

Public Document Pack



PLANNING COMMITTEE

Tuesday, 9th February, 2016 at 7.30 pm
Venue: Conference Room,
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

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MEMBERS

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

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 08/02/16

AGENDA – PART 1

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

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

3. **REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 186) (Pages 1 - 2)**

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

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

4. 15/03316/FUL - THE FORMER GREEN DRAGON PUB, 889 GREEN LANES, LONDON, N21 2QP (Pages 3 - 40)

RECOMMENDATION: Approval subject to conditions and S106 Agreement
WARD: Grange

5. 15/05074/HOU - 56 HAMILTON CRESCENT, LONDON, N13 5LW (Pages 41 - 50)

RECOMMENDATION: Approval subject to conditions
WARD: Palmers Green

6. 15/05311/HOU - 78 CENTRAL AVENUE, ENFIELD, EN1 3QG (Pages 51 - 58)

RECOMMENDATION: Approval subject to conditions
WARD: Southbury

7. EXCLUSION OF THE PRESS AND PUBLIC

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

MUNICIPAL YEAR 2015/2016 - REPORT NO 186

COMMITTEE:
PLANNING COMMITTEE
09.02.2016

AGENDA - PART 1	ITEM 3
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SUBJECT - MISCELLANEOUS MATTERS
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REPORT OF:
Assistant Director, Planning,
Highways and Transportation

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

3.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

3.1.1 In accordance with delegated powers, 103 applications were determined between 19/01/2016 and 28/01/2016, of which 77 were granted and 26 refused.

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

Background Papers

To be found on files indicated in Schedule.

3.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

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

Background Papers

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

(2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 9 February 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Andy Bates Ms Claire Williams	Ward: Ponders End
Ref: 15/03316/FUL		Category: Full Application
LOCATION: The Former Green Dragon Pub, 889 Green Lanes, London, N21 2QP		
PROPOSAL: Redevelopment of site to provide 7 x 3-bed, 3-storey town houses with sun terraces to front and rear and off street parking at front, part single, part 2-storey rear and single storey side extension to extend a retail unit (A1) at ground floor with ancillary storage and staff facilities at first floor and 2 x 2-bed self contained flats at second floor, external staircase, vehicular accesses to Vicars Moor lane, car park at rear and associated plant and landscaping.		
Applicant Name & Address: Greenlanes Investments LLP		Agent Name & Address: Mr Simon Zargar DP9 Ltd 100 Pall Mall London London SW1Y 5NQ United Kingdom
RECOMMENDATION: That planning permission be approved subject to conditions and the completion of a S106 Agreement.		

Ref: 15/03316/FUL LOCATION: The Green Dragon, 889 Green Lanes, London, N21 2QP



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The application site is located on the junction with Vicars Moor Lane and Green Lanes within the Winchmore Hill (Green Dragon) Large Local Centre. Vicars Moor Lane is a residential street comprising blocks of flats and residential dwellings of varying designs, tenures and sizes. In the immediate vicinity Green Lanes comprises predominately two and three storey buildings with commercial uses at the ground floor level and residential above. The site is bounded by residential dwellings to the north, south and west. To the east there is a two storey building accommodating the Winchmore Hill Autocentre and to the south (on the opposite side of Green Lanes) are commercial and residential units.
- 1.2 The site includes a three storey building accommodating the former Green Dragon pub which is now occupied by a retail unit at ground floor level and residential above. The building is not designated as a Listed or Locally Important Building, however as confirmed by the Conservation Officer the building is worthy of being put on a local list and acts as a focal point within the street. The building has a mock Tudor manor house design and has been extended and altered over the years.
- 1.3 To the west of the site is a car park.
- 1.4 There is a slope in the road from west to east so that the three storey building is set at a slightly lower ground level than the car park. The site is in an open and prominent location and has a number of trees that are not protected by a Tree Preservation Order.
- 1.5 The application site is not located within a Conservation Area.

2.0 Proposal

- 2.1 The application seeks full planning permission for the redevelopment of the site to provide 7 x 3-bed, 3-storey town houses with sun terraces to front and rear and off street parking at front, part single storey part 2-storey rear and single storey side extension to extend a retail unit (A1) at ground floor with ancillary storage and staff facilities at first floor and 2 x 2-bed self contained flats at second floor and an external staircase, vehicular accesses to Vicars Moor lane, car park at rear and associated plant and landscaping.
- 2.2 The new row of three storey terrace dwellings would have an overall width of approximately 35 metres and measure 11 metres in depth. Each unit would comprise a mono pitched roof, a second floor level set back from the main front building line and a front parapet wall and railings at first floor level. The dwellings would measure 5 metres in width, a maximum height of 9.6 metres and an eaves height of 8.4 metres. The dwellings would be set back from the front boundary by approximately 6 metres. The front garden would accommodate one parking space and a refuse/ recycling store. The rear garden would measure 6 – 7.8 metres in depth and accommodate a cycle store.
- 2.3 The existing extensions to the north and west of the building would be demolished to accommodate a new rear extension to serve a Waitrose at ground floor level and retail storage and staff facilities and a plant area at first floor level. The ground floor level would provide a total retail space of 600sqm

and the first floor level would accommodate a gross floor area of 288sqm. The second floor level would accommodate two self-contained flats.

- 2.4 The ground floor element would extend up to the rear boundary to measure a maximum depth of approximately 19.5 metres. The first floor level would be staggered in depth and height. It would extend to the rear by a maximum depth of 11 metres and would be set away from the rear boundary by a minimum of approximately 7.5 metres. The part single part two storey rear extension would comprise flat roof forms. The ground floor extension would comprise a green roof and the roof of the first floor extension would provide a terrace for the residential flats at second floor level.
- 2.5 The side extension would be sited to the east and accommodate stairs that would provide access to the retail unit and the new flats. The extension would be built up to the side boundaries for a height of approximately 4 metres and a brick/ aluminium wall is proposed to the front of the extension which would have a height of approximately 8 metres from the ground level.
- 2.6 Two small dormers are proposed within the rear roofslope of the main building.
- 2.7 The façade including the windows and doors of the existing building would be retained, however the main entrance to the retail unit would be sited along the western elevation of the building. A door within the south east corner of the building is proposed to be used by people who wish to use the seating area. A 3 metre high canopy is proposed along the western elevation of the retail unit.
- 2.8 The dwellinghouses would be finished in orange brick and orange hung clay tiles at second floor level. The retail extension would consist of terracotta bricks laid in stack bond at ground floor level, aluminium panels and terracotta walls.
- 2.9 The proposed works to original features are to replace only when broken beyond repair, this approach would apply to all original features. The existing white paint applied to the first and second floor would be removed by cleaning the brick with a non-damaging method to the brick surface. Any damaged bricks would be replaced to match existing dimensions, colour, texture and appearance. Existing timber windows would be fully overhauled and redecorated. Timber features such as the decorative roof level timbers and roof fascia boards would be redecorated.
- 2.10 The existing steps and ramp would be removed and an external seating area with a frameless glass balustrade with orange brick would be introduced along the front of the building. It would have a depth of 1.7 metres. The external seating area would be a facility for Waitrose customers to consume food or drink purchased in store and not an independent/ full service café.
- 2.11 Retail parking would be sited to the east of the new townhouses and along the northern boundary in an area wrapping around the back of the houses. A total of 25 parking spaces are proposed. Cycle stands would be sited to the rear and west of the retail unit. A retail loading bay is proposed to be provided to the front of the existing building.

3.0 Relevant Planning History

- 3.1 TP/92/0503 - Construction of extension to existing car park – Approved 27/07/1992
- 3.2 TP/99/0770 - Part single storey, part 2-storey, part first floor side and rear extension and front entrance porch – Approved 15/06/1999

4.0 Consultations

4.1 Statutory and Non-Statutory Consultees

Urban Design Officer

- 4.1.1 No objection in principle to the proposed development but raised a number of points and suggested improvements to the scheme such as the positioning of the cycle store, re-siting the front entrance of the retail unit to the front of the existing building and a more pedestrian and cycle friendly environment.

Traffic and Transportation

- 4.1.2 No objection subject to obligations for the modification of loading arrangements and possible dedication of land if Cycle Enfield scheme proceeds, as well as funding to enable the Winchmore Hill CPZ to be reviewed in the event that off-site pressures for parking are increased. Conditions relating to a Car Park Management Plan (to ensure that the car park is available for shoppers so as to benefit the wider Centre), a Delivery and Servicing Plan and a Construction Traffic Management Plan are also required.

Housing

- 4.1.3 Made the following comments:
- 4.1.4 'As this development comprises less than 10 units and as a result of which there is no requirement to provide affordable housing on-site, the Council will seek to receive a financial contribution to deliver off-site affordable housing, based on a borough-wide target of 20%'.

Thames Water

- 4.1.13 No objection but informative suggested.

Tree Officer

- 4.1.14 No objection in principle to the proposed development subject to appropriate tree protection conditions. However additional planting has been suggested.

Environmental Health

4.1.15 The noise assessment is acceptable and the mitigation proposed must be installed as per the report. The contamination report states that an intrusive site investigation is required so a condition for contamination is required to ensure this is fulfilled.

SuDS Officer

4.1.16 Detailed sustainable drainage plan required.

4.2 Public response

4.2.1 Letters were sent to 238 adjoining and nearby residents. 28 letters of support and a petition with 50 signatories in support of the development were received along with 32 objections that can be summarised as follows:

- Overdevelopment of the plot
- Inadequate access and parking provision
- Increase in traffic, congestion and pollution
- Increased traffic with large delivery vans for the proposed supermarket which would impact on vicars moor lane, which is a narrow road, making traffic an issue during peak commuting times and damage the road
- Parking will be compromised, among others by virtue of the fact that the Super Cycle Highway "Mini Holland" runs adjacent to the property.
- Noise nuisance from the frequency of deliveries and sizes of the vans
- Result in more danger to cyclists
- Loss of amenity to neighbouring dwellings
- The external seating area suggests café facilities which would have a detrimental effect on small local coffee shops.
- Proposed raised external seating area to the front of the existing building would detrimentally affect the appearance the building.
- Out of keeping with character of area
- Existing car park provides a break in buildings, proposal would result in the loss of this break
- The extensions to the building and the modern constructions are out of keeping with the character of the building and the surrounding area.
- There will also be a loss of trees which previously provided a green backdrop to the pub and neighbouring properties.
- There will be a loss of light for those living directly opposite the development.
- Impact on the value of property
- Pub is a local landmark proposal – keen to remain as a pub and proposals not sympathetic
- Impact on outlook
- Driveways would impact on surface water run off
- Several supermarkets within walking distance and the new supermarket would negatively impact on the smaller independent shops
- No affordable housing

- Height of the rear extension - proposal appears higher than current site and will overlook into gardens and is out of keeping with the character of the original building
- Width of the rear extension - proposal appears to build more along the full width of the original building than current rear extension. In particular concern is to the side of the property up to the east elevation which is in view from a rear garden and currently not built up. The proposed rear extension will overdevelop the site from the back and will disrupt the character of the original building.
- The shared pedestrian/lorry bay will block pedestrian access when in use, and the loading and unloading of lorries will cause noise affecting residential properties in Vicars Moor Lane.
- Proposals would impact on noise and air pollution, coupled with a reduction in road safety, particularly for children walking to and from the school.
- Security risk and uncontrolled 24 hour access to the rear of gardens.
- The noise and pollution from continuous car parking will disturb neighbours and pollute gardens.
- Concerns regarding the hours of operation of a retail unit.
- There are large trees as canopy /screen in residential gardens along the back fence to the pub site and there is genuine concern at what the excavation for the large extension to rear fence will do to the trees stability.
- Loss of privacy from rear terraces – first and second floor proposal

4.2.2 Winchmore Hill Residents Association: Regret the loss of the pub but the scheme would provide additional housing. The developers must be made aware of the Cycle Enfield proposals and the associated traffic management.

5.0 Relevant Policy

5.1 London Plan

- Policy 2.15 – Town Centres
- 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 3.10 – Definition of affordable housing
- Policy 3.11 – Affordable housing targets
- Policy 3.12 – Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 – Affordable housing thresholds
- Policy 4.7 – Retail and Town Centre Development
- Policy 4.8 – Supporting a successful and diverse retail sector and related facilities and services
- Policy 5.1 - Climate change mitigation
- Policy 5.2 - Minimising carbon dioxide emissions
- Policy 5.3 - Sustainable design and construction
- Policy 5.7 - Renewable energy
- Policy 5.9 – Overheating and cooling
- Policy 5.10 – Urban greening

Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Floor risk management
Policy 5.13 - Sustainable drainage
Policy 5.14 - Water quality and wastewater infrastructure
Policy 5.15 - Water use and supplies
Policy 5.16 - Waste self sufficiency
Policy 6.3 – Assessing effects of development on transport capacity
Policy 6.9 – Cycling
Policy 6.10 - Walking
Policy 6.13 - Parking
Policy 7.1 - Building London’s neighbours and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 - Local character
Policy 7.6 – Architecture
Policy 8.2 – Planning obligations
Policy 8.3 – Community infrastructure levy

5.2 Core Strategy (adopted October 2010)

CP2 Housing Supply and Locations for New Homes
CP3 Affordable Housing
CP4 Housing Quality
CP5 Housing Types
CP13 – Promoting Economic Prosperity
CP17 – Town Centres
CP18 – Delivering Shopping Provision Across Enfield
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
CP30 - Maintaining and Improving the Quality of the Built and Open Environment
CP31 – Built and Landscape Heritage
CP32 – Pollution
CP36 - Biodiversity
CP40 – North East Enfield
CP41 – Ponders End
CP46 - Infrastructure Contributions

5.3 Development Management Document (adopted November 2014)

DMD2 - Affordable Housing for Developments of less than 10 units
DMD3 - Providing a Mix of Different Sized Homes
DMD6 - Residential Character
DMD7 - Development of Garden Land
DMD8 - General Standards for New Residential Development
DMD9 - Amenity Space
DMD10 – Distancing
DMD25 – Locations for new Retail, Leisure and Office Development
DMD28 – Large Local Centres, Small Local Centres and Local Parades
DMD30 – Floorspace above Commercial Premises

DMD37 - Achieving High Quality and Design-Led Development
DMD44 – Preserving and Enhancing Heritage Assets
DMD45 - Parking Standards and Layout
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
DMD55 – Use of roof space/ vertical surfaces
DMD56 – Heating and cooling
DMD57 -Responsible Sourcing Of Materials, Waste Minimisation And Green Procurement
DMD58 - Water Efficiency
DMD59 – Avoiding and Reducing Flood Risk
DMD61 – Managing surface water
DMD64 – Pollution Control and Assessment
DMD66 – Land Contamination and Instability
DMD68 – Noise
DMD79 – Ecological enhancements
DMD80 – Trees and landscaping
DMD81 - Landscaping

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Enfield Mini Holland Bid Document, Dec 2013
Town Centre Uses and Boundaries Review, 2013
London Plan Housing SPG
Housing SPG
Affordable Housing SPG
Enfield Market Housing Assessment
Section 106 SPD

6.0 Analysis

Principle of Development:

Loss of the Public House

- 6.1 It is noted that many objections received related to the loss of the former Green Dragon public house. It is important to note that the pub ceased trading on January 2015 and through permitted development it is permissible for a change of use from use Class A4 (public house) to use Class A1 (retail) to occur without planning permission. The Big Discount Shop began trading on the site from March 2015.

Residential

- 6.2 Policy 3.4 of the London Plan promotes the optimisation of housing output within different types of location. Policy 3.8 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of

the various different groups who require different types of housing. The proposal would be compatible with these policies, and Core Policy 2 of the Core Strategy, insofar as it would maintain and add to the Borough's housing stock.

- 6.3 In terms of housing need, the Council's Core Strategy and Development Management Document seeks to ensure new developments offer a range of housing sizes to meet housing need. The Core Strategy policy is based on evidence from the research undertaken by Ecotec. 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 (i.e. 3+ bedrooms).
- 6.4 The proposed development would accommodate predominately 3 bedroom dwellings which would serve an identified need for 3+bedroom family dwellings in the borough. However in the determination of applications for provision of new dwellings and flats, the Council has a number of standards that must be met for the development to be considered acceptable. These comprise a minimum floor area of the proposed unit, proposed layout, car parking provision and amenity space provision. Regard must also be given to the relevant policies within the Enfield Local Plan that seek to, in particular, protect the residential amenities of the neighbouring and future occupiers, is in keeping and character, and has appropriate regard to highway issues. These issues must be balanced with the requirement for new housing within the Borough, as set out above.

Retail

- 6.5 Even though the change is permitted development for the avoidance of doubt Policy 2.15 of the London Plan requires development proposals in town centres to sustain and enhance the vitality and viability of the centre and accommodate economic and/ or housing growth through intensification and selective expansion in appropriate locations.
- 6.6 Policy CP17 of the Core Strategy and Policy DMD25 of the Development Management Document seeks to promote the vitality and viability of town centres recognising that town centres are at the heart of communities.
- 6.7 The proposed development would be in accordance with these policies because the proposed retail and residential development would be located in a designated large local centre. However in determining town centre developments, development must accord with the criteria set out in Policy DMD25 which is detailed below. These issues will be explored in the report.

'Development will be permitted provided that all of the following criteria are met:

- a) The proposed use supports town centre vitality and viability;*
- b) The design and siting of the development promotes visual continuity with the surrounding built environment;*
- c) The proposed use does not harm the character, appearance and amenity of the area;*
- d) The residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy;*

- e) *The proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area;*
- f) *The scale of parking is proportionate to the size of the development; and*
- g) *An active frontage is achieved at the ground floor’.*

Design and Impact on Street Scene

- 6.8 The London Plan policy 7.6B states that all development proposals should be of the highest architectural quality which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation.
- 6.9 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character; and also Policy DMD37 which sets out a criteria for achieving high quality and design led development.

Residential

- 6.10 In terms of residential development, Policy DMD8 seeks to ensure that development is high quality, sustainable, has regard for and enhances local character.
- 6.11 The siting of the new residential development on the existing car park would be a natural progression to the existing residential development along the northern side of Vicars Moors Lane. The front and rear building lines of the new terrace building would be similar to the existing buildings sited to the west of the site. The ridgeline of the building closest to the western boundary would be set below No.18 Vicars Moor Lane and would continue with a staggered reduction in height to follow the slope in the road.
- 6.12 The dwellings with mono pitched roofs have been designed so that at second floor level they would be set back from the front building line. The two storey parapets that are proposed along the front elevation have been designed to relate to the two storey Victorian terraces that are sited on the opposite side of the road of the application site. Although these features are not common features along the road they are considered to be acceptable in their own right and it is not considered that the proposed dwellings would result in any significant harm to the visual amenity within the street scene to warrant refusal of the application. In fact it is considered that the new dwellings would provide visual interest and variety within the street scene to the beginning of this end of Vicars Moor Lane.

Extension

- 6.13 The proposal seeks to extend the building up to the rear boundary at ground floor level by a maximum of 19.5 metres which would create a building with a large building footprint. However the extension is to accommodate a retail unit which needs to be of a certain size to be viable. The extension would not be

built up to the rear boundary for its entire rear elevation. The rear elevation would be broken up, the extensions would comprise flat roofs and different materials would be used to break up the bulk and massing of the proposed development. The first floor element would also comprise staggered depths and heights and would be set away from the rear boundary by a minimum of 7.5 metres.

- 6.14 The new side extension and walls to be located to the east of the subject building would be built in materials that would be sympathetic and in keeping with the existing building, and with a set back from the front building line of at least 10 metres it is considered that the walls and extension would not appear significantly dominant and obtrusive within the street scene to result in any undue harm.
- 6.15 Two new dormers are proposed within the rear roofslope of the building. They would be set down from the ridge, in from the sides and would be positioned proportionally within the roofslope and are therefore considered acceptable.
- 6.16 The existing steps and ramp at the front of the building would be removed and an external seating area introduced which would consist of brick and frameless glass to help mitigate the existing difference in levels between the internal floor level of the building and the footpath. It is considered that the use of lightweight materials would ensure that the seating area would not appear dominant within the street. However further details on the materials to be used would need to be submitted via condition.
- 6.17 The Conservation Officer has stated that the building is worthy of being put on a local list and acts as a focal point within the street. The front façade of the building is to be retained, existing unsympathetic extensions removed, the proposed extension to the building would be sited to the rear and appropriate external materials would be used which would help ensure that the character and appearance of the building is reserved.
- 6.18 It is noted that the Design and Access Statement sets out that the proposed works to original features are to replace only when broken beyond repair, this is applicable to all original features. The windows are key features of the building and there are concerns that the siting of shelving next to windows would result in clutter thus impacting on the special architectural importance of the building. Consequently a condition would be attached to any permission for details of the layout of the unit to be submitted and approved by the LPA.
- 6.19 The main public access into the retail unit is proposed via a new entrance on the west elevation of the building rather than the front of the building. Although it would be ideal for the entrance to be located to the front of the building to create an active frontage, the agent has set out in a supporting statement that locating the main entrance to the west of the retail unit is best suited to service all customers via car, bicycle or pedestrian access and would minimise conflict between shoppers pushing trolleys to cars and pedestrians outside the front of the store. Furthermore it would not be practical for the existing front central doors to be the used as the main entrance without fundamentally altering the buildings front façade and streetscape. These changes would represent a significant physical intervention into the architecture of the building that would materially alter the appearance of the elevation and would not be acceptable. An external seating area is proposed along the front of the building which would be a facility for Waitrose customers to consume food or drink purchased in

store and not an independent/ full service café. The facility would be an ancillary element to the unit which would help to create an active frontage.

Quality of Accommodation

Internal Layout

- 6.20 The provision of good quality housing is a key aspect of the Council's housing policy. One of the Council's strategic objectives set out in the adopted Core Strategy is to provide new homes that are of exemplary space and design standards to meet the aspirations of local people. Policy CP4 states that high quality design and sustainability will be required for all new homes. Policy DMD8 requires developments to provide a well-designed, flexible and functional layout, with adequately sized rooms in accordance with the London Housing Design Guide.
- 6.21 On 27th March 2015 a written ministerial statement (WMS) was published outlining the government's policy position in relation to the Housing Standards Review. The statement indicated that as of the 1 of October 2015 existing Local Plans, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.
- 6.22 DMD5 and DMD8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. In accordance with the provisions of the WMS, the presence of these Policies within the adopted Local Plan is such that the new Technical Housing Standards – Nationally Described Space Standard would apply to all residential developments within the Borough. It is noted that the London Plan is currently subject to Examination, with Proposed Alterations currently being considered which seek to reflect the Nationally Described Space Standards.
- 6.23 Notwithstanding the fact that the existing Development Plan Policies broadly align with the new technical standards and in acknowledgement of London Plan review process, the LPA has sought Counsel Advice in relation to the status of adopted Local Plan Policy.
- 6.24 The changes announced as part of the WMS are a material planning consideration in the determination of applications. However, the change to national policy is only one of a number of material planning considerations that must be taken into account in the determination of any particular application or appeal.
- 6.25 Accordingly, when determining such applications the Council must have regard to and apply the provisions of the Local Plan including Policies DMD5, DMD8 and 3.5 which requires that all new residential development attain a minimum internal floor area across all schemes and remain a material consideration.
- 6.26 Table 1 sets out the GIA of the proposed new units. From submitted plans, all of the units meet and exceed the relevant minimum space standards and are therefore considered acceptable. The quality of the accommodation is also considered acceptable and in accordance with policy requirements.

Unit	Proposed GIA	London Plan (sq.m)	National Space Standards (sqm)
7 x (3-bed 5 person houses)	120sqm	102sqm	99sqm
2 x (2-bed 3 person flats)	73 / 74sqm	61sqm	61sqm

Table 1: Proposed Gross Internal Area for the development

Amenity Space

- 6.27 Policy DMD8 states that development will only be permitted if all of the criteria set out in Policy DMD9 is provided which includes providing a high quality amenity space within developments in line with Policy DMD9.
- 6.28 Policy DMD9 (amenity space standards) sets out that a three bedroom dwelling house for 5 persons is required to provide a minimum private amenity space of 29 square metres and a 2 bedroom flat for 3 persons is required to provide a minimum private amenity space of 7 square metres.
- 6.29 The residential dwellings would each have a rear garden measuring a minimum of approximately 30sqm and would also have rear 2.5sqm terraces at first floor level and front 7.6sqm terraces at second floor level. The proposed residential dwellings would be in accordance with the minimum amenity space requirements.
- 6.30 The residential flats would be served by a terrace measuring approximately 50sqm. Although individual amenity space is not proposed for each flat, given the nature of the proposal i.e. residential development above a retail unit, the number of units and the fact that a terrace would be provided for the flats to share, in this instance the proposed amenity space for the flats is considered acceptable.

Inclusive Access

- 6.31 The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion. The supporting text at paragraph 4.112 emphasises that a truly inclusive society is one where everyone, regardless of disability, age or gender can participate equally. The London Plan, Policy CP4 and Policy DMD8 confirm that all new housing should be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing homes that are able to be adapted to meet changing needs.
- 6.32 As stated previously in this report the WMS new national technical standards are material in the assessment of the subject application. Building Regulations optional standard M4(2) is the equivalent of Lifetime Homes Standard and given the status of the Development Plan and in particular Policies 7.2, DMD5, DMD8 and CP4 the LPA would hold that this optional standard is applicable to all residential development within the Borough.

- 6.33 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.
- 6.34 The Planning, Design and Access Statement sets out that the units have been designed to meet the Lifetime Homes criteria ensuring that a sufficient amount of consideration has been given to ensure that the development is capable of adapting to the changing needs of its population over their lifetime. A condition would be attached to any planning permission to ensure the application complies with the M4(2) standard which is the equivalent of Lifetime Homes Standard.

Impact on Neighbours

- 6.35 Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 6.36 Any new development should not impact on the residential amenity of neighbouring residents in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

Residential

- 6.37 The new residential terrace building would not extend beyond the front and rear building lines of No.18 to a degree that would result in any significant loss of light to the habitable windows of this dwelling or a significant overbearing impact.
- 6.38 Recessed terraces are proposed to the rear of the new dwellings. Due to the design and siting of the terraces there would be no significant opportunity for overlooking to occur into the rear gardens of the residential dwellings located to the west of the site.
- 6.39 Policy DMD10 requires new development to maintain a 25 metre distance between 2 and 3 storey buildings to maintain a sense of privacy and avoid overshadowing. There is a distance of approximately 27 metres between the rear wall of the houses along Sherbrook Gardens and the rear boundary of the site. The dwellings/ flats would be set forward of the rear boundary line of the site by a minimum of approximately 20 metres, and therefore there would be a minimum overall distance of approximately 47 metres between the buildings. The proposed development would not result in any significant loss of privacy to the dwellings located to the north of the site and is therefore considered acceptable and in accordance with Policy DMD10. It is also important to note that there are existing trees within the curtilages of the residential dwellings along Sherbrook Gardens which would provide a degree of screening from the proposed development.
- 6.40 Car parking spaces are proposed to wrap around the western side and rear of the new houses which potentially could result in noise and disturbance for existing and future occupants. It is considered appropriate to attach a condition

to any grant of planning permission requiring details of a vehicular gate within the car park to be submitted and approved by the LPA to reduce the opportunity for people to park and gather in the car park outside of the operating hours of the retail unit.

- 6.41 It is important to acknowledge that the existing building has residential units at second floor level; however the proposal would introduce features such as a terrace at second floor level and new dormers. The proposed terrace would be screened by a wall and planting and would be set back from the rear boundary by at least 12 metres. With a distance of approximately 23 metres between the rear elevation of the houses along Sherbrook Gardens and the rear boundary of the site, it is considered that the distance between the proposed terrace and the houses along Sherbrook Gardens and the design of the terrace would ensure that the proposed development would not result in significant loss of privacy or unacceptable levels of overlooking into habitable rooms or rear gardens.
- 6.42 The two new dormers would be set down significantly from the roof ridge and would not be excessive in size. Due to the design of the extension the dormers would be partly screened by the terrace and its associated screening. In addition, there would be a significant distance between the new dormers and the dwellings to the north of the site. As a result, the proposed dormers would not result in any significant opportunity for overlooking to occur or loss of privacy.
- 6.43 The proposed plant equipment at first floor level would be well screened and the terrace would include planters/screening along the perimeter to prevent overlooking over the roof at lower level. Environmental Health concluded that the submitted noise assessment is acceptable and the mitigation proposed must be installed as per the report – a condition would be required to secure this to ensure that the proposed plant would not result in any demonstrable harm to the residential occupants of the flat in terms of noise.
- 6.44 No concerns are raised with the proposed stacking arrangement of the flats as rooms of compatible uses are stacked beside each other.

Extensions

- 6.45 Policy DMD10 requires new development to maintain a 22 metre distance between 2 storey buildings to maintain a sense of privacy and to avoid overshadowing. There would be a minimum distance of approximately 23 metres between the proposed two storey extension and the two storey houses located on Sherbrook Gardens which would be in accordance with policy requirements.
- 6.46 Although the proposed extension to the existing building on the site would be built partly up to the rear boundary this would be at ground floor level only. The ground floor extension would measure a maximum height of 4 metres which is not considered excessive given the overall length of residential gardens to the rear and would comprise a flat roof which would reduce the bulk of the scheme. The first floor rear extension would also comprise a flat roof. No windows are proposed to the rear elevation and the terrace is proposed to be screened with plants. Due to these design features and the distance between the rear boundary and the dwellings along Sherbrook Gardens of a minimum of approximately 23 metres, it is considered that the proposed development would

not result in any demonstrable harm to the residential amenity of the residents to the north of the site and is therefore considered acceptable.

- 6.47 It is not considered that the proposed extension to the existing building would result in any material harm to the residential amenity of the future occupants of the new residential dwellings due to the 17 metre distance between the new residential development and the proposed extension.

Transportation, Access and Parking

- 6.48 The London Plan, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 6.49 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 6.50 The Parking Addendum to The London Plan sets out maximum parking standards for new development dependent upon their use and level of public transport accessibility. The site has a PTAL rating of 3. The London Plan recommends a maximum residential car parking standard of less than 1 parking space for a 1 - 2 bed unit, and 1 - 1.5 spaces for a 3 bed unit. In terms of retail parking the London Plan recommends 30 – 20 parking spaces for a food store of up to 2,500sqm.
- 6.51 The proposed dwellings would each have one car parking space whilst no parking is allocated to the 2 bed flats. Given the nature of the proposal, the number of bedrooms proposed and the location of the site the number of parking spaces proposed for the residential units is considered acceptable.
- 6.52 With the removal of two retail parking spaces the proposal still falls at the higher end of the London Plan standards. As the car park would also serve the wider community when residents visit the large local centre, the proposed number of parking spaces is considered on balance acceptable. The applicants have indicated that they feel that the number of spaces provided is needed in order to meet the likely shopping demands placed on the shop, there are still concerns that the proposal could lead to some overspill parking in the surrounding streets to the detriment of people living nearby, as well as conditions of highway safety. Winchmore Hill CPZ includes Vicars Moor Lane and currently provides some protection for existing residents between 10:30 - 11:30am. However, outside these times, it would be possible for some shoppers to park on-street in Vicars Moor Lane and T&T have stated that funding from the applicant is necessary in order to enable further parking surveys to be undertaken in the future and that if problems are identified, then formal consultation on possible amendments to the CPZ will need to take place in the interests of highway conditions near to the site. Transportation Officers have confirmed that without this they would raise objections to the current proposals.

- 6.53 The general number of cycle parking spaces for the residential and retail development is considered acceptable and the cycle stores have been repositioned to ensure there is no obstruction to pedestrian access.
- 6.54 Policy DMD46 states that vehicle crossovers and dropped kerbs that allow for off-street parking and access onto roads will only be permitted where it meets a certain criteria. T&T initially raised concerns with the proposed vehicle crossovers as it was considered that they would lead to the loss of publicly available kerbside parking space and encourage higher car ownership on a site located close to local amenities and services along Green Lanes. Options for relocating parking to the rear of the houses were discussed, however given the impact on neighbouring amenity, changes to the building line and security concerns, this option was not considered feasible. Furthermore the new residential dwellings would accommodate three bedroom family homes and therefore the occupants are likely to own at least one car. In addition there are already several existing crossovers in the immediate vicinity of the application site. On balance and in this instance the proposed crossovers would not result in any material adverse effect on traffic flow and road safety, lead to increased pressures on on-street parking or affect the character of the area to warrant refusal of the application.
- 6.55 Policy DMD47 of the DMD states that new development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic. New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must also achieve a safe, convenient and fully accessible environment for pedestrians and cyclists.
- 6.56 In terms of deliveries it is proposed that the delivery vehicles will approach the loading bay from Vicars Moor Lane which is not considered ideal. However, the alternative scenario where HGVs access the site from Green Lanes by turning left and/or right into Vicars Moor Lane has been assessed and it was concluded that a 14.4m delivery vehicle could not practically turn utilising the car park entrance. Furthermore matters relating to the impact on pedestrians whilst a delivery is unloading and the manoeuvring that may occur on the highway if vehicles approach the loading bay via Green Lanes are also issues for consideration. It is, therefore, proposed that a Delivery and Servicing Plan that controls the use, timing and routing of delivery vehicles to and from the site be secured through condition.
- 6.57 In terms of loading, it is acknowledged that the existing retail unit (and any subsequent occupiers) do benefit from an existing lawful loading bay at the front of the building, which can be operated without the need for planning permission. The proposed loading bay would be marked out through differential hard landscaping, with signage and visual clutter kept to a minimum. The submitted information states that the frequency and the number of deliveries would ensure that pedestrians would not need to step out into the carriageway when vehicles are parked in the bay.
- 6.58 The application would actually improve the current situation by creating a paved area in front of the retail unit. Officers do have to be mindful of the ongoing Cycle Enfield proposals and to make sure that all developments that are considered do take account of those Cycle Enfield iterations if they do come forward in the future. Here the Traffic and Transportation team have suggested

rotating the loading bay to tie in better with the new kerb-line, but given the current land boundaries this would result in the loading bay being partly on private land and partly on the highway. This could be addressed by the affected land being dedicated as highway so that the bay is entirely on the highway and its use controlled by Traffic Management Order. A S106 agreement is therefore necessary to ensure the best design solution can be implemented if the Cycle Enfield scheme comes forward.

- 6.59 Due to the likely increase in the number of pedestrians and cyclists to and around the site due to Cycle Enfield and also adopted planning policy requirements, the scheme needs to provide a high quality cycling and pedestrian environment and pedestrian accessibility to and from the site.
- 6.60 Officers have previously expressed concern about the car parking arrangements proposed towards the access into the site from both a visual and pedestrian safety perspective, given their relationship with the access into the site and more importantly the entrance into the store itself. The applicants have indicated that they do not share these concerns, but amended drawings have been received that has improved the pedestrian permeability and safety across the site. Two parking bays nearest to the highway on Vicars Moor Lane have been removed; an extended raised table at the site entrance introduced and the protective bollards along the western side of the retail unit have been re-positioned. As a result, this element of the scheme is considered to be, on balance, acceptable. As explained above, Highway Officers consider that a Car Park Management Plan is required in order to ensure that the car park is available for all shoppers and will consequently benefit the wider shopping Centre.
- 6.61 The Applicant has confirmed that there will be no external locker click and collect service within the car park or an externally accessible service room at this site. A customer service desk operating on the sales floor will allow customers to use the C&C service as part of the retail unit.

Trees and Landscaping

- 6.62 Policy DMD80 seeks to protect trees of significant amenity or biodiversity value and sets out that any development that involves the loss of or harm to trees covered by Tree Preservation Orders or trees of significant amenity will be refused.
- 6.63 There are no trees on the site that are protected by a Tree Preservation Order or by being located within a Conservation Area. The Tree Officer was consulted on the scheme and has raised no objection in principle to the proposed development subject to appropriate tree conditions. It is acknowledged that concerns regarding the level of soft landscaping within the car park were raised, but there is insufficient space to introduce a landscaping/ tree plant strip along the northern boundary of the site. The Tree Officer has not raised any concerns regarding the level of soft landscaping that is proposed to the front of the site, and soft landscaping is proposed across the site in the form of grass and shrubs. In addition there are existing trees that are sited along the northern boundary within the residential curtilages of the houses along Sherbrook Gardens that provides a back drop. Ultimately the proposal would provide a new supermarket and much needed housing for the borough, and therefore the proposed development is considered acceptable. A landscaping condition will

be attached to any grant of planning permission to seek additional soft landscaping across the site as it would further help to soften the car park and assist with SuDS.

Pollution

- 6.64 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development. A Noise Impact Assessment and Environmental Assessment has been submitted with the planning application. The Environmental Assessment concluded that there are no reasons to prevent the proposed development coming forward and that a phase II intrusive investigation is necessary to identify the extent of any contamination. The Noise Impact Assessment explains that noise from delivery activities will meet acceptable limits within nearby residential properties, the proposed plant will comply Enfield Council noise requirements and acoustic assessments have been undertaken and recommendations have been made such that noise intrusion from external noise sources meet the internal requirements as stated in BS8233:2014. Several conditions would be attached to any grant of planning permission to ensure that the proposed development does not result in any significant harm to the existing and future residents in terms of noise and contamination.

Sustainable Design and Construction

- 6.65 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 6.66 An Energy Statement has been submitted with the application that confirms that the development would achieve a 35% CO₂ saving due to the provision of improved standards beyond Part L and energy efficient systems for the building. A photovoltaic array of 16.4 kWp (houses – 8.4 kWp, commercial 8 kWp) is proposed. In addition the retail unit has been designed to achieve a BREAM Very Good rating.
- 6.67 In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policy DMD50 several conditions would be attached to any grant of planning permission.

Biodiversity

- 6.68 The London Plan, adopted Core Strategy and DMD seeks to protect and enhance biodiversity. Policy DMD79 states that developments resulting in a net gain of one or more dwellings should provide on-site ecological enhancements and Policy DMD81 states that development must provide high quality landscaping that enhances the local environment. Conditions would be attached to any grant of planning permission to ensure that the proposal is in accordance with these policies.

Section 106 Agreements

- 6.69 S106 agreements are required to produce acceptable development which would otherwise be unacceptable in planning terms. Policy 3 of the Core Strategy states that some form of contribution towards affordable housing will be expected on all new housing sites. For developments of less than ten dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a Borough-wide target of 20%. The Policy sets out that where the applicant considers that the viability of scheme does not warrant affordable housing contribution, a viability assessment should be produced that demonstrates a more appropriate level of Affordable Housing provision.
- 6.70 The Council's S106 Supplementary Planning Document states that all residential development will result in increased pressure on the availability of primary and secondary school places in the current context of rising pupil numbers will create demand for new or expanded provision. Furthermore it states that S106 contribution will be sought on all residential development, including mixed use development involving an element of residential, where there is a net gain in residential units, including applications involving residential conversions.
- 6.71 Table 5.1 of the S106 SPD summarises the range of planning obligations that the Council will seek for different types and scale of development across the borough. In terms of one - nine residential units, appropriate mitigation measures include financial contribution towards affordable housing, learning and skills facilities and sustainable transport measures.
- 6.72 A viability statement was submitted with the application which set out that it would not be viable to make an affordable housing contribution. This document was scrutinized by the Council's independent consultant and through negotiations an increased contribution has been agreed totaling £275,000.00. The total planning contributions is broken into the following component parts:

• Mayoral CIL	= £18,223.00
• Section 106 Education	= £52,067.68
• Affordable housing	= £275,000.00
• Monitoring fee	= £16,353.38
• Total contributions	= 361,644.06

- 6.73 In addition T&T have requested funding to enable further surveys to be undertaken once the retail unit is operational and, if problems identified, consultation on possible amendments to the Winchmore Hill and modification of loading arrangements, and possible dedication of land if Cycle Enfield scheme proceeds.

CIL

- 6.74 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 2015. The proposed development is CIL liable and would amount to £18,223.00.

7.0 Conclusion

- 7.1 The proposed development would contribute to meeting the need to increase housing stock in the borough and provide a retail unit that would help promote the vitality and viability of the wider Winchmore Hill shopping centre, provide jobs and contribute to the local economy. The development would not significantly impact on the amenities of nearby residential properties, detract from the character and appearance of the surrounding area or give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways. Subject to the conditions below and planning obligations to be secured through a S106 Agreement the proposed development is considered acceptable.

8.0 Recommendation

That, subject to the completion of a S106 Agreement, PLANNING PERMISSION BE GRANTED subject to the following conditions

1. (C51 Time Limit) - The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and 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. Notwithstanding the submitted details the development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.
4. Notwithstanding the submitted details the development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.

5. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

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

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

7. The parking area(s) forming part of the row of terrace dwellings shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development complies with the Enfield Local Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

8. Development shall not commence until details of the internal consumption of potable water for the residential dwellings 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 105 litres per person per day as specified in the pre-assessment submitted with the scheme.

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, Policy 5.15 of the London Plan.

9. No works or development shall take place until a scheme for the protection of the retained trees (BS 5837:2012, a Tree Protection Plan and Arboricultural Method Statement) has 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 screen, preserve and enhance the development and ensure adequate landscape treatment in the interest of amenity and to ensure that

the retained trees, shrubs and hedgerows on the site or in adjacent sites are not adversely affected by any aspect of the development in accordance with Policies CP30, CP31, CP33, CP34 and CP36 and Policies DMD 80 and DMD 81.

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

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

11. The development shall not commence until details of biodiversity enhancements is submitted to and approved in writing by the Local Planning Authority. This shall include 5 bird and 5 bat tiles/bricks/ tubes.

Prior to first occupation, confirmation of bird/bat bricks/tubes/tiles shall be submitted and approved in writing by the Local Planning Authority. Details shall comprise a short letter report, to include a plan showing the location of the bricks and tiles and their specifications along with photographic evidence of their installation. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure that the biodiversity of the site is enhanced post development in order to comply with CP36 of the Core Strategy and to ensure that the council fulfil their obligations under the 2006 NERC Act.

12. No exterior lighting is to be installed near the entrance/ exit point of new biodiversity enhancement features (bat/bird boxes/bricks etc) or situated adjacent to any trees/ hedgerows on the site boundaries.

Reason: To ensure maximum benefits of the biodiversity enhancements to be installed as part of the development and to avoid adverse impacts on bats and their wildlife.

13. No works or development shall take place until full details of soft landscaping proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:

- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- 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)
- Implementation timetables

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.

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, Policy DMD81 of the DMD, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan 2011.

14. The development shall be carried out in accordance with the submitted Energy Statement providing for no less than 35% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regulations 2013.

The location and specification of the proposed photovoltaic arrays along with details of ongoing servicing and maintenance strategy shall be submitted to and approved by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and all Low and Zero Carbon Technology operational prior to 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, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

15. The development shall not commence until details of facilities and methodology for cleaning the wheels of construction vehicles leaving the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period.

Reason: To prevent the transfer of site material onto the public highway in the interests of safety and amenity.

16. 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 to include a full maintenance and management plan. The drainage system shall be installed/operational prior to the first occupation and the approved 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, Policies 5.12 & 5.13 of the London Plan and the NPPF.

17. The development shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

18. Notwithstanding the submitted information, the development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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

19. Notwithstanding the submitted details, the building shall not be occupied until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

20. No development or works shall take place until a construction management plan is submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. The plan shall include the following matters:

- Signage for the construction traffic, pedestrians and other users of the site,
- Controls on the arrival and departure times for the construction vehicles;
- Earthworks;
- Hoardings to the site, including future development plots on adjacent land,
- Noise limits;
- Hours of working,
- Vibration,
- Control of emissions,
- Waste management and disposal and material re use,
- Prevention of mud / debris being deposited on public highway;
- Materials storage; and hazardous material storage and removal

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

21. 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, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order, no buildings or extensions to buildings shall be erected without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard visual and residential amenity.

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

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

24. The development shall be carried out and maintained in accordance with the submitted Architectural Acoustic Design report (July 2015).

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers.

25. The development shall not commence until a detailed internal ground and first floor plan is provided. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

Reason: In the interests of the locally important building.

26. The retail premises shall only be open for business and working between the hours of Monday to Saturday 07:00 to 23:00 and Sunday/ Bank Holidays 9:00 to 23:00.

Reason: To safeguard the amenities of the occupiers of nearby residential properties and to ensure the safe and free flow of pedestrian and vehicle movement.

27. Deliveries and collections to and from the retail premises shall only take place between the hours of 07:00 to 9:00 to 18:00 to 19:00 Monday to Saturday.

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

28. The retail store shown on the approved plans shall not be brought into use until details of the means of securing the shoppers car park, which could include a vehicular gate to be sited within the retail car park, are submitted to and approved by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interests of residential amenity and highway safety.

29. No part of the development shall be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. This shall be implemented as approved and remain in operation for the lifetime of the development.

Reason: In order to ensure that deliveries and servicing of the site is managed effectively so as to minimise impact upon the road network and to safeguard the amenities of the occupiers of residential properties and in the interests of road safety.

30. No part of the development shall be occupied until a Car Park Management Plan, including details of how the car park would be available for shoppers visiting the shopping centre at all times, has been submitted to and approved in writing by the Local Planning Authority. The car park management plan shall be implemented as approved at all times thereafter.

Reason: In order to ensure that the car park provides a facility that enhances the vitality of the adjacent Shopping Centre in the interests of the locality.

31. The car parking area for the retail store shall only be used for the parking of motor vehicles, shall not be used for any other purpose and must be available for use, and permanently maintained as such, prior to the retail store shown on the approved plans first opening.

Reason: To ensure that the development complies with the Enfield Local Plan Policies and to ensure that the development does not detract from highway safety in the area.



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STEPHEN DAWY ARCHITECTS
 10000 N. UNIVERSITY AVENUE, SUITE 100
 DENVER, COLORADO 80202
 TEL: 303.733.8100

Project: VICARS MOOR LANE
Location: 891 VICARS MOOR LANE, DENVER, CO 80202
Client: GREEN LANE INVESTMENTS, L.P.
Project No.: 1577
Scale: AS SHOWN

DATE: 11/15/18
BY: SD
CHECKED: SD
SCALE: AS SHOWN

DESCRIPTION: PROPOSED FIRST FLOOR PLAN

NO.	DESCRIPTION	DATE	BY	CHECKED
1	PRELIMINARY			
2	REVISED			
3	REVISED			
4	REVISED			
5	REVISED			
6	REVISED			
7	REVISED			
8	REVISED			
9	REVISED			
10	REVISED			
11	REVISED			
12	REVISED			
13	REVISED			
14	REVISED			
15	REVISED			
16	REVISED			
17	REVISED			
18	REVISED			
19	REVISED			
20	REVISED			

LEGEND:

- Site boundary
- Concrete parking
- Existing parking
- Concrete slab
- Membrane
- Paved area
- Grass
- Existing walk
- Existing wall

SCALE: 1" = 8'-0"

ORIENT: NORTH



stephen davy architects
peter smith

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Greenlanes Investments LLP

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10m

Legend:

- Site boundary
- Concrete slab
- Membrane
- Potentially designated route
- Concrete parking
- Grass
- Existing with
- Bordered gravel

Notes:

1. All dimensions are in millimetres unless otherwise stated.
2. The client is responsible for providing all necessary information and approvals.
3. The architect is not responsible for any errors or omissions in the drawings.
4. The drawings are for information only and do not constitute an offer.
5. The drawings are subject to change without notice.
6. The drawings are the property of the architect and should not be reproduced without permission.
7. The drawings are to be used for the purpose of the project only.
8. The drawings are to be used in accordance with the terms and conditions of the contract.
9. The drawings are to be used in accordance with the applicable laws and regulations.
10. The drawings are to be used in accordance with the best practice of the profession.



GREEN LANES

VICARS MOOR LANE
Existing Parking Bays

stephen davy architects
peter smith
Architects
100, Victoria Road, Broomfield, Essex, SS16 5LH
Tel: 0206 886 0000 Fax: 0206 886 0001
www.sdarchitects.co.uk

Client: GreenLores Investments LLP

Project: Proposed Roof Plan

Date: 15/07/19

NO.	DATE	DESCRIPTION	BY	CHKD.
1	15/07/19	ISSUED FOR PERMITTING	SD	PS
2				
3				
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Scale: 1:1000 A3



General Notes
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 These drawings are submitted for the approval of all statutory building authorities and are not to be used for any other purpose without the written consent of the Architect.
 The site boundaries and access details are based on an aerial photograph and are not to be taken as a guarantee of accuracy. The site boundaries are those shown on the title plan.
 These drawings are to be used in conjunction with all other drawings and are not to be taken as a guarantee of accuracy.
 Do not scale the drawings.

Species Notes

Legend

- Site boundary
- Concrete pavings
- Residential gravel (Residential car parking)
- Pedestrian designated route
- Grass
- Retail gravel (Retail car parking)

Key

1:200
 0 2 4 6 8 10m

Client Approval

Client Approval	A - APPROVED	1
	B - APPROVED WITH COMMENTS	2
	C - DEFERRED	3
	D - REJECTED	4

PLANNING

PLANNING	1517
Scale	1:200 @ A1

Project
 889 Green Lanes
 Green Lane Hill
 M21 2AP

Drawn By
 Stephen Clary
 Peter Smith

Checked By
 Stephen Clary
 Peter Smith

Date
 15/11/2015

Project No.
 GRP-DS-01-GF-DR-A-P002

Client
 GreenLanes Investments LLP

Architect
 Stephen Clary architects
 Peter Smith
 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

73

891

GREEN LANES



Palisade timber fencing and gate

Surface finish Terrace

VICARS MOOR LANE
Existing Parking Bays

Existing Parking Bays

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DATE: 08/15/2018
 DRAWN BY: J. HARRIS
 CHECKED BY: J. HARRIS
 PROJECT: 181120P
 SHEET: 35
 TITLE: PLANNING
 CLIENT: GreenLanes Investments, LLC
 PROJECT NO.: 181120P-01
 SHEET NO.: 35

STEPHEN DAWY ARCHITECTS
 PETER SMITH ARCHITECTS
 GREEN LANES INVESTMENTS, LLC

1" = 100'-0"

Legend:
 - Site boundary
 - Palisade timber fencing and gate
 - Concrete parking
 - Existing with
 - Concrete slab
 - Membrane
 - Existing with
 - Existing with



--- Site boundary

General Notes
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 These proposals are subject to the approval of all Statutory Building Control requirements and the requirements of all Statutory Authorities and Service Providers.
 The site boundaries and surroundings are based on a survey carried out by XXXX Surveyors. The site boundaries are those described by the client.
 These drawings are to be read in conjunction with all other relevant drawings and documents prepared by Stephen Davy / Peter Smith Architects and other consultants employed by the client.
 Do not scale the drawing.



Rev	Down By	Date	Checked By	Date	Approved By	Date
01	xxxx	xx/xx/xx	xxxx	xx/xx/xx	xxxx	xx/xx/xx

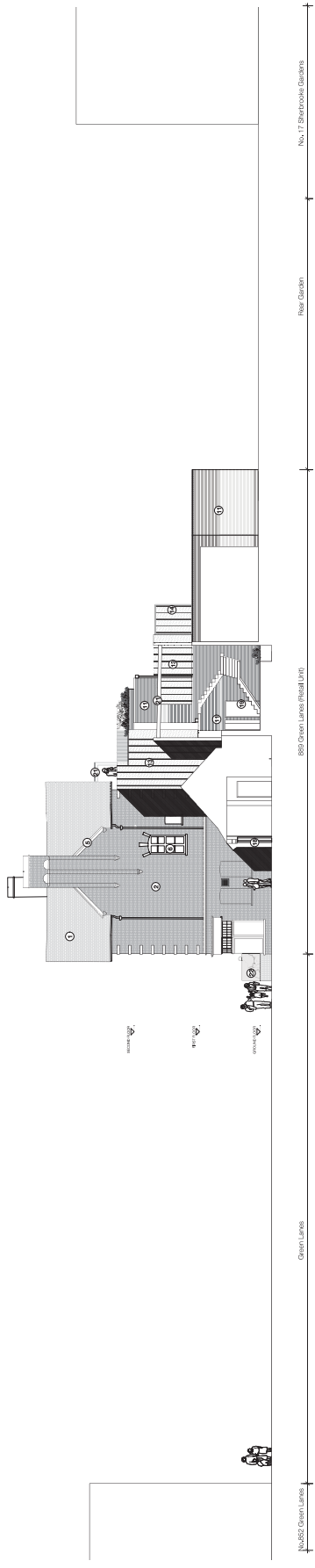
Client Approval			Purpose of Issue		
X	A - APPROVED		PLANNING		
X	B - APPROVED WITH COMMENTS				
X	C - DO NOT USE				
Status		JOB No.			
S2		1517			
Scale					
1:1250 @ A3					

stephen davy architects
peter smith
 Finsbury House, Finsbury Street, London N1 6HX
 Tel: 020 7533 3300
 Email: stephen@stephendavyarchitects.co.uk
 Website: www.stephendavyarchitects.co.uk
 Client
Greenlanes Investments LLP

Project
889 Green Lanes
Winchmore Hill
N21 2QP

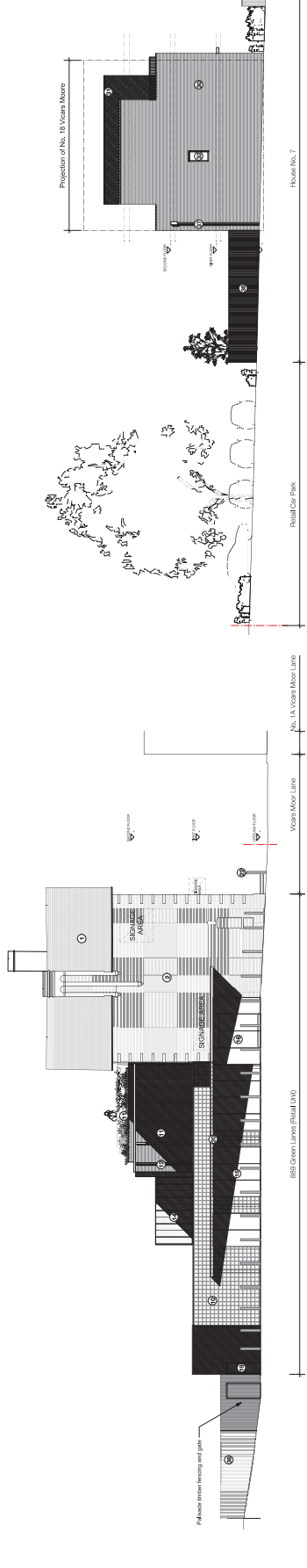
Drawing Title
Location Plan

Drawing No. GRD-DS-01-GF-DR-A-001
 Revision **P0**



889 Green Lanes East Elevation (Section through residential stairs) 1:100

Green Lanes
889 Green Lanes (Retail Lanes)
Retail Car Park
No. 11 Sherbrook Gardens
No. 12 Sherbrook Gardens
No. 13 Sherbrook Gardens
No. 14 Vicars Moor Lane
No. 15 Vicars Moor Lane
No. 16 Vicars Moor Lane
No. 17 Vicars Moor Lane
No. 18 Vicars Moor Lane
No. 19 Vicars Moor Lane
No. 20 Vicars Moor Lane
No. 21 Sherbrook Gardens
No. 22 Sherbrook Gardens
No. 23 Sherbrook Gardens



889 Green Lanes West Elevation 1:100

Houses West Elevation 1:100

Green Lanes
889 Green Lanes (Retail Lanes)
Retail Car Park
No. 11 Vicars Moor Lane
No. 12 Vicars Moor Lane
No. 13 Vicars Moor Lane
No. 14 Vicars Moor Lane
No. 15 Vicars Moor Lane
No. 16 Vicars Moor Lane
No. 17 Vicars Moor Lane
No. 18 Vicars Moor Lane
No. 19 Vicars Moor Lane
No. 20 Vicars Moor Lane
No. 21 Sherbrook Gardens
No. 22 Sherbrook Gardens
No. 23 Sherbrook Gardens

- 1 **Roofing** - Roof tiles to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 2 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 3 **Internal Wall** - The finish to the internal walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 4 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 5 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 6 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 7 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 8 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 9 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 10 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.
- 11 **External Wall** - The finish to the external walls to be natural, terraced roof tiles to be red-brown with no metallic glazing.

889 Green Lanes (Retail Lanes)

Project Name: 889 Green Lanes (Retail Lanes)

Client: GreenSpaces Investments LP

Location: No. 11 Vicars Moor Lane, No. 12 Vicars Moor Lane, No. 13 Vicars Moor Lane, No. 14 Vicars Moor Lane, No. 15 Vicars Moor Lane, No. 16 Vicars Moor Lane, No. 17 Vicars Moor Lane, No. 18 Vicars Moor Lane, No. 19 Vicars Moor Lane, No. 20 Vicars Moor Lane, No. 21 Sherbrook Gardens, No. 22 Sherbrook Gardens, No. 23 Sherbrook Gardens

Scale: 1:100

Drawn: [Name]

Checked: [Name]

Approved: [Name]

Date: [Date]

889 Green Lanes (Retail Lanes)

Project Name: 889 Green Lanes (Retail Lanes)

Client: GreenSpaces Investments LP

Location: No. 11 Vicars Moor Lane, No. 12 Vicars Moor Lane, No. 13 Vicars Moor Lane, No. 14 Vicars Moor Lane, No. 15 Vicars Moor Lane, No. 16 Vicars Moor Lane, No. 17 Vicars Moor Lane, No. 18 Vicars Moor Lane, No. 19 Vicars Moor Lane, No. 20 Vicars Moor Lane, No. 21 Sherbrook Gardens, No. 22 Sherbrook Gardens, No. 23 Sherbrook Gardens

Scale: 1:100

Drawn: [Name]

Checked: [Name]

Approved: [Name]

Date: [Date]

Revision		Date	
No.	Description	By	Check
1	Issue for tender	[Name]	[Name]
2	Issue for construction	[Name]	[Name]
3	Issue for construction	[Name]	[Name]
4	Issue for construction	[Name]	[Name]
5	Issue for construction	[Name]	[Name]
6	Issue for construction	[Name]	[Name]
7	Issue for construction	[Name]	[Name]
8	Issue for construction	[Name]	[Name]
9	Issue for construction	[Name]	[Name]
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16	Issue for construction	[Name]	[Name]
17	Issue for construction	[Name]	[Name]
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50	Issue for construction	[Name]	[Name]

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 9 February 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Matthew Thode

Ward:
Palmers Green

Ref: 15/05074/HOU

Category: Householder

LOCATION: 56 Hamilton Crescent, London, N13 5LW,

PROPOSAL: Single storey rear extension with a roof light

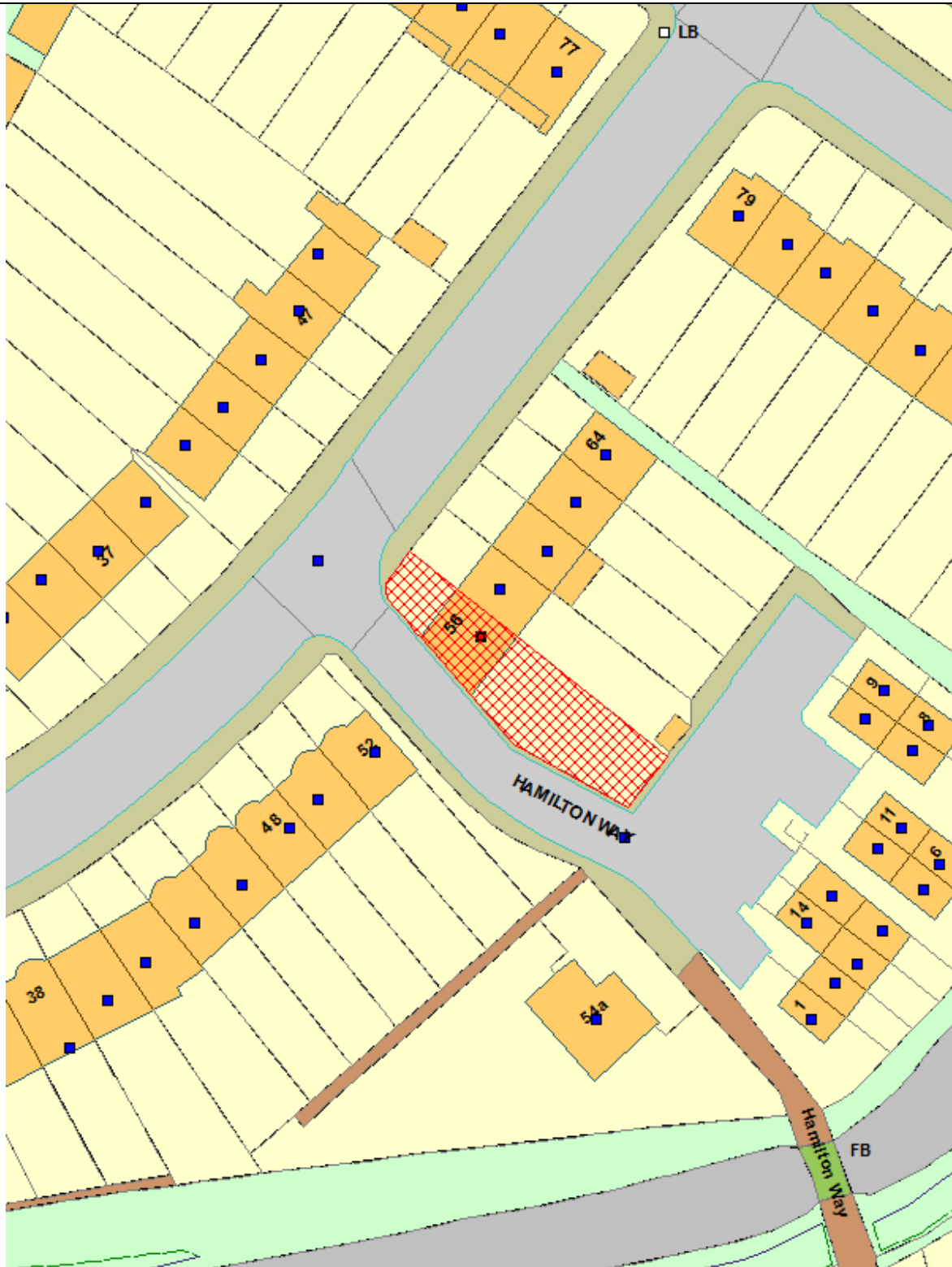
Applicant Name & Address:
Mrs Athena Sofocleous
56 Hamilton Crescent
London
N13 5LW

Agent Name & Address:
Mr Amir Faizollahi
6 Bournwell Close
London
EN4 0JX
United Kingdom

RECOMMENDATION:

Having regard to the above assessment, it is recommended that the application is **approved** subject to conditions.

Ref: 15/05074/HOU LOCATION: 56 Hamilton Crescent, London, N13 5LW,



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Scale 1:1250

North



1. Introduction

- A planning application of this nature would normally be determined under delegated authority. However, the applicant occasionally works for the Building Control team within Development Management and in accordance with the scheme of delegation, the application is reported to Planning committee for consideration.

2. Site and Surroundings

- The subject property is a two storey end of terrace dwelling located on the corner of Hamilton Crescent and Hamilton Way, a small cul-de-sac. As such both roads form both the side and rear boundary, with one residential neighbour adjoining the property at 58 Hamilton Crescent.
- The terrace is typical of an end of terrace site and is flat in topography, with a small garden shed located to the rear. A site visit was carried out on the morning of 12 January 2016.
- The site is not located within a conservation area and does not contain a listed building.

3. Proposal

- Approval is sought to carry out a single storey rear extension to the property. In particular, planning permission is being sought for an extension measuring 4.5 metres in depth from the existing original rear wall, with a 1.5 metre by 1.5 metre in-set on the common boundary with the property of 58 Hamilton Crescent. This results in the rear extension being 3 metres in depth on the common boundary. The rear extension is to measure 3 metres in height to the parapet, with a flat roof.
- Plans submitted:
 - DW 001 Existing, dated 05.11.2015
 - DW 002 Proposed Plan and Elevations dated 05.11.2015

4. Relevant Planning Decisions

- The following planning history is considered to be relevant:

Reference	Proposal	Decision	Date
15/02639/PRH	Single storey rear extension 5m deep x 4m high (3m high to eaves)	Refused	14 July 2015
15/03848/PRH	Single storey rear extension 4.9m deep x 4m high (3m high to eaves)	Refused	21 September 2015
15/04361/PRH	Single-storey rear extension 4.5m deep x 3.3m high (3m high to eaves).	Refused	22 October 2015

5. Consultations

Statutory and non-statutory consultees

- External: No external consultations.
- Internal: No internal consultations.

Public response

- Letters were sent to 7 adjoining and surrounding properties for a 21 day public consultation period ending on 8th December 2015. As a result, **one (1) objection** from a member of the public has been received.
- Whilst the submitter has made further note of their objections, they have identified the following matters as their key areas of concern:
 - *Close to adjoining properties*
 - *Conflict with local plan*
 - *Development too high*
 - *General dislike of proposal*
 - *Loss of light*
 - *Impact on amenity*
 - *Loss of privacy*
 - *Over development*
 - *Impact on biodiversity and landscape in relation to surrounding trees*
 - *Reduction in property value*
 - *Impact on party wall*
 - *Potential security issues*
- It is noted that property values and security issues during construction are not material planning considerations. In addition, it is noted any party wall issues would be a civil matter to be resolved under the ambit of other legislation.
- The other matters identified are addressed in the Analysis section of this report.

6. Relevant Policies

London Plan

Policy 3.14	Existing housing
Policy 7.4	Local character
Policy 7.6	Architecture

Core Strategy

CP4	Housing quality
CP30	Maintaining and improving the quality of the built environment

Development Management Document

DMD6	Residential character
DMD11	Rear Extensions
DMD37	Achieving High Quality and Design Lead Development
DMD38	Design Process

Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Policy Guidance

7. Analysis

- Development Management Document (DMD) adopted November 2014 Policy 11 is the key consideration in the following assessment in relation to the impacts of the rear extension on both the adjoining neighbours amenity and states the following:

DMD 11

1. *Proposed extensions will only be permitted if:*
 - a. *There is no impact on the amenities of the original building and its neighbouring properties;*
 - b. *Adequate amenity space and the maintenance of satisfactory access to existing garages or garage/parking space is retained; and*
 - c. *There is no adverse visual impact.*
2. *Single storey extensions must:*
 - a. *Not exceed 3 metres in depth beyond the original rear wall in the case of terraced and semi-detached properties, or 4 metres for detached dwellings. In the case of a flat roof, the single storey extension should not exceed a height of 3 metres from ground level when measured to the eaves with an allowance of between 3.3-3.5 metres to the top of a parapet wall. For pitched roofs the extension should not exceed 4 metres in height when measured from the ridge and 3 metres at the eaves.*
 - b. *Not exceed a line taken at a 45-degrees from the mid-point of the nearest original ground floor window to any of the adjacent properties; or*
 - c. *Secure a common alignment of rear extensions.*
3. *First floor extensions must:*
 - a. *Not exceed a line taken a 30-degrees from the mid-point of the nearest original first floor window to any of the adjacent properties; and,*
 - b. *Where appropriate, secure a common alignment of rear extensions.*

Impacts on immediate neighbours

- In relation to the adjoining neighbours, it is noted the neighbour at 58 Hamilton Crescent is the only directly adjoining residential neighbour in relation to the proposed rear extension due to the subject site being a corner site.
- In regard to the height of the single storey rear extension, it is to measure 3 metres in height at the highest point of the parapet, which is in-keeping with the 3.3- 3.5 metres stated by DMD11. As such, the height of the single storey extension is considered to be acceptable.
- In relation to the depth of the rear extension, the extension on the common boundary with 58 Hamilton Crescent, runs for 3 metres along the common boundary before it is inset by 1.5 metres off the boundary, then runs the full depth of 4.5 metres from the original rear wall. This results in a 45 degree inset being achieved off this boundary.
- Whilst this is in excess of the 3 metres stipulated for terraced dwellings under DMD11, the inset mitigates the effects and impact the full 4.5 metres would otherwise have the potential to have on this common boundary. In particular, the additional depth of the 1.5 metres will be inset at an appropriate distance to avoid dominance of any additional bulk beyond the 3 metres depth. This will result in a reduced visual impact on the property of 58 Hamilton Crescent whilst ensuring the amenities of this property and in particular the rear yard is maintained.
- In regards to maintaining the admission of daylight and sunlight, given the recessive height and set back of the additional 1.5 metres off the boundary, it is considered the extension will maintain an appropriate degree of sunlight and daylight admission onto the property of 58 Hamilton Crescent.
- It is considered the proposal is an appropriate level of development on-site when taking into account the recessive and inset design of the rear extension to minimise visual impact and impact upon the existing amenity of the neighbouring property of 58 Hamilton Crescent. As such, the proposal is not considered contrary to DMD11 in relation to the property of 58 Hamilton Crescent.

Character

- The proposed extension is single storey and subordinate in architectural style with the inclusion of a flat roof. The extension is to be constructed from brick face work which will match the existing dwelling on site and is considered to be appropriate. The skylight to be located on the roof will not be ancillary and appropriate given its scale and position on top of the flat roof.
- The extension will run the length of 4.5 metres along the side of Hamilton Way. Given the height of the extension at 3 metres and the separation distance afforded by the road, it is considered the brick wall along this boundary will not be incongruent or of an inappropriate residential scale when viewed from the wider road.

- DMD 6 and DMD 37 state that development will only be permitted if it is of a scale and form appropriate to the existing pattern of development having regard to the character typology. Whilst the extension will be new, it will not have an undue impact on the character and appearance of the host building or row of terraces. It will not be an incongruous addition to the rear of the row of terraces. As such, it will not have an undue impact on the surrounds nor will it detract from the overall character and appearance of the row of terraces.

Privacy

- The proposed extension will have all windows orientated to the rear of the subject site which will avoid any impacts on privacy of the adjoining property of 158 Hamilton Crescent and the existing fence along Hamilton Way will avoid any inappropriate views onto the site from the public realm.

Vegetation and Biodiversity

- It is noted there are no tree protection orders relating to any of the trees onsite. However two Cyprus trees are identified to the rear of the property at 58 Hamilton Crescent. Discussion with Council's Tree Officer has confirmed the works will be clear of these trees.
- It is noted as part of the works that a small tree as identified in the site photograph will need to be removed as part of the works, however this is a small tree, which provides minimal visual amenity both to the site and surrounds.
- An objection raised by a neighbour as noted in section 4.1 of this report makes note of a large holly tree being within the area of the works. However, having visited the site, the area of works will be clear of any larger trees and as such, the dripline of the tree which will ensure no impact on the tree results.

Community Infrastructure Levy

- As of April 2010, new legislation in the form of Community Infrastructure Levy (CIL) Regulations 2010 (as amended) came into force which 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 sqm.
- The development is not liable for a Community Infrastructure Levy in this instance.

8. Conclusion and Recommendation

- It is considered the rear extension is of a design and scale that is appropriate for the surrounding context of an end of terrace dwelling when having regard to the recessive height and design. Due to the design of the extension and in particular

the inset wall of the rear extension, it avoids inappropriate impact on the property of 58 Hamilton Crescent.

- As such, the proposal is not contrary to Policies 3.14 and 7.4 of the London Plan, Policies 4 and 30 of the Core Strategy, and Policies 6, 11, 37 and 38 of the Development Management Document.
- Having regard to the above assessment, it is recommended that the application is approved subject to the following conditions:

Conditions

1. 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.
2. The external finishing materials shall match those used in the construction of the existing building and/or areas of hard surfacing.
Reason: To ensure a satisfactory appearance.
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no balustrades or other means of enclosure shall be erected on the roof of the extension(s). No roof of any part of the extension(s) shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.
Reason: To safeguard the privacy of the occupiers of adjoining properties.
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.
Reason: To safeguard the privacy of the occupiers of adjoining properties.
5. 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.

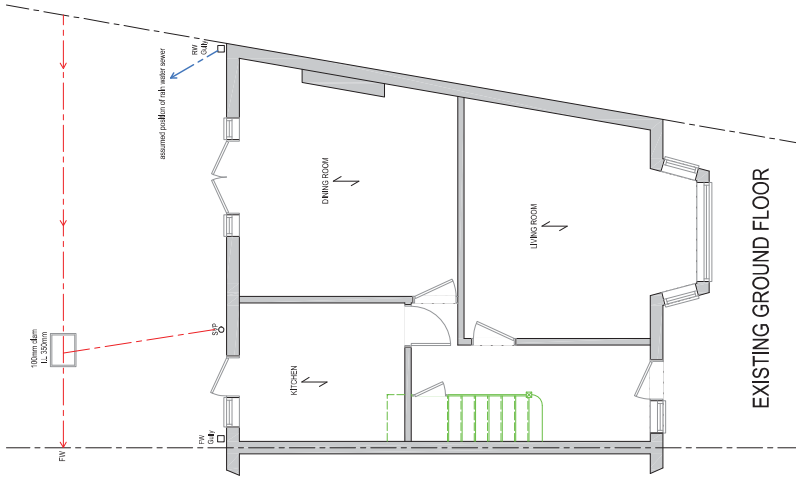
NOTES:
 THE CONTRACTOR IS TO CHECK ALL DIMENSIONS, CLEAR RISKS AND GENERAL CONDITIONS ON SITE BEFORE COMMENCING WORK. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.

The proposed works must fall within the terms of the Building Regulations 1996. The building owner must notify and obtain formal approval from the local authority. The party wall procedures must be followed in accordance with the party wall act 1996. For more information, please contact the Building Regulations team on 011 8870 722 or visit www.adgim.gov.uk/part1996 or 011 8870 722.

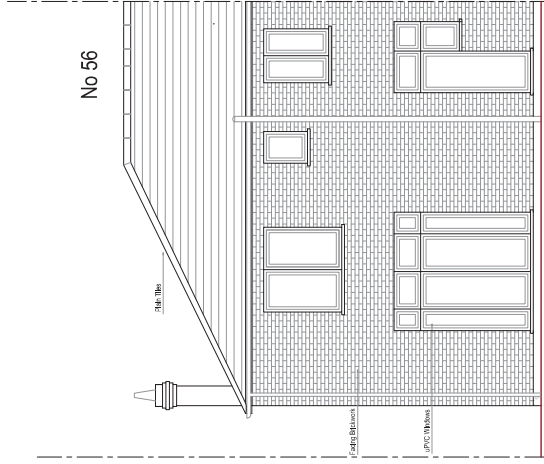
T: 07939 666006 A: 6 Bournwell Close, Hadley Wood, EN4 0JX
 E: info@myadl.co.uk

Architectural Design London
 Chartered Building Engineer

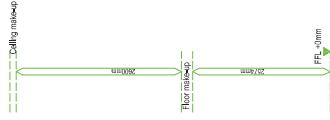
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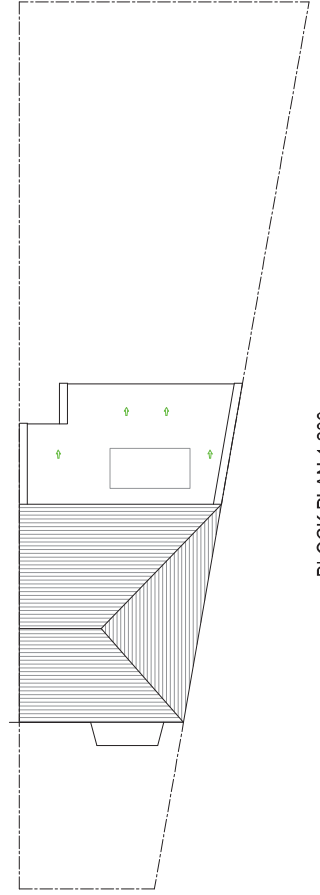
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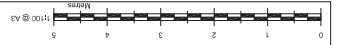
EXISTING BACK ELEVATION



LOCATION PLAN 1:1250



BLOCK PLAN 1:200



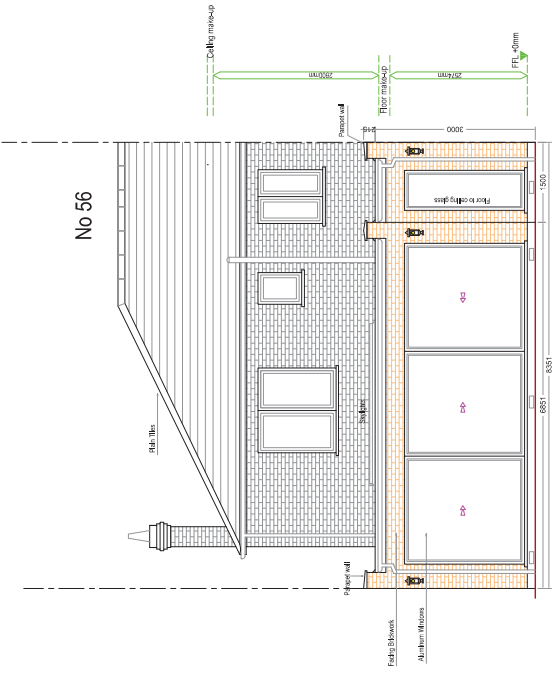
DWG 001 Existing

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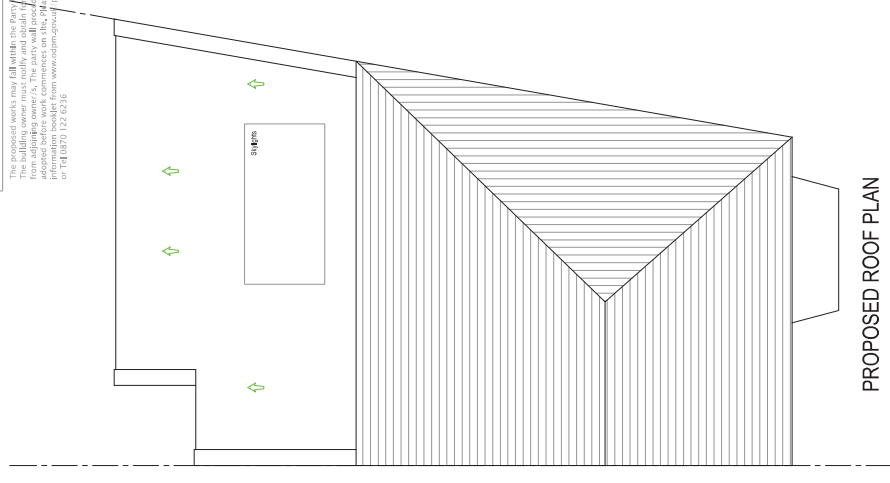
56 Hadley Wood Crescent N13 5JW

NOTES:
 THE CONTRACTORS ARE TO CHECK ALL DIMENSIONS, DRAIN RUNS AND OVERHEADS TO THE PROPOSED WORK AND REPORT ANY DISCREPANCIES TO THE ARCHITECT IMMEDIATELY.
 ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.

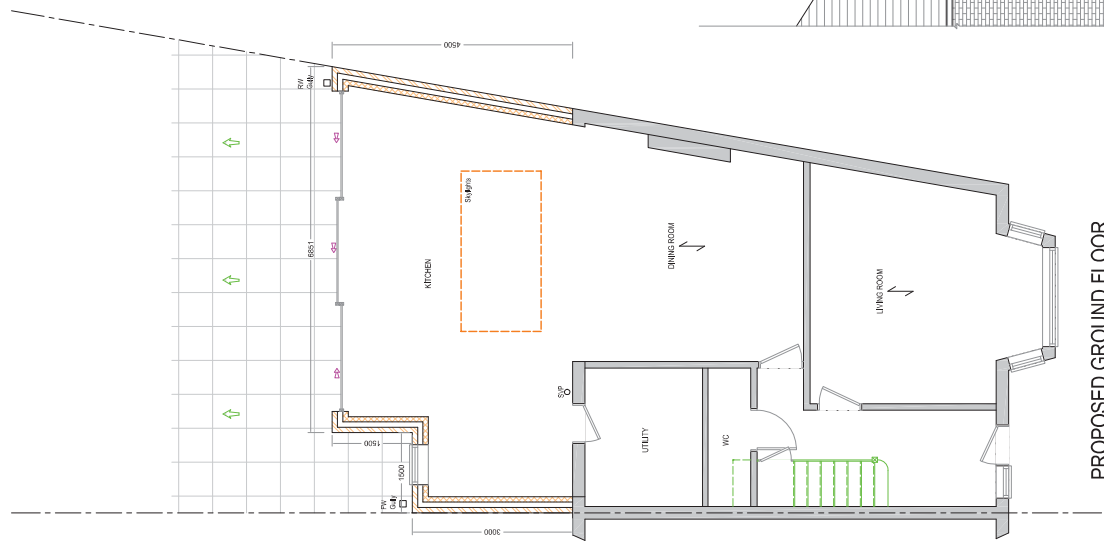
The proposed works may fall within the Party Wall Act 1996, from adjoining owners. The party wall procedure must be followed in accordance with the Act. Please refer to the following website for more information: www.partywall.org.uk or Tel: 0870 122 6238



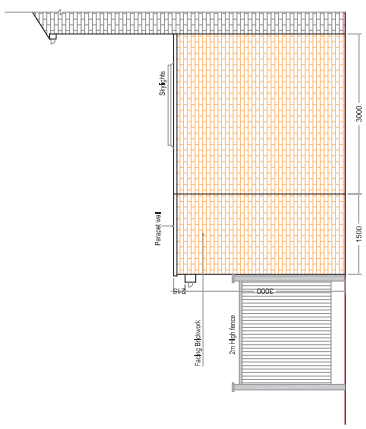
PROPOSED BACK ELEVATION



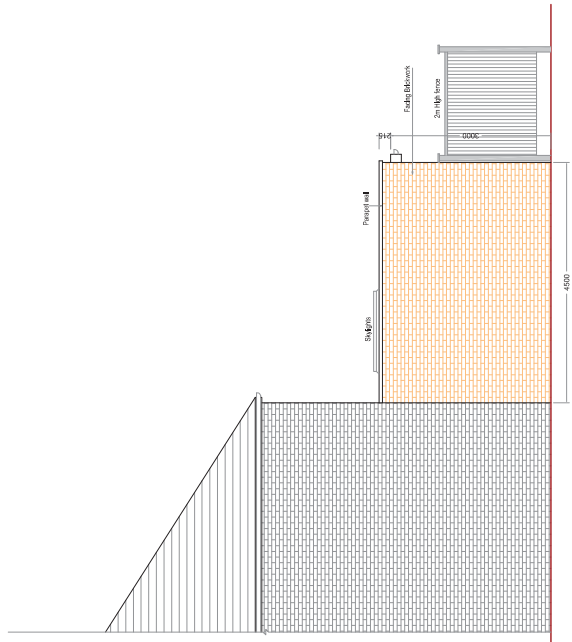
PROPOSED ROOF PLAN



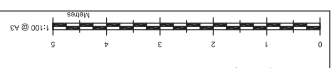
PROPOSED GROUND FLOOR



PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION

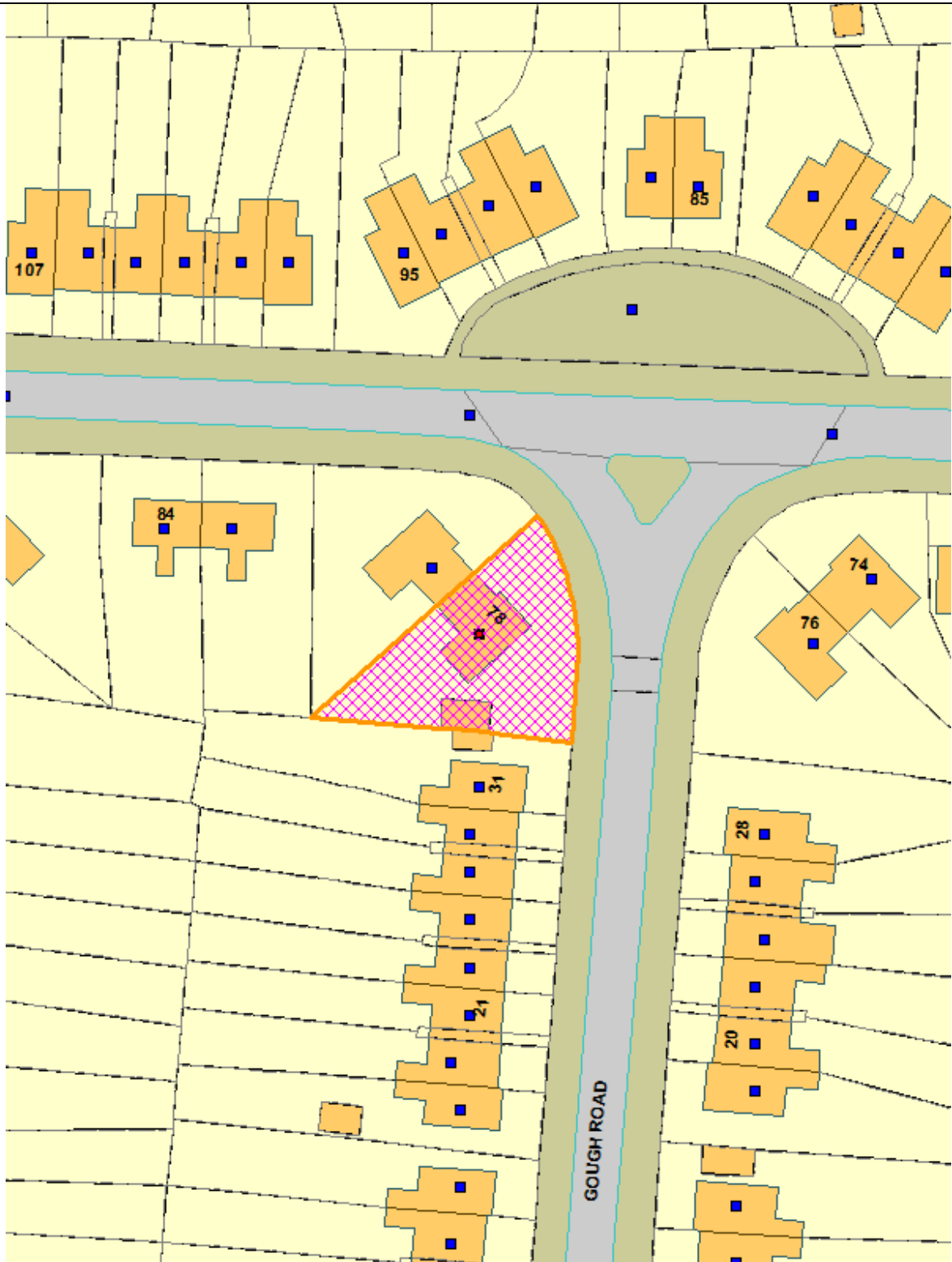


DWG 002	Proposed
1:50 / 1:100 @ A3	5/1/2015
56 Hamilton Crescent N15 5LW	

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 9 February 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Sharon Davidson Ms M Demetri	Ward: Southbury
Ref: 15/05311/HOU		Category: Householder
LOCATION: 78 Central Avenue, Enfield, EN1 3QG,		
PROPOSAL: Erection of a two storey side extension and a part single, part two storey rear extension.		
Applicant Name & Address: Mrs Katarena Lewis 78 Central Ave Enfield EN1 3QG		Agent Name & Address: Mr Amir Faizollahi 6 Bournwell Close London EN4 0JX United Kingdom
RECOMMENDATION: That planning permission be GRANTED subject to conditions		

Ref: 15/05311/HOU LOCATION: 78 Central Avenue, Enfield, EN1 3QG,



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Scale 1:1250

North



1.0 Introduction

- 1.1 A planning application of this nature would normally be determined under delegated authority. However, the applicant occasionally works for the Building Control team within the Council's Development Management Section and in accordance with the scheme of Delegation, the application is reported to Planning Committee for consideration.
- 1.2 No.78 Central Avenue is a semi-detached dwelling house situated in an established residential area of the Southbury Ward. The semi-detached pair are situated on the corner of Central Avenue and consequently angled towards the grass verge. The site is not in a Conservation Area and it is not a Listed Building.

2.0 Proposal

- 2.1 This proposal is for the erection of a two storey side extension and a part single, part two storey rear extension.

3.0 Relevant Planning Decisions

3.1 TP/03/2113

Part two storey, part single storey side extension

Granted subject to conditions on 15th December 2003.

4.0 Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 No statutory and non-statutory consultations required to take place.

4.2 Public response

- 4.2.1 Letters were sent to 5 adjoining and nearby residents. Consultation ended on the 4th January 2016. No response has been received.

5.0 Relevant Policy

5.1 London Plan

Policy 7.1 Building London's Neighbourhoods and communities
Policy 7.4 Local character
Policy 7.6 Architecture

5.2 Core Strategy

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

5.3 Development Management Document

DMD 11 Rear extension
DMD 13 Roof extensions
DMD 14 Side extension

DMD 37 Achieving High Quality and Design-Led Development

5.4 Other Policy

NPPF
NPPG

6.0 Analysis

6.1 Visual amenity

6.1.1 DMD 37 encourages achieving a high quality and design led development. The design of an extension would need to respect the character of the surrounding area but also make a positive contribution to the places identity. This policy is re-iterated by CP30 of the Core Strategy as well as the fundamental aims of the NPPF.

6.1.2 The two storey side extension has been set off the shared boundary by 3.8m to the front of the extension and 1.4m to the rear of the extension, it has been set back from the principle elevation by 1.6m on the ground floor and first floor and set down from the ridge of the parent dwelling house by 0.4m. As a result it is considered that it would appear as subordinate to the dwelling. It is acknowledged that the proposal is wide, however, due to the set back from the principle elevation, the set in on the side boundary and the set down from the ridge, would ensure that the extension would not relate unacceptably to the existing house. The proposed windows have been designed with a strong vertical emphasis in the front elevation.

6.1.3 The two storey rear extension has been designed with a hipped roof serving the main pitched roof. The extension is less than half the width of the original dwelling house and thus would not cause harm to visual amenity. It has been designed to be subordinate and allows the main dwelling house to be the principle feature.

6.1.4 The single storey rear extension is conventional in design and traditional in appearance. It has been designed with a pitched roof with roof lights. No objection is raised to this element of the scheme.

6.1.5 Overall, no objection is raised subject to a condition relating to the materials matching the existing dwelling house.

6.2 Residential amenity

6.2.1 DMD 11 seeks to protect the amenities of people living next to a proposed extension. It states that if a single storey rear extension is deeper than 3m for a semi-detached dwelling house, then any excess depth would only be acceptable if there is no breach when a 45 degree line is drawn from the mid-point of the nearest original ground floor window or a common alignment is secured. The single storey rear extension is the same depth as the existing extension serving the dwelling house, which also incidentally secures a common alignment with 80 Central Avenue. Consequently, no objection is raised to this element of the scheme.

- 6.2.2 DMD 11 also requires first floor extensions not to exceed a line taken at 30 degrees from the mid-point of the nearest original first floor window to any of the adjacent properties. There would be no breach in the 30 degree line when drawn from 80 Central Avenue and 31 Gough Road. Consequently, no objection is raised to this element of the scheme.
- 6.2.3 Due to the siting of the side extension, there would be no undue harm caused to neighbouring properties. The proposed windows on the ground floor flank elevation would be secondary windows. As they would face on to the boundary with 31 Gough Road at an angle there would be no undue harm caused to residential amenity. The first floor flank window would serve a bathroom. This window is to be obscure glazed and non-opening below 1.7m of the finished floor level. This is subject to a condition reiterating this point.
- 6.2.4 Overall, no objection is raised subject to a condition relating to the obscure glazing to the first floor flank window, no insertion of additional fenestration and no sub division of the site to a separate unit. This is to safeguard residential amenity of existing occupiers.

6.3 Highways

- 6.3.1 As there is no net increase in the number of units on the site an assessment regarding parking is not required.

6.4 CIL

- 6.4.1 As of April 2010, new 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 2016. The development is not CIL liable.

7.0 **Conclusion**

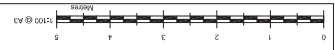
- 7.1 No objection is raised to the proposed scheme in terms of visual amenity or residential amenity. The proposal would adhere to CP30 of the Core Strategy (2010), DMD 11, DMD 14 and DMD 37 of the Development Management Document (2014) and the London Plan policies 7.1, 7.4 and 7.6.

8.0 **Recommendation**

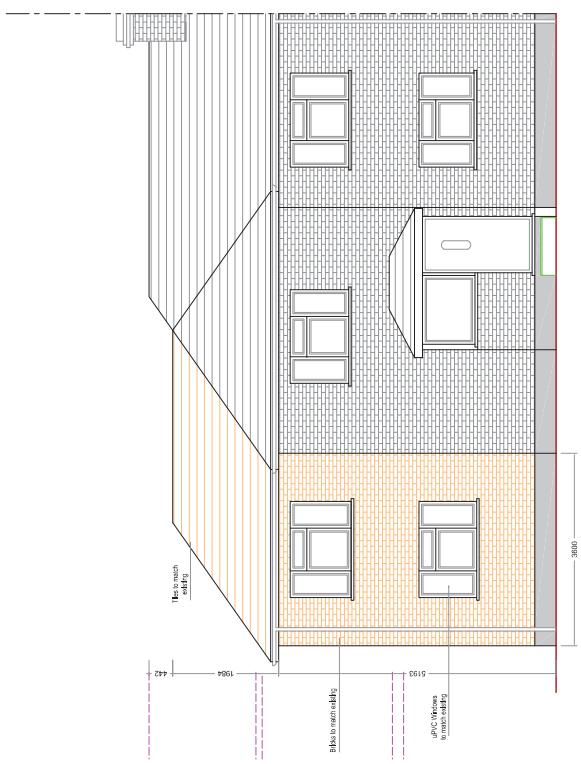
- 8.1 That planning permission be GRANTED subject to conditions:
1. C51 – time limit
 2. C61 – plans (amended)
 3. C08 – materials to match
 4. C27 - No sub division of site
 5. Flank window on first floor– obscure glazing and non-opening below 1.7m of finished floor level
 6. No additional fenestration to the extension

THE CONTRACTOR IS TO CHECK ALL DIMENSIONS, DEANS RULES AND GENERAL CONDITIONS ON SITE BEFORE COMMENCING WORK. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.

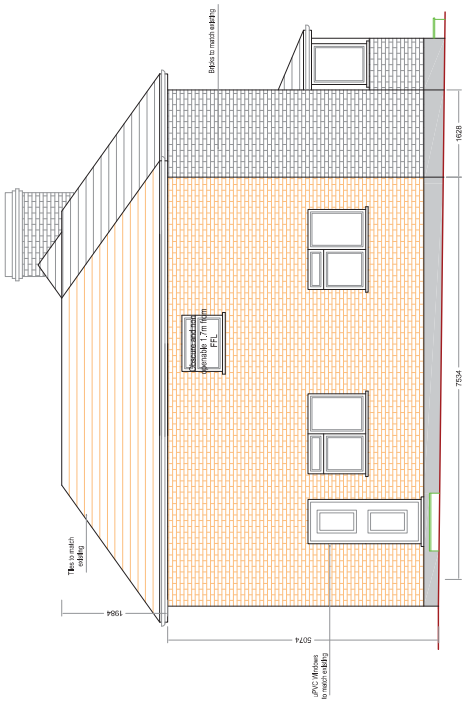
The proposed works are set within the Terms and Act 1996. The building owner must notify and obtain formal agreement from adjoining owners. The party wall procedure must be followed and the party wall award must be obtained. For more information booklet from www.cadpms.gov.uk/partywall-1996 or 014870 122 8236



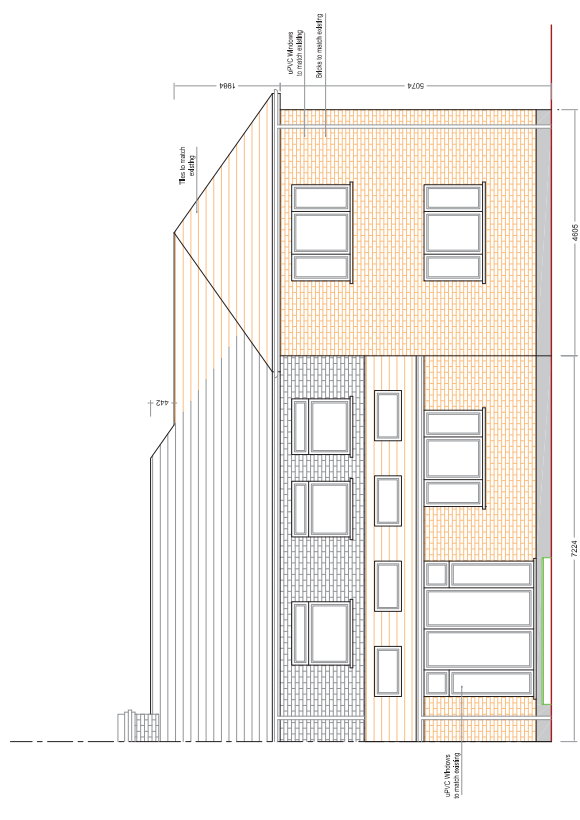
DWG 0020	Proposed
1:50 / 1:100 @ A3	12/11/2015
78 Central Ave EH1 3QG	



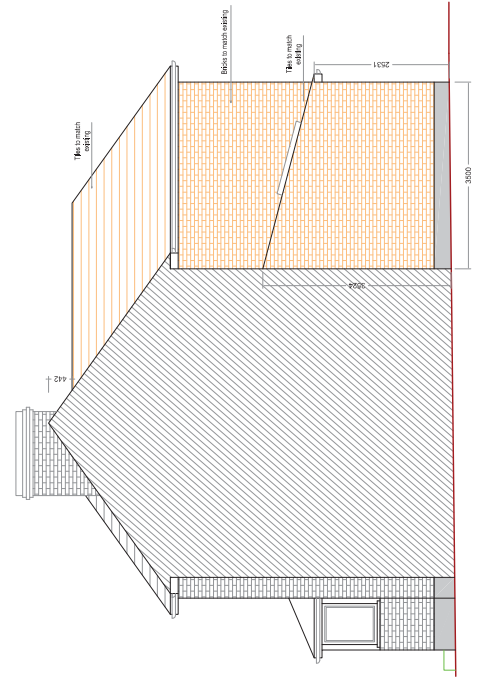
PROPOSED FRONT ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED BACK ELEVATION

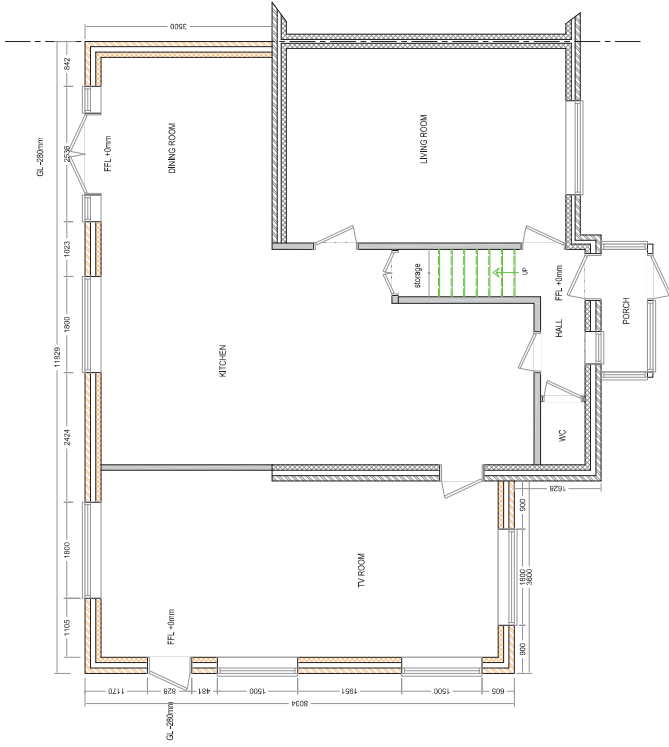


PROPOSED SIDE ELEVATION

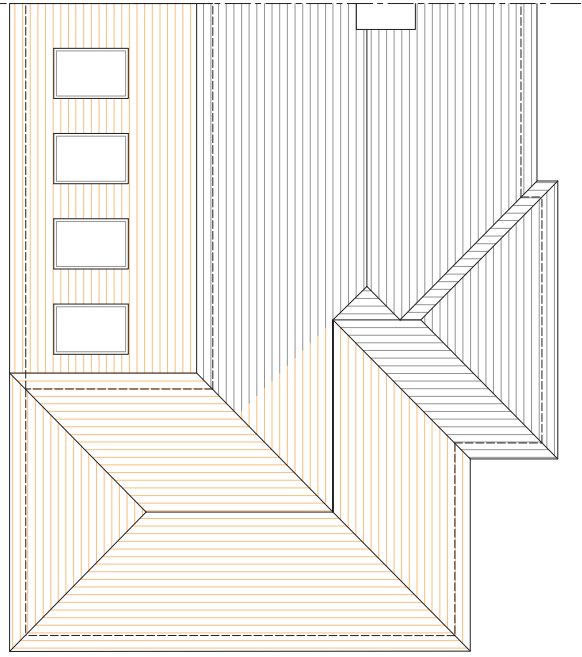
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THE CONTRACTORS ARE TO CHECK ALL DIMENSIONS, DRAIN RUNS AND GENERAL CONDITIONS ON SITE BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM THE LOCAL AUTHORITY AND LOCAL AUTHORITY REQUIREMENTS.

The proposed works may fall within the Party Wall Act 1996, and the contractor shall be responsible for obtaining all necessary consents from adjoining owners. The party wall procedure must be followed for any works to a party wall. For further information on the party wall procedure please refer to the Party Wall Act 1996 or the Party Wall etc. Act 1996.



PROPOSED GROUND FLOOR

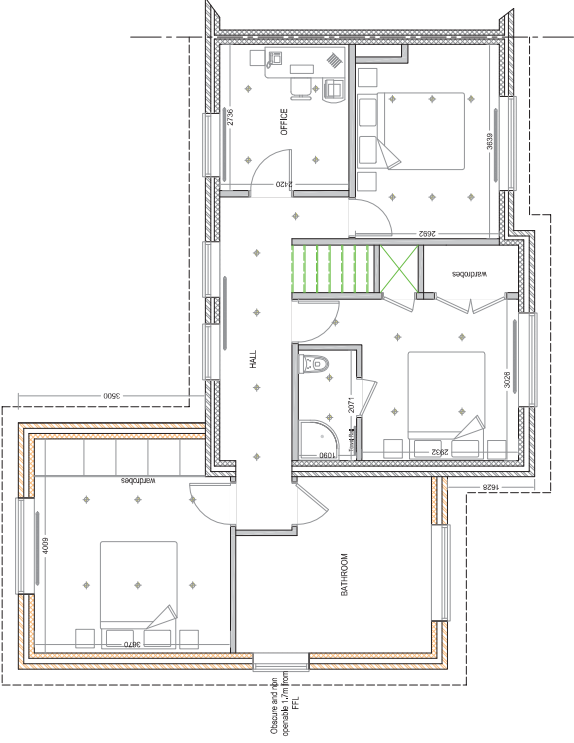


PROPOSED ROOF

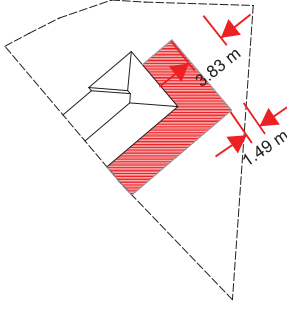
T: 07939 666006 A: 6 Bournwell Close, Hadley Wood, EN4 0JX
E: info@myadl.co.uk

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Chartered Building Engineer

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PROPOSED FIRST FLOOR



BLOCK PLAN 1:500



LOCATION PLAN 1:1250



Proposed	12/11/2015
DWG 003D	1:50 / 1:100 @ A3
78 Central Ave EN1 3QG	

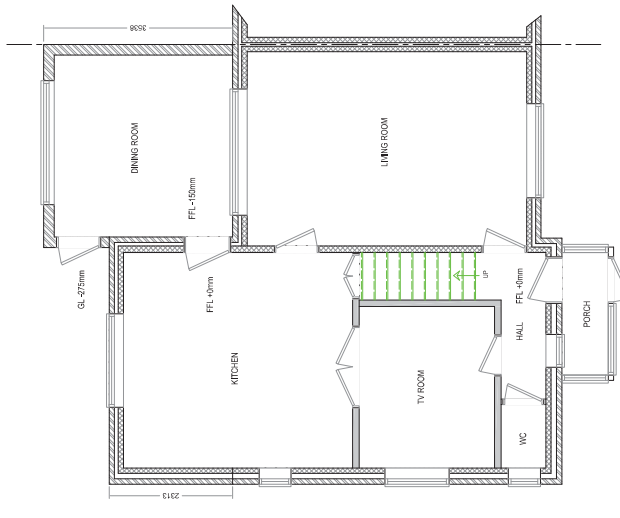
THE CONTRACTOR ARE TO CHECK ALL DIMENSIONS, DRAIN RUNS AND GENERAL CONDITIONS ON SITE BEFORE COMMENCING WORK. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS, THE CONSTRUCTION (DESIGN AND MANAGEMENT) ACT 2009, THE PART L1B APPROVED DOCUMENTS, THE BUILDING REGS. CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.

The proposed works may fall within the Party Wall Act 1996. If this is the case, the contractor must serve a Party Wall Notice on the adjoining owner(s). The survey procedure must be adopted before work commences on site. Please refer to www.dominigov.co.uk for more information or call 0141 8820 122 or 8236.

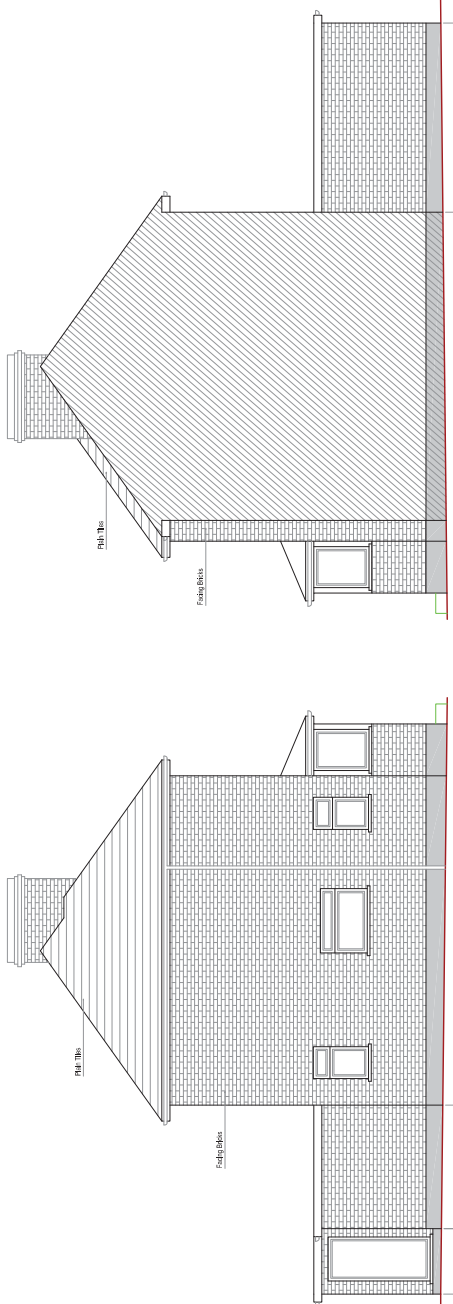


EXISTING FRONT ELEVATION

EXISTING BACK ELEVATION

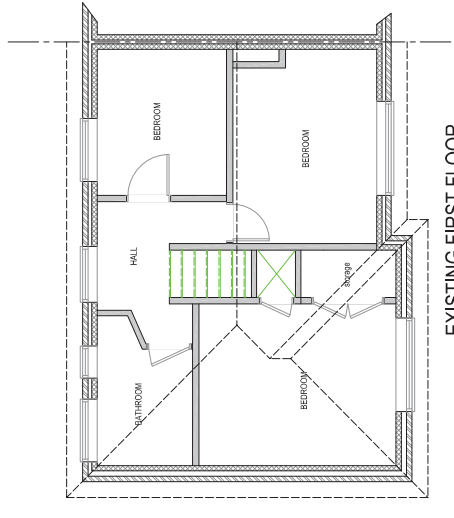


EXISTING GROUND FLOOR

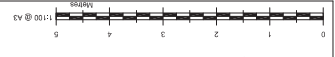


EXISTING SIDE ELEVATION

EXISTING SIDE ELEVATION



EXISTING FIRST FLOOR



DWG 001	EXISTING
1:50 / 1:100 @ A3	12/11/2015
78 Central Ave EN1 3UG	

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