

Public Document Pack



PLANNING COMMITTEE

Tuesday, 24th March, 2015 at 7.30 pm
Venue: Conference Room,
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

Contact: Jane Creer / Metin Halil
Committee Administrator
Direct : 020-8379-4093 / 4091
Tel: 020-8379-1000
Ext: 4093 / 4091
Fax: 020-8379-4455
Textphone: 020 8379 4419
E-mail: jane.creer@enfield.gov.uk
metin.halil@enfield.gov.uk
Council website: www.enfield.gov.uk

MEMBERS

Councillors : Abdul Abdullahi, Lee Chamberlain, Dogan Delman, Christiana During, Ahmet Hasan, Jansev Jemal, Derek Levy (Vice-Chair), Andy Milne, Anne-Marie Pearce, George Savva MBE and Toby Simon (Chair) and 1 Vacancy

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

Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00 noon on 23/03/15

AGENDA – PART 1

- 1. WELCOME AND APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF INTERESTS**

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

- 3. MINUTES OF THE PLANNING COMMITTEE 24 FEBRUARY 2015 (Pages 1 - 6)**

To receive the minutes of the Planning Committee meeting held on Tuesday 24 February 2015.

4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 200) (Pages 7 - 8)

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

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

5. 14/03322/FUL - 2A FARM ROAD, LONDON, N21 3JA (Pages 9 - 18)

RECOMMENDATION: Approval subject to conditions
WARD: Winchmore Hill

6. 14/03597/FUL - 4-8 VERA AVENUE, LONDON, N21 1RA (Pages 19 - 40)

RECOMMENDATION: Approval subject to S106 Agreement / Unilateral Undertaking and conditions
WARD: Grange

7. 14/04730/FUL - 29 GARFIELD ROAD, ENFIELD, EN3 4RP (Pages 41 - 50)

RECOMMENDATION: Approval subject to conditions
WARD: Ponders End

8. 14/04854/FUL - 18 BRIMSDOWN AVENUE, ENFIELD, EN3 5HZ (Pages 51 - 82)

RECOMMENDATION: Approval subject to S106 Agreement and conditions
WARD: Enfield Highway

9. EXCLUSION OF THE PRESS AND PUBLIC

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

PLANNING COMMITTEE - 24.2.2015

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 24 FEBRUARY 2015**

COUNCILLORS

PRESENT Abdul Abdullahi, Lee Chamberlain, Dogan Delman, Christiana During, Ahmet Hasan, Derek Levy, George Savva MBE and Toby Simon

ABSENT Suna Hurman, Jansev Jemal, Andy Milne and Anne-Marie Pearce

OFFICERS: Bob Griffiths (Assistant Director - Planning, Highways & Transportation), Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), David B Taylor (Transportation Planning), Izabella Grogan (Legal Services) and Robert Singleton (Planning Officer) and Metin Halil (secretary)

Also Attending: Approximately 15 members of the public, applicants, agents and their representatives

411**WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed everyone to the meeting, explained the order of the meeting and the deputation and depute process.

Apologies for absence were received from Councillors Anne Marie Pearce, Jansev Jemal, Suna Hurman and Andy Milne.

412**DECLARATION OF INTERESTS**

There were no declarations of interest.

413**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 171)**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No.171).

414**MINUTES OF THE PLANNING COMMITTEE HELD ON 27 JANUARY 2015**

The minutes of the Planning Committee meeting held on 27 January 2015 were agreed subject to rectification of the discrepancy at item No.365,

PLANNING COMMITTEE - 24.2.2015

page 266 whereby a referred drawing number was missing. The Chair would sign them as agreed once the missing information was rectified.

415

ORDER OF THE AGENDA

AGREED that the order of the agenda be varied to accommodate members of the public in attendance at the meeting. The minutes follow the order of the meeting.

416

14/04651/FUL - WOODCROFT SPORTS GROUND, WOODCROFT, LONDON, N21 3QP

NOTED

1. Introduction by the Head of Development Management highlighting that there were two applications to be determined for the site.
2. The first application (Ref: 14/04651/FUL) in respect of developing the southern part of the site to provide 5 two storey, x 5 bed detached dwellings and were considered to be in keeping with the design characteristics of the wider area.
3. The second application (Ref: 14/04644/RE4), submitted by the Council, sought to retain the remainder of the site for nature conservation and biodiversity purposes with educational wild space.
4. Two letters received in support of the application.
5. The deputation of Neil Amin, a neighbouring resident.
6. The applicant declined to speak in response.
7. Members' discussion and questions responded to by officers.
8. Following a debate, the change to the officers' recommendation, including the additional condition and an amendment to condition 4, was unanimously approved by the Committee.

AGREED subject to:

Change to Recommendation

That in accordance with Regulation 3 of the T& CP General Regulation 1992, planning permission be deemed to be granted subject to the conditions set out in the report and the following conditions:

Additional Condition

The pedestrian access from Downes Court shall not be used to provide access/egress except during construction work on the approved residential scheme (ref: 14/04651/FUL) unless otherwise agreed in writing by the local planning authority.

Reason: in the interests of residential amenity and the free flow and safety of vehicles using the adjoining highways.

PLANNING COMMITTEE - 24.2.2015

Amendment to Condition

Condition 4 – to include reference to internal gates and fencing.

417

14/04644/RE4 - WOODCROFT SPORTS GROUND, WOODCROFT, LONDON, N21 3QP

NOTED

1. The officers' recommendation was unanimously approved by the Committee.

AGREED that planning application be granted permission, subject to the conditions set out in the report.

418

14/04444/FUL - OASIS ACADEMY HADLEY, 143 SOUTH STREET, ENFIELD, EN3 4PX

NOTED

1. Introduction by the Principal Planning Officer, clarifying the site.
2. The application sought permission to extend the Oasis Academy Hadley School at second floor level to accommodate a primary school expansion.
3. The key matters for consideration: the impact of the extension on the character and appearance of the area and the impact of any additional traffic on local highway conditions.
4. The submitted transport statement with the application had not been considered adequate and further information was requested by officers so as to identify if any additional mitigation measures would be necessary. As the implications of the revised statement had not been agreed as yet with the applicant, officers suggested an amendment to the recommendation to allow officers to continue any discussions with the applicant to identify if there were any additional mitigation measures necessary to address traffic impact and secure these through the Section 106 agreement.
5. The design and appearance of the extension was considered acceptable in the context of the existing school building and given the location, would not have any detrimental impact on the wider area.
6. Members' discussion and questions responded to by officers.
7. Following a debate, the officers' recommendation was approved unanimously by the Committee.

Amended Recommendation

PLANNING COMMITTEE - 24.2.2015

AGREED that subject to the completion of a Section 106 Agreement to secure the submission of a Travel Plan, and any other mitigation measures deemed necessary to address the traffic impact of the development following the submission of the updated Transport Statement, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the conditions set out in the report.

419

14/02467/FUL - 10 PARK ROAD, N18 2UQ

NOTED

1. Introduction by the Head of Development Management, clarifying the site.
2. Members' discussion and questions responded to by officers. The following points were raised:
 - a. The development area had severe traffic & parking problems.
 - b. Local residents would not be able to afford housing in the development as there was no affordable housing provision and would only benefit private landlords.
 - c. To impose further conditions limiting the number of units for people with cars, would be difficult to police.
 - d. The development was outside the Edmonton controlled parking zone (CPZ).
3. Following a debate, the officers' recommendation was supported by a majority of the Committee: 5 votes for and 3 abstentions.

AGREED that subject to the completion of a Section 106 Agreement, the Head of Development Management/Planning Decisions Manager be authorised to grant planning permission subject to the conditions set out in the report.

420

14/04636/VAR - 5 STATION ROAD, NEW SOUTHGATE, LONDON, N11 1QJ

NOTED

1. Introduction by the Head of Development Management, clarifying the site.
2. Members' discussion and questions responded to by officers. The following points were raised:
 - a. Increased likelihood of traffic
 - b. Concern by members that the applicant had not yet submitted a traffic report.
 - c. Officers were comfortable to negotiate with the applicant regarding traffic mitigation measures.
 - d. If traffic mitigation measures are not agreed with officers then the application would be brought back to committee again to

PLANNING COMMITTEE - 24.2.2015

grant under delegated authority. This was also a condition of approval.

3. Following a debate, the officers' recommendation was approved unanimously by the Committee.

AGREED that planning permission be granted for the variation of condition numbers 2 and 3 of application TP/84/1598 and the re-imposition of the relevant conditions from the original planning permission as set out in the report.

421

APPEAL INFORMATION

NOTED

The Head of Development Control would provide appeal information at the end of the 12 month period.

422

ANY OTHER BUSINESS

NOTED

1. The next meeting would be on Thursday 12 March 2015. The Chase Farm application would be the only item on the agenda. Depending on the number of deputations received, there would be flexibility with these. The school, hospital and the housing development would be fully debated.
2. The planning panel that had been requested regarding Edmonton County School and the multi - use games areas (MUGA) would be rearranged. There had been a school public meeting on 24 February 2015 regarding the application.

This page is intentionally left blank

MUNICIPAL YEAR 2014/2015 - REPORT NO 200

COMMITTEE:
PLANNING COMMITTEE
24.03.2014

AGENDA - PART 1	ITEM 4
SUBJECT -	
MISCELLANEOUS MATTERS	

REPORT OF:
Assistant Director, Planning,
Highways and Transportation

Contact Officer:
Planning Decisions Manager
Sharon Davidson Tel: 020 8379 3841

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 207 applications were determined between 13/02/2015 and 10/03/2015, of which 182 were granted and 25 refused.

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

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

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

Background Papers

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

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 24th March 2015
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Mr Cuma Ahmet 020 8379 3926	Ward: Winchmore Hill
Ref: 14/03322/FUL		Category: Full Application
LOCATION: 2A Farm Road, N21 3JA, ,		
PROPOSAL: Erection of a second floor extension to existing flat.		
Applicant Name & Address: Mr Peter Tasker 2A Farm Road N21 3JA	Agent Name & Address: Mr Trevor Morgan Warlies Gardens Horseshoe Hill Upshire Waltham Abbey Essex EN9 3SL	
RECOMMENDATION: That planning permission be GRANTED subject to conditions.		

Ref: 14/03322/FUL LOCATION: 2A Farm Road, N21 3JA, ,



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

Scale 1:1250

North



1. Site and Surroundings

- 1.1 The site comprises a detached two storey flat roofed building with offices at ground floor and a one bed residential flat on the first floor, located at the road junction of Ford's Grove and Farm Road in the Winchmore Hill ward of the Borough. The site is triangular in shape narrowing to the front. Mature street trees planted within the road border the site to its northern side, with further tree cover at the rear to the south. The New River bounds the rear of the property to its southern edge. The site has no off street parking.
- 1.2 The site is located on the fringe of the Winchmore Hill/Broadway Local Centre. It is not within a conservation area and is not a listed building.

2. Proposal

- 2.1 Permission is sought for a second floor extension to the existing first floor flat, approximately 46.5m² in area. The extension would be on the same footprint providing 2 additional bedrooms (one with ensuite bathroom), including extended living accommodation.
- 2.2 The ground floor office would remain. The existing rear entrance staircase serving the first floor flat would be extended to serve the second floor.
- 2.3 Amendments to the original scheme have been submitted which remove the access door off the staircase, as well as further clarification of the intended uses of each room.

3. Relevant Planning Decisions

- 3.1 There are two decisions that are of particular relevance summarised below:
- 3.1.1 TP/05/0167 - Construction of first floor to provide 1 x 1-bed self-contained flat, single storey front extension to provide additional office space and new enclosed stairs to rear. (Revised scheme) - granted 31.8.05
- 3.1.2 TP/04/2287 - Construction of first and second floor to provide 2 x 1-bed self-contained flats, single storey front extension to provide additional office space together with an external staircase at rear and vehicular access from Fords Grove - refused 22.12.04 (height and design resulting in a visually incongruous building in streetscene, impact on street trees, poor vehicular access, lack of car parking, cycle parking & turning and manoeuvring)

4. Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 No objections.

Environmental Health

- 4.1.2 No objections.

4.2 Public response

4.2.1 Letters were sent to 13 adjoining and nearby residents including the Winchmore Hill Residents Association (WHRA). Re-consultation was carried out in light of amendments to the original submitted scheme. One response has been received, from the WHRA, raising the following objections:

- Inadequate parking provision;
- Over development; and
- Similar application for a two storey extension was refused.

5 Relevant Policy

5.1 London Plan

3.5 - Quality and Design of Housing
6.9 - Cycling
6.11 - Smooth Traffic Flow and tackling Congestion
6.13 - Parking
7.4 - Local character
7.6 - Architecture

5.2 Core Strategy

CP30 – Maintaining and improving the quality of the built environment

5.3 Development Management Document

DMD6 - Residential character
DMD8 - General standards for new residential development
DMD9 - Amenity space
DMD10 - Distancing
DMD13 - Roof extensions
DMD 37 - Achieving high quality and design-led development
DMD 45 - Parking standards and layout

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance

6. Analysis

6.1 The main issues are as follows:

- i. Impact on parent building and wider townscape;
- ii. Quality of internal layout, design and amenity provision
- iii. Impact on neighbouring residential amenities
- iv. Impact on trees
- v. Parking and servicing

6.1 Impact on parent building and wider townscape

- 6.1.1 The proposals involve an extension to the roof of an existing residential flat and therefore Policy 13 of the DMD is most relevant. Policy 13 requires that roof extensions are appropriate in size and location relative to the existing roof plane, be in keeping with the character of the property and not dominant when viewed from its surroundings.
- 6.1.2 The proposed extension has been designed so that its physical footprint and height including style and appearance match the existing building. Therefore in this particular instance, the impact on the integrity of the parent building is considered acceptable. It is recommended that external finishes are controlled by planning condition to ensure a consistent appearance is secured.
- 6.1.3 In terms of the impact on the existing townscape and its surroundings, an assessment of the building in long and short views is considered necessary.
- 6.1.4 The existing two storey building is currently set back from Green Lanes at the intersection of Farm Road and Ford's Grove. The building heights vary considerably, with 3 storey development located on Green Lanes falling to between 2 and 2½ storeys to the south and beyond. It was also noted from a site inspection that the application site together with No.792 and Watermead Lodge -1 Farm Road act as a terminus between the commercial activities in Green Lanes and the residential uses to the south.
- 6.1.5 The Council's previous objection to the addition of a second storey to the building in this location (refer TP/04/2287) was precipitated by its concerns that the additional unit created as a result could not be sustained by the lack of parking and amenity space provision as well as the deficiency in meeting the required internal floor space standards.
- 6.1.6 When the context of the proposals are considered in the short and/or near views, it is common to expect that the building would be more visually amplified. However, given the buildings peripheral/boundary siting and the 2 and 2 ½ storey buildings nearest to its boundaries, it is considered that the resulting building would not be visually dominant such that it would harm the established street scene.
- 6.1.7 Overall, taking into account the above considerations, it is considered that the size, siting and design of the extension would have a sympathetic impact on the existing building and the established townscape and is therefore acceptable in accordance with adopted local planning policies.
- 6.2 Quality of internal layout, design and amenity provision
- 6.2.1 The layout is identical to the existing floor below (existing 1 bed flat) and would be accessed via the same staircase. The new floor provides additional living accommodation, and two further bedrooms, one of which has an ensuite bathroom. Adequate light and outlook is facilitated via the provision of generous sized windows. Overall the quality of additional accommodation is considered to be satisfactory.

6.2.2 Officers have noted that the layout could easily be separated and occupied as a single dwelling. In these circumstances, this would constitute development and would therefore require another planning permission.

6.2.3 With regard to amenity provision. The existing flat does not benefit from any on site amenity space. A larger flat could generate additional occupants, possibly children. However, having regard to the existing situation and given the site's close proximity to existing public amenity spaces such as Barrowell Green (to the south) and Firs Farm Playing Fields (to the west), it is considered that this would meet the active recreational needs of the occupiers.

6.3 Impact on neighbouring residential amenities

6.3.1 The nearest affected residential neighbours would be the occupiers of Watermead Lodge -1 Farm Road.

6.3.2 The eastern side of Watermead Lodge overlooks the application site from the west across Farm Road and at its nearest would be approximately 13.3 metres. Mutual overlooking and overshadowing is considered to be limited by virtue of the siting, separation and orientation of the buildings respectively.

6.3.3 Overall, the impact on neighbouring amenities having regard to overlooking and loss of privacy, including overshadowing and loss of sunlight is considered to be acceptable.

6.4 Impact on trees

6.4.1 The previous objection relating to adverse impact on trees was occasioned by the lack of a tree impact assessment. Whilst this scheme does not provide a tree impact assessment, the Council's arboricultural officer is satisfied that the street trees to the northeast boundary of the application site are unlikely to be harmed by this development, either through their proximity or disturbance to their root protection zone.

6.5 Parking and servicing

6.5.1 The application site currently provides no parking off street for the existing flat and commercial use at ground floor. Given that this application seeks to extend the existing residential accommodation and not create a separate self-contained unit, the requirement to provide parking off street would not be reasonable or justifiable in planning terms.

6.5.2 London Plan policy 6.9 and DMD policy 45 requires that at least two cycle parking spaces must be provided for a 2 bedroom dwelling. DMD 8 requires adequate refuse provision to be made and contained within the site in a manner that does not have a detrimental impact on the streetscene. No details for cycle parking, waste and recycling storage are indicated on submitted plans although both matters can be secured by planning conditions.

6.6 Community Infrastructure Levy

- 6.6.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015. The development is not CIL liable.

7. Conclusion

- 7.1 The proposed addition of second storey to provide improved accommodation for the existing one bed flat onsite is acceptable in principle. The proposed design of the second floor is also considered to be sympathetic to the scale and appearance of the parent building and would be compatible with its wider surroundings. Overall, the proposals are considered acceptable having regard to the aforementioned planning policies.

8. Recommendation

- 8.1 That planning permission be granted subject to the following conditions:
1. Time limit
 2. Approved plans (revised)
 3. Materials to match
 4. Details of cycle provision
 5. Details of refuse and recycling storage
 6. No further windows
 7. No amenity use of roof

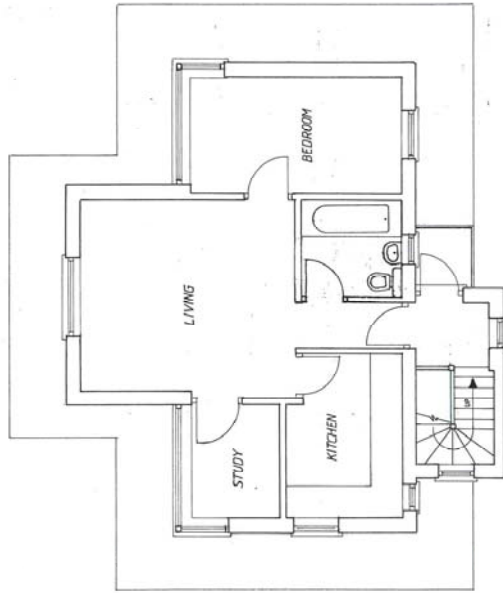
14 103322/FULL

PROPOSED SECOND FLOOR EXTENSION
TO EXISTING FLAT
2 Farm Road
Winchmore Hill N 21

SCALE 1:50 & 1:100
EXISTING DETAILS

MAY 2014
DRG. NO. 770/17
ADAMS Chartered Surveyors
TEL. 0208 350 9984

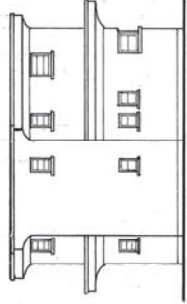
FIRST FLOOR EXISTING



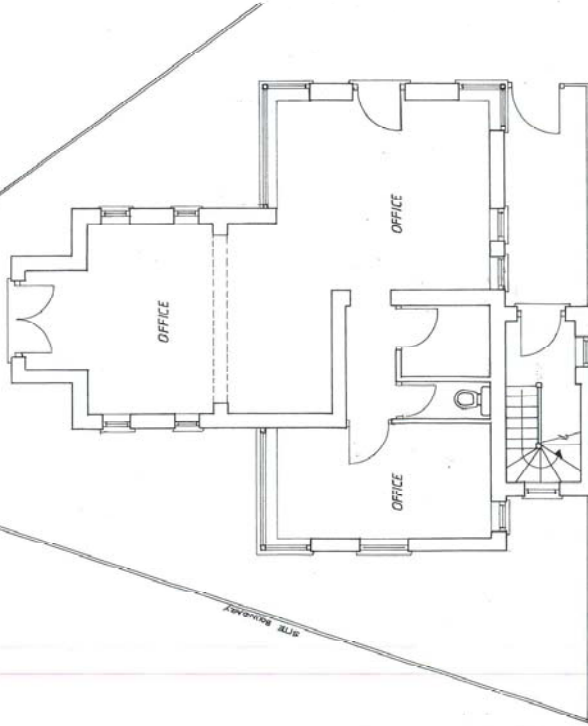
SIDE ELEVATION
EXISTING



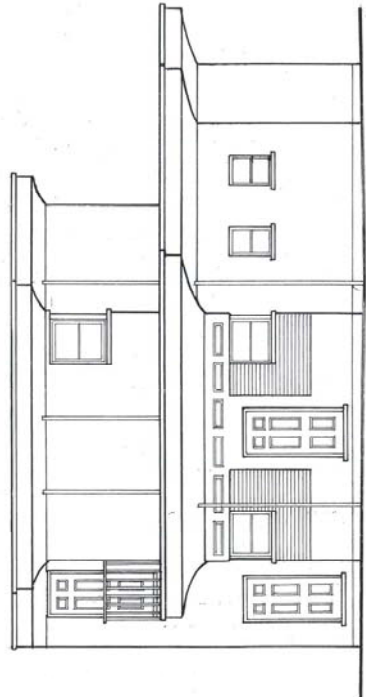
REAR ELEVATION
EXISTING



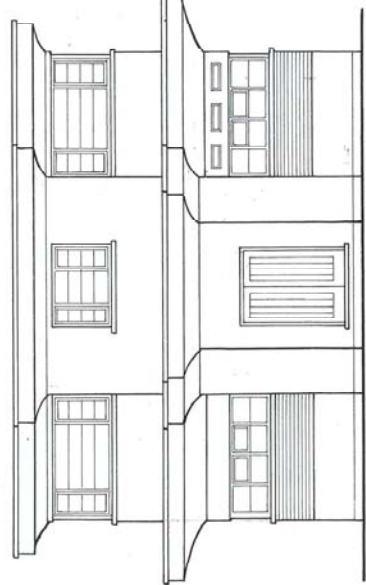
GROUND FLOOR EXISTING



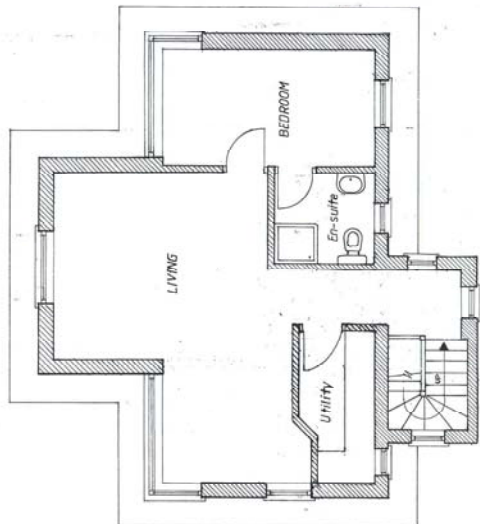
SIDE ELEVATION EXISTING



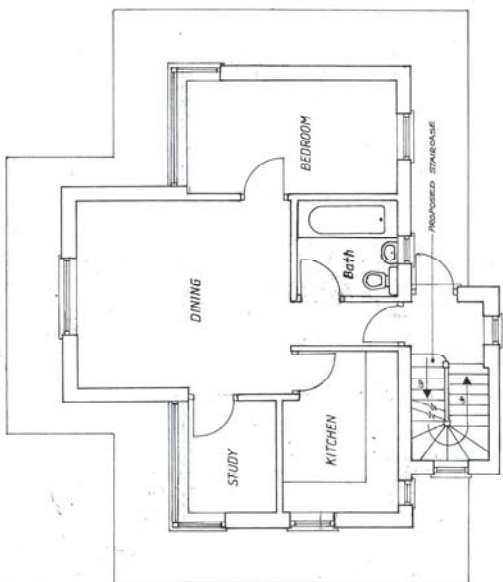
FRONT ELEVATION EXISTING



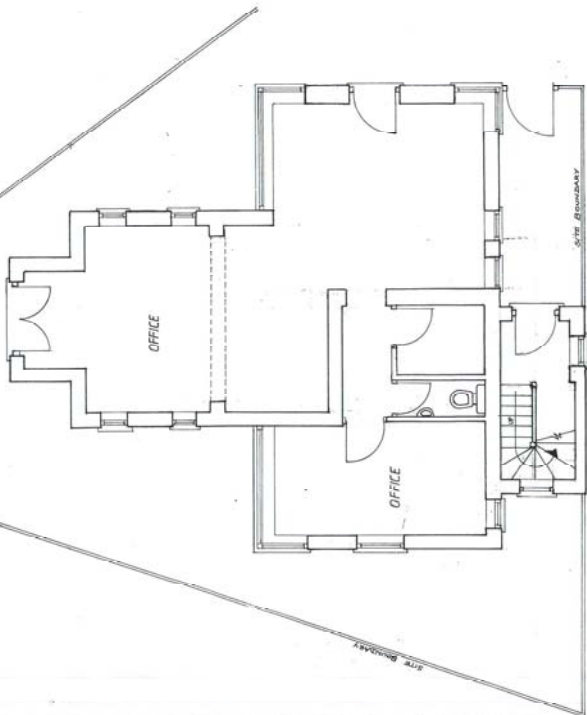
SECOND FLOOR PROPOSED



FIRST FLOOR PROPOSED



GROUND FLOOR AS EXISTING



proposed second floor extension

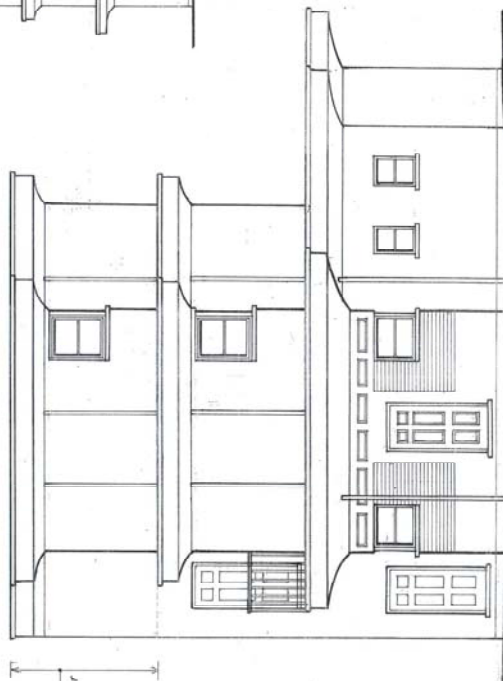


SIDE ELEVATION PROPOSED

Approved
29/11/14



REAR ELEVATION PROPOSED



SIDE ELEVATION PROPOSED



FRONT ELEVATION PROPOSED

REV. A. Second Floor Extension
14/03/22 J.F.L.

PROPOSED SECOND FLOOR EXTENSION TO EXISTING FLAT
 2 Farm Road
 Winchmore Hill London N21

SCALE 1:50 & 1:100
 PROPOSED DETAILS
 MAY 2014
 DRG. NO. 770/2
 REV. A.

ADAMS Chartered Surveyors
 TEL: 0208 360 9984

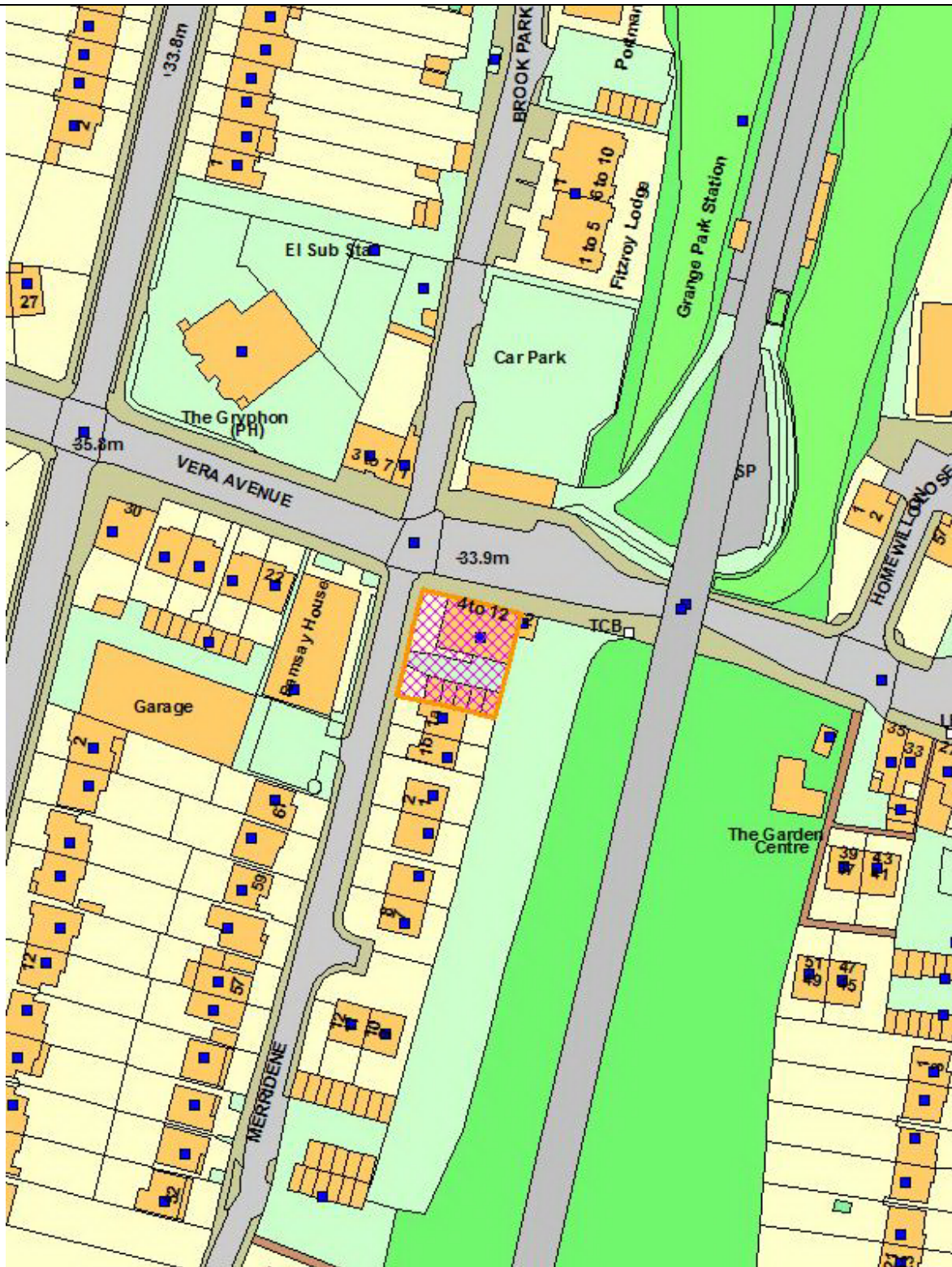
LONDON BOROUGH OF ENFIELD
 29 DEC 2014
 DEVELOPMENT SERVICES

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE		Date : 24th March 2015
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Mr Sean Newton 020 8379 3851	Ward: Grange
Ref: 14/03597/FUL	Category: Full Application	
LOCATION: 4 - 8 Vera Avenue, London, N21 1RA,		
PROPOSAL: Construction of additional floor to provide 1 x three bedroom flat.		
Applicant Name & Address: Dudrich Developments Ltd Lonsto House 276 Chase Road Southgate London N14 6HA United Kingdom	Agent Name & Address: Mr Paul Cavill Hertford Planning Service Westgate House 37-41 Castle Street Hertford Hertfordshire SG14 1HH United Kingdom	
RECOMMENDATION: That subject to the completion of a S106 Agreement/Unilateral Undertaking, the Planning Decisions Manager / Head of Development Management be authorised to GRANT planning permission subject to conditions.		

Ref: 14/03597/FUL LOCATION: 4 - 8 Vera Avenue, London, N21 1RA,



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

Scale 1:1250

North



1. Site and Surroundings

- 1.1. The site comprises of an existing flat-roofed, 3-storey brick building located on the southern side of Vera Avenue, on the juncture with Merridene. The building is predominantly of red brick but with a smooth, white-painted facade for the two upper floors on its front elevation and elements of this contrasting render on the two flank elevations.
- 1.2. The existing building comprises of three ground floor commercial units (a fitness studio, an estate agent, a hair salon), all currently occupied, and two floors of residential above. Immediately to the rear are five garages on the boundary with 1a Merridene, with additional open parking adjacent to the garage block and to the main building. To the side and rear the plot is covered in hard standing, with a narrow strip of planting along the Merridene frontage. Beneath the external staircase is an area where refuse bins are currently stored.
- 1.3. Access to the residential units is via an external staircase located on the western side of the building, towards its rear, which leads to a common entrance at the rear of the building. Access to the two existing second floor units is via an internal stairwell.
- 1.4. Immediately to the west is a small detached building with pitched roof, in commercial use. Beyond this is land forming part of National Rail land, rising up to the railway line. To the east, on the opposite side of Merridene is Ramsay House, a flat-roofed, 3-storey office building. On the opposite side of Vera Avenue is Grange Park Station, a single storey structure. Both sides of Vera Avenue from the railway bridge to just beyond Landra Gardens, west of the site, is heavily tree-lined and remarked upon within the Conservation Area Character Appraisal.
- 1.5. Whilst the site is not within a Conservation Area, the boundary of the Grange Park Conservation Area extends up to the front building line of the site. The station building opposite is identified within the Character Appraisal as a building contributing to the special interest of the area (appraisal map 3), although as part of "an attractive group with the railway bridge, trees and the house beyond" (p17).

2. Amplification of Proposal

- 2.1. Permission is sought for the construction of an additional floor to provide one 3-bed flat.
- 2.2. The proposed unit will be approximately 12.6m wide, 7.5m deep, and providing a floor area of 82sqm. The overall height of the host building will increase from approximately 9.5m (inclusive of a 0.9m high parapet wall) to 11.5m.
- 2.3. The unit will be sited approximately 1.3m in from the flank elevations of the host building and 1.6m in from the front elevation.
- 2.4. The host building will be rendered.

3. Relevant Planning History

3.1. An application (ref: P12-00451PLA) for the construction of a mansard roof at third floor level to provide 2 x 2-bed self-contained flats was dismissed at Appeal on 11 September 2014 with the Inspector making the following comments:

- The two issues to consider are the effect of the proposal on the character and appearance of the surrounding area (including the adjacent Grange Park Conservation Area (CA)); and whether or not it is necessary to make provision for contributions towards affordable housing and education facilities.
- On the first point, the Inspector noted that in terms of “significance” the Character Appraisal confirms that the station building was not of the same design or quality as the parade of shops to the east of the railway but was part of an attractive group with the railway bridge, trees and the house beyond.
- Looking northwards along Merridene the two buildings appear of similar height, but sit below tree top level: the proposal would mean less of the trees would be visible, detracting to some extent from their function as a soft backdrop to the buildings. A mansard roof form with numerous dormers as proposed would not reflect or harmonise with other nearby roof forms in the vicinity. Moreover the upward extension of the existing walls and the shallow nature of the mansard roof would alter the building’s proportions in a way that would emphasise its height.

4. Consultation

4.1. Statutory and non-statutory consultees

Traffic and Transportation

4.1.1. No objections are raised. Additional details for the proposed cycle store are requested to demonstrate that the facility is weather tight, secure and the type of cycle racks are acceptable. It is also suggested that any potential resident is excluded from obtaining a parking permit.

Conservation Advisory Group

4.1.2. The Group objects and raises the following points:

- The application attempts to deal with the grounds of an earlier refusal
- Unfortunately the original building is ugly and without design merit.
- Adding another storey compounds the problem making the building more obvious and appear even worse.
- No merit in the application.

The Grange Park Conservation Area Group

4.1.3. The following points have been raised:

- At s4.2 of the D&A, the applicant notes that the scheme dismissed on Appeal on grounds that it would “...have an unduly dominant and adverse impact on the character and appearance of the surrounding area and on the Conservation Area’s setting”

- Although the drawings are faint and difficult to read, nothing seems to have changed from the previous application
- This is an extremely important building as far as the surrounding setting of the conservation area is concerned – it is very visible from Grange Park Station
- The relation in height to the neighbouring superior design and build of Ramsay House is very important, and whereas the two balance each other at present in this regard, the addition of a further floor would spoil this aspect
- The proposal does little to enhance the setting or encourage development that conserves the special interest and heritage significance of the conservation area and we recommend that this application is rejected.

4.2. **Public response**

4.2.1. Consultation letters were sent to thirteen neighbouring properties in addition to the posting of a site notice. Three letters of objection was received raising some or all of the following points:

- It is unclear why Dudrich Holdings would want to erect one flat onto an old 1960s building.
- The structure of the building will not take the added strain. It is not designed to, the other implications are endless
- The internal structural layout of the current communal area would not be able to take the weight and there is not enough space for footfall.
- Affect local ecology
- Close to adjoining properties
- Development too high
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Information missing
- Loss of light
- Loss of privacy to rear garden (1b Merridene)
- Noise nuisance
- Out of keeping with the character of the area
- Over development
- Strain on existing community facilities
- No reference to the flats it would directly effect by building above them.
- It is very close to the railway line and the frequent heavy goods trains already cause the building to shake.
- Increase pressure on infrastructure

5. **Relevant Policy**

5.1. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice

Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.7	Location and design of tall and large buildings
Policy 7.8	Heritage assets and archaeology
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD2	Affordable Housing for Development of Less than 10 Units
DMD3	Mix of Housing
DMD6	Residential Character
DMD8	General Standards for New Residential Development

DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof Extensions
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD43	Tall Buildings
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD50	Environmental assessment methods
DMD51	Energy efficiency standards
DMD56	Heating and cooling
DMD57	Responsible sourcing of materials, waste minimisation and green procurement
DMD59	Avoiding and reducing flood risk
DMD60	Assessing flood risk
DMD61	Managing surface water

5.4. Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Practice Guidance
Section 106 Supplementary Planning Document (Nov 2011)
Grange Park Conservation Area Character Appraisal (2008)
Enfield Characterisation Study (2011)

6. Analysis

6.1. Principle

- 6.1.1. Having regard to the nature of the surrounding area and to the existing use of the building, the provision of additional residential accommodation is accepted in principle.
- 6.1.2. Notwithstanding the above, because the application site directly abuts a designated heritage asset (the Grange Park Conservation Area), s72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("Listed Buildings Act") confirms that "*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*"
- 6.1.3. The main considerations in relation to the application therefore include: the impact, if any, of the proposed development on the significance of the conservation area; the impact of the development on the character of the surrounding area; the impact of the development on the amenity of neighbouring occupiers; and any potential impact on parking and highway safety.
- 6.1.4. Of further material consideration is the recent Appeal Decision where the Inspector concluded that despite the proposal being acceptable in relation to: internal layout; cycle parking provision; the accessibility of the site negating the need to provide on-site parking; and the impact on living conditions of neighbours, the size, form and appearance would be harmful (para.11).

6.2. Impact on Heritage Assets

Statutory / Policy background

- 6.2.1. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“Listed Buildings Act”) confirms that *“special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”* Case law has established that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm *“considerable importance and weight”* (Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council [2014] EWCA Civ 137).
- 6.2.2. Section 12 of the National Planning Policy Framework (“NPPF”) (Conserving and enhancing the historic environment) advises LPAs to recognise heritage assets as an *“irreplaceable resource”* and to *“conserve them in a manner appropriate to their significance”* (para. 126).
- 6.2.3. When determining planning applications, LPAs are advised to take into account of:
- *“the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *the desirability of new development making a positive contribution to local character and distinctiveness”* (para.131)
- 6.2.4. Paragraph 132 confirms that it is the significance of the heritage asset upon which a development proposal is considered and that *“great weight should be given to the asset’s conservation”*. LPAs need to consider whether a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset. Proposals that lead to substantial harm or loss to a designated heritage asset should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or it meets with the test identified at paragraph 133. Where a development will lead to less than substantial harm, the harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use (para. 134).
- 6.2.5. The NPPF provides a glossary of terminology at Appendix 2. The relevant heritage terms include:
- **“Heritage Asset:** *A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).*
 - **Setting of a heritage asset:** *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings 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

- **Significance (for heritage policy):** *The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.*

6.2.6. The National Planning Practice Guidance ("NPPG") provides some guidance on the term "public benefit" at paragraph 20:

"Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

- *Public benefits may include heritage benefits, such as:*
- *sustaining or enhancing the significance of a heritage asset and the contribution of its setting*
- *reducing or removing risks to a heritage asset*
- *securing the optimum viable use of a heritage asset in support of its long term conservation"*

6.2.7. A "benefit" is not limited solely to heritage benefits but also to all material planning benefits arising from a particular scheme, providing that they meet with the relevant policy tests for conditions and obligations.

6.2.8. The NPPG advises that the extent and importance of a setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which the asset is experienced is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.

6.2.9. The NPPG also advises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It also advises that conservation is an "*active process of maintenance and managing change*". Heritage assets are an irreplaceable resource and effective conservation delivers wider social, cultural, economic and environmental benefits.

6.2.10. Significance, as advised within the NPPF derives not only from a heritage asset's physical presence but also from its setting. When assessing significance, it is advised that great weight should be given to the asset's conservation and the more important the asset, the greater the weight to be applied. Where a development leads to less than substantial harm to the significance of the heritage asset, the harm should be weighed against the public benefits of the proposal, including its optimum viable use. The NPPG advises that what matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset. It does also advise that 'substantial harm' is a high test, so may not arise in many cases.

6.2.11. The site immediately abuts the Grange Park Conservation Area and the railway station building, the trees, and the railway bridge all are within and form important elements of this part of the conservation area. The significance of this part of the heritage asset (conservation area) is in the aforementioned group, identified in the Character Appraisal. The Inspector agreed with this when he stated that “*in terms of the CA, it is primarily the proposal’s impact on the setting of this group that needs to be considered*” (para.6).

6.2.12. Core Policy 31 (Built and Landscape Heritage) confirms that the Council will implement national and regional policies and work with partners to “*pro-actively preserve and enhance all of the Borough’s heritage assets*”.

6.2.13. Policy DMD44 (Preserving and Enhancing Heritage Assets) confirms the following:

1. *Applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will be refused*
2. *Development affecting heritage assets or their setting should seek to complement the asset in all aspects of its design, materials and detailing*
3. *All applications affecting heritage assets or their setting should include a Heritage Statement. The applicant will also be required to record and disseminate detailed information about the asset gained from desk-based and on-site investigations. Information should be provided to the Local Planning Authority, Historic Environment Record and English Heritage. In some circumstances, a Written Scheme of Investigation will be required.*

Grange Park Conservation Area Character Appraisal (2008)

6.2.14. The site falls within the Grange Park Conservation Area and in particular, within an area defined in the 2009 Character Appraisal as “*The Grangeway (western section)*”.

6.2.15. The rail station building is not of the same high architectural quality as the parade of shops or dwellings east of the railway bridge, however it is considered within the Character Appraisal as forming “*an attractive group with the railway bridge, trees and the house beyond*” (para.3.3.10). The setting of the rail station is considered to be unattractive with its steel railings and wire fencing (para.3.3.18).

External Design & Appearance

6.2.16. Section 7 of the NPPF provides the guiding principles for the design of new developments. Local Planning Authorities are advised to not attempt to impose architectural styles or particular tastes, although it is “proper to seek to promote or reinforce local distinctiveness” (para.59). It is also advised that great weight should be given to outstanding or innovative design that helps to raise the standard more generally in the area but that permission should be refused for poor design (paras.63 & 64).

6.2.17. Existing roof forms within the area comprise mostly of pitched roofs, with the exceptions being the application site (3-storey), Ramsay House (3-storey) and two ground floor commercial units opposite which all have flat roofs. The

previously proposed mansard roof (with dormers) was considered by the Inspector to not “harmonise with other roof forms in the vicinity” (para.7), however the proposed flat roof would not be out of keeping with the existing building and the roof structure itself does not add additional height over and above the proposed floor of accommodation.

- 6.2.18. With regard to the additional height as a result of the proposed floor, the Inspector noted with the Appeal scheme that the “upward extension of the existing walls...would alter the building’s proportions in a way that would emphasise its height” (para.7). Although the overall height of the building would remain the same as that which was dismissed at Appeal (11.5m), the vertical emphasis of the former scheme through the upward extension of the existing walls is removed because the proposed floor is set away from the front and flank edges of the building.
- 6.2.19. As a consequence of setting the proposed floor away from the front and flank elevations, its visibility, particularly from the outside of the station building opposite, is greatly reduced and may result in only the very top of the roof being visible above the raised parapet. Moreover, more of the tree on the eastern side of the juncture of Vera Avenue and Merridene remains visible when viewed from the south, from Merridene.
- 6.2.20. Having regard to the all of the above, it is considered that the proposed development has overcome the concerns of the scheme dismissed at Appeal in relation to its impact on the adjacent conservation area and the setting of the group formed by the railway building, the railway bridge, the trees and the “house beyond”. Moreover, having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72) it is considered that the development proposal will preserve the character and appearance of the conservation area and not lead to any harm to the designated or undesignated heritage assets having regard to Policy 7.8 of the London Plan, Core Policy 31, Policy DMD44 of the Development Management Document, and with section 12 of the NPPF.

Standard of Accommodation

- 6.2.21. The London Plan and the Mayor’s Housing SPG contains minimum standards for the size of new residential accommodation, which is reflected in the DMD. These documents require that in the case of a 3-bedroom 4-person flat the minimum gross internal floor space should be 74sqm. The proposed flat will provide an internal floor area of 73.5sqm. Whilst below the adopted standard, it would prove difficult to resist the scheme by failing to comply by 0.5sqm, therefore on balance, is considered acceptable.
- 6.2.22. The submitted plans show, three bedrooms. The preferred minimum floor area for a double bedroom is 12sqm and 8sqm for a single bedroom. The proposed double bedroom provides 13.1sqm of floor space, bedroom 2 provides 8.6sqm and bedroom 3 provides 7.6sqm. Whilst bedroom 3 falls below the preferred minimum standard by 0.4sqm, the internal layout is acceptable.
- 6.2.23. The minimum internal floor area for a combined living / dining / kitchen space is 27sqm for 4-person occupancy. The scheme proposes 31.6sqm.

6.2.24. In relation to any potential noise impact on the occupiers below, the development will have to meet with building regulations, which would therefore be sufficient to minimise any potential impact.

Amenity Space

6.2.25. With regards to amenity space provision, the DMD requires that a 3-bed 4-person unit should provide a minimum of 7sqm. The development proposes 10.5sqm of space located in the south-east corner of the roof. Access to the wider roof space from the proposed amenity area is restricted by way of a screen.

Density

6.2.26. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 2 (1 being the least accessible and 6 being the most accessible), therefore the London Plan suggests that a density of 150-250 habitable rooms per hectare (hrph) would be appropriate for this location.

6.2.27. The development proposes a total of 4 habitable rooms. However, density is a measure against the whole of the redline area therefore the existing residential accommodation must also be included. Based upon the assumptions of the previous scheme whereby it was indicated that each of the lower flats had 3 habitable rooms per unit, this would equate to a total of 16 habitable rooms proposed on a site measuring 0.0473ha. The resulting density for the scheme would be 338hrpa, suggesting that the proposal is an overdevelopment of the site. The assessment of density must however acknowledge the London Plan, which encourages greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area, taking into account the prevailing pattern of development and site specific circumstances.

6.2.28. In this regard, the surrounding area is primarily characterised by semi-detached and terraced developments with large rear gardens although there are some examples of flatted developments such as those on Brook Park Close (rear of the railway station building) and at the southern end of Merridene. Notwithstanding these latter examples, the prevailing character is one of low-density development. This conclusion is supported within the Enfield Characterisation Study which confirms that Grange Park is “largely a product of the interwar period and features a consistently low density development in predominantly semi-detached form” (p141). At page 191 of the Study, it comments that some of the common failures of development of the past is a lack of reference to the prevailing grain, scale and massing of earlier development and a lack of appropriate materials and design style.

6.2.29. The existing development with 12 habitable rooms equates to a density of 253.7hrph, thus already exceeding the suggested density range, albeit marginally. Notwithstanding the above, the site is in an accessible location being directly opposite the railway station, the quality of the accommodation proposed, and the provision of cycle parking would on balance outweigh the numeric assessment of density, which as stated above, suggests an overdevelopment. The previous scheme was not objected to on density grounds and this view was supported at Appeal, where an even greater level of density was proposed.

6.3. Impact on Neighbouring Properties

Distancing / Overlooking / Loss of Privacy

- 6.3.1. In terms of distancing between residential developments, Policy DMD10 sets out appropriate levels between rear facing windows and windows facing boundaries.
- 6.3.2. The proposed additional floor is set back from the front and flank edges of the building therefore any views from the proposed windows would not lead to overlooking and a loss of privacy. Moreover, neighbouring developments to the north, east and west of the site are commercial properties and it is considered that there are no issues in terms of distancing, overlooking and loss of privacy from the proposed development.
- 6.3.3. To the south is 1a Merridene, the nearest affected residential property. This property is 2-storeys, is sited approximately 11.7m to the rear and has a flank window (not serving a habitable room). Windows are proposed on the rear elevation would either look out onto the flank wall of 1a Merridene and the other would look out over the rear garden and beyond. In addition, views from the proposed amenity area in the south-east corner would be curtailed by the proposed screen.
- 6.3.4. It is considered that there would be no greater impact on the existing amenity of the occupiers of 1a Merridene and beyond, than currently exists from the third floor rear-facing windows in terms of overlooking and loss of privacy.
- 6.3.5. The above view was also supported at Appeal where no objections were raised on these elements of the proposal.

Loss of Light / Outlook / Overshadowing

- 6.3.6. The site is located to the north of the 1a Merridene and should therefore not unduly impact in terms of light and overshadowing. In relation to loss of light, outlook and overshadowing, due to the level of distancing between the site and 1a Merridene it is considered that there would not be a detrimental impact on the existing amenity of those neighbouring occupiers.
- 6.3.7. Similar to the above, this view was also supported at Appeal where no objections were raised to these elements.

6.4. Highway Considerations

- 6.4.1. No objections are raised over the lack of additional car parking due to the highly sustainable location of the development. Whilst objectors have commented on the lack of availability of parking, it is considered that this is not a sustainable reason for refusal given that guidance issued is to reduce the levels of parking provision particularly where there is good access to public transport. Although the site is located in a PTAL 2 zone, it is opposite to the Grange Park rail station and there are regular bus services to and from the station. No objections were raised on parking grounds with the Appeal scheme by the Inspector. Moreover, to ensure that the development will not unduly increase the pressure on existing parking spaces, the occupiers will be restricted from obtaining parking permits through a legal agreement.

- 6.4.2. To encourage sustainable modes of transportation, developments should also be providing cycle parking. It is noted that a cycle store is proposed with the intention of providing one space per flat (existing and proposed). Notwithstanding the submitted plan detailing the appearance of the proposed cycle store, further details are required to ensure that the store complies with adopted policy, that is, it is fully secure and the details of the stand are clarified.
- 6.4.3. It is therefore considered that the should not lead to conditions prejudicial to the free flow and safety of pedestrian and vehicular traffic on the adjoining highways.

6.5. Sustainable Design and Construction

Lifetime Homes

- 6.5.1. The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.
- 6.5.2. A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing. No information is provided on how the development will achieve Lifetime Homes standards although it is recognised that for such developments it will not always be possible to achieve 100% of the lifetime homes standards. A condition is proposed to secure details of the scheme achieving Lifetime Home standards.

Code for Sustainable Homes

- 6.5.3. New developments in the Borough should be aiming to exceed Code 3. A Code for Sustainable Homes pre-Assessment advises that the unit will meet with Code Level 3.

Biodiversity

- 6.5.4. Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Such improvements could take the form of, for example, bio-diverse roofs, plantings, and the provision of bird and bat boxes.
- 6.5.5. The Code for Sustainable Homes pre-Assessment confirms that no credits are awarded for this element because ecological enhancements are not being pursued. Whilst it is recognised that the site has limited ecological value, and that there is little scope to provide large areas of soft landscaping (a small area is proposed near to the refuse / cycle store), the scheme could still provide, for example, bird boxes. With such a large area of flat roof proposed, a bio-diverse roof could also be considered.

- 6.5.6. Conditions are therefore proposed to seek biodiversity enhancements and to secure the details of the feasibility of providing a biodiverse roof.

Drainage

- 6.5.7. Due to the nature of the scheme, it is considered unreasonable to secure details of a sustainable urban drainage system (SUDS). However, having regard to the discussion above in relation to the potential for providing a bio-diverse roof, such a roof would certainly help in reducing water runoff.

Energy

- 6.5.8. An energy statement has not been submitted. The development provides a large expanse of flat roof which could accommodate some photovoltaic cells for example.
- 6.5.9. A condition is proposed to secure details of an energy statement which should provide details of investigations and the feasibility of providing zero/ low carbon technologies.

6.6. Affordable Housing / S106 Contributions

- 6.6.1. One of the objections raised in relation to the Appeal scheme was the lack of an acceptable level of contributions towards off-site affordable housing provision and education provision. Although the Council was supported with respect to the affordable housing element, in relation to the education contribution, the Inspector advised that without specific details about the capacity of local schools or their need for new or expanded facilities, this obligation may not meet with the statutory tests.
- 6.6.2. Since the Appeal Decision, the Minister for Housing and Planning announced on 28 November 2014 the S106 planning obligation measures to support individuals, self-builders and small scale developers. Paragraphs 12 to 23 of the National Planning Policy Guidance were amended to state that contributions for affordable housing and tariff style planning obligations should not be sought from self-build and small scale developments containing 10 units or less with a gross area of no more than 1,000m².
- 6.6.3. This change in national policy was considered by Council's Local Plan Cabinet Sub Committee at its meeting on the 15th January 2015, where it was determined that affordable housing contributions will no longer be required for developments containing less than 10 units where the applicant is an individual or self-builder and that education contributions will no longer be required for developments containing less than 11 units.
- 6.6.4. The scheme is not required to make any contributions.
- 6.6.5. Pursuant to s106 of the Town and Country Planning Act 1990 (as amended), a unilateral undertaking is being provided to restrict any potential occupier from obtaining a parking permit.

6.7. Mayoral CIL

- 6.7.1. The development will attract a Community Infrastructure Levy (CIL) payment. This is applicable on all new additional housing. For outer London, there is a

charge of £20 per sqm multiplied by a monthly adjusted index figure. For the purposes of the current scheme, based upon the index figure for March 2015 (252) and with a floor area of 73.5sqm the development is liable for a levy of £1661.17.

6.8. Other Matters

- 6.8.1. In relation to the impact on property values, this is not material to the consideration of this scheme.
- 6.8.2. In relation to sewerage and water infrastructure, Thames Water advised that there are no objections to the proposal.
- 6.8.3. The structural integrity of the building is a matter for compliance with the Building Regulations.

7. **Conclusion**

- 7.1. Elements of the Appeal scheme were acceptable to the Inspector. In particular, he noted that:

“The Council acknowledges this site is in an accessible location (despite its low PTAL rating); that the internal flat layouts and provisions of cycle parking and refuse storage would accord with policy guidance; that no additional parking provision is needed; that impacts on living conditions at nearby dwellings would be within acceptable limits. I agree on all these points (having regard to the concerns of the neighbouring occupiers) and thus I find insufficient grounds to conclude that adding two flats would, in itself, represent an over-development of the site. It is the alterations to the size, form and appearance of the existing building that would be harmful rather than a modest increase in the number of habitable rooms.” (para.11)

- 7.2. The design of the additional floor, particularly through its recessing away from the front and flank walls of the building, is considered to have reduced the visual dominance of the scheme compared to that which was dismissed on Appeal.
- 7.3. Whilst it must be acknowledged that the additional floor will be visible from long views, such as that from towards the southern end of Merridene, from outside of the railway station building opposite, the additional floor should not be readily visible. The scheme is considered to preserve the character and setting of the Conservation Area.
- 7.4. The proposed development would not have an unacceptable impact on parking provision or highway safety. In addition, some matters, such as those relating to sustainability measures can be satisfactorily conditioned.

8. **Recommendation**

- 8.1. That subject to the completion of a S106 Agreement/Unilateral Undertaking, the Planning Decisions Manager / Head of Development Management be authorised to **GRANT** planning permission subject to conditions:

1. C60 Approved Plans

2. C07 Details of Materials
3. C09 Details of Hard Surfacing
- The surfacing materials to be used within the development including footpaths, access roads and parking / storage areas shall be submitted to the Local Planning Authority for approval in writing prior to development commencing. Where in close proximity to retained trees, the surfacing and tree root protection measures shall be carried out in accordance with measures to be agreed with, in writing, by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance and to ensure that the method of construction of hard surfaced areas does not adversely affect the health of the trees.

4. C17 Details of Landscaping
- No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:
- a. Planting plans
 - b. Written specifications (including cultivation and other operations associated with plant and grass establishment)
 - c. Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
 - d. Implementation timetables.
 - e. Wildlife friendly plants and trees of local or national provenance
 - f. Biodiversity enhancements, bird and bat boxes built into or on and around the new building

Reason: To ensure the provision of amenity, and biodiversity enhancements, afforded by appropriate landscape design in accordance with adopted policy, and to ensure highway safety.

5. C19 Refuse Storage & Recycling Facilities
- The refuse storage facilities including facilities for the recycling of waste to be provided within the development shall be provided in accordance with the details as shown on Drawing No. 10751-P006-A. The facilities shall be provided in accordance with the approved details before first occupation.

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

6. NSC1 Energy
- The development shall not commence until an 'Energy Statement' has been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate how the approved scheme will meet with adopted standards with regards to improvements in total CO2

emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel unless otherwise agreed in writing by the Local Planning Authority. Should Low or Zero Carbon Technologies be specified as part of the build, the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted for approval in writing. The Energy Statement shall outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

7. NSC2

Privacy Screen

The privacy screen to be installed to enclose the rooftop amenity space shall be provided with an equivalent obscuration of level 3 on the Pilkington Obscuration Range up to a minimum height of 1.7m above finished floor level prior to occupation of the approved unit. The privacy screen shall be permanently retained and maintained.

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

8. C25

No Additional Fenestration

9. C41

Details of external lighting

10. NSC3

Construction Methodology

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

- a. a photographic condition survey of the roads, footways and verges leading to the site;
- b. details of construction access and associated traffic management to the site;
- c. arrangements for the loading, unloading and turning of delivery;
- d. arrangements for wheel cleaning;
- e. arrangements for the storage of materials;
- f. hours of work;
- g. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- h. The size and siting of any ancillary buildings.

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

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to

minimise disruption to neighbouring properties and the environment.

11. NSC4 Code for Sustainable Homes 1
Development shall not commence until evidence in the form of a design stage assessment conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, has been provided and approved in writing by the Local Planning Authority. The evidence provided shall confirm that the dwellings can achieve a Code for Sustainable Homes rating of no less than Code Level 3.

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

Reason: In the interests of addressing climate change and to secure sustainable development.

12. NSC5 Code for Sustainable Homes 2
Following the practical completion of the development but prior to first occupation, a post construction assessment, conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority for approval in writing.

Reason: In the interests of addressing climate change and to secure sustainable development.

13. NSC6 Lifetime Homes
Notwithstanding submitted plans and supporting documents, prior to development commencing, details shall be provided to the Local Planning Authority confirming how the scheme will meet with 100% Lifetime Homes' standards, unless otherwise approved in writing by the Local Planning Authority.

Reason: To provide for future adaptability of the housing stock.

14. NSC7 Biodiverse Roof
The development shall not commence until details have been provided to the Local Planning Authority for approval in writing demonstrating the feasibility or otherwise of providing a biodiverse green / brown roof for the development hereby approved. The submitted detail shall include design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

Should the Local Planning Authority consider that the provision of a biodiverse roof is feasible, the biodiverse roof shall be implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the Local Planning Authority.

The biodiverse roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape.

Reason: To assist in flood attenuation and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted Policy.

15. NSC8 Biodiversity Enhancements
The development shall not commence until details for the location and siting of two bird / bat boxes have been provided to the Local Planning Authority. The development shall be carried out in accordance with the approved detail and installed under the supervision of a suitably qualified ecologist.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

16. C59 Cycle Parking
Notwithstanding the cycles storage shown on Drawing No.0751-P006-A, detailed drawings of the materials, stands, design and security features of the secure and covered cycle store for residents shall be submitted to and approved in writing by the Local Planning Authority. The cycle store shall be erected in accordance with the approved detail prior to first occupation of the development approved, permanently maintained, kept free from obstruction and available for the parking of cycles only.

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

17. C51A Time Limited Permission

notes:
any discrepancies should be reported immediately
all dimensions should be checked on site prior to commencement of work
sites/survey based on Ordnance Survey information provided by profile systems plc. It is noted that all past or current uses or features will be identified in the product
the product does not give details about the actual state or condition of the site nor should it be used or taken to indicate or exclude actual suitability or value for any purpose. It is recommended that the user consults a professional surveyor or other expert for determining suitability or value, or used as a substitute for any physical investigation or inspection.
drawings to be read in accordance with the British Standard BS 1192-2:2011 (Contract documents for building design) and the Building Regulations 2010. The criteria set for air permeability.
© HERTFORD PLANNING SERVICE
note
the user is responsible for verifying that the resulting prints are to scale on the appropriate sized sheet.
the scale bars on the plan measure correctly.

The Lifetime Home Standard
1. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
2. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
3. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
4. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
5. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
6. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
7. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
8. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
9. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
10. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
11. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
12. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
13. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
14. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
15. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
16. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
17. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
18. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
19. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.
20. The Lifetime Home Standard is a set of standards of design and construction for new residential buildings.

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

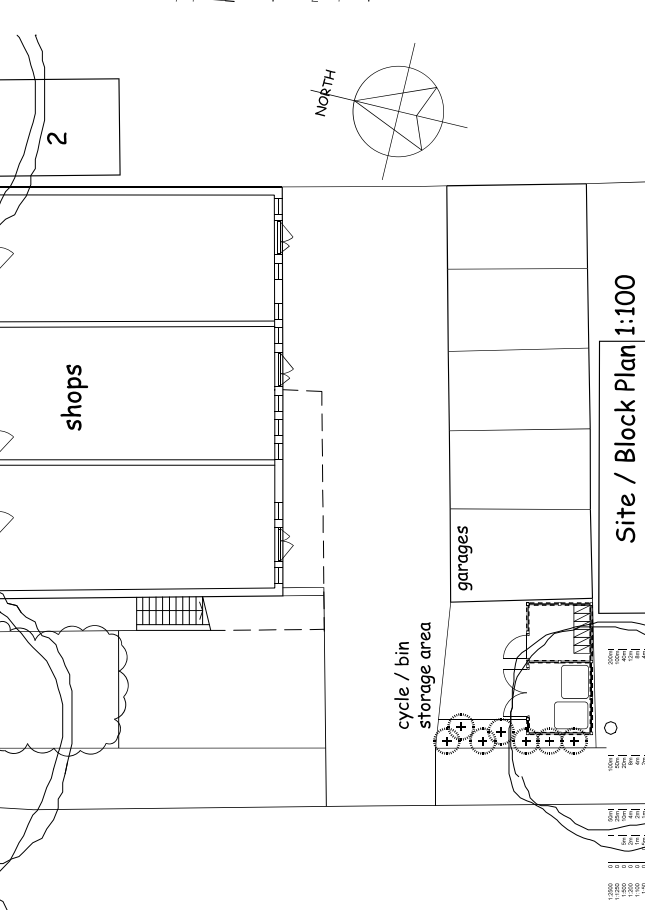
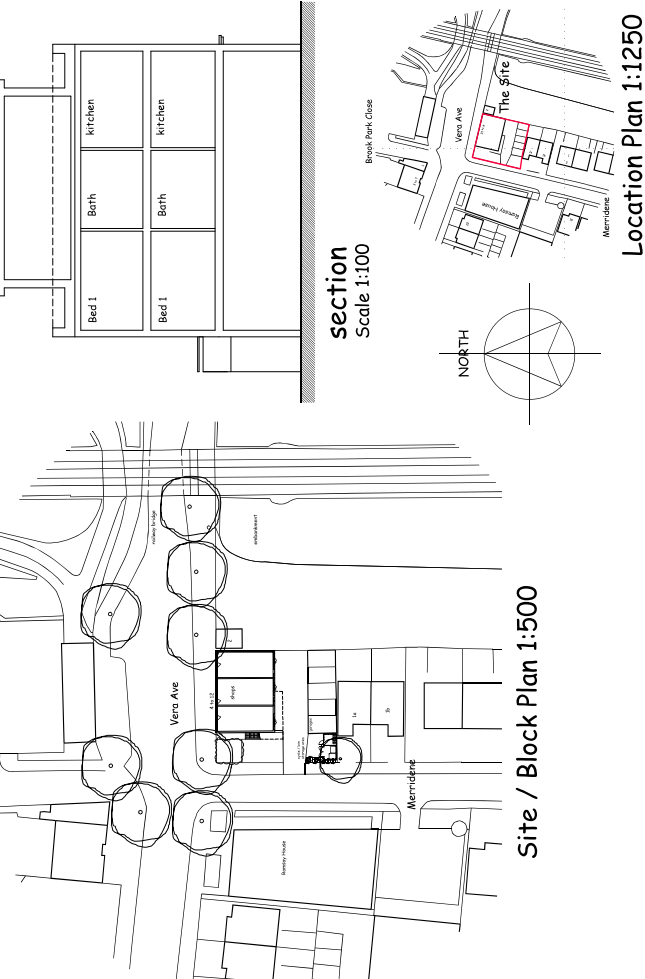
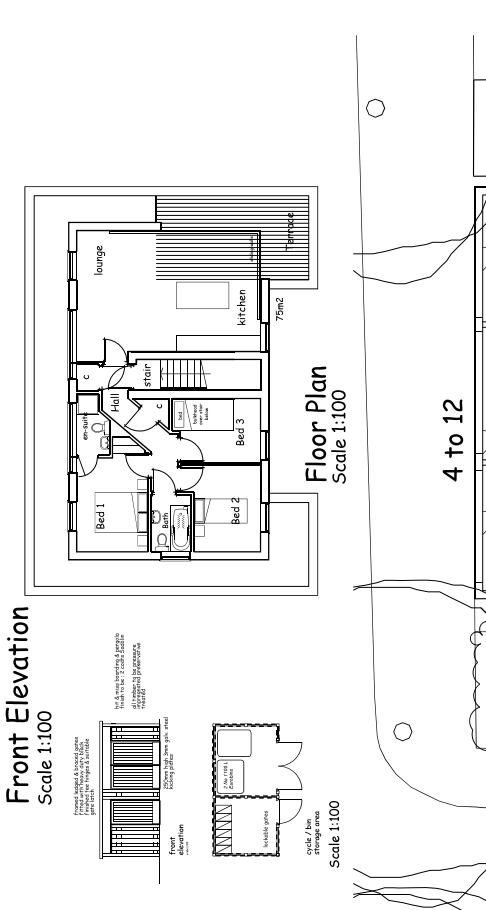
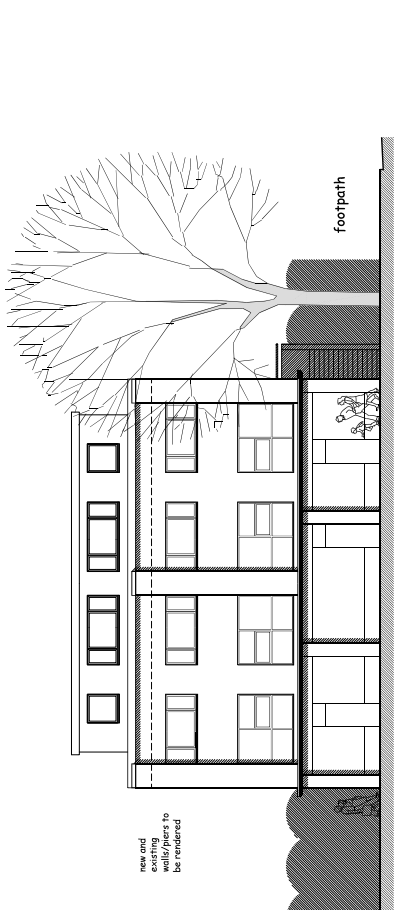
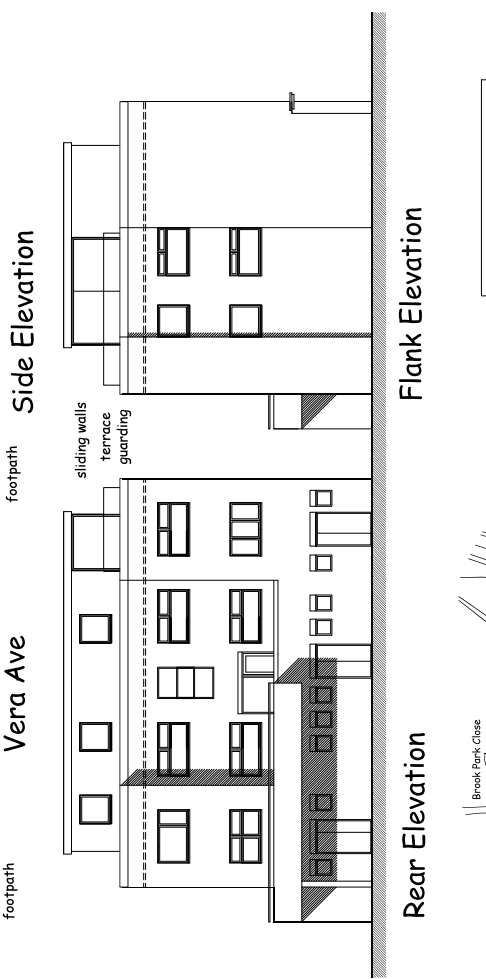
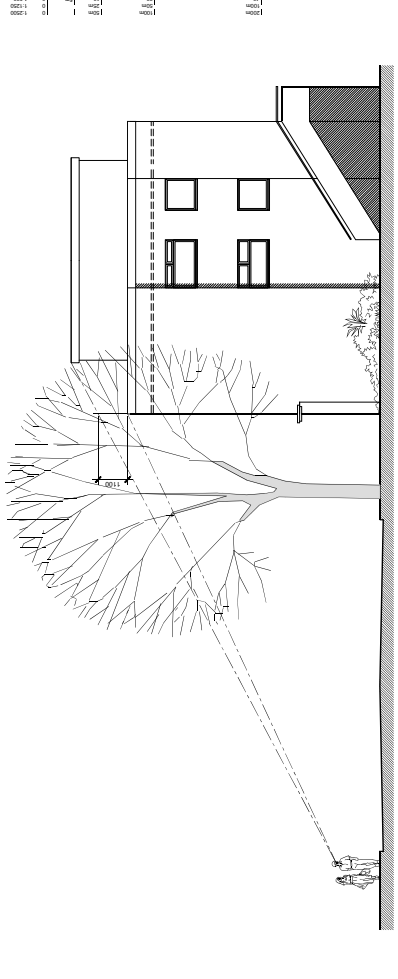
Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in

Date 30/05/2014
Scale 1:100
Sheet size A1
Drawn mRn
10751-P006-A

Herford Planning Service
HERTFORD PLANNING SERVICE

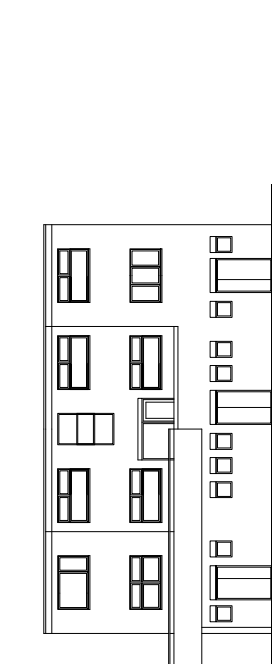
Westgate House, 37-41 Castle Street,
Tel: 01992 532173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client Verisma management Ltd
Description Housing
Project New mansard level
4 to 12 Vera Avenue
N21 1RA
Drawing Contemporary Roof with Single
3 Bed Unit - set in



notes:
 any discrepancies should be reported immediately
 all dimensions should be checked on site prior to commencement of work
 site/survey based on Ordnance Survey information provided by profile systems plc. It is the responsibility of the user to verify that all past or current uses or features will be identified in the product
 the product does not give details about the actual state or condition of the site nor should it be used or taken to indicate or exclude actual suitability or otherwise for any particular use. It is the responsibility of the user to verify or related upon for determining suitability or value, or used as a substitute for any physical investigation or inspection.
 drawings to be read in accordance with the Building Regulations (minimum calculation, the building must be able to withstand meeting the criteria set for air permeability.
 © HERTFORD PLANNING SERVICE
 note
 the drawings are for information only. It is the responsibility of the user to verify that the resulting prints are to scale on the appropriate sized sheet.
 the scale bars on the plan measure correctly.

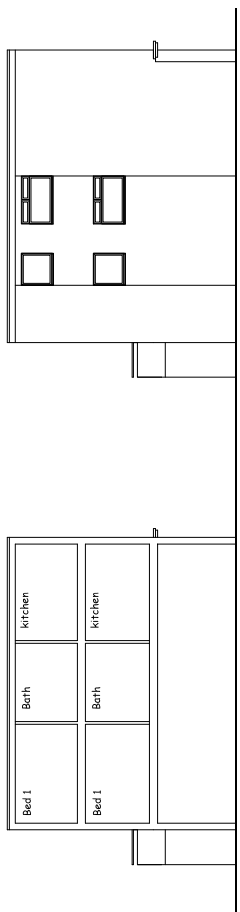
Scale 1:100



Front Elevation

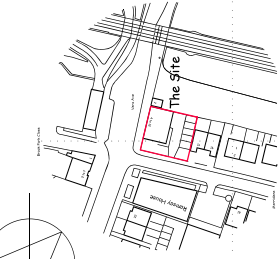
Side Elevation

Rear Elevation



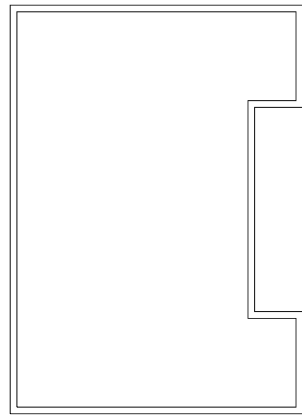
section

Flank Elevation

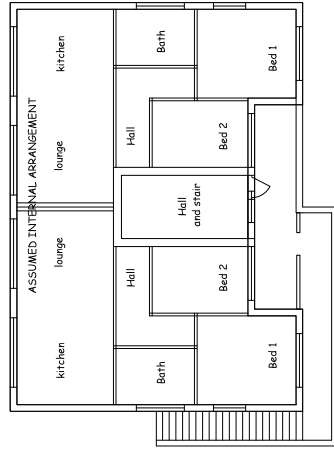


Location Plan 1:1250

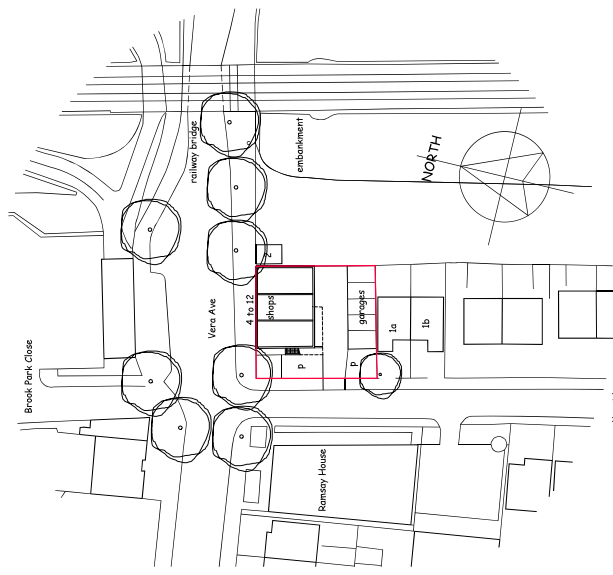
Scale 1:100



Roof Plan



Typical Upper Floor Plan



Site / Block Plan 1:500



Westgate House, 27-31 Castle Street,
 Hertford, Herts SG14 1JG
 Tel: 01992 532173 Fax: 01992 587643
 Email: contact@hertfordplanning.co.uk
 www.hertfordplanning.co.uk



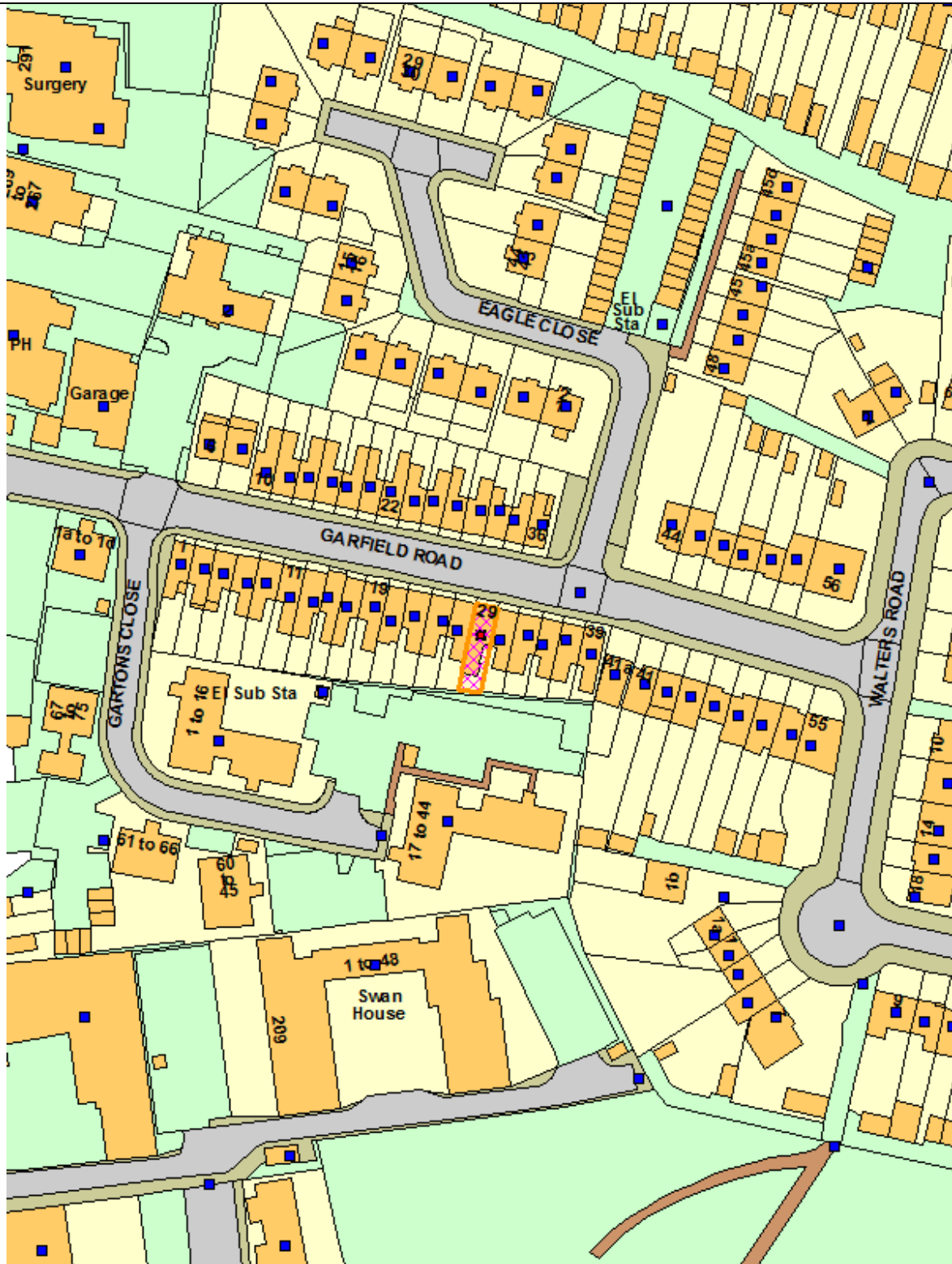
Client: Verisma management Ltd
 Description: Housing
 Project: New mansard level
 Grandge Park Enfield
 N21 1FA
 Drawing: Existing GA

Date: 15/11/11
 Scale: 1:100
 Sheet size: A1
 Drawn: mRn

10751-A1-S001

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 24th March 2015
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Mr Jack Wride 0208 379 8386	Ward: Ponders End
Ref: 14/04730/FUL		Category: Full Application
LOCATION: 29 Garfield Road, Enfield, EN3 4RP,		
PROPOSAL: Use of property as a House of Multiple Occupation for a maximum of 4 people.		
Applicant Name & Address: Mr Masood Qureshi c/o Agent	Agent Name & Address: Mr A Sherby WA Shersby PO BOX 1111 Enfield EN1 9JW	
RECOMMENDATION: It is recommended that the application be APPROVED subject to conditions.		

Ref: 14/04730/FUL LOCATION: 29 Garfield Road, Enfield, EN3 4RP,



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

Scale 1:1250

North



1. Site and Surroundings

- 1.1 The property is a two storey terraced dwelling located to the south side of Garfield Road. The property currently benefits from a large single storey extension (depth approximately 3.5 metres) already on site and a moderately size garden (approximately 25m²) accessed through the rear of the property.
- 1.2 While the site was previously a dwellinghouse, and this remains its established lawful use, it is currently sub-divided into four self-contained flats (two per level). These units have their own internal entrances (including individual numbering 1-4) and access to their own catering, bathroom and laundry facilities.
- 1.3 The immediate area surrounding the application property is residential and is characterised by smaller, terrace properties with a commercial / retail area a few minutes walk away along Ponder's End High Street (large local centre). The site has a PTAL rating of 3 (moderate level of access to public transport services).
- 1.4 A survey of the surrounding properties in Garfield Road indicates that there are no obvious flats or HMO conversions and the planning history records indicate that there are no other permissions granted for flat conversions or HMOs within the street.

2. Proposal

- 2.1 The application is for the conversion of the property into a house in multiple occupation (HMO) for a maximum of 4 individuals to live as a single household. This is a new proposal and does not seek to regularise the existing, unauthorised usage of the site as 4 self-contained flats.
- 2.2 The scheme proposes 3 bedrooms spread over the two floors with en suite bathroom facilities for each. Shared communal kitchen / lounge areas are proposed to rear of the ground floor (including within the existing single storey rear extension) with access for all to the garden beyond. There are no proposed external alterations beyond refuse area (front garden) and cycle parking (rear garden).

3 Relevant Planning Decisions

- 3.1 ENF/14/0424 –Enforcement case regarding the current unauthorised, sub-division of the property. A Planning Contravention Notice was issued 10.11.2014 seeking further information. The case remains open pending the outcome of the current application.

4 Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 No objections are raised. No on-site parking is being proposed. Any increase in parking demand is likely to be relatively modest given the lower level of car

ownership that can be expected for this type of tenure, and therefore any additional demand can be accommodated on-street if necessary.

- 4.1.2 The current cycle parking is in what appears to be a garden shed. This is not acceptable as it is unsecure and difficult to access. At least one cycle parking space per bedroom should be provided and clearly dimensioned on the plan. Cycle stores should be secure weather tight, attractive and provided in a fully enclosed and permanent structure (cycle lockers will be preferable).

Cleansing Team

- 4.1.3 For this HMO type, we supply 1 x 240 litre grey refuse bin, 1 x 240 blue lidded mixed recycling bin and 1 x 240 litre green lidded garden and food waste bin. There is enough room to accommodate the 240 grey and blue lidded bins in the front garden.

Housing Team

- 4.1.4 No objection. No HMOs are on record in Garfield Road

Thames Water

- 4.1.5 On the basis of information they advise that with regard to sewerage and water infrastructure capacity, they would not have any objection to the application.

4.2 Public response

- 4.2.1 The application was referred to 16 neighbouring properties on Garfield Road. One comment was received which is summarised below:

- Querying inadequate parking as there is already high parking congestion in area
- Querying increase in traffic for above reasons

5 Relevant Policies

5.1 London Plan (2011)

Policy 3.3 – Increasing housing supply
Policy 3.4 – Optimising housing potential
Policy 3.5 – Quality and design of housing development
Policy 3.8 – Housing choice
Policy 3.14 – Existing housing
Policy 5.14 – Water quality and wastewater infrastructure
Policy 6.13 – Parking
Policy 7.4 – Local character

5.2 Local Development Framework: Core Strategy

Core Policy 4: Housing quality
Core Policy 5: Housing types

Core Policy 6: Housing need
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 26: The road network

5.3 Local Plan: Development Management Document

DMD3: Providing a Mix of Different Sized Homes
DMD4: Loss of Existing Residential Units
DMD5: Residential Conversions
DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD37: Achieving High Quality and Design-Led Development
DMD38: Design Process
DMD45: Parking Standards and Layout

5.4 Other Policy

National Planning Policy Framework
Waste and Recycling Planning Storage Guidance
London Housing SPG

6 Analysis

6.1 Principle: Conversion to HMO

- 6.1.1 Class C4 of the Town and Country Planning (Use Classes) Order 1987 (as amended) makes provision for the use of residential properties for multiple occupation by non-related individuals. On 1 October 2010 amendments were made to the General Permitted Development Order. These changes gave permitted development rights for changes of use from C3 to C4.
- 6.1.2 A Borough-wide Article 4 Direction was confirmed by Council with effect from 23rd October 2013 which rescinded permitted development rights for a change of use to Class C4 and hence planning permission is required.
- 6.1.3 The subject application comprises three single bedroom areas each benefitting from an en-suite, but most importantly denied individual kitchen / cooking / laundry facilities to support independent and self-contained occupation. Furthermore, the scheme has been re-designed to remove layout features where possible that would facilitate reconversion into self-contained flats (the 'dressing rooms' noted as part of its first and now superseded design iteration) and is accompanied by explicit wording within its supporting statement noting that the proposed use of the site is only for a HMO. It therefore is deemed to fall within the C4 Use Class unlike the self-contained flats currently on site.
- 6.1.4 Policy DMD5 of the Development Management Document seeks to ensure that the number of conversions in a particular street does not exceed 20% and not more than 1 in 5 consecutive properties have been converted to either flats or HMOs. Conversions should not lead to an unacceptable level of noise, disturbance for occupiers and adjoining properties; or adversely affect

the quality of the street streetscene through inadequate parking and refuse storage arrangements.

- 6.1.5 An extensive check of planning and housing history of the properties in the surrounding area has been conducted alongside a walking survey spanning the full extent of Garfield Road. On the basis of the evidence to hand and observations made on site there are no visible or authorised conversion within the road. Therefore the DMD5 policy test is satisfied and the scheme would not lead to an over-concentration of small unit accommodation in the area that would affect surrounding occupiers' residential amenity or impact on the streetscene.

6.2 Floor Area

- 6.2.1 While the adopted London Plan now contains minimum standards for the size of new residential accommodation, replacing the Council's Supplementary Planning Guidance, as the application seeks to create a HMO and not individual self-contained units, these space standards do not apply in this instance.

6.3 Private Amenity Space and Living Conditions for Future Occupiers

- 6.3.1 Policy DMD 8 seeks all new residential development (not just new building housing) to meet a series of criteria, including to provide high quality amenity space as part of the development for occupiers.
- 6.3.2 The scheme would provide a shared kitchen (9m²) and lounge area (7.84m²) that constitute enough overall communal areas to provide acceptable future living arrangements. There is a minor stacking issue regarding the communal kitchen and the bedroom associated with the rear first floor unit. It is however not an uncommon relationship within residential dwellings and, on balance, it considered acceptable.
- 6.3.3 There is a rear garden (22.85m²) to the property and the submitted plans indicate that there will be access to this garden space via the communal area at the rear of property. Given the likely composition of the unit's occupiers it is not considered that such provision would be problematic.

6.4 Transport - Car & Cycle Parking

- 6.4.1 Policy DMD45 states that proposals will be considered against the standards set out in the London Plan (and the associated Housing SPG) and the operational needs of the development, having regard to the need to maximise use of sustainable modes of transport.
- 6.4.2 The London Plan recommends no minimum parking prerequisite for this type of development but states that one cycle space should be provided for 1 or 2 bed units.
- 6.4.3 There has been a comment noting the high level of parking in the surrounding area. Consultation with Traffic and Transportation team and the case officer audit of the local area during the site visit both showed the expected relatively high parking levels within the vicinity.

6.4.4 While it is acknowledged there may be a marginal parking impact associated with the development, it is considered the scheme is unlikely to give rise to substantially higher level of parking demand than the authorised use of the building as a family dwellinghouse and there is no cumulative impact from similar schemes in the immediate area. As such, the proposed usage would be acceptable in transport terms, subject to a condition securing accessible, covered and secure cycle parking in the rear garden area.

6.5 Refuse Provision

6.5.1 The refuse and recycling storage for the units are proposed to be located in the front garden area, but full details regarding exact composition have not been supplied with the application. As per the Cleansing team's comments, it is considered that there is adequate space in the front garden area for the requisite waste / recycling bins to be accommodated and that the use of a 3 bedroom property for a maximum four person HMO would not generate waste significantly above and beyond that of a large family dwellinghouse.

6.5.2 The waste and recycling facilities would need to comply with the Council's preferred standards (see Cleansing comment above) to be in accordance with Policy DMD 5, which seeks adequate refuse arrangement so as not adversely affect the streetscape. As such, the waste and recycling provision is acceptable in principle but the further details would be supplied and permanently secured via condition.

6.6 Noise and Nuisance

6.6.1 The scheme is not considered to result in significantly higher levels of noise and nuisance for surrounding occupiers over its lawful use as a large family dwelling. This is supported Environmental Health team's lack of object to the proposals.

6.7 CIL

6.7.1 As the scheme does not propose the creation of additional floorspace, it is not CIL liable.

7 Conclusion

7.1 The proposed change of use from the existing single family dwelling into a house of multiple occupation for a maximum of 4 people, having regard to the existing character of the surrounding area, would not detract from the residential character of the surrounding area; create unacceptable parking stress on the surrounding road network; and in particular, unduly harm the amenities of neighbouring residential properties or future occupiers of the site. This development would therefore comply with relevant local plan policies, including Policies DMD4 and DMD5 of the Development Management Document, as well as the NPPF.

8 Recommendation

8.1 It is recommended that the application be APPROVED subject to conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised, 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. The use of the property as a House of Multiple Occupation hereby approved shall be occupied by a maximum of 4 people acting as a single household and shall not be subdivided or occupied as self-contained units.

Reason: To accord with the stipulations of definition as a House of Multiple Occupation and to safeguard the residential character of the surrounding area.

4. No independent cooking or laundry facilities shall be installed or retained in any of the respective units, and the communal kitchen and lounge areas shown on the approved plans shall be retained in perpetuity unless agreed in writing with the Local Planning Authority.

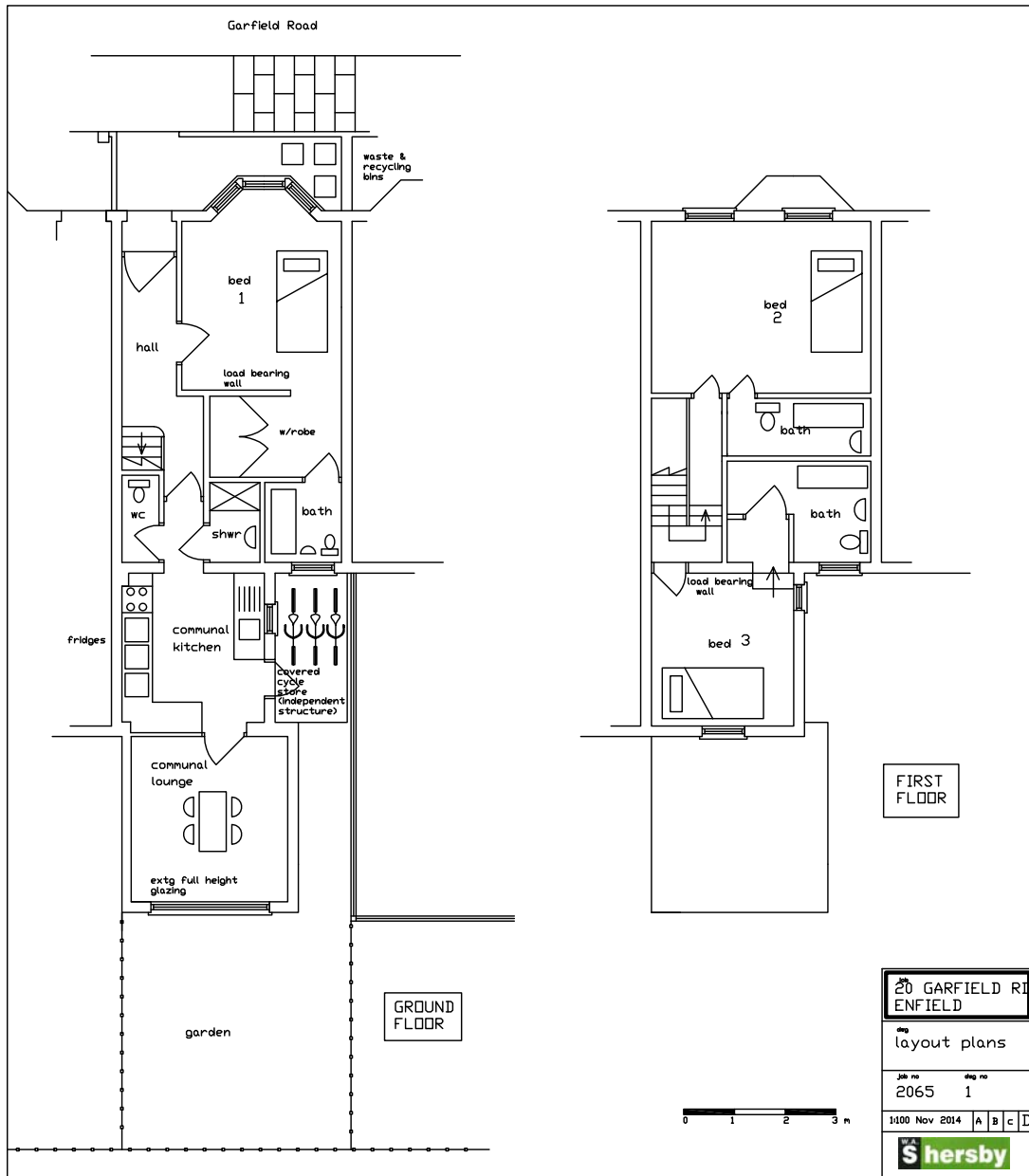
Reason: To accord with the stipulations of definition as a House of Multiple Occupation and to safeguard the residential character of the surrounding area and living conditions of future occupiers.

5. Within one month of the date of this decision full details of the refuse storage (including facilities for the recycling of waste) are provided within the front garden area in accordance with the London Borough of Enfield Waste and Recycling Planning Storage Guidance ENV 08/162 shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the use commences.

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

6. Notwithstanding the details shown on the approved plans, within one month of the date of this decision full details of the siting, number and design of secure/covered cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking prior to occupation for the purposes hereby approved.

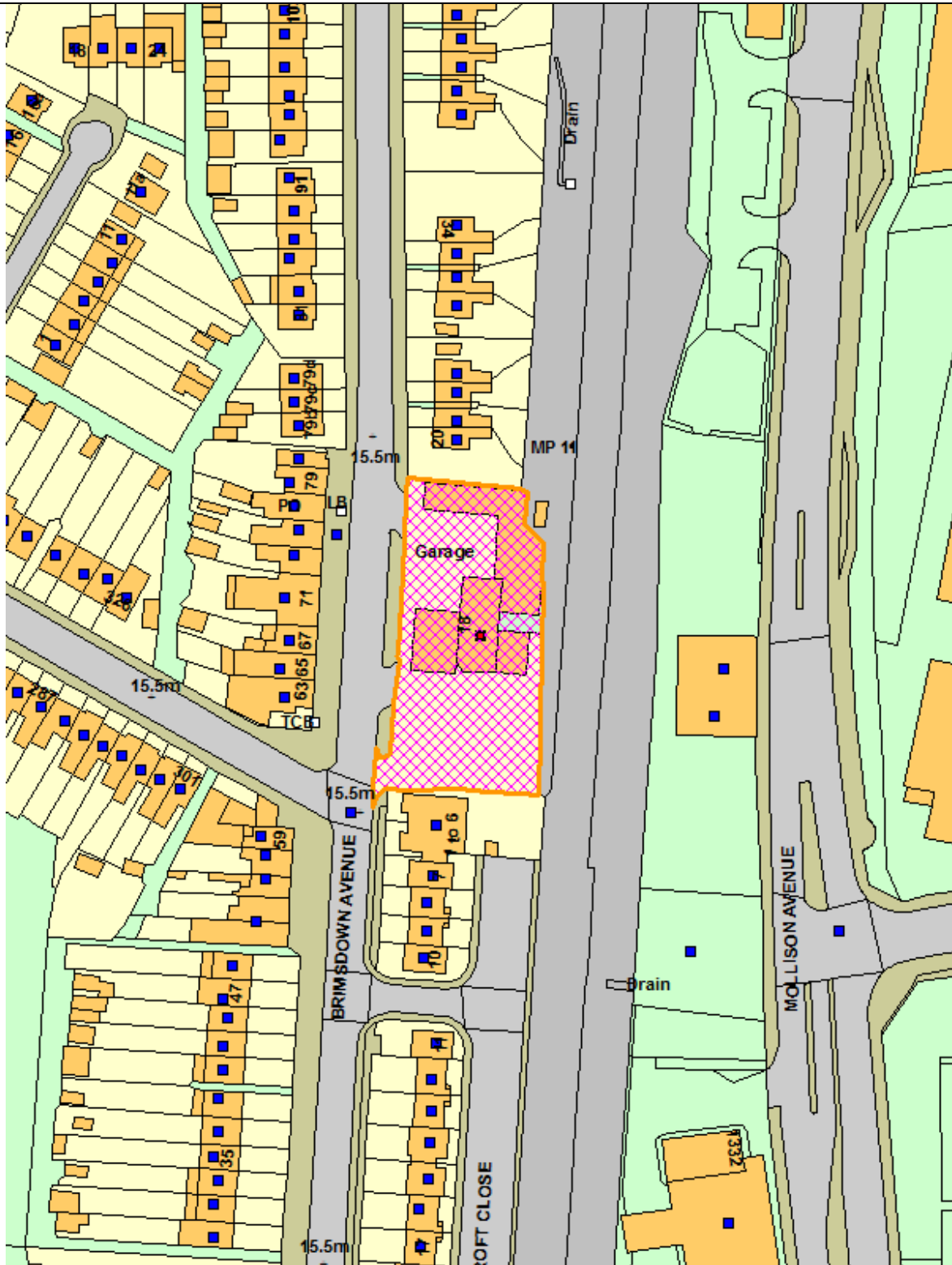
Reason: To ensure the provision of adequate cycle parking spaces in line with the Council's adopted standards.



This page is intentionally left blank

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 24th March 2015
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham 020 8379 3848 Sharon Davidson 020 8379 3841 Mr Francis Wambugu 0208 379 5076	Ward: Enfield Highway
Ref: 14/04854/FUL		Category: Full Application
LOCATION: 18 Brimsdown Avenue, Enfield, EN3 5HZ,		
PROPOSAL: Redevelopment of site to provide a 3-storey block of 21 self-contained flats (6 x 1-bed, 12 x 2-bed and 3 x 3-bed) with balconies to front and rear, inverted dormers with sun terraces at rear, car parking at side with alterations to vehicular access to Brimsdown Road, detached cycle and refuse storage buildings at rear and associated landscaping.		
Applicant Name & Address: Origin Housing Group C/O Agent		Agent Name & Address: Mr Dominic Tombs JLL 30 Warwick Street London W1B 5NH
RECOMMENDATION: That subject to the completion of a S106 Agreement, the Planning Decisions Manager / Head of Development Management be authorised to GRANT planning permission subject to conditions.		

Ref: 14/04854/FUL LOCATION: 18 Brimsdown Avenue, Enfield, EN3 5HZ,



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

Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The site comprises of a disused petrol filling station/ MOT garage located on the eastern side of Brimsdown Avenue and to the northeast of its junction with Carterhatch Road. It is composed of a regular shaped plot slightly narrow on northern side. There are some existing structures on site remnants from its past use as a petrol filling station. The site is currently derelict and hoarded.
- 1.2 The site is located in Enfield Highway part of the borough within the Lea Valley and has an overall area of 0.192 ha or 1, 9223 sq. metres.
- 1.3 The land levels are relatively flat across majority of the site.



- 1.4 The site is well served with transport links including bus services with the nearest bus stop (for bus No. 191) directly opposite on Brimsdown Avenue. Brimsdown railway station is located approximately 300 metres to the south. However, the site has a PTAL 2 rating.
- 1.5 The site is not listed nor is it within a conservation area.
- 1.6 The site is bordered immediately to the north by two storey terraced residential properties and to south by a three storey block of flats (Stonycroft Close). To the west directly opposite and across Brimsdown Avenue is a parade of shops with residential above. Immediately to the east, the site is adjacent to a railway.
- 1.7 Further beyond the railway line is the Brimsdown Industrial Area which is designated within the London Plan as being Strategic Industrial Land. Mollison Avenue and the railway line both running north-south form a buffer between the site and this industrial area.

2.0 Proposal

- 2.1 Planning permission is sought for the redevelopment of the site to provide a 3-storey block of 21 self-contained flats (6 x 1-bed, 12 x 2-bed and 3 x 3-bed) with balconies to the front and rear, inverted dormers with sun terraces at the rear, car parking at the side with alterations to the vehicular access to Brimsdown Avenue, detached cycle and refuse storage buildings at rear and associated landscaping.
- 2.2 The proposed block would be rectangular in shape with the primary frontage facing directly onto Brimsdown Avenue. The proposed Brimsdown Avenue (west facing) elevation would be approximately 40 metres in length and 11.7 metres in height with a pitched crown roof with hipped ends.
- 2.3 The Brimsdown frontage represents the principle entrance to the development and provides four separate entrances; two of them lead to the two core arrival points of the building and provide connection to the rear communal garden and front respectively; these are highly articulated with raised pillars. Two other albeit smaller entrances serve individual units located on ground floor.



- 2.4 The front facade would be composed of a pattern of different materials and colours consisting of white render on the upper floors and red brick on the lower floors, interspersed with vertical projecting details of the same colour over the main entrances. Aluminium/wood composite glazed windows are provided for fenestration. The front boundary treatment comprises a mix of facing red brick and metal railing, with the two main entrances to the core areas accentuated and defined by higher brick piers. The proposed detailing and articulation provides a contemporary appearance to the building.

- 2.5 The proposals have been the subject of pre-application advice and have also been revised after submission following concerns raised with regard to residential mix and layout, appearance and servicing.
- 2.6 Amenity space for the development is provided via a 305 sqm communal garden on ground level to the rear of the development and some individual private balconies and patios.



- 2.7 The application also includes:
- 18 car parking spaces (including 2 disabled bays) accessed via a new reconfigured vehicular access road to the north edge of the site off Brimsdown Avenue.
 - 44 secure Cycle parking spaces provided to the rear within two storage areas.
 - Additional Landscaping proposals to the car park area and side and front of the proposed development.
 - Private and communal refuse/ recycling storage.

3.0 Relevant Planning Decisions

- 3.1 TP/06/2483 - Demolition of existing former petrol station and erection of two 2 storey buildings of 18 No. flats (comprising 14 x 1 bed and 4 x 2 bed) incorporating accommodation in the roof with side dormer windows together with provision of 18 car parking spaces, bicycle stores, landscaping and access from Brimsdown Avenue (revised scheme) – granted subject to conditions 27.2.07

- 3.2 TP/06/1632 - Demolition of existing former petrol station and erection of two 2 storey buildings of 18 No. flats (comprising 14 x 1 bed and 4 x 2 bed) incorporating accommodation in the roof with side dormer windows together with provision of 18 car parking spaces, bicycle stores, landscaping and access from Brimsdown Avenue – refused – 6.12.06 (Appeal withdrawn).

4.0 Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 Traffic and Transportation originally raised concerns regarding tracking for delivery vans, size of access, location of bin stores, zip car and size of cycle storage. These concerns have now been satisfactorily addressed.

Housing Department

- 4.1.2 Whilst noting the proposed housing provision and mix, given the site's physical constraints Housing are satisfied that the revised unit mix, i.e. Larger 2 bed and relocation of 1 of the 2, 3 bed family dwellings to the ground floor will provide larger more desirable dwellings and meet their requirements.

Sustainability Officer

- 4.1.3 No objection subject to the imposition of relevant conditions.

Economic Development

- 4.1.4 No objection but due to the size of the development, an employment and skills strategy as per S106 would be required.

Thames Water

- 4.1.5 No objection and recommends informative be attached.

Environmental Health

- 4.1.6 No objection as there is unlikely to be a detrimental environmental impact, subject to conditions relating to contamination/remediation.

Environment Agency

- 4.1.7 The site is in Flood Zone 1, although there is some Flood Zone 2 along the access road into the site. The EA will not provide specific advice on controlled waters for this site as they do not consider it to be of high risk to ground water.

Network Rail

- 4.1.8 No objection but suggests that as the application site is located adjacent to Network Rail's operational railway infrastructure, it would recommend an

Asset Protection Agreement is signed between the developer and Network Rail.

Metropolitan Police

- 4.1.9 No objection as long as the principles and practices of 'Secure by Design' are incorporated in design and Complies with the Section 1.Design & Layout, Section 2.Physical security and Section 3.Ancillary Security requirements within the current SBD New Homes 2014

London Fire and Emergency Planning Authority

- 4.1.10 No objection to the proposals.

4.2 Public

- 4.2.1 Consultation letters were sent to 77 adjoining and nearby residents and businesses in the area. Four site notices were posted and a press notice was published. Two responses have been received commenting as follows:

- Sounds like a good idea as long as people living on Stonycroft Close who need to upsize get priority of a flat. A 2-bedroom flat is needed desperately.
- Will the properties be for social housing or for private buyers and will it be Council or Housing Association and have any of the properties been identified for mental health ex-offenders.

5.0 Relevant Policies

5.1 The London Plan Including Revised Early Minor Alterations (REMA)

- | | |
|-------------|---|
| Policy 3.3 | Increasing housing supply |
| Policy 3.4 | Optimising housing potential |
| Policy 3.5 | Quality and design of housing developments |
| Policy 3.6 | Children and young people's play and informal recreation facilities |
| Policy 3.8 | Housing choice |
| Policy 3.9 | Mixed and balanced communities |
| Policy 3.10 | Definition of affordable housing |
| Policy 3.11 | Affordable housing targets |
| Policy 3.12 | Negotiating affordable housing |
| Policy 3.13 | Affordable housing thresholds |
| Policy 3.14 | Existing housing |
| Policy 5.1 | Climate change mitigation |
| Policy 5.2 | Minimising carbon dioxide emissions |
| Policy 5.3 | Sustainable design and construction |
| Policy 5.5 | Decentralised energy networks |
| Policy 5.6 | Decentralised energy in development proposals |
| Policy 5.7 | Renewable energy |
| Policy 5.8 | Innovative energy technologies |

Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.18	Construction, excavation and demolition waste
Policy 5.19	Hazardous waste
Policy 5.21	Contaminated land
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.5	Public realm
Policy 7.6	Architecture
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Planning obligations
Policy 8.3	Community infrastructure levy

5.2 Local Plan – Core Strategy

CP1:	Strategic growth areas
CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The Road Network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP28:	Managing flood risk through development
CP30:	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP36:	Biodiversity
CP40:	NE Enfield

5.3 Development Management Document

DMD 1	Affordable Housing on Sites Capable of Providing 10 units or more
-------	---

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
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD45	Parking Standards and Layout
DMD46	Vehicle crossovers and dropped kerbs
DMD47	New Road, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessments Method
DMD51	Energy Efficiency Standards
DMD52	Decentralised Energy Networks
DMD53	Low and Zero Carbon Technology
DMD55	Use of Roofspace/ Vertical Surfaces
DMD57	Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing flood risk
DMD61	Managing surface water
DMD64	Pollution Control and Assessment
DMD65	Air Quality
DMD66	Land contamination and instability
DMD68	Noise
DMD69	Light Pollution
DMD70	Water quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD79	Ecological Enhancements
DMD80	Trees on development sites
DMD81	Landscaping

5.4 Other Relevant Considerations

NPPF
National Planning Policy Guidance
Enfield Strategic Housing Market Assessment (2010)
S106 SPD
North East Enfield Area Action Plan (NEEAAP) – Submission Version

6.0 Analysis

6.1 The key issues for consideration in relation to this application include the following:

- The principle of re-developing the site for residential purposes,
- The impact of the proposal on the character and appearance of the surrounding area and,

- Its impact on amenity enjoyed by neighbouring properties.

Other considerations will include:

The design and visual appearance of the proposal, standard of resulting residential accommodation, highways and parking issues, the level and standard of amenity space provided, impact on local infrastructure, trees and landscaping, air quality, environmental and sustainable design and construction, levels of affordable housing provision proposed and the need for other S106 requirements associated with the proposed development.

6.1 Principle of Development

6.1.1 The application site comprises a derelict piece of land housing a number of disused structures formerly used as a petrol filling station and MOT car testing centre. The surrounding area is predominantly residential in composition and thus, in general, residential would continue to represent an appropriate land use for this site in keeping with the prevailing composition and character of the area. The delivery of additional dwellings would also accord with Policy CP2 of the Core Strategy and Policy 3.3 of the London Plan. In addition, the NPPF under paragraph 50 states that local planning authorities should aim to deliver a wide choice of high quality homes to widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In this regard therefore, and noting the presumption in favour of sustainable development which is at the heart of the National Planning Policy Framework and use of brown field sites (para 14 and para 111), the principle of developing the site for residential purposes is to be considered acceptable.

6.1.2 With particular reference to this site, the overall vision for the area as envisaged in the North East Enfield Area Action Plan is to deliver regeneration as expounded in Core Policy CP40. It is considered that this application offers an opportunity to deliver much needed housing on a brownfield site whilst offering regeneration on an otherwise blighted site. However, this notwithstanding, the proposals own individual merits having regard to its benefits and impact on the character and appearance of the locality and on immediate neighbours must be assessed.

6.1.3 It should also be noted that planning permission has also previously been granted for the redevelopment of the site for residential purposes. Given this, it is considered that the principle of residential development on this site has therefore already been established.

6.2 Impact on the Character and Appearance of the Area

Scale, Height and Massing

6.2.1 Core Policy 30 requires all developments and interventions in the public realm to be of high quality and design-led, having special regard to their context. DMD Policy 37 supports development that is suitable for its intended function, appropriate to its context and having regard to its surroundings

6.2.2 The proposal is comprised of one 3 storey rectangular shaped building measuring approximately 40 metres long, 11.8 metres wide and 11.7m high.

The building would be marginally taller than adjoining block (Stonycroft) to the south by approximately 1.3 metres, however, this difference is not apparent when viewed from the street scene given the proposed building is significantly wider and set back from their shared boundary. The building incorporates hipped ends to the roof and a crown top, both of which help in scaling the building mass to align with that of adjoining neighbour Stonycroft Close and the rest of the street skyline and consequently its visual impact on street scene.

6.2.3 The building is positioned to maintain the existing building line along the street, from the flatted development at Stonycroft to the south to the two storey terraced properties to the north. The hipped roof reflects the pitched roofs of neighbouring properties and surrounding area.

6.2.4 Currently the site is hoarded with derelict structures in the background and is considered an eyesore, reflecting negatively on the street scene. The proposal would be welcomed as it proposes to replace this blighted gap in the street frontage with a well-designed building that fits comfortably into its context, maintaining the street skyline and character with regard to elevations, eaves and ridge levels and general massing along this part of Brimsdown Avenue.

Density

6.2.5 In accordance with Policy 3.4 of the London Plan “Optimising Housing Potential”, development should optimise housing output for different types of location within the relevant density range (Density Matrix Table 3.2) taking into account local context, design and transport capacity as well as social infrastructure. Core Policy 5 stipulates that density of residential development proposals should balance the need to ensure the most efficient use of land whilst respecting the quality and character of existing neighbourhoods and accessibility to transport and other infrastructure.

6.2.5 It is considered that the site would be classified as within a suburban setting, as the prevailing character of the surrounding area comprises predominantly terraced and semi-detached houses, with a few flatted development further to the south. The suggested density range would therefore be 150-250 hr/ha and 3.1-3.7hr/unit.

6.2.6 The site measures 0.1923 ha in area and with a total of 64 habitable rooms and 21 units would represent a density of 332.6 hr/ha or 109 units/ha. This range is significantly higher than suggested density range in Table 3.2. However, the planning statement submitted as part of the supporting documents advances the argument that the site has good transport links to Central London, with Brimsdown Rail station located less than 5-minute walk away, and that it also benefits from good bus connections with a bus stop immediately outside of the site. This proposition is considered to have merit. Furthermore, with reference to the advice contained in the National Planning Policy Framework, as well as the London Plan and Core Strategy, it is contended that a numerical assessment of density must not be the sole test of acceptability. Further assessment should consider development with regard to its scale and design relative to the character and appearance of the surrounding area and the effect on the amenities of neighbouring residential properties.

- 6.2.7 In view of this and the fact that the scale of the development is considered compatible with the scale and form of existing development, it is considered that despite the numerical breach in density, the scheme proposes development that would be appropriate to its context and surroundings in terms of massing, height and scale and well served with transport links.

Design, Visual Appearance and Site Layout

- 6.2.8 Policy 30 of the Core Strategy seeks to maintain and improve the quality of the built environment. In addition the NPPF at paragraph 56, attaches great importance to the design of the built environment, suggesting that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 6.2.8 The proposed building in design terms is comprised of a traditional form with a contemporary envelope or façade, which uses a mixed palette of materials including red brick, white through render and aluminium glazed fenestration with grey seam metal roof and grey projecting metal frames to window details at 2nd floor level. Similar treatment is accorded to the rear facing elevation where the residential flats on the upper floor level are served by rear balconies. The NPPF under paragraph 60 advises that planning policies and decisions should not attempt to impose architectural styles or particular tastes on development.
- 6.2.9 The proposed building is located to match with the positioning of the existing 3 storey block to the south with regard to both front and rear building lines. It is proposed to have four independent entrances from the Brimsdown Avenue elevation, with a mix of facing brick and railing boundary treatments creating the break between semi private areas and the public space on the highway. Two main entrances are defined and accentuated by use of higher side pillars. The external cladding materials project a residential feel and reflects what has been used elsewhere on the street and surrounding area. The grey seam metal roof is however different to what is used in other developments in area and gives the building a modern/contemporary design expression.
- 6.2.10 The design proposed, including the landscaped section to the front would improve the appearance of this otherwise derelict site and the visual appearance of the street scene. In addition, the modern materials with projecting metal reveals introduced at the second floor level together with the mix use of colour and materials will add to the variation and create interest to the elevation.

Site Layout

- 6.2.11 The proposed building would be located to the south-western part of the site about 3 to 3.2 metres from the front boundary and approximately 2.5 metres to its shared boundary with Stonycroft Close to the south. The site layout consists of the building, communal landscaping area to the rear, car parking area to the north, and integral front and side landscaping. The cycle storage and refuse/recycling storage would be located within detached structures to the rear of site. Vehicular access would be via an improved access at the northwest corner of site. Multiple pedestrian accesses are provided from the side and rear, but the main accesses would be via the Brimsdown Avenue frontage.

- 6.2.12 The layout of site has to deal with a number of constraints including the fact that a substantial part of the site is taken up by easement for UK Power Networks, a main sewer passes through the site in a north-south direction, a railway line adjoins the site to the east and contamination issues associated with former use as petrol service station.
- 6.2.13 The site is provided with boundary fences on all sides. A 1 metre high brick and metal railing fence to the Brimsdown Avenue boundary; to the east where the site is bounded by the railway line, the existing metal railing is retained and an acoustic 2.3 metre high fence with 300mm trellis above added; a 1.8 high metre timber fence with 300mm trellis on top would be installed on northern boundary.
- 6.2.14 It is noted that the layout takes consideration of principles for secure-by-design with adequate overlooking and local surveillance provided for the public spaces including the communal garden area, refuse storage, cycle parking and car parking areas.
- 6.2.15 Given the site constraints, the building being sufficiently recessed from the public highway and fitting within the established Brimsdown Avenue building line and providing reasonable setback from neighbouring property to safeguard neighbouring amenity, it is considered that the proposed site layout is acceptable.

6.3 Neighbouring Amenity (including Daylight and Sunlight Issues)

- 6.3.1 With regards to neighbouring amenity, DMD Policy 8 is deemed most relevant as it requires new development proposals to have appropriate regard to their surroundings and to preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance
- 6.3.2 With respect to nearest properties at Stonycroft Close, the proposed development is deemed to provide a considerate arrangement. The key issues relating to this arrangement relate to impact on the windows in the north facing elevation of Stonycroft Close with regard to loss of light and overlooking. Each of the two windows is split equally to serve two different rooms; the one towards the frontage serves a bathroom and also acts as a secondary window to the living room, whose principal window faces onto Brimsdown Avenue. The other window serves a kitchenette and a bedroom which has a principal window facing to rear. It is considered that both habitable rooms would not be adversely impacted upon given their principal sources of natural lighting would not be affected. Furthermore, the flank wall of the proposed building in addressing concerns with regard to loss of light is set at 4 metres from these windows.
- 6.3.3 A sunlight and daylight assessment is submitted as part of this application. The assessment done covers those properties nearest to the proposal including 1-6 Stonycroft Close to the south, 20 Brimsdown Avenue immediately to the north, 59 Brimsdown Avenue to south west and 63 to 79 Brimsdown Avenue (odds) to west and north-west.
- 6.3.4 The report by JLL and EB7 concludes: *“The results of these assessments have shown that all of the surrounding residential properties will retain levels of daylight and sunlight in excess of the criteria suggested within the BRE guide”*

6.3.5 With regard to impact on amenity to surrounding occupiers, it is considered the most affected would be 1-6 Stonycroft Close. However, given the conclusions of the daylight and sunlight assessment that levels of daylight and sunlight retained by surrounding residential properties would be in excess of those suggested within the BRE guide, it is considered that overall on balance the proposals would not have an unacceptable adverse impact on amenities to these properties.

6.4 Standard of Accommodation and Mix of Units.

Floor areas and Internal Layouts

6.4.1 Core Policy 4 of the Enfield Plan, Policy 3.5 of the London Plan and the London Housing SPG all seek to ensure that new residential development is of a high quality standard internally, externally and in relation to their context.

	Dwelling type (bedroom (b)/persons- bedspaces (p))	London Plan GIA (sq.m)	Proposed GIA Range
Flats	1b2p	50	50.3 - 59.1
	2b3p	61	65 - 83.7
	2b4p	70	73.3 - 98.8
	3b5p	86	91.8 - 92

6.4.2 London Plan Policy 3.5, as detailed in Table 3.3 “Minimum space standards for new development” and the London Housing SPG require the above shown minimum floor standards to be met.

6.4.3 The scheme proposes 6x1 bed, 12x2 bed units and 3x3 bed units. The Gross Internal Floor areas of all the units are in excess of the minimum floorspace (GIA) standards specified in Policy 3.5 of the London Plan. In addition, the floor layouts are well laid out in terms of configuration, size and orientation, with a high proportion of the units being dual aspect, including the family units.

6.4.4 The family sized units in the scheme comprise 3 bed 5 person units, with spacious floor layouts averaging 92 sqm in area and conveniently located on ground and first floor levels of Core ‘B’ of the development; they are all provided with individual private balconies.

6.4.5 Policy 3.8 of the London Plan states that 10% of all new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. This application proposes 2 units fully compliant in terms of wheel chair accessibility and in close proximity to their designated parking spaces. This would represent 9.5% provision. It is also noted that one of the 3 family units is located on the ground floor which makes it easily accessible.

Housing Mix

- 6.4.6 Policy 5 of the Core Strategy requires developments to provide a mix of residential units and seeks across the whole Borough to achieve the following ratios for both market and social housing:

Mix sought for market housing:

Bedroom	Persons	Percentage
1-2 bed flats	1-3 persons	20%
2 bed houses	4 persons	15%
3 bed houses	5-6 persons	45%
4+ bed houses	6+ persons	20%

Mix sought for affordable housing:

Bedroom	Persons	Percentage
1-2 bed flats	1-3 persons	20%
2 bed houses	4 persons	20%
3 bed houses	5-6 persons	30%
4+ bed houses	6+ persons	20%

- 6.4.7 The current proposal would deliver 6x1 beds (28.6%), 12x2 beds (57.2%) and 3x3 beds (14.2%). At 14.2%, the proposed provision of family sized units within the development is numerically below the range specified in policy. Although this represents an improvement from the previous 11% provision at pre-application stage. It is recognised that not every site and development can meet the mix of housing set out in Core Policy 5 and regard should also be given to other factors. The NPPF under paragraph 173 provides guidance on viability and deliverability indicating that requirements likely to be applied to development should be balanced to ensure development deliverability and viability. A viability assessment has been provided that satisfactorily demonstrates the constraints inhibiting the ability to achieve a fully policy compliant mix.
- 6.4.8 In this case, as indicated by the applicant, the site is subject to several constraints, among them being the existing easement affecting a significant portion of the site to the north. Other constraints include the existence of the railway line abutting the eastern boundary which must be recognised in noise mitigation and the costs of remediation to a former petrol service station. Given these constraints, it is recognised that the site has significant challenges and limited flexibility with regard to provision of the desired housing mix, particularly the larger family units. However, the applicant has sought to improve the mix following pre-application advice and it is considered that the current level of family accommodation proposed is acceptable.

6.5 Amenity Space

- 6.5.1 The London Housing SPG sets out minimum standards for private amenity space provision calculated at 5 sqm of private amenity space for 1-2 person dwellings and an extra 1 sqm provided for each additional occupant. Policy

DMD 9 of the Development Management Document sets out similar minimum standards for amenity space provision:

Dwelling type	Minimum Private Amenity Space required	Amenity Space Provided in scheme
1b2p	5sqm	5.3 sqm
2b3p	6sqm	6.1 sqm
2b4p	7sqm	7 sqm
3b5p	8sqm	8.1 sqm

6.5.2 Policy DMD9 requires that in addition to the above standards for private amenity space, flats must provide communal amenity space which is functional, is overlooked by surrounding development, is wheelchair accessible and has suitable management arrangements in place.

6.5.3 The development provides private amenity space in form of balconies, and patios to those on ground floor, as required by policy. The units on the ground floor, including those serving disabled persons and the family unit, are provided with private front and/or rear patios. On the upper floors, private balconies that comply with the standards are provided to each unit. This level of private amenity space provision is considered acceptable and consistent with policy 3.5 of the London Plan and Policy DMD 9 of the Development Management Document. The balconies also comply with the minimum dimensions requirements.

6.5.4 A shared communal garden measuring approximately 305 sqm is provided to the rear of the development. This communal garden is of good size, accessible to wheel chair users, is enclosed and well laid out and is directly overlooked therefore receiving natural surveillance from the residential units above. It is considered that the amenity space provisions associated with this development are acceptable

6.6 Traffic Generation, Parking, Servicing and Highway safety

6.6.1 Policy 6.3 of the London Plan is relevant in “assessing the effects of development on transport capacity”. This policy seeks to ensure that impacts of transport capacity and the transport network are fully assessed and that the development proposal should not adversely affect safety on the transport network. The Council’s Traffic and Transportation Section have reviewed the application, and originally raised concerns with regard to tracking for delivery vehicles and fire tender, size of access road being too expansive, location of bin stores exceeding maximum distance of 10m, lack of engagement with zip car, size of cycle storage and construction traffic logistics. Following revisions to the proposals, they are now satisfied with the scheme.

6.6.2 DMD policy 45 gives guidance on parking standards and layout, DMD policy 46 deals with vehicle crossovers and dropped kerbs, DMD policy 47 on new roads, access and servicing and DMD policy 48 deals with transport assessments which are all relevant. Paragraph 32 of the National Planning Policy Framework is also applicable and advises that all developments

that generate significant amounts of movement should be supported by a Transport Statement/ Assessment. The applicants have submitted a Transport Assessment Statement as part of the submission documents.

Parking

- 6.6.3 The guidance on determining an acceptable levels of parking is provided in the London Plan, which recommends maximum standards, determined by amongst other factors the accessibility of the site and the number of beds per dwelling. The parking standard for residential, as set out in Table 6.2 of The London Plan:

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 – 1.5 per unit	1.5 – 1 per unit	Less than 1 per unit

- 6.6.4 Given the number of units proposed, London Plan standards would seek a range between 3 and 23 car parking spaces for the scheme. The proposed provision of 18 spaces is on the upper end of this range. Although the site has a PTAL rating 2 indicating low accessibility, given the site's proximity to bus services and Brimsdown train station, the provision of 18 parking spaces is considered acceptable. Additionally all of the proposed spaces meet the minimum space dimensions and specifications.

Disabled parking provision

- 6.6.5 According to the adopted standards, at least 5% should be designed and designated for use by disabled persons. The plans show in total 2 no. dedicated disabled parking spaces would be provided; this represents 11.1% provision and is deemed acceptable.

Vehicular access

- 6.6.6 Vehicular access to the site is provided at the northwest corner involving reconfiguration of the existing dropped kerb and reduction to 5m wide with 2m x 2m vehicle to pedestrian visibility in both directions. The access is designed with capability to accommodate large vehicles including fire tender and refuse trucks. Traffic and Transportation have indicated that works with regard to changes to the access arrangements and to resurfacing of footway in front of the site along Brimsdown Avenue should be funded by the applicant under a S278 Agreement.
- 6.6.7 With regards to Section 106/S278 highways contributions and requirements, the following would be required:
- i Funding for works on the highway with regard to resurfacing of footway in front of the site along Brimsdown Avenue
 - ii Funding works on the highway with regard to changes to the access arrangements
 - iii Contributions towards cycle facilities improvements in the area amounting £ 13,986

Servicing

- 6.6.8 The proposed refuse and recycling storage areas will be located to the rear of the building with direct access from the car parking area. In terms of on site servicing, the plans demonstrate that there is adequate space provision for large vehicles to turn, including refuse vehicles and a fire tender, without impacting on the public highway. Following revisions to the width of the access, Traffic and Transportation now have no objection to this improved arrangement.

Pedestrian access

- 6.6.9 The two main pedestrian accesses to the building are provided from Brimsdown Avenue frontage leading to the two core arrival points of the building and then providing horizontal connection to the rear communal garden and vertical connection to the units; these are highly articulated with raised pillars. There are two other smaller entrances that serve individual units located on ground floor. A connection is also provided to rear from the communal garden area to the parking. Accessibility and connectivity within the development is considered satisfactory.

Cycle Parking

- 6.6.10 The London Plan standards require 1 cycle parking space per 1 or 2 bed unit and 2 spaces per 3 or more bed unit, so provision required would be:
6 x 1 – bed units: 6
12 x 2 – bed units: 12
3 x 3 – bed units: 6

A total of 24 No. cycle parking spaces would be required. The proposals include provision for 44 No. secure cycle parking/storage facilities; this is in excess of policy requirement and considered acceptable; concerns raised by Traffic and Transportation with regard to cycle storage dimensions, details of the racks and circulation area have been addressed on the revised drawings; additionally further details will be secured by a planning condition.

Construction Management

- 6.6.11 The only access for construction vehicles would be from Brimsdown Avenue. Traffic and Transportation are concerned that there is no information provided in the TA on the likely construction period/phasing, the size of construction vehicles or the vehicle tracking outputs, so it is difficult to assess the likely impact of construction traffic. It is therefore recommended that a condition be imposed requiring that the construction logistics plan and details be secured under a construction management plan (CMP) and construction logistics plan (CLP) be submitted and approved prior to commencement of construction on site.

6.7 Air Quality, Noise and Contamination Issues

- 6.7.1 The applicant has submitted a range of documentation including noise assessment, air quality assessment and contamination remediation strategy in relation to the proposal and the existing conditions of the site. The Council's environmental health has been consulted on the proposals.

6.7.2 It is indicated in the Design and Access statement that as one of the former uses of the site was as a service station, the potential for contamination has been considered and a specific report examining the extent of contamination and mitigation measures for successful rehabilitation of the site has been undertaken and will be implemented shortly.

6.7.3 Environmental Health officers have assessed the submitted information and have raised no objections with the quality of assessments and recommendations indicating there is unlikely to be a detrimental environmental impact. They however suggest imposition of a condition with regard to contamination assessment and remediation.

6.8 Trees, Landscaping and Ecology

6.8.1 The applicant has submitted an arboricultural assessment, landscaping report and a habitat survey for the site. The Council's Tree Officer has assessed the application and the submitted landscaping arboricultural reports and confirms they are acceptable.

6.9.1 Sustainable Design and Construction

6.9.1 The development seeks to achieve a Code Level 4, which in accordance with relevant Policy, is acceptable and the assumptions made are realistic for the type of development proposed.

6.10 Flooding and Drainage

6.10.1 The Environment Agency has confirmed that the site is located within an area categorised as flood zone 1, although there is some Flood Zone 2 along the access road into the site. The EA will not provide specific advice on controlled waters for this site as they do not consider it to be of high risk to ground water.

6.10.2 Thames Water has also been consulted on the application and has raised no objections in relation to drainage issues in relation to the proposed site. They have advised on applying some conditions and informatives on the application.

6.11 Impact on Local Infrastructure and Services

Education and Childcare

6.11.1 The Council continues to experience major projected growth in demand for school places and the Council's latest primary school strategy seeks to provide additional places through the permanent expansion of a number of schools in the borough.

6.11.2 Based on the Council's adopted S106 Supplementary Planning Document the applicant would be required to contribute £46,619.58 towards provision of local education infrastructure arising from demand generated as a result of this development. This has been agreed with the applicant and is included in the head of terms for the S106 agreement.

Affordable Housing

- 6.11.3 Core Policy 3 sets a Borough wide target of 40% Affordable Housing units in new developments, applicable on sites accommodating ten or more dwellings. Affordable housing should be delivered on site unless in exceptional circumstances, for example where on site affordable housing would not support the aims of creating sustainable communities. The mix of affordable housing should reflect the need for larger family units as required by Core Policy 5. In order to determine the precise number of affordable housing units to be delivered for each development, the Council will work with developers and other partners to agree an appropriate figure, taking into consideration site specific land values, grant availability and viability assessments, market conditions. The Council will aim for a borough wide affordable housing tenure mix ratio of 70% social rented and 30 % intermediate provision.
- 6.11.4 In estimating provision for private residential or mixed use developments, boroughs should take into account economic viability and the most effective use of private and public investment, including the use of developer contributions.
- 6.11.5 The application proposes 11 affordable rented units out of a total of 21, which equates to 57.1% which is in excess of policy requirement. The 11 affordable rented units comprise 5x1 bed, 3 x 2bed and 3 x 3 bed units. The level of affordable housing proposed has been agreed and is supported by the Council's housing department and will need to be secured through a S106 legal Agreement.

6.12 S106

- 6.12.1 Section 106 contributions would be required in respect of the following matters and the head of terms are set out below:
- i Securing affordable housing comprising 5 x 1 bed 2 persons, 1 x 2 bed 3 persons, 2 x 2 bed 4 persons and 3 x 3 bed 5 persons all for affordable rent to be managed by Origin Housing Group.
 - ii An education contribution of £ 46,619.58
 - iii. Cycle facilities improvements in the area of £ 13,986
 - vi Securing funding for works on the highway under S278 for resurfacing of footway in front of the site along Brimsdown Avenue and,
 - v. For works to changes to the access arrangements
 - vi Employment and skills strategy
 - vii. A 5% monitoring fee

6.13 Community Infrastructure Levy (CIL)

- 6.13.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sum. The Council is progressing its own CIL but this is not expected to be introduced until spring/summer 2015.

6.13.2 The development is CIL Liable.

6.13.3 In this instance the proposed residential development would be subject to a £20 per square metre levy in accordance with the GLA's CIL Charging Schedule:

$$(\text{£}20/\text{m}^2) \times (1,843) \times 252/237 = \text{£ } 39,192.91$$

6.13.4 Should permission be granted, a separate CIL liability notice would need to be issued.

7 Conclusion

7.1 The proposal will bring this brownfield site formerly a petrol service station and MOT testing station into useful residential use to contribute to increasing the Borough's housing supply, on a currently disused site which detracts from the character and appearance of the street scene and surrounding area. It will also bring back to active use through decontamination of an otherwise blighted site.

7.2 The proposed siting, design, massing and height of the development as well as the façade articulation and palette of materials is considered acceptable in terms of its overall street scene appearance as well as not detracting from the character and appearance of this part of Brimsdown Avenue.

8 Recommendation

11.1 That subject to the completion of the S106 agreement to provide for the contributions set out above, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. C60 – Approved Plans
2. C007 – Details of Materials
3. C009 – Details of hard surfacing
4. C016 – Private Vehicles only – Parking areas
5. C019 – Details of Refuse storage & recycling facilities
6. C059 – Cycle parking spaces
7. C017 – Details of Landscaping

8. C11 Details of Enclosure

9. Details of the Boundary Treatment with the railway line

The development shall not be commenced until details of the boundary treatment including elements of tree planting and acoustic screening to be introduced between the proposed site and the railway line to the east have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To protect the amenity of the residents of the development from excessive noise from the railway.

10. Construction Methodology

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

- (a) A photographic condition survey of the roads, footways and verges leading to the site.
- (b) Details of construction access and associated traffic management to the site.
- (c) Arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway.
- (d) Arrangements for the parking of contractor's vehicles
- (e) Arrangements for wheel cleaning
- (f) Arrangement for the storage areas
- (g) Hours of work
- (h) A construction management plan written in accordance with London Best Practice Guidance: The control of dust and emission from construction demolition.
- (i) The storage and re removal of excavation material
- (j) Noise mitigation measures during construction and demolition
- (k) methodology for the demolition of the existing structures on site.

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

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

11. Piling Method Statement

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

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

12. Scheme to deal with Contamination

The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of the contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by

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

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this suspected contamination shall be dealt with.

Reason: To avoid risk to public health and the environment.

13. Parking Management Plan

14. Details of Existing and Proposed Levels

15. Water Efficiency

Prior to occupation details of the internal consumption of potable water have been 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 90 litres per person per day.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, DMD58 of the Development Management Document and Policy 5.15 of the London Plan.

16 Rainwater Harvesting

The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policies DMD58 and DMD61 of the Development Management Document and Policy 5.15 of the London Plan.

17 Sustainable Urban Drainage System

The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF.

18 Nesting Boxes

The development shall not commence until details of bird and bat nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority.

No less than 8 nesting boxes/bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes/bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

19 Landscaping

The development shall not commence until details of a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed landscaping scheme shall include the following details:

- a. an Access Statement detailing routes through the landscape and the facilities it provides;
- b. an ecological report complying with the requirements of the Code for Sustainable Homes detailing how the landscaping scheme maximises the ecological value of the site;
- c. existing and proposed underground services and their relationship to both hard and soft landscaping;
- d. proposed trees: their location, species and size;

- e. soft plantings: including grass and turf areas, shrub and herbaceous areas;
- f. topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;
- g. enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;
- h. hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and
- i. any other landscaping feature(s) forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Policies CP30 and CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan 2011.

20 Energy Performance Certificate

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

21. Energy Efficiency

The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how

the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

22 Code Rating

Evidence confirming that the development achieves a Code for Sustainable Homes (amended 2014 version or relevant equivalent if this is replaced or superseded) rating of no less than 'Code Level 4' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

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

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

23. Lifetime Homes

24. Considerate Constructors

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

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

25 Construction Site Waste Management

The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste.
- iii. Procedures for minimising hazardous waste
- iv. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policy DMD57 of the Development Management Document and Policies 5.17, 5.18, 5.19, 5.20 of the London Plan.

26 Disabled Parking Spaces

The number of disabled parking/ blue badge spaces indicated on the parking layout plan shall be provided and thereafter retained for this purpose.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for the development.

27 Grampian Condition

Grampian condition- Construction works shall not commence on site until:

- a) Details to improve the access from Brimsdown Road
 - b) Details of the closure of redundant access/exit to and from the site and reinstatement of the public footway.
 - c) Details of design and specifications for resurfacing of footway in front of the site in front of Brimsdown Avenue;
- have been submitted to and approved in writing by the LPA and thereafter implemented. The access shall be constructed and the footway resurfaced and reinstated in accordance with the approved details prior to occupation of the development.

Reason: In the interests of highway and pedestrian safety.

28 Details of Lighting

29 Obscured glazing to flank elevations

30 Time Limit

The development to which this permission relates must be begun no later than the expiration of the three years beginning with the date of the decision notice.

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

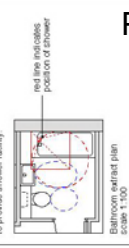
PLANNING NOTES
 Do not scale from these drawings. These drawings are not intended for construction or use as a basis for design. The drawings are for information only and do not constitute an offer of any services. The drawings shall be read in conjunction with all other information.
 SCALE: 1:500
 0 10m

Key to boundary treatment:

- 1 existing 1.5m high fence to be retained
- 2 existing fence to be replaced with 1.5m high fence with 300mm trellis to be attached to the wall
- 3 2.5m high chain-linked fence with 300mm trellis
- 4 proposed 2.1m high brick wall
- 5 2.5m high acoustic fence with 300mm trellis to be fitted parallel to existing wall
- 6 Existing boundary currently comprises two fences, one 1.5m high and one 2.5m high. Chain link fence to be removed and replaced with 2.5m high acoustic fence with 300mm trellis above
- 7 800mm acoustic fence to be fitted on the top of existing 1.7m high rendered wall
- 8 existing 1.7m high rendered block wall to be retained, allow for 300-500mm trellis above
- 9 existing 1.7m high rendered wall to be incorporated into new wall
- 10 new boundary wall with railing on top, to be 1.1m high
- 11 new boundary wall with railing on top, to be 1.1m high

Landscaping:
 For areas landscaping design please refer to ACD landscape or strategy

NOTE:
 Indicate layout showing option of adapting bathroom to provide shower facility



*Duplex units: Duplex units doors to lower floor to be glazed

A Feb. 2015
 Part of internal layout in core B has been amended. Two 12EP units have been removed and replaced with two 12EP units. Minor adjustment to window positions.
 Cycle store has been amended to accommodate 12EP units.
 A cycle store in unit 14 has been added to the cycle store.
 Vehicular access reduced to 5m.

revision	date	notes
01	02/02/2014	Planning
02	21/01/2010	Rev.

Project: 18 Brimsdown Avenue, Enfield
 Client: Origin Housing Group
 Drawing No: 001 0201 0425
 Architect: KIM architects
 81 Maygrove Road, London, NW6 2EG
 Telephone: 020 7252 8142
 Email: info@kimarchitects.com



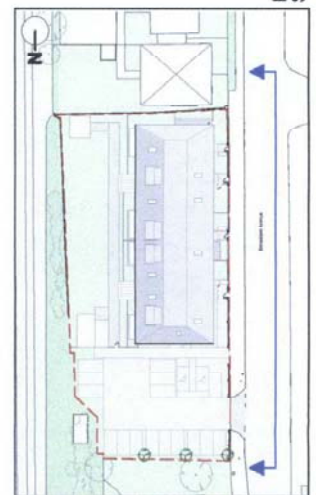
revision	date	notes
01	21/01/2010	Rev.
02	02/02/2014	Planning

Project: 18 Brimsdown Avenue, Enfield
 Client: Origin Housing Group
 Drawing No: 001 0201 0425
 Architect: KIM architects
 81 Maygrove Road, London, NW6 2EG
 Telephone: 020 7252 8142
 Email: info@kimarchitects.com

Proposed Ground Floor Plan



Proposed West (Brimsdown Avenue) Elevation



Key plan
Scale 1:1000

revision	date	notes
Planning		
scale	1:200 @ A3	date
drawn by	JW	date
drawing no.	214012/120	rev.
		-

project	18 Brimsdown Avenue, Enfield
client	Origin Housing Group
drawing title	Proposed West (Brimsdown Avenue) Elevation

general notes	Do not scale from these drawings: these drawings are for planning purposes only. KKM Architects take no responsibility for any construction drawings produced from these drawings without the consent of KKM Architects and is not to be used for any purpose without their consent. This drawing to be read in conjunction with all Consultants information.
scale	1:200
0	10m

81 Maygrove Road, London, NW6 2EG	020 7258 8120 020 7258 8849 info@kkmarc.com
KKM	architects



PROPOSED DEVELOPMENT AT:
18 Brimdown Avenue
Enfield

East Elevation (view from North East)



PROPOSED DEVELOPMENT AT:
18 Brimsdown Avenue
Enfield

Brimsdown Avenue Elevation (view from South West)

origin HOUSING

K K M architects