

Public Document Pack



PLANNING COMMITTEE

Tuesday, 23rd February, 2016 at 7.30 pm
Venue: Conference Room,
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

Contact: Jane Creer / Metin Halil
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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 22/02/16

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. MINUTES OF THE PLANNING COMMITTEE 26 JANUARY 2016 AND 9 FEBRUARY 2016 (Pages 1 - 8)**

To receive the minutes of the Planning Committee meetings held on

- Tuesday 26 January 2016

and

- Tuesday 9 February 2016

4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO.190) (Pages 9 - 10)

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

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

5. 15-03684-FUL - 654 HERTFORD ROAD, ENFIELD EN3 6LZ (Pages 11 - 30)

RECOMMENDATION: Refusal
WARD: Turkey Street

6. 15-04736-FUL - 2A/2B PARK AVENUE, LONDON N18 2UH (Pages 31 - 62)

RECOMMENDATION: Approval subject to conditions and S106 Agreement
WARD: Edmonton Green

7. 15-05782-FUL - 125 BOURNE HILL, LONDON N13 4BE (Pages 63 - 72)

RECOMMENDATION: Approval subject to conditions.
WARD: Southgate Green

8. 15-05783-FUL - 125A BOURNE HILL, LONDON N13 4BE (Pages 73 - 80)

RECOMMENDATION: Approval subject to conditions.
WARD: Southgate Green

9. 16-00009-HOU - 17 ORPINGTON GARDENS, LONDON N18 1LW (Pages 81 - 88)

RECOMMENDATION: Approval subject to conditions.
WARD: Haselbury

10. EXCLUSION OF THE PRESS AND PUBLIC

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

PLANNING COMMITTEE - 26.1.2016

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 26 JANUARY 2016**

COUNCILLORS

PRESENT Dinah Barry, Lee Chamberlain, Jason Charalambous, Dogan Delman, Christiana During, Ahmet Hasan, Jansev Jemal, Derek Levy, George Savva MBE and Toby Simon

ABSENT Christine Hamilton and Anne-Marie Pearce

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

Also Attending: Approximately 20 members of the public, applicant and agent representatives

336**WELCOME AND APOLOGIES FOR ABSENCE**

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

Apologies for absence were received from Councillors Hamilton and Pearce due to a clash of meetings; and apologies for lateness were received from Councillors Chamberlain and Charalambous.

337**DECLARATION OF INTERESTS**

There were no declarations of interest.

338**MINUTES OF THE PLANNING COMMITTEE 17 DECEMBER 2015**

AGREED the minutes of the Planning Committee meeting held on 17 December 2015 as a correct record.

339**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 167)**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No. 167).

PLANNING COMMITTEE - 26.1.2016

340

15/05021/RM - CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 6JL

NOTED

1. The introduction by the Planning Decisions Manager, clarifying the application and the four conditions for consideration.
2. The recommendation was incorrectly worded and would be corrected.
3. Members had received a briefing leaflet which helped put this application in context on the wider site.
4. All reserved matters in relation to the housing and school sites were yet to be discharged and would be presented to a future Planning Committee in due course, as and when the relevant land parcels were released.
5. Officers' advice in relation to the amount and quality of healthcare floorspace to be provided.
6. Members' debate and questions responded to by officers.
7. Officers were urged to continue to push for improved public transport provision.
8. Councillor Chamberlain arrived at the meeting, but having missed the introduction to the item, took no part in the vote on the application.
9. The officers' recommendation was supported unanimously by the committee.

AGREED that subject to the completion of a Deed of Variation to the agreed S106, the Head of Development Management or a Planning Decisions Manager be authorised to grant planning permission.

341

15/05576/RE4 - 65-69, ORDNANCE ROAD, ENFIELD, EN3 6AQ

NOTED

1. The introduction by the Planning Decisions Manager, clarifying the proposals, and the wider Council initiative known as 'Small Sites 2', and the reasons for the officers' recommendation.
2. The concerns raised by an affected resident in Beaconsfield Road had been addressed.
3. Members' discussion and questions responded to by officers.
4. The unanimous support of the committee for the officers' recommendation.

AGREED that planning permission be granted in accordance with Regulation 3 / 4 of the Town and Country Planning General Regulations 1992, subject to completion of a Unilateral Undertaking that shall include, but not be limited to, contributions to tree planting off site, and subject to the conditions set out in the report.

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15/04518/FUL - FORMER MIDDLESEX UNIVERSITY CAMPUS, NOS. 188-230 (EVEN) (EXCLUDING NO.228) PONDERS END HIGH STREET,

PLANNING COMMITTEE - 26.1.2016

**PONDERS END LIBRARY AND ASSOCIATED PARKING AREA -
COLLEGE COURT, ENFIELD, EN3**

NOTED

1. The introduction by the Planning Decisions Manager, clarifying the proposals, phasing and land ownership issues.
2. An update note had been provided to Members on issues identified throughout the report that had not been fully resolved at the time of writing.
3. Transport for London (TfL) had identified the need for parking surveys of the College Court car park to ensure that the car park would operate with sufficient capacity and that no queuing would occur onto the highway. The applicant had confirmed that they would carry out the parking accumulation survey in parallel with the Stage 2 referral to the GLA. TfL had also highlighted the possible need for bus stop improvements. This was already accounted for in the High Street public realm works.
4. Councillor Charalambous arrived at the meeting, but having missed the introduction to the item, took no part in the vote on the application.
5. Members' short debate, and questions responded to by officers.
6. The Chair's suggestion that a post planning permission site visit be arranged in the summer to include the new secondary school and converted Grade II Listed Broadbent building.
7. The unanimous support of the committee for the officers' recommendation.

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

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FUTURE MEETINGS

NOTED that to manage the meetings and agendas more effectively, there was a need to hold a meeting of the Planning Committee on the next provisional date of Tuesday 9 February as well as Tuesday 23 February 2016. It was unlikely that the provisional date of 8 March would be required.

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PLANNING COMMITTEE - 9.2.2016

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 9 FEBRUARY 2016**

COUNCILLORS

PRESENT Dinah Barry, Lee Chamberlain, Jason Charalambous, Dogan Delman, Christiana During, Ahmet Hasan, Jansev Jemal, Anne-Marie Pearce, George Savva MBE and Toby Simon

ABSENT Christine Hamilton and Derek Levy

OFFICERS: Andy Bates (Planning Decisions Manager), Andy Higham (Head of Development Management), Catriona McFarlane (Legal Representative) and David B Taylor (Transportation Planning) Jane Creer (Secretary)

Also Attending: Approximately 12 members of the public, applicant and agent representatives
Councillor Andy Milne, Grange Ward councillor

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WELCOME AND APOLOGIES FOR ABSENCE

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

Apologies for absence were received from Councillor Levy due to a clash of meetings, and from Councillor Hamilton.

Councillor Savva acted as Vice Chair in the absence of Councillor Levy.

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DECLARATION OF INTERESTS

There were no declarations of interest.

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**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND
TRANSPORTATION (REPORT NO. 186)**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No. 186).

387

**15/03316/FUL - THE FORMER GREEN DRAGON PUB, 889 GREEN
LANES, LONDON, N21 2QP**

NOTED

PLANNING COMMITTEE - 9.2.2016

1. The introduction by the Planning Decisions Manager clarifying the application site and projection of accurate plans on the screen. The proposals and key considerations were summarised.
2. The deputation of Mr Mike McClean (Save the Green Dragon campaign).
3. The statement of Councillor Andy Milne, Grange Ward councillor.
4. The response on behalf of the applicant by Ms Maxine Spencer (resident of Elm Park Road and business owner of Pounds TV), Mr Chris Goddard (Director, DP9, planning advisers), and Mr Daren Humphrey (Acquisitions & Development Manager for Waitrose).
5. Officers' comments in response to points raised.
6. Members' debate and questions responded to by officers.
7. The Case Officer to discuss the precise wording of the conditions, as far as they relate to servicing, staff travel/parking and deliveries, with Transportation colleagues.
8. The officers' recommendation was supported by a majority of the committee: 8 votes for and 2 abstentions.

AGREED that planning permission be approved subject to the conditions set out in the report and the completion of a S106 Agreement.

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15/05074/HOU - 56 HAMILTON CRESCENT, LONDON, N13 5LW

NOTED

1. The introduction by the Planning Decisions Manager clarifying the proposals and the planning history of previous unacceptable applications.
2. The application was brought to committee for determination in accordance with the scheme of delegation because the agent occasionally works for the Building Control team within Development Management.
3. The deputation of Mr Keith Maxwell, neighbouring resident.
4. The agent had confirmed he did not wish to speak in response.
5. Officers' comments in response to points raised.
6. Members' debate and questions responded to by officers.
7. An additional informative to be added reminding the applicant that the materials should match the existing building.
8. The unanimous support of the committee for the officers' recommendation.

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

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15/05311/HOU - 78 CENTRAL AVENUE, ENFIELD, EN1 3QG

NOTED

1. The introduction by the Planning Decisions Manager clarifying the proposal.

PLANNING COMMITTEE - 9.2.2016

2. The application was brought to committee for determination in accordance with the scheme of delegation because the agent occasionally works for the Building Control team within Development Management.
3. The unanimous support of the committee for the officers' recommendation.

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

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MUNICIPAL YEAR 2015/2016 - REPORT NO 190

COMMITTEE:
PLANNING COMMITTEE
23.02.2016

AGENDA - PART 1	ITEM 4
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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

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 131 applications were determined between 29/01/2016 and 11/02/2016, of which 104 were granted and 27 refused.

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

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

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

Background Papers

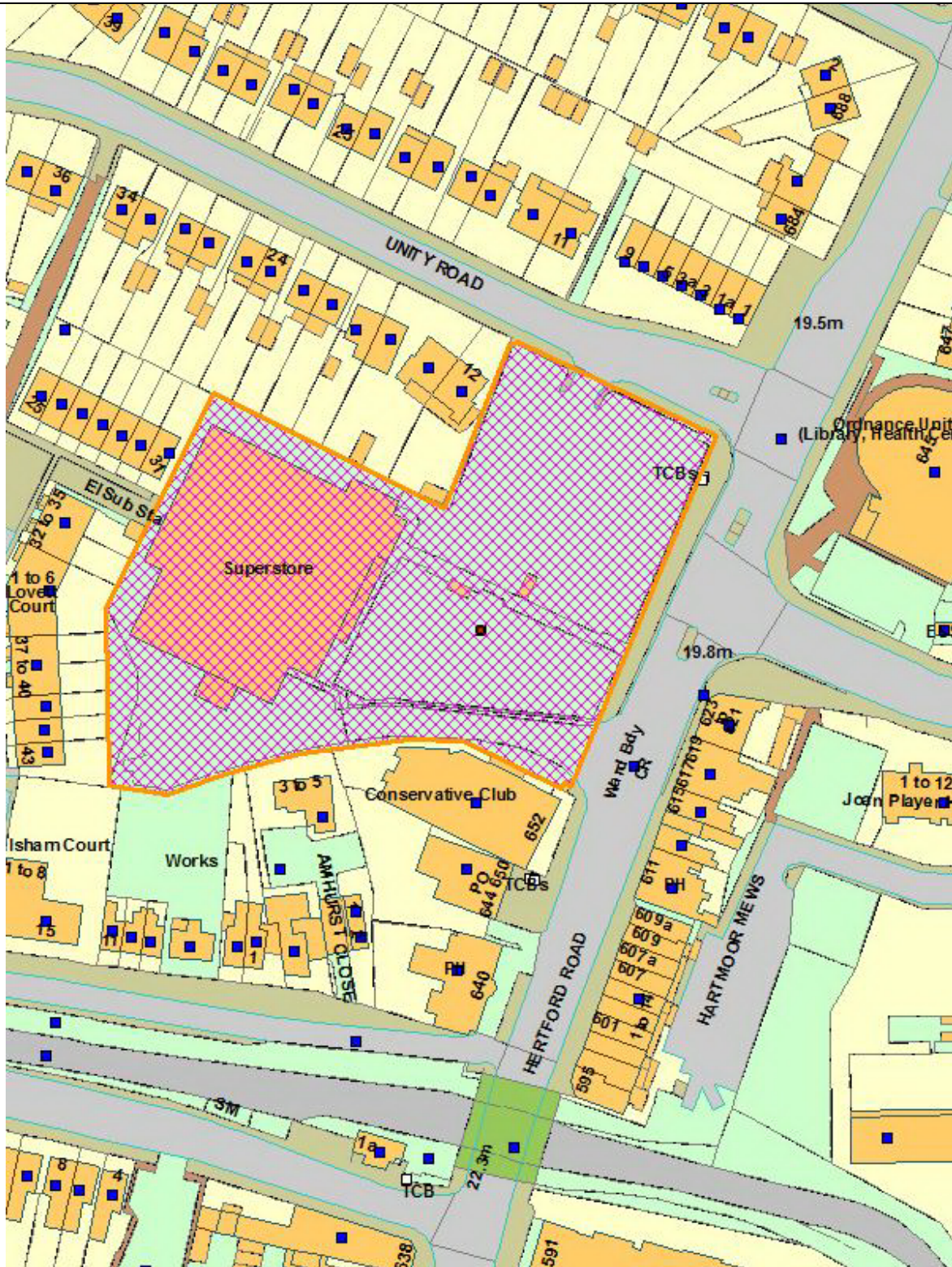
(1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation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

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

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 23rd February 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Sharon Davidson Ms M Demetri	Ward: Turkey Street
Ref: 15/03684/FUL		Category: Full Application
LOCATION: 654 Hertford Road, Enfield, EN3 6LZ,		
PROPOSAL: Demolition of existing building and erection of a retail food store (A1) with ancillary staff facilities and office accommodation, provision of car parking spaces, cycle parking, trolley bays and external plant works, together with closure of existing vehicular access on Hertford Road and alteration of vehicular access to Unity Road.		
Applicant Name & Address: Mr Sean Lafferty 807-829 Longbridge Road Dagenham London RM8 2BD United Kingdom		Agent Name & Address: Mr Sean Lafferty 807-829 Longbridge Road Dagenham London RM8 2BD United Kingdom
RECOMMENDATION: That the application be REFUSED on grounds.		

Ref: 15/03684/FUL LOCATION: 654 Hertford Road, Enfield, EN3 6LZ,



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The former Co-operative store is set to the rear on its respective plot with customer parking to its front. The store itself is single storey with a pitched roof. There is a vehicle access off of Hertford Road to the store, which is only used by delivery/service vehicles. There is an access off of Unity Road, which leads to the customer car park and is only used by members of the public.
- 1.2 The application site lies within the Enfield Wash Large Local Centre. It is a key gateway site to the stretch of commercial frontages due to its corner plot location with Hertford Road and Unity Road.
- 1.3 The eastern site boundary is formed by the A road, Hertford Road, and its northern side is bounded by Unity Road, which in all other respects is a residential street. The land to the immediate rear of the site (Dairy Close) is also residential.
- 1.4 To the north, the surrounding area is mainly housing from the inter-war and later periods, typically characterised by tree-lined streets and two storey, semi-detached houses with rendered walls and hipped roofs. To the south, the housing is generally Victorian and Edwardian terraces.
- 1.5 On the diagonally opposite corner of the Ordnance Road junction is the Ordnance Unity Centre which offers a range of facilities and services, including library, doctors surgery, dental practice and community centre.
- 1.6 The site is not in a Conservation Area and the building on the site is not a Listed Building.
- 1.7 A key consideration here in determining the form of development appropriate for this site is that it is subject to site specific guidance in the Council's North East Enfield Area Action Plan (NEEAAP) which provides a comprehensive planning framework and identifies opportunity sites for redevelopment in North East Enfield. The NEEAAP aims to ensure that new development proposals bring real benefits, particularly by delivering sustainable communities, high quality environmental improvements, housing, affordable homes, jobs and community facilities. The site is labelled as Policy 14.2: Redevelopment of the Co-operative site in the NEEAAP and this policy context is discussed further in the main body of the report.

2.0 Proposal

- 2.1 This proposal seeks permission for the demolition of the existing building and erection of a retail food store (A1) with ancillary staff facilities and office accommodation, provision of car parking spaces, cycle parking, trolley bays and external plant works.
- 2.2 This proposal also includes the closure of existing vehicular access on Hertford Road and alteration of vehicular access to Unity Road. This element of the scheme has been subject to negotiations, originally the main access into the site was Hertford Road and Unity Road was to be closed.

3.0 Relevant Planning Decisions

- 3.1 The planning history to the site relates to the erection of advertisement serving the existing store.

4.0 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transport

No objection is raised with regards to the shutting off of the existing access on Hertford Road and re-locating the access on Unity Road. This is subject to conditions and a Section 106 Agreement to ensure the works undertaken to the public highway is paid for and implemented. This is a total of £30,000. Further, no objection is raised to the number of car parking spaces of cycle spaces on the site.

However, the Senior Transport Officer notes that there is still scope to improve accessibility from Hertford Road, which would complete the proposed Cycle Enfield scheme. Further, there is concern with regards to safety within the proposed car park. These matters can be resolved through removing more car parking spaces and incorporating proper routes within the site for pedestrians and cyclists.

4.1.2 Environmental Health

No objection is raised to the submitted documentation and noise mitigation measures. This is subject to a condition ensuring that the maintenance of the noise mitigation measures is completed twice a year and a condition regarding arrangements for service/delivery vehicles.

4.1.3 Sustainable Urban Drainage

No objection is raised. The developers must demonstrate betterment in the overall runoff rate from site as a result of the development, and must dispose of any excess runoff through Sustainable Drainage. In the event that the scheme was recommended for approval then this can be secured by way of a condition.

4.1.4 Economic Development

No objection raised subject to Section 106 Agreement. The Employment and Skills Strategy submitted is acceptable. This is subject to being secured by way of a Section 106 Agreement to ensure what has been promised can be delivered.

4.1.5 Thames Water

No objection raised. Subject to attaching standard Informatives.

4.1.6 MPS Crime Prevention and TP Capability

The Metropolitan Police have requested that the applicant adopt the principles and practices of 'Secure by Design' and Complies with the physical

security and design layout requirements within the current Commercial Developments 2015 Version 2 and Secured by Design 3D display presentations.

4.1.7 Tree Officer

Objection raised. There are no significant arboricultural constraints on site. However, the proposed landscape plan is not adequate for the site. The Tree Officer expects significant soft landscape enhancement on the site including significant tree planting incorporating modern and sustainable tree pit design.

4.1.8 Urban Design Officer

Objection raised. The proposed layout is not acceptable and the lack of landscaping is not acceptable. How the proposed store relates to the public realm is poor. The appearance/materials and detailing of the store will be out of context in the area and appear overbearing and superficial.

4.2 Public response

4.2.1 Letters were sent to 200 adjoining and nearby residents. In addition a site notice has been displayed on site and in the local press. The scheme has been subject to amendments. Thus two sets of consultation periods have occurred.

4.2.2 The first consultation period ended on the 11th September 2015. Two neighbours had objected to the scheme. Number 116 Albany Park Avenue objected to the scheme due to local ecology and general dislike of the proposal. Comments were also advanced regarding its poor design. Number 14A Ferndale Road also objected to the scheme due to the inadequate access to the site by pedestrians and vehicles.

4.2.3 The second consultation period ended on the 28th January 2016. Only one letter of objection has been received. This was from the owner/occupier of 5 Gilbert Street. In summary, the objections are as follows:

- Close to adjoining properties;
- Conflict with local plan;
- General dislike of proposal;
- Increase in traffic;
- Increase of pollution;
- Information missing from plans;
- Loss of privacy;
- No Opinion expressed on development;
- Noise nuisance;
- Not enough info given on application;
- Other - give details;
- Out of keeping with character of area;
- Over development;
- Acoustic report does not provide detail about noise after the store has opened;
- Issues regarding security;
- Additional car parking is not acceptable;
- There are sufficient trolley bays on site now and should not be next to 5 Gilbert Street; and

-There is already a Lidl's in 1 mile of the proposed site.

5.0 Relevant Policy

5.1 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.2 London Plan

Policy 3.9	Mixed and balanced communities
Policy 4.8	Supporting a successful and diverse retail sector
Policy 5.1	Climate change mitigations
Policy 5.2	Minimising carbon emissions
Policy 5.3	Sustainable design and construction
Policy 6.9	Cycling
Policy 6.11	Smoothing traffic flow and tackling congestion
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.4	Local Character
Policy 7.5	Public Realm
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Obligations

5.3 Core Strategy

Policy 13	Promoting Economic Prosperity
Policy 16	Taking Part in Economic Success and Improving Skills
Policy 17	Town Centres
Policy 18	Delivering shopping provision
Policy 20	Sustainable Energy Use and Energy Infrastructure
Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Policy 24	The Road Network
Policy 25	Pedestrian and Cyclists
Policy 28	Managing Flood Risk through development
Policy 30	Maintaining and improving the quality of the built environment
Policy 32	Pollution
Policy 36	Biodiversity
Policy 40	North East Enfield

5.4 Development Management Document

DMD 25	Location for new retail, leisure and office development
DMD 28	Large Local Centres, Small Local Centres and Local Parades
DMD 37	Achieving high quality and design led development
DMD 38	Design Process
DMD 39	The design of business premises
DMD 40	Ground floor frontages
DMD 45	Parking Standards and Layout
DMD 46	Vehicle Cross Overs and Dropped kerbs
DMD 47	Access, New Roads and Servicing
DMD 48	Transport Assessments
DMD 49	Sustainable Design and Construction Statements

DMD 50	Environmental Assessment Methods
DMD 51	Energy Efficiency Standards
DMD 52	Decentralised Energy Networks
DMD 53	Low and Zero Carbon Technology
DMD 56	Heating and Cooling
DMD 57	Responsible Sourcing of Materials, Waste minimisation and green procurement
DMD 58	Water efficiency
DMD 59	Avoiding and reducing flood risk
DMD 61	Managing surface water
DMD 64	Pollution control and assessment
DMD 65	Air quality
DMD 68	Noise
DMD 69	Light pollution
DMD 76	Wildlife Corridors
DMD 81	Landscaping

5.5 Other relevant policy/guidance

- The North Enfield Area Action Plan (NEAPP)
- Upper Lee Valley Opportunity Area Planning Framework
- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Town Centre Uses and Boundaries Review 2013
- Enfield Mini Holland Bid Document 2013
- Section 106 SPD

6.0 **Analysis**

6.1 Background

6.1.1 This scheme has been subject to numerous negotiations and discussions between all parties over the last year and since its formal submission in August 2015. The key issues that the Local Planning Authority have with the scheme are:

- The policy considerations regarding the North East Enfield Area Action Plan;
- Highway concerns, including access arrangements;
- Design concerns;
- Impact on the street scene, in particular due to the siting of the building;
- Impact on neighbours; and
- Failure to relate to the adjoining Large Local Centre.

6.1.2 The revised plans and details received on the 24th December 2015 dealt with certain elements of the issues raised during the discussions and negotiations. However, Officers consider that there was still further work to be undertaken before Officers could be in a position to be able to present the scheme at Planning Committee with a recommendation for approval. On the 24th December 2015 the Agent stated that the scheme should be considered based on the amended plans submitted. Thus, this Committee Report is an assessment of the revised plans received on the 24th December 2015 which Officers are still not satisfied with.

6.2 Principle

6.2.1 *Formal stance with regards to emerging policies, including the North East Enfield Area Action Plan (NEEAPP)*

6.2.1.1 The NEEAAP has yet to be formally adopted. In this regard, an opinion was sought to establish the weight of this policy when determining the planning application. Appendix 1, Paragraph 216 of the National Planning Policy Framework (NPPF) states:

“From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- *the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
- *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)”.*

6.2.1.2 Taking the above into account, the North East Enfield Area Action Plan (NEEAAP) policies can now be afforded significant weight in determining planning applications given the plan has been progressed through the Examination Hearings (28th April to 1st May 2015), further consultation on the resulting Main Modifications and the Inspectors Information Fact Check Report is due to be published by the end of February 2016. Once this has been received the internal process of formally adopting the document will commence.

6.2.2 *The North East Enfield Area Action Plan (NEEAPP)*

6.2.2.1 The North East Enfield Area Action Plan (NEEAAP) provides a comprehensive planning framework and identifies opportunity sites for redevelopment in North East Enfield. The NEEAAP aims to ensure that new development proposals bring real benefits, particularly by delivering sustainable communities, high quality environmental improvements, housing, affordable homes, jobs and community facilities. The NEEAPP is fundamental to the determination of any redevelopment of the former Co-operative site. The site is labelled as Policy 14.2: Redevelopment of the Co-operative site in the NEEAAP.

6.2.3 *Policy 14.2 Redevelopment of Co-operative site*

6.2.3.1 The policy is worded as follows:

“The redevelopment of the Co-operative store and, if possible, adjoining land for mixed-use, retail-led development will be supported. Any redevelopment should:

- *create a strong, positive A1 retail frontage to Hertford Road;*
- *incorporate a range of other uses, which may include residential, offices and community uses;*
- *design the corner at Unity Road / Hertford Road to act as a distinctive gateway feature to Enfield Wash from the north;*
- *relate the new development sensitively to existing residential dwellings on Unity Road and on the recently developed Dairy Close site to the west; and*
- *incorporate shoppers' car parking.*

The following is an assessment of whether the scheme complies with this relevant and fundamental policy based on the bullet points in the policy.

6.2.4 *Create a strong, positive A1 retail frontage to Hertford Road*

6.2.4.1 In addition to policy 14.2 of the NEEAPP, DMD 25 (g) states that development will only be permitted in a town centre if an active frontage is achieved at the ground floor. As explained above, the site is situated within the Enfield Wash Large Local Centre, as designated within the Town Centre Uses and Boundary Review. The current store is sited 33.5m away from Hertford Road. The proposal provides a replacement A1 unit, however not in a form that creates a strong positive retail frontage to Hertford Road. This is because the proposal is still set back from Hertford Road by 22m. Whilst it is acknowledged that this is closer to Hertford Road than the existing store, this is still contrary to the aspirations and requirement of the policy which acknowledges the existing situation, but wants there to be a positive enhancement of the locality when redevelopment proposals come forward. In this regard the siting of the store would not create a strong, positive frontage to Hertford Road. In addition to this, to the front of the store facing Hertford Road is a large number of car parking bays which would dominate the frontage, with little opportunities to break this area up with any form of greenery. This matter is exacerbated by the fact that the the car parking spaces along Hertford Road tightly abuts the boundary with the public highway. The retained slither of land between the public highway and the car parking spaces would not create sufficient space to provide a sustainable and established landscaping scheme. In this regard it is clear that a strong, positive frontage has not been created and the poor design to the front does not aid in creating the frontage to the site anticipated in the NEEAAP. The proposal would fail under this element of the policy.

6.2.5 *Incorporate a range of other uses, which may include residential, offices and community uses*

6.2.5.1 It is acknowledged that there is currently an A1 retail store on the site and the provision of a new store is acceptable in broad land-use terms. However, the NEEAPP develops this further by providing detailed and area-specific policies. It aims to ensure that new development proposals bring real benefits, particularly by delivering sustainable communities, high quality environmental improvements, housing, affordable homes, jobs and community facilities. The Co-operative site is identified as one of these sites and the aspiration is to deliver a range of uses on this under-utilized site.

6.2.5.2 The Local Plan defines optimization as “developing land to the fullest amount consistent with all relevant planning objectives”. Here, the NEEAAP seeks to optimize the site in terms of potential uses. The applicants have argued that their operational model does not lend itself to other uses occupying the site, but this statement does not, in itself, provide a sound justification as to why no other uses could be provided on site. The proposal would not be policy compliant in this regard as it would fail to deliver the aspirations of the NEEAAP and is not of sufficient overall design quality, as explained elsewhere in this report, in order to justify making an exception to the NEEAAP in this matter.

6.2.6 *Design the corner at Unity Road / Hertford Road to act as a distinctive gateway feature to Enfield Wash from the north*

6.2.6.1 The plan accompanying policy 14.2 of the NEEAPP demonstrates that the corner of the site with Hertford Road and Unity Road is a “positive corner”. In addition the plan gives an indication where the new frontage would be expected to be erected. DMD 25 (b) states that development will only be permitted if the design and siting of the development promotes visual continuity with the surrounding built environment. In this case, the submitted plan has been annotated to demonstrate that there would be a Lidl's totem sign 2.1m high on the junction of Unity Road and Hertford Road. As referred to elsewhere, this would be in the context of a largely unbroken expanse of car parking spaces. The flank elevation of the store is set back some 38m away from the corner of Hertford Road/Unity Road. The provision of a totem site and expanse of car parking spaces cannot be described as creating a distinctive gateway feature, which is critical given the prominence of the site.

6.2.6.2 The store has not been designed to respond to the particular constraints of the site. Rather, the flank of the building, given its length and siting, would be extremely visible and prominent when viewed from the north. This elevation is to have an element of glazing in it, but it would certainly not constitute a distinctive form of development, with the remaining exposed area covered with vinyl graphics. The applicants state that this cannot be changed and is due to the internal configuration of the store. This may well be an explanation for it, but it is considered that, whatever the reason is, it does not assist in creating the distinctiveness required and, instead, detracts from the overall appearance of the site.

6.2.7 *Relate the new development sensitively to existing residential dwellings on Unity Road and on the recently developed Dairy Close site to the west*

6.2.7.1 The proposed store is in a similar siting to the current store on site. The height of the building is however lower by 1.5m in height. Notwithstanding the fact that the development cannot be described as “relating sensitively” to the aspirations of the NEEAPP regarding this site given that it is for the erection of a retail store in a similar location to the existing store, no harm to residential amenity would result. In this regard, the store is sensitive to the residential units on Unity Road and Dairy Close to the rear.

6.2.8 *Incorporate shoppers' car parking*

6.2.8.1 The existing site has 129 car parking spaces. The site would be providing a total of 134 car parking spaces and there would be 4 parent and child car parking spaces and 8 disabled spaces within these 134 spaces. This is a net increase of 5 spaces. The Agent has confirmed that the car park will operate

ANPR (automatic number plate recognition) which will give shoppers and visitors to the Local Centre 90 minutes' free parking, which is considered to be a useful contribution to the vibrancy of the adjacent Local Centre. In this regard, the proposal would be delivering a shoppers car park within the scheme and would be policy compliant in that respect. However, as explained elsewhere there are concerns about the visual impact of this amount of car parking and the failure to deliver a scheme with the necessary design quality as aspired to by the NEEAAP.

6.2.9 Overall

6.2.9.1 The proposal, by virtue of its siting, design, poor relationship with the Hertford Road frontage and the Unity Road/Hertford Road corner, would constitute a form of development which would fail to optimise the potential of the site. In this regard, the proposal would fail to meet the aspirations of the North East Enfield Area Action Plan, policy 14.2. The proposal would also be contrary to policies 3.9, 7.4 and 7.5 of the London Plan, Core Strategy policies 30 and 40, Development Management Document 37 and 39 and the North East Enfield Area Action Plan (NEEAAP).

6.2.9.2 The fact that the proposal would bring an underused site back into use and provide a new store on the site is obviously a consideration that weighs in the overall balance. The Planning Service is keen to make sure that opportunities for growth and new employment are maximised wherever possible. However, in this case, as explained, the aspirations of the Council are that development should take place on the site, but that development has to acknowledge the context of the site and that it should maximise the opportunities that doing so provides. The applicant has failed to demonstrate that they have had account of the Council's aspirations, as set down in the NEEAAP, in the preparation of the scheme and having been made aware of those aspirations have failed to demonstrate that they are unable to provide a development that would go much further than it currently does at the moment in order to maximise the opportunities that the site can deliver.

6.3 Highways

6.3.1 DMD 25 (e) states that the development will only be permitted where by the proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area. The existing service access off of Hertford Road is to be closed. The existing access on Unity Road is to be re-located and enlarged to be the main access into the site by vehicles. There is to be two formal pedestrian accesses off of Hertford Road. The main pedestrian access is where the current landscaping area is along the flank elevation with Conservative Club.

6.3.2 The Traffic and Transport Officer has raised no objection to the closed access on Hertford Road and the relocation of the existing access on Unity Road. The closed access on Hertford Road is welcomed as is the relocation of the access on Unity Road away from the junction with Hertford Road will allow the safer free flow of vehicle movement. This would be subject to a Section 106 Agreement whereby the Agent would need to pay a fee of £30,000 so that the Highways Authority could undertake the works. In addition to this, as the existing retail store is being replaced by a proposed retail store the impact to traffic flow will be similar not to cause harm to the adjoining public highways.

- 6.3.3 As explained the site would be providing a total of 134 car parking spaces. There would be 4 parent and child car parking spaces and 8 disabled spaces. In addition to this there are to be 24 short stay cycle spaces and 14 long stay cycle spaces. The Traffic and Transport Officer has stated that the number of car parking spaces as well as cycle spaces is acceptable in quantitative terms to adhere to the requirements of the London Plan.
- 6.3.4 The Officer has stated that more car parking spaces could be lost to improve pedestrian access from Hertford Road and also provide opportunities for tree planting or landscaping in order to enhance the appearance of the site. The applicants have decided not to reduce the number of spaces. It is noted that there is no pedestrian access off of Unity Road and members of the public would be expected to walk through the car park, via the only access into the site without a designated route. This in itself is not deemed to be a safe feature of the site. The main pedestrian access into the site would be next to the Conservative Club at the southern end of the site leading directly to the entrance/exit of the store. The existing grassed area is being removed and being replaced with hard surfacing material. Having a strong pedestrian and cycle route into the site directly linked to the entrance/exit to the store would aid in making the entrance/exit distinctively clear and encourage the use of cycle spaces on the site. The Council would want to improve connections between the site and the adjacent designated Centre for the benefit of all and the creation of an appropriately designed pedestrian access point is critical to this aspiration. However, the site has been designed in order to maximise car parking at the expense of other accessibility considerations. This further emphasizes the Local Planning Authority's refusal on the failure to meet the requirements of the NEEAAP.
- 6.3.5 With regards to refuse, the Agent has stated that there is to be no external storage of refuse. Rather, as happens in other stores, refuse is contained internally and then collected and disposed of accordingly. This internal area is demonstrated on drawing 3377 11 C. A condition can be imposed to ensure that all refuse remains internally to safeguard residential amenity and to safeguard the service access into the store.

8.0 Residential amenity

- 8.1 DMD 68 specifically states that developments must be sensitively designed, managed and operated to reduce exposure to noise and noise generation. DMD 69 specifically relates to light pollution and advises that light pollution that is harmful would not be permitted. Impact to residential amenity by the built form and vehicle movement would be assessed under DMD 39 which requires mitigation measures to be installed to ensure negative impacts to the surrounding area are marginal. In addition to this DMD 25 (d) states that retail development will only be permitted if the residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy.
- 8.2 The flank boundary with number 31 Dairy Close to the rear is where the proposed plant is sited and deliveries are to take place. Along the boundary with number 31 Dairy Close is to be a new acoustic fence at a height of 2.2m. In addition to this, there are to be individual acoustic enclosures installed around the plant units. The Environmental Health Officer has raised no objection to this or the submitted acoustic report. It is considered that the

combination of these two elements would reduce noise from the proposed plant to ensure that there is no demonstrable harm to health. As there is no objection to this element of the scheme subject to a condition ensuring that the acoustic enclosures will be maintained every 6 months to ensure their effectiveness.

- 8.3 Currently, there are no known conditions on the site that restrict when delivery times are to occur. This scheme would allow the opportunity to impose conditions to ensure that deliveries are undertaken during appropriate times during the day to reduce harm to residential amenity to those in Dairy Close.
- 8.4 With regards to 12 Unity Road, it is acknowledged that the sole access into the site will be closer than the existing access into the site on Unity Road. This however does not cause concern given that there is already an existing access on Unity Road and there is existing parking along the shared boundary with number 12 Unity Road. The additional service vehicle movements, which would be restricted to two a day, would not cause demonstrable harm to these residents.
- 8.5 With regards to the built form, the siting of the building is similar, albeit it is deeper towards Hertford Road and shallower away from 32 to 35 Dairy Close. The proposal is 1.5m lower than the existing store on the site. It is of a similar mass and it is considered that as the proposed building is so similar, there would be no undue harm in terms of sunlight, daylight, outlook and privacy. It is noted that the store is to be mainly glass and there have been concerns raised by neighbours about light over spill. It is considered that matters regarding external light can be secured by way of a condition. With regards to the first floor, there would be no light overspill towards Unity Road or Dairy Close. Rather, the store has been designed to have windows facing on to the car parking area and have a separation distance of some 25m to 45m from the shared boundary with the Conservative Club and Elmhurst Court. Due to the siting of the windows and the distance away, it is considered there would be marginal harm to residential amenity.
- 8.6 Overall, no objection is raised subject to conditions restricting the delivery hours to the store, that the plants be maintained every 6 months and the hours of operation of the store be restricted.

9.0 Sustainable Development

- 9.1 The proposed scheme would achieve an estimated regulated CO2 saving of 37% through the use of ground source heat pump technology for heating and cooling. The policy requirement is 35% and thus would achieve the policy requirement. However, it is considered that the ground source heat pump technology is not the most efficient measure to achieve the requirement. In this instance, a condition can be imposed to ensure that the CO2 savings is more efficient. This would not warrant a reason for refusal.
- 9.2 All major non-residential developments are required to achieve an “excellent” BREEAM rating. The submitted report states that the store would achieve a “very good” rating. This would not be policy complaint. Having reviewed the details, it is considered that an excellent rating can be achieved and thus can reasonably be conditioned. This would not be a reason for refusal in this instance, although this is on the basis that a BREEAM rating of “excellent” would be achieved in the event that the store were ever to be built.

10.0 Section 106

10.1 As the existing cross over on Hertford Road is being closed, the existing access on Unity Road is being altered and Hertford Road needs to be redesigned to incorporate a new pedestrian access, a contribution of £30,000 is required. This would need to be secured by way of a Section 106 agreement. In addition to this, an Employment and Skills Strategy would be required. This document has been submitted in draft form and the Economic Development Officer is satisfied with its content. The contribution requested by the Traffic and Transport Department and the Employment and Skills Strategy have not been secured by way of a Section 106 Agreement. Consequently, an objection is raised to the lack of mechanism to secure these two elements.

11.0 CIL

11.1 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 / summer 2016. In this instance the proposed development would be subject to a £20 per square metre levy in accordance with the GLA's CIL Charging Schedule.

11.2 The applicant has indicated that the new development would create 192 square metres in gross internal floor area (2447 sqm – 2237 sqm = 210 sqm). On this basis, the calculation and sum arising would be as follows:

$$(\text{£}20/\text{m}^2) \times (210\text{m}^2) \times 274/223 = \text{£}5160.54$$

11.3 Should permission be granted, a separate CIL liability notice would need to be issued. However, as the scheme is being refused, the proposal would not be CIL liable.

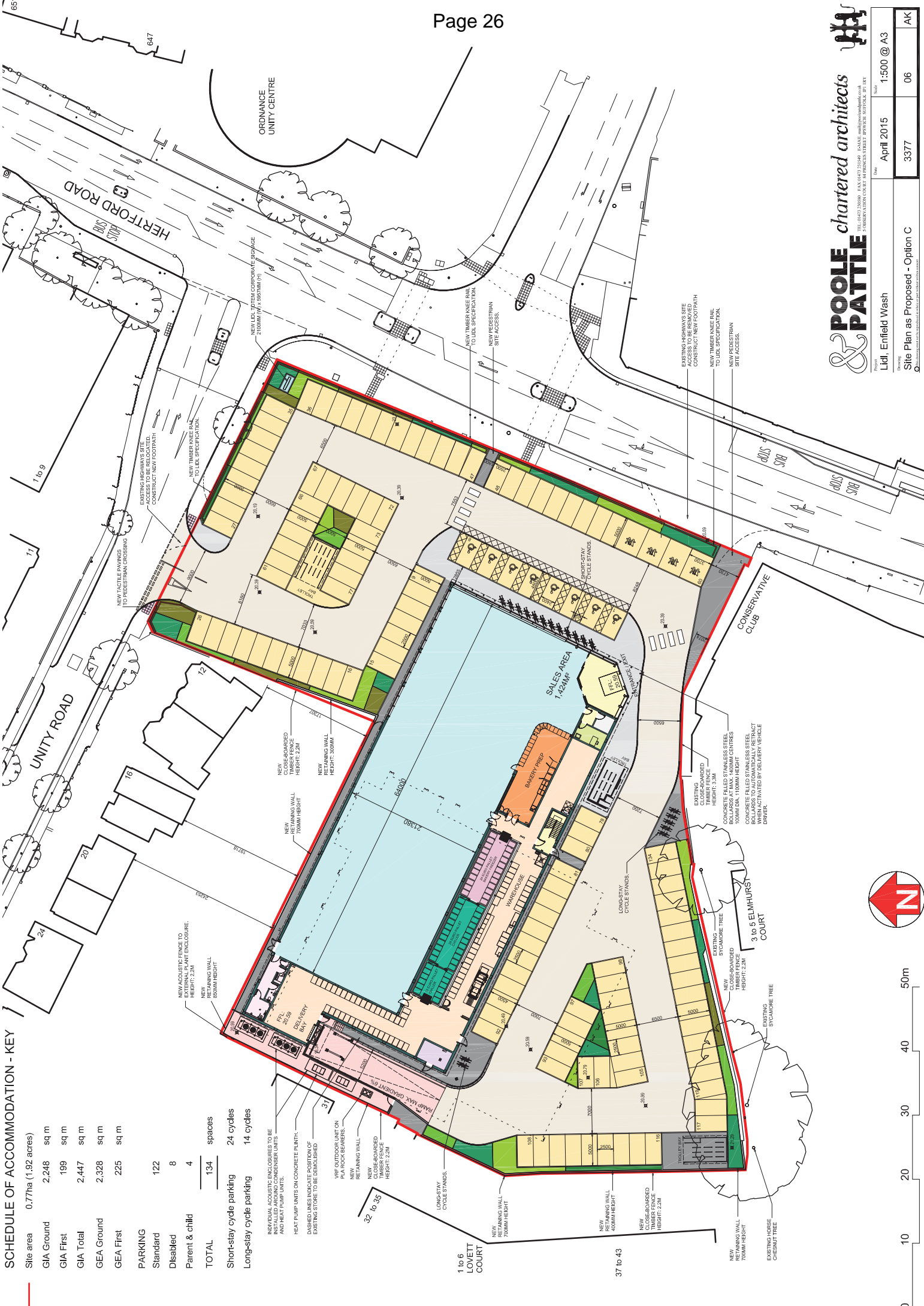
7.0 Conclusion

7.1 The NEEAAP has a specific policy relating to the opportunities for redevelopment presented by this site. It encourages the optimisation of development by encouraging a retail-led, mixed use frontage development. Officers have given weight to the economic advantages associated with the scheme and the changes that the Agent has incorporated including amendments to access and layout, improving pedestrian links to Hertford Road and minimising the effects of the noise / air con plant on residential to the rear. However, although there have also been revisions to the design and elevational treatment of the proposed store, it is considered these do not go far enough to address the Local Planning Authority's concerns regarding the appearance of the development and its contribution to the street-scene, urban townscape and linkages to the adjacent Centre. The economic benefits associated with the scheme do not outweigh these considerations. An objection is raised to the scheme and it should be refused.

8.0 Recommendation

8.1 That the application be REFUSED on the following grounds:

1. The proposal, by virtue of the siting and appearance of the building, its failure to provide an appropriate design quality, the lack of space and opportunities for sustainable and suitable landscaping with car parking and hard-surfacing visually dominating the site, the poor relationship with the Hertford Road frontage and the Unity Road/Hertford Road corner, the poor quality connectivity for pedestrians and cyclists between Hertford Road and Unity Road through the car park to the entrance of the store, as well as the failure to take the opportunity to connect the site to the adjacent Shopping Centre, would constitute a form of development that would fail to optimise the recognised potential of the site or provide a mixed use development. The proposal would result in a visually unacceptable form of development that would relate poorly to the site, in particular, and the wider locality, in general. In this regard, the proposal would fail to meet the aspirations of the North East Enfield Area Action Plan, policy 14.2. The proposal would also be contrary to policies 3.9, 7.4 and 7.5 of the London Plan, Core Strategy policies 30 and 40, Development Management Document 25, 37 and 39 and the North East Enfield Area Action Plan (NEEAAP).
2. A Section 106 mechanism to secure the contributions towards highway improvements and implementation of the Employment Skills Strategy has not been advanced and secured. This is contrary to Policies 16, 24 and 46 of the Core Strategy (2010), Policy 8.2 of the London Plan, the Section 106 SPD and the National Planning Policy Framework (2012).

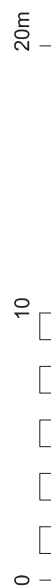
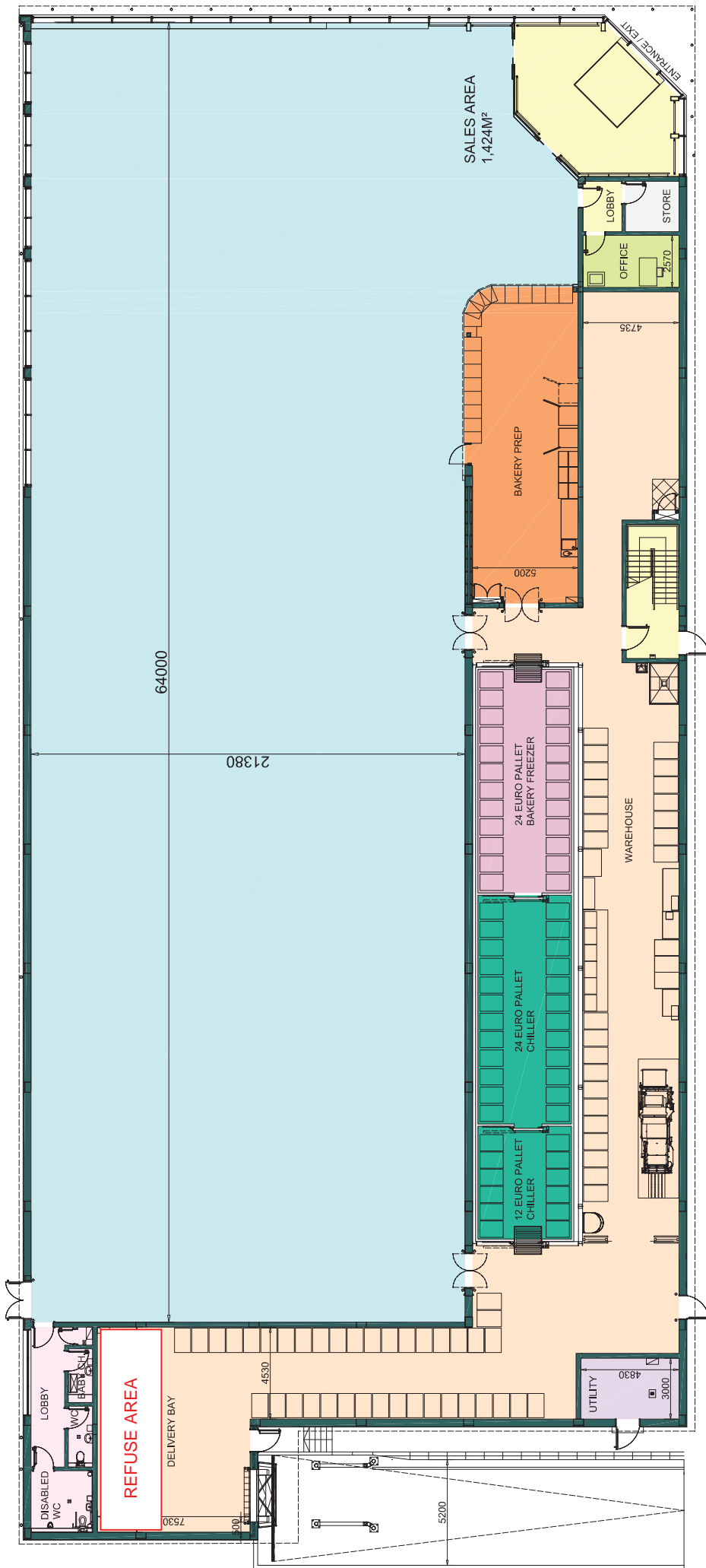


SCHEDULE OF ACCOMMODATION - KEY














Site area	0.77ha (1.92 acres)
GIA Ground	2,248 sq m
GIA First	199 sq m
GIA Total	2,447 sq m
GEA Ground	2,328 sq m
GEA First	225 sq m
PARKING	
Standard	122
Disabled	8
Parent & child	4
TOTAL	134 spaces
Short-stay cycle parking	24 cycles
Long-stay cycle parking	14 cycles

INDICATE ACoustic ENCLOSURES TO BE INSTALLED AROUND DELIVERY BAYS, REFRIGERATION UNITS AND HEAT PUMP UNITS.
 DASHED LINES INDICATE POSITION OF EXISTING STONE TO BE DEMOLISHED.
 NEW OUTDOOR UNIT ON CONCRETE PAVEMENT.
 NEW RETAINING WALL.
 NEW CLOSE-BOARDED TIMBER FENCE HEIGHT 2.2M.
 NEW RETAINING WALL 700MM HEIGHT.
 NEW CLOSE-BOARDED TIMBER FENCE HEIGHT 2.2M.
 NEW RETAINING WALL 700MM HEIGHT.
 NEW CLOSE-BOARDED TIMBER FENCE HEIGHT 2.2M.
 NEW RETAINING WALL 700MM HEIGHT.
 EXISTING SYCAMORE TREE.
 EXISTING HORSE CHESNUT TREE.





SCHEDULE OF ACCOMMODATION - KEY

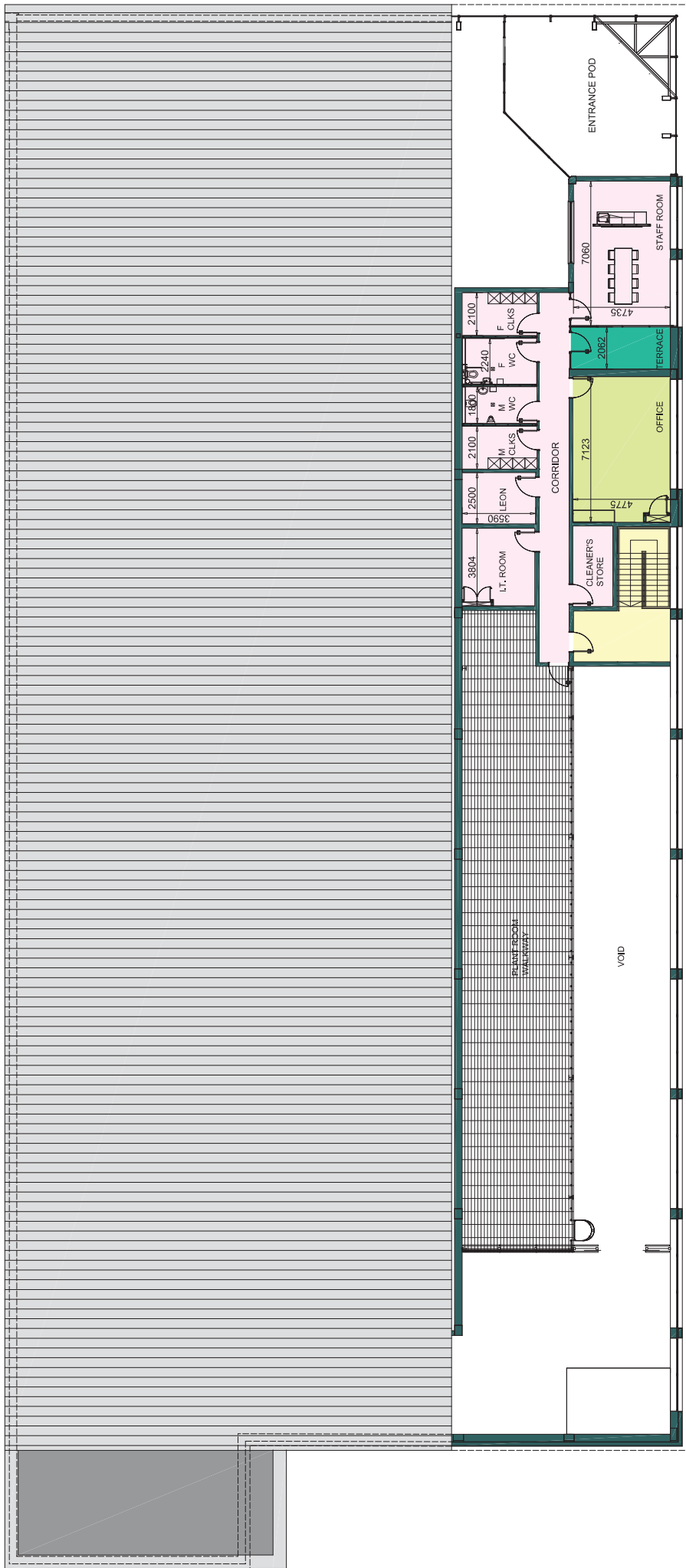
	GIA ground	2,248	sq m
	GEA ground	2,328	sq m
	Sales area	1,424	sq m
	Warehouse	413.3	sq m
	Bakery Prep	83.5	sq m
	Bakery Warehouse	50.6	sq m
	Additional Chillers	77.8	sq m
	Office	12.1	sq m
	Public wc, etc	30.5	sq m
	Utility	14.4	sq m
	Circulation	66.6	sq m
	Store	6.5	sq m
	Internal partitions	68.7	sq m

POOLE & PATTLE chartered architects



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5 OBSERVATION COURT 84 PRINCES STREET IPSWICH SUFFOLK IP1 1RY

Project	Lidl, Enfield Wash	Date	April 2015	Scale	1:200 @ A3	
Drawing	Ground Floor Plan as Proposed	Number	3377	Sheet	11 of 11	
					Category	C



SCHEDULE OF ACCOMMODATION - KEY

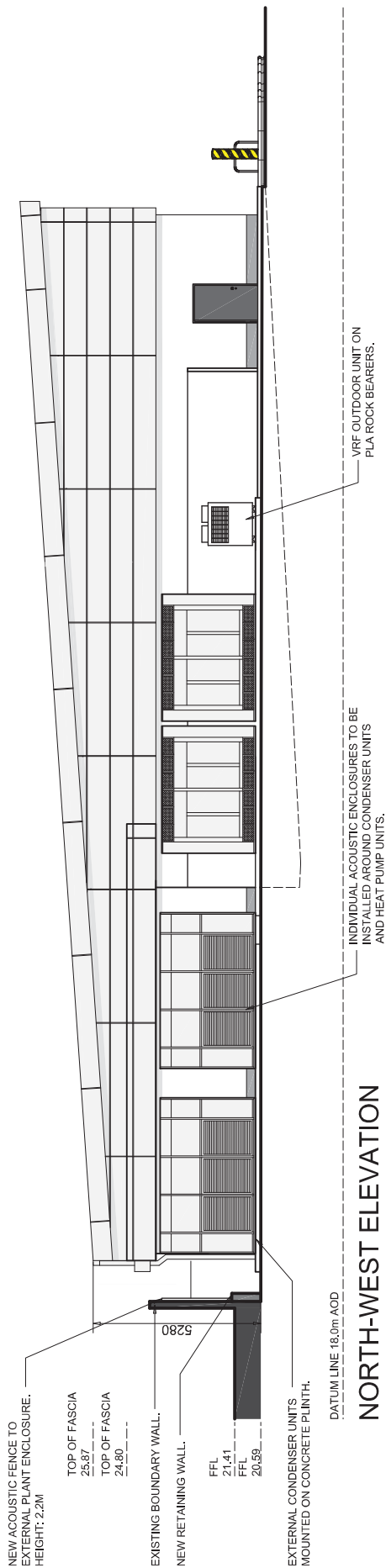
	GIA first	199	sq m
Office	34.0	sq m	
Welfare area, wc, etc	126.3	sq m	
Terrace	10.0	sq m	
Circulation	22.4	sq m	
Internal partitions	6.3	sq m	



20m

10

0



PROPOSED MATERIALS

WALLS

20mm mineral render painted white RAL 9010 with low level plinth in grey RAL 7038.

Ash & Lacy Building Systems Freedom 1 rainscreen cladding with 4mm Alucobond in silver metallic finish RAL 9006.

ROOF

Standing seam aluminium sheet roofing in silver RAL 9006 finish

SHOPFRONT GLAZING, ENTRANCE / EXIT LOBBY AND WINDOWS

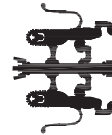
Powder coated aluminium framed, double glazed system in Graphite Grey, RAL 7024.

EXTERNAL DOORS

Steel external escape doors and sectional door for deliveries in Graphite Grey, RAL 7024.



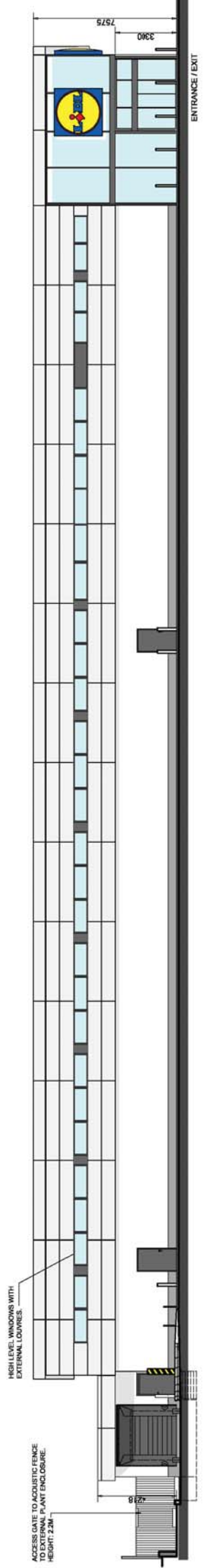
& POOLE *chartered architects*



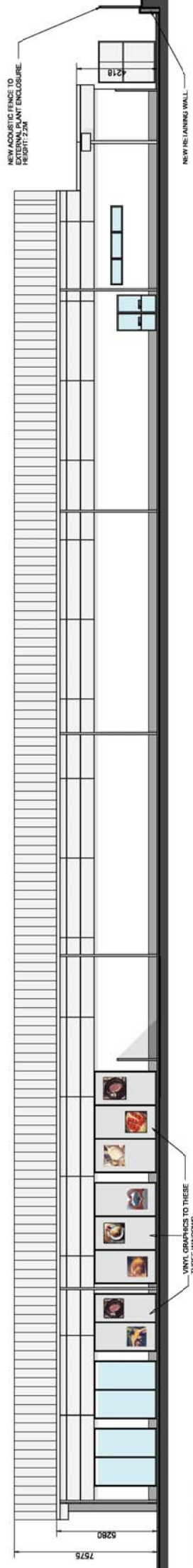
TEL: 01473 230880 FAX 01473 231549 E-MAIL: mail@pooleandpattle.co.uk
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Project	Lidl, Enfield Wash	Date	April 2015	Scale	1:200 @ A4
Drawing	North-West Elevation as Proposed		3377		18
					D

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SOUTH-WEST ELEVATION
DATUM LINE 18.0m AOD



NORTH-EAST ELEVATION
DATUM LINE 18.0m AOD

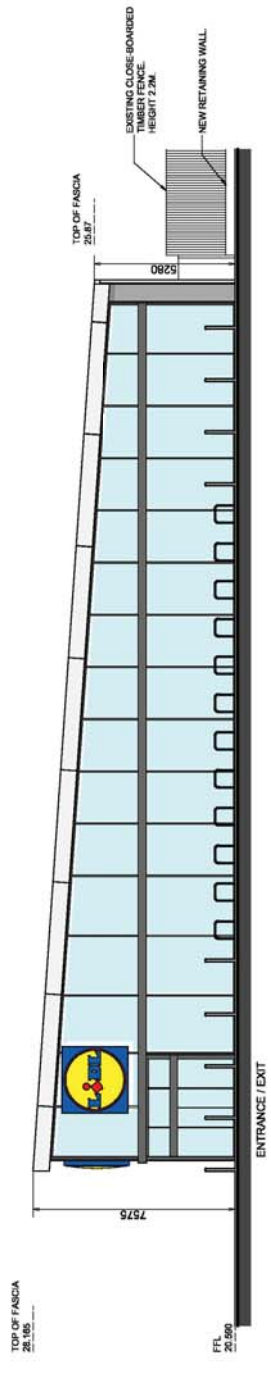
PROPOSED MATERIALS

WALLS
20mm mineral render painted white RAL 9010 with low level plinth in grey RAL 7038.
Ash & Lacy Building Systems Freedom 1 rainscreen cladding with 4mm Alucobond in silver metallic finish RAL 9006.

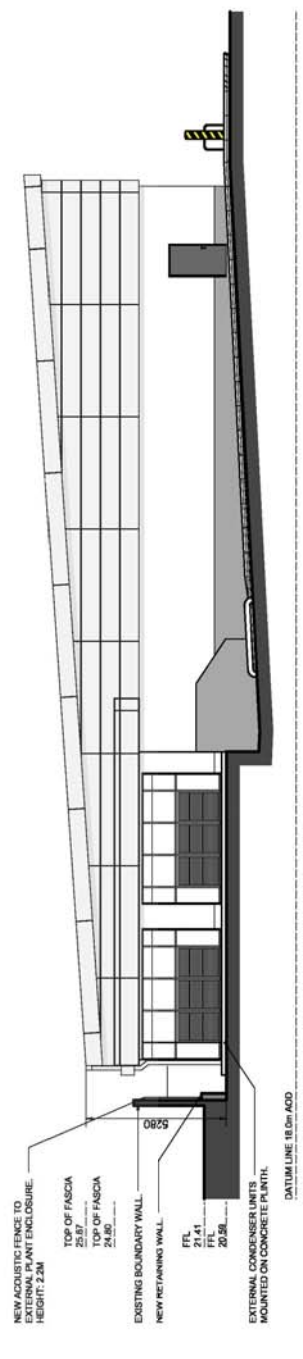
ROOF
Standing seam aluminium sheet roofing in silver RAL 9006 finish

SHOPFRONT GLAZING, ENTRANCE / EXIT LOBBY AND WINDOWS
Powder coated aluminium framed, double glazed system in Graphite Grey, RAL 7024.

EXTERNAL DOORS
Steel external escape doors and sectional door for deliveries in Graphite Grey, RAL 7024.



SOUTH-EAST ELEVATION
DATUM LINE 18.0m AOD



NORTH-WEST SECTION / ELEVATION
DATUM LINE 18.0m AOD



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Project: **Lidl, Enfield Wash** Scale: **1:200 @ A3**

Date: **April 2015**

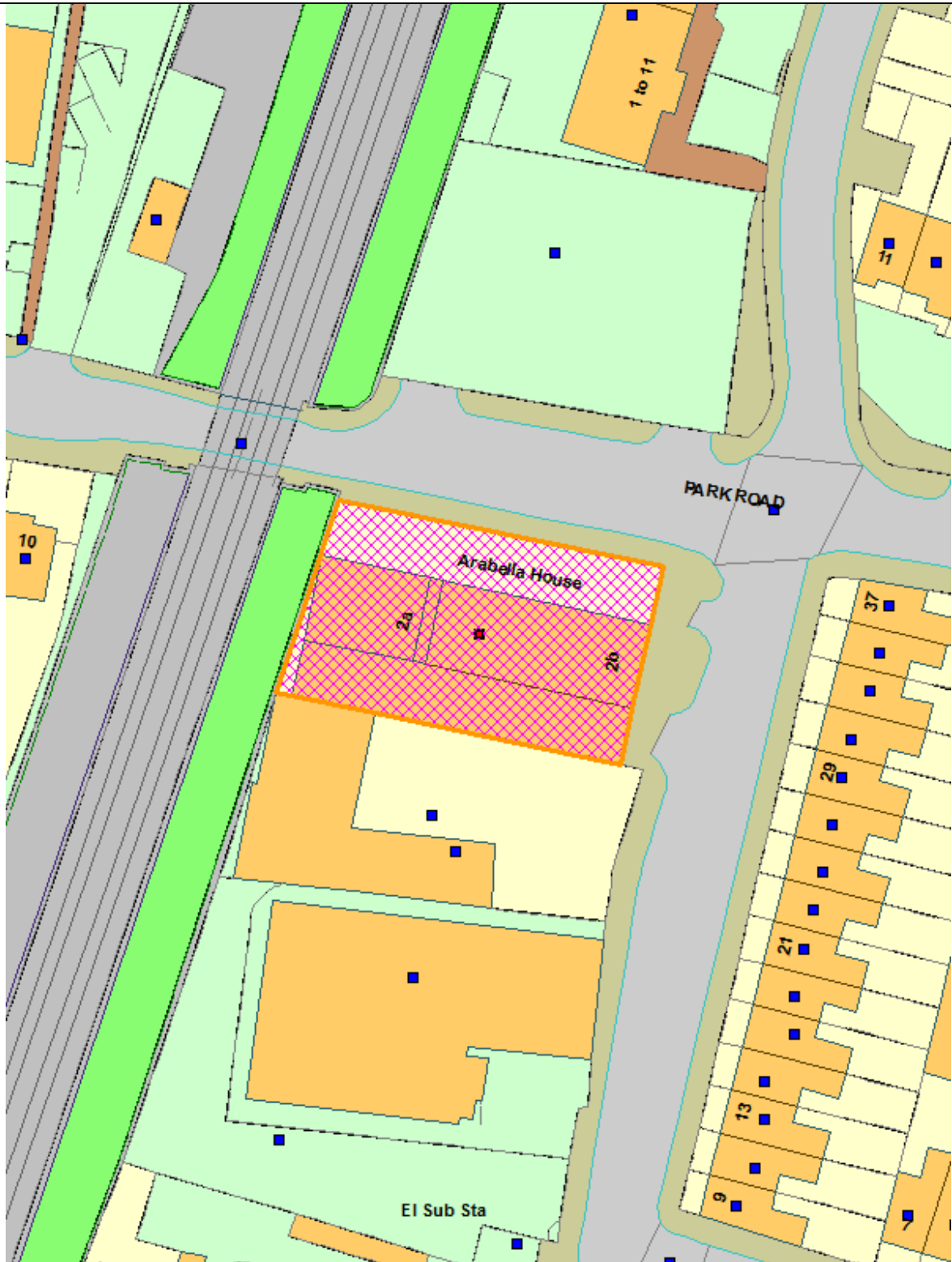
Drawing: **Elevations as Proposed - Option 2**

Sheet: **3377** of **20**

Code: **E**

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 23rd February 2016
Report of Assistant Director, Planning & Environmental Protection	Contact Officer: Andy Higham Tel: 020 8379 3848 Kevin Tohill Tel: 020 8379 3841 Ray Reilly Tel: 020 8379 3579	Ward: Edmonton Green.
Application Number : 15/04736/FUL		
LOCATION: 2A / 2B Park Avenue London N18 2UH		
PROPOSAL: Demolition of existing warehouse and erection of a part 3, part 4 storey block to provide 14 flats (comprising 4x3bed, 7x2 bed, 3x1 bed flats), with associated cycle/refuse storage and landscaping.		
Applicant Name & Address: Magic Home Ltd. 7-11 Green Lanes, London, N13 4TN.	Agent Name & Address: Peter Ottery 112 southbury road Enfield EN1 1YE	
RECOMMENDATION: That planning permission be GRANTED subject to conditions and completion of a S106 Agreement.		

Ref: 15/04736/FUL LOCATION: 2A / 2B Park Avenue, London, N18 2UH,



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Scale 1:1250

North



1. Site and surroundings

- 1.1 The application site is located on the corner of Park Avenue and Park Road and is addressed as 2A/2B Park Avenue. The site currently consists of an original warehouse building of 2 storeys in height with a triple apex roof. At present the site appears to have been broken up into three individual units. The unit on the outside is derelict; the middle unit which appears to be occupied by a Christian church group and a 2 storey warehouse/lock up appears to make up the third unit. Having analysed the Council planning records there appears to be no planning permission for the use of the site for the Christian group.
- 1.2 The surrounding area is mixed in nature, there is a hostel to the west of the building (under the same ownership), to the north opposite on Park Road is a derelict site although this site has planning permission for a development of 18 units. To the east opposite on Park Avenue are two storey houses and to the south lies a series of industrial uses and car mechanic garages.
- 1.3 The site is not located in a Conservation Area and is not listed. The site has a PTAL rating of 5 and is not located within a controlled parking zone.

2. Proposal

- 2.1 The applicant seeks full planning permission for the demolition of the existing buildings on the site and the erection of a part 3, part 4 storey building to accommodate 14 flats (comprising 4 x 3- bed, 7 x 2- bed and 3 x 1 –bed). The building would be 9m high to third floor level and 12m high to fourth floor level. The building would be 26.5m wide and approximately 16m deep. It would consist of a modern design with buff brick with the 4th floor a recessed rendered finish. The windows are proposed as grey aluminium and the design would also include for balconies and terraces.
- 2.2 The application also includes the provision of 3 on site car parking spaces and 28 cycle parking spaces. The building is to be proposed in a mixture of buff brick, render, glazed balconies and aluminium materials.

3. Relevant planning history

- 3.1 P12-00581PLA: Conversion of 9 supported living units into 12 self-contained studio flats for social housing. Withdrawn.
- 3.2 14/04851/FUL: Demolition of existing vacant warehouse and erection of a 3-storey block of 12 self-contained flats. Withdrawn.
- 3.3 P15-02002-FUL: Demolition of existing warehouse and erection of a part 3 storey, part 4 storey block to provide 14 flats (comprising 2 x 3- bed, 9 x 2-bed and 3 x 1 -bed) with associated car parking, cycle/refuse storage and landscaping.

This application was refused for the following reasons:

1. The proposed development is an overdevelopment of the site with specific reference to the dominant scale and positioning of the proposed 4th storey. In addition the poor design and integration of the proposed building with the

hostel building on the site and the poor design appearance of the eastern elevation of the building facing Park Avenue overall would lead to the introduction of a building which through its resultant prominence and discordant form, would be detrimental to the pattern, visual amenities general appearance of the locality. This would be contrary to policies CP30 of the Core Strategy, 3.4, 7.4 and 7.6 of the London Plan (Revised Early Minor Alterations) and DMD6 and DMD37 of the Development Management Document as well as the guidance contained within the NPPF.

2. The provision of only 2 family sized units of the total 14 units proposed would represent a very poor provision of family accommodation on the site and overall would lead to a poor mix of residential accommodation within the development. This would be contrary to policies DMD3 of the Development Management Document and CP5 of the Councils Core Strategy.
3. The application has not robustly justified the failure to provide a suitable mechanism to secure financial contributions towards off site education and infrastructure provisions, contrary to Policies 8 and 46 of the Local Plan as well as the requirements outlined in the Local Authority's S106 Supplementary Planning Document.
4. Insufficient detail has been submitted to enable the Local Planning Authority to accurately assess the credentials of the scheme against the Code for Sustainable Homes with an objective to meet a minimum of Code Level 4. In this regard, the development fails to take into account the principles of sustainable design and construction contrary to Core Policy 4 of the Core Strategy, DMD 50 of the Development Management Document and Policies 5.2 & 5.3 of the London Plan as well as the National Planning Policy Framework.

Other Relevant Planning History:

- 3.4 14/02467/FUL: *10 Park Road (Site Opposite)* Erection of a four storey block comprising 18 self-contained flats (7 x 1-bed, 7 x 2-bed, 4 x 3-bed) with balconies, amenity area, associated access via Park Road and surface car parking. S106 - S106 Granted with conditions.

4. Consultation

Public Consultations

- 4.1 The 21 day public consultation period started on the 23rd of October and concluded on the 13th of June. 3 Site notice were posted close to the site on 28th of October. The application was also advertised in the local paper. There were no comments received from any members of the public.

Internal

- 4.2 Traffic and Transportation - No objections subject to conditions and S106 obligations to mitigate against parking impacts in the surrounding area.
- 4.3 Environmental Health - No objections subject to conditions
- 4.4 Housing Officer - A minimum of 6 units should be provided towards affordable housing, 4 as social or affordable rent and 2 as intermediate.

External

- 4.5 Thames Water - no objection raised.
- 4.6 Environment Agency - no objections raised.

5. Relevant Policy5.1 Development Management Document

DMD1	Affordable Housing on site capable of providing 10 or more 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
DMD37	Achieving High Quality and Design-Led Development
DMD47	New Roads, Access and Servicing
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD76	Wildlife Corridors
DMD77	Green Chains
DMD78	Nature Conservation

5.2 Core Strategy

SO2	Environmental sustainability
SO4	New homes
SO5	Education, health and wellbeing
SO8	Transportation and accessibility
SO10	Built environment
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP6	Meeting particular housing needs
CP8	Education
CP9	Supporting community cohesion
CP16	Taking part in economic success and improving skills
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
CP32:	Pollution
CP36	Biodiversity
CP46	Infrastructure Contribution

5.3 London Plan (2015) (including REMA)

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing development
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on schemes
- 3.13 Affordable housing thresholds
- 4.1 Developing London's economy
- 4.4 Managing industrial land and premises
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Building London's neighbours and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland

5.4 Other Relevant Policy

- National Planning Policy Framework

5.5 Other Material Considerations

- The Mayors Housing SPG (2012)
- Section 106 Supplementary Planning Document (Nov.2011)
- Enfield Strategic Housing Market Assessment (2010)

6. Analysis

6.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development;
- Scale and Density;

- Design and Impact on the Character of the Surrounding Area;
- Neighbouring Amenity;
- Standard of Accommodation and Proposed Mix of Units;
- Private Amenity provisions;
- Traffic, Parking and Servicing Issues;
- Affordable Housing and other S106 Contributions;
- Sustainability;
- Tree Issues.

6.2 Principle of the Development

6.2.1 There were no objections raised to the principle of the redevelopment of the site on the previous applications. The principle of the development would be supported insofar as the proposal provides for additional housing in the borough of which there is an identified need. The proposed site is in a relatively accessible location with a PTAL of 5 and as such additional housing should be encouraged in such locations.

6.2.2 Similar to the previous applications, there has been relatively little information submitted with regards the use of the current site and whether the loss of the current employment use would be suitable. However officers have assessed the case on site and taking into account the relatively dilapidated appearance of the site it is considered that the redevelopment to provide additional residential units for the area would be the better use of the site.

6.2.3 In addition since the previous submissions the scheme has been significantly improved. From the perspective of design and bulk it is much less top heavy than the previous scheme with specific regard to the scale and form of the top floor. This is now much more recessed and subordinate to the 3 storey section of the building. In addition through negotiations with the applicant 4 family units are now to be provided as part of the scheme which is considered suitable taking into account the relative confines of the site and its practicality to accommodate family housing. The applicant has also agreed upon S106 contributions towards Affordable Housing, Education and local Highways work with the councils appointed viability assessor. These issues will all be referred to in greater detail later in the report.

6.3 Density and Scale

Density

6.3.1 Density assessments must acknowledge new guidance outlined in the NPPF and particularly the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.

6.3.2 Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. From assessing the plans it is considered a total of 40 habitable rooms would be provided on the site which is of approximately 0.054 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 5 in an urban location, an overall density of between 200-700 hr/ha may be acceptable. Upon calculating the density of the proposed

development against this density matrix, based on habitable rooms per hectare this development would equate to 740 hr/ha.

6.3.3 Therefore these results show that from a density perspective this proposal would be slightly in excess of the recognisable density threshold for the area.

6.3.4 However, it must be noted that the criteria of density would not be a singular element and would be assessed alongside other planning requirements such as suitability of the site, scale of building/s and standard and quality of accommodation proposed. In this case due to the tightness of the site neighbouring amenity would also be a primary consideration.

6.4 Scale, Design Character and Impact on the Surroundings

6.4.1 As referred to earlier the building is proposed as: part 3, part 4 storey in height, 26.5m wide and 16.5m deep. It would be set against the existing hostel building which is 2 storey in height and the building would back onto single storey industrial buildings at the rear. Opposite on Park Avenue are 2 storey houses and due regard has been given to the fact that the site opposite on Number 10 Park Road has been granted planning consent for a part 3, part 4 storey building.

6.4.2 Similar to the previous submission ref: P15-02002-FUL from the perspective of scale it is considered that the principle of a part 3, part 4 storey is acceptable on the site. This would largely replicate the scale and height of the scheme that has been granted across the road at Number 10.

6.4.3 There were a number of issues that were raised as concerns on the previous application, mainly in relation to the bulk, scale and prominence of the fourth floor and the lack of fenestration and orientation of the scheme onto Park Avenue.

6.4.4 On this submission the proposed 4th floor is recessed in approximately 2m behind the main parapet wall on all elevations particularly so on the front and side elevations which are most prominent on the Park Road and Park Avenue. This has been achieved by reducing the number of flats at 4th floor level and re-accommodating one flat at ground level. As a result the proposed 4th floor is now much more subordinate and as a result of its reduced bulk and scale would be much less dominant. Having re-assessed the proposal on site officers consider that the proposal has been sufficiently reduced in scale to be deemed acceptable. In addition the introduction of additional fenestration onto the Park Avenue elevation to complement the front Park Road elevation has introduced an additional element of visual interest and overall a much more balanced appearance to the development.

6.4.5 Due regard should be given to the permission granted on the opposite side of Park Road at Number 10 and having assessed this proposal in line with that permission it is considered that both developments would complement each other. In conclusion from the design scale and character this proposed development is considered acceptable as it would integrate acceptably into the adjoining Park Road/ Park Avenue streetscene having regard to policies DMD6, 8 and 37, CP30 of the Core Strategy and London Plan policies 7.4 and 7.6.

6.5 Neighbouring Amenity

6.5.1 From the perspective of neighbouring amenity, it is considered the proposal should be assessed against the following properties,

- Houses opposite on Park Avenue.
- Adjacent Hostel at Number 2A.
- New Development opposite on Number 10 Park Avenue.
- Industrial premises to the rear

Houses opposite on Park Avenue

6.5.2 The site sits directly opposite to Numbers 27 to 37 Park Avenue which would be most affected by the development proposals. The proposed building is set hard on the eastern edge of the site (back of the public footpath) and therefore the proposed building would have a separation distance of approximately 17.5 to 18m from the front elevation of the houses at Number 27 to 37 Park Avenue. The recessed 4th floor would represent a separation distance of 22m between the houses on Number 27-37 Park Avenue.

6.5.3 With respect to distancing standards it is recognised that this is below the requirements of DMD 10 which in such circumstances would specify a distance of at least 25m. However this refers to rear windows and in this case it must be acknowledged that the windows would be looking out onto and across a public highway. Officers have assessed the proposal externally from within the front gardens of Number 37 and whilst the new building would create an obvious additional dominance when viewed across the street, it is not considered that it would create such an impact to warrant refusal. In addition to this it should be noted that the proposed building would not break a 25 degree line of site towards the sky from the ground floor windows of the houses opposite on Park Avenue, therefore would be acceptable in principle from the perspective of Daylight and Sunlight BRE guidance.

Adjacent Hostel at 2A

6.5.4 As referred to earlier there is a hostel directly adjacent the application site. It sits directly west of the site between the western boundary and the railtrack further west.

6.5.5 From the perspective of neighbouring amenity it is considered the proposed development will have an acceptable impact onto the adjoining hostel. At present to the front the two storey warehouse building sits approximately 6m forward of the building line and the nearest adjacent windows on the hostel. By comparison the proposed building would be sited 4.5m forward of this building line and increase to a part 3 part 4 storey height. Whilst this would create additional bulk laterally it is not considered that it would not create a significant degree of additional harm in terms of blocking outlook from those north most facing front windows. In addition as the windows are north facing it is also not considered that it would create a significant impact in terms of loss of daylight and sunlight.

6.5.6 Officers consider that the neighbouring amenity situation would improve with the demolition of the existing rear two-storey warehouse building to be replaced by rear gardens.

New Development opposite on Number 10 Park Road

6.5.7 A planning application has been granted at Number 10 Park Road opposite under planning approval ref: 14/02467/FUL. This development granted consent for 18 flats within a 4 storey building. From assessing the proposed plans the distance between this scheme and that granted scheme would be approximately 18-19 metres across the Park Road. Again this is a similar relationship to those houses on Park Avenue. However having assessed the surrounding area, this is a relatively established separation distance and overall officers consider that this distance would provide for a sufficient level of separation and distances between both blocks. In addition to this it should be noted that the proposed building would not break a 25 degree line of site towards the sky from the ground floor windows of the houses opposite on Park Avenue, therefore would be acceptable in principle from the perspective of Daylight and Sunlight BRE guidance.

Industrial Premises to the rear

6.5.8 To the rear of the site lies a car mechanics yard and industrial buildings. Having assessed the proposal against these buildings it is not considered that there would not be any neighbouring amenity impacts. The premises are business uses with no residential uses on site.

6.5.9 It is recognised that the proposed site with the rear facing windows could have potential implications for development on the site to the rear in the future, however this is not considered to be a sufficient reason to refuse this current application at this stage. It is considered that any privacy impact as a result of the proposed scheme on a future scheme to the rear would need to be addressed on any future submission via angled or obscured windows on that site.

6.5.10 In conclusion, all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to all adjoining occupiers.

6.6 Standard of Accommodation and Proposed Mix of Units

Standard of Accommodation

6.6.1 The application proposes 3x1bed, 7x2 bed and 4x3 bed flats, 14 in total.

6.6.2 Policy 3.5 of the London Plan specifies that 1 bed flats should a minimum floor area of 50sqm, 2 bed flats should have a minimum internal floor area of 61 square metres with 3b4p flats at 74 sqm or 3b6p flats at 86 sqm. All units have been measured and verified and are above the required London Plan standards for the respective units. From assessing the plans all units would have useable and accessible layouts and all room sizes are acceptable with specific regards to living/diners and single and double bedrooms. All units would be dual aspect. It is recognised that there are units on the ground floor relatively close to the boundary, however having assessed the situation on site it is considered on balance that all units would have sufficient defensible space. Flat 1 on the corner is the most exposed but specifically only in relation to the rear terrace. A condition will be assigned to any approval requesting final details of how this terrace is to be secured from the public highway.

- 6.6.3 There are currently no wheelchair accessible units proposed as part of the development, however the flats on the ground floor could be adapted to all be wheelchair accessible, therefore it is considered that this could be dealt with by an appropriate condition.

Housing Mix

- 6.6.4 DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough with family sized accommodation (3 bed or larger) is the greatest area of need.

- 6.6.5 The Council's dwelling mix ratios are as follows:

- 1 and 2 person flats - 20%
- 2 bed flats - 15%
- 3 bed houses - 45%
- 4 + bed houses - 20%

- 6.6.6 The development provides the following dwelling mix:

- 3 no.1b 2p (21.5%)
- 7 no.2b 3p (and) 4p (combined 50%)
- 4no. 3b 4 or 5p (28.5%)

- 6.6.7 One of reason for refusal on the previous application was the insufficient amount of family units proposed as part of the scheme. On that submission there were only 2 family units proposed out of the total of 14. In addition there was no justification submitted to justify the lack of more family units.

- 6.6.8 Since the previous refusal officers have had a number of discussions with the applicant in relation to the scheme and it has been agreed that the scheme could viably provide 4 family units. 1 of these units would be located on the ground floor with a rear garden; the second would be located at second floor level with 2x3 bed flats at 3rd floor level with large usable terraces. Whilst this percentage of family units is not policy compliant it has been agreed that this is the maximum reasonable amount that the scheme can viably provide. In addition taking into account the access requirements and the building envelope, 4 family units are what can fit comfortably into the scheme, having regard to the confines of the site and the numbers flats that can be accommodated at each respective floor without impacting on the loss of another flat. In addition due regard should be given to the fact that there are 3x 2 bed 4 person flats proposed as part of the scheme which could feasibly accommodate smaller family units and one of these units would also have direct access to the rear garden area.

- 6.6.9 In addition whilst it is not of specific relevance to this case it is noted that the scheme opposite at Number 10 Park Road has been approved with 4 family units out of the total of 18 on that scheme.

- 6.6.10 All factors taken into account it is considered that this submission overcomes the previous reason for refusal and that the proposed mix of units and standard of accommodation overall is considered acceptable.

6.7 *Private Amenity*

- 6.7.1 Since the implementation of the London Housing Supplementary Planning Document and the introduction of the councils draft Development Management Document, amenity space standards have been relaxed.
- 6.7.2 Policy DMD9 now specifies the requirements for private and communal amenity space for such developments.
- 6.7.3 Overall it is considered the private amenity provisions proposed are acceptable. Each of the proposed flats would be served by its own self-contained amenity areas. The ground floor flats would benefit from their own policy compliant rear gardens directly behind the proposed unit along with front facing terraces. In addition the remaining 11 flats would benefit from individual balconies all of which appear to be policy compliant having regard to DMD9.
- 6.7.4 All factors taken into account it is considered that the amenity provisions proposed is acceptable and in accordance with DMD9. Whilst there is no communal amenity space proposed, this is a result of the tight confines of the site. Nevertheless each individual unit is adequately served by its own private amenity space.

6.8 Traffic and Transportation

- 6.8.1 Due to the nature of the proposal the councils traffic and transportation department have been consulted on the application.
- 6.8.2 On the previous application there were initially reservations in relation to the lack of car parking on the site and the resultant impact that this would have with regard to on street capacity in the area. However upon re-assessment of the case transport officers have provided the following account.
- 6.8.3 Officers are also aware of the fact that the parking stress on the roads nearby is already very high. This is reflected in the local residents' request to the Council to introduce a controlled parking zone (CPZ) in the area. The risk of any parking overspill from the site could however be minimised by inclusion of an appropriate wording in the legal agreement preventing future occupants from applying for parking permits. The outcome of any public consultation cannot be predicted at this stage so there are risks associated with additional parking demand and its impact on parking pressure. The creation of additional public parking/kerbside space on street, by removal of three on site spaces would be a good way of addressing the issue, particularly supported with the introduction of mitigation measures contained in S106 (car club, pedestrian and cycle improvements etc.) which support sustainable travel and minimise car ownership. A car/parking free development could therefore be supported on this site.
- 6.8.4 Based on the advice as above traffic and transportation department have also recommended the following S106 contributions:
- £9,333.24 towards cycle route improvements;
 - £15,000 towards pedestrian environment improvements, particularly focused on access to Silver Street station, bus services in Fore Street and the junction of Park Avenue with Park Road;

- One three year car club membership per unit and driving credit of £100 per membership (there are two car club bays within walking distance of the site);
- Removal of redundant crossovers and footway resurfacing in front of the site.
- Ineligibility of the proposed units from obtaining parking permits within any future CPZ in the immediate adjoining area.

6.8.5 Based on this amended advice from traffic and transportation it is considered that the application can now be accepted from a traffic and transportation perspective subject to conditions and the above financial contributions being secured via a legal agreement associated with the site. It should be noted that the applicant has agreed to these highway S106 contributions and heads of terms.

6.9 S106 Contributions

Affordable Housing

6.9.1 Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing 10 or more units (14) it should be complying with borough wide target of achieving 40% affordable housing and a mix of tenures to reflect a borough wide target of 70% social rent and affordable rent and 30% Intermediate. This would equate to 6 units on this site as affordable housing.

6.9.2 As part of the application submission the applicant has submitted a Viability Assessment that originally concluded that the scheme would not be viable to contribute on-site affordable units. This Viability Assessment has been assessed by the councils own independently appointed Viability Assessor and it has been agreed that the scheme cannot provide on-site units but that it can afford off site contributions of £85,000. This would be secured as part of a S106 legal agreement with the application.

Education Contributions

6.9.3 Having regard to policy CP46 of the Core Strategy and the councils S106 SPD, this application would also be required to provide education contributions towards local schools in the area.

6.9.4 This application proposes 3x1 bed, 7x2 bed and 4x3 bed units which would equate to a contribution of £42,435.67 towards off site education contributions. The applicant has agreed to these contributions which will be secured via the S106 Agreement.

Other S106 Contributions/ Head of Terms

6.9.5 Highways Contributions of £35,724 broken down as follows:

- £9,333.24 towards cycle route improvements;
- £15,000 towards pedestrian environment improvements, particularly focused on access to Silver Street station, bus services in Fore Street and the junction of Park Avenue with Park Road;
- One three year car club membership per unit and driving credit of £100 per membership (there are two car club bays within walking distance of the site);
- Removal of redundant crossovers and footway resurfacing in front of the site.

- Ineligibility of the proposed units from obtaining parking permits within any future CPZ in the immediate adjoining area. (Car free)

6.9.6 The S106 Monitoring fees would amount to £6372.76. The applicant has agreed to pay this fee.

6.10 Sustainable Design and Construction

Lifetime Homes

6.10.1 The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.

6.10.2 The scheme appears to meet as much as possible the 16 criteria for Lifetime Homes. However, confirmation of this should be secured by condition.

Energy/Energy efficiency

6.10.3 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2010-2013 to be a 25% improvement over Part L of current Building Regulations

6.10.4 At this stage there has been no energy statement submitted to support the application. However it is considered these energy matters can be dealt with via planning conditions.

6.11 Mayors CIL

6.11.1 The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sq.m. The net gain of the new created floor area is 1093 sq.m , inclusive of the 14 units and the communal staircase area.

6.11.2 This would result in a CIL contribution of $1093 \text{ sq.m} \times £20 = £21,860 \times 274/223 = £26,859.37$.

7. Conclusion

7.1 It is considered that this development proposal is acceptable. It is considered to have an acceptable impact to the character and appearance of the site and surrounding Park Road area. It will provide for 4 additional family units and 14 additional residential units a whole in a relatively accessible part of the borough..

7.2 It is considered that its scale, bulk and appearance is acceptable and would be comparable and complement the approved building on the opposite side of Park Road. The proposed development would also have an acceptable impact onto adjoining neighbours amenities.

7.2 The proposed development would not have a significant impact to neighbours amenity or create unacceptable impact to highway function and safety.

- 7.2 In conclusion, officers consider the scheme to be acceptable subject to the conditions outlined as below and the completion of a suitable s106 Legal Agreement, it is recommended that planning permission is granted.

8. Recommendation

- 8.1 That planning permission be approved subject to the following conditions:

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

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

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

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

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

- a. arrangements for wheel cleaning;
- b. arrangements for the storage of materials;
- c. hours of work;
- d. arrangements for the securing of the site during construction;
- e. the arrangement for the parking of contractors' vehicles clear of the highway.
- f. The siting and design of any ancillary structures.
- g. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

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

4. 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.

5. 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.

6. 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.

7. 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.

8. The development shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

9. 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.

10. The development shall not commence 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.

11. All the units shall comply with Lifetime Home standards in accordance with details to be submitted to and approved in writing by the LPA. The development shall be carried out strictly in accordance with the details approved and shall be maintained thereafter.

Reason : To ensure that the development allows for future adaptability of the home to meet with the needs of future residents over their life time in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

12. Prior to occupation of the development details of the security measures to serve the rear terrace assigned to Flat 1 shall be submitted to and approved in writing by the local planning authority.

Reason: In the interest of amenity and public safety.

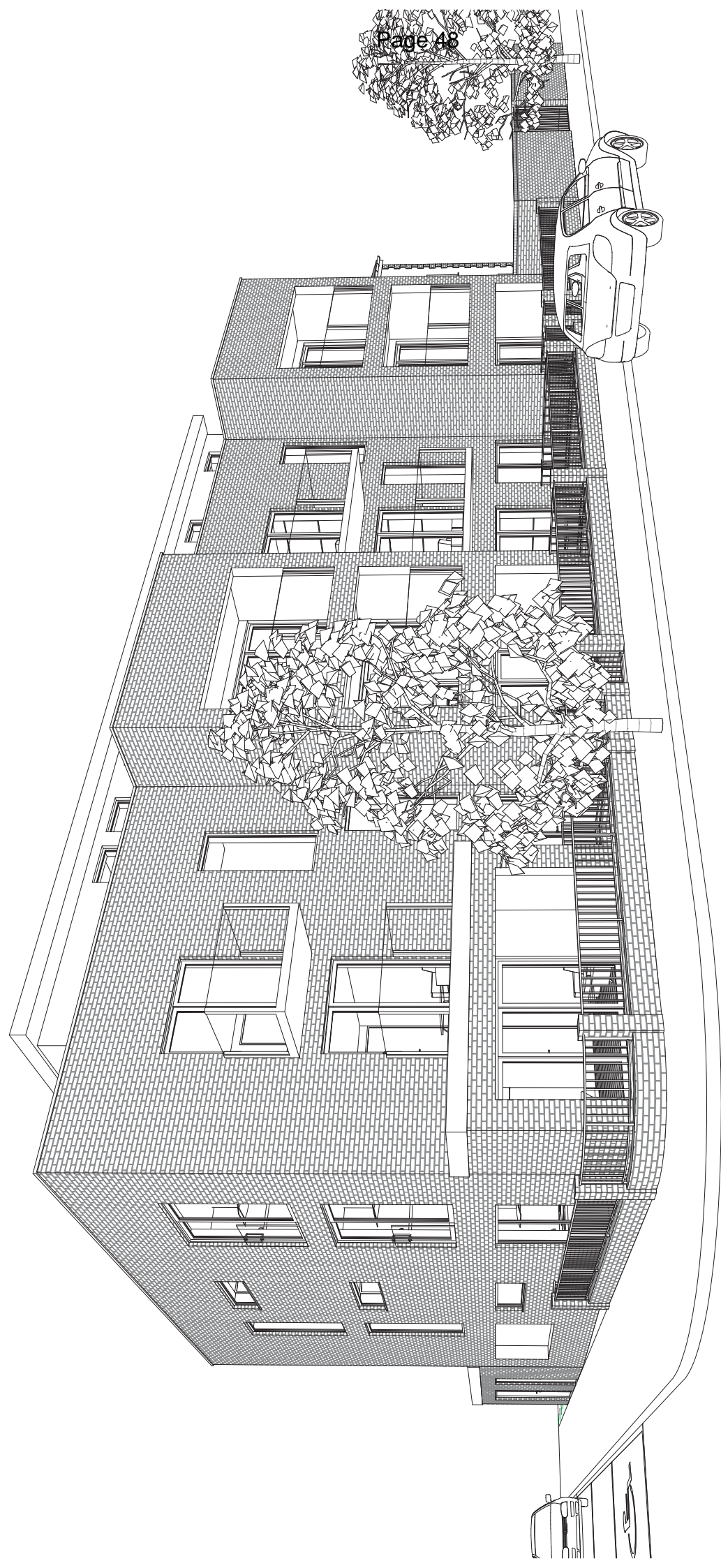
13. The development shall not commence until a detailed 'Energy Statement' and relevant SAP calculations has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than 11% total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2010 ensuring that standard conversion factor indicate that natural gas is the primary heating fuel. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter. Following practical completion of works a final Energy Performance Certificate 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.

14. Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority prior to occupation of the development.

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.



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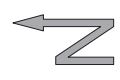
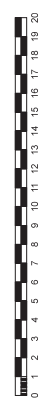


PROJECT: 2B Park Avenue
CLIENT: Paul Simon Homes Ltd.
DATE: March 2015
SCALE: 1:500 @ A2 / 1:1000 @ A4
DRAWING NO: 15/15/01
REVISION:
REVISION DATE:

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PROJECT: 2B Park Avenue
CLIENT: Paul Simon Homes Ltd.
DATE: March 2015
SCALE: 1:200 @ A2 / 1:400 @ A4
DRAWING NO: 1657-0305
REVISION: REVISION DATE

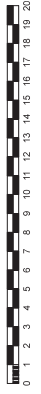


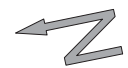
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REVISION: A
REVISION DATE: Sep. 2015

PROJECT: 2A & 2B Park Avenue
CLIENT: Paul Simon Homes Ltd.
DATE: March 2015





PARK AVENUE

PARK ROAD

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PROJECT: 2B Park Avenue
 CLIENT: Paul Simon Homes Ltd.
 DATE: March 2015

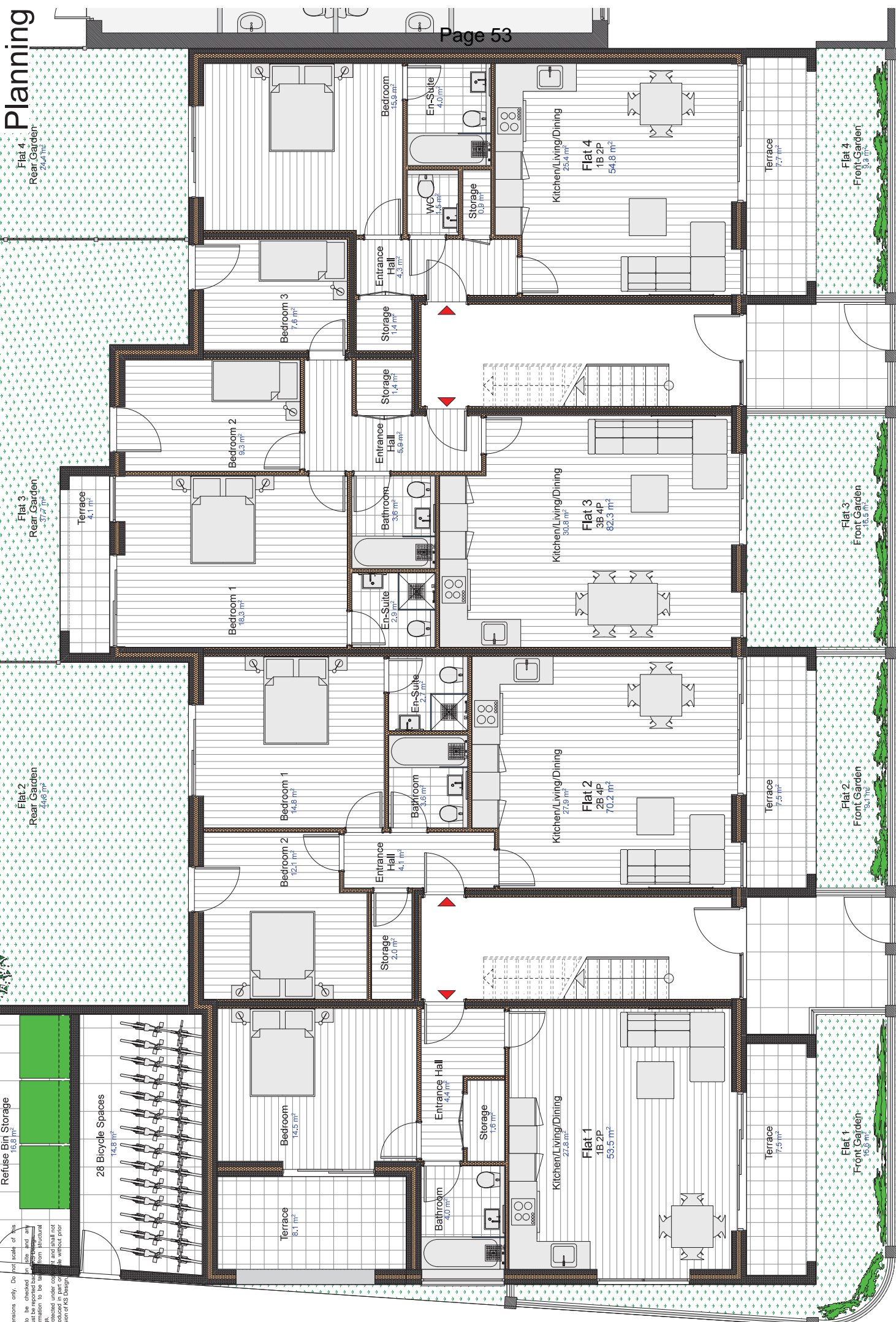
SCALE: 1:100 @ A2 / 1:200 @ A4
 DRAWING NO.: 1031_03/PA
 REVISION: A
 REVISION DATE: Sep. 2015



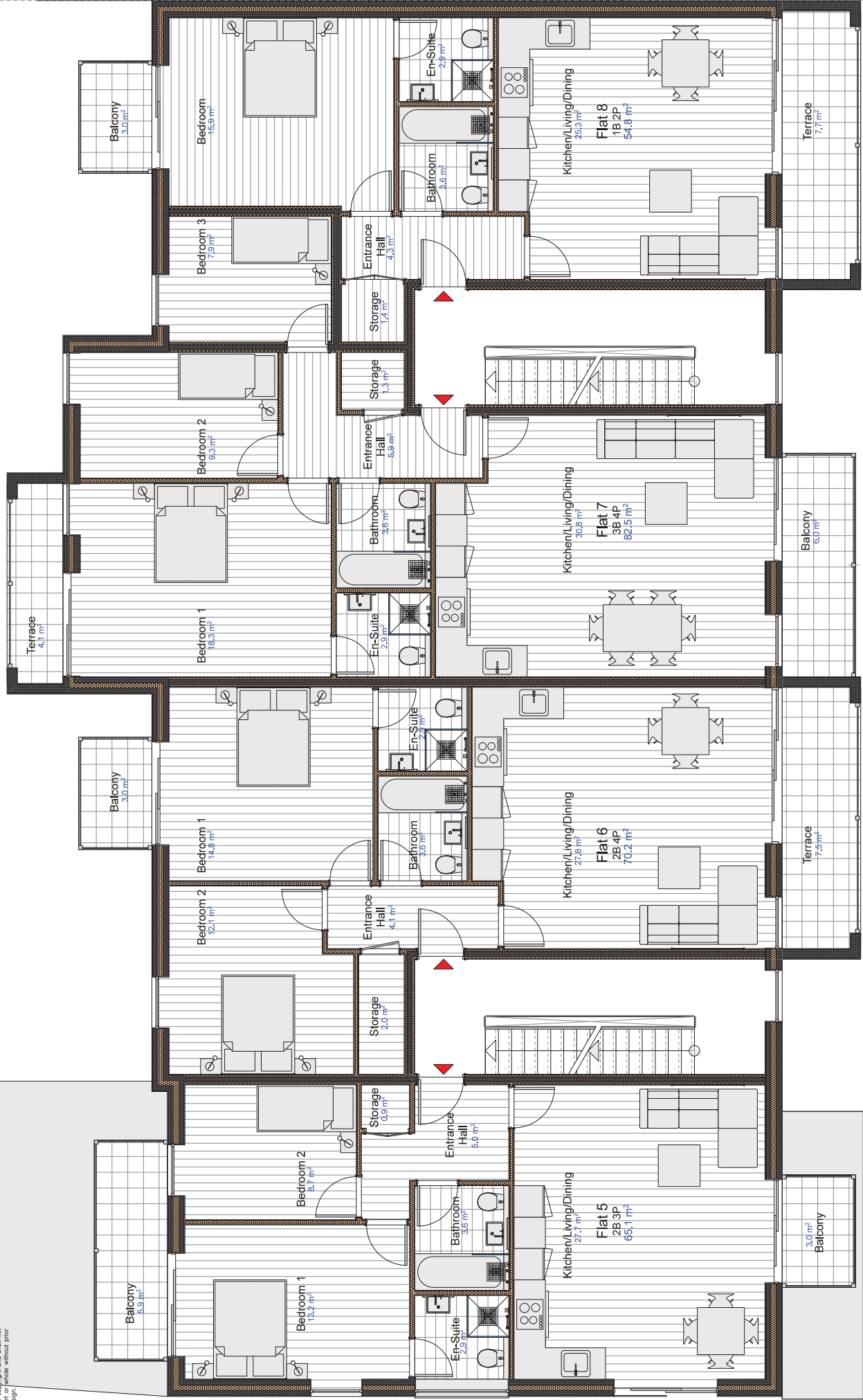
Notes:
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 dimensions to be checked.
 All dimensions must be reported by the
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Retuse Bin Storage
 16.8 m²

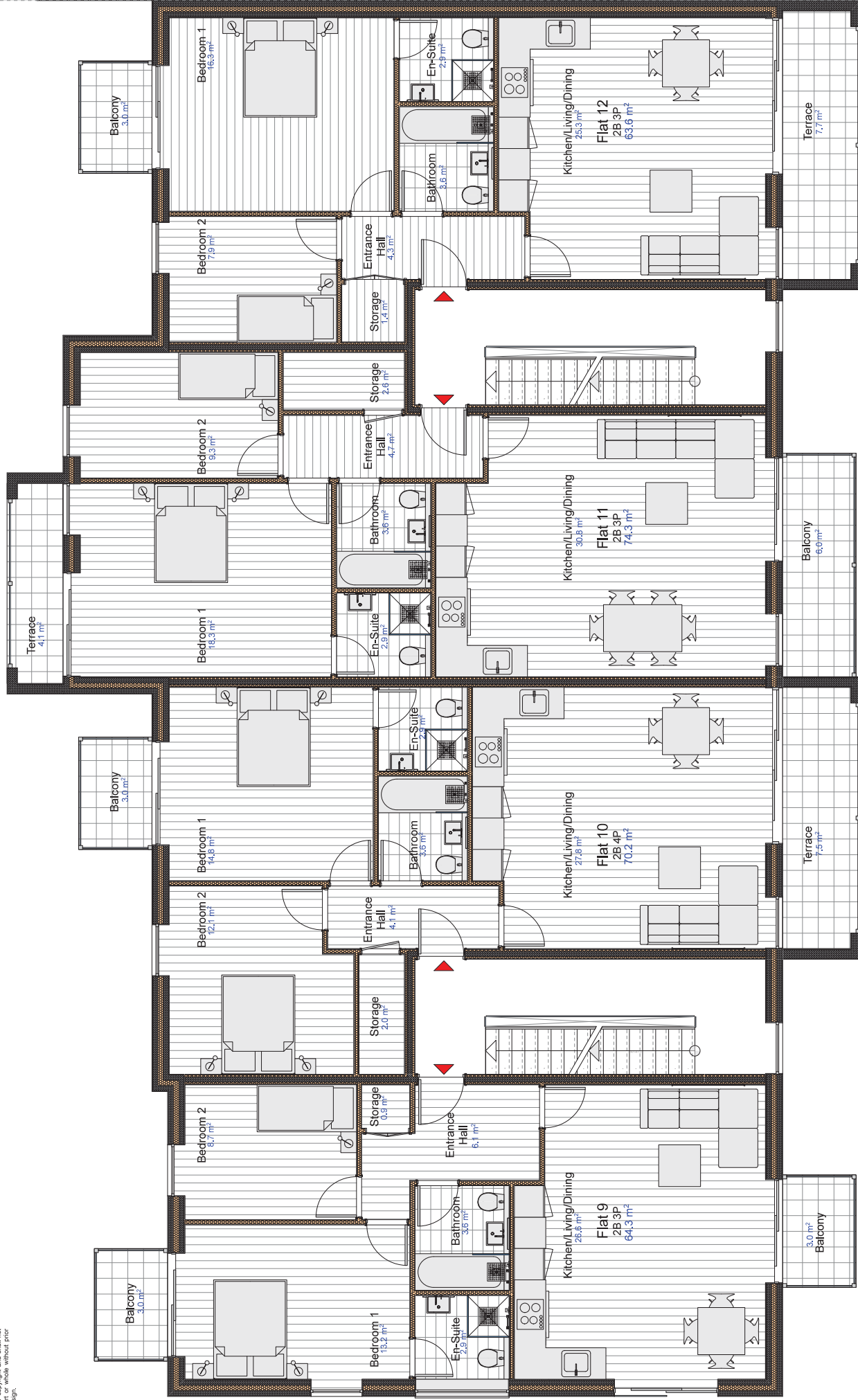
28 Bicycle Spaces
 14.8 m²



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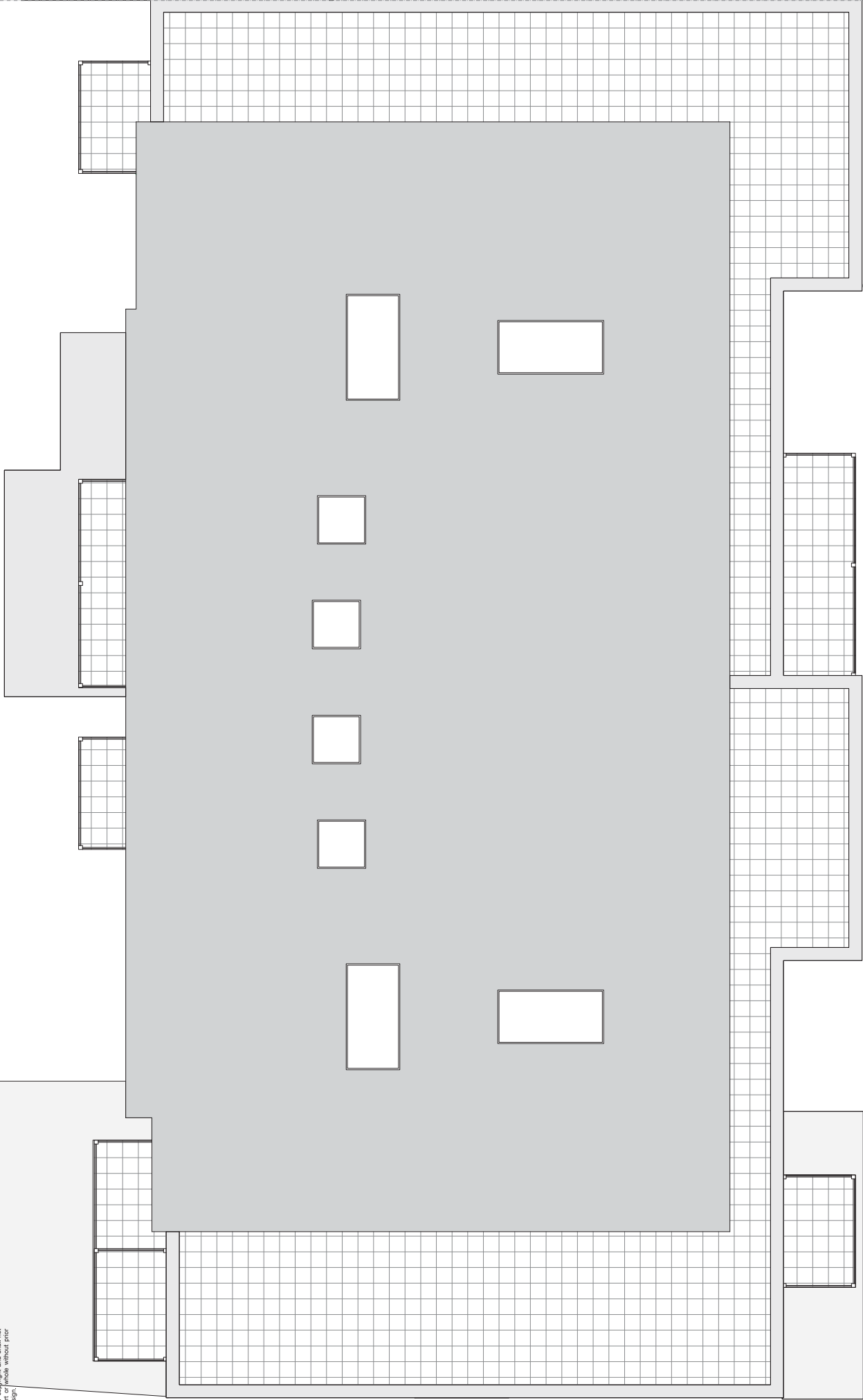


PROJECT: 28 Park Avenue
 CLIENT: Paul Simon Homes Ltd.
 DATE: March 2015

SCALE: 1:50 @ A2, 1:100 @ A4
 DRAWING NO.: A 03, 03/14
 REVISION: A
 REVISION DATE: Sep. 2015

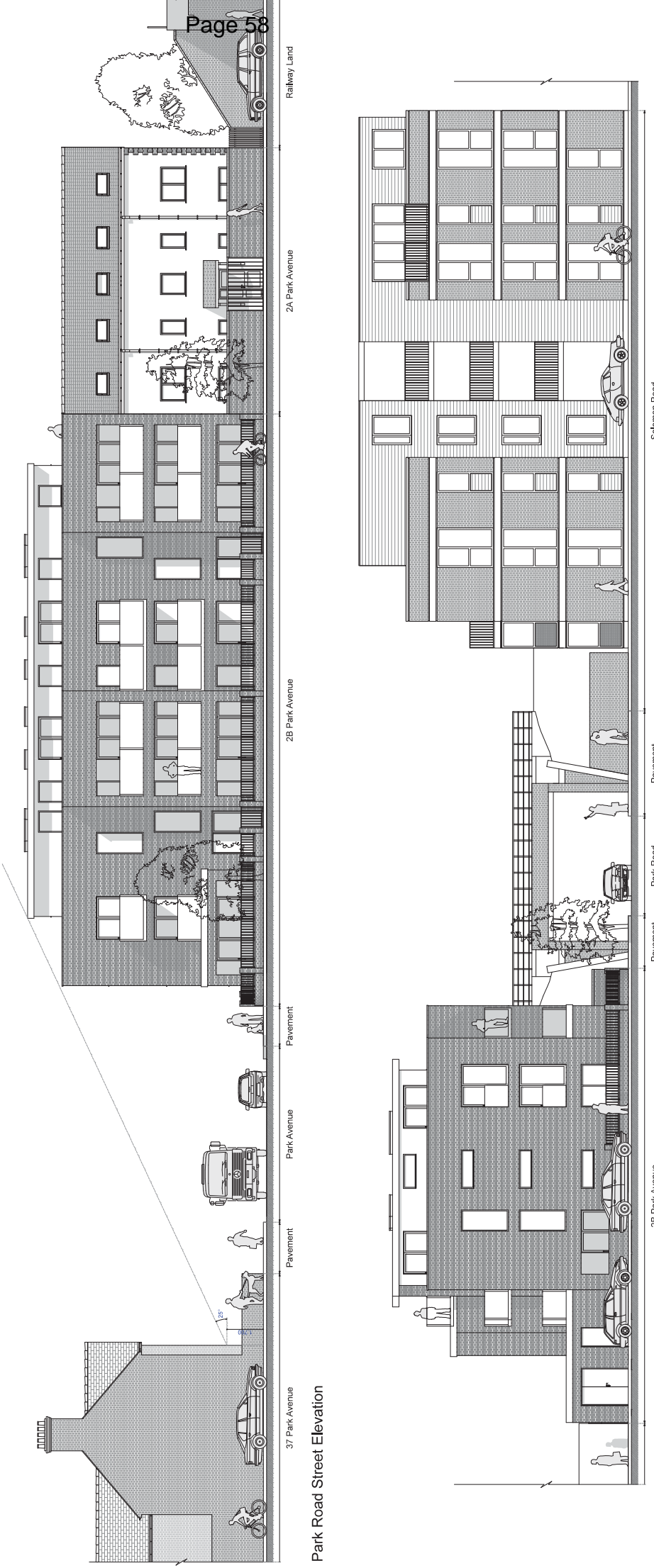


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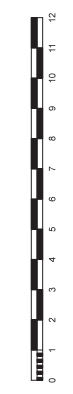


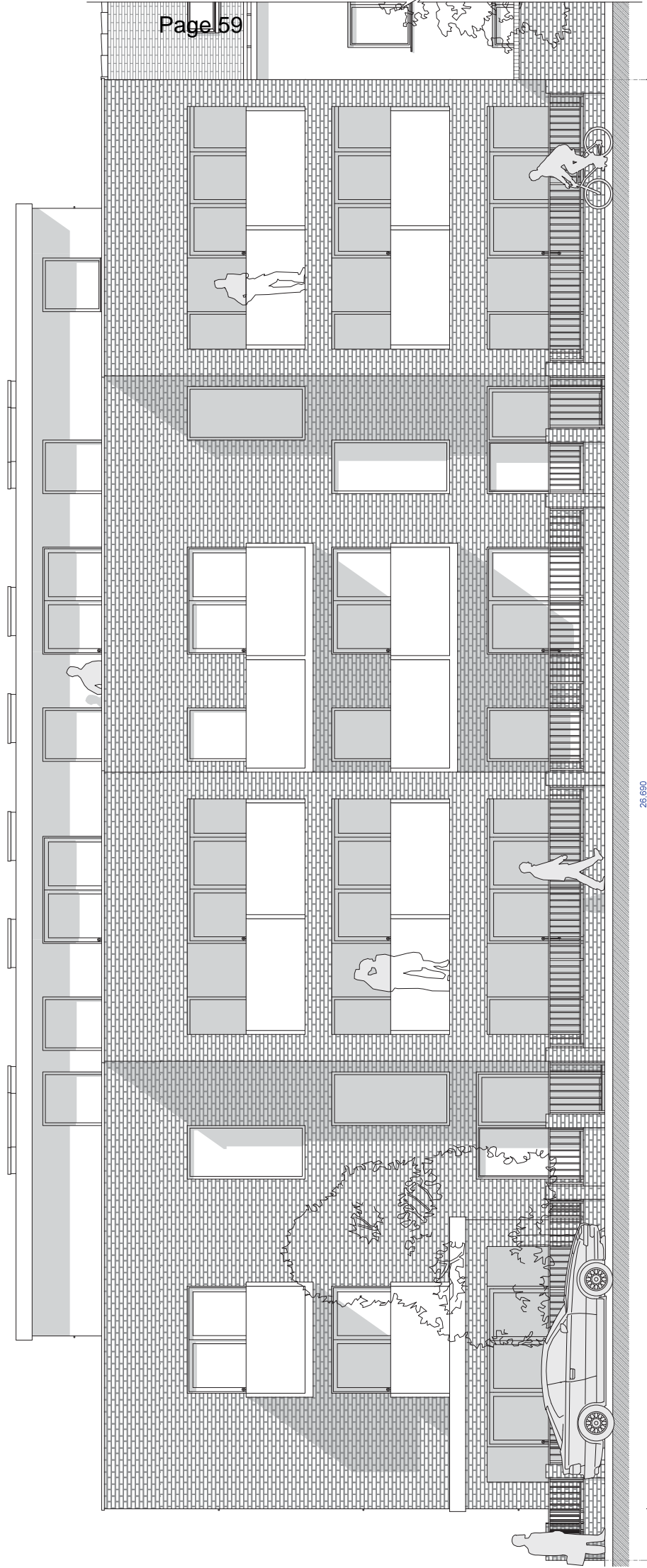
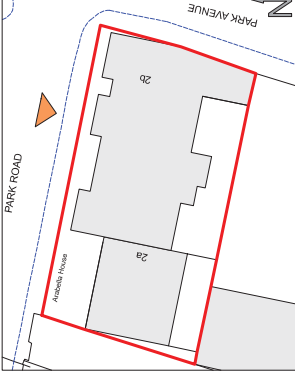
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Park Road Street Elevation

Park Avenue & Solomon Road Street Elevation





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KS Design
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London, UK 900

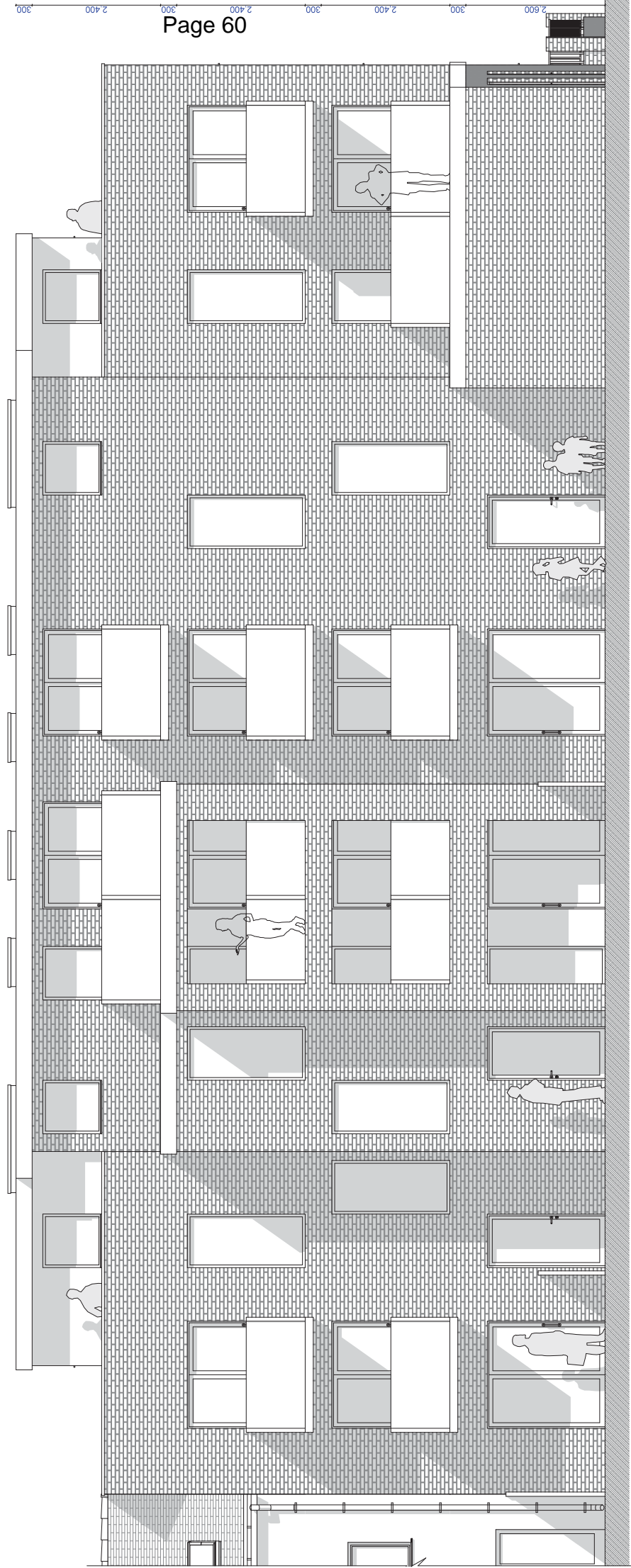
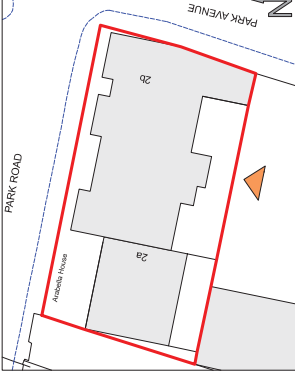
PROJECT: 28 Park Avenue
CLIENT: Paul Simon Homes Ltd.
DATE: March 2015

SCALE: 1:50 @ A2 / 1:100 @ A4
DRAWING NO.: 033_0303A
REVISION: A
REVISION DATE: Sep. 2015

Proposed
Front Elevation

26 690
Park Road

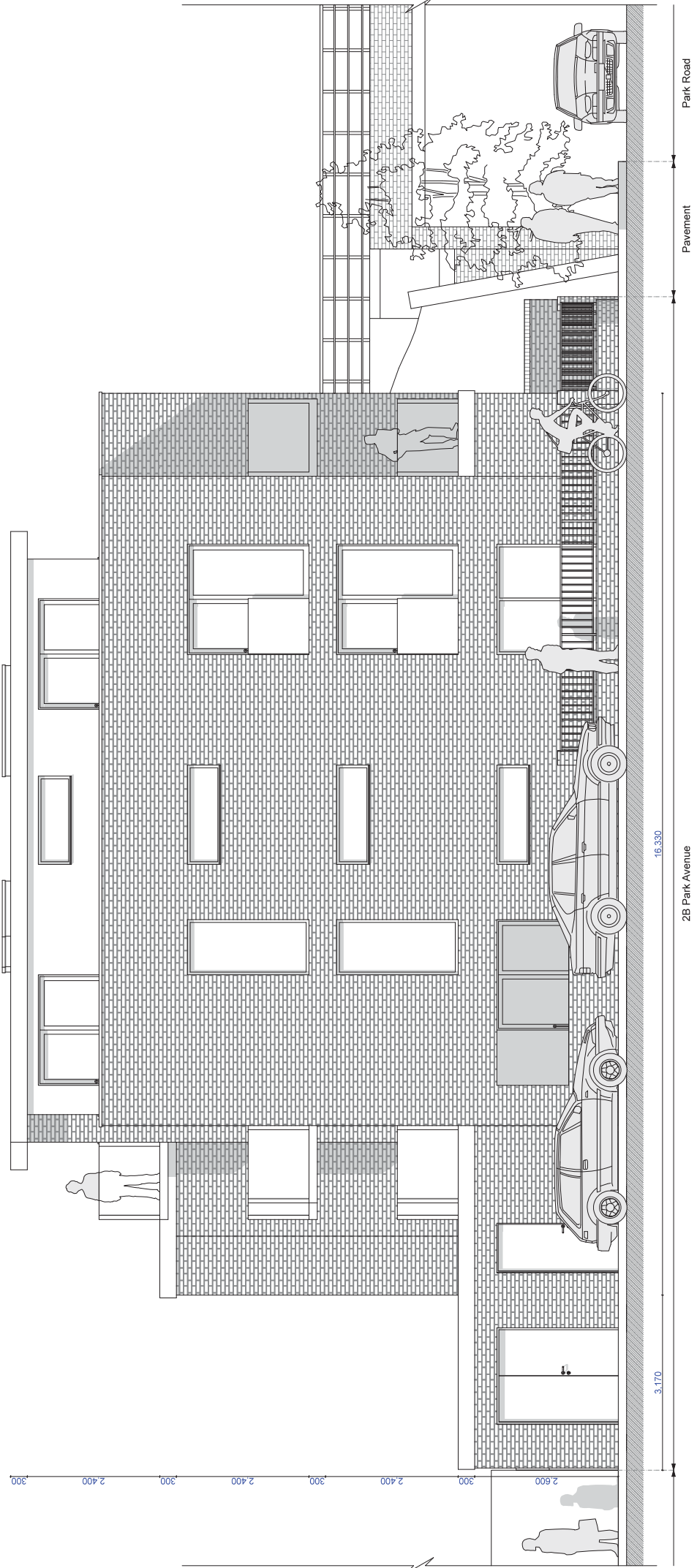
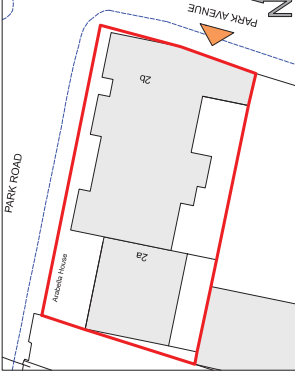




26.891

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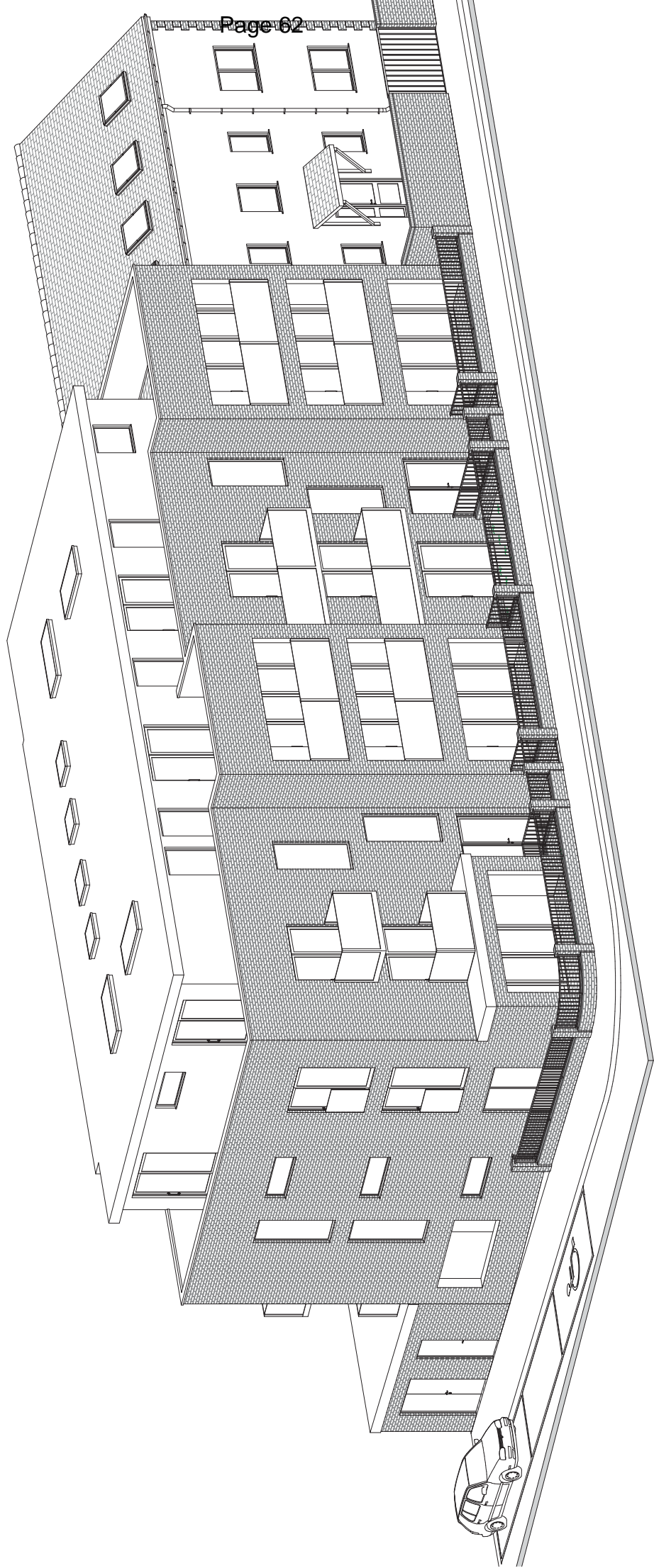


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SCALE: 1:50 @ A2, 1:100 @ A4
 DRAWING NO. B 03, 15/25
 REVISION: B
 REVISION DATE: Oct. 2015

PROJECT: 2B Park Avenue
 CLIENT: Paul Simon Homes Ltd.
 DATE: March 2015





Notes:
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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd February 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Matthew Thode

Ward:
Southgate Green

Ref: 15/05782/FUL

Category: Full Application

LOCATION: 125 Bourne Hill, London, N13 4BE,

PROPOSAL: Single storey rear extension.

Applicant Name & Address:

Mrs Theodora Panteli
125 Bourne Hill
Winchmore Hill
N13 4BE

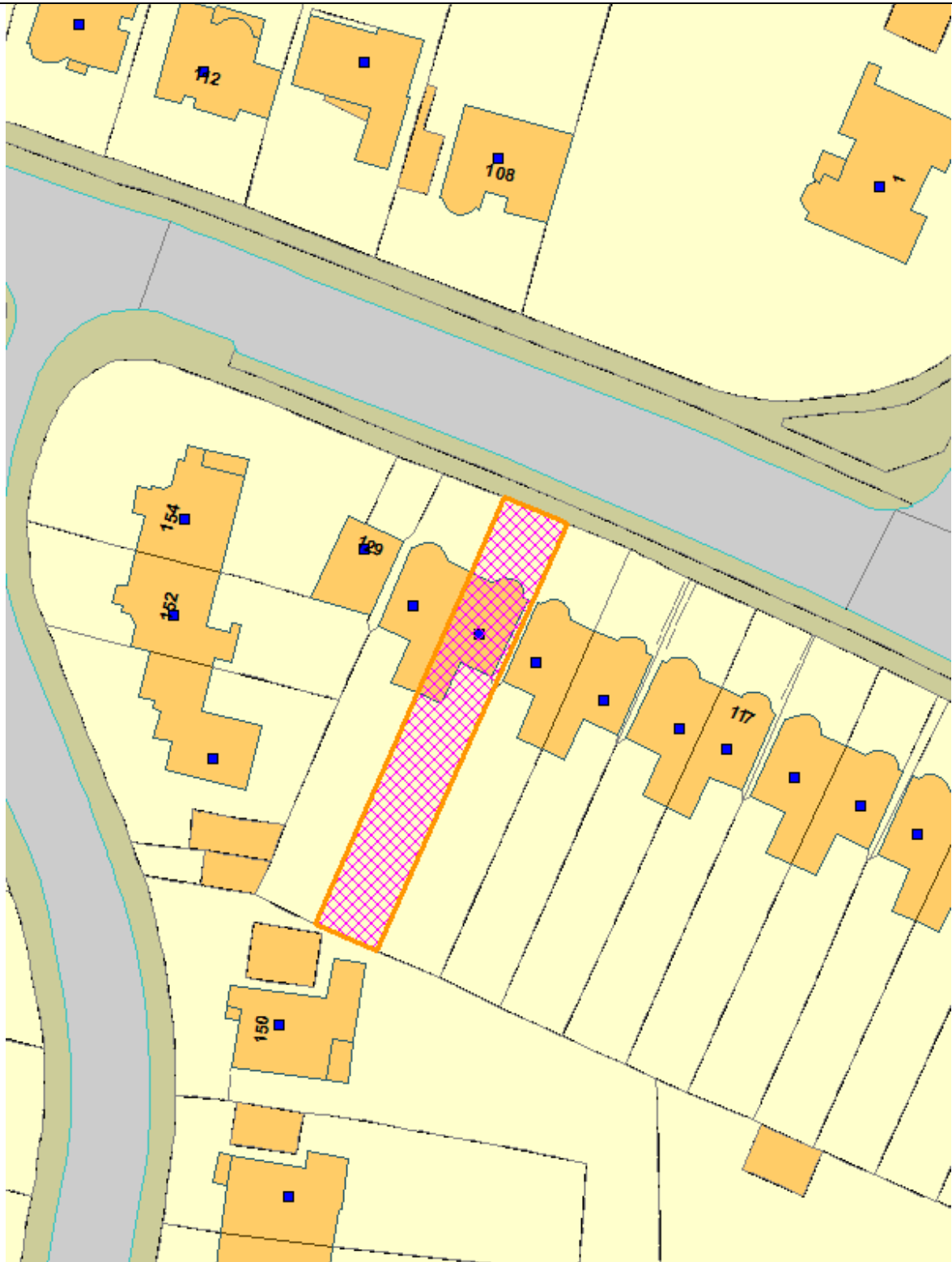
Agent Name & Address:

Mr Amir Faizollahi
6 Bournwell Close
Hadley Wood
EN4 0JX
United Kingdom

RECOMMENDATION:

It is therefore recommended that the application is **APPROVED** subject to the conditions.

Ref: 15/05782/FUL LOCATION: 125 Bourne Hill, London, N13 4BE,



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Scale 1:1250

North



A planning application of this nature would normally be determined under delegated authority. However, the agent 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.

1. Site and Surroundings

- 1.1 The site is located on the south side of Bourne Hill. It has a regular shape and is approximately 348m² in area. It contains a two-storey semi-detached property that has been converted into two flats. It is noted the flat above at 125A is currently seeking a rear dormer with two front roof lights (Council Ref: 15/0783/FUL).
- 1.2 The surrounding area is characterised by semi-detached properties some of which have rear dormers.
- 1.3 Neighbouring properties No. 123 and 121 Bourne Hill contain rear roof dormers with minimal insets from the roof ridges.
- 1.4 The site is not located within a conservation area and does not contain a listed building.

2. Proposal

- 2.1 The application seeks planning permission to demolish an existing rear conservatory attached to an original rear outrigger. The existing conservatory is constructed of glass walls and measures approximately 4.2 metres in depth from the original rear wall. The new rear extension being sought will measure 4.9 metres in depth and contain a single flank window. The extension will be 2.5 metres in width and measure 3.3 metres in height to the top of the parapet.
- 2.2 In addition, another rear extension measuring 3 metres in depth is proposed to the rear of the original rear outrigger which will measure 3 metres in depth and be 3.6 metres in width with a height of 3.3 to the top of the parapet.
- 2.3 The extensions will be constructed out of matching materials, with a flat roof form, with Velux skylights proposed on the roof.

3. Planning History

- 3.1 TP/03/1777: Rear conservatory – 11/17/2003 – Granted.
- 3.2 TP/04/2013: Rear conservatory (Revised Scheme) – 21.22.2004 – Granted.
- 3.3 SOUTHGATE_5110: Two flats – 10.03.1965 – Granted.
- 3.4 15/02401/HOU:

In regard to the application ref:15/02401/HOU, it is noted that this was an earlier iteration of the current proposal and was refused. In particular, it was an L

shaped rear extension which wrapped around the existing rear outrigger. It was refused on the following grounds:

1. *The proposed extension would result in an excessive form of development by reason of its size and siting, harmful to the integrity of the host building, and out of keeping with the established character and form of development in the surrounding area. As such the proposals are contrary to Policy 11 of the Development Management Document and the objectives of Policies 3.14, 7.4 and 7.6 of the London Plan, Policy 30 of the Core Policy, Policy 37 of the Development Management Plan and the National Planning Policy Framework.*
2. *The single storey rear extension by reason of its excessive depth and proximity to the shared boundary would constitute an obtrusive and overly dominant form of development, resulting in an unacceptable loss of outlook, heightened sense of enclosure and adversely impact daylight access to number 123 Bourne Hill. The proposal would be contrary to Policies 3.14, 7.4 and 7.6 of the London Plan, Policy 30 of the Core Strategy, Policy 11 of the Development Management Document and the National Planning Policy Framework.*

The current proposal has split the rear extension(s) into two elements which has reduced the length of the extension along the boundary of 123 Bourne Hill.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 None

4.2 Public response

The neighbours were notified of the application by mail (seven letters).

5. Relevant Policies

5.1 London Plan

Policy 3.14	Existing housing
Policy 7.4	Local character
Policy 7.6	Architecture

5.2 Core Strategy

Policy 4	Housing quality
Policy 30	Maintaining and improving the quality of the built and open environment

5.3 Development Management Document

DMD 6	Residential character
DMD 13	Roof extensions
DMD 37	Achieving high quality and design-led development
DMD 38	Design process

5.4 Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Policy Guidance

6. Analysis

Principle

- 6.1 The adopted policies encourage the maintenance and enhancement of existing housing stock. However, proposals must also be assessed in relation to material considerations such as impact on the character of the surrounding area and impact on the neighbours' amenity.
- 6.2 In particular, DMD 11 is of relevance to this application. The provisions of DMD 11 seek to mitigate the form and scale of single storey rear extensions to protect the character of a dwelling as well as the amenity of neighbouring properties. To this end, extensions should not intrude within a 45 degree line of visibility measured from the centre ground floor windows adjacent to the application site or maintain common building alignment, thereby ensuring a reasonable level of daylight access and outlook.

Impact on the neighbours' amenity

- 6.3 The proposed rear extension is considered to be sufficiently separated from adjoining property of No.150 Fox Lane with approximately 27 metres of separation distance. At the distance noted, the proposed rear extension will have a subservient residential scale and will appear incongruous in relation to the existing established bulk of the residential building on-site, which will be further screened by existing boundary fencing. As such, the impact of the proposed extensions on this property will be acceptable at this distance.
- 6.4 In relation to the property located at 127 Bourne Hill. The portion of extension to replace the existing conservatory will be screened by the existing rear outrigger and will not be visible from this property. In relation to the proposed 3 metre deep and 3.3 metre high extension located off the rear wall of the existing outrigger will be compliant with DMD 11. In particular, DMD 11 provides for rear extensions up to a depth of 3 metres and for a height of up to 3.5 metres which this extension would comply with. Furthermore, the extension will be in common alignment with the rear extensions located at 127 Bourne Hill. There are no windows proposed on this boundary common boundary which will have outlook onto this property. As such, impact would be minimal and are considered acceptable.
- 6.5 In relation to the adjoining property of 123 Bourne Hill to the east, the rear extension will be sufficiently set back from this property. In regards to the existing conservatory which measures 4.2 metres in depth from the rear existing wall will

be demolished, with a new 4.9 metre rear extension being proposed. The proposed extension will be a height of 3.3 metres which is compliant with DMD 11 in this regard, which affords up to 3.5 metres in height. Furthermore, it is noted that the extension will be a reduction in height with the existing conservatory having a pitched roof measuring 3.55 metres in height.

- 6.6 The proposed extension will be off-set from the common boundary by 0.920 metres, however the additional depth of 0.7 metres beyond that of the existing rear conservatory will not comply with a 45 degree line taken from the nearest adjoining ground floor window of 123 Bourne Hill which appears to be utilised for habitable use. The proposed extension will however secure a common alignment with the existing rear outrigger and in addition, will still be of a lesser depth than that of the existing rear extensions at the property of 123 Bourne Hill which measures approximately 10 metres in depth.
- 6.7 In this instance, when having regard to the existing conservatory, reduction in height of the extension, similar siting of the rear extension being sought and the depth of surrounding rear extensions, it is not considered the rear extension will result in any further significant amenity impacts in this instance.
- 6.8 In relation to the proposed roof skylights, it is considered these are appropriate and given their orientation, will not impact on any neighbouring properties amenity.
- 6.9 Overall the proposed extension is of an appropriate scale which maintains the amenity of both the original building and adjoining neighbouring properties, as such it is considered the proposal is consistent with DMD 11.

Impact on the character of the surrounding area

- 6.10 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. The proposed extensions would be located to the rear at ground floor level and would not be visible from the highway; therefore it would have no impact on the character and appearance surrounding area. It will not be an incongruous addition to the rear of the property and has been designed in character of rear extensions in the immediate and surrounding environment with materials to match the existing.
- 6.11 As such officers consider the proposal acceptable in terms of design and appearance.

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 floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012, the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2014.

The proposed alterations and additions are not CIL liable.

7. Conclusion

7.1 The proposed development would not detract from the character and appearance of the subject property and surrounding area as viewed from the rear of the property and would not have an adverse impact on the neighbours' amenities in accordance with Policies 3.14, 7.4 and 7.6 of the London Plan, Policy 4 and 30 of the Core Strategy and Policies 6, 13, 37 and 38 of the Development Management.

7.2

8. Recommendation

8.1 It is therefore recommended that the application is approved subject to the following conditions:

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

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

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

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

3. The 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.

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. 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.

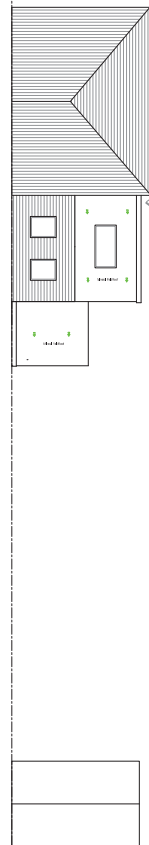
Reason: To safeguard the privacy of the occupiers of adjoining properties.

NOTES:
 THE CONTRACTOR ARE TO CHECK ALL DIMENSIONS, GRAN BINS 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. DO NOT REMOVE THE BUILDING OR ORDER MATERIALS BY SCALING THE DRAWINGS.

The building owner must notify the Party Wall Act 1996. The building owner must notify and obtain formal agreement from adjoining owner/s. The party wall procedure must be followed. For more information visit the Party Wall Act 1996 information booklet from www.odpm.gov.uk/partywalls/1996

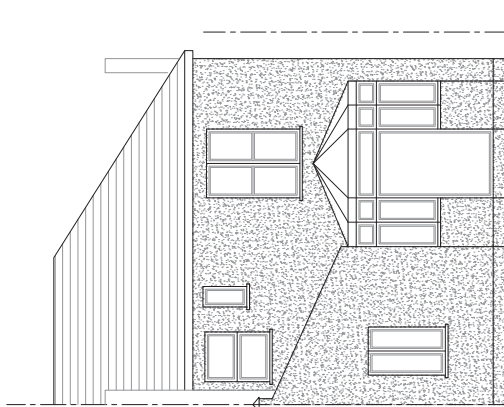


LOCATION PLAN 1:1250

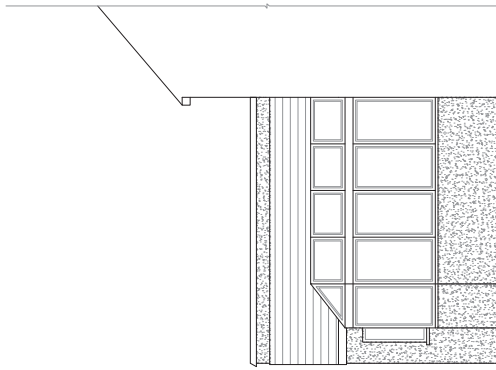


BLOCK PLAN
1:500

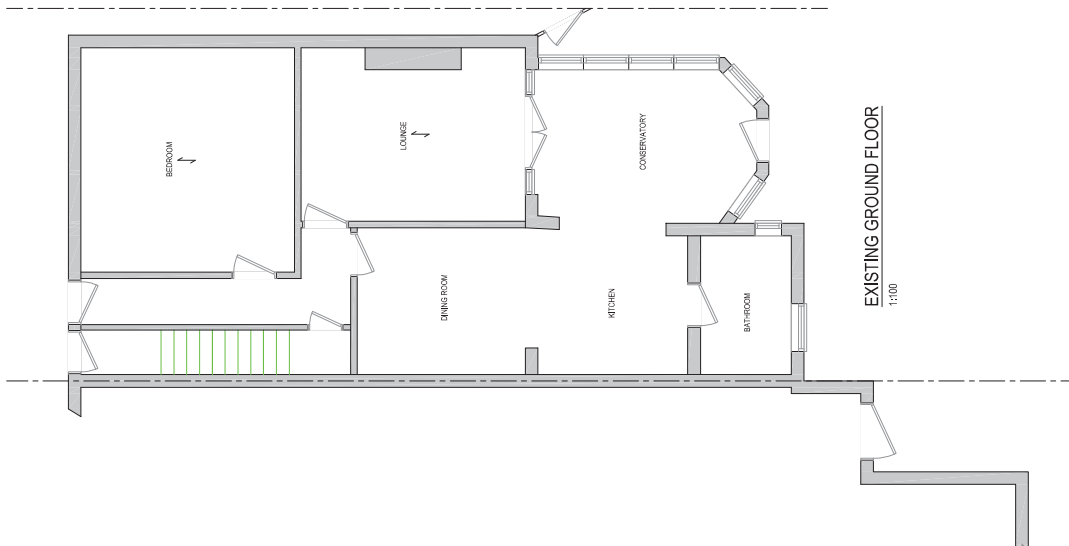
DWG 001 Existing/Proposed
 1:100 @ A3 10/05/2015
 125 Bourne Hill NT13 4BE



EXISTING BACK ELEVATION
1:100



EXISTING SIDE ELEVATION
1:100

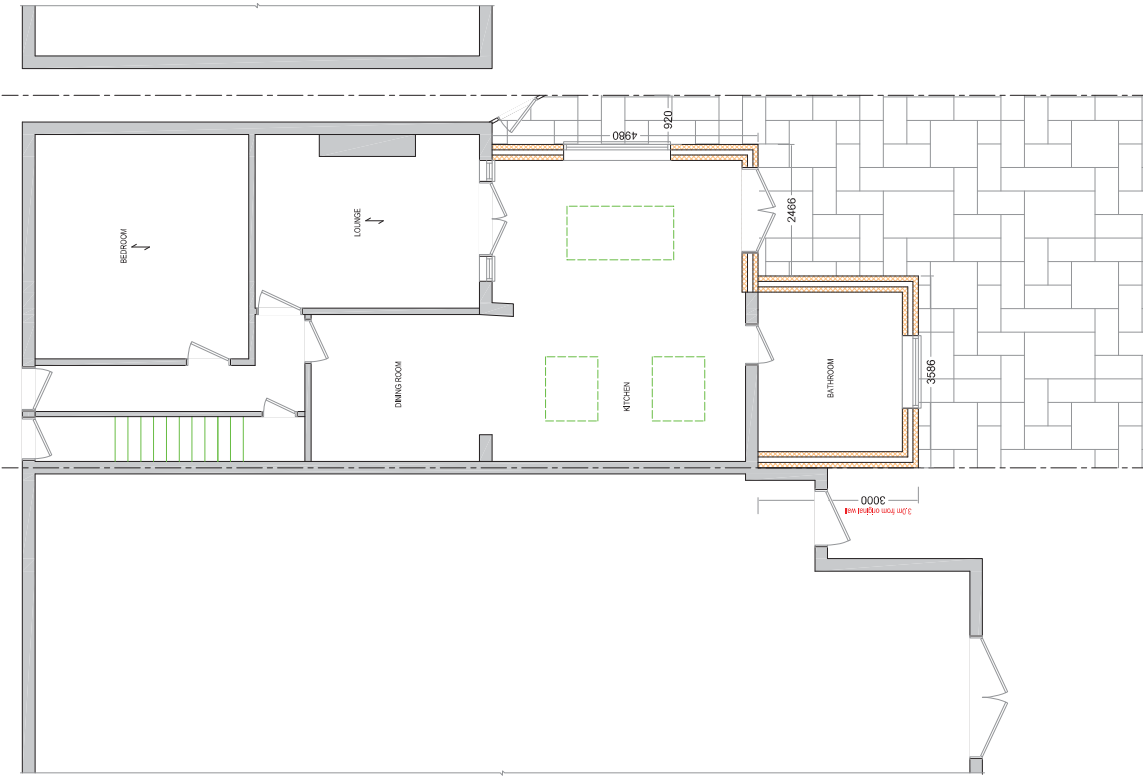


EXISTING GROUND FLOOR
1:100

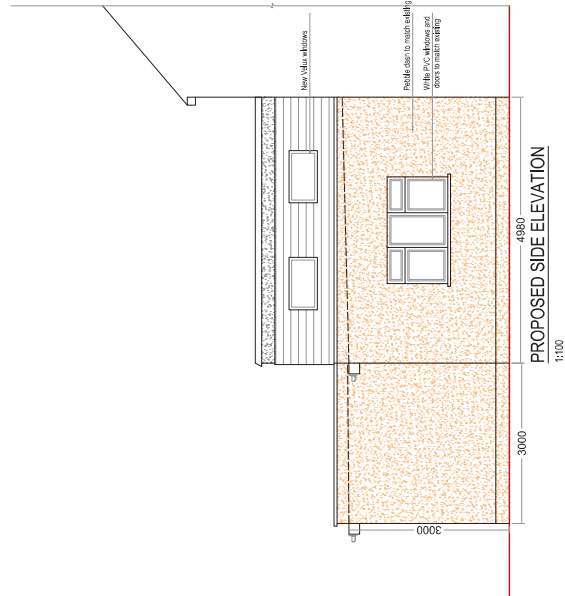
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NOTES:
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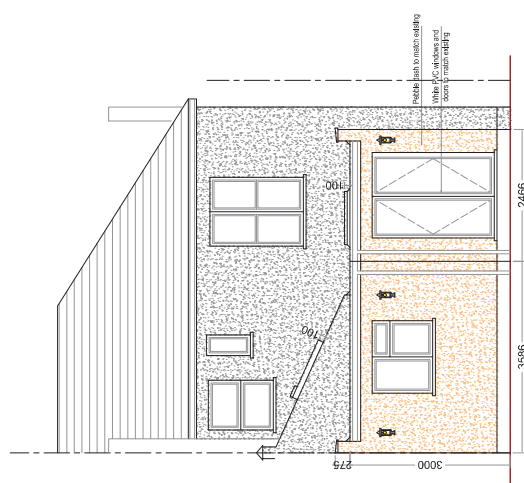
The proposed works may fall within the Party Wall Act 1996. The contractor must liaise with the adjoining owner/s. The party wall procedure must be followed before work commences on site. Please refer to the Party Wall Act 1996 for further information. www.partywalladvice.com or Tel: 0870 122 6236



PROPOSED GROUND FLOOR
1:100



PROPOSED SIDE ELEVATION
1:100



PROPOSED BACK ELEVATION
1:100



PROPOSED ROOF
1:100

DWG 002 Existing/Proposed
 1:100 @ A3 10/05/2015
 125 Bourne Hill N13 4BE

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd February 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Nathaniel Young

Ward:
Southgate Green

Ref: 15/05783/FUL

Category: Full Application

LOCATION: 125A Bourne Hill, London, N13 4BE,

PROPOSAL: Rear dormer.

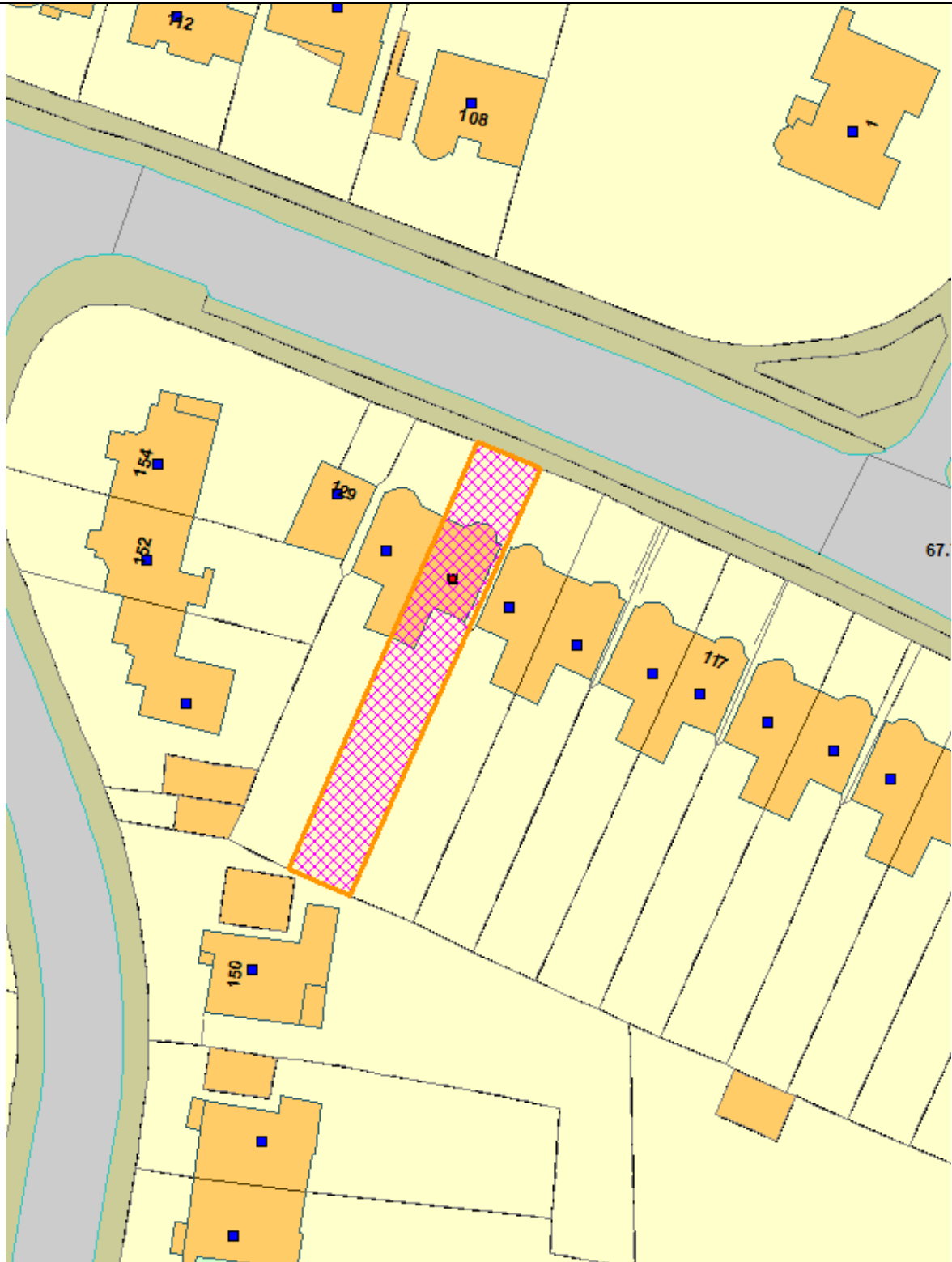
Applicant Name & Address:
Mrs Theodora Panteli
125 Bourne Hill
Winchmore Hill
N13 4BE

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

RECOMMENDATION:

It is therefore recommended that the application is **APPROVED** subject to conditions.

Ref: 15/05783/FUL LOCATION: 125A Bourne Hill, London, N13 4BE,



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Scale 1:1250

North



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.

1. Site and Surroundings

- 1.1 The site is located on the south side of Bourne Hill. It has a regular shape and is approximately 348m² in area. It contains a two-storey semi-detached property that has been converted into two flats.
- 1.2 The surrounding area is characterised by semi-detached properties some of which have rear dormers.
- 1.3 Neighbouring properties No. 123 and 121 Bourne Hill contain rear roof dormers with minimal insets from the roof ridges.
- 1.4 The site is not located within a conservation area and does not contain a listed building.

2. Proposal

- 2.1 The application seeks planning permission for a rear roof dormer and two front rooflights.
- 2.2 The roof dormer would be inset 0.5m from the roof edge, 0.5m from the eaves and 1.04m from the roof ridge.
- 2.3 The two new rooflights would be Velux style and located on the front elevation of the roof.

3. Planning History

Site

- 3.1 TP/03/1777: Rear conservatory – 11/17/2003 – Granted.
- 3.2 TP/00/1572: Vehicular access to classified road – 22.11.2000 – Granted.
- 3.3 SOUTHGATE_5110: Two flats – 10.03.1965 – Granted.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.2 None.

4. Public response

- 4.3 The neighbours were notified of the application by mail (five letters).
- 4.4 No objections were received.

5. Relevant Policies

5.1 London Plan

- Policy 3.14 Existing housing
- Policy 7.4 Local character
- Policy 7.6 Architecture

5.2 Core Strategy

- Policy 4 Housing quality
- Policy 30 Maintaining and improving the quality of the built and open environment

5.3 Development Management Document

- DMD 6 Residential character
- DMD 13 Roof extensions
- DMD 37 Achieving high quality and design-led development
- DMD 38 Design process

5.4 Other Relevant Policy Considerations

- National Planning Policy Framework
- National Planning Policy Guidance

6. Analysis

Principle

- 6.1 The adopted policies encourage the maintenance and enhancement of existing housing stock. However, the proposed development must be assessed in relation to its impact on the character of the surrounding area and the neighbours' amenity.

Impact on the character of the surrounding area

- 6.2 DMD 13 requires that roof extensions be of an appropriate size and location within the roof plane and, in the case of roof dormers, inset from the eaves, ridge and edges of the roof (insets should normally be between 500-750mm).

- 6.3 The proposed rear dormer would be appropriately inset from the roof edge (0.5m), eaves (0.5m) and ridge (1.04m). It would not create any additional harm to the character of the surrounding area than what has already been established by neighbouring properties (No. 121 and 123 Bourne Hill). The proposed dormer's size would not be excessive and would sit comfortably within the rear roof plane. It is therefore considered that the rear dormer would not have an undue impact on the character and appearance of the property and the surrounding area.

Impact on the neighbours' amenity

- 6.4 The rear dormer would not have an unacceptable impact on the neighbours' amenity in terms of light or outlook due to the location within the roof slope. The proposal would have a minimal impact on privacy as the proposed windows would be at second floor level, however as the first floor windows below currently allow views over the rear gardens of the adjoining properties and these properties already have rear dormers within the roof slope it is considered that the proposal

would simply result in mutual overlooking. As such officers consider the proposal acceptable in terms of neighbouring amenity impact.

Community Infrastructure Levy

6.8 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 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.

6.9 Is the development CIL liable? No.

7. Conclusion

7.1 The proposed development would not detract from the character and appearance of the subject property and surrounding area as viewed from the rear of the property and would not have an adverse impact on the neighbours' amenities in accordance with Policies 3.14, 7.4 and 7.6 of the London Plan, Policy 4 and 30 of the Core Strategy and Policies 6, 13, 37 and 38 of the Development Management.

8. Recommendation

8.1 It is therefore recommended that the application is approved subject to the following conditions:

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

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

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

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

3 The 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.

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, 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.

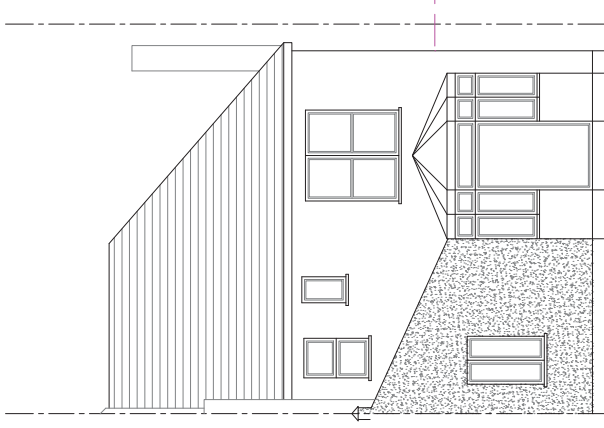
Reason: To safeguard the privacy of the occupiers of adjoining properties.

NOTES:
 THE CONTRACTORS 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 CURRENT BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.
 THE BUILDING OR ORDER DETAILS BY SCALING THE DRAWINGS.
 The proposed works may fall within the Party Wall Act 1996. The building owner must notify and obtain formal agreement from the adjoining owner before any work commences. Please refer to information booklet from www.odim.gov.uk/partywall/1996 or 01 (857) 122 4239

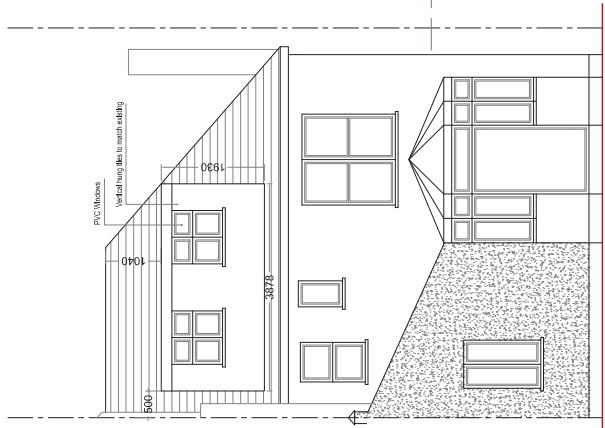
T: 07939 666006 A: 6 Bournwell Close, Hadley Wood, EN4 0JX
 E: info@myadl.co.uk

Chartered Building Engineer
Architectural Design London

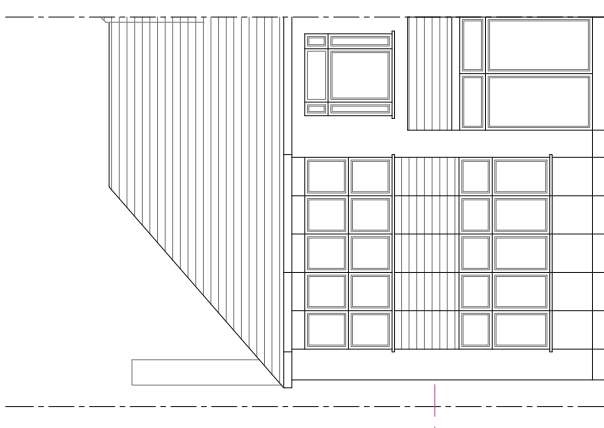
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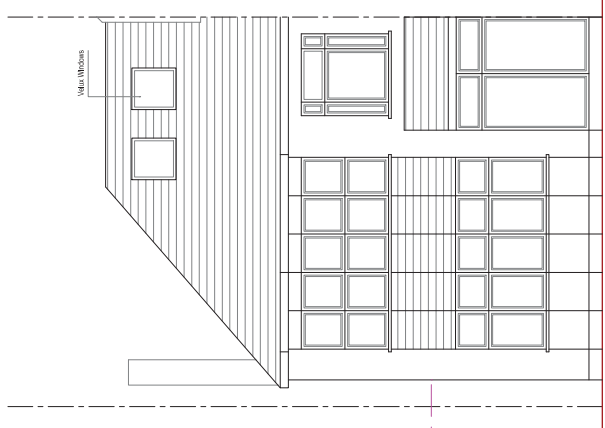
EXISTING BACK ELEVATION
 1:100



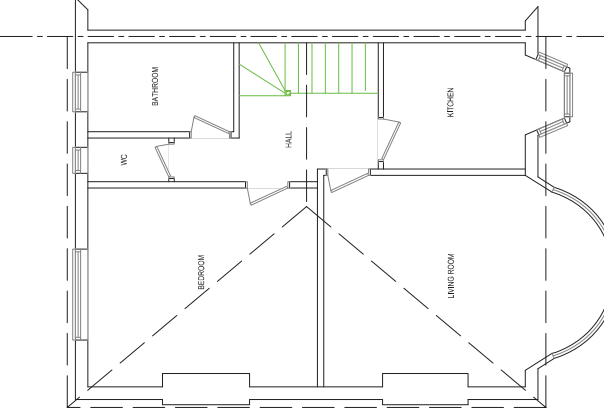
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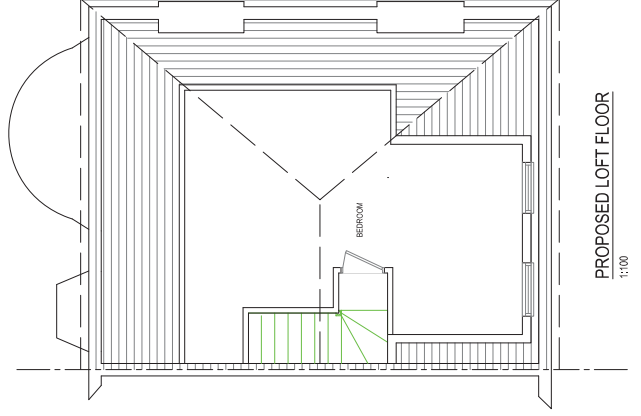
EXISTING FRONT ELEVATION
 1:100



EXISTING FRONT ELEVATION
 1:100



EXISTING FIRST FLOOR
 1:100



PROPOSED LOFT FLOOR
 1:100

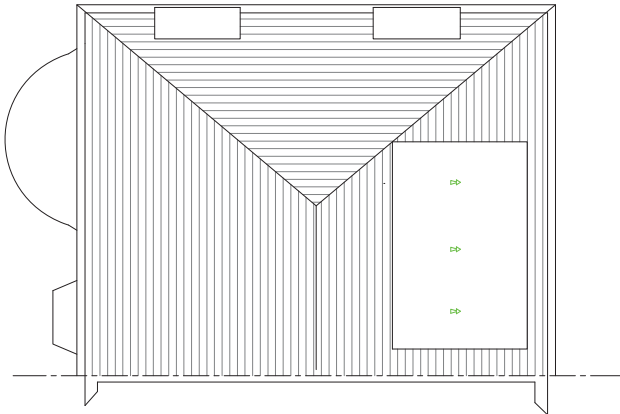
DWG 001 Existing/Proposed
 1:100 @ A3 10/05/2015
 125 Bourne Hill N13 4BE

NOTES:
 THE CONTRACTORS ARE TO CHECK ALL DIMENSIONS, DRAIN RUNS AND GENERAL CONDITIONS ON SITE BEFORE COMMENCING WORK. ALL WORK IS TO BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS. DO NOT SET OUT THE BUILDING OR ORDER MATERIALS BY SCALING THE DRAWINGS.

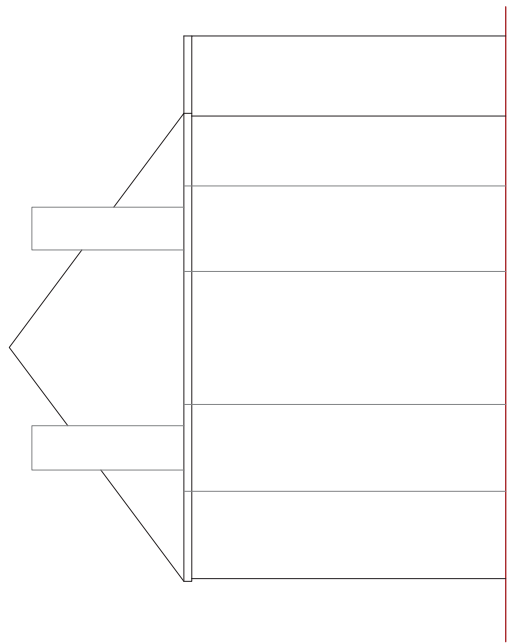
The proposed works may fall within the Party Wall Act 1996. If so, the contractor must obtain written consent from adjoining owner/s. The party wall procedure must be followed and work commences on site. Please refer to the following website for further information: www.partywall.com or Tel 0870 122 8238.



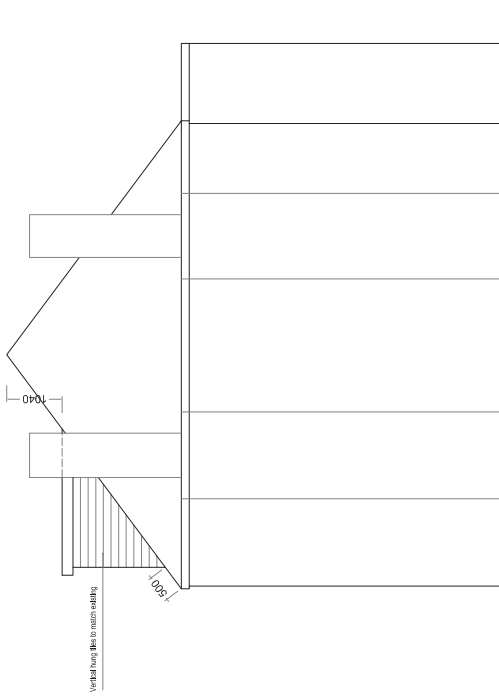
LOCATION PLAN 1:1250



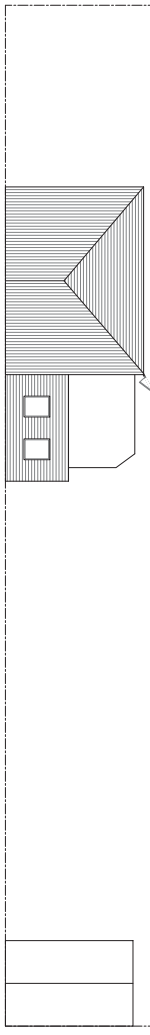
PROPOSED ROOF PLAN
1:100



EXISTING SIDE ELEVATION
1:100



PROPOSED SIDE ELEVATION
1:100



BLOCK PLAN 1:250

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 23rd February 2016
Report of Assistant Director, Planning & Environmental Protection	Contact Officer: Andy Higham Tel: 020 8379 3848 Kevin Tohill Tel: 020 8379 3841 Jennie Rebaïro Tel: 020 8322	Ward: Haselbury
Application Number : 16/00009/HOU		
LOCATION: 17 Orpington Gardens, London, N18 1LW		
PROPOSAL: Installation of a pitched roof on an existing outbuilding (PART RETROSPECTIVE)		
Applicant Name & Address: Mr Chris Neophitou 17 Orpington Gardens N18 1LW	Agent Name & Address: Mr Amir Faizollahi 6 Bournwell Close Hadley Wood EN4 0JX United Kingdom	
RECOMMENDATION: That planning permission be GRANTED subject to conditions.		

Ref: 16/00009/HOU LOCATION: 17 Orpington Gardens, London, N18 1LW,



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Scale 1:1250

North



A planning application of this nature would normally be determined under delegated authority. However, the agent 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.

1.0 Site and Surroundings

- 1.1 The application site comprises a two storey end of terrace dwelling located on Orpington Road. The property has been extended to the rear and within the roof space.
- 1.2 The surrounding area is made up of similar style properties with reasonable sized rear gardens. A number of outbuildings can be seen within the vicinity the majority of which are low level.

2.0 Proposal

- 2.1 The application seeks planning permission for a new pitched roof over existing outbuilding. The application is a resubmission of previous refusal for the following reason:

The pitched roof over the existing outbuilding by virtue of its height appears dominant and overbearing when viewed from the surrounding area, having an adverse impact on the amenity value enjoyed by the residents of the surrounding properties out of keeping with the pattern of development, and detrimental to the amenity and character of the surrounding area, contrary to Local Plan Policy CP30 and Development Management Document Policies DMD12 and DMD37.

- 2.2 The new pitched roof has been reduced in height to a total of 3 metres sloping down to 2.377 metres. This roof would replace the existing pitched roof the subject of Enforcement Investigation and refused planning application Ref: 15/03884/HOU.
- 2.3 The existing outbuilding measures 6.8 metres in width and 6.2 metres in length.

3.0 Relevant Planning History

- 3.1 TP/09/1026 – part single, part 2-storey side & rear extension – granted – 14/09/2009
- 3.2 LDC/09/0284 – gable end & rear dormer – granted – 14/09/2009
- 3.3 15/03884/HOU - Alterations to existing outbuilding involving installation of pitched roof over existing flat roof (retrospective) – Refused – 17/11/2015
- 3.4 ENF/15/0345 – outbuilding – investigation pending

4.0 Consultation

4.1 Public

Letters were sent to 5 adjoining and nearby residents on 29th January 2016. No comments were received.

4.2 Internal and External Consultees

4.2.1 None

5.0 Relevant Planning Policies

5.1 London Plan (2011/ REMA 2013)

Policy 7.4 - Local Character

5.2 Core Strategy (adopted November 2010)

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

5.3 Development Management Development (adopted November 2014)

DMD8 – Residential Development

DMD12 - Outbuildings

DMD37 - Achieving High Quality and Design-Led Development

5.4 Other Policy

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

6.0 Analysis

6.1 Impact on character and appearance of surrounding area

6.2 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. Policy DMD8 of the Development Management Document seeks to ensure that development is high quality, sustainable, has regard for and enhances local character and can meet the existing and future needs of residents.

6.3 Policy DMD12 requires that outbuildings will only be permitted if all of the following criteria are met:

- a. The building must be ancillary to the use as a residential dwelling;
- b. The design should have regard to topography;
- c. It should not normally project forward of the front building line;
- d. Maintaining adequate distance from the dwelling and be of an appropriate height and bulk so as not to adversely impact on the character of the local area and amenities of neighbouring properties;
- e. The size, scale and siting of the development must not have an unacceptable impact on the adjoining properties in line with relevant criteria in DMD 8 'General Standards for New Residential Development'

6.4 Given the reasonable sized rear gardens of the properties in Orpington Gardens it is not considered that the building would adversely impact on the residential amenities of the adjoining properties in terms in loss of light or privacy given the intervening distances.

- 6.5 Overall the general design and appearance of the proposed outbuilding is considered acceptable in this location, it is not considered that the height of 3 metres to the top of the pitch would adversely impact on the amenities of the surrounding residents. The outbuilding is constructed from breeze block with a render finish and its appearance is considered satisfactory.

7.0 Conclusion

- 7.1 The proposed development would not result in any demonstrable harm to the character and appearance of the surrounding area or the amenities of the adjoining properties to warrant refusal of the application. The development is considered acceptable with relevant planning policies of the London Plan and the Enfield Local Plan.

8.0 Recommendation

It is therefore recommended that the application is approved subject to the following conditions:

- 1 The proposed pitched roof as shown on drawing number 001 shall replace the existing roof over the outbuilding within 3 months of the date of this permission.

Reason: In the interest of the character and appearance of the surrounding area.

- 2 The external finishing materials shall match those used in the construction of the existing building.

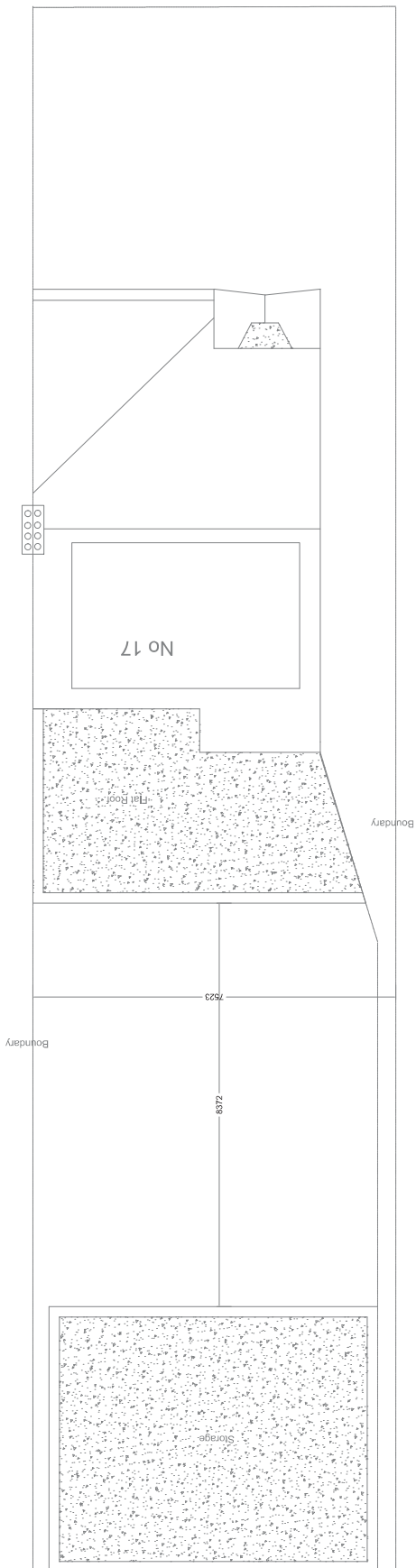
Reason: To ensure a satisfactory appearance.

- 3 The outbuilding shall be used for purposes solely incidental to the enjoyment of the dwelling and shall not be used for any permanent habitable living accommodation.

Reason: In order to protect the residential amenities of surrounding residents.

NOTES:
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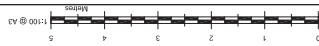
The proposed works may fall within the Party Wall Act 1996. The building owner must notify and obtain formal agreement from the adjoining owner in writing and the works must be adopted before work commences on site. Please refer to information available from www.cedip.gov.uk/juryswall 1996 or 011870 122 0233



EXISTING BLOCK PLAN



LOCATION PLAN 1:1250

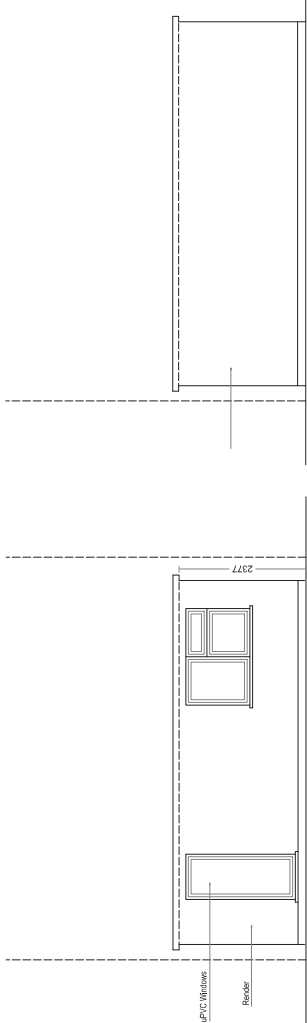


DWG 002	PROPOSED
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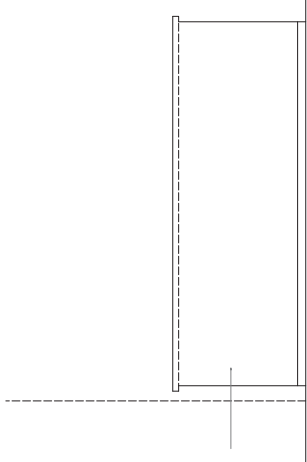
NOTES:

THE CONTRACTORS ARE TO CHECK ALL DIMENSIONS, DRAIN RUNS AND GENERAL CONDITIONS ON SITE BEFORE COMMENCING WORK. ANY DISCREPANCIES SHOULD BE REPORTED IMMEDIATELY TO THE ARCHITECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, REGULATIONS, STATUTES, STANDARDS, CODES OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.

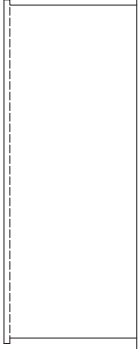
The proposed works may fall within the Party Wall Act 1996. The contractor shall be responsible for notifying the adjacent owner/s of the proposed works and for obtaining any necessary consent from adjoining owner/s. The party wall procedure must be adopted before work commences on site. Please refer to www.partywalladvice.com or 014 (08370) 122 6236.



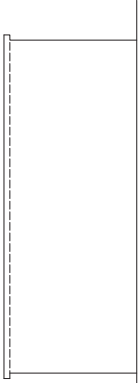
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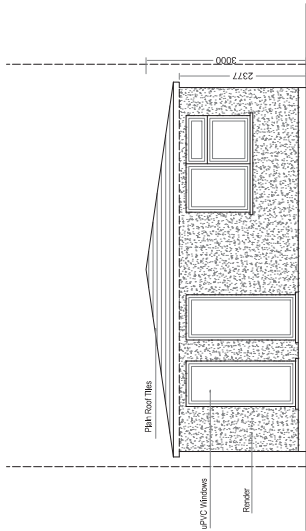
EXISTING BACK ELEVATION



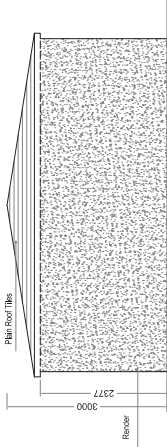
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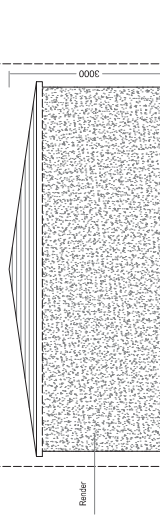
EXISTING SIDE ELEVATION



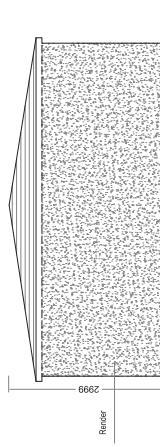
PROPOSED FRONT ELEVATION



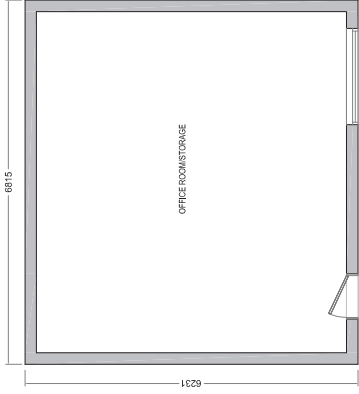
PROPOSED SIDE ELEVATION



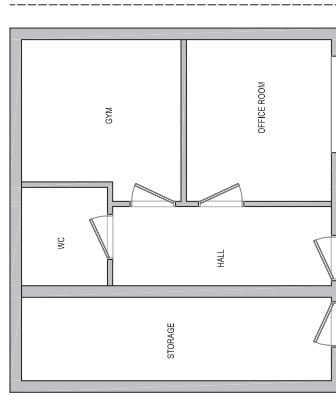
PROPOSED BACK ELEVATION



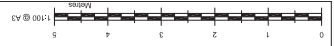
PROPOSED SIDE ELEVATION



EXISTING FLOOR PLAN

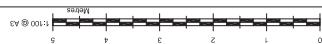


PROPOSED FLOOR PLAN



DWG 001	PROPOSED
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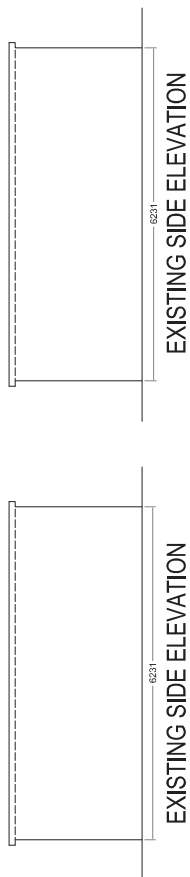
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DWG 001

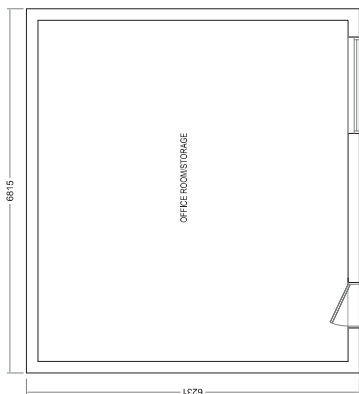
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24/7/2015

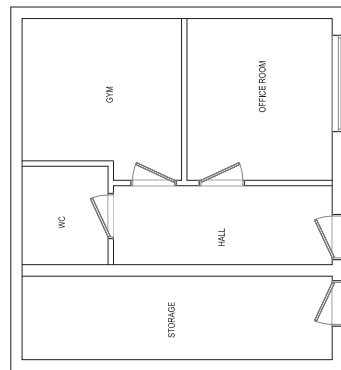


EXISTING SIDE ELEVATION

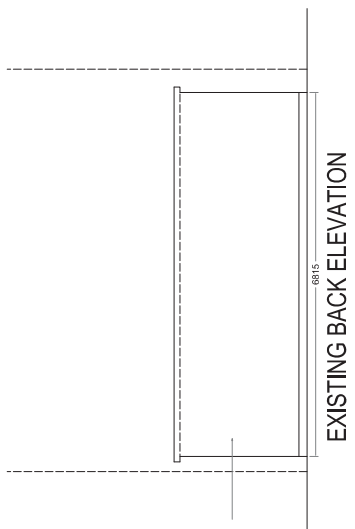
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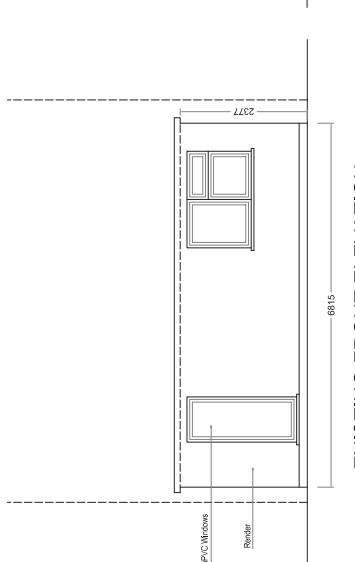
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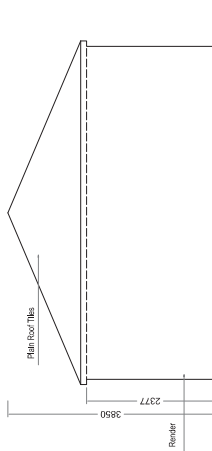
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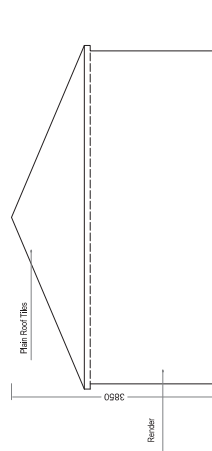
EXISTING BACK ELEVATION



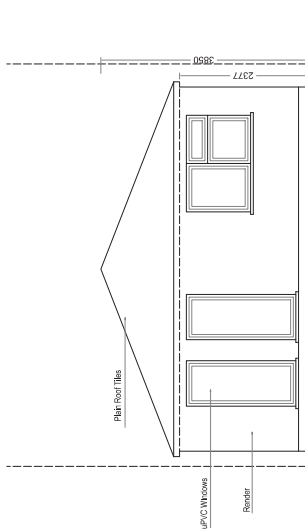
EXISTING FRONT ELEVATION



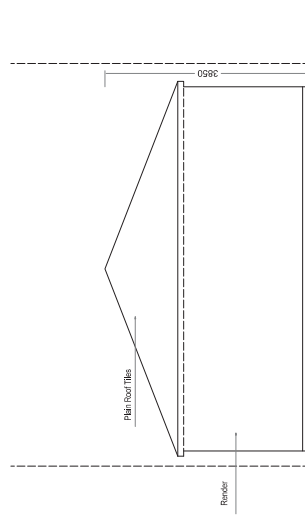
PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED FRONT ELEVATION



PROPOSED BACK ELEVATION

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