

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 11th August, 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

E-mail: [jane.creer@enfield.gov.uk](mailto:jane.creer@enfield.gov.uk)  
[metin.halil@enfield.gov.uk](mailto:metin.halil@enfield.gov.uk)  
Council website: [www.enfield.gov.uk](http://www.enfield.gov.uk)

## MEMBERS

Councillors : Toby Simon (Chair), Derek Levy (Vice-Chair), Dinah Barry,  
Christiana During, Ahmet Hasan, Jansev Jemal, George Savva MBE,  
Lee Chamberlain, Jason Charalambous, Dogan Delman, Christine Hamilton and  
Anne-Marie Pearce

**N.B. Any member of the public interested in attending the meeting  
should ensure that they arrive promptly at 7:15pm**

**Please note that if the capacity of the room is reached, entry may not be  
permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by  
contacting the committee administrator before 12:00 noon on 10/08/15**

## 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 21 JULY 2015 (Pages 1 - 6)**

To receive the minutes of the Planning Committee meeting held on Tuesday 21 July 2015.

**4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 53) (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. 15-01247-VAR - UNITS A TO B, REGENTS AVENUE, LONDON, N13 5UR (Pages 9 - 18)**

RECOMMENDATION: Approval subject to conditions and completion of necessary Legal Agreement.

WARD: Palmers Green

**6. P14-00763PLA - 61 - 65 MAIN AVENUE, ENFIELD, EN1 1DS (Pages 19 - 48)**

RECOMMENDATION: Approval subject to conditions and completion of S106 agreement to secure the provision of four affordable units.

WARD: Southbury

**7. APPEAL INFORMATION**

Monthly decisions on Town Planning Application Appeals.  
(The update will be provided at the meeting.)

**8. EXCLUSION OF THE PRESS AND PUBLIC**

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).

(There is no part 2 agenda)

## PLANNING COMMITTEE - 21.7.2015

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON TUESDAY, 21 JULY 2015**

**COUNCILLORS**

**PRESENT** Toby Simon, Derek Levy, Dinah Barry, Christiana During, Ahmet Hasan, Jansev Jemal, George Savva MBE, Jason Charalambous, Dogan Delman, Christine Hamilton and Anne-Marie Pearce

**ABSENT** Lee Chamberlain

**OFFICERS:** Bob Griffiths (Assistant Director - Planning, Highways & Transportation), Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), David B Taylor (Transportation Planning) and Izabella Grogan (Legal Services) Jane Creer (Secretary)

**Also Attending:** Approximately 11 members of the public, applicant and agent representatives  
Dennis Stacey, Chair – Conservation Advisory Group

**42****WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed all attendees and explained the order of the meeting.

Apologies for absence were received from Councillor Chamberlain.

**43****DECLARATION OF INTERESTS**

There were no declarations of interest.

**44****MINUTES OF THE PLANNING COMMITTEE 30 JUNE 2015**

**AGREED** the minutes of the Planning Committee meeting held on 30 June 2015 as a correct record.

**45****MINUTES OF THE PLANNING PANEL 10 JUNE 2015 - ALMA ESTATE REGENERATION**

The minutes of the Planning Panel meeting held on 10 June 2015 were noted.

**46**

PLANNING COMMITTEE - 21.7.2015

**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 50)**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No. 50).

**47**

**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.

**48**

**15/01513/FUL - 46 AND 48 LANCASTER AVENUE, BARNET, EN4 0ET**

NOTED

1. The introduction by the Planning Decisions Manager, clarifying the officers' objections to the scheme proposed, and advice to Members in the context of Policy DMD8 of the Development Management Document.
2. Receipt of three further letters of objection. A verbal summary was given of the issues raised.
3. Local Plan Cabinet Sub Committee had approved the Hadley Wood Neighbourhood Area on 7 July 2015. This identified the neighbourhood area only at this stage and did not introduce any new policy considerations.
4. Members' debate, noting the concerns raised during consultation and thanking officers for the consideration and thought given to the case for refusal of planning permission. Members particularly highlighted the density, scale, bulk, mass, design and insufficient affordable housing contribution of this proposal as inappropriate.
5. The unanimous support of the committee for the officers' recommendation, with a revision to reason 1.

**AGREED** that planning permission be refused, for the reasons set out in the report, subject to revision to reason 1 as below.

- 1 The proposed development by reason of its density, scale, bulk, mass, design and provision of flats within the roof space, would be inconsistent with the pattern of development and would dominate and detract from the character and appearance of Lancaster Avenue, contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies 4 and 30 of the Core Strategy, Policies 6, 8, 37 and 38 of the Development Management Document, and the Enfield Characterisation Study.

**49**

**15/01975/RE4 - NURSERY LAND TO SOUTH OF SALMONS BROOK, GREAT CAMBRIDGE ROAD, LONDON, N9 9SH**

NOTED

**PLANNING COMMITTEE - 21.7.2015**

1. The introduction by the Planning Decisions Manager.
2. A construction method statement had been submitted and Traffic and Transportation had confirmed that this was acceptable. Condition 3 therefore would be drafted to require compliance with the method statement submitted.
3. Members' discussion and questions responded to by officers.
4. The unanimous support of the committee for the officers' recommendation.

**AGREED** that planning permission be deemed to be granted in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the conditions set out in the report including revised condition 3 to reflect submission of a construction method statement.

**50**

**15/02095/RE4 - FIRS FARM PLAYING FIELDS, FIRS LANE, LONDON, N21 2PJ**

NOTED

1. The introduction by the Planning Decisions Manager.
2. Members' comments of support.
3. The unanimous support of the committee for the officers' recommendation.

**AGREED** that planning permission be deemed to be granted in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the conditions set out in the report.

**51**

**15/00659/FUL - HOUNDSFIELD PRIMARY SCHOOL, RIPON ROAD, LONDON, N9 7RE**

NOTED

1. The introduction by the Planning Decisions Manager, including confirmation that officers were satisfied that any potential traffic impact could be satisfactorily mitigated.
2. An additional condition to require the submission and approval of details of cycle and buggy parking.
3. A parking survey undertaken at school pick up time confirmed parking space availability in local roads: Houndsfield Road 18/39 available; Doncaster Road 6/25 available; and Bridlington Road 12/30 available.
4. The unanimous support of the committee for the officers' recommendation.

**AGREED** that planning permission be approved, subject to the conditions set out in the report.

**52**

**15/01788/RE4 - ORCHARDSIDE NURSERIES, BULLSMOOR LANE, ENFIELD, EN1 4RL**

PLANNING COMMITTEE - 21.7.2015

NOTED

1. The introduction by the Planning Decisions Manager, including confirmation that the proposals had been the subject of extensive pre-application discussions including consultation with the Conservation Advisory Group (CAG); that the built footprint would reduce; and that it was considered that the proposal would have no greater impact on the openness of the Green Belt than existing. Traffic and Transportation had confirmed that they raised no objections to the development in terms of traffic impact or parking.
2. A bat survey had been undertaken which confirmed that there are no bats within the bungalow. Condition 20 as set out in the report was therefore no longer required.
3. An amendment to the recommendation to reference Regulation 3 rather than Regulation 4.
4. Councillors Barry and Charalambous advised that they had been members of CAG when this application had been discussed and would therefore abstain on the vote.
5. The comments of Dennis Stacey, Chair of CAG.
6. Members' discussion and questions responded to by officers.
7. The officers' recommendation was supported by the committee: 9 votes for and 2 abstentions.

**AGREED** that following referral to the Mayor of London and no objections being raised, as well as referral to the Secretary of State and no objections being raised, the Head of Development Management or the Planning Decisions Manager be authorised to grant deemed planning permission in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the conditions set out in the report, with removal of condition 20.

**53**

**S106 AGREEMENTS - MONITORING INFORMATION (REPORT NO. 51)**

RECEIVED the report of the Director of Regeneration and Environment providing an update on the monitoring of Section 106 Agreements (S106) and progress on S106 matters during the period 1 April 2014 to 31 March 2015.

NOTED

1. Apologies were received that no Planning Policy officers were able to attend to present the report.
2. Acknowledging the difficulty of reproducing the Annexes in the A4 size agenda, an Excel version of the spreadsheet had been circulated to Members by email, and larger printed copies were made available in the Members' Library.
3. Section 3 of the covering report gave an overview of S106 monitoring.
4. More information on individual schemes could be obtained from the contact officers listed on the report.
5. Members' discussion and questions responded to by officers.

**PLANNING COMMITTEE - 21.7.2015**

6. Members' request for a presentation and briefing by Planning Policy officers at the time of the next S106 update.

AGREED that Planning Committee noted the contents of this report and its Annexes.

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**MUNICIPAL YEAR 2015/2016 - REPORT NO 53**

**COMMITTEE:**  
PLANNING COMMITTEE  
11.08.2015

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, 212 applications were determined between 13/07/2015 and 28/07/2015, of which 163 were granted and 49 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**

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.

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 11<sup>th</sup> August 2015

**Report of**  
Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**  
Andy Higham 020 8379 3848  
Sharon Davidson 020 8379 3841  
Ms Eloise Kiernan 020 8379 3830

**Ward:**  
Palmers Green

**Ref:** 15/01247/VAR

**Category:** Variation of condition

**LOCATION:** Units A To B, Regents Avenue, London, N13 5UR

**PROPOSAL:** Variation of condition 8 to 14/04237/FUL to allow a total of 100 buses to be parked or stored at one time.

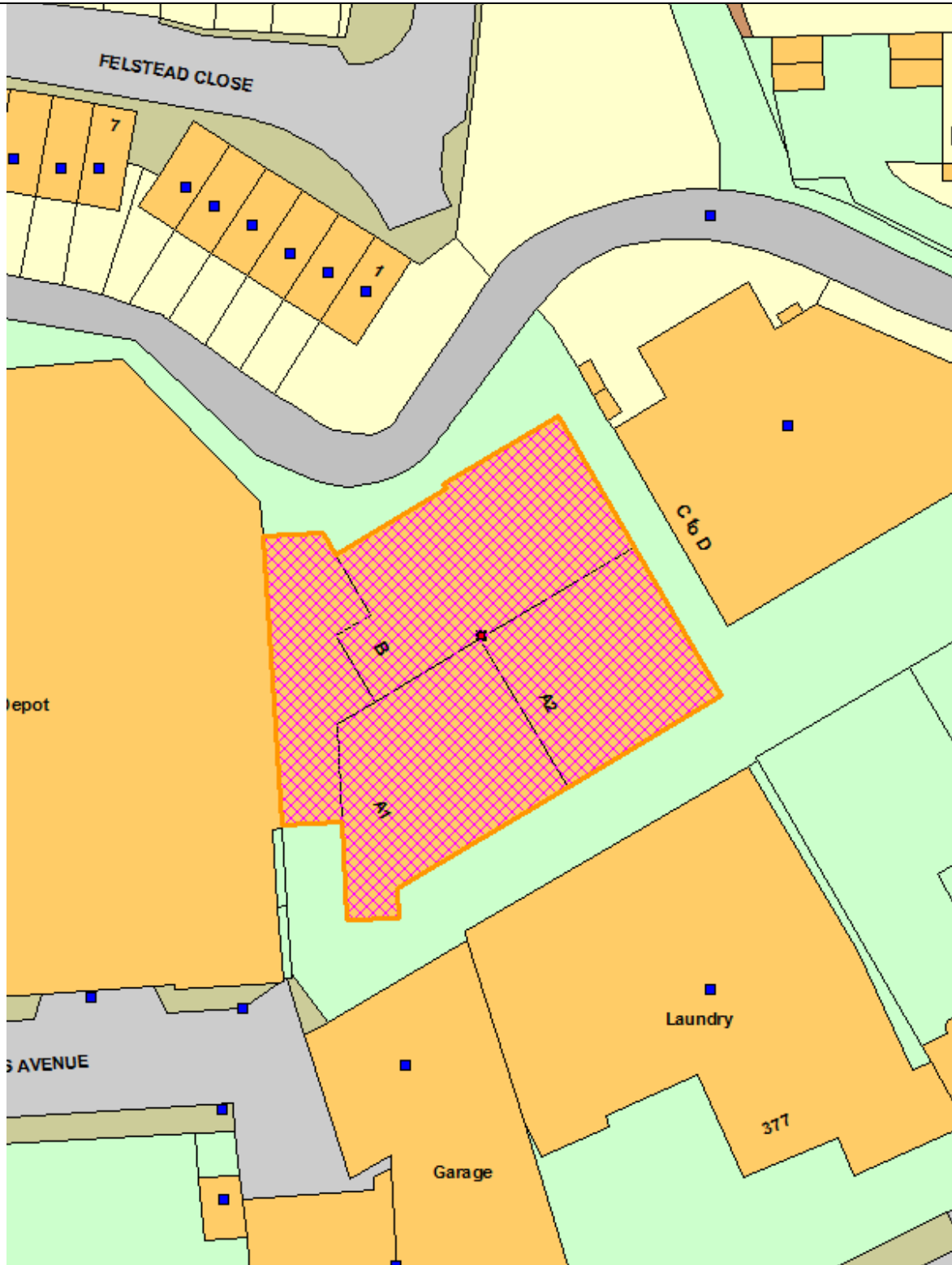
**Applicant Name & Address:**  
ARRIVA North London Ltd  
1 Admiral Way  
Doxford International Business Park  
Sunderland  
Tyne & Wear  
SR3 3XP  
United Kingdom

**Agent Name & Address:**  
Dr Bob Newell  
Newell Projects Ltd  
56 Saunderton Vale  
Saunderton  
High Wycombe  
Bucks  
HP14 4LJ  
United Kingdom

**RECOMMENDATION:**

That subject to the completion of the necessary legal agreement, the Head of Development Management and / or Planning Decisions Manager(s) be authorised to **GRANTED** planning permission subject to conditions.

Ref: 15/01247/VAR LOCATION: Units A To B, Regents Avenue, London, N13 5UR



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Scale 1:1250

North



## **1.0 Site and Surroundings**

- 1.1 The site is located on the northern side of Regents Avenue, adjacent to the existing Arriva Palmers Green Bus Depot. The site itself is bounded by Pymme's Brook to the north and is surrounded by a number of industrial uses. Regents Avenue is a private road which the leaseholders and free holders of the industrial units have a right of way over.
- 1.2 Units A and B are single storey structures and have a designated B8 use with ancillary A1 and A2 elements. In total, the floor area of the units is 1,100 sqm. The units currently accommodate car storage and a marble workshop and are on a short term lease. The units will become vacant shortly.
- 1.3 The site is located within the Regents Avenue industrial estate which is designated as a Locally Significant Industrial Site in the Core Strategy. The site also falls within the North Circular Road Area Action Plan. The site is also within Flood Zone 2.

## **2.0 Proposal**

- 2.1 Conditional planning permission (ref:14/04237/FUL) was recently granted for the demolition of units A and B Regents Avenue to provide an external parking area extension to the existing Palmers Green Bus Depot. The current proposal seeks to vary condition 8 of this planning permission to allow a total of 100 buses to be parked or stored at one time
- 2.2 The objective of the proposed development is to bring the Palmers Green Bus Depot up to the required space standards for public transport operation and to enable ARRIVA's to meet the current Transport for London commitments. There is to be no intensification of the Bus Depot.

## **3.0 Relevant Planning Decisions**

- 3.1 14/04237/FUL - Change of Use from B8 use to bus parking (sui generis) in connection with the directly adjacent ARRIVA Bus depot, including demolition of existing buildings – Granted with conditions (February 2015)

## **4.0 Consultations**

### **4.1 Statutory and non-statutory consultees**

#### **4.1.1 Traffic and Transport**

No objection raised subject to an S106 to secure a contribution of 1.5k towards improvements to the right turn pocket into Green Lanes, a contribution 22.5k to enable a CPZ to be designed and implemented, subject to consultation and a car parking management plan setting out how the applicant will control and manage on site car parking.

#### **4.1.2 Heritage and Design Team**

No comments

4.1.3 Transport for London (TfL)

No objection raised. The scheme would support strategic transport measures required and stipulated within the London Plan and the Mayors strategy towards sustainable transport measures and supporting bus garages.

4.1.4 Environment Agency

No objection raised. The proposal would not harm the flood zone or the ground water protection zone.

4.1.5 Thames Water

No objection raised.

**4.2 Public**

4.2.1 Letters were sent to 90 adjoining and nearby residents. Two responses have been received. The following provides a summary of the objections:

- Close to adjoining properties
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Noise nuisance

**5.0 Relevant Policy**

5.1 The London Plan (including MA)

- Policy 5.3 Sustainable design and construction
- Policy 5.13 Sustainable drainage
- Policy 5.18 Construction, excavation and demolition waste
- Policy 6.1 Transport
- Policy 6.2 Public Transport Capacity
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.7 Better streets and surface transport
- 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 7.4 Local character
- Policy 7.19 Biodiversity and access to nature

5.2 Core Strategy

- CP15: Locally Significant Industrial Sites
- CP20 Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP24: The road network
- CP26: Public Transport
- CP30: Maintaining and enhancing the built environment

CP36: Biodiversity

5.3 Development Management Document

DMD20 Locally Significant Industrial Sites  
DMD37 Achieving High Quality and Design-Led Development  
DMD38 Design Process  
DMD45 Parking Standards and Layout

5.4 Other relevant policy/guidance

National Planning Policy Framework  
National Planning Policy Guidance  
Supplementary Planning Guidance - Land for Industry and Transport  
(September 2012)  
North Circular Road AAP (adopted October 2014)

**6.0 Analysis**

6.1 Principle

6.1.1 Planning permission was granted for the change of use from B8 use to bus parking (sui generis) in connection with the adjacent ARRIVA Bus depot, including demolition of existing buildings (14/04237/FUL) by the Planning Committee at its meeting on 27 January 2015. Condition 8 stated that no more than a total of 75 buses shall be parked or stored at any one time on land identified: the reason being in the interest of ensuring the proposal did not prejudice the safe and free flow of pedestrian and vehicle movement in the locality which may arise if the number of buses using the site was allowed to increase above that existing.

6.1.2 This application seeks to vary this condition to allow a total of 100 buses to be parked or stored at any time thereby leading to an increase in the number of buses using the site. The acceptability of the underlying principles for the development in terms of the demolition and use of the site for bus storage are unaffected in the light of no material change in circumstances. The key issues therefore are traffic generation and the effects on highway safety and neighbouring residential amenity.

6.2 Traffic and Transport

6.2.1 The applicant has stated that the Palmers Green Depot forms a key part of ARRIVA's strategic network of Bus operations in outer London, and to both expand it and optimise its use are key necessities, not only from ARRIVA's viewpoint, but also in the best interests of the public transport system.

6.2.2 ARRIVA currently has 213 buses in total actually operating within the Borough itself, and when garaged within the Borough, these are located at its Palmers Green and Ponders End Depots. In addition, many of the Services operated by ARRIVA within the Borough are based at Depots elsewhere, mainly Wood Green and Tottenham.

6.2.3 The applicant has confirmed that the total number of buses parked on site is currently circa 68 (10 buses parked in Regents Avenue and 58 at the depot).

An increase to 100 is required to provide more flexibility in light of changing bus operational requirements.

6.2.4 The key issues from a highway perspective are the impact of the additional traffic movements (bus and staff vehicles) on the operation of the highway network and the impact on parking in the adjoining streets.

6.2.5 In regards to traffic generation, the Transport Statement highlights that the majority of current vehicle movements take place off-peak, with relatively low levels of activity during the busiest times on the surrounding highway network:

**Existing vehicle movements during peak periods**

	Buses		Staff		Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
<b>08:00</b>	9	8	8	0	17	8
<b>17:00</b>	9	9	5	8	14	17

6.6.4 The additional buses proposed to be based at the garage would result in some increase in movements, but not to a significant extent during the critical peak periods:

**Estimated increase in movements during peak periods**

	Buses		Staff		Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
<b>08:00</b>	0	0	3	0	3	0
<b>17:00</b>	0	0	2	3	2	3

6.2.6 Whilst the variation is not likely to have a significant impact on the operation of the adjoining highway, the Transport Statement highlights that the right-turn pocket facilitating the turn from Green Lanes into Regents Avenue is sub-standard. Although the number of additional movements may be relatively small as a result of the variation, an adjustment to the markings should be pursued as this would help reduce the risk of buses blocking northbound traffic on Green Lanes.

6.2.7 In regards to car parking, the Transport Assessment indicates that 54 additional staff would be based at the depot compared to the current situation, resulting in an estimated increase in demand for some 34 car parking spaces. There is evidence that some staff based at the garage already park in the adjoining streets and, following a residents' petition, the Council is currently consulting to gauge support for the idea of a controlled parking zone (CPZ) in the Palmerston Crescent area. The variation is therefore of some concern because of the potential to exacerbate these existing parking pressures. Whilst there may be some scope to absorb the additional parking demand within the site, measures also need to be introduced to prevent overspill parking in the surrounding area. Subject to the outcome of consultation with the local community, it is considered the CPZ would largely address this issue.

6.2.8 The variation will also result in additional movements but it is considered the situation can be improved if the existing right turning pocket were extended to reduce the risk of buses obstructing northbound traffic on Green Lanes. Together with the measures to control overspill parking; namely; a



controlled parking zone and an effective on-site car parking management strategy it is considered the effects can be suitably addressed.

6.2.9 It is therefore concluded that there are no objections to the proposal subject to the completion of an S106 agreement to secure the following:

- A contribution of £1.5k to enable the existing right-turn pocket in Green Lanes to be improved;
- A contribution of £22.5k to enable a CPZ to be designed and implemented, subject to the outcome of local consultation; and
- A car parking management plan setting out how the applicant will manage and control on-site car parking.

6.2.10 In weighing up the merits of the proposals, it must also be noted that bus garages are an essential element of the infrastructure needed to support both the Mayor's and the Council's objectives to provide high quality bus services and sustainable transport within the Borough. There is also a shortage of suitable sites to cater for this essential need. On balance therefore, it is considered the potential effects on the local highway network even having regard to the proposed mitigation, are outweighed by the wider benefits of providing this additional bus depot capacity.

### 6.3 Character and appearance

6.3.1 There are no further external alterations and thus the proposal would have no further impacts on the character and appearance of the street scene.

### 6.4 Residential amenity

6.4.1. Under the previous planning application 14/04237/FUL, consultants were commissioned by the applicant to undertake a noise impact assessment for the proposed bus depot extension. The noise impact assessment recommended the installation of a 4 metre high acoustic wall to run along part of the site boundary with Pymme's Brook. The proposal provided this 4m high acoustic wall in line with the suggestion within the noise impact assessment.

6.4.2 It is therefore considered that the proposed increase in bus numbers would not have any further impacts on residential amenities, particularly in regards to noise and disturbance.

### 6.5 Employment

6.5.1 The proposal to expand the existing depot to accommodate additional buses is an employment opportunity for Borough residents and is welcomed, in accord with policy.

### 6.6 CIL

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 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. The development involves no new built floor space and therefore is not CIL liable.

## **7.0 Conclusion**

- 7.1 The proposal for the variation of condition 8 to 14/04237/FUL to allow a total of 100 buses to be parked or stored at one time is deemed to be acceptable subject to conditions and an S106 agreement. Which seek to address the potential implications for the operation of the highway and in particular, the junction of Regents Avenue / Green Lanes / North Circular Road The proposal would also aid the Borough in supporting the London Plan's directive of protecting and promoting sustainable transport measures within London.

## **8.0 Recommendation**

- 8.1 That subject to the completion of the necessary legal agreement, the Head of Development Management and / or Planning Decisions Manager(s) be authorised to GRANTED planning permission subject to the following 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, 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 shall not commence until details of surface drainage works, including how greenfield runoff rates will be achieved, have been submitted and approved in writing by the Local Planning Authority. The details shall include a comprehensive SuDS plan, the calculated controlled discharge rate and the proposed storage volume.. The drainage system shall be installed/operational prior to the first occupation of the extended Bus Depot 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 site in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.

4. The development shall not commence until details pertaining to the installation of the living wall(s) facing Pymme's Brook shall be submitted and approved in writing by the Local Planning Authority. All living wall installations in accordance with the approved scheme shall be

completed/planted during the first planting season following practical completion of the development hereby approved. The details submitted 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.

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 Policies 5.11 & 7.19 of the London Plan.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (or any Order revising revoking and re-enacting that Order with or without modification), no new fences, gates, walls or other means of enclosure shall be erected without the prior written approval of the Local Planning Authority.

Reason: To safeguard the safe and free flow of pedestrian and vehicle movements along Regents Avenue.

6 That prior to occupation of the site for the purposes hereby approved, details of the siting, number and design of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in accordance with the approved details prior to occupation of the site.

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

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

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

8 That no more than a total of 100 buses shall be parked or stored at any one time on land outlined in red, excluding the access known as Regents Avenue, as demonstrated on drawing P/100 Rev A forming part of this application.

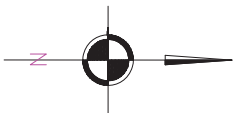
Reason: In the interest of the safe and free flow of pedestrian and vehicle movement.



Number of vehicles

	White 0830's @ 10.5m (1)
	Euro's Emvadot's @ 10.2m (1)
	Euro's Emvadot's @ 10.1m (1)
	Euro's Emvadot's @ 10.1m (1)

THE EXISTING DEPOT CURRENTLY HAS FULLY OPERATIONAL THE FOLLOWING FACILITIES:  
 10 SECURE CYCLE RACKS  
 20 STAFF LOCKERS AND CHANGING AREA  
 20 STAFF TOILETS  
 ALL OF THESE ARE TO BE REMAIN AS EXISTING  
 ACCESS AND EGRESS WILL REMAIN AS EXISTING FOR THE MONITORING OF EMERGENCY SERVICE VEHICLES.



Approved for use on the site plan. The site plan is a technical drawing and should be used in accordance with the relevant standards and regulations. The site plan is a technical drawing and should be used in accordance with the relevant standards and regulations. The site plan is a technical drawing and should be used in accordance with the relevant standards and regulations.

A BREWING UPDATES 6/6/2015 N.L.J.

Project/Revision	Date	By	CHK
Issue			
Revised			
Checked			
Drawn			

PAULIERS GREEN BUS DEPOT  
 PROPOSED DEMOLITION & PARKING

PROPOSED PARKING LAYOUT & SITE PLAN

MAYDEAN DESIGN  
 Paul Lunn Business Centre,  
 141-143 High Street,  
 Brighton, BN1 1AB  
 Tel: 01273 311111  
 Email: paul@maydean.co.uk

Architectural L.T.D  
 13307/1100 Rev A  
 12/09 Date 09/15  
 N.L.J. Drawn A1(12/09)

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 11th August 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:** Southbury

**Ref:** P14-00763PLA

**Category:** Full Application

**LOCATION:** 61-65, Main Avenue, Enfield, EN1 1DS

**PROPOSAL:** Demolition of existing buildings and erection of a part 2-storey, part 3-storey block of 10 residential units (comprising 4 x 1-bed, 5 x 2-bed and 1 x 3-bed) and 256sqm of commercial floor space at ground level, juliet balconies to front, side and rear, sun terrace to first floor at side, 11 car parking spaces at lower ground level with undercroft access and associated landscaping.

**Applicant Name & Address:**

Jill Medcalf  
42, Clay Hill  
Enfield  
EN2 9AA

**Agent Name & Address:**

Architecture Design  
17 Glenhurst Rise, Upper Norwood  
Surrey  
London  
Croydon  
United Kingdom  
SE19 3XN

**RECOMMENDATION:**

That subject to the completion of a S106 Agreement to secure the provision of four affordable units, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject conditions.

Ref: P14-00763PLA LOCATION: 61-65, Main Avenue, Enfield, EN1 1DS, , ,



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Scale 1:1250

North



## **1. Site and Surroundings**

- 1.1. The application site is on the southern side of Main Avenue and occupies the corner of Main Avenue and Landseer Road. The site currently comprises of a garage near to the boundary with No.1 Landseer Road, with an auto electrical repair store, a barbershop, a florist, and a window retail shop fronting Main Avenue.
- 1.2. Immediately to the north is the Bush Hill Park Infant and Junior School. To the west are A1 and A3 ground floor shops with residential over. To the south and east are residential dwellings.
- 1.3. The site is sits at the eastern end of the Main Avenue Small Local Centre.

## **2. Proposal**

- 2.1. Permission is sought for the demolition of existing buildings and erection of a part 2-storey, part 3-storey block of 10 residential units (comprising 4 x 1-bed, 5 x 2-bed and 1 x 3-bed) and 256sqm of commercial floor space at ground level including Juliet balconies to front, side and rear and sun terrace to first floor at side together 7 car parking spaces at lower ground level with undercroft access and associated landscaping.

## **3. Relevant Planning Decisions**

- 3.1. Outline planning permission, with all matters reserved (ref: TP/05/0661), was granted for the redevelopment of the site for residential purposes in June 2005.

## **4. Consultations**

### **4.1. Statutory and non-statutory consultees**

#### Traffic and Transportation

- 4.1.1. No objections have been raised.

#### Tree Officer

- 4.1.2. No objections are raised.

#### Biodiversity Officer

- 4.1.3. It is advised that there are no ecological constraints to development.

#### English Heritage (GLAAS)

- 4.1.4. It has been advised that the site lies within the Ermine Street Archaeological Priority Area connected with the Roman settlement close to Leighton Road. There is a possibility that groundworks could affect important remains connected with the Roman settlement and a condition is recommended to enable reasonable access by the Enfield Archaeological Society.

#### Environmental Health

- 4.1.5. No objections have been raised to the proposed development.

Environment Agency

- 4.1.6. It is advised that there are no objections but advise that the developer should address risks to controlled waters by following the requirements of the NPPF and the EA's *Guiding principles for Land Contamination*.

Thames Water

- 4.1.7. It has been advised that in relation to sewerage and water infrastructure capacity, no objections are being raised. It is also advised that no impact piling should occur until a piling methodology has been agreed in order to protect subsurface sewerage infrastructure.

**4.2. Public**

- 4.2.1. Consultation letters were sent to the occupiers of 56 adjoining and nearby properties in addition to the posting of site and press publicity. No comments have been received.

**5. Relevant Policy**

5.1. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture



Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP9:	Supporting community cohesion
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP28:	Managing flood risk through development
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP34:	Parks, playing fields and other open spaces
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof Extensions
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution

DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4. Other Relevant Policy Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Mayor of London Housing SPG (Nov 2012)  
LBE S106 SPD  
Enfield Strategic Housing Market Assessment (2010)  
Community Infrastructure Levy Regulations 2010

**6. Analysis**

**6.1. Principle**

6.1.1. In broad terms, the proposal would be consistent with the aim of the London Plan and with policies within the Core Strategy which seek to contribute to the strategic housing needs of Greater London and the Borough. In addition, regard must also be given to all other relevant planning considerations which seek to ensure that where appropriate, full consideration is given to heritage matters alongside the acceptability of the design, the impact on neighbour amenity, and the acceptability in highways terms.

**6.2. Heritage**

6.2.1. The site does not sit within a conservation area or contains any listed or unlisted buildings considered to represent non designated heritage assets. It is however located in an Archaeological Priority Area (APA) and full consideration must be given to this, having regard to the provisions of the adopted local plan.

6.2.2. The site lies within a Roman settlement along Ermine Street now occupied by the Leighton and Landseer Road housing estate. An "Archaeological Report" has been submitted and whilst it appears to have been drafted in response to a condition imposed on an expired permission (ref: TP/05/0661), Historic England has advised that it is "*broadly correct in its assessment of potential.*"

6.2.3. Having regard to the potential for archaeological remains to be present and in accordance with the advice from Historic England, a condition will be imposed to secure a Written Scheme of Investigation. This approach is considered satisfactory to ensure this issue is addressed.

**6.3. Impact on Character of Surrounding Area**

*Density*

6.3.1. The assessment of density must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 2 The London Plan therefore suggests that a density of 150-250 habitable rooms per hectare (hrph) may be

appropriate for this location. In this instance, 30 habitable rooms are proposed on a site measuring approximately 0.0810sqm, providing a density of approximately 370hrph.

- 6.3.2. Whilst the current scheme exceeds the suggested density range and thus potential indicates an overdevelopment of the site, a numerical assessment of density cannot be the sole determining factor in assessing whether the site is capable of accommodating the proposed development. Notwithstanding the density figure, it is the harm to the character and appearance of area and / or amenities of neighbouring properties which must be the basis of any decision. In such circumstances, careful consideration therefore must be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

### *Design*

- 6.3.3. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. Paragraph 59 of the NPPF confirms that design policies should *“concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”*. Paragraph 60 advises that it is *“proper to seek to promote or reinforce local distinctiveness”* while paragraph 61 advises that *“...decisions should address...the integration of new development into the natural, built and historic environment”*.
- 6.3.4. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should *“help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood”* while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards *“a positive relationship between urban structure and natural landscape features...”*
- 6.3.5. Policy DMD37 (“Achieving High Quality and Design-Led Development”) confirms the criteria upon which applications will be assessed.
- 6.3.6. The existing units on Main Avenue are characterised by a very uniform design of regularly spaced commercial units demarcated by the regular spacing of pilasters. Atop of the commercial units is a single floor of residential accommodation. Where the original brickwork has been retained and not unsympathetically rendered over, a solid course of bricks is visible above the windows.
- 6.3.7. The proposed Main Avenue frontage is considered to respect that of the existing, adjacent parade. The frontages of the proposed commercial units sit between regularly placed pilasters and the fascia area is at a similar height to the adjacent parade. Above, the immediately adjacent residential unit rises to the same height. Individuality for the proposal is in the form of taller roof elements and the provision of balconies facing Main Avenue.
- 6.3.8. The junction of Main Avenue and Landseer Road is addressed through the provision of an entrance door to directly open towards the junction. Above this, the residential units are also designed to address the corner. A corner feature is provided in the form of a clock sitting within the roof space.

- 6.3.9. The ground floor design features of the Main Avenue frontage wrap around onto Landseer Road before the façade changes for the first of the residential units. Above, the variation in roof height also continues and steps down towards No.1 Landseer Road where the roof height will match.
- 6.3.10. Having regard to the above, it is considered that the proposed scheme, by reason of its design, size and siting has sufficient regard to the prevailing pattern and form of development, resulting in a form of development that is considered compatible with the street scene. In relation to design, the development is considered to have sufficient regard to Policies 7.1, 7.4 & 7.6 of the London Plan, Policy 30 of the Core Strategy, Policies DMD 6, 8, 14 & 37 of the Development Management Document and with national guidance contained in the National Planning Policy Framework (in particular Section 7).

*Quality of Accommodation*

- 6.3.11. To improve the quality of new housing, the new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments) and the Mayor's Housing SPG in terms of the GIA of individual units and for individual rooms because the Mayor considers the size of new housing to be a key strategic issue.
- 6.3.12. The minimum size of individual flats is dependent on the occupancy level. One bed flats should be 50sqm, 2-bed flats should range in size between 61sqm (2b3p) and 70sqm (2b4p), and 3-bed flats should be between 74sqm (3b4p) and 95sqm (3b6p).
- 6.3.13. The development proposes 4x 1-bed 2 person, 4x 2-bed 3 person, 1x 2-bed 4 person, and 1x 3-bed 6 person units. Each of the proposed units exceeds the minimum floor area.
- 6.3.14. Turning to individual rooms, paragraph 2.3.22 of the Mayor's Housing SPG, advises that the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 8sqm and 12sqm respectively, although "*7.5sqm and 11.5sqm are generally regarded as the smallest respective benchmarks*". The combined floor areas for living / dining / kitchen space is 23sqm (2p), 25sqm (3p), 27sqm (4p), and 31sqm (6p). Each unit either meets with or exceeds the minimum standards.

*Amenity Space Provision*

- 6.3.15. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Table 4.1 of the DMD provides the following standards: 5sqm (1b2p), 6sqm (2b3p), 7sqm (2b4p), and 9sqm (3b6p).
- 6.3.16. Each unit, except for Flat 4 (a corner unit) is provided with its own balcony. Given the "L" shaped design of the building, it has not been possible to provide the aforementioned unit with its own balcony space. The unit will instead be dependent upon the use of the communal garden or Bush Hill Park approximately 290m to the north. On balance, the provision of one unit without the benefit of 7sqm of balcony space is considered acceptable, given the close proximity of Bush Hill Park and the communal garden at the rear.

6.4. Impact on Neighbour Amenity

- 6.4.1. The proposed building will respect the front building line of the adjacent developments on Main Avenue and on Landseer Road. In relation to the rear, adjacent to No.57 Main Avenue, the development will project approximately 2.5m beyond the rear building line. At ground floor level, a 45-degree line is not compromised, although it should be noted that the rear-facing glazed door serves a commercial unit. At first floor level, the 30-degree line from a rear facing window is compromised as this line is exceeded by 0.5m. On balance, given the south facing aspect of the window, it is considered that the rearward projection of the proposed scheme will not unduly harm the existing amenity of the occupiers of the first floor unit at 57 Main Avenue sufficiently to warrant refusal on harm to amenity.
- 6.4.2. With regard to No.1 Landseer Road, the development does not project beyond the rear building line immediately adjacent to that boundary and in this regard will not unduly harm the amenity of the existing occupiers.
- 6.4.3. With regard to overlooking and loss of privacy, the development is not served by flank windows, however there are rear facing balconies allowing full access and Juliet balconies on the front elevations. The nearest of the south-facing balconies to 57 Main Avenue (serving first and second floor flats) is approximately 5.9m distant from the flank boundary of No.57. These balconies, due to their positioning will not afford direct views back to the first floor rear-facing window but would provide views to a first floor flank window. The provision of balconies is a requirement to meet with amenity space standards, therefore in order to satisfy this requirement and to ensure that there is no loss of privacy to the occupiers of the first floor flat at No.57 Main Avenue, a condition is proposed to secure details of a privacy screen. The distance from the south-facing balconies to the common boundary with 1 Landseer Road is approximately 15m. This level of distancing is considered sufficient and will not lead to an unacceptable loss of privacy for that adjoining occupier. It should be noted that the minimum distance between windows and side boundaries is 11m.
- 6.4.4. With regards to the west-facing rear balconies, the nearest ones (again serving first and second floor flats) are sited approximately 4.7m from the common boundary with No.1 Landseer Road. Similar to the south-facing balconies, their siting would not enable views back into the rear facing windows serving that dwelling. Privacy screens will be secured by condition to prevent views into the flank windows of that adjoining property. Distancing to the flank boundary of 57 Main Avenue (17.6m) is considered sufficient to not result in unacceptable levels of overlooking and loss of privacy.
- 6.4.5. Having regard to the above, it is considered that the proposed development has sufficient regard to the existing amenities of adjoining occupiers in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, Policies DMD8 and DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework

6.5. Highway Safety

- 6.5.1. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed and Policies DMD45 and 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.

*Parking*

- 6.5.2. The site is located in an area with a poor PTAL score (2). The provision of seven spaces is acceptable having regard to the standards in the London Plan. Each of the spaces can be accessed independently and meet the minimum dimensions for turning to exit in a forward gear. It is noted that two way access to the car park is not possible, however vehicle movements will not be high and therefore should not impact on highway safety or accessibility of the car park.
- 6.5.3. The London Plan requires a minimum of 11 spaces. Eight cycle parking spaces are proposed within two lockable stores. A condition will be imposed to secure the additional cycle spaces in order to comply with adopted standards.

*Access*

- 6.5.4. The main concern regarding access and servicing relates to the ground floor commercial unit. A loading bay is proposed with access off Landseer Road. Vehicle tracking has been provided to demonstrate that a delivery vehicle will be to safely access and egress from the bay without compromising vehicle safety.
- 6.5.5. As the site is located on a corner, with an entrance door opening onto the corner, this could encourage motorists to stop on the junction protection markings, especially as the local area already has a high parking demand. The parking pressure would be further compounded during school opening and closing times.
- 6.5.6. Pedestrian access is from the same location on the corner, and vehicles may still stop on the restrictions. However the principle of commercial is already agreed given the location is within the designated shopping centre, and on balance the existing restrictions and the guard rail will minimise the risk of unlawful stopping.
- 6.5.7. As well as reducing the visibility for vehicles turning into and out of Lansdeer Road, any vehicles parking outside the Main Avenue frontage would restrict forward visibility for vehicles travelling from east to west on the approach to the pedestrian refuge. This could cause difficulties for larger vehicles which may not be able to pass parked vehicles and get back to the other side of the road, however as stated above, the retention of the restrictions and the guard rail are considered on balance, sufficient to reduce this risk.
- 6.5.8. Having regard to the above, it is considered that the development makes acceptable provision for parking and servicing and is unlikely to lead to conditions prejudicial to the free flow of traffic or highway safety, having regard to Policy 6.13 of the London Plan and DMD Policies 28 and 45 of the Development Management Document.

6.6. Housing Need

- 6.6.1. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure 20% of market housing is for four or more bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.6.2. The findings of Ecotec's research, *Enfield Strategic Housing Market Assessment* (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (ie 3+ bedrooms). This is equivalent to a need for 1,667 family

sized homes of which nearly 40% is for four bedroom homes over a period of two years.

- 6.6.3. The earlier findings of Fordham's Research, *Enfield Council Housing Study* (September 2005) corroborate Ecotec's findings. The research showed there was an absolute shortage of four bedroom properties in the owner occupied sector, which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation.

6.7. Sustainable Design and Construction

*BREEAM / Code for Sustainable Homes*

- 6.7.1. A Code for Sustainable Homes assessment has been undertaken which suggests that the scheme would achieve Code Level 4. Conditions should be considered on any approval to secure details of a design stage pre-assessment prior to commencement of the development. A further condition would then be required to secure a post construction assessment.

*Lifetime Homes*

- 6.7.2. 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.
- 6.7.3. 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.
- 6.7.4. The Mayor's minimum internal floor space standards incorporate Lifetime Home standards (Housing SPG para. 2.3.12). Notwithstanding this, a Lifetime Homes Statement has been submitted (together with supporting plans), detailing how the development will be Lifetime Homes compliant. A condition is recommended to secure those details.

Contamination

- 6.7.5. Given the current and former commercial uses on the site, there is the potential for contaminants to be present. A condition is recommended to seek a risk assessment.

*Biodiversity / Ecology*

- 6.7.6. Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.7.7. The existing site has no ecological value as it is completely built over with hardstanding and single storey buildings. The proposal will introduce some soft

landscaping in the form of a soft landscaping / communal garden at the rear (107sqm) and approximately 20sqm of soft landscaping / planting on the Landseer Road frontage. In addition, two areas of living walls will be provided and some bird and bat boxes are also proposed. The proposed measures will be secured by condition.

- 6.7.8. Having regard to the measures proposed, the proposed development will create and enhance the biodiversity value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

#### *Energy*

- 6.7.9. An *Energy Statement* has been submitted which would appear to demonstrate that the development will meet with energy reduction targets. The *Statement* provides some recommendations with regards to low / zero carbon measures such as a photovoltaic array and a community CHP. A condition is therefore proposed to seek details of the energy saving measures to be employed.

#### *Drainage*

- 6.7.10. London Plan policies 5.12 and 5.13 requires the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, while also not increasing the risks elsewhere.
- 6.7.11. DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 6.7.12. The drainage strategy is not clear, although it is noted that a “swale pond” is proposed in the communal garden. Although is welcomed, a full drainage strategy should be submitted. A condition is proposed to secure these details.

- 6.8. Viability

#### *Affordable Housing*

- 6.8.1. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to “decent and appropriate housing in their borough” (para.5.17 Core Strategy). Having regard to Core Policy 3, the developer is proposing that four of the units (2x 1-bed and 2x 2-bed) will be affordable units.
- 6.8.2. On 28th November 2014 the Government introduced immediate changes to the National Planning Practice Guidance through a Written Ministerial Statement to state that contributions for affordable housing and tariff style planning obligations should not be sought for small scale and self-build developments containing 10 units or less with a gross area of no more than 1000sq.m.
- 6.8.3. The development would provide 10 new units and the net additional increase in residential floor space is 679.26sqm. The scheme would therefore not have to make any education contributions or other tariff style obligations.



*Community Infrastructure Levy (CIL)*

- 6.8.4. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20.
- 6.8.5. The development is CIL liable for the construction of sqm of new residential floor space and the CIL calculation is:  $(£20/m^2 \times 408m^2 \times 254)/223 = £9294.35$

6.9. Section 106 / Legal Agreement

- 6.9.1. A legal agreement will need to be entered into to secure the affordable housing units on site.

**7. Conclusion**

- 7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3 & 3.4 of The London Plan, Core Policies 2 and 4 of the Core Strategy, Policy DMD7 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  2. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  3. The proposed development due to its design, size, siting, and by virtue of conditions imposed, does not significantly impact on the existing amenities of the occupiers of adjoining properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for access and parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

**8. Recommendation**

- 8.1. That subject to the completion of a S106 Agreement to secure the provision of four affordable units, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the following conditions:

1. Approved Plans - Revised
2. Time Limited Permission
3. Mix / Size of Units
4. The development hereby approved shall only be laid out as 10 flats units (comprising 4 x 1-bed, 5 x 2-bed and 1 x 3-bed) as shown on Drawing Nos.(11)01 REV.D, (11)02 REV.D, (11)03 REV.D. There shall be no deviation from the number, size or mix of units from that approved without the prior approval in writing by the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s) in accordance with adopted Policy.

5. Details of Materials
6. Details of Privacy Screens  
Prior to the occupation of Flats 2, 6, 7 & 11 as annotated on Drawing Nos. (11)02 REV.D, (11)03 REV.D, a privacy screen with an equivalent obscuration of level 3 on the Pilkington Obscuration Range up to a minimum height of 1.7m above finished floor level shall be provided in the northern elevation of the balconies for Flats 2 & 7 and the west elevation of the balconies for Flats 6 & 11 of the development. The privacy screens shall be retained and maintained in perpetuity.

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

7. Details of Hard Surfacing
8. Parking / Turning Facilities  
Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No.(11)01 REV.D and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards.

9. Private Vehicles Only - Parking Areas  
The car parking spaces to be provided shall be kept available for the parking of private motor vehicles at all times The parking spaces shall be used solely for the benefit of the occupants of the residential units of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

Reason: To ensure that the development complies with adopted Policy and to prevent the introduction of activity that would be detrimental to visual and residential amenity.

10. Details of Access and Junction

The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

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

11. Electric Vehicle Charging Points

That prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be provided to the Local Planning Authority for approval in writing.

All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently maintained and retained.

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

12. Details of Landscaping

Prior to occupation full details of soft landscape proposals, including those for the areas of "living walls" shall be submitted to the Local Planning Authority for approval in writing. 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 buildings

The landscaping shall be provided in accordance with the approved details prior to first occupation or within the first planting season following completion of the development, unless otherwise approved in writing by the Local Planning Authority.

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.

13. Details of Refuse Storage & Recycling Facilities

14. Energy Efficiency

The energy efficiency of the development shall provide for no less than a 25% improvement in the total CO<sub>2</sub> emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline measure. Prior to first occupation, confirmation shall be provided to the Local Planning Authority.

Reason: To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

15. Details of Renewable Energy Provision

The development shall not commence until details of the renewable technologies to be used in the development have been submitted to the Local Planning Authority for approval in writing. Where appropriate, the submitted detail shall demonstrate compliance with the approved renewable energy strategy and include the design, size, siting, and a maintenance strategy / schedule inclusive of times, frequency and method.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with adopted Policy.

16. No Additional Fenestration

17. SUDS 1

Prior to development commencing, a drainage strategy shall be provided to the Local Planning Authority for approval in writing. The drainage strategy shall include the following details:

- a) A drainage plan that includes flow routes, the swale and rain garden
- b) The discharge rate off site
- c) The proposed storage volume of storm water
- d) Specifications of the swale and rain gardens (and any other drainage feature)
- e) A management plan for the drainage system
- f) Overland flow routes for exceedance
- g) Measures to prevent pollution of the receiving groundwater and/or surface waters
- h) A management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- i) The responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere and to ensure implementation and adequate maintenance.

18. SUDS 2

Prior to occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

19. 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 4.

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 in accordance with adopted Policy and having regard to the stated aims of the development.

20. Code for Sustainable Homes 2

Following the practical completion of the dwelling approved by this permission 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 in accordance with adopted Policy.

21. BREEAM

Evidence confirming that the development achieves a BREEAM rating of no less than 'Very Good' 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) Following commencement of works regular updates on progress under the relevant BREEAM scheme shall be submitted at monthly intervals prior to the submission of the post construction assessment;
- (b) A post construction assessment, conducted by an accredited Code Assessor and supported by all relevant evidence, shall be submitted within 1 month of formal submission to the British Research Establishment; and
- (c) A BRE accreditation certificate shall be submitted within 3 months of first occupation of the site.

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 adopted policy.

22. Details of cycle storage

Prior to development commencing and notwithstanding the submitted plans, details of safe, secure and covered cycle parking spaces for a minimum of 11 bicycles shall be provided to the Local Planning Authority for approval in writing. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction and available for the parking of cycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel, in accordance with adopted policy.

23. Tree Protection

No works or development shall take place until a scheme for the protection of the tree situated on the Highway on Landseer Road immediately adjacent to the development site (BS 5837, the Tree Protection Plan), has been agreed in writing with the Local Planning Authority.

Reason: To ensure that the retained tree is not adversely affected by any aspect of the development.

24. Biodiversity Enhancements

Development shall not commence until details of the proposed biodiversity enhancements, to include bird bricks/tubes/boxes designed into and around the new building, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved detail.

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.

25. Archaeology

The developer shall notify the Greater London Archaeology Advisory Service of the start of groundworks no less than two weeks before commencement and permit access at any reasonable time to the Enfield Archaeological Society to monitor development and record features of interest.

Reason: To enable the recording of any features of archaeological interest.

26. Written Scheme of Investigation

A. No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B. If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title)

shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

- C. No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (B).
- D. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: To secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF as heritage assets of archaeological interest may survive on the site.

27. Contamination

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise:

- a) a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance;
- b) a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and
- c) a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials.

All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: In the interest of protecting environmental and public health

28. Construction Site Waste Management Plan

Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Waste Management Plan shall include as a minimum:

- (a) Target benchmarks for resource efficiency set in accordance with best practice;
- (b) 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;
- (c) Procedures for minimising hazardous waste;
- (d) 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);
- (e) 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; and

(f) 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 Policies 5.17, 5.18, 5.19 of the London Plan

29. Construction Methodology / Traffic Management Plan

No development shall commence until a Construction Methodology / Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority.

The statement should include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;
- b) access arrangements to the site;
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of the vehicle call up procedure;
- f) details of measures to protect pedestrians and other highway users from construction activities on the highway;
- g) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- h) loading / unloading locations;
- i) arrangements for wheel cleaning;
- j) arrangements for the storage of materials;
- k) coordination with Bush Hill Park Primary School to avoid peak school drop-off and pick up times; and
- l) A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and 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.

30. Restricted Use Class – Commercial Unit(s)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the premises shall only be used for purposes within Use Classes A1 & A2 as defined by the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking, re-enacting or modifying that Order.

Reason: Having regard to the maintaining the viability and viability of the Main Avenue Small Local Centre.

31. Deliveries and Collections – Commercial Unit(s)



Deliveries to/from any commercial premises developed on the site shall not take place before 08:00 or later than 19:00 Monday to Friday, before 10:00 or later than 14:00 on Saturdays and no deliveries to be made on Sundays or bank holidays.

Reason: to reduce the likelihood of a noise nuisance occurring during delivery times.

LANSEER ROAD

MAIN AVENUE



Existing Workshop

Existing Gargae

Forecourt

Existing Workshop

Building

Existing Gargae

METRIC SCALE 1/100 @ A2



Site Area  
810 sq metre  
8718.00 sq ft

56 - 69 MAIN AVENUE ENFIELD LONDON EN1 1DS PROPOSED GROUND FLOOR LAYOUT SCALE 1: 100 @ A2 DRAWING NO (11) 01 REV D



METRIC SCALE 1/100 @ A2  
0m 1m 2m



London Plan Space Standards

GROUND FLOOR

FLAT No. 1 Wheelchair Accessible
2 bed spaces
1 Bedroom Total Floor Area 51 sqm

FIRST FLOOR

FLAT No. 2
3 bed spaces
2 Bedroom Total Floor Area 65.2 sqm
FLAT No. 3
2 bed spaces
1 Bedroom Total Floor Area 51.2 sqm
FLAT No. 4
4 bed spaces
2 Bedroom Total Floor Area 76 sqm

FLAT No. 5
2 bed spaces
1 Bedroom Total Floor Area 51.2 sqm

FLAT No. 6
2 bed spaces
Bedroom Total Floor Area 65.2 sqm

SECOND FLOOR

FLAT No. 7
3 bed spaces
2 Bedroom Total Floor Area 67 sqm

FLAT No. 8
2 bed spaces
1 Bedroom Total Floor Area 51 sqm

FLAT No. 9
3 bed spaces
2 Bedroom Total Floor Area 67 sqm

FLAT No. 10
6 bed spaces
3 Bedroom Total Floor Area 96.6 sqm



Sound displacement boundary

Sound displacement boundary

Sound displacement boundary

Green Roofs on Residual Roof

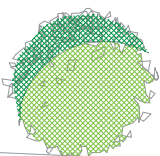
Green Roofs on Residual Roof

METRIC SCALE 1/100 @ A2





Two Storey  
Two Storey Attached Existing Dwelling  
Hierarchy of Dwelling



METRIC SCALE 1/100 @ A2



Two Storey  
Two Storey Attached Existing Dwelling  
Hierarchy of Dwelling



PROPOSED MAIN AVENUE ELEVATION



PROPOSED LANSEER ROAD ELEVATION







The proposal seeks to meet the parking standards whilst including the surface area dedicated to parking. The spaces are safe, secure and conveniently located.

Being sited within the overall site design for open space, the car parking does not negatively affect the use and appearance of the site.

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