applications.
13. For non-major applications, accounting for 24 months prior to the end of June 2023 and subsequent appeal decisions to the end of March 2024 (the quality statistics have a 9 month time lag to ensure all appeal data is included), there were a total of 11,782 decisions on non-major planning applications. Based on the information available, there were 446 appeal decisions of which 248 were allowed. This represents 2.1% of the total that were allowed and again this is below the threshold for designation.
14. With reference to the performance of Enfield in a national context, the average number of appeals dismissed is 71%. Of all the valid appeals, 63% were dismissed which is below this average position.
15. The Service has completed a review of appeal decisions to inform how we can improve our appeal performance and gain a better understanding of the grounds where we are not supported on appeal. The initial conclusions indicate the following:
 - when weighing up the planning balance of the development, elements of harm should be clearly identified
 - reasons for refusal focusing on transport and flooding impacts require data-based evidence demonstrating harm, as opposed to pursuing a refusal on the basis that the applicant has failed to demonstrate no harm would result

- reasons for refusal focusing on design and impact on the character of an area (not conservation areas) require a quantification of harm, either in isolation to the site, or the wider but defined surroundings
16. We are looking to improve our performance through the current Wellbeing & Improvement project and its focus to reduce legacy cases (applications over 8 weeks old), placing more emphasis on pre applications and improving determination times. We are working with the Planning Inspectorate to ensure regular training/advice for officers to support their role and the planning balance they must apply when assessing the issues before making a decision.

Appeal Decisions – Committee

17. During 2023/24, there were 3 appeal decisions received following a decision of Planning Committee.

	No. of Appeals	Dismissed	Allowed	Withdrawn	%
Against officer recommendation	2	1	1	0	50%
Agree with officer recommendation	1	1	0	0	100%

18. A summary of these cases is included below

Public House 155 Percival Road Enfield EN1 1QT	Ref: 21/01248/FUL
Committee Date: 22.02.22	
Proposal: Demolition of existing public house (sui-generis) and construction of part 3, part 4, part 5 storey residential building (Class C3) with ground floor public house (Use Class E / Sui-generis) and associated cycle and car parking, refuse storage and external landscaping.	
Officer Recommendation	Approve
Committee Decision	Refuse
Reasons: <ul style="list-style-type: none"> • Design (bulk, scale and appearance) • Inadequate Car Parking / Impact on free flow & safety of traffic 	
Appeal Decision	Allowed
Inspector Comments -	
<p><u>The effect of the development on the character and appearance of the area, including landscape character.</u></p> <ul style="list-style-type: none"> • <i>Designing the building with storeys differing from 3 to 5, would reduce the overall massing of the building and enables the proposal to integrate between the different styles and heights of buildings around the site.</i> 	

- *On Percival Road, the elevations would be lower again so that it would be in scale with the adjoining St Mark's Day Centre and the roofs of the terraced housing along this road.*
- *The proposal is considered by objectors to not be in keeping with the surrounding area. Clearly it is different to both the current building and to those in the vicinity, however, the overall effect of the proposal would ensure that it is not a monolithic design, and it would add to the continued development and history of the area. The construction of housing, as well as the public house in this location, would also introduce a new dynamic as a result of more activity from people living on the site.*
- *Development, whilst being sympathetic to the surrounding built environment and landscape setting, should not prevent or discourage appropriate innovation or change, such as increased densities.*

The effect of the development upon highway network;

- *It is clear from the responses to this application that car parking and the movement of vehicles in this area is a considerable concern.*
- *The site does, however, have good transport links being around 10 minutes' walk from an overground station and close to regular bus routes.*
- *There are no Controlled Parking Zones (CPZ) around the site which could allay the concerns of neighbouring residents. The Council has, however, deemed that as part of the development a contribution should be sought for consideration of a CPZ, including appropriate consultation, design and implementation if deemed suitable for a scheme. This could, if implemented, help to relieve the parking issues and concerns within the area.*
- *Notwithstanding the legitimate concerns of local residents regarding a new housing development within their area, which would add to the parking pressures, the LP seeks to reduce the reliance on cars by providing less car parking within new developments. Having regard to the availability of sustainable modes of transport, the level of parking provision would be acceptable.*
- *The proposal would also provide 48 cycle spaces, which is greater than the 35 that Policy T6.1 of the LP requires in new developments*

272 St Marys Road London N9 8NP	Ref: 22/01739/FUL
Committee Date: 22.11.2022	
Proposal: Conversion of roof space to create self-contained unit involving 1 rear dormer.	
Officer Recommendation	Approve
Committee Decision	Refuse
Reasons: <ul style="list-style-type: none"> • Substandard accommodation 	
Appeal Decision	Dismissed
Inspector Comments -	
<u>Provision of satisfactory living conditions for future occupiers with particular regard to living accommodation, outlook and private amenity space:</u>	

- *There would be limited headroom around the perimeter of the new flat due to the sloping roof. While a person of average height or above would be able to comfortably stand within a central corridor running beneath the ridgeline, some space within the bedroom and the lounge, kitchen and dining room would have restricted head height. This arrangement would reduce the amount of useable space in the main habitable rooms of the new flat. The effect of the sloping roof would also make these rooms feel confining and uninviting to users*
- *The outlook from the dormer would be severely restricted for most adults given the low-level position of the window in relation to the floor level of the room. The overall effect of the poor external outlook from the bedroom would exacerbate the unpleasant conditions for future occupiers primarily caused by the sloping roof.*
- *the proposal would not provide satisfactory living conditions for future occupiers, which weighs very heavily against the development sought. Consequently, the adverse impact of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.*

Church Hall Grove Road London N11 1LX	Ref: 22/02415/FUL
Committee Date: 22.11.2022	
Proposal: Redevelopment of site involving demolition of vacant church hall and construction of a part 5 and part 6 storey residential building to provide 4 maisonettes and 20 apartments with associated external works.	
Officer Recommendation	Approve
Committee Decision	Approve
Reasons: <ul style="list-style-type: none"> • Subject to the finalisation of conditions and a Section 106 Agreement to secure the provision of on-site affordable housing, amongst other matters* <p>*This application was reported to Planning Committee and a quantum was agreed, hence the resolution. Post committee, the applicant tried to reduce the quantum of on-site affordable housing and the Council was not supportive, hence the appeal process.</p>	
Appeal Decision	Non-Determination by LPA - Dismissed
Inspector Comments -	
<u>Provision of on-site affordable housing:</u> <ul style="list-style-type: none"> • <i>The planning application has been presented to the Council's Planning Committee where it was resolved to grant planning permission subject to the finalisation of a Section 106 Agreement. A completed Unilateral Undertaking (UU) Under Section 106 of the Act has been provided during the course of this appeal. However, the Council has raised a number of concerns in relation to the wording of the submitted UU, and the focus of dispute between the main parties relates to the provision of on-site affordable housing.</i> 	

- *A financial contribution in lieu of on-site provision is considered to be the most appropriate option to ensure the effective management of new properties. However, this only relates to developments with less than 10 dwellings and does not therefore apply to the appeal proposal.*
- *The application was supported by an Affordable Housing Statement that identified expressions of interest from 2 Registered Social Landlords (RSLs) who would deliver the affordable housing. However, the UU includes a fallback position where if after a 6 month period there remains an absence of interest from RSLs then an equivalent off-site contribution can be made towards off-site affordable housing as an in lieu contribution.*
- *In support of the fallback, the appellant has submitted evidence with the appeal referring to a lack of meaningful interest from RSLs in providing affordable housing on-site, due to factors including the small number of affordable units and a lack of funding. Without this fallback the appellant considers that the scheme would be unviable and undeliverable.*
- *The Council has expressed concern that the appellant's assessment of interest is not robust.*
- *The Council's Head of Regeneration and Growth has confirmed that officers would be willing to work with the developer in potentially brokering a deal with a registered provider or exploring an acquisition.*
- *It would appear the appellant has not fully explored potential support from the Council in identifying an RSL to deliver affordable housing on-site.*
- *The evidence provided by the appellant in respect of interest from RSLs does not represent a robust justification that affordable housing cannot be provided on-site, or that the circumstances of the proposal are of an exceptional nature.*
- *The adverse impact of the proposal would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, including with regard to the provision of affordable housing. The proposal would not represent sustainable development and the appeal should therefore be dismissed.*

Financial Implications

19. Costs directly relating to planning appeals can be awarded by the Planning Inspectorate for and against the Council.
20. To provide context, between the 1st April 2022 and 31st March 2023, costs awarded against the Council, including all subsequent financial obligations e.g. legal services, was £574,365. To provide an analysis of these costs, £450,000 (78%) of the total figure was attributed to a single application:

Proposal

Address: Car Park Adjacent to Arnos Grove Station Bowes Road London N11 1AN

Description: Erection of 4No buildings between one to seven storeys above ground level, with some elements at lower ground floor level comprising 162 residential units (Class C3) and flexible use ground floor unit (Class A1/A3/A4) together with areas of public realm, hard and soft landscaping, access and servicing arrangements, plant and associated works.

Application ref. – 20/01049/FUL

Officer Recommendation - approval.

Committee Decision: Refused

Appeal Decision – Allowed & full costs awarded

Reasons for Refusal and other Key Considerations

Planning Committee resolved to refuse permission for 3 reasons:

- loss of station car parking,
- the setting of the Grade II* listed Arnos Grove Station
- the housing mix.

21. The appellant made a cost application on the following grounds: vague, generalised or inaccurate assertions about a proposals impact, which are supported by objective analysis; preventing or delaying development which should clearly be permitted; and failure to substantiate each reason for refusal on appeal.
22. The Council was not able to substantiate its grounds for refusal and did not produce any evidence to substantiate its reasons for refusal. In defending the costs appeal, the Council argued 'key changes in circumstances' hence the withdrawal of reasons for refusal.
23. The Inspector concluded that the decision to refuse the application for decisions that were not substantiated, amounted to unreasonable behaviour, delaying a development that should clearly have been permitted causing the appellant to incur unnecessary expense and awarded full costs.
24. The original claim for costs amounted to £651,261. After negotiation by Council officers, the final agreed amount was £450,000.
25. Between the 1st April 2023 and 31st March 2024, all costs awarded against the Council, including all subsequent financial obligations e.g. legal services, was £151,386.89. To provide an analysis of these costs, the total figure relates to multiple application awards, for which none were Planning Committee Decisions.
26. These costs have been contained within the overall planning budget. We are looking however to further improve our performance on this specific matter and are working with the Planning Inspectorate to ensure fewer decisions result in costs awards against the Council.

Legal Implications

27. Planning appeals can impact on legal resourcing through the need for formal legal representation in appeal public inquiries and sometimes appeal hearings. The Council also sometimes has to engage costs advocates to help negotiate unrealistic costs claims.

Equalities Implications

27. None

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Appendices

None

Background Papers

None

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