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PLANNING COMMITTEE

Tuesday, 22nd March, 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 21/03/16

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 23 FEBRUARY 2016 (Pages 1 - 4)**

To receive the minutes of the Planning Committee meeting held on Tuesday 23 February 2016.

4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 218) (Pages 5 - 6)

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. P13-03636PLA - 36, WALSINGHAM ROAD, ENFIELD, EN2 6EY (Pages 7 - 52)

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / a Planning Decisions Manager be authorised to grant planning permission subject to conditions

WARD: Grange

6. 15/02745/FUL - KINGSWOOD NURSERIES, BULLSMOOR LANE, ENFIELD, EN1 4SF (Pages 53 - 96)

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 6.9 of the report the Head of Development Management / a Planning Decisions Manager be authorised to grant planning permission subject to conditions

WARD: Chase

7. 15/04472/FUL - 100, HIGH STREET, N14 6BN (Pages 97 - 122)

RECOMMENDATION: Approval subject to S106 to secure highway contributions and conditions

WARD: Southgate

8. 16/00426/106REV - CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 6JL (Pages 123 - 138)

RECOMMENDATION: That a deed of variation to the existing S106 be agreed in principle and delegated authority be granted to the Head of Development Management / a Planning Decisions Manager to issue the deed of variation subject to agreement on the wording of relevant definitions and clauses

WARD: Highlands

9. 15/05669/HOU - 29 AVONDALE ROAD, LONDON, N13 4DX (Pages 139 - 146)

RECOMMENDATION: Approval subject to conditions

WARD: Winchmore Hill

- 10. 15/05793/HOU - 29, AVONDALE ROAD, LONDON, N13 4DX** (Pages 147 - 154)

RECOMMENDATION: Approval subject to conditions
WARD: Winchmore Hill

- 11. 16/00034/HOU - 36, SOUTH LODGE DRIVE, LONDON, N14 4XP** (Pages 155 - 164)

RECOMMENDATION: Approval subject to conditions
WARD: Cockfosters

12. 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)

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PLANNING COMMITTEE - 23.2.2016

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 23 FEBRUARY 2016**

COUNCILLORS

PRESENT 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)

ABSENT

OFFICERS: Linda Dalton (Legal Services), Andy Higham (Head of Development Management) and David B Taylor (Head of Traffic and Transportation), Andy Bates (Planning Decisions Manager) and Metin Halil (Secretary).

Also Attending: Approximately 60 members of the public, applicant and agent representatives

- Councillor Krystle Fonyonga, Enfield Lock Ward councillor
- Councillor Alan Sitkin, Cabinet Member for Economic Regeneration and Business Development.

371**WELCOME AND APOLOGIES FOR ABSENCE**

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

Apologies for lateness were received from Councillors Chamberlain, During, Jemal and Hasan.

372**DECLARATION OF INTERESTS**

There were no declarations of interest.

373**MINUTES OF THE PLANNING COMMITTEE 26 JANUARY 2016 AND 9 FEBRUARY 2016**

AGREED the minutes of the Planning Committee meetings held on 26 January 2016 and 9 February 2016, as a correct record.

374**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO.190)**

PLANNING COMMITTEE - 23.2.2016

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No. 190).

375

ORDER OF THE AGENDA

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

376

15-04736-FUL - 2A/2B PARK AVENUE, LONDON N18 2UH

AGREED that consideration of the application be deferred due to concerns about parking proposals and submitted plans that need resolution.

377

15-05782-FUL - 125 BOURNE HILL, LONDON N13 4BE

NOTED

1. The introduction by the Head of Development Management clarifying the proposals.
2. Applications for development of this nature would normally be determined under delegated authority. However, the agent is retained by the Council's Building Control team for occasional work and thus in accordance with the scheme of delegation, this application is reported to Planning Committee for consideration.
3. There were two applications for the same property.
4. The unanimous support of the committee for the officers' recommendation.

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

378

15-05783-FUL - 125A BOURNE HILL, LONDON N13 4BE

NOTED

1. The introduction by the Head of Development Management clarifying the proposals.
2. 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.

379

16-00009-HOU - 17 ORPINGTON GARDENS, LONDON N18 1LW

PLANNING COMMITTEE - 23.2.2016

NOTED

1. The introduction by the Head of Development Management clarifying the proposal which involves constructing a pitched roof over an existing flat roofed outbuilding. Following an earlier refusal, the height had been reduced to 2.77metres to minimise its bulk and was considered to mitigate previous concerns.
2. Applications for development of this nature would normally be determined under delegated authority. However, the agent is retained by the Council's Building Control team for occasional work and thus in accordance with the scheme of delegation, this application is reported to Planning Committee for consideration.
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.

380

15-03684-FUL - 654 HERTFORD ROAD, ENFIELD EN3 6LZ

NOTED

1. The introduction by the Planning Decisions Manager, clarifying the proposals.
2. There had been some late representations, which had been circulated to Members, from local residents supporting the scheme. A total of 23 letters of support and two further letters of objection had been received.
3. Councillor Chamberlain and Councillor Daring arrived at the meeting, but having missed the introduction to the item, took no part in the vote on the application.
4. The deputation of Mr Olu Johnson, Head of Property North/East London, Lidl UK.
5. The deputations of Mr Mahmoud Hamdan, Mr Cigdem Beder and Mr Antonis, local residents.
6. The statement of Councillor Krystle Fonyonga, Enfield Lock Ward Councillor.
7. The statement of Councillor Alan Sitkin, Cabinet Member for Economic Regeneration and Business Development.
8. Members' debate and questions responded to by officers.
9. The officers' recommendation was supported by a majority of the committee: 6 votes for and 4 against.

AGREED that planning permission be refused.

381

FUTURE MEETINGS

NOTED

PLANNING COMMITTEE - 23.2.2016

1. It was unlikely that the provisional date of 8 March 2016 would be required.
2. The next meeting of the Planning committee would be Tuesday 22 March 2016.

MUNICIPAL YEAR 2015/2016 - REPORT NO **218**

COMMITTEE:
PLANNING COMMITTEE
22.03.2016

AGENDA - PART 1	ITEM 4
SUBJECT -	
MISCELLANEOUS MATTERS	

REPORT OF:
Assistant Director, Planning,
Highways and Transportation

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

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 345 applications were determined between 30/01/2016 and 10/03/2016, of which 265 were granted and 80 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 : 22 March 2016

Report of
Assistant Director - Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Andy Bates
Mr S. Newton

Ward: Grange

Application Number : P13-03636PLA

Category: Householder
Developments

LOCATION: 36, WALSINGHAM ROAD, ENFIELD, EN2 6EY

PROPOSAL: Subdivision of site and erection of 1 x 2 storey 4 -bed dwelling incorporating access to Walsingham Road.

Applicant Name & Address:

Kevin Fitzgerald
36, Walsingham Road
Enfield,
EN2 6EY

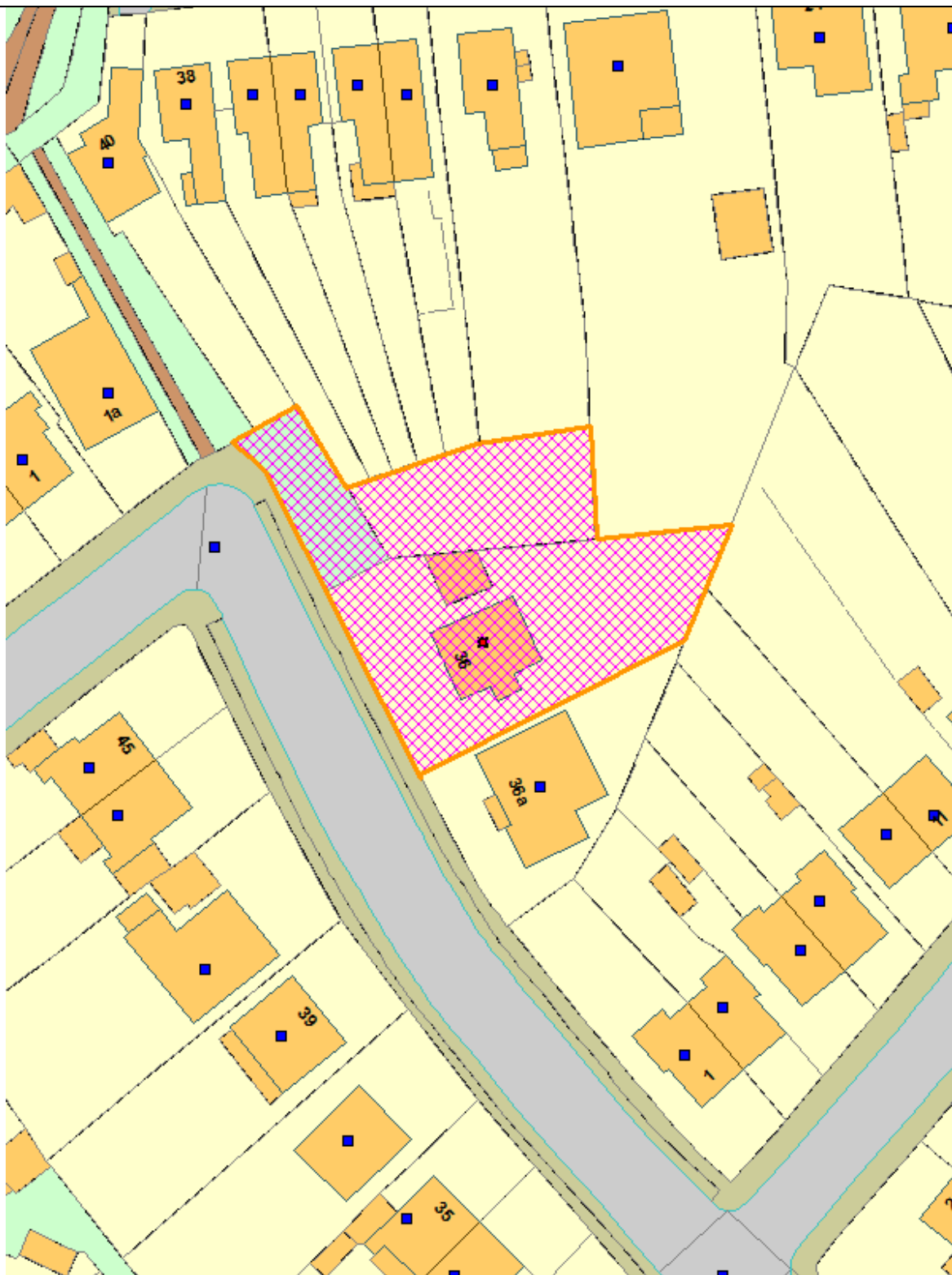
Agent Name & Address:

Andy Meader
Pegasus Group
Abbey House
Grenville Place
Bracknell
Berkshire
RG12 1BP

RECOMMENDATION:

That subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Ref: P13-03636PLA LOCATION: 36, Walsingham Road, Enfield, EN2 6EY, , ,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. The application site comprises of a piece of garden land to the side of No.36 Walsingham Road, on the juncture of Walsingham and Uvedale Roads. The site comprises an irregular shaped plot, close to a sharp bend at the junction of Uvedale Road, together with a narrow strip of land extending to the north west (the embankment), adjacent to a public footpath linking properties on Uvedale Road/Walsingham Road to Town Park.
- 1.2. The properties along the northern boundary of the site fronting Essex Road (Nos.26-40 (even)) are within the Enfield Town Conservation Area and all of the aforementioned properties (except for Nos.30 & 40) are covered by an Article 4(2) Direction removing permitted development rights for certain types of development.
- 1.3. The currently separated garden, falls within the Enfield Town Conservation Area and Article 4 Direction area whilst the embankment is excluded. The garden is included in the conservation area as it historically formed part of the rear garden of 28 Essex Road.

2. Proposal

- 2.1. Permission is sought for the subdivision of the site and erection of a detached 4-bed single family dwelling incorporating access to Walsingham Road.
- 2.2. The proposed dwelling would have a maximum width of 10.3m, a maximum depth of 12.9m, it will be 4.9m to eaves level, and approximately 7.4m to the ridge of a pitched roof. The front roof plane will contain a projecting gable feature and two dormer windows and the rear roof plane will contain three dormer windows.
- 2.3. The ground floor will accommodate a lounge, dining room, kitchen, wc, utility room and an integral single-vehicle garage. The first floor will contain three bedrooms, a bathroom and ensuite.

3. Relevant Planning Decisions

- 3.1. An application (ref: TP/87/0161) for the erection of detached 4-bedroom house with integral garage on land forming part of side garden of house was granted planning permission in July 1987. This dwelling is known as 36A Walsingham Road and is sited to the south-east of No.36.
- 3.2. An application for the demolition of garage and erection of a 2-storey side extension with basement garage (ref: TP/05/1527) was refused planning permission because of concerns of the roof design. A revised scheme (ref: TP/05/2172) was subsequently approved.
- 3.3. An application for the subdivision of site and erection of a detached 4-bed single family dwelling to side incorporating detached garage at front and vehicular access to Walsingham Road (ref: TP/10/0818) was refused in November 2010 for the following reasons:
 1. *The development would result in the loss of an important garden element intrinsic to the character of the Conservation Area and would neither preserve or enhance the setting of the Conservation Area but rather detract from the character of the Enfield Town Conservation Area.*

2. *The proposed development due to the position and design of the access arrangements would result in vehicles movements crossing the footway which as a result of poor sight lines would give rise to conditions prejudicial to the free flow and safety of pedestrians and vehicles using the adjoining highways.*

3.4. Planning permission (ref: P12-02849PLA) was granted for the demolition of existing 2 storey extension and garage, erection of 2 storey side/front extension to both sides and single storey rear extension with construction of hard standing to form carriage drive with vehicular access in July 2013. This scheme is currently being implemented.

4. Consultations

4.1. Statutory and non-statutory consultees

Conservation Officer

4.1.1. The Conservation Officer has confirmed that having reviewed the submitted Heritage Statement, the Drury McPherson report and other supporting documents, the following comments are to be made:

- No objections to the proposed development in principle, however objections are raised in relation to the proposed materials;
- Fully concur with the findings published by Drury McPherson Partnership in their report dated 27 May 2014;
- The report goes as far as suggesting that the above site should be omitted from the boundaries of the conservation area;
- It is my opinion that the proposals will conserve and enhance the conservation area, by virtue of the fact that they will obscure the view through the CA from Walsingham Road to Tower Point;
- I would argue that the significance of the designated heritage asset and its setting will remain unaffected by the proposals. Setting is defined as 'the surroundings in which a place experienced'. Special regard must be had by the decision-maker to the assessment of the impact of any development on the desirability of preserving the setting of a non-designated heritage asset. The predominant guidance on development within the setting of heritage assets is contained within the English Heritage document *The Setting of Heritage Assets* (2015);
- I would assert that the proposed building should make use of high quality materials. uPVC/ synthetic substitutes for natural materials (reconstituted stone/ composite roof tiles etc.) are not accepted in sites in the setting of conservation areas. In addition, if minded to approve, I would strongly recommend that further details of the proposed windows/doors/eaves/chimney/ brickwork (including bond, mortar, brick type) be submitted to the local authority for approval in writing prior to the commencement of works;
- I would also not support the use of obscure glazing to the flank elevation. I would recommend that this should be substituted with sandblasted glass.

Traffic and Transportation

4.1.2. No objections are raised for the following reason:

On balance the low traffic speeds and self-enforcing nature of the residential street environment in terms of highway safety, and the good visibility which can be

improved through the addition of a condition requiring landscaping alterations, means the scheme does not have an unacceptable highway safety impact with regards vehicles using the access solely for the new house

Tree Officer

4.1.3. No objections are raised.

English Heritage (GLAAS)

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

Conservation Advisory Group

4.1.5. No objections have been raised because it was the opinion of the group that there would be no harm to the character and appearance of the conservation area as a result of the proposals.

Ecology

4.1.6. The status of the submitted Phase 1 Habitat Survey and its conclusions was re-evaluated, with the following comments provided, inter alia:

“since it has been established that the site does not host protected species nor does it host priority habitats, the proposed development would be in accordance with planning policy in relation to ecology and biodiversity. As such, subject to a condition to protect nesting birds and a condition to enhance the ecological value of the site post development, there is no reason on ecology grounds for not permitting the development”

4.2. Public Response

4.2.1. Letters were sent to the occupiers of 74 adjoining and nearby properties in addition to the posting of site and press publicity. Seventy letters of objection (inclusive of pro forma letters, and letters from the Friends of Town Park and the Essex Road Residents Association), together with twelve letters of support have been received. It should be noted that the total number of responses received (82) includes those received (54) prior to the application first being reported to Members in June 2014.

4.2.2. The letters of objection have raised some or all of the following points:

Impact on Conservation Area / Street scene

- A similar plan was refused in 2010.
- A large house would be built on an important part of the conservation area, which the local authority has a duty to protect.
- The development would destroy an important part of the conservation area, ruining views into and out of the region.
- The current gardened area is critical to the conservation area.
- Revisions to landscaping and removal of garage at front is meaningless.

- The whole of the site is within the conservation area.
- Overdevelopment
- An Article 4 is in place on the majority of house in Essex Road to stop people building up at the rear of their houses, blocking views into and out of the conservation area. The development will spoil the very features the conservation area was put in place to protect and block out views of the skyline and other green garden areas.
- The design is not of a sufficiently high standard
- The statutory test and policy requirements are not satisfied.
- Detrimental to the character of the conservation area.
- It neither enhances or preserves the setting of the conservation area but seriously detracts from its character.
- The clear and very recent message from the courts is that the desirability of preserving the setting of heritage assets is not merely a balancing exercise.
- The introduction of a driveway on the grass verge has a detrimental effect on the character of the conservation area.
- The proposal does not shield the view of Tower Point, this is a false statement. A large tree, which does, will be lost to the proposal.
- Any new house will be substantially higher than the other surrounding houses and those within the conservation area. Properties near Town Park are scaled down and are smaller two storey with dormers or are bungalows.
- Due to expansion of No.36 it will look even more squeezed in, out of proportion, and due to the land elevation will be intrusive and dominate the area, changing the character completely.
- There has been no consultation to change the conservation area boundaries.
- The garden being overgrown is not a reason to build over it.
- The Pegasus Report is confused and misleading.
- The parcel of land has trees which screen the Essex Road properties. This offers a leafy green end to the vista down Uvedale Road.
- Tower Point is only visible from a select area of Walsingham road and is not as prominent as everyone is making out.
- The council previously considered this part of land significant and in changing its view was criticised by the High Court Judge and the council lost on all 7 points with costs awarded against.
- The scheme assessed is exactly the same as rejected by the High Court.
- 82% of the proposed house is in the conservation area.
- Development of any sort on this piece of garden land would spoil the very features the conservation area was put in place to protect and block out views of the skyline and other green garden areas.
- There will be substantial harm to this parcel of land.

Amenity

- Overshadowing
- Overlooking
- Daylight / sunlight / noise issues
- Loss of privacy
- Loss of views
- Flank wall of existing building is hidden by trees and the proposed wall will be 1m from boundary with No.32 Essex Road, casting a shadow, being totally dominant and reducing amenity, ruining the sunny aspect of the garden and views out of the conservation area.

Biodiversity

- The area is a haven for wildlife.

Highway Safety

- Dangerous for pedestrians and children with cars blindly reversing out.
- Overlooking into rear garden of Nos.26, 28 and 34 Essex Rd.
- No turning circle within the site resulting in cars reversing out blindly.
- Hazard for pedestrians.
- Dangerous corner.
- Loss of valuable parking spaces.
- This corner of Walsingham Road is one of 3 primary routes into Town Park. Sightlines are crucial and the creation of an additional driveway in close proximity to the entrance would create a further hazard.
- Proposed driveway is steeply elevated with low walls obscuring the pavement. This is a hazard.
- Carriage drive is shown incorrectly.

Other Matters Raised

- Between 2010 and the present day there has been no significant changes in planning policy which can support a staggering U-turn, raising concerns in respect of the lawfulness of the Council's decision making process.
- Relying on the presumption in favour of sustainable development demonstrates that planning policy is being incorrectly applied.
- The reason for securing a legal agreement to act as a public benefit to outweigh the less than substantial harm to the setting of the conservation area is unlawful.
- The decision to override the professional advice of CAG raises serious questions in respect of the Council's ability to discharge their duty under the S72 of the Planning (Listed Building and Conservation Areas) Act 1990.
- Elements of the Character Appraisal have been overlooked. No reference to sub area 5 (Town Park), only to sub area 2 (the New Town).
- S106 agreements should only be relied upon where they are necessary to make the development acceptable in planning terms. The Council's questionable approach is to rely on the contributions to justify the harm to the conservation area as a public benefit that outweighs the harm that results.
- Until it is clearly stated what the harm is, it is difficult to understand the correlation between the harm and public benefit.
- Members are being asked to permit a development that doesn't comply with the development plan on the basis that it will secure S106 contributions. The council's reasoning is contrary to s.38(6) of the Planning and Compulsory Purchase Act 2004 and regulation 122 of the 2010 CIL Regs.
- The driveway was included in a separate application to extend the existing dwelling. It has been implemented in breach of numerous planning conditions.
- The proposed development is crucially located close to the pedestrian path that leads directly to Enfield Town Park. The applicant has ensured that an earlier consent granted in 2013 for an extension to number 36 includes the driveway that will form the main vehicular access to the new dwelling. In turn, there are various breaches of the 2013 Permission that have not been resolved and have a direct bearing on highway safety. Despite this, Members are being asked to approve this application without debating highway safety.

- The Committee Report also fails to address why the Council has not considered paragraph 53 of the NPPF which directs Councils to consider resisting inappropriate development of residential gardens. The proposal is for a large detached property in a cramped location at the edge of the conservation area. If permitted it will result in the loss of an open area at the entrance to Enfield Town Park.
- There is an existing shortage of school places / GP's / dentists and no a & e.
- A four bed new build serves no purpose.
- Do not understand why the application has been re-submitted having been thrown out by the courts.
- Approval of this scheme would give the impression that council employees are now working on behalf of developers.

4.2.3. The letters of support have raised some or all of the following points:

Impact on Conservation Area / Street scene

- Letters have been received requesting objections to the new house however, although understanding of the concerns to maintain the character of the area, there is a shortfall of residential units.
- Do not support town cramming however the development site would not result in such development.
- The plot is of a sufficient size to accommodate a new dwelling and would relate well to the surrounding residential properties.
- Can understand why the developers considered that this part of the site should be removed from the conservation area as it does not have an obvious association with it as it does not now form a rear garden of one of the properties of Essex Road.
- The proposal would make a positive contribution to the conservation area and would not result in significant harm.
- It would shield views of Tower Point from Walsingham Road and Uvedale Road; Tower Point provides an unsympathetic form of architecture of no merit, which dominates and detracts from the skyline and conservation area. The character Appraisal also refers to this building as being a negative feature.
- The proposal will screen views to some extent of the rear building facades of the properties fronting Essex Road which are of limited architectural merit, especially as some have had the intervention of rear extensions which have altered and disturbed the original symmetry and rhythm of the rear building lines.
- Views of the site from Essex Road and Town Park would be limited as the new house built on the entrance to the park blocks views of the site and the site can only be glimpsed from limited gaps between the buildings on Essex Road.
- Some of the land would be lost to built development but garden space would remain for the existing and provided for the new house.
- There is a variety of housing types in Walsingham and Uvedale Roads which add to the interest of the street. The new dwelling would not be out of keeping.
- The design and form would not be unduly dominant and the ridgeline will not extend above the adjoining neighbours.
- The use of front dormers reduces the scale of the building.
- The design reflects those on Walsingham Road and Uvedale Road which seems more appropriate than trying to reflect the houses in the conservation area.
- The frontage of the building is located on Walsingham Road, thereby forming part of its street scene.

- Building on open land does have an impact on the environment as generally open views are nicer than built development however this needs to be balanced against the need for new housing and that new development can be sympathetically designed to fit in with and preserve and enhance the existing environment.
- The development will preserve and enhance the conservation area by improving views into the conservation area by reducing views of Tower Point.
- The land has become vacant and derelict. With the current need and demand for housing, this is an acceptable and sensible application.
- Overdevelopment of land is dependent on acreage and not on the opinion of residents who do not live in our roads.
- It would be nice to see a family house opposite my house.
- The new house will enhance the area

Highway Safety

- The impact on pedestrian and road safety would be minimal as the comings and goings generated would be minimal.
- Anyone who lives near this corner knows that the only time it is busy is between 8am to 9am and 5pm to 6pm.
- Cyclists would be the hazard to people using the walk.

Amenity

- Conditions should be imposed for appropriate landscaping, obscure glazing for the flank window and no additional flank windows as first floor level.
- While development will run along rear gardens of Nos.26 & 28 Essex Road, given change in levels, orientation of the site and depth of gardens, the proposal will not result in an unacceptable loss of light or on balance be detrimental to the visual and residential amenities to residents of Essex Road.
- Due to distancing levels, the scheme will not appear over dominant or overbearing.

Other Matters Raised

- Reasons given for objecting are weak and vindictive.
- Literature against the development has been printed for residents in Private Road, Park Crescent and Park Avenue to sign. This does not affect them.

5. Relevant Policy

- 5.1.** The National Planning Policy Framework (“NPPF”), published in March 2012, advises at para. 14 that a presumption of sustainable development is at the heart of the NPPF. For decision taking this means that unless material considerations indicate otherwise, developments which accord with the development should be approved without delay. Where a development plan is absent, silent or relevant policies are out of date, permission should be granted unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted (e.g. designated heritage assets).
- 5.2.** The policies listed below are up-to-date and 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.

5.3. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.4. Core Strategy

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

- CP32: Pollution
- CP34: Parks, playing fields and other open spaces
- CP36: Biodiversity
- CP46: Infrastructure contributions

5.5. Development Management Document

- DMD2 Affordable Housing for Development of Less than 10 Units
- DMD3 Providing a Mix of Different Sized Homes
- DMD6 Residential Character
- DMD7 Development of Garden Land
- DMD8 General Standards for New Residential Development
- DMD9 Amenity Space
- DMD10 Distancing
- DMD13 Roof Extensions
- DMD37 Achieving High Quality Design-Led Development
- DMD38 Design Process
- DMD44 Preserving and Enhancing Heritage Assets
- DMD45 Parking Standards
- DMD47 New Roads, Access and Servicing
- DMD48 Transport Assessments
- DMD49 Sustainable Design and Construction Statements
- DMD50 Environmental Assessment Methods
- DMD51 Energy Efficiency Standards
- DMD53 Low and Zero Carbon Technology
- DMD54 Allowable Solutions
- DMD55 Use of Roof Space / Vertical Surfaces
- DMD56 Heating and Cooling
- DMD57 Responsible Sourcing of Materials
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing Surface Water
- DMD65 Air Quality
- DMD68 Noise
- DMD69 Light Pollution
- DMD70 Water Quality
- DMD72 Open Space Provision
- DMD73 Children’s Play Space
- DMD78 Nature Conservation
- DMD79 Ecological Enhancements
- DMD81 Landscaping

5.6. Other Relevant Policy/Guidance and Considerations

- National Planning Policy Framework
- National Planning Practice Guidance
- LBE S106 SPD
- Enfield Strategic Housing Market Assessment (2010)
- Monitoring Report and Housing Trajectory 2015 (2016)
- Enfield Town Conservation Area Character Appraisal (2015)
- Community Infrastructure Levy Regulations 2010
- Historic England: The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3

6. Analysis

6.1. Principle

- 6.1.1. In broad terms, the proposal would be consistent with the aim of the London Plan and with policies within the Core Strategy which seek to contribute to the strategic housing needs of Greater London and the Borough. In addition, regard must also be given to all other relevant planning considerations which include seeking to ensure that the appropriate regard is given to heritage matters, an acceptable design, no undue adverse impact on neighbour amenity, and acceptability in highways terms
- 6.1.2. Although the proposal may meet with the broad aim above, consideration must also be given to a previously refused application to subdivide the plot and erect a detached 4-bed dwelling house (ref: TP/10/0818, the “2010 scheme”). The plans considered for that scheme are attached at Appendix 1 of this report.
- 6.1.3. Since the 2010 scheme, the National Planning Policy Framework (“NPPF”) was introduced in March 2012 and the National Planning Practice Guidance (“NPPG”) in March 2014. At the heart of the NPPF is the presumption in favour of sustainable development as described in paragraphs 11-16 of the NPPF. A key aim of the NPPF is to encourage sustainable development, within the statutory context of determining planning applications in accordance with the development plan unless material considerations indicate otherwise (s 38(6) PACPA 2004 and s 70(2) TCPA 1990).
- 6.1.4. The NPPG advises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It also advises that conservation is an “active process of maintenance and managing change”. Heritage assets are considered to be an irreplaceable resource and effective conservation delivers wider social, cultural, economic and environmental benefits.
- 6.1.5. Section 72 (general duty as respects conservation areas in exercise of planning functions) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“Listed Buildings Act”) confirms that, in respect of buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. ‘Preserving’ in this context means doing no harm (as explained by the HL in *South Lakeland DC v S of S* [1992] 2 AC 141 at p.150)
- 6.1.6. Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms that regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.

6.2. Heritage Considerations

Statutory Background and the NPPF

- 6.2.1. Sections 66 and 72 of the Listed Buildings Act confirm that special attention shall be paid to the desirability of preserving a listed building or its setting (s.66) and preserving or enhancing the character or appearance of that area (s.72). The Court of Appeal in *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137, concluded that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm “*considerable importance and weight*”.

- 6.2.2. Justice Lindblom reconfirmed the Barnwell judgement and the considerations to be undertaken by a planning authority in *The Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin) by observing at para.49 that:

“when having to give considerable importance and weight to any harm it did not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgement. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognize...that a finding of harm...gives a strong presumption against planning permission being granted. The presumption is a statutory one. It is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. But an authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and demonstrably applies that presumption to the proposal it is considering”

- 6.2.3. In *R. (on the application of Hughes) v South Lakeland DC* [2014] EWHC 3979 (Admin), the court addressed the correct approach to assessing development proposals in a conservation area as well as covering the approach to heritage in the NPPF. Judge Waksman QC addressed relevant guidance at paras 131-135 NPPF. He explained that in a para.134 case, harm to a designated heritage asset was to be given more weight than it would if it were simply one of a number of factors to be considered. Where non-designated heritage assets were being considered the harm was to be taken into account as part of a ‘balanced judgment’ (paras 50-53 see NPPF para. 135).

- 6.2.4. In *Pugh v Secretary of State for Communities and Local Government* [2015] EWHC 3 (Admin), Gilbart J considered at paras.49 and 50 that:

“the significance of a heritage asset still carries weight at the balancing stage required by paragraph 134, and to the extent that Kenneth Parker J in Colman v Secretary of State for Communities and Local Government & Ors [2013] EWHC 1138 and Jay J in Bedford Borough Council v SSCLG [2013] EWHC 2854 suggest otherwise, I prefer the approach of Judge Waksman QC. Thus, the value and significance of the asset, whatever it may be, will still be placed on one side of the balance. The process of determining the degree of harm, which underlies paragraph 132 of NPPF, must itself involve taking into account the value of the heritage asset in question. Not all effects are of the same degree, nor are all heritage assets of comparable significance, and the decision maker must assess the actual significance of the asset and the actual effects upon it.

But one must not take it too far so that one rewrites NPPF. It provides a sequential approach to this issue. Paragraphs 126-134 are not to be read in isolation from one another. There is a sequential approach in paragraphs 132 -4 which addresses the significance in planning terms of the effects of proposals on designated heritage assets. If, having addressed all the relevant considerations about value, significance and the nature of the harm, and one has then reached the point of concluding that the level of harm is less than substantial, then one must use the test in paragraph 134. It is an integral part of the NPPF sequential approach. Following it does not deprive the considerations of the value and significance of the heritage asset of weight: indeed it requires consideration of them at the appropriate stage. But what one is not required to do is to apply some different test at the final stage than that of the balance set out in paragraph 134. How one strikes the balance, or what weight

one gives the benefits on the one side and the harm on the other, is a matter for the decision maker. Unless one gives reasons for departing from the policy, one cannot set it aside and prefer using some different test”

6.2.5. In *Jones v Mordue* [2015] EWCA Civ 1243, the CA indicated that, generally, a decision maker who works through the relevant paragraphs (para 131-134 NPPF) in accordance with their terms will have complied with a s66/72 duty. Recently, the High Court in *Forest of Dean DC v S of S and Gladman* [2016] EWHC 421 have indicated that where there is a finding of less than substantial harm to a designated heritage asset, the harm has to be weighed against the public benefits of a the proposal in the ordinary unweighted way because it is a policy indicating development should be restricted so that the presumption in para 14 of the NPPF is disapplied by virtue of footnote 9 of the NPPF.

6.2.6. Section 12 of the NPPF (Conserving and enhancing the historic environment) advises LPAs to recognise heritage assets as an “*irreplaceable resource*” and to “*conserve them in a manner appropriate to their significance*” (para. 126).

6.2.7. When determining planning applications, LPAs are advised to take into account of:

- “*the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness”* (para.131)

6.2.8. Paragraphs 132 -134 NPPF provide:

132 “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

133 Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

134 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

6.2.9. Paragraph 135 provides guidance in relation to non-designated heritage assets. The development proposal must also be assessed against the significance of the heritage asset, and “a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.

6.2.10. In addition, at paragraph 137, LPAs are also advised to look for opportunities for new developments within conservation areas and within the setting of heritage assets to better reveal their significance. Where a proposal preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

6.2.11. The NPPF provides a glossary of terminology at Appendix 2 which Members may find useful. The relevant heritage terms include:

- **“Heritage Asset:** *A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).*
- **Setting of a heritage asset:** *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*
- **Significance (for heritage policy):** *The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”*

6.2.12. Paragraph 20 of the NPPG provides some guidance on the term “public benefit”:

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

Public benefits may include heritage benefits, such as:

- *sustaining or enhancing the significance of a heritage asset and the contribution of its setting*
- *reducing or removing risks to a heritage asset*
- *securing the optimum viable use of a heritage asset in support of its long term conservation”*

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

- 6.2.14. The NPPG advises that the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which the asset is experienced is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.
- 6.2.15. The NPPG also advises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It also advises that conservation is an “*active process of maintenance and managing change*”. Heritage assets are an irreplaceable resource and effective conservation delivers wider social, cultural, economic and environmental benefits.
- 6.2.16. Significance, as advised within the NPPF derives not only from a heritage asset’s physical presence but also from its setting. When assessing significance, it is advised that great weight should be given to the asset’s conservation and the more important the asset, the greater the weight to be applied. Where a development leads to less than substantial harm to the significance of the heritage asset, the harm should be weighed against the public benefits of the proposal, including its optimum viable use. The NPPG advises that what matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset. It does also advise that ‘substantial harm’ is a high test, so may not arise in many cases.

Local Plan

- 6.2.17. Planning law requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise, as confirmed at s.38(6) of the Planning and Compulsory Purchase Act 2004 (“the 2004 Act”) and s.70(2) of the Town and Country Planning Act 1990 (“T&CPA 1990”). The Local Plan, as confirmed at s.38(2) of the 2004 Act, comprises of: the Spatial Development Strategy for Greater London Consolidated with Alterations Since 2011 (March 2015)(“London Plan”), the Enfield Plan Core Strategy 2010-2015 (“Core Strategy”) and the Development Management Document (“DMD”).
- 6.2.18. London Plan policy 7.8 (Heritage Assets and Archaeology) advises that at a strategic level, London’s heritage assets and historic environment should be identified

Strategic

- A. *London’s heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, Conservation Areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.*
- B. *Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site’s archaeology.*

Planning decisions

- C. *Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*

- D. *Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.*
- E. *New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.*

LDF preparation

- F. *Boroughs should, in LDF policies, seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.*
- G. *Boroughs, in consultation with English Heritage, Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying, protecting, enhancing and improving access to the historic environment and heritage assets and their settings where appropriate, and to archaeological assets, memorials and historic and natural landscape character within their area.*

6.2.19. Core Policy 31 (Built and Landscape Heritage) confirms that the Council will implement national and regional policies and work with partners to “*pro-actively preserve and enhance all of the Borough's heritage assets*”. This is to be achieved by the following:

- *Reviewing heritage designations and their boundaries where appropriate, and continuing to maintain non-statutory, local lists and designations based on formally adopted criteria;*
- *Ensuring that built development and interventions in the public realm that impact on heritage assets have regard to their special character and are based on an understanding of their context. Proposals within or affecting the setting of heritage assets will be required to include a thorough site analysis and character appraisal which explicitly demonstrates how the proposal will respect and enhance the asset;*
- *Identifying opportunities for the repair and restoration of heritage assets and working with owners of heritage assets on English Heritage's Heritage at Risk Register to find viable solutions to secure the asset's long-term future. Where necessary, the Council will make full use of its legislative powers to ensure their preservation;*
- *Ensuring developments in areas of archaeological importance take into account the potential for new finds by requiring consultation with English Heritage and on-site investigations, including the appropriate recording and dissemination of archaeological evidence;*
- *Supporting appropriate initiatives which increase access to historic assets, provide learning opportunities and maximise their potential as heritage attractions, particularly at Forty Hall and the Area of Special Character in the north west of the Borough; and*
- *Finding new ways to record and recognise Enfield's intangible heritage resources and, where possible, open up wider public access to them.*

6.2.20. The DMD was adopted by the Council in November 2014. Policy DMD44 (Preserving and Enhancing Heritage Assets) confirms the following:

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

Enfield Town Conservation Area Character Appraisal

6.2.21. Part of the site (approximately 57% of the curtilage of the proposed dwelling) falls within the Enfield Town Conservation Area and in particular, within a sub area defined as “the New Town”. The special interest for this character area is summarised at para. 2.7.10 of the Character Appraisal:

- *This is a contained area, with clearly defined boundaries, all of which was laid out and built between the 1860s and 1890s;*
- *There is clear separation by use, date and built form from its setting area;*
- *Most houses are in London stock brick, providing visual unity, but each street retains its own character deriving from scale, plot size and views;*
- *All streets have a range of good quality architectural details and features;*
- *The relationship with Town Park (particularly the views from Essex Road) provides views of exceptional quality as a setting for the buildings on the west side of the area;*
- *Mature street trees and garden trees complement the townscape and provide focuses, vistas and a backdrop to the buildings.*

6.2.22. The Problems and Pressures of this character area are identified at para. 2.7.11 of the Character Appraisal. The principle issues are identified as:

- *The visual intrusiveness of Tower Point has been exacerbated by the colour and reflectivity of the re-cladding, and the design of the glazed balcony additions to the elevations.*
- *Sydney Road is affected by the poor design and condition of modern buildings from the 1960s-1970s along one side.*
- *The proximity of the shopping centre and the pressure for car parking space at busy times impinge on the northern end of Sydney Road. Raleigh Road is better protected, because there is no entry from Cecil Road.*
- *The problem of loss of character over many years through incremental change under permitted development rights, to which smaller properties are especially vulnerable, is widespread in this character area and is particularly noticeable in Raleigh Road. Doors, windows and property boundaries have all suffered from unacceptable change over many years. An Article 4 (2) direction was adopted in 2006 to control further change, but detailed monitoring is needed to ensure that it*

is operating efficiently and that original or traditional features, materials and designs are re-instated where possible.

- *Front-garden car-parking detracts from the character of the larger properties, where it has sometimes been carried out without due regard to sensitive detailing and planting. Again, an Article 4 (2) direction is now in operation to help manage future change.*
- *The insertion and addition of garages and hard-standings, both in new development and in existing properties, is changing the character of the street by widening accesses from the highway and creating footway crossings;*
- *The Sydney Road car park is badly designed and laid out, with poor quality hard landscaping, boundaries and signage. It breaks the rhythm of the street's semi-detached villas.*
- *The fine view of Town Park from Essex Road has been compromised by the ball-park area (Figure 18), whose bright blue colour and rectilinear form intrudes on the open green space in the centre of vision.*

6.2.23. The factors for consideration will be:

- The significance of the asset
- Proximity
- Visibility
- Compatibility of the proposal with the context and setting of the asset
- The sensitivity to harm of the asset

6.2.24. The above factors must be considered against the identified special interest and setting of the Conservation area.

Heritage Assessment

6.2.25. There are no listed buildings in proximity of the site. Number 4 Essex Road, a locally listed building, is sited approximately 140m to the east, however this is considered too far removed from the application site (and is not visible) to be of any consequence to the assessment of the current application. The only designated heritage asset to be given any consideration therefore is the conservation area, with particular regard given to the statutory requirement to give special attention to preserving or enhancing its character or appearance (s.72).

6.2.26. Although part of the application site is within the conservation area, it is not visible from Essex Road, neither can it be experienced from Essex Road or from the wider conservation area. Moreover, there are no views into the site from Walsingham and Uvedale Roads due to the elevated ground level of the site and the existence of boundary fencing. Paragraph 6.2 of the submitted Heritage Statement considers that the " *historic significance of the site is very limited due to the peripheral location and the fact that there is no relationship between the site and the Conservation Area as a whole, other than previously forming part of the curtilage of one of the properties fronting on to Essex Road. The site does not contribute to the significance, character or appearance of the Enfield Town Conservation Area in its own right, nor does it have an important role in the setting of this part of the Conservation Area, appearing as part of the Walsingham Road frontage, rather than having a relationship with the properties on Essex Road*". The above is further supported at para.3.3 of the Drury McPherson report.

6.2.27. The view towards the conservation area from Walsingham and Uvedale Roads is not identified within the Character Appraisal as a “key view” (see image below, the key view identified is that into Town Park), as also confirmed in the submitted Heritage Statement (para.6.3). The view from these roads is only of the rear of the dwelling houses fronting Essex Road, which are of no particular architectural or historical merit. Notwithstanding this, standing outside the existing widened footway crossing, the rear of No.32 Essex Road becomes visible beyond two trees (two semi mature trees (a sycamore and an ash) in close proximity to each other and identified as T3 on the submitted plans) at the bottom of the garden of No.34 Essex Road. These views, and the aforementioned trees, remain unaffected by the proposed development because the front building line of the proposed dwelling is in common alignment with the existing dwelling at 36 Walsingham Road. Views to the rear of other dwellings fronting Essex Road are prohibited from existing trees along the fence line separating the application site from the existing dwelling at 36 Walsingham Road. These trees will be removed as a result of the development however the development will not result in any further loss of views into the conservation area from this vantage point.



*Enfield Town Conservation Area Character Appraisal:
the new town - townscape analysis*

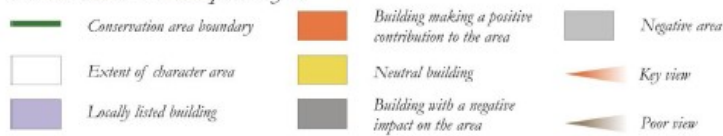


Figure 19: Townscape analysis (the New Town)

6.2.28. The level of distancing between the rear of the rear of the Essex Road dwellings and their common boundary with the application site is such that a sense of openness

and spaciousness is retained. Moreover, as mentioned above, due to the higher ground elevation of the Essex Road dwellings (and the application site) to the ground level of Walsingham Road itself, only the first floor and roofs are visible above fence lines. As considered within the Drury McPherson report, the submitted Heritage Statement and supported by Council's Conservation Officer, the application site makes no contribution in its own right to the significance of the conservation area.

- 6.2.29. Paragraph 2.7.7 of the Character Appraisal considers that gardens have "*considerable*" importance because front gardens are not deep therefore views through gaps to back gardens or across and into long corner plots are "*extremely important*". From Essex Road, the only potential view of the proposed dwelling house will be between Nos.32 and 34. Whilst these two dwelling houses are part of separate pairs of semi-detached dwellings, they are linked by respective extensions at their rear / side. Beyond this, above the front walls of the aforementioned extensions, are views of trees at the bottom end of the garden, approximately 50m distant from the back edge of the pavement (the proposed dwelling house would sit a further 1m to 2m beyond the rear boundaries). When the trees are not in leaf, due the distances involved and the presence of the aforementioned extensions, there may be some glimpses only of the very top of the flank wall / roof of the proposed dwelling. Any potential view would be so minor that it would not have any effect on the ability of a casual observer to appreciate the significance of the conservation area (for example, the built form, architectural detailing of dwellings, views towards Town Park). Moreover, due to the distances involved and the narrow gap between Nos.32 and 34 Essex Road, any observer would have to knowingly look for the development. During the Spring / Summer months, any potential glimpses of the proposed dwelling should be obscured by the trees in leaf at the bottom of the gardens. Having regard to the above, it is therefore considered that the proposed development would not harm the importance of views into rear gardens. Having regard to the above, it is considered that the proposed development will not harm the significance of the conservation area.
- 6.2.30. It is acknowledged that the built form, materials and architectural detailing will differ from those dwellings fronting Essex Road, however, this is not necessarily harmful. It is also acknowledged that in refusing the 2010 application, the officer considered that the proposed dwelling should "*take as a guide those dwellings within the Conservation Area not those directly outside*" (para.6.1.4). However, unless all elements (style, design, materials, workmanship) are an exact replica of those dwellings, the proposed dwelling would risk being a pastiche of the Essex Road dwellings. Given the significant level of distancing involved between the proposed dwelling and those on Essex Road, this potentially allows for a built form and pallet of materials that differs from those dwellings within the conservation area. Moreover, to replicate the dwellings on Essex Road would result in a dwelling which would be completely out of keeping and character with the street scene to which it should relate, Walsingham Road. Heritage advice contained within the Drury McPherson report and supported by Council's Conservation Officer confirms that in relation to design, "*this should relate, in terms of volume, height and use of materials, to the streetscape of Walsingham Road, which provides its context*" (para.4.3). This is reinforced at 7.11 of the submitted Heritage Statement. Although the Drury McPherson report and the submitted Heritage Statement considers the proposed palette of materials to be appropriate, officers are of the opinion that an improvement could be made in the replacement of the proposed uPVC fenestration with traditional timber joinery. Having regard to the above, it is considered that subject to securing details of the materials proposed (the applicant has agreed to provide wooden fenestration), the proposed development will not harm the significance of the conservation area.

- 6.2.31. The proposed development, due to it not being visible from Town Park and the level of distancing to Essex Road, will not cause any harm to the relationship between Town Park and its views from Essex Road.
- 6.2.32. When assessed against the “problems and pressures” of this part of the conservation area, the proposed development would not further exacerbate any of the identified issues. Standing opposite the widened crossover, views into the conservation area over the embankment are terminated by Tower Point in the background. The proposed dwelling would largely block this view, thus contributing to enhancing the setting of the conservation area, a view supported at para.7.15 of the submitted Heritage Statement.

Summary of Heritage Considerations

- 6.2.33. The site, although within the conservation area due to historical boundary lines, is clearly isolated from the wider conservation area and is not experienced from within the conservation area.
- 6.2.34. Due to the level of distancing to those elements which are considered to form the special interest of the Conservation area and the open spacious gap which would still be retained between the dwellings on Essex Road and the proposed dwelling, the development will not harm the significance of the conservation area (and/or sub area).
- 6.2.35. The development is considered to continue to conserve the setting of the conservation area and from some vantage points, to enhance the setting by blocking views toward Tower Point, an identified negative feature of the conservation area.
- 6.2.36. Having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72) the proposal has been assessed against the identified heritage asset as set out above. It is considered that the development proposals will not lead to any harm to the significance of the designated heritage asset (conservation area) and will continue to preserve and enhance it having regard to Policy 7.8 of the London Plan, Core Policy 31, Policy DMD44 of the Development Management Document, and with section 12 of the NPPF. The development proposals must therefore now be assessed against any other material considerations, in accordance with s.38(6) of the 2004 Act and s.70(2) of the T&CPA 1990.

6.3. Impact on Character of Surrounding Area

Design

- 6.3.1. There is clear guidance on the approach to the matter of design. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development but Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 further advises that “*decision should not impose architectural styles or particular tastes... [nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness*” while paragraph 61

advises that “...decisions should address...the integration of new development into the natural, built and historic environment”.

- 6.3.2. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” Policy DMD 37 (“Achieving High Quality and Design Led Development”) confirms the criteria upon which application will be assessed. However, it also recognised there is a degree of subjectivity in this assessment of acceptable design.
- 6.3.3. Although sitting mostly within the conservation area, the proposed dwelling has not been designed to reflect the style and type of housing within the conservation area. As discussed above, it is considered entirely appropriate that the proposed dwelling should be more reflective of the housing on the street to which it relates, Walsingham Road. Details of materials will be secured by condition.
- 6.3.4. The relationship to flank boundaries is considered appropriate given the level of distancing from the common boundary (and proposed flank wall) to the rear of the dwellings on Essex Road. A sense of “spaciousness” between the proposed and existing developments continues to be maintained.
- 6.3.5. The proposed dwelling will be similar in height to the existing house at No.36 Walsingham Road. Whilst it is recognised that the wider street scene does contain some bungalows on the opposite side of the road (some with accommodation within the roof space), in street scene terms, it would not be unacceptable for a two-storey dwelling to be erected on the site. Whilst there is no uniform roof type in the area, front dormer windows are common, as are projecting gable features. The proposed dwelling features these elements.

Density

- 6.3.6. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan in particular encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 2, therefore the London Plan suggests that a density range of 150-250 habitable rooms per hectare (hrph) may be appropriate for this location.
- 6.3.7. Seven habitable rooms are proposed on a site measuring approximately 0.041319sqm, providing a density of approximately 169hrph. This is at the lower end of the suggested range and given the location and nature of the site, a development at the lower end of this range is considered appropriate.

Amenity Space Provision

- 6.3.8. Amenity space standards contained with the DMD are based upon the number of rooms and occupancy level, for example, a 4-bed 6-person dwelling should provide 50sqm of private amenity space across the whole site.

- 6.3.9. The proposed GIA is approximately 160sqm and the proposed amenity space is calculated to be approximately 250sqm (147sqm at the rear), thus providing a ratio of 156%. On this basis, the level of amenity provision exceeds adopted standards. It is recognised that the proposed dwelling provides a greater footprint than the existing dwelling but one that would be comparable in size to No.36A. Moreover, whilst the depth of the proposed rear garden (maximum point, 12m) is less than the approximate average of 30m for those dwellings fronting Essex Road, the level of provision (total and at the rear) exceeds many of the properties immediately adjacent on Essex Road. On balance, this element of the development proposal is considered acceptable.
- 6.3.10. The resulting amenity space provision for the existing dwelling must also be assessed, because it would be unacceptable to compromise provision or quality for the existing occupiers. Approximately 219sqm of amenity space will be retained for the existing dwelling, which now has a GIA of approximately 226sqm following the implementation of the 2012 permission. The proposed level of amenity space for the existing dwelling exceeds DMD standards and it will still remain comparable with the garden provision of other dwellings within the area.
- 6.3.11. Although some of the site is within the conservation area and is covered by an Article 4 Direction, the Direction only restricts development “*facing or visible from a highway or open space*”. Having regard to the footprint of the dwelling proposed and the potential, under the current permitted development (“PD”) rights regime for a detached dwelling to extend up to 4m under normal householder PD rights (up to 8m under the prior notification scheme), it is considered appropriate to impose a condition restricting PD for extensions.
- 6.3.12. In addition, there is also the potential for large outbuildings to be erected under Class E. Whilst it is recognised that under the PD regime, not more than 50% of the original garden for the proposed dwelling can be covered by outbuildings and extensions, having regard to the importance attached to gardens within the conservation area, it is considered appropriate to restrict permitted development rights.

Garden Land Development

- 6.3.13. Although garden land is not included in the definition of “previously developed land”, this does not exclude all development upon it. The NPPF advises that policies should resist inappropriate development where for example, it will cause harm to the local area (para.53). DMD 7 provides the criteria upon which the development of garden land would be permitted:
- a. *The development does not harm the character of the area;*
 - b. *Increased density is appropriate taking into account the site context in terms of its location, accessibility and the provision of local infrastructure;*
 - c. *The original plot is of a sufficient size to allow for additional dwellings which meet the standards in DMD 8 'General Standards for New Residential Development', (and other design policies);*
 - d. *The individual plot sizes, orientation and layout created are appropriate to, and would not adversely impact on the residential amenity within the development, or the existing pattern of development in that locality;*
 - e. *An adequate amount of garden space is retained within both of the individual plots in accordance with the minimum amenity space standards (DMD 9 'Amenity Space'), and the role of each space is enhanced to contribute towards other plan*

objectives such as biodiversity; green corridors and networks; flood risk; climate change; local context and character; and play space;

- f. *The proposals would provide appropriate access to the public highway*

6.3.14. When assessed against the above, the proposed development is considered to:

- a. not harm the character of the area;
- b. provides for a density level which is at the lower end of the suggested range and which is appropriate and in keeping for the locality;
- c. it complies with the criteria within DMD8 and DMD9;
- d. the orientation, layout, plot sizes is acceptable; and
- e. appropriate access, as discussed below, is provided to the highway.

6.3.15. It is considered that having regard to the above, no harm would arise to the character of the area through the development of the garden plot. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan, Core Policy 30 of the Core Strategy, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 7).

6.4. Impact on Neighbour Amenity

- 6.4.1. A flank window is proposed for the first floor, facing No.34 Essex Road. Notwithstanding the level of distancing between the flank wall and the rear of No.34 Essex Road is approximately 30m, the window would serve an ensuite which would normally have obscure glazing. A condition would be imposed on any approval to secure obscure glazing.
- 6.4.2. Three windows are proposed for the rear of the dwelling serving two bedrooms and a centrally positioned bathroom. Each of the three windows look towards the bottom of the rear garden of No.26 Essex Road and will vary in distance from that common boundary line from approximately 13m to 15.5m. The level of distancing to the boundary is considered acceptable and would not lead to undue overlooking and loss of privacy. Moreover, the windows only look over the bottom of the garden where in suburban residential settings, some mutual overlooking is to be expected and would not constitute undue harm.
- 6.4.3. Conditions are proposed to secure obscure (sand blasted) glazing for the first floor flank window serving the ensuite and to restrict additional fenestration. A further condition to restrict permitted development rights for roof extensions is considered unnecessary in this instance because the proposed dwelling is provided with gable ends and therefore side dormers or hip-to-gable extensions would not be possible. Moreover being sited within a conservation area, roof extensions will require planning permission.

6.5. Highway Safety

Traffic Generation

- 6.5.1. There are no concerns over the potential traffic generation of one additional dwelling house.

Access

- 6.5.2. As evidenced by the second reason for refusal of the 2010 application, concerns were raised in relation to vehicular sight lines, particularly as the previously refused scheme included a detached garage sited at the north-west end of the embankment which was to be levelled to accommodate an area of hard standing, and a widened crossover extending towards Town Park. The concerns centred over driver visibility when reversing out of the site due to the high volume of use of the footpath outside of the application site because of the attraction of Town Park and the important pedestrian route through the park to areas beyond. The officer report did note that this concern could potentially be overcome by condition to secure adequate visibility splays.
- 6.5.3. The existing vehicular access serving No.36 has been widened in accordance with application reference P12-02849PLA and a carriage drive has been formed. It should be noted that the access was not extended towards Town Park, which is located approximately 20m distant. In order for the access to be a safety concern, visibility around the vehicular access would need to fall below the splays specified in the most recent highway safety guidance contained in Manual for Streets. The guidance confirms that consideration needs to be given to frequency of vehicle movements, the speed and volume of traffic, the amount of pedestrian activity, and the width of the footway, before judging that visibility splays need to be provided.
- 6.5.4. With regard to site specific conditions, low vehicle movements and pedestrian activity mean visibility splays are not essential. The access can only be used by one vehicle at a time as it only provides the space for one vehicle; it isn't an access to a larger car park, and although the park will generate pedestrian activity it is not the only access to the park, so pedestrian activity will be spread out around the other access points. On this basis, defined visibility splays are not considered essential and the guidance would be more applicable to a town centre location with a high level of foot fall.
- 6.5.5. Notwithstanding the above, visibility splays can still be achieved due to the elevated position of any vehicle on the hard standing and the straight geometry of Walsingham Road along both sides of the access. The required dimensions of the minimum visibility splays are taken from the Council's '*Revised Technical Guidelines 2013*', which requires a splay of 2.0m either side of the access from a 2.0m point taken from the back of the centre crossover. The splay should be from above 0.60m. The drawings clearly show that the existing dwarf boundary wall of the embankment will be retained but with the addition of a brick pier that rises up to approximately 0.7m in height. Whilst the height of the brick pier would not strictly accord with the recommended 0.6m, having regard to the gradient of the ground (sloping up into the site), the 0.1m difference is considered to be compensated for, thus maintaining adequate sight lines for vehicles reversing out of the site. An appropriately worded condition could be imposed to control the height of any landscaping to the front of the property. Boundary treatments of up to 1m in height are normally permitted adjacent to a highway under Article 3 and Schedule 2, Part 2, Class A of the GPDO. It is considered appropriate, in light of the above, to impose a condition to remove this permitted development right.
- 6.5.6. In addition to drivers having a good visibility, any pedestrians would have clear sight of any vehicles reversing out of the hardstanding well in advance of the crossover location, as shown in the image below:



View towards No.36 Walsingham Road from public footpath leading towards Town Park

Parking, Traffic & Highway Safety

- 6.5.7. The provision of one space for the house is in accord with adopted standards. Whilst concerns about existing parking are noted, there is no requirement for additional spaces to be provided. Similarly, the traffic generated from the access will be minimal given that only one space is being provided, and the existing 'no parking' restrictions ensure visibility along both sides of Walsingham Road is acceptable for vehicular traffic.
- 6.5.8. The character of the area means that traffic speeds will be generally low given the almost 90 degree bend in the road, and it is not unreasonable to expect drivers to naturally take more care. This assumption is based on observations from the site, further supported by research undertaken for the Manual for Streets para 2.2.5 (2 ODPM and Home Office (2004) Safer Places: The Planning System and Crime Prevention. London: TSO). This is further supported by accident data, which shows no accidents have taken place in the last four years on Walsingham Road, despite one of the neighbouring properties having an access even closer to the park entrance (see image below) and offering poorer visibility for both pedestrians and drivers in comparison to the widened access.



View of existing access for 1a Uvedale Road, with the public path leading to Town Park entrance to the right

6.6. Housing Need

- 6.6.1. Section 6 of the NPPF (Delivering a wide choice of high quality homes) provides guidance on housing delivery and the quality and location of new houses. Paragraph 47 of the NPPF aims to “boost significantly the supply of housing” through the use of an evidence base and an annually updated supply of specific deliverable sites with a 5% buffer. Paragraph 48 confirms that local planning authorities should make allowance for windfall sites in the five-year supply if there is compelling evidence that such sites have consistently become available, although it is advised that this should not include residential gardens. Housing applications are to be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites (para.49). Paragraph 53 advises that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.
- 6.6.2. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure that with regard to market housing, 45% are 3+bedroom houses and 20% is 4+bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.6.3. The findings of Ecotec’s research, Enfield Strategic Housing Market Assessment (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with 3+bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing.
- 6.6.4. The earlier findings of Fordham’s Research, Enfield Council Housing Study (September 2005) corroborate Ecotec’s findings. The research showed there was an

absolute shortage of four bedroom properties in the owner occupied sector, which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation. This is confirmed with data in the Monitoring Report and Housing Trajectory 2015 ("Monitoring Report") which was reported to the Local Plan Cabinet Sub-Committee on 3 March 2016.

- 6.6.5. The Monitoring Report confirms that in 2014/15, new 3+ bedroom houses accounted for 23% of provision when Core Policy 5 and DMD3 seek 65%. The proposed development will provide for a 4-bed dwelling, which, having regard to the Housing Study and the more recent Monitoring Report, is identified as being a type of greatest need.
- 6.6.6. With regard to development on garden land, policy DMD7 has a presumption against development on garden land unless the criteria contained within the policy are met. As discussed above, the scheme is considered to satisfy the criteria to permit this garden land development.
- 6.6.7. In relation to housing supply, the London Plan 2011 housing target was originally planned to cover a 10 year period from 2011/12 to 2020/21 and required Enfield to provide 5,600 additional dwellings, some 560 per year (the previous target from 2006/07 to 2016/17 was 3,950 additional dwellings). The most recent housing trajectory report, confirms that since 2012, there has been a cumulative shortfall in housing delivery versus the annual target of 560, with the cumulative shortfall for the year 2015/16 being 164 dwellings. The borough must identify a supply over the next five years (2016/17 to 2020/21) of 4,190 (798 per annum plus the 5% buffer).
- 6.6.8. Having regard to the above, whilst sufficient land has been identified to meet with the Council's housing targets, the policy requirement is not to just meet with the target but to exceed it (policy 3.3, London Plan). Although the development would only result in one additional dwelling, the development will contribute in helping the Council to exceed its identified housing target. Moreover, the proposed dwelling is of a size for which there is an identified shortfall.

6.7. Sustainable Design and Construction

BREEAM / Code for Sustainable Homes

- 6.7.1. A written ministerial statement ("WMS") in March 2015 confirmed the withdrawal of the code for sustainable homes. Although the applicant had submitted information to demonstrate compliance with the code, it is no longer necessary for a planning assessment to be made with respect to this element.

Biodiversity / Ecology

- 6.7.2. A Phase 1 Habitat Survey undertaken in March 2014 established that there was negligible ecological value at the site and therefore there were no ecological constraints to the proposed development. Notwithstanding this, it was recommended that any vegetation was to be cleared outside of the bird nesting season (March to August inclusive) or if clearance could not be avoided within this period, an ecologist would have to firstly confirm whether nesting birds are present.
- 6.7.3. A review of the submitted ecological survey has confirmed that its findings and conclusions remain valid. A condition will be imposed in relation to vegetation clearance.

- 6.7.4. Having regard Core Policy 36, which advises that all schemes should looking to enhance the ecological value of the respective site, a condition will be imposed to secure enhancements such as bird and bat boxes / bricks / tiles in addition to native plantings.

Energy

- 6.7.5. The development is able to exceed the minimum 8% improvement required above Building regulations. A condition will be imposed to secure this.

Drainage

- 6.7.6. The applicant should be designing a drainage strategy that ensures that any runoff is managed as close to the source as possible. This can be achieved through a variety of measures such as green roofs and sustainable urban drainage systems (SUDS). A condition will be imposed requiring the applicant to submit details of a drainage scheme which will also involve the investigation into the use of SUDS.

6.8. Viability

- 6.8.1. On 28 November 2014 a WMS was published, announcing changes to s106 planning obligations for small scale development. Paragraphs 12 to 23 of the National Planning Policy Guidance (NPPG) were amended to state that contributions for affordable housing and tariff style planning obligations should not be sought from small scale and self-build developments containing 10 units or less with a gross area of no more than 1000sqm.
- 6.8.2. The position was subsequently challenged and a case was brought to the High Court by West Berkshire District Council and Reading Borough Council refuting the decision on 28 November 2014 to make alterations to national policy in respect of planning obligations for affordable housing and social infrastructure contributions and the decision on 10 February to maintain those Policy changes following the completion of an Equalities Impact Assessment (EqIA).
- 6.8.3. On 31 July 2015 Mr Justice Holgate upheld the challenge and ruled that the changes to national policy on 28 November 2014 were unlawful and contrary to the provisions of the Town and Country Planning Act 1990 (as amended) and the Planning and Compulsory Purchase Act 2004. In addition, Mr Justice Holgate ruled that the statement failed to comply with the public sector equality duty under the Equality Act 2010 and consequently failed to give due regard to all material considerations. On this basis, Mr Justice Holgate quashed the policy and subsequent changes to the NPPG. Accordingly, paragraphs 012-023 of the NPPG on planning obligations have been removed.
- 6.8.4. As the development results in the net increase of residential accommodation, the consequence of this ruling is that the provisions of Policies CP3 and CP46 of the Core Strategy and DMD2 of the Development Management Document remain applicable to the scheme as a material consideration. Therefore, contributions to accord with the S106 SPD apply in full, unless it can be demonstrated that such contributions would undermine the viability of the development as a whole.

Affordable Housing

- 6.8.5. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to “decent and appropriate housing in their borough” (para.5.17 Core Strategy). Having regard to Core Policy 3, for developments of less than 10 dwellings the Council will seek a financial contribution to deliver off-site affordable housing provision based on a borough-wide target of 20%. The level of contribution is based upon the expected sales value, using comparable data where appropriate, and the formula provided within the S106 SPD.
- 6.8.6. A value of £500,000 is being used as the assumed sales value, which is supported by a covering letter from Bowyer Bryce. Applying the S106 SPD formula, the scheme should therefore be making a contribution of £43,930 towards off-site affordable housing provision in the Borough.
- 6.8.7. The applicant has agreed to make this contribution, which will need to be secured via a s106 Agreement.

Education

- 6.8.8. Core Policy 8 sets out the education infrastructure requirements of the borough, with the Monitoring Report confirming the increase in the number of primary (930 additional places in 2012/13, 2315 additional places in 2013/14) and secondary school places (1006 additional places 2014/15). Core Policy 46 confirms that infrastructure contributions for learning and skills facilities is one of the priorities while the supporting text at para.7.3.1 of the S106 SPD also confirms that contributions will be sought on all residential developments.
- 6.8.9. Table 7.3 of the S106 SPD confirms that a 4-bed unit should be making a contribution of £11,408.98. The applicant has confirmed that this contribution will be made and this will also need to be secured through the s106 Agreement.

6.9. Community Infrastructure Levy (CIL)

- 6.9.1. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure (274 for March 2016).
- 6.9.2. The development is CIL liable for the construction of 160sqm of new residential floor space and the CIL calculation is: $(£20/m^2 \times 160m^2 \times 274)/223 = £3,931.84$.
- 6.9.3. The Council will be introducing its own CIL from 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.

6.10. Section 106 / Legal Agreement

- 6.10.1. Section 106 contributions can still be sought for items of infrastructure not identified on the Regulation 123 list. A legal agreement will be required to secure the affordable housing and education contributions as set out above. A 5% monitoring fee will also be incurred as per the S106 SPD.
- 6.10.2. In summary, the scheme will be providing the following contributions to the Council:

- Affordable Housing: £43,930.00
- Education: £11,408.98

- Monitoring fee: £ 2,766.95
Total: £58,105.93

6.10.3. Having regard to the above contributions, the proposed development would provide a sufficient level of contributions towards affordable housing, education infrastructure and associated monitoring fees and through the associated legal agreement to secure the required planning obligations, has appropriate regard to Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan, Core Policies 3 & 46 of the Core Strategy, Policy DMD2 of the DMD, the associated S106 Supplementary Planning Document, and the National Planning Policy Framework.

6.10.4. In addition, the contribution towards affordable housing, whilst not explicitly stated in any supporting document as a reason to support the development, having regard to the considerations contained within Section 12 of the NPPF as outlined above and also to the guidance within the NPPG, would represent a public benefit in favour of the development because of the identified need for affordable housing in the Borough.

6.11. Other Matters Raised

Judicial Review

6.11.1. References have been made to a judicial review (“JR”) of the previous decision to grant planning permission. A JR is a process whereby the lawfulness of a decision is reviewed by the Courts and if successful, the decision is quashed and the local authority is required to reconsider the application afresh. This may or may not result in the same decision being made by the local authority. The application for JR was made on 7 Grounds:

1. Breaches of duty under s.72 of the Listed Buildings Act, §70(1) & 70(2) of the T&CPA 1990 and s.38(6) of the 2004 Act;
2. Breach of Regulation 122 of the 2010 CIL Regulations;
3. A failure to have regard to material considerations;
4. A regard to irrelevant considerations;
5. The decision was Wednesbury unreasonable;
6. Lack of consultation with local residents; and
7. An unlawful consultation (Drury McPherson Report)

6.11.2. The council agreed to the quashing order on the basis of Ground 1: that in identifying any harm to the significance of the conservation area, the officer report should have made clear that it is then a matter of law that the harm is given considerable importance and weight. The report therefore fell into material error. Previously, officers were of the view that the introduction of any development where previously there had not been any, amounted to some harm. In having to reconsider the application afresh and in light of a review of relevant case law, officers have concluded that the proposed development will not lead to any harm to the significance of the conservation area.

6.11.3. The JR did not, as has been incorrectly stated, “reject” the council’s decision on all 7 grounds. The council did not accept Grounds 2-7 and the Judge did not consider Grounds 2-7 on the basis of Ground 1 being conceded.

6.11.4. In relation to Grounds 2-7, where necessary, these are addressed above.

Miscellaneous

- 6.11.5. It has always been a key principle of decision making that the determination of any planning application is made in accordance with the development plan unless material considerations indicate otherwise. Although the majority of the development site is on land, which for historical reasons, is within the conservation area, this does not preclude development from taking place. As outlined above, it is considered that no harm arises to the significance of this sub-area of the conservation area or even to the conservation area as a whole.
- 6.11.6. The development of garden land is permitted under current planning policy, subject to satisfying the criteria of DMD8. It is considered that the development adequately demonstrates compliance with the policy.
- 6.11.7. In relation to the access points that have been constructed, one of which (the “existing”) is a widened vehicular crossing and the second, near to the boundary with 36A Walsingham Road, these do not normally require planning permission as they can be constructed under permitted development rights due to their location on a non-classified road, by virtue of Article 3, Schedule 2 and Part 2, Class B of the General Permitted Development Order 2015 (as amended).
- 6.11.8. Whilst the access points did form part of the 2013 permission, that permission, and any conditions attached, would only take effect from the commencement of development. Construction of the widened and new vehicular crossings was undertaken on 9 January 2014 and commencement works in relation to the approved extensions occurred on 17 February 2014, therefore the works were not undertaken pursuant to the planning permission but as permitted development. For clarity, the southern point of access was amended at the request of the Highway Services to ensure there was no conflict with existing underground services. Notwithstanding, and as the application as originally submitted showed the access points in the wrong position, the plans were amended to correct this.
- 6.11.9. All relevant planning conditions attached to the 2012 planning permission (P12-02849PLA) were discharged on 20 October 2013 to the satisfaction of the Local Planning Authority.

7. Conclusion

- 7.1.** It is considered that this isolated site itself does not contribute to the significance of the conservation area or to the New Town sub-area because it cannot be experienced from within any part of the conservation area. The development is considered to not lead to any harm or to a loss of significance to the identified heritage asset. Whilst the proposed dwelling would mostly be sited on an area of garden land within the conservation area, the gardens of the Essex Road properties and views into them from Essex Road, Walsingham Road and Uvedale Road are not harmed. The development proposal continues to conserve and enhance the setting of the conservation area. This is a view that has been supported through independent heritage advice and by Council’s Conservation Officer.
- 7.2.** It has been concluded that the development proposal will not result in any harm to the significance of the conservation area and its sub-area. As such, it is not necessary to identify any public benefits to outweigh the harm. Nevertheless, the provision of a new family dwelling, for which there is an evidenced need and a contribution towards affordable housing and education provision, again for which there is an evidenced need, are benefits which do arise from the scheme.

7.3. Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF and related guidance provide important material considerations to be considered in the planning decision making process.

7.4. Having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72), and to all other material planning considerations, it is considered that on balance, planning permission should be granted for the following reasons:

1. The proposed development, due to its design, size and siting, will not lead to any harm or to a loss of significance to the Enfield Town Conservation Area sub-area the “New Town” or to the conservation area as a whole and will preserve the special character and setting of the designated heritage asset having regard to Policy 7.8 of The London Plan, Core Policy 31 of the Core Strategy, DMD Policy 44 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 12).
2. The proposed development would contribute to increasing London’s supply of housing and assist in meeting with the provision of family housing within the Borough, having regard to Policies 3.3 & 3.4 of The London Plan, Core Policies 2 and 4 of the Core Strategy, and with guidance contained within the National Planning Policy Framework (in particular section 6).
3. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan, Core Policy 30 of the Core Strategy, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 7).
4. The proposed development due to its design, size and siting, does not unduly harm the existing amenities of the occupiers of adjoining properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 7).
5. Having regard to conditions attached to this permission, the proposal makes appropriate provision for access and parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 4).
6. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 10).

8. Recommendation

8.1. That subject to the completion of a S106 Agreement to secure the obligations as set out above, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the following conditions:

1. C61 Approved Plans – Revised
Unless otherwise required by any condition attached to this permission, 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: In the interest of proper planning and for the avoidance of doubt.

2. C51A Time Limited Permission
The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. NSC1 Fenestration
Notwithstanding any submitted plan or supporting documentation, fenestration to be used throughout the development hereby approved shall be in timber, with joinery details (1:20 and 1:5 sections) being provided to the Local Planning Authority for approval in writing. The fenestration shall be installed in accordance with the approved details and they shall not be altered without the prior written approval of the Local Planning Authority.

Reason: Having regard to the setting of the Enfield Town Conservation Area.

4. C24 Obscure Glazing
Notwithstanding the submitted plans, the glazing to be installed in the first floor flank elevation of the development indicated on drawing No.KF-001-14/B shall be in sandblasted glass and fixed shut up to a minimum height of 1.7m above finished floor level. The glazing shall not be altered without the approval in writing of the Local Planning Authority.
- Reason: To safeguard the privacy of the occupiers of adjoining properties and to ensure an adequate appearance having regard to the surrounding conservation area.
5. C25 No Additional Fenestration
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that 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.
6. C08 Details of Materials
Notwithstanding any submitted plan or supporting documentation, the development shall not commence until details of the external finishing materials have been submitted to the Local Planning Authority and approved in writing. The submitted detail shall include:
- a. Brick type
 - b. Details of bonding and mortar
- The development shall be carried out in accordance with the approved detail.
- Reason: Having regard to the setting of the Enfield Town Conservation Area.
7. C09 Details of Hard Surfacing
The development shall not commence until details of the surfacing materials to be used within the development, not including the hard surfacing already approved for the driveway, but including footpaths, 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.
- Reason: To ensure that the development does not prejudice highway safety and to ensure a satisfactory appearance.
8. NC2 Front Boundary Wall
The front boundary wall and piers shall not be higher than 0.7m in height.
- Reason: In the interest of highway safety.
9. C16 Private Vehicles Only – Garage / Parking Areas

The garage and parking areas to be provided shall be kept available for the parking of private motor vehicles at all times. The garage / parking areas shall be used solely for the benefit of the occupants of the dwelling of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

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

10. C17

Details of Landscaping

Prior to occupation full details of soft landscape proposals shall be submitted to the Local Planning Authority for approval in writing. The details shall include:

- a. Planting plans
- b. Written specifications (including cultivation and other operations associated with plant and grass establishment)
- c. Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations and plantings that would not interfere with vehicular sightlines (noting species, planting sizes and proposed numbers / densities)
- d. Implementation timetables.
- e. Wildlife friendly plants and trees of local or national provenance
- f. Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to continue to travel across the site (gaps in appropriate places at the bottom of the fences)

The landscaping shall be provided in accordance with the approved details prior to first occupation.

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

11. C19

Details of Refuse Storage & Recycling Facilities

Within three months of commencement of the development, 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, shall be submitted to the Local Planning Authority for approval in writing. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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

12. NSC3

Energy

The energy efficiency of the development shall provide for no less than a 8% improvement in the total CO₂ emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline measure. Prior to first occupation, confirmation shall be provided to the Local Planning Authority.

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

13. NSC4

SUDS 1

No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity (1 in 100 and 1 in 1 year storm events); methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

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

14. NSC5

SUDS 2

Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the Local Planning Authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the Local Planning Authority concludes that a SUDS scheme should be implemented, details of the works shall specify:

- a. a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- b. the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

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

15. C59

Details of cycle storage

Within three months of commencement of the development, details (including elevational details) for covered cycle parking for the storage of a minimum of 2 bicycles shall be submitted to the Local Planning Authority for approved in writing. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction, and available for the parking of cycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel.

16. NSC6

Tree / Shrub Clearance

All areas of trees, hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March to August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely impacted by the proposed development in accordance with national wildlife legislation and in line with CP36 of the Core Strategy. Nesting birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

17. NSC7

Arboricultural

All tree works as detailed within the BS5837 Tree Survey, Arboricultural Impact Assessment and Method Statement shall be undertaken in accordance with good arboricultural practice and British Standard 3998: 2010 Recommendations for Tree Work.

Reason: In order to maintain the tree(s) amenity value and health.

18. NSC8

Tree Protection

Tree protection measures and works in proximity to retained trees, within the site and on adjacent sites, shall be undertaken in accordance with the details as set out in the BS5837 Tree Survey, Arboricultural Impact Assessment and Method Statement. There shall be no deviation from the approved measures without the prior written approval of the Local Planning Authority.

Reason: In the interest of visual amenity having regard to the setting of the Enfield Town Conservation Area and in the interest of preserving the health of retained trees.

19. NSC9

Biodiversity Enhancements

Prior to occupation of the development, 3 bat boxes and 3 bird boxes are to be installed on and around the new building under the supervision of a suitably qualified ecologist. A brief letter report confirming that the boxes have been installed, including a simple plan showing the location and type of boxes, is to be submitted to the Council within 3 months of installation.

Reason: To ensure that the ecological value of the site is enhanced post development in line with CP36 of the Core Strategy.

20. NSC10

Restriction of PD - Front Boundary Enclosure

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order), no walls, fences, gates or any other means of enclosure, including piers, shall be erected on any part of the site lying between any wall of buildings fronting a highway and the highway boundary, without the prior approval in writing of the Local Planning Authority.

Reason: To ensure a satisfactory appearance and in the interests of maintaining adequate visibility splays having regard to highway safety.

21. NSC11 Restriction of PD – Extensions and Outbuildings
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order), no buildings or extensions to buildings shall be erected, other than those expressly authorised by this permission, without the prior approval in writing of the Local Planning Authority.

Reason: In the interest of preserving garden land which is identified as being of importance within the Enfield Town Conservation Area.

22. NSC12 Archaeology
The developer shall notify the Greater London Archaeology Advisory Service of the start of groundworks no less than two weeks before commencement and permit access by the Enfield Archaeological Society, at any reasonable time to be agreed between the applicant and the Enfield Archaeological Society, to monitor the development and record features of interest.

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

23. NSC13 Construction Methodology
That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
- a. a photographic condition survey of the roads, footways and verges leading to the site;
 - b. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
 - c. arrangements for wheel cleaning;
 - d. arrangements for the storage of materials;
 - e. hours of work;
 - f. arrangements for the securing of the site during construction;
 - 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.



REVISION	DATE	REMARK
B	MARCH 2014	Width of building reduced to increase boundary separation Add parking and crossover dimensions

PROPOSED: 4 BEDROOM DETACHED HOUSE

SITE: Land adjacent to: P13-03636 PLA
36 WALSINGHAM ROAD
ENFIELD,
MIDDLESEX
EN9 6EY

CLIENT: Mr & Mrs K. FITZGERALD

DRAWING SCALE: PROPOSED SITE BLOCK PLAN 1:100

DATE: MARCH 2014

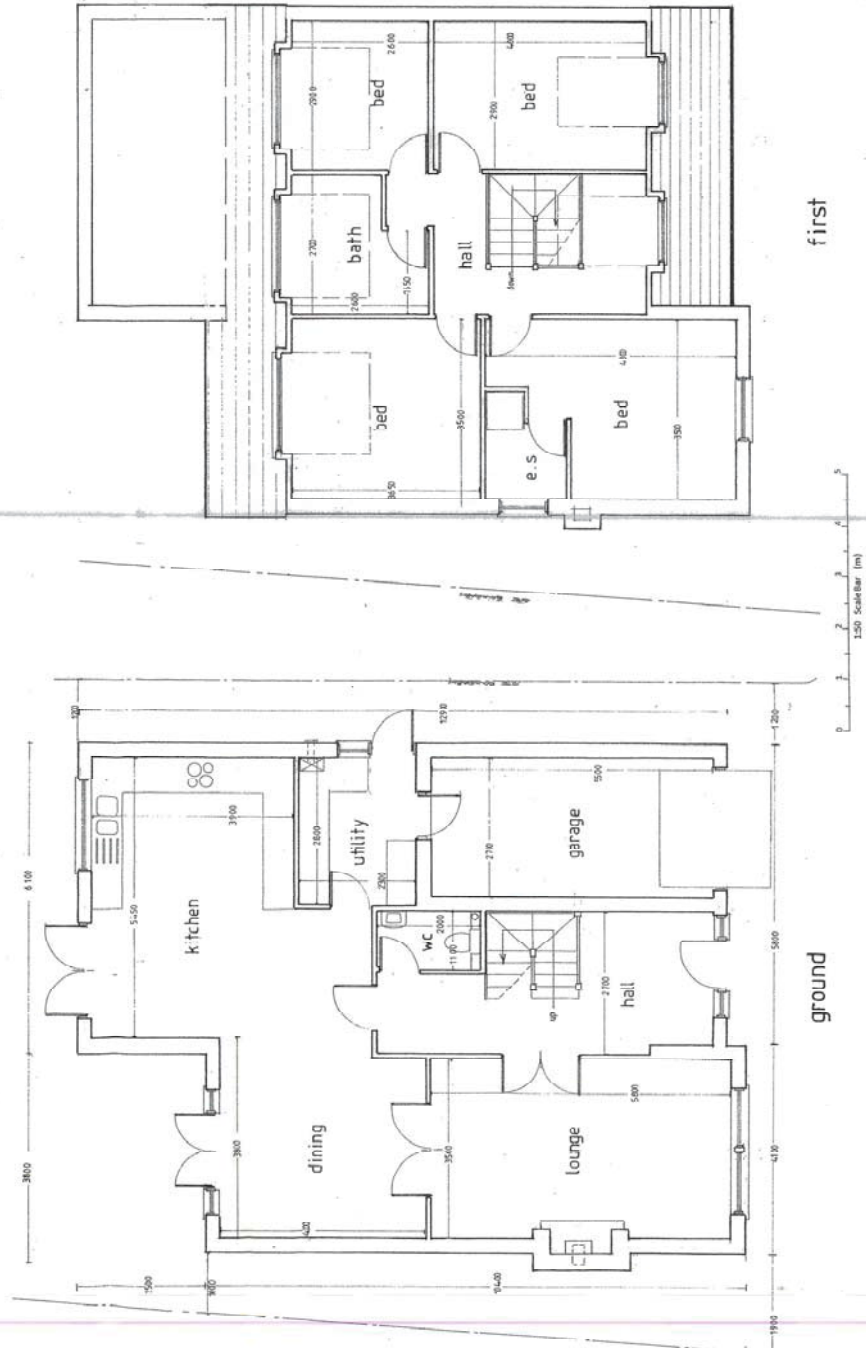
DRAWING No / Revision: KF-002 - 14 / 8



Proposed Elevations 1:100



Proposed Floor Plans 1:50



All dimensions to be checked on site.		
REVISION	DATE	BY/MAKE
8	March 2014	Width of building reduced to increase boundary separation
PROPOSED: 4 BEDROOM DETACHED HOUSE		
SITE: Land adjacent to: 38 WALSHINGHAM ROAD, ENFIELD, MIDDLESEX EN9 6EY		
CLIENT: Mr Mrs K. FITZGERALD		
DRAWING SCALE: PROPOSED ELEVATIONS 1:100 PROPOSED FLOOR PLANS 1:50		
Original drawing format @ A1		
DATE: MARCH 2014	DRAWING No. / Revision K5-001 - 14 / B	

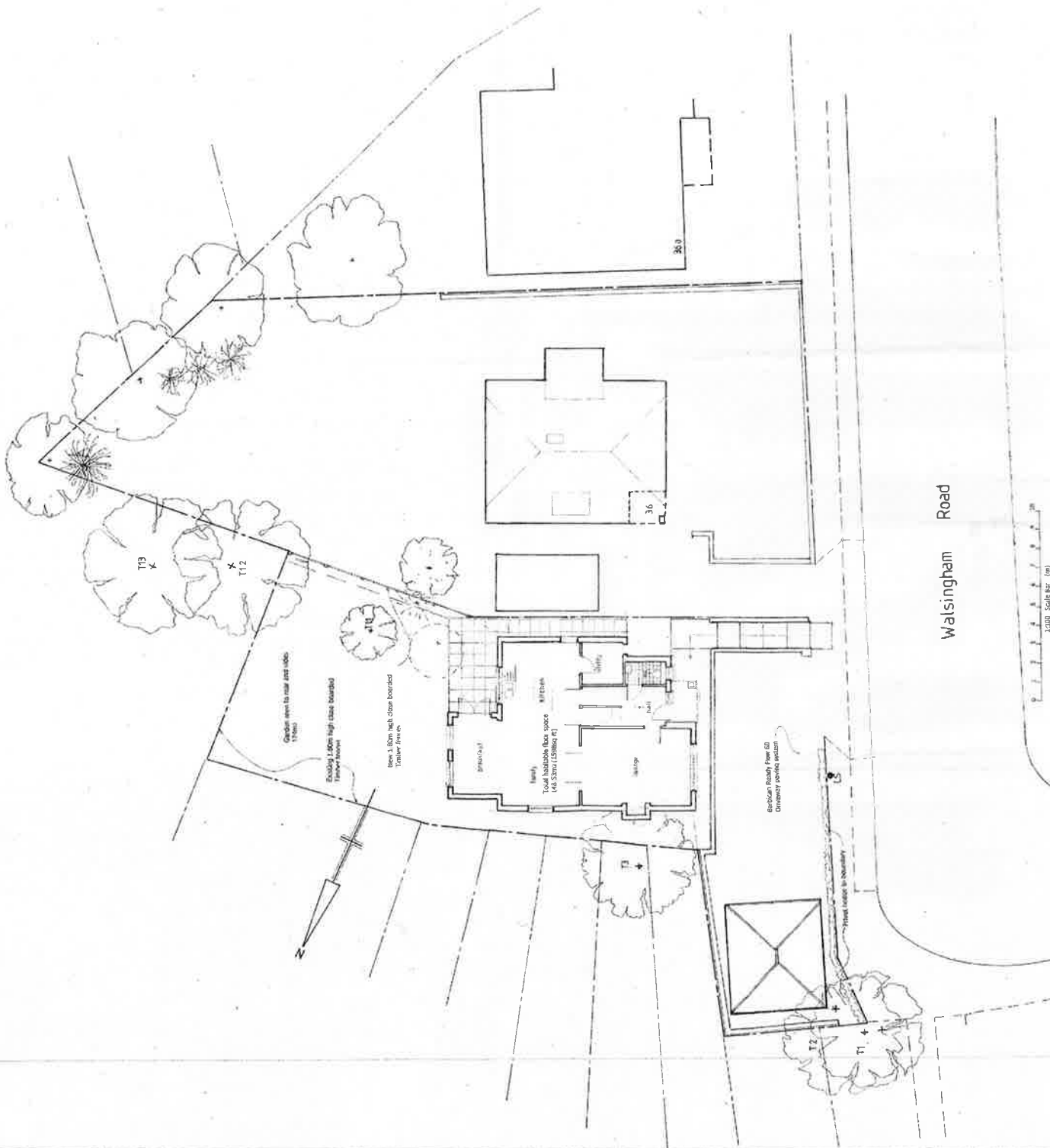
Revised Plans Received 01/04/2014

APPENDIX 1

PLANS OF REFUSED SCHEME: REFERENCE TP/10/0818

TP/00/0818

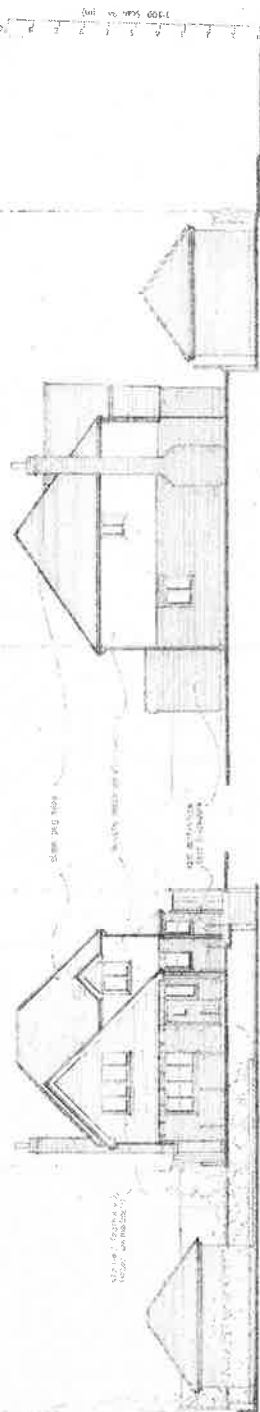
Proposed Site Block Plan 1:100



All dimensions to be checked on site. Prepared by: WALSH	
REVISION	DATE
A	May 2010
PREPARED FOR: Planning & Building Control Applications	
PROPOSED: 4 BEDROOM DETACHED HOUSE & DETACHED GARAGE	
SITE: Land adjacent to: 36 WALSINGHAM ROAD, ENFIELD, MIDDLESEX, EN2 8EY	
CLIENT: Mr & Mrs K. FITZGERALD	
DRAWING SCALE: PROPOSED SITE BLOCK PLAN 1:100	
Original Drawing format @ A1	
DATE	DRAWING No. / Revision
MAY 2010	KF-004 - 10 / A

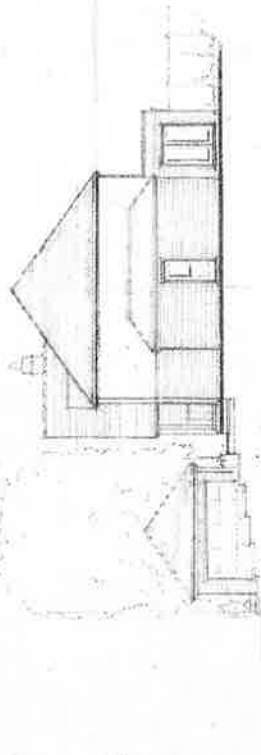


Proposed Elevations 1:100

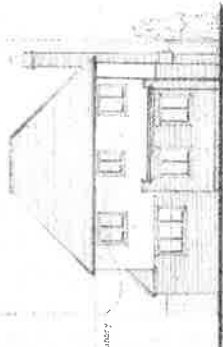


front west

side north



side south



rear east

RECEIVED
SEP 17 10
MUNICIPALITY OF WINDSOR

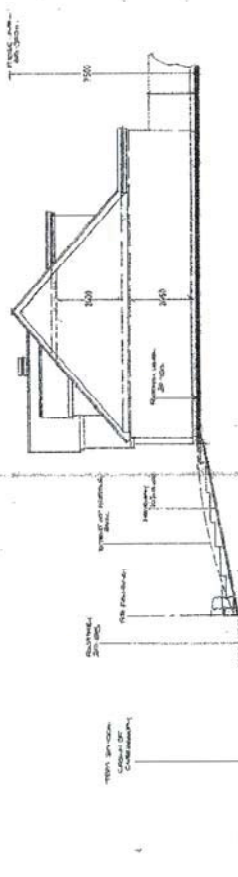
IP 10 1032
Revised Additional Drawing
Received 4/1/10
Under cover of 4/24/10
Dated 3/19/10

APPROVED BY THE CLIENT APPROVED BY THE ARCHITECT	
DESIGN NO. 1000	DATE September 2010
PREPARED FOR Mr. & Mrs. K. Fitzgerald	
PROJECT 4 BEDROOM DETACHED HOUSE & DETACHED GARAGE	
SITE Land adjacent to: 38 WALSHSTAM ROAD ENFIELD MIDDLESEX EN2 8EY	
CLIENT MR & MRS K. FITZGERALD	
DRAWING SCALE PROPOSED ELEVATIONS 1:100	
DRAWING NO. 1000	
DATE SEPTEMBER 2010	





Street Scene Elevations 1:100



Site Section 1:100

REVISION	DATE	REMARK
B	March 2014	With it building reduced to increase boundary separation. All other dimensions remain the same.
PROPOSED: 4 BEDROOM DETACHED HOUSE		
SITE: Land adjacent to P13-03636/2A 36 WALSHINGHAM ROAD ENFIELD, MIDDLESEX EN2 6EY		
CLIENT: Mr & Mrs K. FITZGERALD		
DRAWING SCALE: PROPOSED SITE SECTION 1:100 PROPOSED STREET SCENE ELEVATION 1:100		
DATE	MARCH 2014	DRAWING No / Revision KF-003 - 14 / B



LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 22 March 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Sean Newton

Ward:
Chase

Ref: 15/02745/FUL

Category: Full Application

LOCATION: Kingswood Nurseries, Bullsmoor Lane, Enfield, EN1 4SF

PROPOSAL: Redevelopment of the site to provide 56 new residential units in 2 blocks, Block 1 - 5 x 4-bed town house with integral garage and 7 x 2-bed and 2 x 3-bed houses with roof terraces, Block 2 - 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-contained flats with cycle and bin stores at ground floor, new access roads, 67 car parking spaces and associated landscaping.

Applicant Name & Address:

Mr Tom McCormack
c/o Agent
United Kingdom

Agent Name & Address:

Mr Simon Owen
106-110 Kentish town Road
London
NW1 9PX
United Kingdom

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 6.9 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions.

Ref: 15/02745/FUL LOCATION: Kingswood Nurseries, Bullsmoor Lane, Enfield, EN1 4SF



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. The application site comprises of an irregular-shaped parcel of land located on the northern side of Bullsmoor Lane, on the junction with the northbound lanes of the Great Cambridge Road (“A10”).
- 1.2. The development site is presently occupied by a Kingswood Bungalow in the south-west corner, a series of pre-fab buildings in the north-east corner, an outbuilding adjacent to the western boundary occupied by a fiberglass business, a small brick-built building occupied by a veterinary practice, and with the remainder of the site given over to hardstanding.
- 1.3. The existing access point is sited approximately 12m from the junction with the A10.
- 1.4. The New River is immediately to the west and beyond this, Capel Manor College, which lies within the Forty Hill Conservation Area and Metropolitan Green Belt (“Green Belt”).
- 1.5. Immediately to the south-west is No.263 Bullsmoor Lane, a detached 2-storey dwelling house with a vehicular access sited approximately 17m west of the access for the application site.
- 1.6. Immediately north of the site is Redgates Nursery. This site is occupied by several large green houses and a bungalow. Access is directly off the A10.
- 1.7. The area on the opposite side of Bullsmoor Lane to the south is characterised by two-storey, semi-detached and terraced properties. Properties on the eastern side of the A10 consist of 2-storey inter-war terraced dwellings with two pairs of semi-detached dwellings on the junction with the eastern arm of Bullsmoor Lane.

2. Proposal

- 2.1. Permission is sought for the redevelopment of the site to provide 56 new residential units in 2 blocks, Block 1 - 5 x 4-bed town house with integral garage and 7 x 2-bed and 2 x 3-bed houses with roof terraces, Block 2 - 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-contained flats with cycle and bin stores at ground floor, new access roads, 67 car parking spaces and associated landscaping.
- 2.2. Members should note that the scheme currently before them is anticipated to be the first of a two-phase development. The second phase will include land to the north (Redgates Nursery).

3. Relevant Planning Decisions

- 3.1. Planning permission (ref: TP/98/0402/2) was refused for the use of part of premises for the sale of fireworks in August 2002 due to concerns over an inappropriate use in the Green Belt and it resulting in additional street clutter.

4. Consultations

4.1. Statutory and non-statutory consultees

Economic Development

- 4.1.1. It has been advised that an employment and skills strategy will be required, in accordance with the s106 SPD.

Environmental Health

- 4.1.2. The following has been advised:

- No objections are raised because there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality.
- However, the submitted acoustic report indicates that predicted internal noise levels from external sources exceed BS9233:2014.
- The night-time internal noise levels must be 30dB L(A)eq 8-hours in bedrooms with a maximum L(A)max of 45dB and daytime levels must be 35dB(A) in bedrooms and living rooms. The information submitted only provides enough attenuation to give 35dB(A) in bedrooms at night and 40dB(A) during the day.
- There also needs to be justification in terms of numbers or physical reasons as to why mechanical ventilation is not required on the eastern, northern or southern facades.
- The contaminated land report is only a desktop assessment and it concludes that a site investigation is required, which will need to be secured by condition.

SuDS Officer

- 4.1.3. A drainage plan is required following the London Plan Drainage Hierarchy and a management plan for all drainage features.

Traffic and Transportation

- 4.1.4. After initially raising objections to the scheme in relation to inadequate parking provision, access, trip generation and traffic impact, the objections are withdrawn following the submission of a Safety Audit, a Technical Note and discussions with Transport for London.

- 4.1.5. However, to mitigate against any potential impact on the free flow and safety of traffic on the adjacent highways, it is recommended that trip generation is monitored (with particular regard to a potential increase in units should Phase 2 be brought forward), the highways alterations around the junction with Bullsmoor Lane are implemented, the submission of a PERS Audit (and implementation of recommendations within).

Tree Officer

4.1.6. The following comments have been provided.

- No objections are raised, subject to the scheme being undertaken in accordance with the submitted Tree Protection Plan.
- Consideration should be given for further tree planting on the A10 boundary.
- The current landscape proposals should be enhanced.

Waste Services

4.1.7. It has been advised that there are no comments to be made.

The Enfield Society

4.1.8. The following comments have been received:

- The application proposes a better use of the site than the current use, now that it has been removed from the Green Belt, and would also improve the appearance of the site generally.
- Our concerns relate to the height of the main block fronting the Great Cambridge Road. This is significantly higher than the general run of surrounding buildings and the visual impact on the adjoining Green Belt needs to be taken into account. In general we think 5 stories is too high. My personal view is that the architectural style is generally attractive and appropriate, though possibly some of the detailing, in particular the green tiling of some panels, is a little harsh.
- Good use is made of the New River. Obviously provision of good quality living accommodation is important but some reduction of the number of units would allow softening of the impact of the development, acting as it does as the entrance to Enfield from the north.

Historic England (GLAAS)

4.1.9. It is advised that the site lies within an area of archaeological interest. The submitted Archaeological Desk-Based Assessment identifies a moderate potential for evidence of significant activity dating to the medieval and post-medieval period. A number of medieval manors lie within the vicinity of the application site and historic mapping show structures within the site from 1754 and later. It is considered that a condition should be imposed to secure a two-stage process of archaeological investigation.

Metropolitan Police Service

4.1.10. It has been requested that the development adopt the principles of “Secure by Design” and complies with the relevant sections within both the current *SBD New Homes 2014* and *Multi storey dwellings*.

Natural England

4.1.11. It has been advised that there are no comments to make.

Thames Water

4.1.12. The following comments have been received:

- With regard to waste comments, Thames Water has been unable to determine the waste water infrastructure needs of this application. Should permission be granted, a Grampian condition should be imposed so that no works can commence until an appropriate drainage strategy, covering the entire site, has been secured in consultation with Thames Water.
- In relation to surface water drainage, the developer should be making proper provision for drainage to ground, water courses or a suitable sewer. Any discharge to a public sewer requires the prior approval of Thames Water.
- A piling method statement will be required due to the proximity of underground water utility infrastructure.
- Special precautions will be required due to the adjacent New River aqueduct, a Thames Water asset, to avoid any damage or pollution.
- A SuDS scheme should be promoted.

Public Response

4.1.13. Letters were sent to the occupiers of 96 adjoining and nearby properties in addition to the posting of site and press publicity. As a result, three letters were received raising some or all of the following points:

Impact on character of the area

- A majority of the properties in the area are family homes and there seems to be a number of single occupancy properties which is not in keeping with the local area.

Impact on amenity

- Loss of privacy from proposed walkway behind No.263 Bullsmoor Lane.

Highways matters

- Currently Bullsmoor lane the A10 and the M25 have serious issues in relation to traffic.
- During peak times the volume of traffic increases to an extremely high level and the access to the new development will be on Bullsmoor Lane which will increase the level of traffic and congestion on the road.

- The fact that the average household may potentially have two-three cars per house when they have friends or relatives around to visit, they will look to park on Bullsmoor lane which currently has inadequate parking for the residents.
- There are limited shops in the local area and this will mean that although there is a bus route which is infrequent, most residents will use cars particularly at weekends and during the evening.
- The increase in traffic etc. does not seem to factor in the potential of a 2nd phase.
- There is a keep clear area which is currently used for access to Waterworld. This is used sporadically throughout the day without too many issues. The proposed development would increase the number of vehicles entering and leaving the development in the rush hours am & pm, potentially causing an obstruction.
- The proposed pedestrian access to local shops via the existing pedestrian tunnel may be unrealistic due to existing security and safety concerns.

Any other matters raised

- A lack of consideration of the issues relating to the increase in pollution with the additional potential of 104+ cars and the visitors to the site.
- This site and the Tottenham developments make this a poor proposal for existing residents.
- Phase 1 of the development is not owned by the developers. Kingswood bungalow has not been purchased by the developer.

5. Relevant Policy

5.1. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 4.4	Managing industrial land and premises
Policy 4.8	Supporting a successful and diverse retail sector and related facilities and services
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy

Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP9:	Supporting community cohesion
CP13:	Promoting economic prosperity
CP16:	Taking part in economic success and improving skills
CP18:	Delivering shopping provision across Enfield
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP28:	Managing flood risk through development
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD1	Affordable Housing on Sites Capable of Providing 10 Units or More
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of Existing Residential Units
DMD6	Residential Character

DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD22	Loss of Employment Outside of Designated Areas
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4. Other Relevant Policy Considerations

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

6. **Analysis**

6.1. Principle

- 6.1.1. In broad terms, the proposal is consistent with the aims of the London Plan and policies within the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London and the Borough. However, it is equally important that all other relevant planning considerations which seek to ensure that appropriate regard is given to the loss of retail, loss of

employment, design, the character of the area, neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability, are taken into account.

6.2. Loss of Retail / Employment Use

- 6.2.1. The development will involve the loss of retail / commercial uses together with the veterinarian practice. The retail unit, having regard to DMD29, does not serve a local need as it is not a convenience shop. A range of shopping facilities will continue to be provided at the Bullsmoor Lane Local Shopping Parade, albeit on the eastern side of the A10. The loss of the retail unit, having regard to the isolated nature of the unit, the type of goods sold, and the existence of nearby convenience stores is therefore considered acceptable having regard to DMD29 of the Development Management Document.
- 6.2.2. The fiberglass business is operating from a building which is in a poor state of repair and which has been recommended for demolition once the lease of the current occupier expires. Moreover, due to the limited size of the building (floor area and height) and there being no windows, the range of potential operators would be very limited. The building is not considered viable for continuing employment use having regard to DMD22 of the Development Management Document.
- 6.2.3. A veterinary practice offers a specialised service for which people will travel, that is, it does not just serve a local need. There are several other established practices in the wider area (Hertford Road, A10, Rosemary Avenue, High Street Waltham Cross) which could be utilised. In this regard, the loss of the veterinary practice is considered acceptable.

6.3. Impact on Character of Surrounding Area

Density

- 6.3.1. An assessment of density must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area. The site has a PTAL score of 0-1b, thereby suggesting that a level of density in the range of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location. A total of 236 habitable rooms are proposed on a site measuring approximately 0.708ha, equating to a density of approximately 333.3hrph.
- 6.3.2. The scheme exceeds the suggested density range thereby suggesting that the level of development is not appropriate for this location. However, a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the quantum of development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

Design

- 6.3.3. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 advises that “*decision should not impose architectural styles or particular tastes...[nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness*” while paragraph 61 advises that “*...decisions should address...the integration of new development into the natural, built and historic environment*”.
- 6.3.4. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” Policy DMD37 (“Achieving High Quality and Design-Led Development”) confirms the criteria upon which applications will be assessed.
- 6.3.5. The immediate surrounding area is characterised predominantly by residential developments to the east and south, glass houses to the north, and Capel Manor College to the west. The proposal will introduce buildings which are more contemporary in design but a type of housing that is typical to the area.
- 6.3.6. With regard to paragraph 59 of the NPPF, although the proposed block fronting the A10 is of a much larger scale than the smaller terraces opposite, it is set back from the pavement by 12m. Whilst officers would have preferred three smaller blocks to face the A10, an attempt has been made to break up the length of the building by providing two recesses and using a different brick to that used on the main façade, to give the appearance of three separate elements.
- 6.3.7. The proposed density, having regard to the adopted London Plan standard as discussed above, could be considered acceptable if all other material planning considerations are also acceptable. With regard to massing and distancing, although the proposal will introduce a scheme which is significantly more bulky than the existing, sufficient distancing is maintained to the nearest dwelling house and to boundaries so that the development does not appear overbearing.
- 6.3.8. The layout is a response to the irregular shape of the development site, constrained by the New River, No.263 Bullsmoor Lane and the A10. The provision and siting of houses facing the New River opens up views into the site and would offer a more attractive setting to the New River than the existing view of the rear of the fiberglass manufacturing unit.

- 6.3.9. The appearance of proposed developments can be insensitively altered following occupation, through the implementation of householder permitted development rights, such as the introduction of dormer windows, extensions, satellite dishes, the insensitive alteration of front gardens through the loss of greenery and the introduction of hard surfacing, albeit permeable and widened access points. It is considered appropriate to restrict permitted development rights, to enable a degree of control over any future alterations which individual occupiers may wish to introduce.
- 6.3.10. Having regard to all of the above, it is considered that the proposed scheme, by reason of its design, size, scale and siting has sufficient regard to the prevailing form and pattern of development., having regard to Policies 7.1, 7.4 & 7.6 of the London Plan, Policy 30 of the Core Strategy, Policies DMD 6, 8, 14 & 37 of the Development Management Document and with national guidance contained in the National Planning Policy Framework (in particular Section 7).

Quality of Accommodation

- 6.3.11. To improve the quality of new housing, the new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments) and the Mayor's Housing SPG in terms of the GIA of individual units and individual rooms because the Mayor considers the size of new housing to be a key strategic issue.
- 6.3.12. Table 1 below demonstrates that the proposed GIA for each proposed unit will meet with or exceed the respective adopted minimum standard. The scheme is therefore considered acceptable with regards to this element.

Unit Type	No. of Units	Minimum Adopted GIA (sqm)	Proposed Unit Size (sqm)
1b2p flat	21	37	52 – 67.5
2b3p flat	2	61	61.5
2b4p flat	8	70	78.7 – 80
3b5p flat	6	86	98.4 - 100.6
3b5p maisonette	5	86	103
2b4p house	7	83	91.9
3b5p house	2	102	123.3
4b7p house*	5	123	180 - 187.8
TOTAL	56		

* Dwellings for more than 6 people, at least 10sqm added per additional person

- 6.3.13. Turning to individual rooms, paragraph 2.3.22 of the Mayor's Housing SPG, advises that the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 7.5sqm and 11.5sqm respectively. The combined floor areas for living / dining / kitchen space are dependent upon occupancy level. Each unit meets with or exceeds the minimum standards.

Amenity Space Provision

6.3.14. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Table 3 below demonstrates that with regard to private amenity space, each unit proposed will meet with or exceed the respective adopted minimum standard.

Unit Type	Minimum Adopted Amenity Space Standard (sqm)	Proposed Amenity Space (sqm)
1b2p flat	5	5 – 8.9
2b3p flat	6	81
2b4p flat	7	7.5 – 8.8
3b5p flat	8	9 - 17.3
3b5p maisonette	8	33.5 – 48.9
2b4p house	23	53.8
3b5p house	29	45.4 – 67.6
4b7p house*	35	67.6 – 104.6

* Nearest stated minimum standard is for 4b6p

6.3.15. In addition to the private amenity space as outlined above, the scheme will also be providing approximately 700qm of communal amenity space in the form of a Green located in the south-west corner, and a communal roof terrace (293sqm) atop the block fronting the A10. The quantum of amenity space is considered acceptable.

6.3.16. In relation to the quality of the space, it is recognised that some dwellings will have an outlook onto the rear / flank walls of neighbouring dwellings. To mitigate what would be considered a poor outlook, green walls are proposed to soften the impact. This is considered acceptable subject to a suitable level of planting and a long-term management plan is secured, by condition. To maintain the quantity and quality of the private amenity space, it is recommended that a condition is imposed to restrict permitted development rights for extensions and outbuildings (Article 3 and Schedule 2, Part 1 Classes B & E)

Daylight levels

6.3.17. A daylight assessment has been provided to establish whether the accommodation proposed will receive acceptable levels of lighting. The assessment has been undertaken in accordance with the recommendations of the Building Research Establishment (“BRE”) report *Site Layout Planning for Daylight & Sunlight 2011* and the British Standard BS8206-2:2008 *Lighting for buildings – Part 2: Code of practice for daylighting*. Two methodologies have been used: the average daylight factor (“ADF”) method; and the No-sky view (“NSV”).

6.3.18. The ADF method used assesses the quality and distribution of light within a room, taking into account the size / number of windows and room use / size. It is considered to be the most effective way to assess daylight provision. The minimum ADF values for kitchens, living rooms and bedrooms is 2%, 1.5% and 1% respectively. The NSV measures the percentage of a room's area which does not receive any direct skylight. If more than 20% of a room does not receive any direct skylight, poor daylight levels are expected.

6.3.19. The assessment concludes that with regard to daylight levels, 97% of the rooms tested met with or exceeded standards and in relation to sunlight levels, 100% of the rooms tested passed.

6.4. Impact on Neighbour Amenity

Loss of Light

6.4.1. The nearest neighbouring residential unit is the bungalow to the south, No.263 Bullsmoor Lane, located immediately to the south of the proposed Green (between 10m and 14m) and approximately 31m to the nearest façade of the blocks proposed. Having regard to the level of distancing involved, it is considered that the proposed development should not unduly harm the existing amenity in terms of loss of light having regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

Overlooking / Loss of Privacy

6.4.2. With regard to overlooking and loss of privacy, the level of distancing proposed together with proposed plantings along the boundary with No.263 Bullsmoor Lane is considered sufficient to not lead to undue overlooking and loss of privacy having regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

6.4.3. To prevent undue overlooking and a loss of privacy between the proposed units from the use of flat roofs, a condition can be considered restricting access to such roofs for amenity purposes which have not been designated as amenity areas.

6.5. Highway Safety

6.5.1. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.

Parking

- 6.5.2. The maximum parking standards of the London Plan per unit are set out below, although it is advised that all developments in areas with a good PTAL score should be aiming for significantly less than 1 space per unit.

Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

- 6.5.3. The site, as discussed above, is located in an area with a poor PTAL score (1b), therefore applying the London Plan standards, the scheme should be providing a maximum of 67.5 parking spaces.

Unit Size	Number of Units Proposed	Minimum Provision	Maximum Provision
1b	21	0	21
2b	17	0	17
3b5p	13	13	19.5
4b7p	5	5	10
Total	56	18	67.5

- 6.5.4. Sixty seven parking spaces are proposed in total, inclusive of visitor parking spaces (6) and disability spaces (6). The town houses fronting the river have 1 space (within a garage) and 1 additional visitor space on the drive while all other homes have 1 space. The layout of the parking and the provision of the disability spaces will be secured by condition.

Cycle Parking

- 6.5.5. In relation to cycle parking, the London Plan requires 1 space per 1-bed unit and 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). This equates to 91 long-stay spaces and 1 short-stay space for the current scheme. The development is providing 102 bike spaces in total. This will be provided in a mix of individual bike stores for dwellings (houses) and internal communal bike stores and Sheffield stands in the overlooked mews street. Cycle storage provision will be secured by condition.

Trip Generation

- 6.5.6. In order to assess the traffic from the development, surveys were undertaken during the peak hours on the A10 / Bullsmoor Lane junction. The survey results showed that the site is not heavily used in the AM or the PM peaks, which have been taken as 08:00-09:00 and 17:00-18:00. This is generally expected to be the peak hours, however in this location, particularly due to the location of the schools which are in close proximity to the site, the peak is considered to be between 07:00-08:00 and 16:00-17:00.

- 6.5.7. Following initial concerns over the selection of comparable sites to establish an estimate of the potential trip rates arising from the scheme, revised data was provided which indicates 7 arrivals and 16 departures in the AM peak and 24 arrivals and 12 departures in the PM peak.
- 6.5.8. Moreover, having regard to the recently granted planning permission for the Bullsmoor Lane Secondary Tuition Centre, the combined impact of the current scheme with that of the school is considered to be negligible. While there is anticipated to be an increased demand for parking on-street as a result of the school, this will mainly be associated with pupils rather than staff. Any increased demand in parking on-site will not impact on the Kingswood Nurseries site, as sufficient parking for both residents and visitors is now available on-site.
- 6.5.9. Having regard to the above, the likely traffic generation is considered acceptable subject to monitoring. In addition, Members should note that whilst there is the potential for approximately 60 units to come forward at a later date with Phase 2 (the Redgates Nursery site), the consideration of potential trip generation and impact on highway safety associated with that scheme cannot be considered at present.

Access

- 6.5.10. The site is currently served by an existing vehicle crossing located approximately 11m from the junction with the A10, a Transport for London ("TfL") controlled highway. The continuing use of the access has been heavily discussed between the council and TfL because of the council's concern over the additional pressure on the junction and vehicles wanting to access / egress the site. Supplementary information to the submitted Transport Assessment ("TA") in the form of a Revised Safety Audit ("RSA") and a Technical Note ("TN").
- 6.5.11. In terms of traffic turning right into the site from the east or north of the A10 junction, there is estimated to be no more traffic undertaking this manoeuvre with the proposed development than in the existing situation. For traffic turning right out of the site, this movement can be made safely within 'Keep Clear' markings (as highlighted in the designers response to the RSA as the vehicular access road is proposed to be amended, providing a wider entry, improved entry radius and the centreline angled perpendicular to Bullsmoor Lane. The RSA has not identified an issue with vehicles wishing to turn right out of the site and entering the proposed right turn pocket lane, a situation which occurs at many junctions
- 6.5.12. In terms of the right turn pocket immediately in front of the site, this is formalised to ensure that vehicles have a marked area to approach when attempting to turn right, and to ensure remaining vehicles travelling into the Bullsmoor Lane arm in a westbound direction have a clear path for onward travel. This is an improvement over the existing situation where vehicles use this space to turn right into the site on a daily basis.
- 6.5.13. In line with the recommendations of the RSA, the eastern kerb-line of the A10 Great Cambridge Road off-slip to Bullsmoor Lane will be extended by 5.7m to run parallel with the western kerb-line. This will deflect vehicular traffic more to the

west, thus reducing the likelihood of vehicles attempting to turn right. The central median will be extended 2.8m to the west in order to further deter vehicles from exiting the A10 slip road and turning right.

- 6.5.14. It should be noted that it is anticipated that in the vast majority of cases, the only traffic that would be likely to undertake this manoeuvre is vehicles entering the development site during the morning and afternoon peak periods. However, given the existing levels of queuing on the A10 and the nature of the development, being residential, it is likely that residents approaching from the south will take the path of least resistance, exiting the A10 via the junction with Turkey Street. On this basis it is likely that there will be less traffic attempting to turn right into the site with the proposed development than in the existing situation. There is also nothing stopping vehicles wishing to turn right into the site from the A10 Bullsmoor Lane slip road in the existing situation.
- 6.5.15. Transport for London have now advised that having regard to the submitted Stage 1 Safety Audit, they are of the opinion that there would not be any adverse impact, although TfL would like to see the detailed design of the junction with the A10. Although the council has some reservations in relation to the impact on the A10 junction, given that no objections are being raised by TfL, it may prove difficult to resist the scheme on this element.
- 6.5.16. Having regard to the above, and in particular the view of TfL, it is considered that the development makes acceptable provision for access and parking and is unlikely to lead to conditions prejudicial to the free flow of traffic or highway safety, having regard to Policy 6.13 of the London Plan and DMD Policies 28 and 45 of the Development Management Document.

Refuse and Recycling

- 6.5.17. The eastern apartment building is provided with 2 communal bin storage facilities that will house 9 1100l bins for refuse and 3 1280l recycling bins. This provision is designed in accordance with the council's waste and recycling storage planning guidance. These stores are accessible both internally and externally. Their appearance will be secured by condition.
- 6.5.18. The houses and maisonettes are each provided with individual bin stores which are located to the front of each dwelling on the 2- and 3-bed houses adjacent to the front doors. The bins stores are located at the rear gardens of the 4-storey houses accessed via gates by the refuse collection team from the central mews street.
- 6.5.19. The bin stores for houses have been designed to accommodate 3 bins for general waste (140l), Recycling (240l) and garden and food waste (240l). The 4-bed houses are also allocated space for a 240l general waste bin. These are all in accordance with the council's waste and recycling storage planning guidance.
- 6.5.20. The site has been designed so that a bin lorry can make a full circle going north along the Eastern Avenue and south along the central Mews. The apartments and maisonettes will have their refuse collected from the Eastern Avenue with

only the mews houses and townhouses being collected from the mews street to limit the amount of time the refuse vehicle spends in this pedestrian friendly area. A tracking study confirms that there is acceptable clearance for a refuse truck to make this journey.

Electric Charging Points

- 6.5.21. Having regard to the requirement to provide 20% of the spaces for electric vehicle parking and a further 20% passive provision for future use, the Transport Assessment confirms that the scheme will meet with the adopted standard, although these have not been indicated on any plans. The details and provision of the active / passive charging points will need to be secured by condition.

Highways Mitigation

- 6.5.22. Should planning permission be granted, a range of measures would need to be agreed through a S106 Agreement for highways improvements and improving sustainable modes of transport. These would include amendments to the junction onto Bullsmoor Lane; a PERS Audit and improvements identified within the audit; the provision of improved pedestrian/cyclist infrastructure and maintenance; and the provision in the immediate vicinity of the site as part of the Cycle Enfield project. It is estimated that the above measures may cost between £100,000 and £150,000.
- 6.5.23. In addition, consideration would need to be given to hours of collection/delivery during construction to avoid any potential conflict with school drop-off/pick-up times, particularly as Capel Primary School is approximately 200m west of the site. Consideration will also need to be given to the cumulative impact of construction from the proposed scheme and that of the approved Secondary Tuition Centre on Bullsmoor Lane, adjacent to Capel Primary School. These details can be secured by condition.

6.6. Housing Need

- 6.6.1. The Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure 20% of market housing is for four or more bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.6.2. The findings of Ecotec's research, *Enfield Strategic Housing Market Assessment* (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (i.e. 3+ bedrooms). This is equivalent to a need for 1,667 family sized homes of which nearly 40% is for four bedroom homes over a period of two years.
- 6.6.3. The earlier findings of Fordham's Research, *Enfield Council Housing Study* (September 2005) corroborate Ecotec's findings. The research showed there was an absolute shortage of four bedroom properties in the owner occupied sector,

which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation.

6.6.4. The following mix is proposed:

Dwelling Type	Number	Percentage (%)
1b	21	38
2b	17	30
3b	13	23
4b	5	9
TOTAL	56	100

6.6.5. The development provides an appropriate mix of units and suitable compensatory provision for the loss of the existing single family dwelling on the site. In this regard, it is considered that the development is consistent with Policies 3.8 and 3.14 of the London Plan, Core Policy 5 of the Core Strategy and DMD Policies 3 and 4 of the Development Management Document.

6.6.6. It is considered appropriate to secure the mix and size of units through an appropriately worded condition to ensure that any potential future changes are fully policy / standards compliant and appropriate levels of contributions have been secured.

6.7. Sustainable Design and Construction

Contamination

6.7.1. Potential contamination may be present due to the existing use of the site. In accordance with the advice of the environmental health officer, details of a scheme to deal with the contamination of the site to avoid risk to health and the environment will be secured by condition.

Air Quality

6.7.2. The site sits adjacent on the juncture of the A10 with Bullsmoor Lane and is approximately 120m south of the junction (J25) with the M25. An air quality assessment has been provided which has assessed: construction phase impact (dust); road traffic impact; and an air quality neutral assessment.

6.7.3. The construction phase will have the potential to create dust, however, it is expected that any residual effects will be insignificant, subject to appropriate measures being secured.

6.7.4. The operational impacts of increased traffic emissions arising from the additional traffic on local roads, due to the development, have been assessed, modelling concentrations at 10 worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of local road traffic on the air quality for future residents have been assessed at six worst-case locations within the new development itself. In the case of nitrogen dioxide, the

modelling has been carried out assuming both that vehicle emissions decrease (using 'official' emission factors), and that they do not decrease in future years. This is to allow for current uncertainty over emission factors for nitrogen oxides that have been identified by Defra. It is concluded that concentrations of nitrogen dioxide (NO₂) and fine particulate matter (PM_{2.5}) will remain below the Air Quality Assessment Levels (AQALs) at all existing receptors in 2017, whether the scheme is developed or not.

- 6.7.5. The proposed scheme will only increase traffic volumes on local roads by a small amount. These changes will lead to an imperceptible increase in concentrations of nitrogen dioxide and PM_{2.5} at all existing receptors, and the impacts will all be negligible. Without a reduction in vehicle emissions between 2014 and 2017, the impacts will still be negligible at all receptors.
- 6.7.6. The overall operational air quality impacts of the development are judged to be insignificant. This conclusion, which takes account of the uncertainties in future projections, in particular for nitrogen dioxide, is based on the impacts all being negligible.
- 6.7.7. Having regard to air quality, it is considered that the development would prove difficult to resist on this element.

Biodiversity / Ecology

- 6.7.8. Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.7.9. The proposal involves the demolition of existing structures on the site and the submitted Preliminary Ecological Appraisal has indicated that additional survey work will be required to determine whether bats and reptiles are present and would be affected by the development.
- 6.7.10. In relation to ecology, the majority of the site is comprised of hardstanding and buildings, with some amenity lawn in the north-west corner. The trees to be removed are largely poor quality specimens. Replacement trees will be provided as per an agreed landscape plan.
- 6.7.11. Further enhancements to the ecological value of the site will be achieved through the provision of green walls, a Green, bird and bat boxes. Each of the aforementioned can be secured by condition.
- 6.7.12. Having regard to the above, the proposed development will not unduly impact upon the existing ecological value of the site but through measures proposed and to be secured by condition, will serve to enhance the value of the site in

accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

Trees

- 6.7.13. An Arboricultural Assessment has been provided to help inform the decision making process insofar as any potential impacts from the development proposal on trees within the site and immediately adjacent. The development site currently contains 38 trees and 2 groups.
- 6.7.14. An arboricultural survey has been undertaken and an Arboricultural Constraints Report (with Constraints Plan) has been submitted in support of the application. All trees were categorised in accordance with BS5837:2012 to establish their condition, age and quality. Category A trees are of high quality, contribute to local amenity, and should be retained if possible. Category B trees are of moderate quality with an estimated life expectancy of at least 20 years. Category C trees are considered to be of low quality, with either a limited life expectancy, or very young trees with a stem diameter of not more than 150mm, or very little contribution to local amenity. Category U trees are ones in such a poor condition that they cannot realistically be retained as living trees.
- 6.7.15. Of the 23 individual trees and 2 groups identified to be removed, all but one is graded Category C. Eight of the aforementioned are also required to be removed due to safety reasons. It is however proposed to re-provide 43 trees and this is considered acceptable.
- 6.7.16. To ensure adequate provision is made for the protection of retained trees, the recommended Root Protection Areas (RPA) have been calculated in accordance with BS5837:2012 (and shown on the Tree Protection Plans) and recommendations outlined throughout the Arboricultural Assessment. A condition is recommended in relation to tree protection for the retained trees on site. An additional condition is proposed to secure details of a landscaping plan which, having regard to the comments provided by the Tre Officer, should provide enhancements above what is currently proposed.

Energy

- 6.7.17. The scheme has been estimated to achieve a carbon emission reduction of 36.65% beyond Part L of the 2013 Building Regulations through fabric efficiencies, air tightness levels and renewable energy provision in the form of roof mounted PV panels (6no. per house and approximately 160no on the block fronting the A10). A condition is therefore proposed to seek details of the PV panels, inclusive of a maintenance plan.

Drainage

- 6.7.18. London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies

DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties. DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.

- 6.7.19. The submitted drainage strategy does not fully comply with adopted policy. A condition is therefore proposed to secure a revised drainage strategy.

Site Waste Management

- 6.7.20. Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London’s waste within London by 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition (“CE&D”) waste of 95% by 2020.

- 6.7.21. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.

- 6.7.22. An outline site waste management plan has been provided which indicates that the majority of waste will be managed on site in accordance with Core Policy 22 and the London Plan. A condition is proposed to secure this.

6.8. Viability

Affordable Housing

- 6.8.1. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to “decent and appropriate housing in their borough” (para.5.17 Core Strategy). All sites should be Core Policy compliant, subject to viability and in this regard, 22 units should be provided as affordable units. Independent viability advice has been sought in relation to the provision of on-site affordable housing, which has concluded that a total of 12 affordable units can be provided (8 rented (5 x 3 bed duplexes and 3 x 1 bed) and 4 x 1 bed shared ownership). The units and tenure will need to be secured through a s106 legal agreement.

Education / Childcare

- 6.8.2. The scheme will be liable for an education contribution for the net increase of 55 units, in accordance with Table 7.3 of the S106 SPD:

21 x 1b = 21 x £603.99 =	£12683.79
17 x 2b = 17 x £1855.98 =	£31551.66
13 x 3b = 13 x £6907.96 =	£89803.98
4 x 4b = 4 x £11408.98 =	£45635.92
Total	£179675.35

- 6.8.3. In addition to the above, childcare contributions will also be sought based upon Table 7.5 of the S106 SPD:

21 x 1b = 21 x £58.13 =	£1220.73
17 x 2b = 17 x £290.66 =	£4941.22
13 x 3b = 13 x £465.06 =	£6045.78
4 x 4b = 4 x £494.12 =	£1976.48
Total	£14184.21

- 6.8.4. The total level of contributions sought for education and childcare is £193859.56. This would need to be secured via a s106 legal agreement.

Employment and Training

- 6.8.5. Core Policy 16 of the Core Strategy confirms the commitment of the Council to promote economic prosperity and sustainability in the Borough through a robust strategy to improve the skills of Enfield's population. One initiative is, through the collaboration with the Boroughs of Haringey, Broxbourne, Epping and Waltham Forest is to promote skills training for local people.
- 6.8.6. Details of a Local Employment Strategy could be secured by legal agreement. The Strategy should set out how the development will engage with local contractors / subcontractors, the number of trainees to be employed on site and the number of weeks training will be provided.

Community Infrastructure Levy (CIL)

- 6.8.7. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (£20) and a monthly indexation figure (274 for March 2016).
- 6.8.8. The development is CIL liable for the construction of 4342sqm of new residential floor space, less the existing floorspace to be demolished (1580.9sqm) and the 12 affordable units which are eligible for relief.
- 6.8.9. The Council will be introducing its own CIL from 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.

6.9. Other Matters Raised

- 6.9.1. In relation to land ownership, a site does not need to be in the ownership of an applicant, however in such situations, the applicant must confirm that they have

served notice on the owner (Certificate B). With regard to the current scheme, the application form confirms that notice has been served.

6.10. Section 106 / Legal Agreement

6.10.1. Section 106 contributions can still be sought for items of infrastructure not identified on the Regulation 123 list. A legal agreement will be required to secure the affordable housing and education contributions as set out above. A 5% monitoring fee will also be incurred as per the S106 SPD.

6.10.2. Having regard to the content above, it is recommended that should planning permission be granted, the following obligations / contributions should be secured through a legal agreement:

- The securing of 12 units in total for on-site affordable housing provision
 - 8 rented (5 x 3 bed duplexes and 3 x 1 bed)
 - 4 x 1 bed shared ownership
- £179675.35 towards education provision
- £14184.21 towards childcare provision
- £150,000 towards
 - PERS Audit and improvements identified within the audit
 - the provision of improved pedestrian/cyclist infrastructure and maintenance provision in the immediate vicinity of the site as part of the Cycle Enfield project
 - Travel plan surveys and monitoring of the junction
 - Amendments to the junction
- Local Employment Strategy
 - Securing the local sourcing of labour
 - Securing the local supply of goods and materials
 - Securing on-site skills training
- 5% monitoring fee purported

7. **Conclusion**

7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:

1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Policies 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
2. The proposed development due to its design, size, scale and siting, does not unduly detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework, and with guidance contained within the National Planning Policy Framework.

3. The loss of existing retail and commercial uses on the site will not detrimentally harm local provision having regard to Policies 4.4 & 4.8 of the London Plan, Core Policies 13 & 18 of the Core Strategy, Policies DMD22 & 29 of the Development Management Document.
4. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
5. Having regard to conditions attached to this permission, the proposal makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
6. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

8. Recommendation

- 8.1. That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 6.9 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions as set out below.

1. Approved Plans – Revised

Unless required by any other condition attached to this Decision, 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: In the interest of proper planning and for the avoidance of doubt.

2. Time Limited Permission

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Mix / Size of Units

4. The development hereby approved shall only be laid out as 56 residential units (comprising 21 x 1-bed, 17 x 2-bed, 13 x 3-bed and 5 x 4-bed) as shown on Drawing Nos.WWE_0200 Rev.A; WWE_201 Rev.A; WWE_202 Rev.A; WWE_0210 Rev.A; WWE_0211 Rev.A; WWE-0212 Rev.A; WWE_0213 Rev.A There shall be no deviation from the number, size or mix of units from that approved without the prior approval in writing by the Local Planning Authority.

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

5. Details of Materials

Notwithstanding any submitted plan or supporting documentation, prior to the commencement of development, construction details, for all external finishing materials visible on the building façades together with supporting photorealistic images of AVRs Level 3 standard for typical elevations of each building type shall be submitted to and approved in writing by the Local Planning Authority. The construction detail should include plan, elevations and sections at 1:5/1:10 scale, with appropriate annotation for all the elements seen in the detail.

The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

6. Material Samples

Pursuant to the approval of construction details for the different elements of the façade under Condition 5 (Details of Materials), physical material samples (including sample panels where appropriate) and detail specifications for all external finishing materials visible on the building façades shall be submitted to and approved in writing by the Local Planning Authority. The sample panels shall remain on site for the duration of the construction of external works.

The development shall be constructed in accordance with the approved details

7. Accessible / Adaptable Dwellings

No less than 100% of the units hereby approved shall be built in accordance with Requirement M4(2) of Building Regulations and shall be maintained as such thereafter. Prior to occupation evidence of compliance with Requirement M4(2) across the development shall be submitted to and approved in writing by the Local Planning Authority..

Reason: This optional national technical standard will ensure that the development allows for the future adaptability of the home to meet with the

needs of future residents over their lifetime in accordance with Policy CP4 of the Core Strategy, DMD8 of the Development Management Document and Policy 3.5 of the London Plan.

8. Wheelchair Units

The units identified on the approved plans as wheelchair units shall be provided as wheelchair accessible dwellings and shall be designed in accordance with the requirements of the "Stephen Thorpe Wheelchair Housing Design Guide (2nd Edition)", unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the new development achieves the highest standards of accessibility and inclusion having regard to adopted Policy.

9. Details of External Lighting

Details of any external lighting to be provided including the design, height and siting shall be submitted to the Local Planning Authority prior to installation shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall also include how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the western boundary of the site. The external lighting shall be provided prior to the occupation of the first residential unit and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

10. Details of Hard Surfacing

11. Parking / Turning Facilities

Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No. WWE_0100 Rev.A and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.

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

12. Disabled Parking

The number and location of the disabled parking/ blue badge spaces indicated on Drawing No. WWE_0100 Rev.A shall be provided in accordance with the approved plan and thereafter retained for this purpose.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for the development in accordance with adopted standards.

13. Private Vehicles Only - Parking Areas

The car parking spaces to be provided shall be kept available for the parking of private motor vehicles at all times The parking spaces shall be used solely for the benefit of the occupants of the residential units of which it forms part

and their visitors and for no other purpose and permanently retained as such thereafter.

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

14. Electric Vehicle Charging Points

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

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

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

15. Details of Access and Junction

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

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

16. Gates

Any pedestrian entrance gates erected around the perimeter of the site shall be hung to open inwards.

Reason: To avoid the unnecessary obstruction of the public highway in the interests of highway safety.

17. Means of Enclosure

Details of the proposed means of enclosure around the site shall be provided to the Local Planning Authority for approval in writing. The fence shall be erected in accordance with the approved detail prior to first occupation.

Reason: To secure an acceptable design in the interest of visual amenity.

18. Construction Methodology / Traffic Management Plan

Demolition and construction shall take place in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;
- b) wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of any vehicle call up procedure;
- f) Coordination with other development projects in the vicinity;
- g) Hours of deliveries / collections, to avoid conflict with school drop-off/pick-up times (Capel Primary School)
- h) 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 detail.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and to ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

19. Cycle Storage

Prior to first occupation, the details of all bicycle parking spaces to be provided throughout the development approved shall be provided to the Local Planning Authority for approval in writing. The approved cycle storage shall be permanently maintained, kept free from obstruction and available for the parking of bicycles only.

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

20. Details of Refuse Storage & Recycling Facilities

Notwithstanding the submitted plans, details (inclusive of elevational treatment) of the refuse storage / recycling facilities shall be submitted to the Local Planning Authority for approval in writing.

The facilities shall be constructed in accordance with the approved detail prior to first occupation.

Reason: In the interest of visual amenity and highway safety.

21. Energy Efficiency

The energy efficiency of the development shall provide for no less than a 35% improvement in the total CO₂ emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline measure, unless otherwise approved in writing. Prior to first

occupation, confirmation shall be provided to the Local Planning Authority of the development meeting or exceeding the stated target.

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

22. Details of Zero / Low Carbon Technologies

Details of the zero / low carbon technologies to be used in the development (rooftop photovoltaic panels) shall be provided in accordance with details to be submitted to the Local Planning Authority for approval in writing and implemented prior to first occupation of the development and permanently maintained. The submitted detail shall demonstrate compliance with the approved renewable energy strategy and include the design, size, siting, and a maintenance strategy / schedule inclusive of times, frequency and method.

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

23. No Additional Fenestration

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that 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.

24. Restriction of Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any statutory instrument revoking and re-enacting or modifying that Order, no development under the following classes shall take place without the prior written approval of the Local Planning Authority:

- a) Article 3 and Schedule 2, Part 1 Classes A, B, C, D, E, F and H
- b) Article 3 and Schedule 2, Part 2 Class B

Reason: In order to protect the amenities of the adjoining occupiers, to ensure adequate amenity space is retained for each of the dwellings in accordance with adopted Policy, to maintain a satisfactory appearance to the development.

25. Restriction of Use of Flat Roofs

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any statutory instrument revoking, re-enacting or modifying that Order, unless otherwise indicated on the approved plans:

- a) No balustrades or other means of enclosure shall be erected on the roof of the extension(s).
- b) No flat roofed area 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 maintain an acceptable appearance and to safeguard the privacy of the occupiers of adjoining properties.

26. SUDS 1

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

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

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

27. SUDS 2

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

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

28. Tree Protection

The development (including demolition) shall be undertaken in accordance with the recommendations and Tree Protection Plan contained within the submitted 'Arboricultural Impact Assessment Report' and the submission of an approved Arboricultural Method Statement (inclusive of Arboricultural

supervision programme) in accordance with BS5837: 2012. There shall be no deviation without the prior written approval of the Local Planning Authority.

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

29. Vegetation Clearance (Outside of Nesting Season)

All areas of trees, hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: Nesting birds are protected under the Wildlife & Countryside Act, 1981 (as amended), this condition will ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy

30. Landscaping

Notwithstanding any submitted plan or supporting documentation, no above ground works shall take place until full details of the landscape proposals have been submitted to and approved by the Local Planning Authority.

Details shall include:

- (a) Planting plans;
- (b) Written specifications (including cultivation and other operations associated with plant and grass establishment);
- (c) Schedules of plants and trees, to include native, wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities);
- (d) Implementation timetables;
- (e) Wildlife friendly plants and trees of local or national provenance.

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

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan. To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable

areas for biodiversity and to preserve the character and appearance of the area in accordance with adopted Policy.

31. Ecological Enhancement

Prior to occupation of the development 2 bat bricks/tiles and 8 bird bricks/tubes/boxes are to be designed into and around the new buildings under the supervision of a suitably qualified ecologist. Confirmation that the boxes have been installed, including a plan showing the location and type of boxes, with accompanying photographic evidence shall be submitted to the Council for approval in writing.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

32. Living Walls

Details of the “living walls” shall be submitted to the Local Planning Authority for approval in writing. The submitted details shall include:

- (a) Type of native wildlife friendly plantings (with a minimum of three species);
- (b) Density of plantings;
- (c) Written specifications (including cultivation and other operations associated with plant establishment);
- (d) Maintenance plan

Plantings shall be provided within the first planting season following practical completion of the development. Any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an alternative approved in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted policy, and to ensure highway safety.

33. Biodiverse Roof

Details of the proposed green / biodiverse roof to be provided shall be submitted to the Local Planning Authority for approval in writing. The submitted detail shall include [location], design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

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

The biodiverse roof shall be implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the council.

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

34. Contamination

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

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

35. Noise Attenuation

Notwithstanding the submitted acoustic report, development shall not commence until details have been submitted to the Local Planning Authority for approval in writing detailing attenuation measures to reduce predicted internal noise levels from external sources to not more than:

- a. Night time levels of 30dB L(A)_{eq} 8-hours in bedrooms with a maximum L(A)_{max} of 45dB; and
- b. Daytime levels of 35dB(A) in bedrooms and living rooms

Reason: In the interest of safeguarding the amenity of future occupiers of the development from excessive noise generated from external sources, having regard to the location of the site adjacent to the Great Cambridge Road (A10) and the M25 motorway.

36. Archaeology

- A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.
- B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.
- C) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (B).
- D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with

the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured

Reason: In the interests of safeguarding any archaeological heritage assets that may exist on the site and the publication of results, in accordance with Section 12 of the NPPF.

37. Piling / Foundations

No development beyond the demolition of existing buildings on site or site clearance works shall take place within the proposed development site until a detailed scheme showing the complete scope and arrangement of the foundation design and ground works have been submitted to and approved by the Local Planning Authority.

Where impact piling is proposed, this shall not take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: In the interests of preventing harm to groundwater, to protect existing water infrastructure and to safeguard any archaeological heritage assets that may exist on the site.

38. Construction Site Waste Management Plan

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

- (a) Target benchmarks for resource efficiency set in accordance with best practice;
- (b) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
- (c) Procedures for minimising hazardous waste;
- (d) Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
- (e) Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
- (f) No less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

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



Rev Date: 23.06.15
 Drawn: CLH
 Description: For Planning

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Legend

Hadley
 client / project

Waterworld
 drawing title

1:1250
 scale @ A3

WWWE_0001
 drawing number

By HAD-WWE
 project number

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FOR PLANNING
 status





Rev	Date	Drawn	Description
A	26.10.15	GBR	Design revised in consultation with Client

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Legend

Proposed GF Site Plan		WWWE_0100	A
Hadley Client / project	Waterworld	Scale 1:200 @ A1	HAD-WWE SMH project number originated by
FOR PLANNING		HTA Design LLP 106-110 Newnham Tynes Road London, NW1 9PX 020 7445 8500 www.hta.co.uk	HTA Design LLP 21 Bower's Bridge Edinburgh, EH8 9PB 0113 344 4742 www.hta.co.uk



Rev	Date	Drawn	Description
+	28/05/15	KER	Final issue
A	01/06/15	KER	General amendments
B	02/11/15	STV	Issue for planning
C	13/11/15	STV	General amendments

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Illustrative Landscape Plan
drawing 18 -

0900
drawing number

C
revision

Hadley
client project

Waterworld

1:200
scale @ A1

HAD_WWE
project number

KER
designed by

FOR PLANNING
status

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North Elevation E-E



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Legend

North Elevation	WWE_0112	A
drawing title	drawing number	revision
Hadley	Waterworld	HAD-WWE SMH
drawn by	checked by	project number
		HFA Design LLP London, W1W 7PX Eastleigh, Hampshire www.hfa.co.uk

Scale
1:100 @ A1

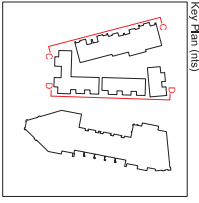
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West Elevation C-C



Internal East Elevation D-D



Key Plan (ns)

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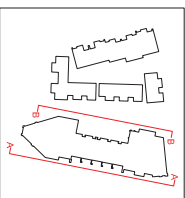


East Elevation A-A



Internal West Elevation B-B

Key Plan (m/s)



East & Internal West Elevation WWE_0110

Client: HADLEY
 Architect: HADLEY
 Scale: 1:100 @ A1
 Date: 2023

FOR PLANNING

Client: HADLEY
 Architect: HADLEY
 Scale: 1:100 @ A1
 Date: 2023



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View of Apartments from Great Cambridge Road



View of Apartments from Great Cambridge Road



View of Apartments & Mews Houses from New Communal Green

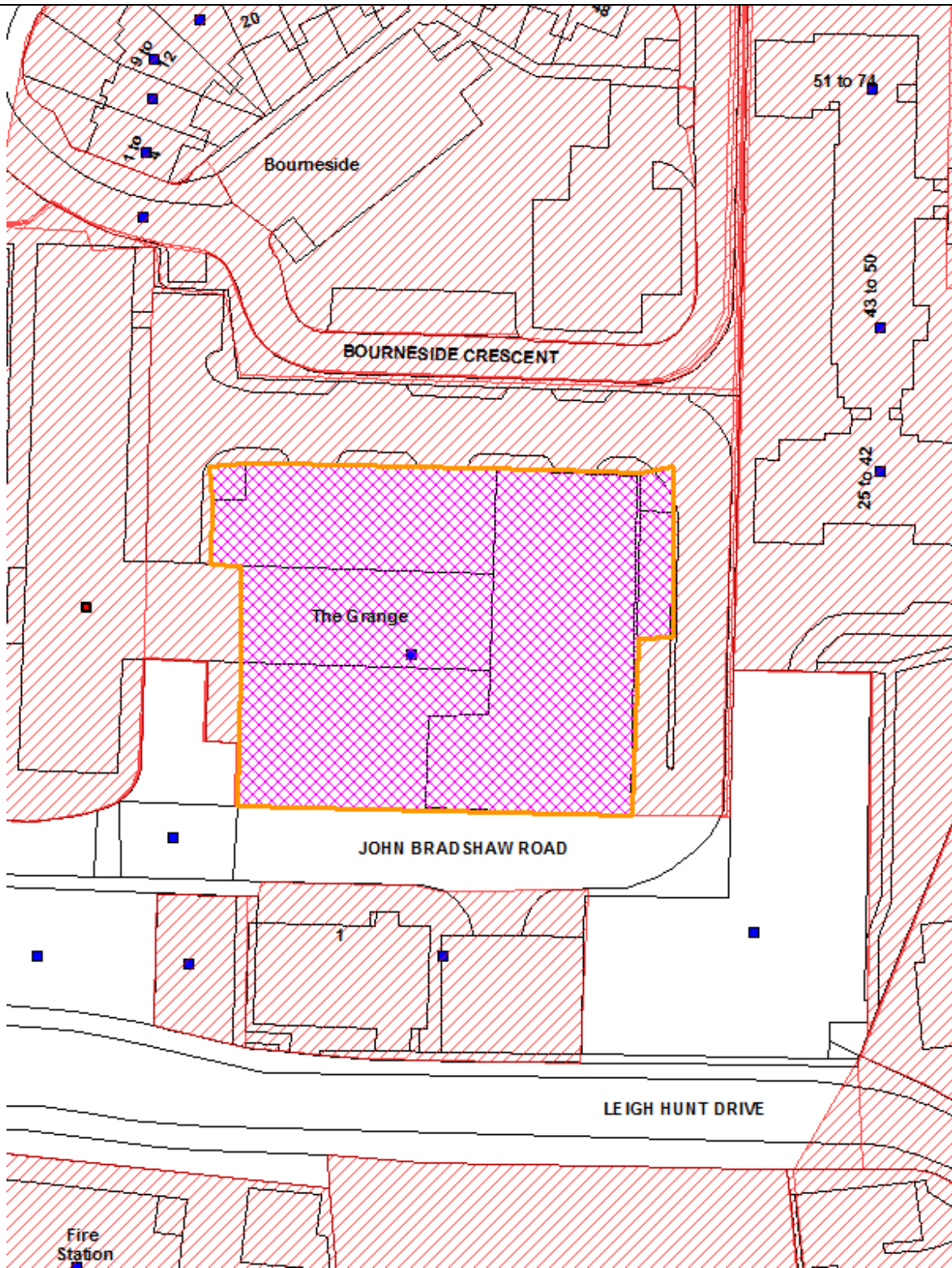


View of Townhouses from New River

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 22 March 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Sharon Davidson Ms Eloise Kiernan	Ward: Southgate
Ref: 15/04472/FUL		Category: Full Application
LOCATION: 100 High Street, N14 6BN, ,		
PROPOSAL: Demolition of part of the existing decked car park and erection of a 6-storey, 90 bed hotel with restaurant at ground floor (lower Deck) and undercroft parking with extended deck car park above.		
Applicant Name & Address: c/o Agent United Kingdom		Agent Name & Address: Ceire Topley 72 Welbeck Street London W1G 0AY
RECOMMENDATION: It is therefore recommended that planning permission be GRANTED subject to an s106 to secure highway contributions and conditions.		

Ref: 15/04472/FUL LOCATION: 100 High Street, N14 6BN, ,



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Scale 1:750

North



1. Site and Surroundings

- 1.1. The application site comprises an irregular shaped plot and contains a 3 storey post 1950's office building with undercroft car park to the rear of The Grange; a 6 storey 20th-century office building and immediately outside the boundaries of Southgate Circus Conservation Area. It is on the northern side of John Bradshaw Road and bounded by High Street to the East, and The Bourne to the North West. The development site incorporates a decked car park associated with The Grange office building.
- 1.2. The surrounding area comprises Southgate Town Centre with a mix of retail, commercial and office uses. Additionally, there are residential properties sited to the east at Grange Gardens and Leigh Hunt Drive.
- 1.3. The site is adjacent to the Southgate Circus Conservation Area, but is not a Listed building.

2. Proposal

- 2.1. The applicant seeks full planning permission for the demolition of part of the existing decked car park and erection of a 6-storey, 90 bed hotel with restaurant at ground floor (lower deck) and undercroft parking with extended deck car park above.
- 2.2. The proposal involves the demolition of part of an existing car park in order to erect the hotel, which includes a 98 cover ancillary restaurant at ground floor (lower level) with 43 car parking spaces for the hotel and restaurant spaces.
- 2.3. The existing site consists of 224 car spaces associated with The Grange building which is currently in use as an office building, The Grange is however not part of the application site and the existing office use will remain, however part of the existing car park associated with The Grange forms the proposed hotel site. The creation of the hotel will lead to the loss of 70 office based car parking spaces.
- 2.4. John Bradshaw Road is a private service road (in the ownership of the Applicant) and is accessible via the High Street from the west of the development site. This currently provides access to the existing car park associated with The Grange and also the Alan Pullinger Centre (Youth Centre). This private road will become the main vehicular access to the hotel development.
- 2.5. The proposed hotel would have a floorspace of approximately 3,885 sq.m and be constructed of a mixed brick façade, zinc cladding, and dark grey framed windows and external doors.

3. Consultations

3.1. Neighbours

Letters were sent to 347 adjoining and nearby residents. Four responses were received which raised the following planning considerations:

- Development too high;
- Too close to neighbouring properties-Grange Gardens;

- Inadequate parking;
- Loss of existing parking for office use;
- Additional noise and disturbance;
- Loss of light and overlooking to Grange Gardens;
- Lack of consultation;
- The mass of the building is out of keeping with the area;
- Noise from rooftop plant rooms needs to be adequately considered;
- Poor environment for pedestrians-maintain vehicle access at rear.

3.2. *Internal*

Traffic and Transportation - No objections subject to conditions

Designing out Crime - No comments

Economic Development - No comments

Environmental Health - No objections subject to conditions

Regeneration, Leisure and Culture - No comments

Strategic Planning and Design - No comments

Heritage and Design Team - No comments

Conservation Officer - No objections subject to conditions

3.2 *External*

Enfield Disabled Association - No comments

London Fire and Emergency Planning - No comments

Thames Water - No objections

Historic England - No objections subject to conditions

Southgate District Civic Trust - No objections

CAG - No objections subject to conditions

4. Relevant Planning History

- 4.1. 15/01946/PREAPP - Proposed demolition of part of existing car park and erection of a part 6, part 7-storey hotel (C1) with restaurant (A3) and associated works - Pre-application advice given

5. Relevant Policy

- 5.1. The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

5.2. 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.

5.3. London Plan (incorporating FMA)

- 2.2 London and the wider Metropolitan area
- 2.15 Town centres
- 3.9 Mixed and balanced communities
- 4.1 Developing London's economy
- 4.2 Offices
- 4.6 Arts, culture, sport and entertainment provision
- 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
- 7.7 Tall and large buildings
- 7.8 Heritage assets and archaeology
- 7.15 Reducing noise and enhancing soundscape

5.4. Core Strategy

- CP9 Supporting community cohesion
- CP11 Recreation, leisure, culture and arts
- CP12 Visitors and Tourism
- CP16 Taking part in economic success and improving skills
- CP17 Town Centres
- CP19 Offices
- 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
- CP26 Public transport
- CP25 Pedestrians and cyclists
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and Landscape Heritage

CP32: Pollution
CP46 Infrastructure Contribution

5.5. Development Management Document

DMD10	Distancing
DMD16	Provision of New Community Facilities
DMD27	Southgate District Centre
DMD31	Development Involving Tourism and Visitor Accommodation
DMD37	Achieving High Quality and Design-Led Development
DMD43	Tall buildings
DMD44	Conserving and Enhancing Heritage Assets
DMD45	Parking Standards and Layout
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality

5.6. Other relevant policy/guidance

National Planning Policy Framework
National Planning Practice Guidance

6. Analysis

Principle of Development

- 6.1 Polices CP11 of the Core Strategy and DMD27 of the Development Management Document relate to Town Centres. Additionally, policies CP12 and DMD31 relate to visitors and tourism.
- 6.2. The council's planning policy evidence base has identified for a need for additional hotel accommodation within the borough. This has an identified lack of visitor accommodation for a Borough of its size, and additionally North London has the lowest number of hotels when compared to other London sub regions. As this is the case, developments to provide visitor accommodation in Enfield in town centres and other locations with good public transport accessibility would help to support the enhancement of Enfield's visitor and tourism potential. Additionally, it is considered that the hotel with conference facilities in this location would be well placed to serve the Borough's existing businesses as well as making the area more attractive to potential businesses.
- 6.3. The proposed hotel would be an appropriate town centre use which would complement the existing shopping function and provide a direct service to the public as well as promoting employment opportunities associated with recreation, leisure, culture and arts. Additionally, the location within a town centre offers good public transport connections to Central London by London underground, or bus services. As such, having regard to policies CP11 and CP12 of the Core Strategy and DMD27 and DMD31 of the Development

Management Document the principle of this development is considered acceptable.

Character and Appearance

- 6.4. Policy DMD37 of the DMD encourages achieving a high quality and design led development that should be suitable for its function and appropriate in its context with appropriate regard to its surroundings. Additionally, policy 7.4 of the London Plan specifies the need to respect the character of the surrounding area but also make a positive contribution to the places identity. This policy is re-iterated by CP30 of the Core Strategy as well as the fundamental aims of the NPPF.
- 6.5. The proposed design is contemporary and features an articulated bay rhythm to break up the bulk and massing across the elevation with a use of a varied palette of materials, which take cues from the surrounding area. The proposed materials include a mixed brick façade, zinc cladding, and dark grey framed windows and external doors, which are considered to take reference from the distinguishing positive characteristics of Southgate Circus to create a modern building with a sense of local identity which would integrate well with the prevailing character of the area.
- 6.6. Officers consider that the proposed hotel would make a positive architectural contribution in relation to the surrounding building. The Grange, which is also a 6-storey building and other tall buildings within the vicinity such as South Point House, are not considered to be architectural merit and have a negative impact on the Southgate Circus Conservation Area. In relation to these buildings and the location of the proposed hotel, the overall bulk, mass and scale are considered acceptable and it is considered the design and siting relates well to its context, given the architectural design.

Impact on setting of Grade II* Listed station and Conservation Area

- 6.7. The application site falls outside the boundaries of the Southgate Circus Conservation Area, however several listed buildings and structures are sited in the immediate vicinity of the site. These include Southgate Station, Chase Side (grade II* listed), Station sign to north of Southgate Station, Chase Side (grade II* listed) Station Parade, Nos. 1 to 8 (consecutive) including No 1 Chase Side (grade II* listed).
- 6.8. The focus of the Conservation Area is the early 1930s listed Underground station and its ancillary structures, which together comprise one of the finest examples of Charles Holden's modernist work commissioned by London Underground. The setting of the booking hall, the concourse, the curved traffic islands, the adjoining shops and office building, and the signs and shelters, were all designed by Holden in a carefully integrated urban design exercise, which translated the former Southgate village green into a modernist town centre to match its new status as a major commuter gateway for Enfield. These structures and the layout remain largely intact and endow Southgate with a distinctive character rare in suburban London.
- 6.9. The predominant guidance on development within the setting of heritage assets is contained within the English Heritage document *The Setting of Heritage Assets* (2015). It is largely acknowledged that in large cities views and settings will often evolve more rapidly than elsewhere. Good design of

new development within the settings of historic assets is therefore essential if their significance is to be retained or enhanced.

- 6.10. The Southgate Circus Conservation Area Character Appraisal state that over-large buildings are a factor detracting from the listed buildings. Additionally, within the Summary of Issues Facing the Conservation Area, it goes on to state,

“The buildings forming the backdrop need to respect the scale and design principles of the station. A design brief will be essential to secure the urban design quality of any future proposed redevelopment.” [p. 19].

- 6.11. Officers consider that the overall design and choice of materials would respect and relate to the characteristics of the surrounding listed buildings, particularly the Grade II* listed station. Additionally, the choice of materials and overall design are considered to assist in mitigating the overall height, scale and bulk of the proposed hotel.
- 6.12. Both the Councils Conservation officer and Conservation Advisory Group (CAG) have raised no objections subject to conditions requiring the submission of details and materials. CAG were also satisfied that the proposals did not interfere with the adjacent listed station. However, further details were required, as particular concern was expressed about the likelihood of roof elements, such as lift over run housings, exposed roof plant, TV aerials etc, extending beyond the proposed highest part of the roof. Furthermore, Southgate District Civic Trust concluded that they are satisfied that the proposal, is acceptable as it is no higher than adjacent developments.

Impact on Residential Amenity

- 6.13. The nearest residential properties are those at Leigh Hunt Drive, Bourneside Crescent and Grange Gardens. The nearest blocks are 25-42 Grange Gardens approximately 20 metres away, which is located to the north east section of the site, Bourneside Crescent approximately 20 metres away to the north and 312-317 Leigh Hunt Drive approximately 50 metres away to the south east of the site.
- 6.14. A Daylight/Sunlight Assessment was submitted with the application. It assessed the impact on properties at Bourneside Crescent and Grange Gardens.
- 6.15. Grange Gardens is a 4-storey block of residential apartments. There are a number of windows on the properties west facing façade that directly overlook the proposed site. Bourneside Court is a 4-storey property comprising residential apartments that is situated to the north of the proposed site fronting The Bourne. There are a high number of windows on the property's south facing façade that look towards the proposed site.
- 6.16. The results of the assessments illustrate that the proposal would have little effect on the neighbouring residential dwellings in terms of daylight and sunlight. All of the windows serving habitable rooms would continue to retain levels of VSC and NSC in excess of the BRE targets and are therefore compliant with the daylight criteria.

- 6.17. It is therefore considered that the proposed development would not be dominant or overbearing to adjacent occupiers, or give rise to an unacceptable loss of sunlight/daylight or privacy, having regard to policies DMD6, DMD8 and DMD10 of the Development Management Document.

Traffic and Transportation

- 6.18. High Street is a principal road with a PTAL of 5, which indicates very good access to public transport services.
- 6.19. The subject site is located in the Southgate CPZ, which is operational from Monday to Saturday between 8am-6:30pm. There is also the Southgate (one hour) CPZ which is operational between Monday to Friday from 11am-12noon.
- 6.20. John Bradshaw Road is a private service road and is accessible via the High Street from the west of the development site. It currently provides access to the existing car park associated with The Grange and also the Alan Pullinger Centre (Youth Centre). This private road will become the main vehicular access to the hotel development.
- 6.21. Leigh Hunt Drive which is located immediately outside the CPZ boundary, to the south, has waiting restrictions in the form of single yellow lines which are in operation from Monday to Saturday, between 9am and 6:30pm.

Parking

- 6.22. The proposals involve the partial demolition of the existing car park in order to erect the hotel. There is also an extended deck car park proposed on the upper deck, resulting in an estimated height clearance of 2.4-2.5m.
- 6.23. The existing site consists of 224 car spaces associated with The Grange building which is currently in use as an office building. The Grange is however not part of the application site and existing office use would remain. However, part of the existing car park associated with The Grange forms the proposed hotel site. The creation of the hotel would therefore lead to the loss of 70 office based car parking spaces.
- 6.24. The current parking layout shows a number of disabled bays located near the office building columns which would not enable easy access for its users. The current office parking layout will be reviewed to ensure that disabled parking is provided at the appropriate locations. Details of the office and hotel parking layouts would be secured via condition and would also be incorporated into the Delivery and Servicing Management Plan (also secured by condition).
- 6.25. The Grange office development as existing has a gross floor area of 5,612 sq.m and the current parking provision in the London Plan leads to a maximum provision of 56 car parking spaces taking into account the area of the development. Therefore the existing 224 spaces are in excess of the current London Plan standards.
- 6.26. However, it must also be noted that the office development and its associated car parking was existent prior to the current parking standards; the demand for the existing car park is already established and hence the car park might be fully utilised at the moment. The Applicant is aware of the fact that office

employees drive because of the availability of parking and are willing to reduce the quantum of office parking currently available to facilitate the hotel development and have offered to secure an office based Sustainable Travel Plan.

- 6.27. As a result of this, it is noted that the loss of any existing spaces presents risk of over-spill parking onto neighbouring streets, including those outside the CPZs. The site is on the periphery of a CPZ which was put in place to manage on-street parking demands. The subject site is also located on the very edge of the existing Southgate CPZ; the immediate surrounding streets (outside the CPZ) particularly to the south, east and west of the site are vulnerable to increased parking overspill.
- 6.28. Productive discussions during the course of the application with the Applicants team has resulted in agreement of the following mitigation measures:
- Travel Plan for the hotel development;
 - Travel Plan for the remaining office development;
 - Both travel plans to be submitted, and approved prior to occupation;
 - Baseline survey of office staff and on-street parking conditions to be carried out as part of the pre-occupation submission.
- 6.29. The parking survey specification would need to comply with the Lambeth Methodology and full details and methodology would be agreed with the Council prior to undertaking them.
- 6.30. The results of the surveys would form the basis of Travel Plans (TPs) for the existing office use and hotel developments. Efficiently, two separate travel plans would be secured by an S106, one for the hotel development and the other for the existing office use and will complement each other. Both TPs will also include parking management proposals.
- 6.31. The Travel Plan's would be secured to be delivered at pre-occupation stages of the hotel to enable the baseline office staff surveys and parking surveys to be undertaken. As part of the Travel Plan the following would be required:
- Parking permits for surrounding public car parks - to be secured through S106 agreement, for office building only; no hotel staff and on a diminishing basis to zero at Year 5;
 - Number of permits to be allocated for Year 1 will depend on results of office Travel Plan baseline survey, LBE Parking team's confirmation of wider demand, and LBE Property team's confirmation of future use of each car park. Year 1 allocation will be on the basis of already achieving reductions over current private car use with reductions continuing to diminish to zero over the five year period, if not earlier;
 - Initially parking permit cost in public car parks would be borne by the applicant/site owner, not staff. However, in order to ensure the effectiveness of the travel plan in reducing the reliance on the use of the private car, (given that the site is in a high PTAL area), it is considered that the responsibility for the cost of permit shifts to the office employee as an incentive to use more sustainable transport modes. This would form part of the targets for the office based Travel Plan;

- Office Staff survey - a very high response rate will be required from employees, and must be demonstrated in the baseline survey reporting;
 - Lambeth-style parking survey (extent to be agreed with LBE), purpose is to provide a basis for the Applicant and LBE to establish whether, and to what extent, the on-street parking situation (especially in the nearby streets outside the CPZ) deteriorates over the initial 5-year TP period.
- 6.32. Any increase in demand for on-street parking identified from the baseline parking survey scenario will trigger a £10,000 initial contribution secured via S106 towards consultation for the extension of the existing CPZs covering the affected areas. Further surveys will be required after 1, 3 and 5 years post occupation to ensure that the full effects of the scheme can be captured with scope to provide up to £25,000 towards consultation and implementation of the CPZ. It should be noted that the Travel Plan is effectively managed, should minimise the risk of these contributions being imposed.
- 6.33. Additionally, a S106 contribution of £2,500 would be secured towards the provision of parking control measures to protect neighbouring junctions (including Leigh Hunt Drive) and other side roads from any overspill parking associated with the hotel development.

Cycle Parking

- 6.34. A total of 5 Sheffield stands are proposed to be provided near the entrance to the hotel to serve guests arriving by bike. This will lead to the provision of 10 spaces. A cycle store is also proposed to be provided at the rear of the hotel block for the staff. This level of short stay provision is considered to be acceptable and in line with the current cycle parking standards set out in the London Plan 2015 (FALP).
- 6.35. Details of the number of cycle racks provided, types and the size of the bike store have not been specified. As such details of the style, location and type of cycle parking proposed will be secured by condition.
- 6.36. The London Plan 2015 (FALP), states that in outer London town centres that are designated as 'mini-Hollands' (e.g. Enfield) or which have high PTALs, (e.g. Southgate) cycle parking facilities are expected to match those of inner/central London. Furthermore, in line with policy, Enfield's Core Strategy requirements, Manual for Streets and the London Plan seek to improve the local pedestrian and cycling connectivity in and around the proposed development.
- 6.37. As one of the Cycle Mini Holland Boroughs, Enfield is particularly keen to ensure the provision of high quality pedestrian/cyclist infrastructure within and around new developments. The short and long stay cycle parking layout for the hotel development would be secured by an appropriate planning condition.

Access

- 6.38. Vehicular access to the site would continue to be provided from John Bradshaw Road, which also serves the Alan Pullinger Youth Centre. From the main Southgate High Street, a ghost right-turn lane is provided at its junction with John Bradshaw Road for vehicles approaching the site from the

south. This facility therefore ensures the through-flow of traffic is not impeded when a vehicle is waiting to turn into the site.

- 6.39. The existing one-way (clockwise) route around the perimeter of The Grange car park would remain in place however the upper storey of the decked car park would be extended north to accommodate additional parking as a result of the hotel development. The northern section of John Bradshaw Road would therefore be subject to a height restriction (approx. 2.4m-2.5m), with goods vehicles and coaches having to use the southern section only.
- 6.40. The decked car park would provide a number of double and triple parked spaces associated with the office. It is important to note that this is an existing situation and that this parking is suitably coordinated and managed by the offices and would therefore not be problematic. Furthermore this car parking is located on the upper deck and is therefore clearly separated from the hotel parking which is at ground floor level. Usage of this car park will also be the focus of the office travel plan.
- 6.41. The development proposals would lead to the generation of increased pedestrian movements in the area. Detailed designs of the scheme must ensure that there is good connectivity between pedestrian facilities throughout the site and the surrounding streets. Well designed, safe and lit pedestrian access arrangements and facilities would enhance pedestrian safety and improve amenity and street scene. Pedestrian access to the hotel development will take place from John Bradshaw Road via 1.5m wide footways. However, according to the Manual for Streets, in lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should be 2 m. The footways should therefore be revised to achieve the recommended width.
- 6.42. In order to ensure the effective and efficient functionality of the proposed shared access on John Bradshaw Road, appropriate signage will be required. Existing access controls in the form of bollards, barriers located at various points along John Bradshaw Road are anticipated to be removed as part of the hotel development proposals, however details of this are yet to be finalised. Details of the access arrangements for vehicles and pedestrians, signage and controls would be secured by planning condition.

Delivery and Servicing Arrangements

- 6.43. The proposed access and servicing arrangements shown on the proposed plans could lead to various conflicting movements as they will be used by pedestrians, office and hotel vehicles, refuse lorries, delivery and emergency vehicles. The busy nature of the proposed shared access also raised highway safety concerns for parents and other patrons of the neighbouring Alan Pullinger Youth Centre.
- 6.44. However as part of the proposals, a Framework Delivery and Servicing Management Plan (DSP) has been produced. Management of the development have committed to servicing the site using a vehicle no larger than a 12m rigid at the proposed site in Southgate. This vehicle size would be managed in the future to ensure only vehicles of this size gain access to the site.

- 6.45. A layby which is at grade with the rest of the access road would be provided near the entrance to the upper-deck car parking area which will serve as a pick-up and drop off area as well as parking area in the event of any coach trips associated with the hotel development.
- 6.46. The Framework DSP includes swept path analysis which confirms that the proposed delivery vehicles could be accommodated at this junction; vehicles would be coordinated such that only 1 vehicle is present on-site at any given time and in the rear event that a coach party arrive at the sites, then these could be accommodated within the coach lay-by. The DSP would need to include specific details of booking systems, delivery refusal mechanisms (to avoid blocking/congesting the access), and proposed delivery times.
- 6.47. Larger vehicles required for servicing the hotel development would enter the site via John Bradshaw Road but manoeuvre at the entrance to upper decked office car park, before reversing towards the entrance of the hotel building before exiting in forward gear. In order to manage and control vehicular movements, time periods for servicing would be scheduled for the least congested periods. According to the surveyed data included in the accompanying the Transport Assessment, these are between 10am and 4pm and would be secured by planning condition.
- 6.48. Vehicular movements associated with the office, hotel and Alan Pullinger Youth Centre will be via clockwise traffic circulation around the parking area and exit from the far eastern corner of the access and back out towards the High Street. All drop-off, hotel and office traffic would operate in a similar manner, except coaches, deliveries and other tall vehicles.
- 6.49. The existing office development is currently serviced with small transit vans which will be able to circulate round the site. Office refuse collection is currently undertaken by a private contractor which would remain in operation. The Framework DSP would therefore be revised to include all the comments discussed above.
- 6.50. A detailed Delivery and Servicing Management Plan, linked to the travel plan, which sets out how the pickup drop off taxi trips, vehicular movements from the existing office and hotel, servicing and delivery trips plus the increased pedestrian movements would interact with the trips from the Youth Centre etc, will be secured via planning condition. All the various movements would be effectively managed to prevent queuing back onto the High Street which would adversely affect the smooth operation of the surrounding local highway network.

Refuse

- 6.51. The proposed refuse store is currently more than 10m away from the kerbside for collection, however, details of the refuse and recycle storage facilities will be secured via planning condition and will aim to reduce this arrangement.

Sustainability

- 6.52. Policies 5.2 & 5.3 of the London Plan and Policy 20 of the Core Strategy recognise that not all developments are capable of achieving significant improvements over building regulations, and makes provision to mitigate for any shortfall through agreed allowable solutions.

- 6.53. A BREAAAM Pre-Assessment Report was submitted as part of the application. The details confirm that a score of 64.43 would be achieved with a score of 'Very Good'. This is considered acceptable and would be secured by an appropriate condition, should the scheme be granted.

s106

- 6.54. Traffic and Transportation are seeking the following contributions, which would be secured by an S106:
- £2,500 towards parking control measures to protect neighbouring junctions (including Leigh Hunt Drive) and other side roads from any overspill parking associated with the hotel development;
 - £7,240 for monitoring both the Office and Hotel Travel Plans over 5 years;
 - £10,000 initial contribution towards consultation for the extension of the existing CPZ's covering the affected areas. Further surveys will be required after 1, 3 and 5 years post occupation to ensure that the full effects of the scheme can be captured with scope to provide up to £25,000 towards consultation and implementation of the CPZ;
 - Parking permits in surrounding public car parks for office building ONLY on a diminishing basis to zero at Year 5.

CIL

- 6.55. As of the 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 2014.
- 6.56. The development would be liable to a Community Infrastructure Levy contribution as the development is for new commercial accommodation and equates to approximately 3,885 sq.m.
- 6.57. This would result in a CIL contribution of £95,470 (3885 sq.m x £20 x 274/223)

7. Conclusion

- 7.1. The proposed hotel is appropriately design and would integrate satisfactorily and represent a positive architectural statement within this location and would not detract from the setting of the surrounding listed buildings. Additionally, the proposal would not be detrimental to residential amenities, or highway safety, having regard to adopted local, regional and national level policies.

8. Recommendation

- 8.1. It is therefore recommended that planning permission be granted subject to an s106 to secure highway contributions and the following attached conditions:

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. Enclosure hoarding details;
- h. 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. Detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:

1. Schedule and sample of materials used in all elevations, should also include brick sample board (bonding and pointing);
2. Details of all windows and doors at scale 1:10, windows shall be set at least 115mm within window reveal scale 1:10
3. Details of balconies, bris soliel and canopies;
4. Construction details of all external elements at 1:20 scale (including sections). This should include: entrances and exits, glazing, masonry, weathering and flashings, balustrades and parapets, roof, plant and plant screening, health and safety systems.
5. Full drawn details (1:20 scale elevations, 1:2 scale detailing) of the railings and gates (including hinges, fixings, locks, finials);

6. Details and locations of rain water pipes.

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality.

5. Prior to commencement of the development hereby approved, a sample panel and a schedule of materials to be used in all external elevations including walls, doors, windows front entrances and balconies within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any building work commences and this condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure that the building has an acceptable external appearance and preserves the character and appearance of the conservation area.

6. Notwithstanding the details of the application, hereby approved, screening shall be provided for all roof top plant equipment, details of which in the form of drawings at a scale of 1:20 and manufacturers details of performance shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. The development shall thereafter be implemented in accordance with the approved details.

Reason: In order to ensure that the building has an acceptable external appearance.

7. The development shall not commence until details and design of the surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas, road markings and all other hard surfacing has 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.

8. The development shall not commence until details of trees, shrubs, grass and all other soft landscaping 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 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.

10. 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.

11. 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.

12. The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than a 25% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2010 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

13. The development hereby approved shall be built to a minimum standard of BREEAM 'very good'. Prior to the occupation of the approved building, a copy of the Post Construction Certificate verifying that BREEAM 'very good' has been achieved shall be submitted to the local planning authority.

Reason: In the interests of sustainable development in accordance with Council Policy.

14. Prior to occupation details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 90 litres per person per day as stated in the pre-assessment accompanying the scheme. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

15. No part of the extension hereby permitted shall be occupied until a detailed strategy for the management of deliveries and servicing has been submitted to and approved in writing by the local planning authority. The strategy shall include measures to avoid localised congestion, parking on footways and damage to buildings caused by vehicles. The applicant shall detail a booking system to be operated to co-ordinate the arrival of deliveries to ensure that all associated vehicles can be accommodated within the site with no need to wait on the adjoining highway and also set out a robust enforcement regime to ensure that no unauthorised use occurs. Deliveries and servicing shall thereafter be carried out solely in accordance with the approved details.

Reason: To avoid hazard and obstruction being caused to users of the public highway.

16. Prior to the occupation of the hereby consented element of the site details of a Coach and Taxi Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. This should set out an appropriate means of managing coaches and identify appropriate locations for the drop-off and pickup of coach passengers.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety (Policy 9 of the Unitary Development Plan 2007: Policies saved beyond 5th August 2010 and not superseded by the Core Strategy: January 2011).

17. Notwithstanding the details of the application, hereby approved, a detailed crime prevention management and maintenance strategy detailing how the development will minimise opportunities for crime including details of a controlled access system, CCTV and external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the extension.

Reason: To ensure that the development protects community safety.

18. No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.

Reason: To safeguard and enhance the visual amenities of the locality.

19. Details of all air conditioning units, ventilation and filtration equipment and any other plant, machinery or equipment (including rooftop plant), in addition to measures to control noise from such equipment, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the operational use of the relevant parts of the development hereby permitted. Development shall take place in accordance with the approved details and shall be so retained for the duration of the permitted use unless otherwise agreed in writing by the local planning authority

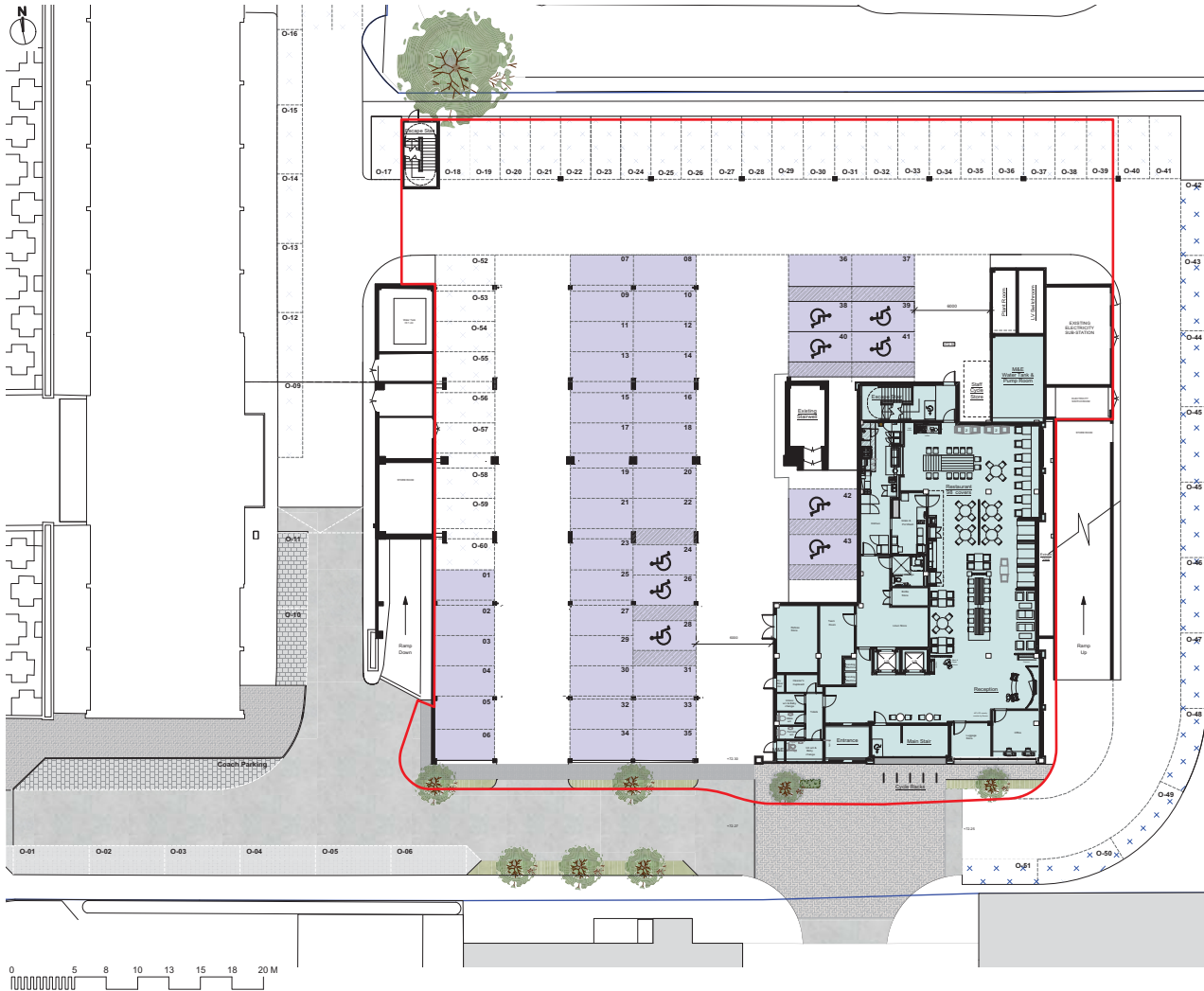
Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally.

20. Environmental noise levels from any plant within or on any part of the building shall not increase the background noise levels when measured outside any nearby residential property unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard amenity of existing and future residents.

21. The development shall not commence until details of parking and turning facilities to be provided in accordance with the standards adopted by the Local Planning Authority have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be constructed in accordance with the approved details before the development is occupied and shall be maintained for this purpose.

Reason: To ensure that the development complies with Unitary Development Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.



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— Title Boundary Line
 — Planning Boundary Line

Proposed Schedule

GIA - 476 sqm/5,123 sqft

Office Car Parking - 60 spaces

Hotel Car Parking - 43 spaces (incl 9 UA)

Total Parking Spaces at GF - 103 Spaces

Rev.	Date	Description	By
D	28/1/16	Updated to reflect changes to external landscape design	LC
C	16/9/15	Boundary line updated	LC
B	4/9/15	Updated to co-ordinate with elevations and updated to Whirlwind comments	LC
A	21/8/15	Updated to reflect recent MSE/Structural information	LC

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 www.axiomarchitects.co.uk
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LAZARI INVESTMENTS LIMITED

Project
 JOHN BRADSHAW ROAD
 SOUTHGATE

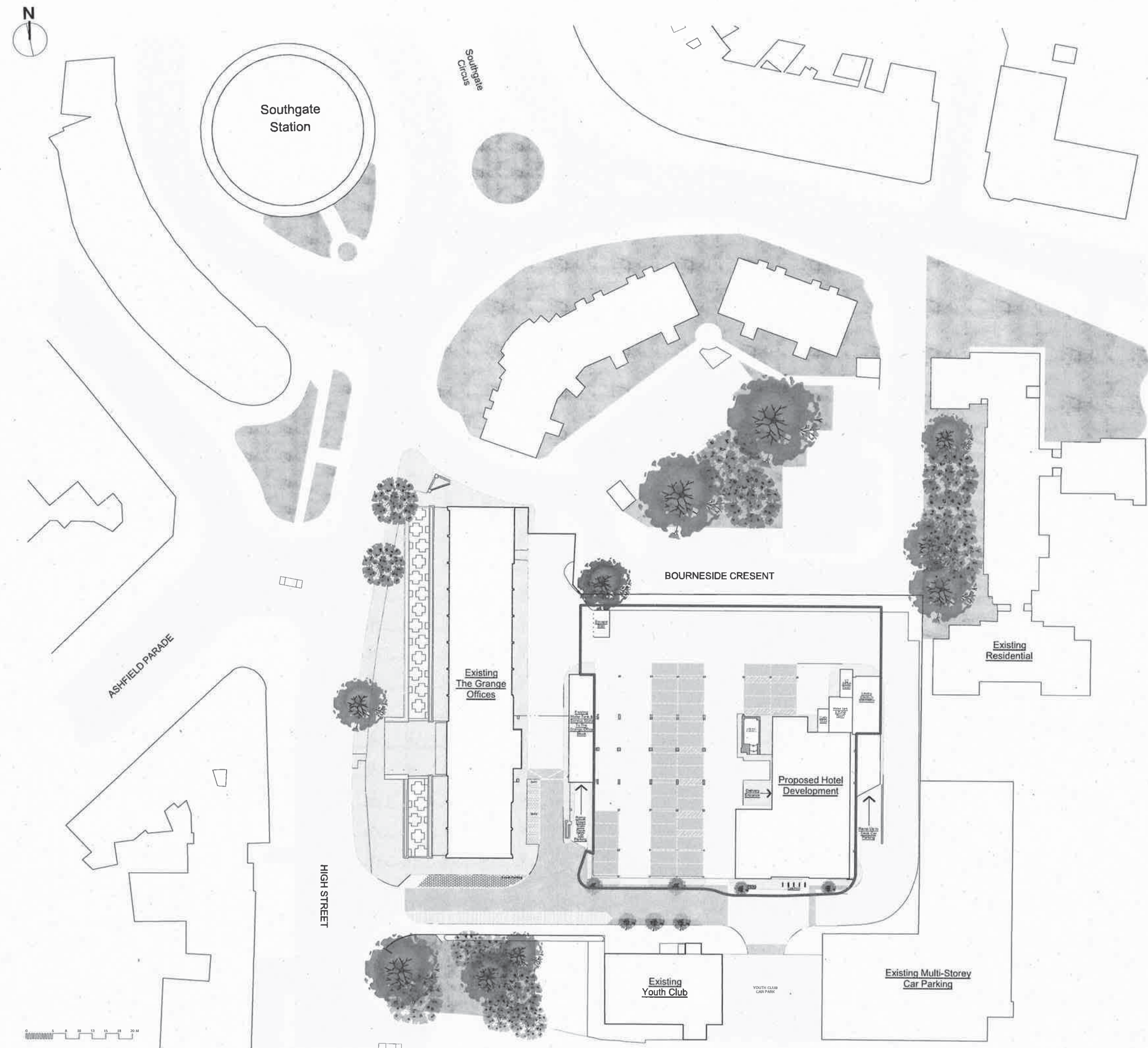
Drawing
GROUND FLOOR (Lower Deck Level)

Scale	Status	Date	Drawn	Checked
1:200 @ A2	Planning	28/01/16	LC	LC

Drawing No. **3743/P/201 D**

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— Planning Boundary Line
Total Parking Spaces on both levels including both hotel and offices - 197



Rev	Date	Description	By
B	28/1/16	Updated to reflect recent changes to the external works and landscaping.	LC
A	16/9/15	Planning boundary updated	

10 Margaret Street
 London
 W1W 8RL

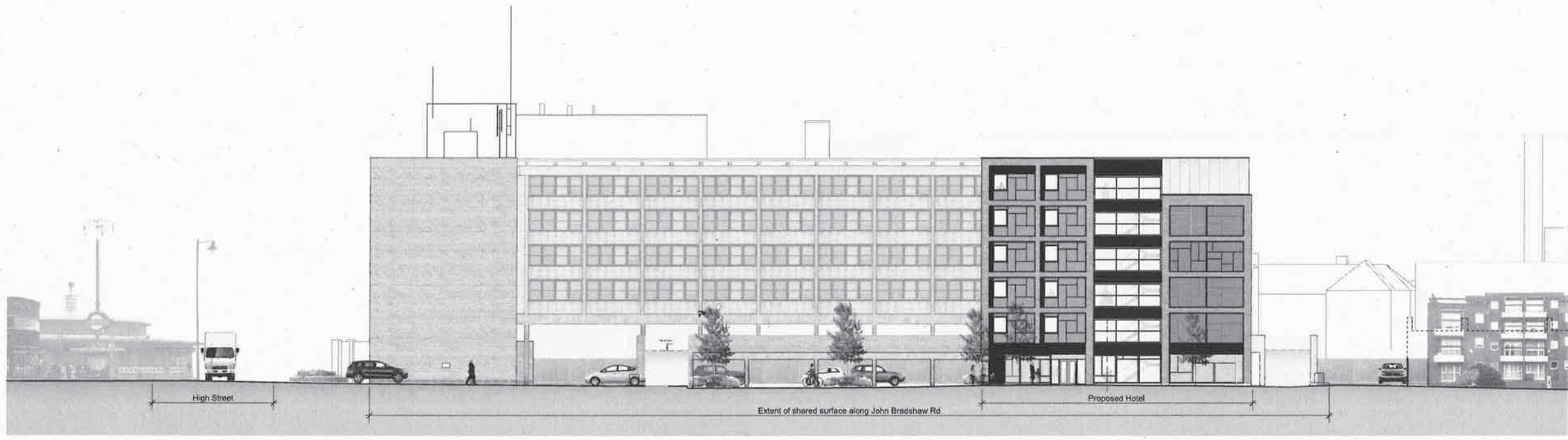
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JOHN BRADSHAW ROAD SOUTHGATE

Drawing
SITE PLAN WIDER CONTEXT

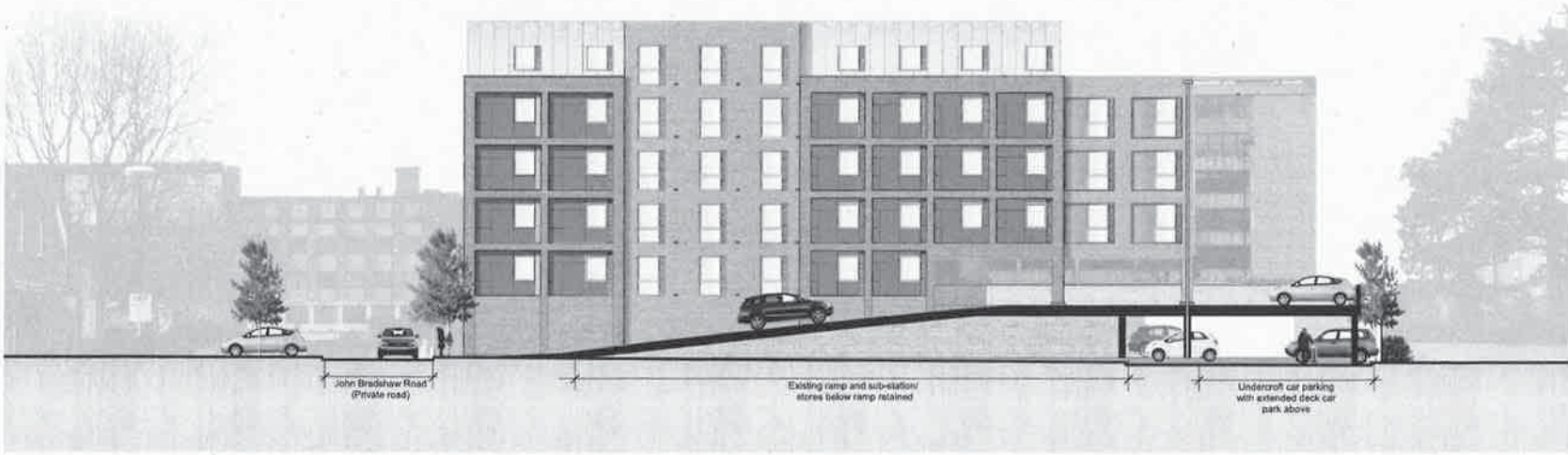
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1:500 @ A2	PLANNING	JUNE 15	LC	
Drawing No.	Revision			

3743/P/200 B

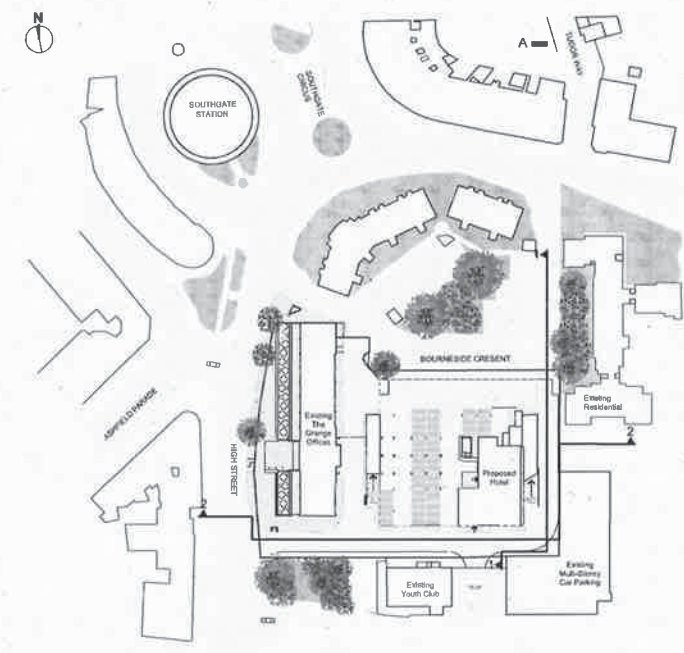
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ELEVATION 1



ELEVATION 2
1:200



ELEVATION KEY
1:1250

Rev	Date	Description	By
		10 Margarel Street London W1W 8RL	

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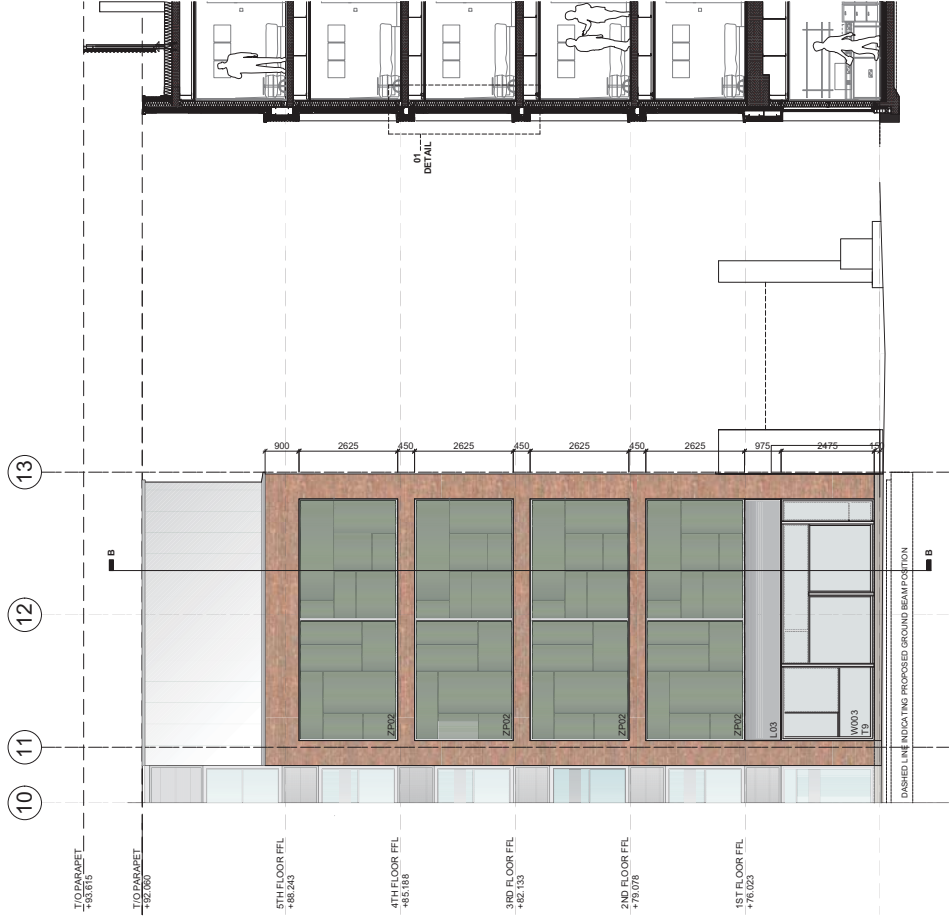
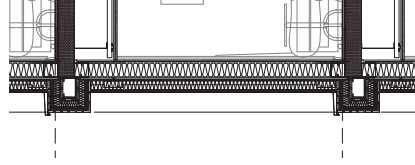
Drawing
**GA ELEVATIONS
(CONTEXT & MATERIALITY)**

Scale	Status	Date	Drawn	Checked
1:200 @ A1	PLANNING	JAN 16	LC	LC
Drawing No.	Revision			

3743/P/224

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KEY	
IMJ	INSULATED JOINT LOCATIONS FOR GERM/KLADDING
RWP	LOCATION OF RWP
■	WINDOW REFER TO SCHEDULE FOR DE TAILS
■	ZINC CLADDING SYSTEM
■	REFERS TO ZINC CLADDING SYSTEM
■	LOCATION OF SPANNE CLADDING
■	WINDOW REFER TO SCHEDULE FOR DETAILS
■	REFERS TO ZINC CLADDING SYSTEM
■	REFERS TO ZINC CLADDING SYSTEM



ELEVATION EXTRACT
1:50

Rev. Date Description
By: [Signature]
Date: [Date]

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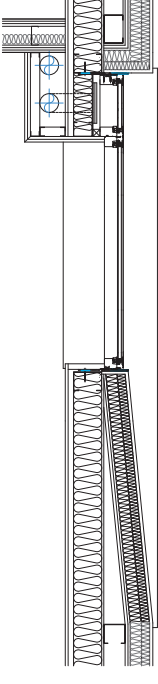
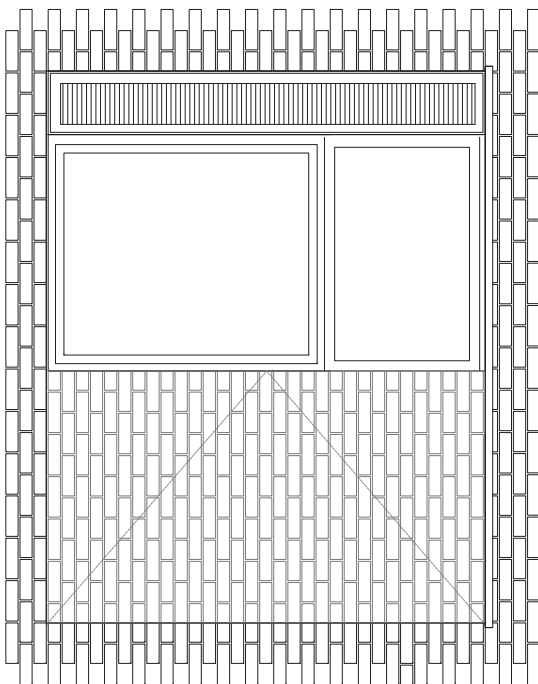
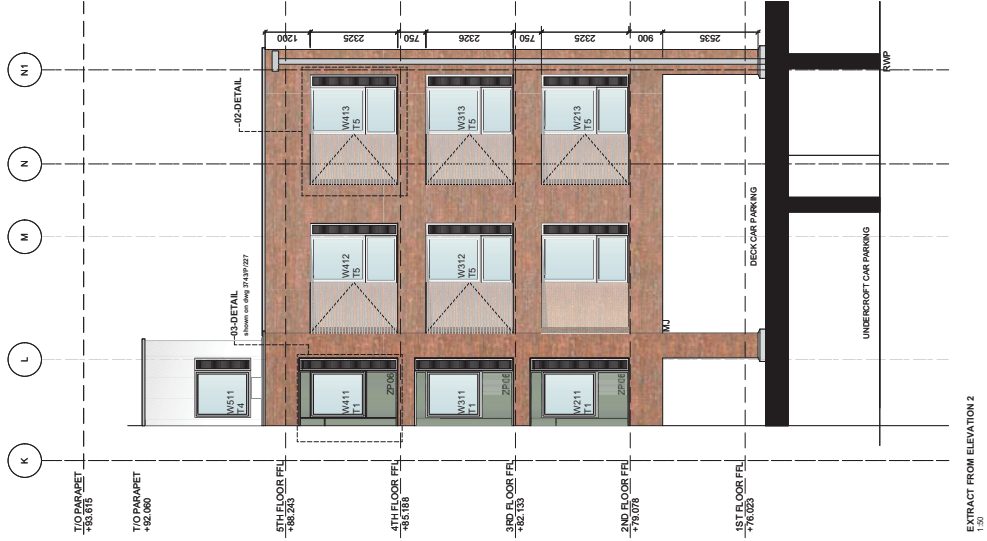
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SOUTHGATE

ELEVATION 1 EXTRACT OF FACADE DETAIL

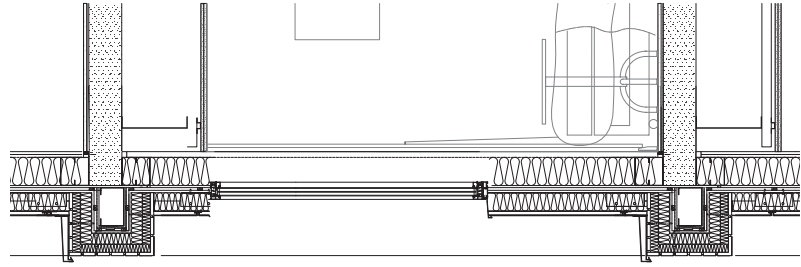
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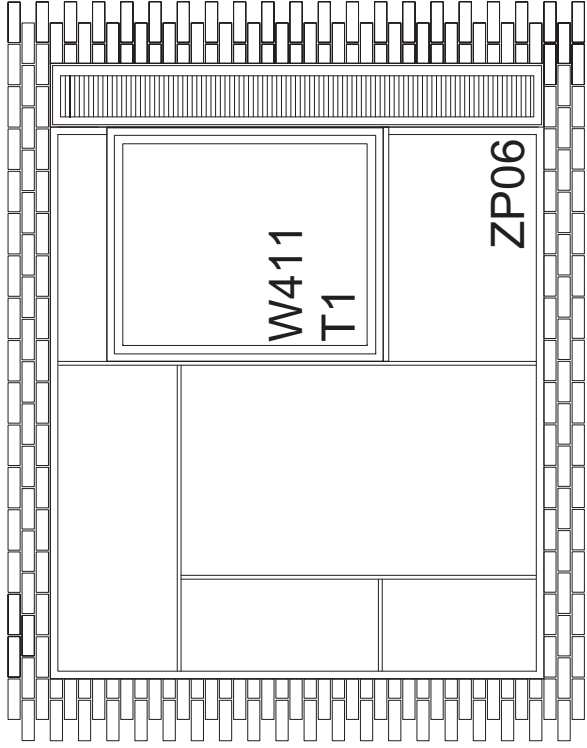


By:  AXIUM ARCHITECTS
 Project: LAZARI INVESTMENTS LIMITED
 JOHN BRADSHAW ROAD
 SOUTHGATE
 Drawing No: 3743/P/226

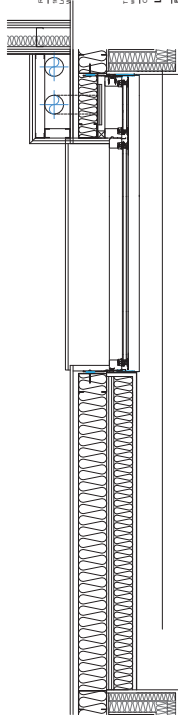
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03 WINDOW DETAIL IN ZINC CLADDING FROM ELEVATION 2
1:10



03 TAPERED WINDOW ELEVATION
1:10



03 TAPERED WINDOW PLAN DETAIL
1:10

Rev. Date Description
By

14.03.2024 JTB
AXIOM ARCHITECTS
LAZARI INVESTMENTS LIMITED

Project
JOHN BRADSHAW ROAD
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LAZARI INVESTMENTS LIMITED

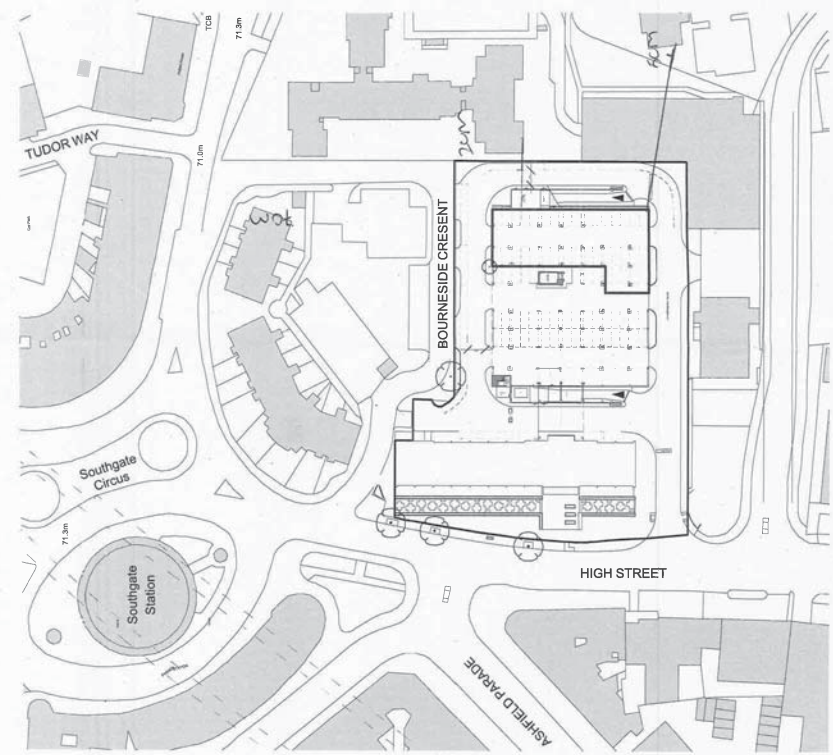
Drawing
WINDOW EXTRACT DETAIL ELEVATION
& PLAN 03 FROM ELEVATION 2

Scale 1:10 (E-1)
Drawing No. 3743/P/227

3743/P/227

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— Title Boundary Line
 — Extent of proposed hotel footprint



Ref: 0327 - Bourneside
 No. of sheets: 1 sheet
 Date: 10/10/10

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

Project: JOHN BRADSHAW ROAD SOUTHGATE

Site Location Plan

Scale: 1:1000
 Date: 10/10/10
 Author: Axiom Architects

3743/P/100

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 22 March 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Andy Bates
Mr R. Singleton

Ward: Highlands

Application Number : 16/00426/106REV

Category: Major Large Scale –
Dwellings

LOCATION: CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 6JL

PROPOSAL: Review of S106 Agreement under ref: 14/04574/OUT to change Trigger Point Between Housing Delivery and School Construction for redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi- storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) as varied by 15/04547/FUL.

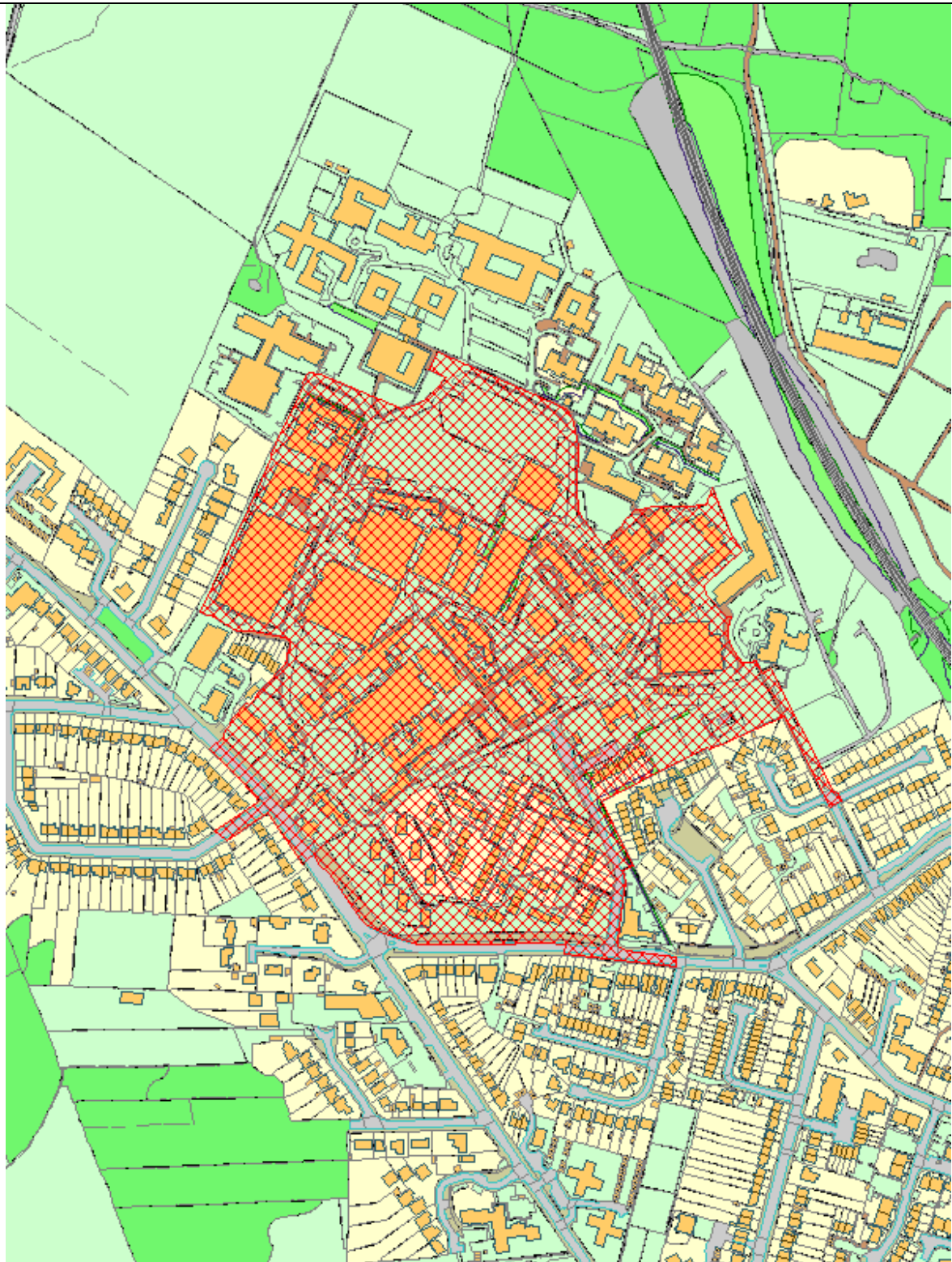
Applicant Name & Address:
Royal Free London NHS Foundation Trust
C/O Agent

Agent Name & Address:
Mr Paul Burley
Montagu Evans
Montagu Evans LLP
5 Bolton Street
W1J 8BA
United Kingdom

RECOMMENDATION:

That a deed of variation to the existing s106 be agreed in principle and delegated authority be **GRANTED** to the Head of Development Management / Planning decisions Managers it issue the deed of variation subject to agreement on the wording of relevant definitions and clauses.

Ref: 16/00426/106REV LOCATION: Chase Farm Hospital, The Ridgeway, EN2 8JL,



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Scale 1:5000

North



1. Site and Surroundings

- 1.1 The site comprises Chase Farm Hospital complex, a 14.9 hectare plot of land with principal health care usage with ancillary staff / residential accommodation laying to the south of the site. The main hospital is located to the north and is contained within a series of 3-4 storey healthcare blocks, ad-hoc temporary structures, single storey buildings and a multi-storey car park. In this regard, area is mixed in terms of character, a legacy of historic hospital expansion that radiates out from the original (and heavily extended) Victorian core.
- 1.2 A number of adopted routes penetrate the site with principle access to both the hospital and Mental Health Trust facilities spread between Hunters Way to the south and The Ridgeway to the east. The site is bounded by The Ridgeway to the west and Lavender Hill to the south. Both are classified roads. To the north-west and south-east, predominately residential properties line a series of cul-de-sacs namely Spring Court Road and Albuhera Close / Shooters Road respectively. The retained Mental Health Trust land and secure unit lays to the north-east of the site.
- 1.3 Over-spill car parking facilities permeate the site and the hospital provides the terminus for a series of bus routes including the W8 and 313. Gordon Hill mainline train station lies to the east of the site and a number of surrounding residential roads are subject to Controlled Parking. Overall, the site has a Public Transport Accessibility Level of 2
- 1.4 The site is adjacent to designated Green Belt to the north and east of the site.
- 1.5 The site is not within a Conservation Area and does not form part of the curtilage of a Listed Building, albeit where the Victorian Clock Tower complex is considered to be a non-designated heritage asset.
- 1.6 A number of established and vintage trees pepper the site throughout and the area is known to have bat activity and established bat roosts.
- 1.7 The site is not within a flood zone, but is at risk of surface water flooding.

2. Proposal

- 2.1 This is an application for a Deed of Variation pursuant to S106A and submitted under S73 of the Town and Country Planning Act 1990. The application seeks to vary the definitions and provisions of the Section 106 agreement secured under the parent application ref: 14/04574/OUT dated 23rd October 2015.
- 2.2 The parent scheme under ref: 14/04574/OUT was reported to Planning Committee on 12th March 2015 when Members resolved to grant planning permission subject to conditions, the Stage II Referral of the application to The Mayor of London and no objections being raised and subject to the satisfactory completion of a section 106 agreement.
- 2.3 The section 106 agreement was engrossed and the Mayor was content to allow the Council to determine the case. Accordingly planning permission was issued on 28th October 2015 for the redevelopment of the site for mixed use to provide up to 32,000sq m of replacement hospital facilities,

construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of access to the school site via Hunters Way, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works.

- 2.4 At Schedule 2 of the section 106 agreement dated 23 October 2015, the Owner covenanted with the Council a link between the residential land parcels and subsequent delivery, with the delivery and provision of a primary school containing 3-forms of entry to ensure educational needs generated by the development and existing within the wider area are met as part of the redevelopment strategy. Clauses 1-4 of Schedule 2 stated the following:
- i. not to Occupy any Residential Unit on Parcel A until the transfer of the School Land for the purposes of building the Primary School has completed;
 - ii. not to Occupy any more than 69% of the Residential Units on Parcel A until the Primary School has been Substantially Commenced;
 - iii. not to Commence Development on Parcel B i and / or Parcel B ii until the Primary School has been Substantively Commenced; and
 - iv. not to Occupy any more than 20% of the Residential Units on Parcel B i and Parcel B ii until the Primary School or part thereof has been opened and is in use.
- 2.5 The application seeks to amend the current Section 106 Agreement link between the delivery of housing and the construction of the primary school. Members are advised that this is the 'Third Deed of Variation' submitted for consideration.
- 2.6 Following the issuing of the parent consent a minor material amendment was subsequently submitted under ref: 15/04547/FUL. This sought minor amendments to the agreed parameters plans. This application was occasioned at Planning Committee on 17th December and a resolution to grant a minor material amendment was passed subject to a Deed of Variation to reflect the revised planning permission. On 23rd December 2015 the Council and the Owner entered into the Deed of Variation pursuant to section 106A of the TCPA 1990 to ensure the obligation in the original agreement applied to the revised planning permission. This is referred to as the 'First Deed of Variation'.
- 2.7 Under ref: 15/05021/RM, an application to discharge the outstanding reserved matters pursuant to ref: 14/04574/OUT as varied by 15/04547/FUL was submitted relating to matters of site layout, design, external appearance and landscaping for the hospital development only. The scheme was reported to Planning Committee on 26th January 2016 where members resolved to grant planning permission subject to a further Deed of Variation to reflect a reduced minimum floor area for the hospital site. Accordingly, on 1st February 2016

the Council and the Owner entered into a Deed of Variation pursuant to section 106A of the TCPA 1990 to reflect this change in floor area of the hospital. This is referred to as the 'Second Deed of Variation'.

- 2.8 Each of these subsequent applications (under refs: 15/04547/FUL and 15/05021/RM) while subject to Deed of Variations to the section 106 agreement in their own right, related to variations which were minor in nature either to reflect a revised planning permission or indeed a modest variation of floor area. However, the substantive body of the s106, its Heads of Terms and relevant Schedules remained unchanged and consequently remained consistent with the deliberations of members when determining the original decision.
- 2.9 The current application seeks more fundamental changes to largely remove the linkages between the residential development and delivery of the primary school. In this regard the applicant is proposing the following changes:

New Definitions

'Education Provider' means a reputable primary education provider that has been approved by the Council (acting reasonably)

'School Contract' means a contract for the sale of the Primary School Land to an Education Provider that demonstrates:

- i. through an appended programme and evidence that the delivery and opening of a new primary school will be of sufficient capacity to meet the demand for primary school places arising from the Residential Units to be constructed within the Development by the end of 2018 is achievable;
- ii. that the new primary school will be of sufficient capacity to meet the demand for primary school places arising from the Residential Units to be constructed within the Development; and
- iii. that the Education Provider has secured temporary arrangements to meet the demand for primary school places arising from the Residential Units to be constructed within the Development until such time as the Primary School has opened and is in use.

Replacement Clauses – replacement of Clauses 1-4 of Schedule 2 with

1. Not to Occupy any Residential Unit within the Development until the Owner has entered into a School Contract to an Education Provider.
- 2.10 For the avoidance of doubt, Members are advised that the application seeks the above changes as part of a Deed of Variation only: the section 106 agreement outside of the additional definitions and replacement clause stated remain unchanged as does the development to which the section 106 relates.

3. Relevant Planning Decisions

- 3.1 The site has an extensive planning history, however, the most applicable in the determination of the subject application are as follows.
- 3.2 14/04574/OUT – Redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry

primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – Approved subject to conditions and s106 (28/10/15). In the interests of transparency, Members are advised that the committee report accompanying this application has been appended to the committee papers.

- 3.3 15/04547/FUL – Minor material amendment to 14/04574/OUT to revise the approved plan numbers (condition 1) for the redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – Approved subject to conditions and Deed of Variation to section 106 agreement (23/12/15)
- 3.2 15/05021/RM – Submission of part reserved matters approved under 14/04574/OUT as varied by 15/04547/FUL (for the replacement hospital facilities) in respect of appearance, landscape, layout and scale pursuant to condition 13 and details of siting, design and external appearance pursuant to condition 14, 15 and 16 of outline approval for the redevelopment of site to provide 36,764sqm of replacement hospital facilities, involving a part 5-storey hospital building, refurbishment of Highlands Wing, retention and extension of existing multi-storey car park, erection of a 3-storey detached energy building, hard and soft landscaping and associated works. (Outline application: Access) – Approved subject to a Deed of Variation (02/02/16)

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.2 The nature of the application is such that there is no statutory requirement or obligation to consult. Typically an application for a Deed of Variation would be determined under delegated authority. The scheme is occasioned at Planning Committee in this instance consistent with the interest expressed by members on a site of strategic importance for the borough. In utilising its powers to conduct discretionary consultation only internal stakeholders have been consulted. Given the fact that the nature, use and quantum of development including all associated plans remain unaltered as part of this submission from the previously approved scheme, it is not considered that wider consultation with residents is appropriate given that an approval as

described under ref: 14/04574/OUT as varied by 15/04547/FUL has been conferred. On this basis only Estate Renewal were consulted and at the time of writing no response had been received. Any representations received will be reported as a late item.

- 4.3 In addition, Gary Barnes, the Assistant Director of Highways & Transportation, Regeneration, Leisure and Culture and on behalf of the Local Education Authority requested that members consider the following statement in support of the subject application:

'I write to advise planning committee members of the council's commitment to the provision of additional primary school places in the Enfield Town area through the building of a 3fe primary school on the Chase Farm site. The Council can confirm that it has exchanged contracts for the purchase of land on the Chase Farm Hospital site (Plot C) on the 18th March 2016 and is due to complete the sale on the 31st March 2016.

The site will enable the Council to build a 3fe primary school which will meet the identified future pupil need from the proposed development (1fe) and the forecast future need from the Town area (2fe). I attach the design and build programme for your information as appendix 1.

Finally to ensure the pupil place need is met during the building of the permanent school building the Council has opened a temporary school (The Ridgeway at Suffolk's) the temporary facilities are situated at Suffolk Primary school and currently has 6 classrooms. The temporary school is being managed by the Head Teacher of Suffolk's school but is a separate entity. Children using the temporary school are transported from their home area which is around the Chase farm site to Suffolk Primary school by free coach transport.

I hope the above provides evidence of the Councils commitment to the delivery of the new school facility.'

5. Relevant Policy

5..1 The London Plan

Policy 2.6 – Outer London: vision and strategy

Policy 2.7 – Outer London: economy

Policy 2.8 – Outer London: transport

Policy 2.14 – Areas for regeneration

Policy 3.1 – Ensuring equal life chances for all

Policy 3.2 – Improving health and addressing health inequalities

Policy 3.3 – Increasing housing supply

Policy 3.4 – Optimising housing potential

Policy 3.5 – Quality and design of housing developments

Policy 3.6 – Children and young people's play and informal recreation facilities

Policy 3.7 – Large residential developments

Policy 3.8 – Housing choice

Policy 3.9 – Mixed and balanced communities

Policy 3.10 – Definition of affordable housing

Policy 3.11 – Affordable housing targets

Policy 3.12 – Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 – Affordable housing thresholds
Policy 3.14 – Existing housing
Policy 3.15 – Coordination of housing development and investment
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 3.17 – Health and social care facilities
Policy 3.18 – Education facilities
Policy 4.1 – Developing London’s economy
Policy 4.5 – London’s visitor infrastructure
Policy 4.12 – Improving opportunities for all
Policy 7.1 – Building London’s neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.8 – Heritage assets and archaeology
Policy 7.9 – Heritage-led regeneration

Housing Supplementary Planning Guidance

5.2 Local Plan – Core Strategy

Strategic Objective 1: Enabling and focusing change
Strategic Objective 2: Environmental sustainability
Strategic Objective 3: Community cohesion
Strategic Objective 4: New homes
Strategic Objective 5: Education, health and wellbeing
Strategic Objective 6: Maximising economic potential
Strategic Objective 7: Employment and skills
Strategic Objective 8: Transportation and accessibility
Strategic Objective 9: Natural environment
Strategic Objective 10: Built environment
Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 8: Education
Core Policy 9: Supporting community cohesion

S106 SPD

5.3 Development Management Document

DMD1: Affordable housing on sites capable of providing 10 units or more
DMD3: Providing a mix of different sized homes
DMD4: Loss of existing residential units
DMD6: Residential character
DMD8: General standards for new residential development
DMD9: Amenity space
DMD10: Distancing

DMD15: Specialist housing need
DMD16: Provision of new community facilities
DMD17: Protection of community facilities
DMD18: Early years provision
DMD37: Achieving high quality and design-led development
DMD38: Design process
DMD42: Design of civic / public buildings and institutions
DMD43: Tall buildings
DMD44: Conserving and enhancing heritage assets

5.4 National Planning Policy Framework

5.4.1 The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions – an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development means:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or

Specific policies in the Framework indicate development should be restricted.

5.4.2 The NPPF recognises that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.

5.4.3 In addition, paragraph 173 of the NPPF states that in the pursuit of sustainable development careful attention must be given to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

5.5 National Planning Practice Guidance

5.5.1 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) to consolidate and simplify previous suite of planning practice guidance. Of particular note for members, the guidance builds on paragraph 173 of the NPPF stating that where an assessment of viability of an individual scheme in

the decision-making process is required, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

6. Analysis

- 6.1 The principle of the redevelopment of the site to provide a new hospital of up to 32,000 sq.m of floor area, up to 500 residential units and the provision of an interim and permanent primary school for three forms of entry (630 sq.m and 3,600 sq.m respectively) has been established under ref: 14/04574/OUT. The quantum of development and access arrangements have not altered as a result of the current submission and hence considerations in the assessment of the current application for a Deed of Variation to the section 106 agreement are necessarily restricted to the consequences and risks associated with decoupling the link between housing delivery and the stated need for the provision of a 3 FE primary school as secured by the section 106 agreement dated 23rd October 2015 as amended by the Deed of Variation dated 23rd December 2015.
- 6.2 Under the parent outline application, the quantum of residential development was scrutinised through the canon of the Council's statutory responsibility to provide enough school places to meet demand. An assessment was undertaken on an area basis for primary school places using six primary place planning areas: Chase Farm is within the North Central area.

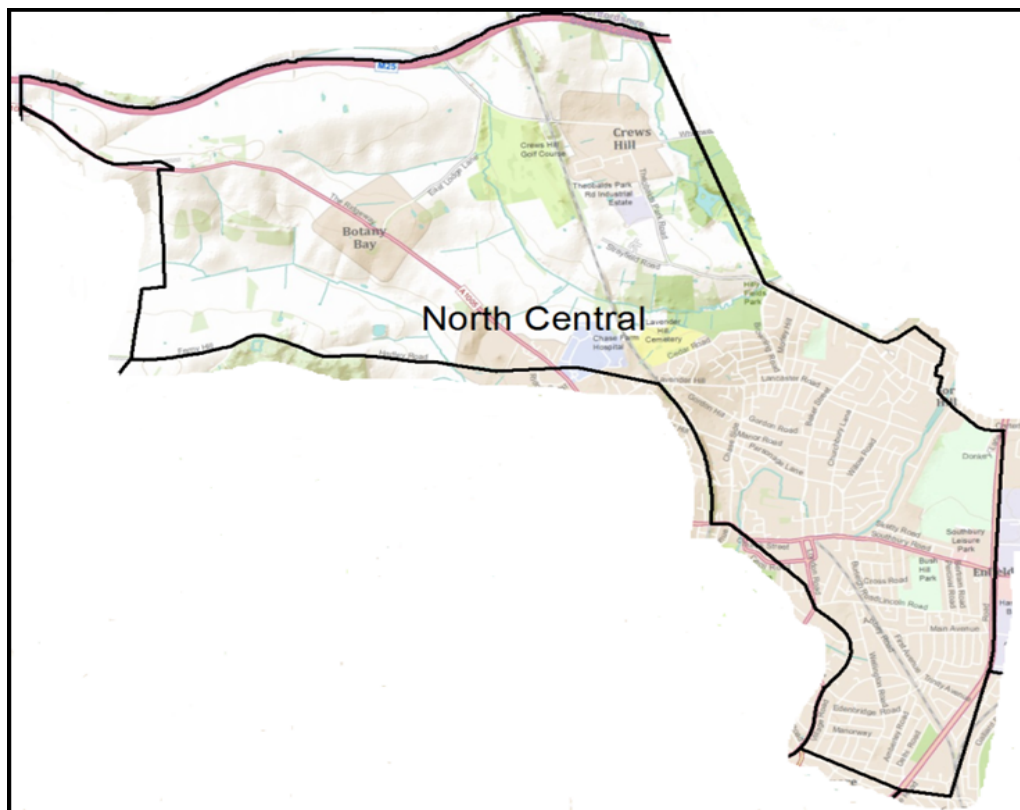


Illustration 1: North Central Area

- 6.3 The Education Authority submitted supporting evidence for the provision of a new school to the site. The evidence demonstrated that the North Central

area of the borough is one of particular demand, compounded by the lack of available options to deliver school expansions. The assessment was reported in the July 2014 Cabinet report on pupil places and set out the demand for this area as one additional form of entry for September 2015 (to meet demand and create some surplus to support parental choice) then a further additional form of entry from September 2019 (to maintain a degree of surplus capacity).

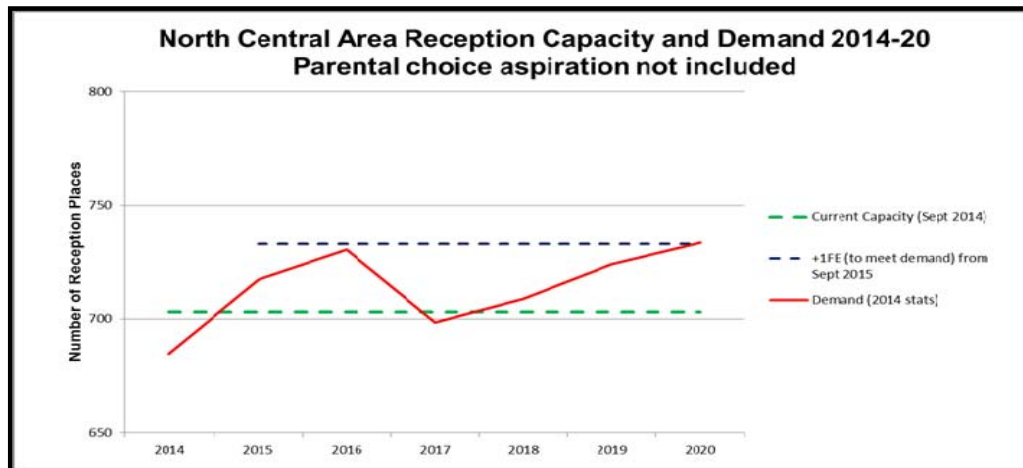


Figure 1: Capacity and demand to 2020

- 6.4 However, the assessment did not take account of the projected increased child yield and subsequent demand of the Chase Farm redevelopment site and the provision of up to 500 new residential dwellings. In consideration of this increase in residential accommodation in the North Central Area, the assessment was revisited and it was concluded that a further form of entry would be required to accommodate the increased needs derived from the development. Therefore, the total forecast demand for the North Central area is for a 3FE primary school. One form of entry is required to accommodate demand for primary school places from September 2015 with a further two forms of entry forecast for delivery by September 2017. The proposed temporary school would thus accommodate the immediate needs of the borough, before the substantive future requirements are accommodated by the permanent school.
- 6.5 Given the established need for two forms of entry to the wider area coupled with the net increase in need for further form of entry resultant from the residential scheme, members resolved that consent may only be granted on the basis that a temporary school was provided to accommodate immediate primary school needs while a replacement three form entry permanent school was constructed and linked to the delivery of the residential Parcels A, Bi and Bii. The weighting attributed to this material consideration determined that such a linkage rendered the residential element of the scheme acceptable in planning terms and accordingly was secured by Schedule 2 of the section 106 agreement dated 23rd October 2015 and as varied by agreement dated 23rd December 2015 which stated:
- i. not to Occupy any Residential Unit on Parcel A until the transfer of the School Land for the purposes of building the Primary School has completed;

- ii. not to Occupy any more than 69% of the Residential Units on Parcel A until the Primary School has been Substantially Commenced;
 - iii. not to Commence Development on Parcel B i and / or Parcel B ii until the Primary School has been Substantively Commenced; and
 - iv. not to Occupy any more than 20% of the Residential Units on Parcel B i and Parcel B ii until the Primary School or part thereof has been opened and is in use.
- 6.6 However, outside of this mutual dependence between the residential and educational site, lay a wider consideration that must also be attributed significant weight – namely the delivery of a modern healthcare facility at Chase Farm. The hospital development relies in part on the cross-subsidy of land disposal and receipt to fund the works. The appropriateness of the development in planning terms was therefore taken in the round and each element of redevelopment across the site – the hospital, the residential and the school – were intrinsically linked.
- 6.7 As part of their submission, the Royal Free London NHS Foundation Trust (hereby referred to as ‘the Trust’) reiterate their commitment to the redevelopment and re-provision of a hospital to the site funded by a combination of land sale proceeds, debt and public dividend capital (‘PDC’). The complexities of cross-subsidy coupled with a challenging timetable for delivery means that the majority of capital expenditure to deliver the new hospital is taking place over the next two years. Works to the hospital site have commenced. Uncertainty over the development of the school site both in terms of site disposal and the need to maintain hospital service continuity – particularly in relation to the Surgi-Centre to the north of Parcel C – coupled with disposal work proceeding in relation to the first residential parcel (Parcel A) which is critical to initial funding, has significantly increased the risk and time sensitivities required to fund the first phases of the hospital development. The Trust contend that it has become clear in the realisation of the hospital development programme that the wording of Schedule 2 and indeed the linkage between residential development and occupation with the delivery of the school are too restrictive and limiting the ability to maximise the cross funding realised from the residential development.
- 6.8 The Trust is reliant on receipts from disposal of Parcel A, the School Site, and eventually from the disposal of Parcel B to fund construction of the new hospital. Given the timetable for delivery by 2018, and the loading of the majority of capital expenditure over the next two years, the Trust are further relying on expeditious disposal of each of the stated sites and consequently are extremely sensitive to any delays in the process which may hinder or even prevent timely disposal. When set against a challenging timetable for delivery of the hospital, any uncertainty that relates to the delivery of the housing parcels could undermine delivery of the hospital. With this in mind, the programmes for disposal and delivery of Parcel A and the School Site give rise to some concerns with the Trust claiming it is important to the scope and success of the hospital development that the construction and occupation of Parcel A is not dependent on the physical development of the school.
- 6.9 Moreover, the Trust states that *‘any delay in the receipt of sales proceeds from Parcel A will require the Trust to take out bridging finance earlier than planned, with associated interest costs. [Consequently], this will add*

pressure to the Trust's income and expenses position and its ability to invest in healthcare services at other sites. The Department of Health has already stated it will not provide PDC in advance of the capital being spent. Any delay in the sale of parcel A will place the Trust under additional financial pressure at a time when the NHS is facing an unprecedented squeeze on its finances.'

- 6.10 Whilst the position of the Trust is acknowledged and may not be questionable in financial terms or indeed in terms of delivery and service provision, the decoupling of the delivery of the school from the residential phases is not ideal from the perspective of the planning process and potentially poses a risk as it is conceivable that the required school is not delivered to the site as a consequence of the planning control being removed. Under the parent application while the Local Education Authority had expressed interest in purchasing the site for delivery of a three form school, negotiations were at the early stages and there was still considerable uncertainty both in relation to the ability of the LEA to purchase the site, but consequently whether other providers would be capable of bringing the site forward if negotiations stalled. The linkage to the residential development was therefore necessary at that time to ensure that the site would come forward in conjunction with the residential parcels. The risk of non-delivery is such if the link is severed it could result in established school placement needs not being met, placing unsustainable pressure on the Local Education Authority and existing services particularly where provision for a new or extended school site to alternative locations have been discounted as part of the sequential analysis of sites within the North Central Pupil Place Planning Area.
- 6.11 In conjunction with the Trusts current proposals, further discussions have taken place with the Council as Local Education Authority in an attempt to secure delivery of the school. At the time of writing, significant advances had been made in the process of purchasing the site with the Council and the Trust poised to exchange contracts on Parcel C by 18th March 2016 with a view to transfer land to Council ownership on 30th March 2016. This position has been qualified by the statement of the Assistant Director of Highways & Transportation, Regeneration, Leisure and Culture on behalf of the Local Education Authority (LEA). Confirmation of the exchange of contracts will be reported to Planning Committee. . It is also recognised that – and in some part to add weight to the position of the Trust – negotiations between the Local Education Authority and the Trust have been ongoing since the grant of consent under the parent application to secure ownership of Parcel C on behalf of the Council.
- 6.12 While the position would not normally be recommended as an ideal approach, there is a need to react to the specific circumstances of the Applicant in the interests of securing the delivery of the improved hospital facilities. It is considered the exchange of contracts between the two parties and the subsequent deadline for land transfer would offset the risk associated with the deed of variation with the delivery of the school retained within the control of the Council through its remit as Local Education Authority without the need to rely on any third party. It is considered this transaction would indeed lower the risk of non-delivery of the school to the site and can be held to add weight to a decoupling of the school site from the residential. However, to reduce the risk to Council yet further members will need to be satisfied – even at transfer of the land – there is a substantive and tangible construction

programme for delivery of a primary school with three forms of entry to the site.

- 6.13 In this regard, an EFA Regional Framework Design & Procurement Programme from the Council's Corporate Construction and Maintenance Team has been submitted for deliberation. The programme provides a clear framework for delivery of the 3FE primary school from the point of land acquisition through to the delivery and opening of the school by September 2019. Members will note that the provision of a temporary school to green belt land adjacent to Shooters Road does not feature within the framework programme as was previously proposed under the parent application. As confirmed by the Assistant Director on behalf of the LEA, provision for a temporary school to ensure pupil place need is met during the construction process has been relocated to Suffolk Primary School. The temporary school is open and currently comprises 6 classrooms with children from the area around Chase Farm utilising free coach transport.
- 6.14 On this basis and taking all relevant factors into account, it is considered that a resolution to grant a Deed of Variation to amend the linkage between the residential and school parcels can on balance be supported. The original s106 was based on a specific set of circumstances that require a strong restrictive linkage between delivery of the two uses based on a generated need for school places and certainty that controlled the school delivery. With purchase of this site for a school by the Council as Local Education Authority, the delivery of the school would remain in the control of the Council.
- 6.15 Moreover, it is clear that existing need for school places along with projected demand borne out of the development site and over the construction period can be accommodated within the temporary school. Each factor considerably lowers the risk of non-delivery and the consequences that this may have for the LEA. It is also recognised that the Trust are subject to a challenging timetable for delivery of the hospital and that any delays can result in considerably increased financial burden and risk which may consequently undermine delivery. Consistent with the NPPF and the NPPG weight must also be attributed to the realised deliverability of the subject scheme. The Local Planning Authority in its resolution to grant consent under ref: 14/04574/OUT recognised the wider social imperative in facilitating the delivery of a new hospital to the borough. Substantial weight was afforded to such delivery in deliberations particularly in consideration of wider enabling development.
- 6.16 In balancing these matters and in attributing significant weight to the control the Council as Local Education Authority can exercise over delivery of the school it is considered that a Deed of Variation can be agreed in principle and the linkages between residential and school delivery can be amended. However, the changes to relevant definitions and wording covered in the Heads of Terms and Schedule 2 require refinement and hence it is requested that delegated authority be granted to negotiate the final wording of the s106 to better reflect the current circumstances and status of the school site and to ensure suitable linkages between the developments are secured. Should members resolve to grant this Deed of Variation it is recommended that such a resolution is made subject to confirmation of land transfer of Parcel C to the Council.

7. **Conclusion**

- 7.1 Chase Farm is a strategically important site for the Borough and its surround. In taking account of all relevant material considerations, the Deed of Variation to amend the linkage between the school and residential parcels is considered acceptable in principle with the Council under its remit as Local Education Authority rather than Local Planning Authority ensuring the delivery of the necessary school albeit where the exact wording of the variation s106 is yet to be agreed.

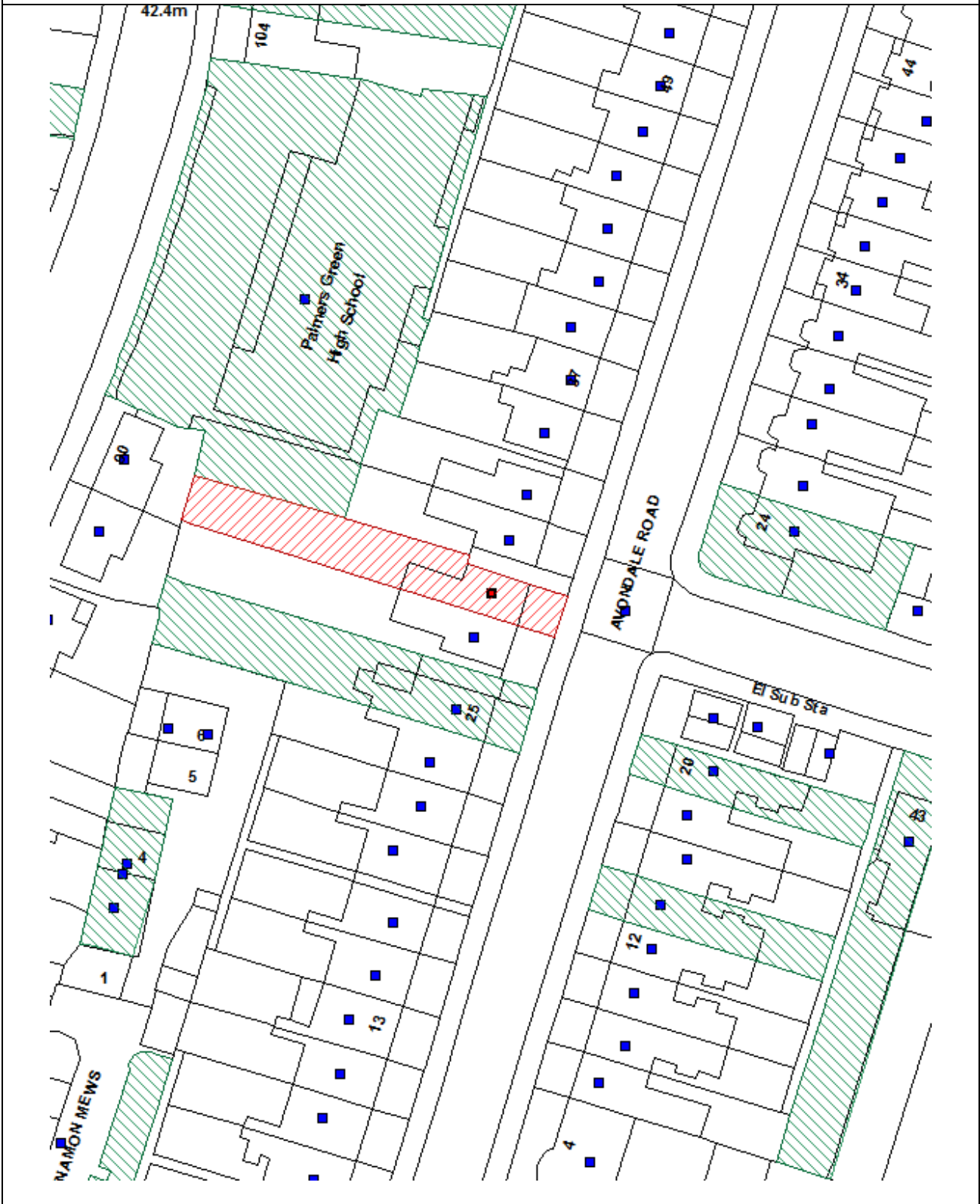
8. Recommendation

- 8.1 That a deed of variation to the existing s106 be agreed in principle and delegated authority be granted to the Head of Development Management / Planning decisions Managers to issue the deed of variation subject to agreement on the for Officers to negotiate final the wording of relevant definitions and clauses.

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 22 March 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Sharon Davidson Ms Marina Lai	Ward: Winchmore Hill
Ref: 15/05669/HOU		Category: Householder
LOCATION: 29 Avondale Road, London, N13 4DX,		
PROPOSAL: Demolition of existing ground floor bay window to rear and erection of a single storey side extension with 3 x roof lights		
Applicant Name & Address: Mr Ben Leandro 29 Avondale Road N13 4DX NW2 4QE		Agent Name & Address: Mr Amir Faizollahi 6 Bournwell Close London United Kingdom
RECOMMENDATION: Based on the assessment, planning consent is recommended for APPROVAL subject to conditions		
Note for Members: <i>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.</i>		

Ref: 15/05669/HOU LOCATION: 29 Avondale Road, London, N13 4DX,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. The subject property is a two-storey semi-detached dwelling house located on the western side of Avondale Road. The property has an existing ground floor bay window set on the back of its two-storey rear return and forms a pair with No.27 Avondale Road.
- 1.2. The area is predominately residential in character, with further two-storey semi-detached/terraced dwellings.

2. Proposal

- 2.1. Planning consent is sought for the demolition of the existing ground floor bay window on the rear of the existing back addition and erection of a single-storey extension that infills the gap between the primary building and back addition of the site.
- 2.2. The new side infill extension will flush with the original rear and flank walls of the house, measuring 1.63m in width x 6.071m in depth and incorporating with a pitched roof rising to 3.562m at its highest point sloping down to 2.5m in height at its eaves.
- 2.3. The structure will contain large amount of glazing fenestrations to the rear, to include a full-height panel and sliding doors, constructed with slate tiled roof, uPVC windows and brickwork that match the existing, in addition to 3 x roof lights within the roof slope. The roof lights will project 100mm beyond the proposed roof slope.

3. Consultations

- 3.1. *Neighbours:* The application was referred to 3 surrounding properties (expiry date by 28/01/2016) and no comments received.
- 3.2. *Internal:* None
- 3.3. *External:* None

4. Relevant Planning History

- 4.1. No previous planning applications received.

5. Relevant Policies

- 5.1. National Planning Policy Framework (NPPF)
Section 7): Requiring Good Design
- 5.2. London Plan Consolidated with Alterations since 2011 (2015)
Policy 3.5: Quality and Design of Housing Developments
Policy 7.4: Local Character
Policy 7.6: Architecture
- 5.3. Core Strategy
CP4: Housing Quality

CP30: Maintaining and Improving the Quality of the Built and Open Environment

5.4. Development Management Document (adopted in November 2014)

DMD 6: Residential Character

DMD 14: Side extensions

DMD 37: Achieving High Quality and Design-Led Development

5.5. Other Relevant Policy Considerations

Enfield Characterisation Study

6. Analysis

6.1. There is no objection in principle to alterations to residential properties in established residential areas, provided that development is of a high standard of design, does not adversely impact upon the amenity of the original building and its adjoining properties or residents, and respect and preserve the character of the surrounding in accordance with above mentioned development policies.

6.2. With regards to the amenity impact, the application building forms a pair with No.27. The proposed development would align with the original rear wall of the parent property and therefore, is unlikely to generate any detrimental form of effect on the occupiers of No.27 Avondale Road.

6.3. No.31 has an existing conservatory set on the side of its two-storey rear return, which, given its proximity, could be affected by the development. The submitted drawing (Drawing No.004) shows that the proposed development would have a distance of 1.80m to No.31's conservatory, which would act a sufficient separation to mitigate the overbearing effect.

6.4. Confirmed upon a site visit, there is no height difference between the garden levels of the application site and No.31. The eaves level of the proposed structure would be marginally higher than No.31's conservatory by 78mm. coupled with the separation of 1.8m between these two structures, the development is not considered to generate an undue impact on light to No.31 that warrants a refusal.

6.5. DMD 14 (Side extensions) of the council's adopted DMD sets out guidance for side extensions which must be:

1) They do not result in the creation of a continuous façade of properties or 'terracing effect' which is out of character with the locality. A minimum distance of 1 metre from the boundary with adjoining property should be maintained. A greater distance may be required depending on the size and nature of the residential plots, and to prevent adverse impacts on the streetscene and residential amenity;

2) They maintain a distance from the back edge of the pavement on the return frontage to the flank wall. This will be assessed having regard to the following:

a) The need to maintain a direct relationship with the established building line and vista to the properties adjoining at the rear;

b) The character of the local area;

- c) The bulk/dominance of the structure along the street frontage and its subordination in relation to the original dwelling;
 - d) The need for adequate visibility splays; and
 - e) The need to retain an adequate amount of amenity space
- 6.6. The proposed side infill extension will sit back from the side boundary with No.31 by 0.98m, which is on balance considered to comply with DMD14 (1). Given the location, DMD 14 (2) does not apply to the proposed side extension.

7. Conclusion

- 7.1. Given the scale of the proposed side extension being single-storey, sloping down to 2.5m in height at the eaves, at a distance of 1.8m from the adjoining properties conservatory, it is considered the proposed development would have a minimal impact on adjoining residents and as such is considered acceptable.

8. Recommendation

- 8.1. Based on the above assessment, planning consent is recommended for approval, subject to conditions.

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.

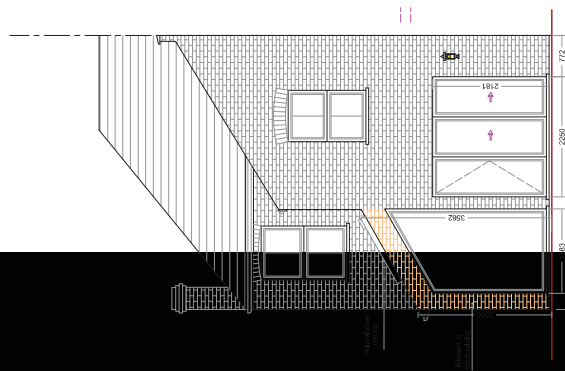
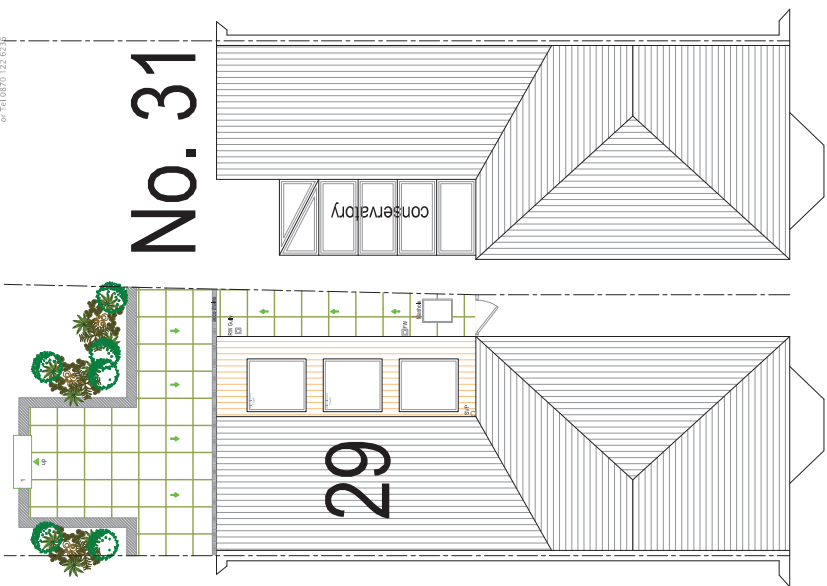
Reason: To ensure a satisfactory appearance.

NOTES:
 THE CONTRACTORS ARE TO CHECK ALL DIMENSIONS, DIMENSIONS 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.

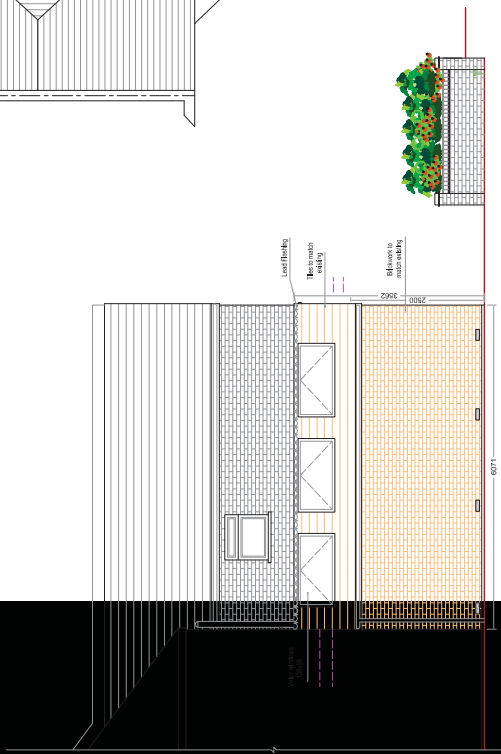
The proposed works may fall within the Party Wall Act 1996. If so, the contractor must follow the correct procedure from adjoining owners. The party wall procedure must be adopted before work commences on site. Please refer to www.adjoiningwalls.com for further information or Tel: 0870 322 6238



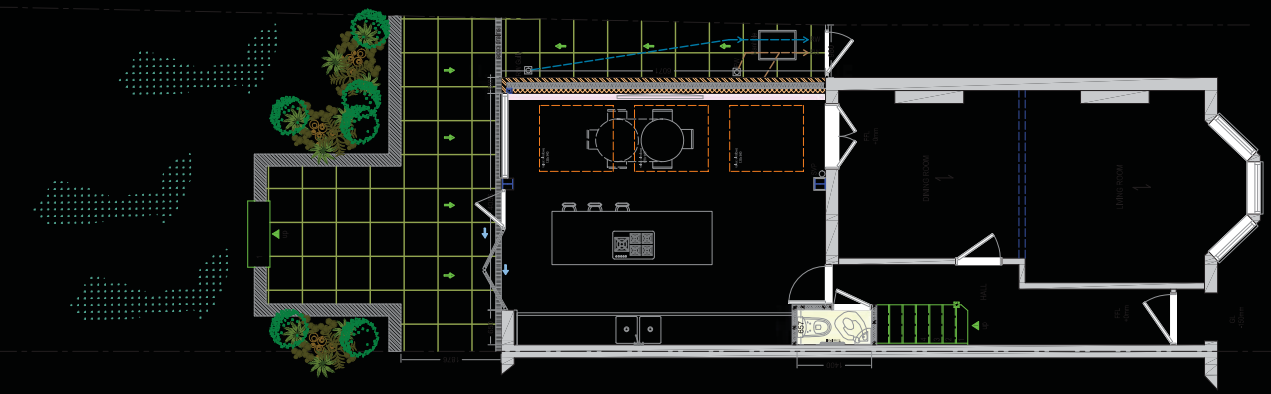
DWG 002A	PROPOSED
1:50 / 1:100 @ A3	11/12/2015
29 Avondale Road N13 4DX	



PROPOSED BACK ELEVATION

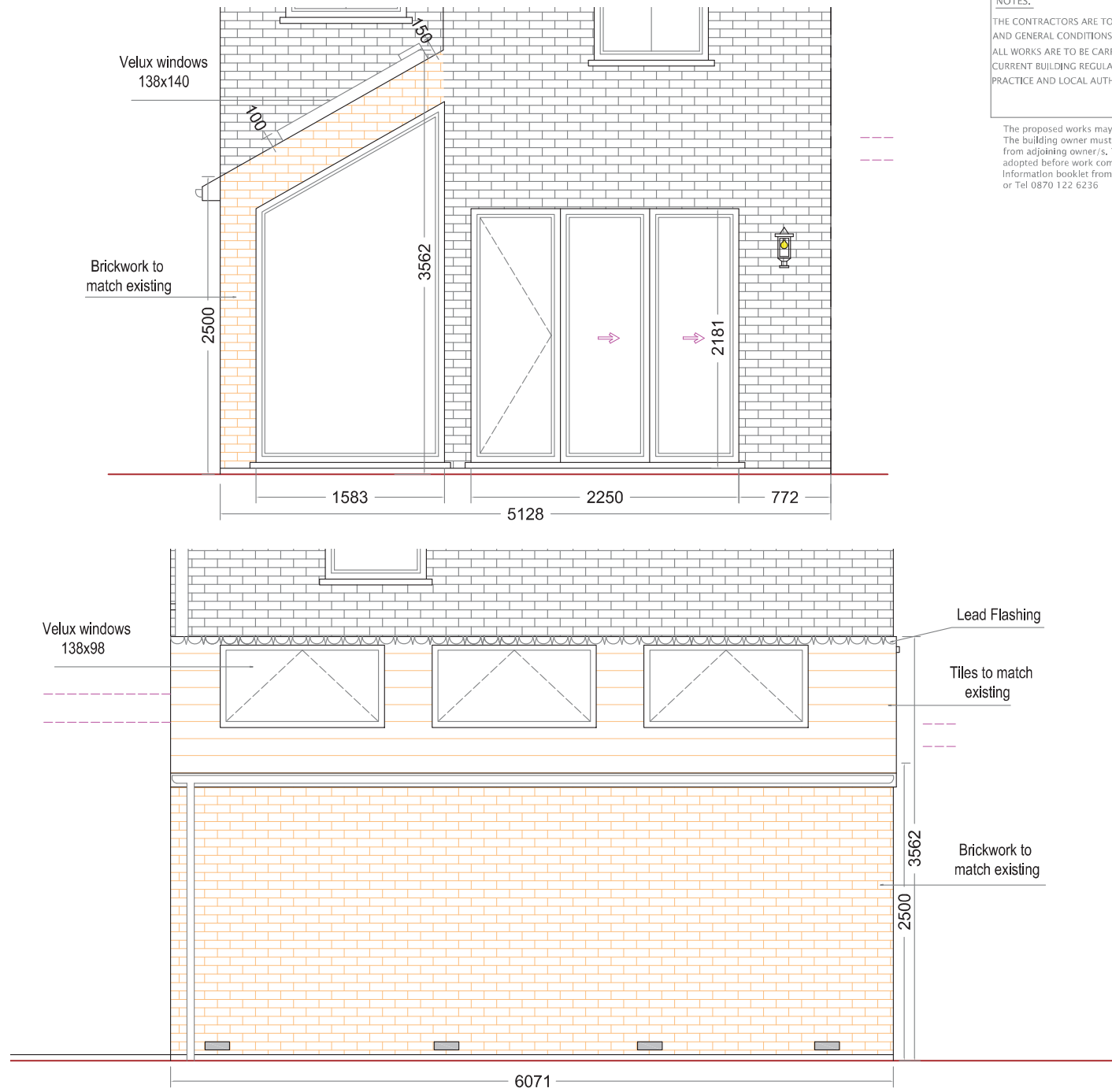
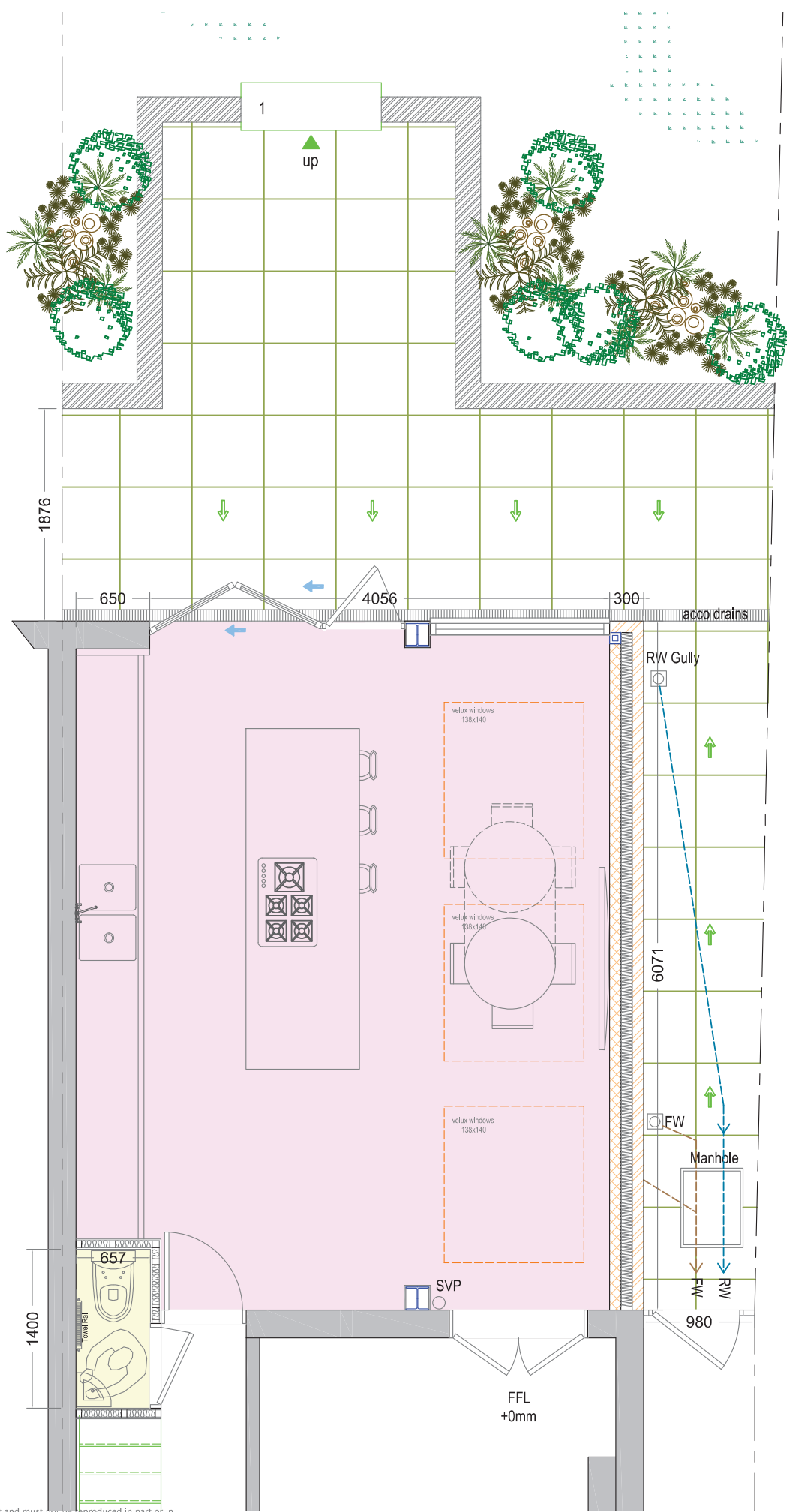


PROPOSED SIDE ELEVATION

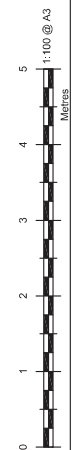


PROPOSED GROUND FLOOR

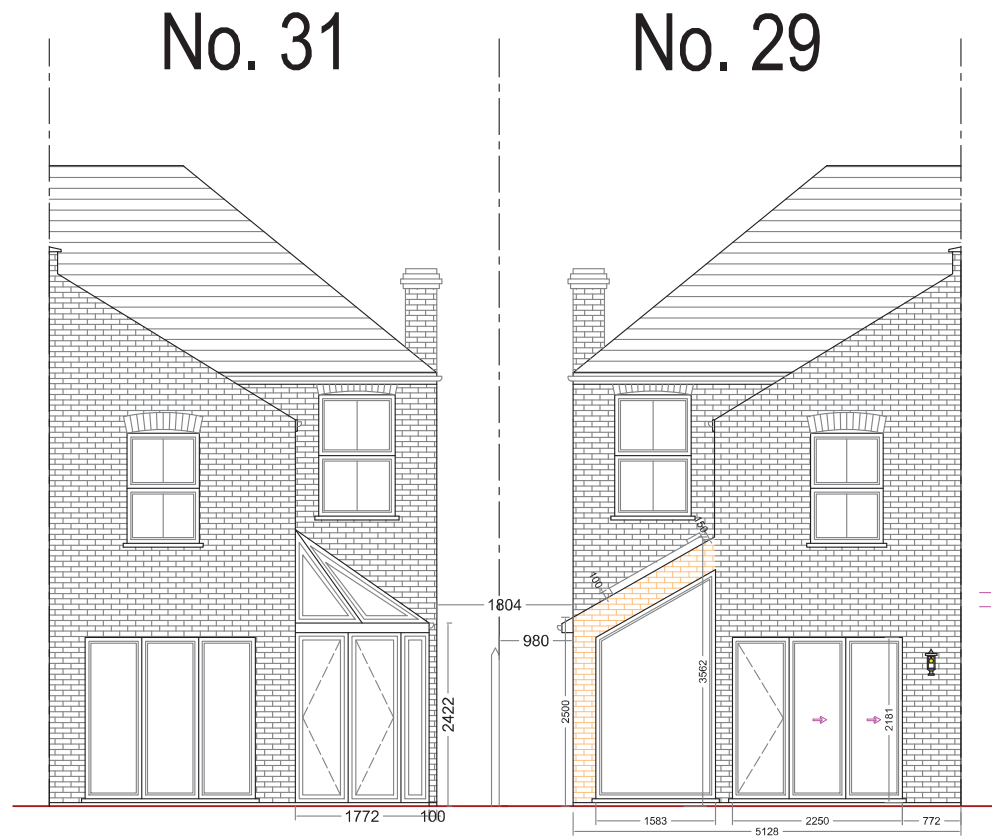
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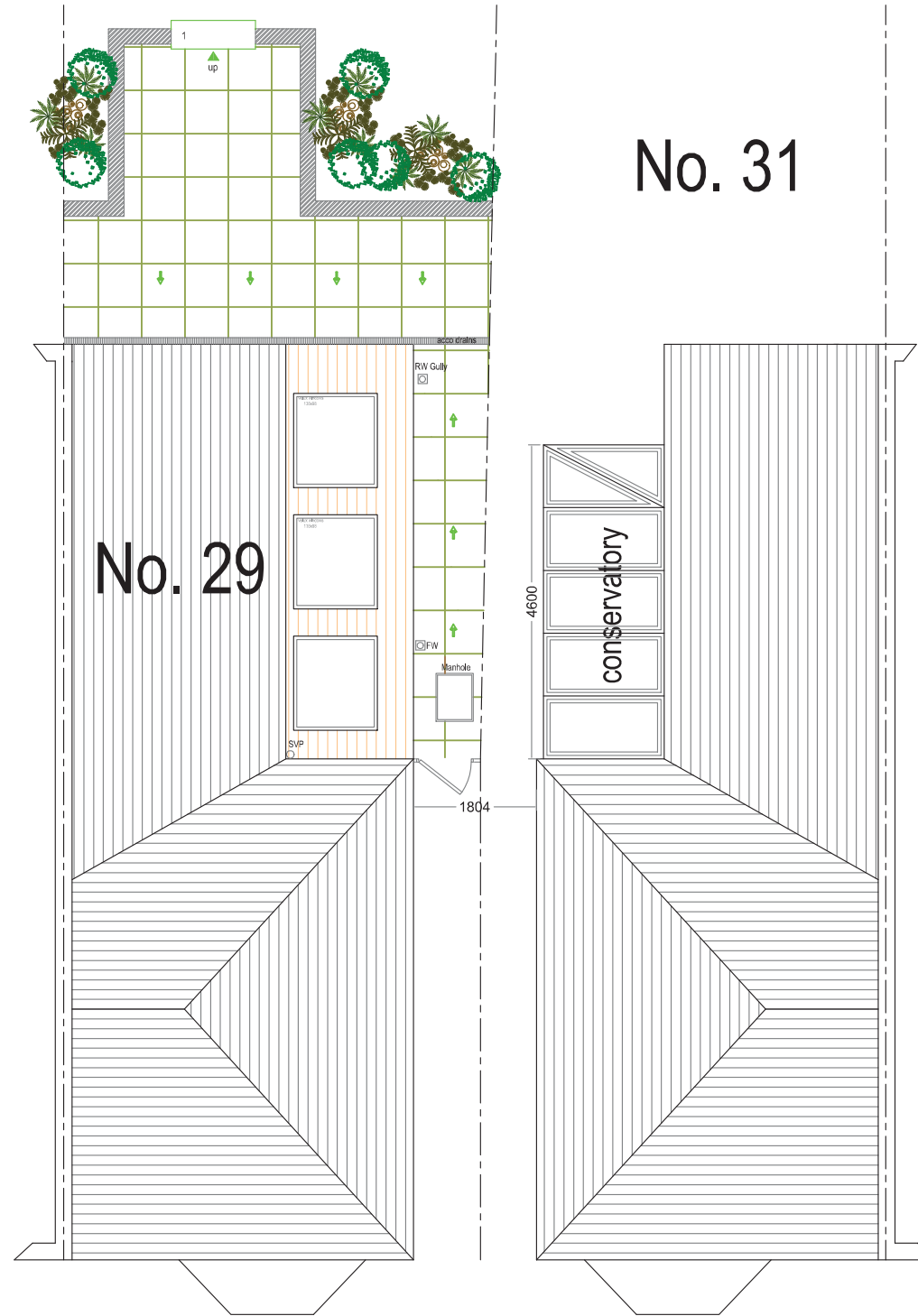
NOTES:
THE CONTRACTORS ARE TO CHECK ALL DIMENSIONS, DRAIN RUNS AND GENERAL CONDITIONS ON SITE BEFORE COMMENCING WORK. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.
The proposed works may fall within the Party Wall Act 1996. The building owner must notify and obtain formal agreement from adjoining owner/s. The party wall procedure must be adopted before work commences on site. Please refer to Information booklet from www.odpm.gov.uk/partywall-1996 or Tel 0870 122 6236



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PROPOSED BACK ELEVATION



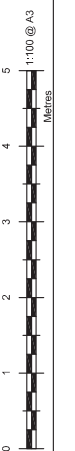
PROPOSED ROOF STRUCTURES

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.

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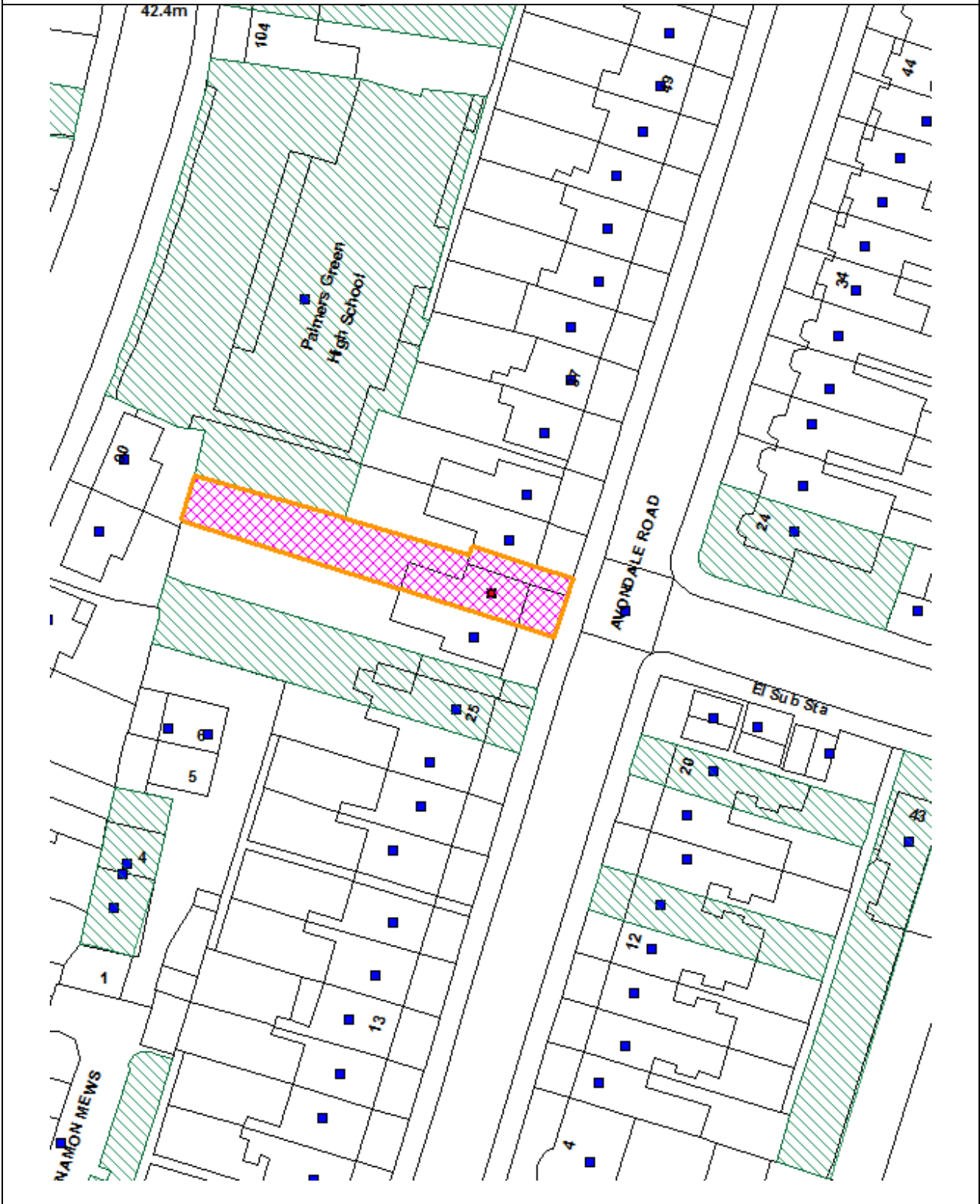
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1:50 / 1:100 @ A3	11/12/2015

29 Avondale Road N13 4DX



LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 22 March 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Sharon Davidson Ms Marina Lai	Ward: Winchmore Hill
Ref: 15/05793/HOU		Category: Householder
LOCATION: 29 Avondale Road, London, N13 4DX,		
PROPOSAL: Extension of roof at side to form a gable-end		
Applicant Name & Address: Mr Ben Leandro 29 Avondale Road London N13 4DX		Agent Name & Address: Mr Amir Faizollahi 6 Bournwell Close London EN4 0JX United Kingdom
RECOMMENDATION: Based on the assessment, planning consent is recommended for APPROVAL , subject to conditions.		
Note for Members: <i>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.</i>		

Ref: 15/05793/HOU LOCATION: 29 Avondale Road, London, N13 4DX,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. The subject property is a two-storey semi-detached dwelling house located on the western side of Avondale Road. The property has an existing ground floor bay window set on the back of its two-storey rear return and forms a pair with No.27 Avondale Road.
- 1.2. The area is predominately residential in character, with further two-storey semi-detached / terraced dwellings.

2. Proposal

- 2.1. Planning consent is sought for loft extension to the side to form a gable-end roof that matches the existing roof form of No.27.
- 2.2. The proposal would result in the existing roof ridge to be extended to the side by 3.608m and removal of 2 x existing chimneys to the side.

3. Consultations

- 3.1. *Neighbours:* The application was referred to 3 surrounding properties (expiry date by 04/02/2016) and no comments received.
- 3.2. *Internal:* None
- 3.3. *External:* None

4. Relevant Planning History

- 4.1. No previous planning applications received.

Relevant Planning History of Neighbouring Sites

- 4.2. 27 Avondale Road: Certificated of Lawfulness was granted in 1992 for extension to the side of existing roof involving the installation of a rear dormer (Ref: LDC/92/0046).

5. Relevant Policies

- 5.1. National Planning Policy Framework (NPPF)
Section 7): Requiring Good Design
- 5.2. London Plan Consolidated with Alterations since 2011 (2015)
Policy 3.5: Quality and Design of Housing Developments
Policy 7.4: Local Character
Policy 7.6: Architecture
- 5.3. Core Strategy
CP4: Housing Quality
CP30: Maintaining and Improving the Quality of the Built and Open Environment
- 5.4. Development Management Document (adopted in November 2014)
DMD 6: Residential Character

DMD 13: Roof extensions

DMD 37: Achieving High Quality and Design-Led Development

5.5. Other Relevant Policy Considerations
Enfield Characterisation Study

6. Analysis

- 6.1. There is no objection in principle to alterations to residential properties in established residential areas, provided that development is of a high standard of design, does not adversely impact upon the amenity of the original building and its adjoining properties or residents, and respect and preserve the character of the surrounding in accordance with above mentioned development policies.
- 6.2. It is particularly noted that the proposal would constitute permitted development by virtue of Article 3, Schedule 2, Part 1 Class B of The Town and Country Planning (General Permitted Development) (England) Order 2015, given that the proposed structure meets the following criteria:
 - i. Not exceed the highest part of roof;
 - ii. Not extend beyond the principle roof plane facing a highway;
 - iii. the resulting roof addition would not exceed 50m³;
 - iv. materials would match existing;
 - v. doesn't involve any rear dormer;
 - vi. the application site is not in a conservation area.
 - vii. In accordance with Section 55 of the Town and Country Act 1990, demolition or removal of existing chimneys doesn't constitute operational development, not requiring planning consent.
- 6.3. With regards to residential amenity, the proposal loft extension would have no amenity impact on the adjoining properties in terms of light, outlook, a sense of enclosure or loss of privacy due to the location of the proposed development.
- 6.4. DMD 13 (Roof Extensions) of the council's adopted DMD requires that roof extensions to residential properties will only be permitted if all of the following criteria are met.
 - a) 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);
 - b) Be in keeping with the character of the property, and not dominant when viewed from the surrounding area;
- 6.5. DMD 13 also indicates that roof extensions to the side of a property must not disrupt the character or balance of the property or pair or group of properties of which the dwelling forms a part.
- 6.6. The proposal would only involve an extension to the existing hipped roof to form a gable end. Given its scale and massing, it is considered appropriate to its local context and would not appear dominating when viewed from the street.
- 6.7. The application site forms a pair with No.27 of which roof has been previously extended involving a gable end and a rear dormer. As such, the proposal structure would be in keeping with the character of the adjoining property and provide a balance to the pair at roof level.

6.8. As such, the proposal is considered acceptable in amenity and design terms.

7. Conclusion

7.1. Given the scale of the proposed extension and the location at roof level which would have no impact on residential amenity and considering that the adjoining semi has an existing hip to gable extension, the proposal would visually balance the pair; as such the proposed development is considered acceptable.

8. Recommendation

8.1. Based on the above assessment, planning consent is recommended for approval, subject to conditions.

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.

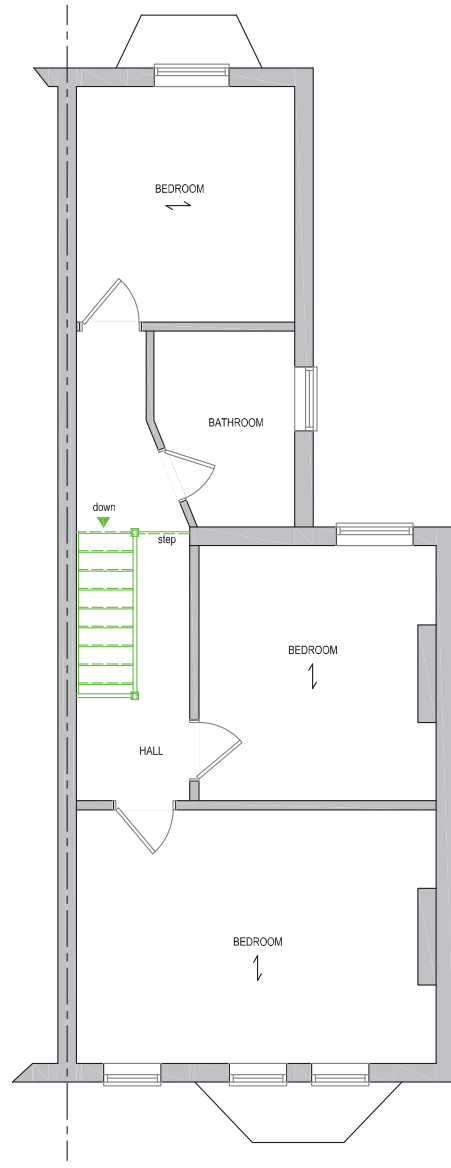
3. The external finishing materials shall match those used in the construction of the existing building and/or areas of hard surfacing.

Reason: To ensure a satisfactory appearance.

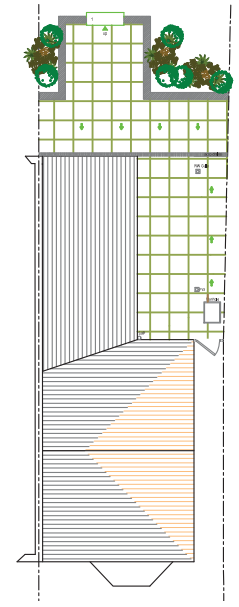
T: 07939 666006 A: 6 Bournwell Close, Hadley Wood, EN4 0JX
 E: info@myadl.co.uk

Architectural Design London
 Chartered Building Engineer

NOTES:
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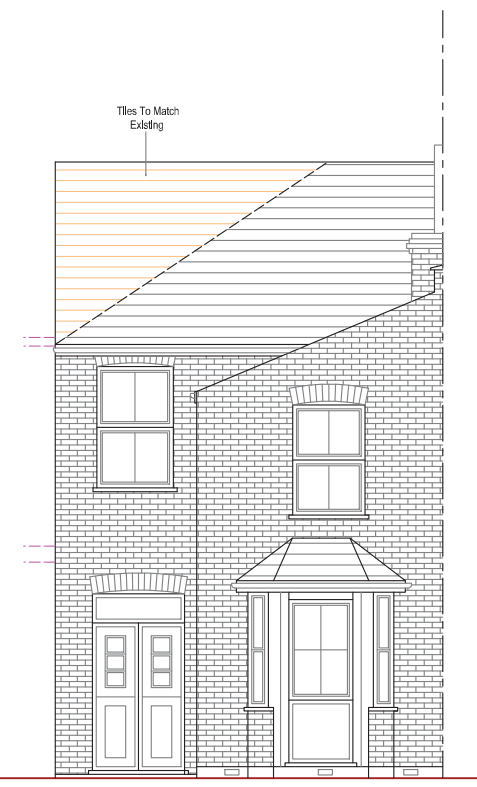
EXISTING FIRST FLOOR



PROPOSED ROOF



PROPOSED FRONT ELEVATION



PROPOSED BACK ELEVATION



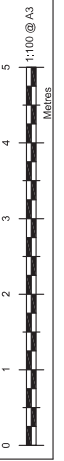
EXISTING SIDE ELEVATION



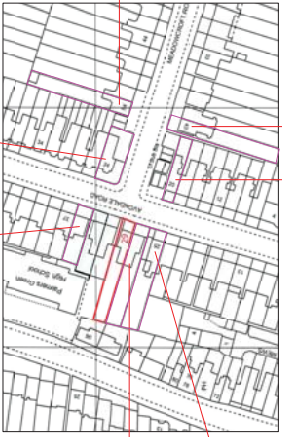
PROPOSED SIDE ELEVATION

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DWG 002	PROPOSED
1:50 / 1:100 @ A3	11/12/2015
29 Avondale Road N13 4DX	



NOTES:
 1. The drawings are for the proposed works only and do not constitute a contract.
 2. The client is responsible for providing all necessary information and for ensuring that the proposed works are in accordance with the relevant regulations and standards.
 3. The client is also responsible for obtaining all necessary permissions and approvals from the relevant authorities.
 4. The client is also responsible for ensuring that the proposed works are carried out in accordance with the relevant regulations and standards.
 5. The client is also responsible for ensuring that the proposed works are carried out in accordance with the relevant regulations and standards.



DWG 002

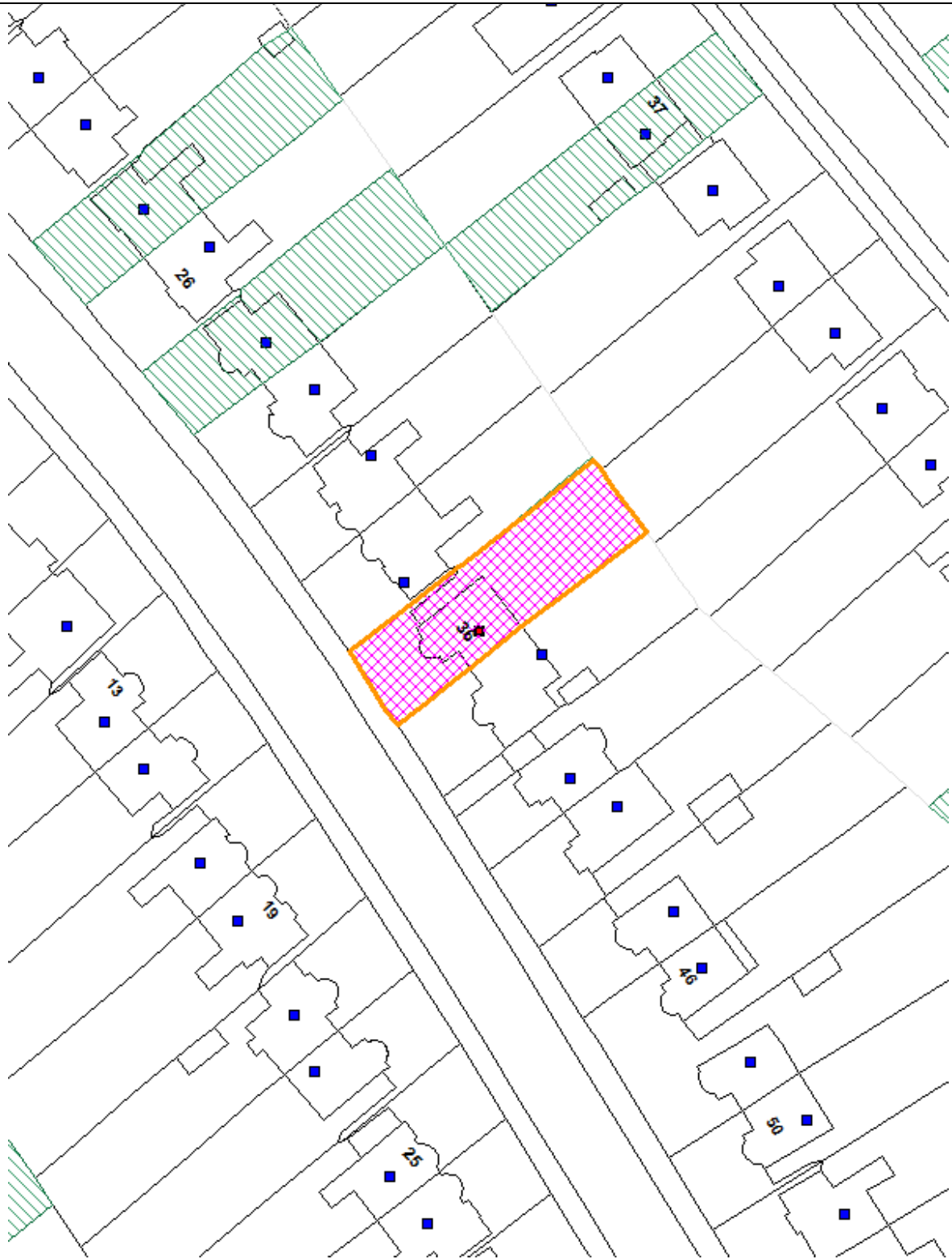
DWG 002	PROPOSED
1:50 / 1:100 @ A3	11/12/2015
29 Avenue Road N12 4DX	



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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 22 March 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Sharon Davidson Ms Eloise Kiernan	Ward: Cockfosters
Ref: 16/00034/HOU		Category: Householder
LOCATION: 36 South Lodge Drive, London, N14 4XP,		
PROPOSAL: Single storey side and rear extension with front porch .		
Applicant Name & Address: Mrs Faye Stavrou 36 South lodge Drive Oakwood N14 4XP		Agent Name & Address: Mr Amir Faizollahi 6 Bournwell Close London United Kingdom
RECOMMENDATION: It is therefore recommended that planning permission be GRANTED subject to conditions.		
Note for Members: <i>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.</i>		

Ref: 16/00034/HOU LOCATION: 36 South Lodge Drive, London, N14 4XP,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1 The application site is situated on the north eastern side of South Lodge Drive on a rectangular shaped plot. The site contains a semi-detached dwelling with hipped roof design and two storey front bay window projection.
- 1.2 The surrounding area is residential in character and contains a number of dwellings of a similar design, age and character.
- 1.3 The subject property is positioned on a relatively flat site itself although there is a gradual slope down this section of the street; therefore Number 38 is set slightly lower than Number 36.
- 1.4 The site is not listed and does not fall within a Conservation Area

2. Proposal

- 2.1 The applicant is being reported to Planning Committee as the agent is employed by the Council.
- 2.2 The proposal is for a single storey side and rear extension with new front porch.
- 2.3 The proposed extension would wrap around the flank elevation with a maximum depth of 3.3m from the original rear wall and maximum height of 3.4m. The extension would feature a flat roofline with parapet wall.

3. Consultations

3.1. Neighbours

Letters were sent to 7 adjoining and nearby residents. One response was received which raised the following considerations:

- Contrary to adopted policies;
- Land serving the side access is not within applicants ownership;
- The rear depth at 3.3m exceeds those at adjoining properties;
- Side extension is 0.6m off common boundary, contrary to policy DMD14;
- Not a well-designed extension and would result in a terracing effect;
- Extension is too close to common boundary and impacts on levels of sunlight/daylight to the rear kitchen at no. 34.

3.2. Internal

None

3.3. External

None

4. Relevant Planning History

- 4.1 TP/72/1415: Two Storey Extension - Refused
- 4.2 TP/73/0151: Two Storey extension - Refused
- 4.3 TP/87/1425: Erection of front storm porch with single storey rear conservatory and single storey side and rear extension to existing house - Granted with conditions.
- 4.4 14/04230/HOU - Two storey side extension, extension to roof at side to form a gable end, part single, part two-storey rear extension, rear dormer and front porch – refused for the following reasons:
 1. *The proposed development with reference to the two storey side and rear extension by virtue of its scale, width and prominent siting close to boundary line with Number 34 in combination with its projection forward of the established building line with Number 34 would result in a significant overdevelopment of the property and the potential to create a negative terracing effect out of character with the street scene. This is contrary to policy DMD14 and 37 of the Development Management Document CP30 of the Local Plan and 7.4 of the London Plan.*
 2. *The proposed roof extensions, by reason of the hip to gable roof alteration and its extent out over the two storey side extension along with the large rear dormer, would detract from the appearance of the dwelling and unbalance the pair of semi-detached properties and overall negatively impact on the character and appearance of the adjoining streetscene. This is contrary to Policy 13 of the Development Management Document, CP30 of the Core Strategy and Policies 7.4 and 7.6 of the London Plan*
 3. *The proposed development constituting the two storey side and rear extension and the hip to gable roof extensions and rear dormer due to their siting and design would represent an unneighbourly development creating an unacceptable level of dominance that would impact negatively on the neighbouring and visual amenities of the adjoining occupiers at Number 34 and 38 South Lodge Drive. This would be contrary to DMD 13, 14 and 37 of the Development Management Document CP30 of the Local Plan and 7.4 of the London Plan.*
 4. *The proposed two storey rear projection would be visually dominant and create an unacceptable sense of enclosure and loss of outlook specifically when viewed from the nearest rear facing bedroom window of Number 38. This is considered to be contrary to DMD11 of the Development Management Document, CP30 of the Local Plan and 7.4 of the London Plan.*
- 4.5 INV/10/0139: Alleged Premises being used as a business – case closed
- 4.6 ENF/14/0505: Alleged building a large extension PP not yet granted (14/04230/HOU): **Current Live running enforcement case.**
5. **Relevant Policy**
 - 5.1. The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The DMD provides detailed criteria and standard based polices by which planning applications will be determined.

5.2. 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.

5.3. London Plan (incorporating FMA)

7.4 Local character

7.6 Architecture

5.4. Core Strategy

SO10 Built Environment

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

5.5. Development Management Document

DMD6 Residential character

DMD11 Rear extensions

DMD37 Achieving High Quality and Design Led Development

5.6. Other relevant policy/guidance

National Planning Policy Framework

National Planning Practice Guidance

6. Analysis

6.1. There is no objection in principle to alterations to residential properties in established residential areas, provided that development is of a high standard of design, does not adversely impact upon the amenity of the original building and its adjoining properties or residents, and respect and preserve the character of the surrounding in accordance with above mentioned development policies.

Impact on Character of Surrounding Area

6.2. Policy DMD37 of the Development Management Document is relevant in this case; it requires developments to be appropriate to their context having regard to their surroundings.

6.3. The overall design of the single-storey side and rear extension with a flat roofline would not be detrimental to the character and appearance of the building or visual amenities of the street scene, having regard to policies DMD37 of the DMD and CP30 of the Core Strategy. Additionally, the front porch with pitched roofline would add visual interest to the front elevation.

6.4. Although the extension does project approximately 0.3m beyond the 3m single-storey rear extension at No. 38, it is broadly in compliance with the Council's guidance on rear extensions which allows flexibility on proposed extensions projecting beyond existing extension by 0.75m. In addition the increased depth would not appear out of keeping with the surrounding form and pattern of development as the plot could accommodate an extension of this size, and thus on balance, the proposals are considered acceptable.

Impact on Neighbouring Properties

- 6.5. Policy DMD11 of the Development Management Documents seek to secure a common alignment of extensions, and state that rear extensions to an attached dwelling should not exceed 3 metres in depth and 3 metres to the eaves. The rear extension would have a projection of 3.3m from the original rear wall, and a height of 3.4m (top of parapet).
- 6.6. The properties most affected by the proposed extension would be the adjacent neighbours at No's 34 and 38 South Lodge Drive.
- 6.7. No. 34 is set to the immediate west of the proposed site and due to differing land levels, is at a slightly higher level. The existing footprint of No. 36 is set approximately 2.5m from the common boundary line. However it is a relatively unusual arrangement as there is a common access point right on the boundary line where access into either garden veers off at the rear of both properties.
- 6.8. No. 34 features a single-storey rear extension of approximately 3 metres in depth which includes rear north facing windows which serve a rear kitchen and wc. That area is also served by a side facing window, but this window is linked into the same rear room as the rear facing windows. The rear extension on No. 34 is set 2.5 metres in from the side boundary. Having assessed this relationship from within No. 34 it is not considered that the proposed side and rear extension would be detrimental in regards to loss of sunlight/daylight or outlook to occupiers of this property and a 45 degree line would be maintained from the nearest habitable window, having regard to policy DMD11 of the DMD.
- 6.9. No. 38 features an existing single-storey extension of approximately 3m in depth and therefore a 45 degree line would be maintained from the nearest rear habitable window. It is therefore considered that the proposed single-storey extension would not have a detrimental impact on neighbouring amenities in regards to loss of sunlight/daylight and outlook, having regard to policy DMD11 of the DMD.
- 6.10. No additional windows are proposed in the flank elevation facing No. 34. There are two existing windows and a replacement window which would serve a utility room and storage. It is considered that due to the location, these windows would not give rise to unacceptable overlooking, particularly given their location and the common boundary treatment.

7. Conclusion

- 7.1 The single storey side and rear extensions with front porch are appropriately designed and would not have a detrimental impact on residential amenities, having regard to Policies DMD11 and DMD37 of the Development Management Document and CP30 of the Core Strategy.

8. Recommendation

- 8.1 It is therefore recommended that planning permission be granted subject to conditions.

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.

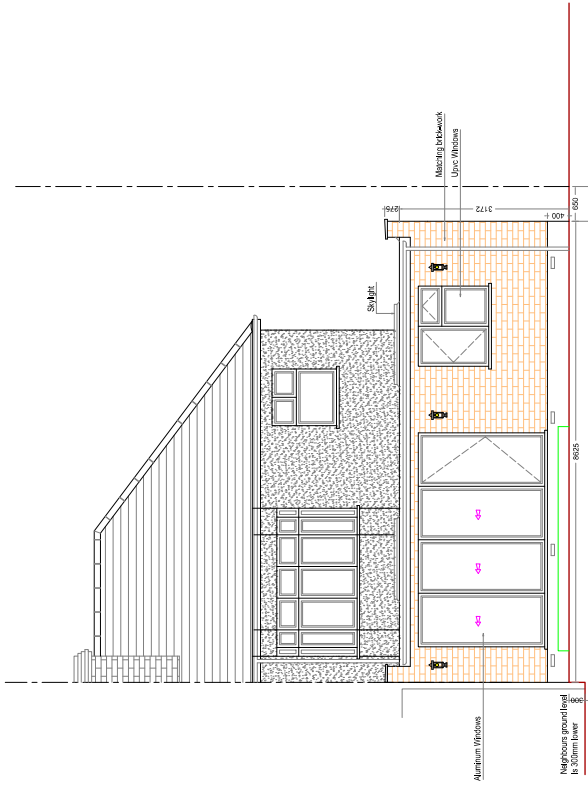
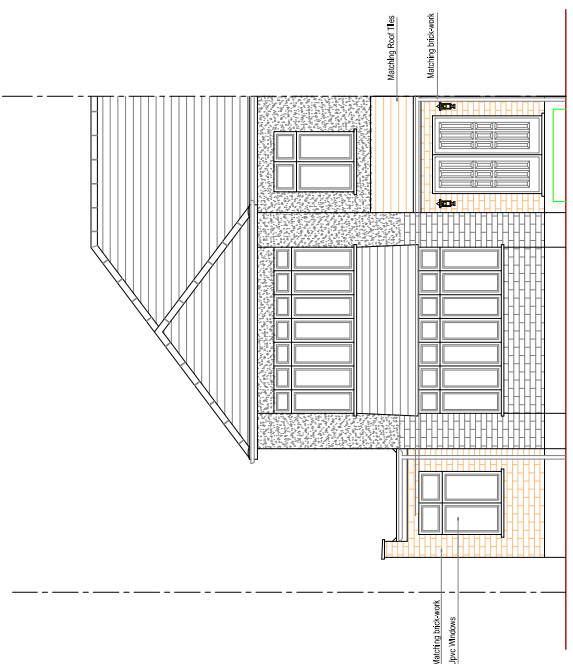
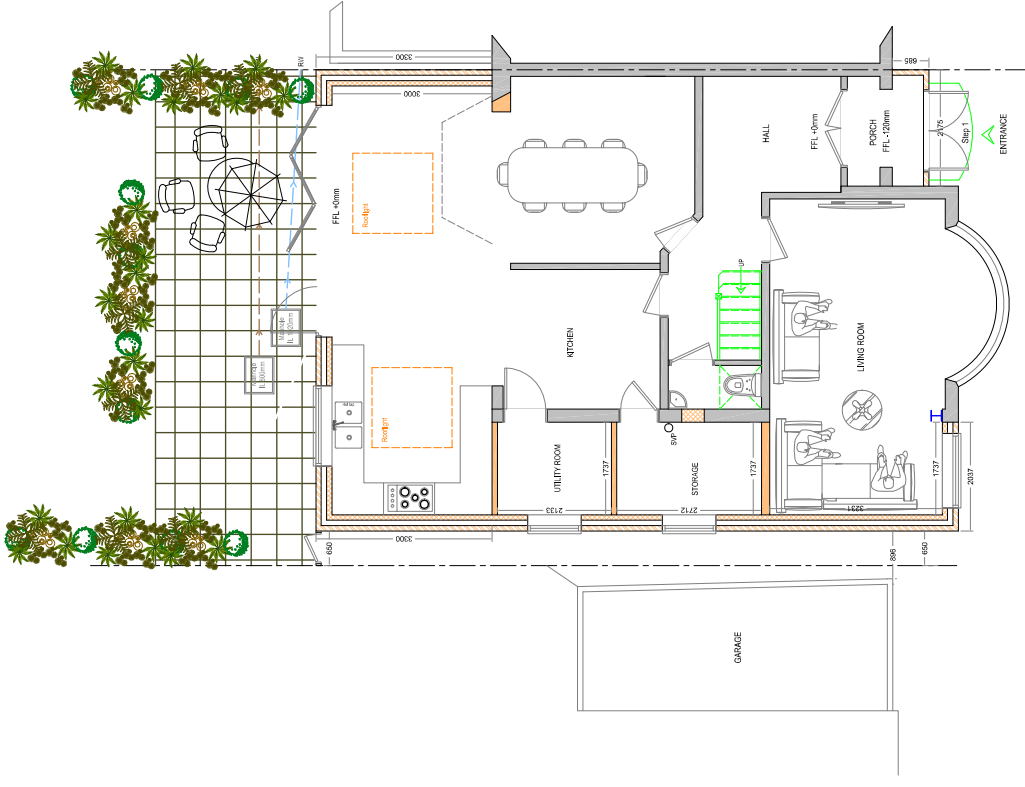
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no balustrades or other means of enclosure shall be erected on the roof of the extension(s). No roof of any part of the extension(s) shall be used for any recreational 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.

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 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 before any work is commenced. For more information please visit www.adps.gov.uk or call 0203 122 6216.

DWG 003	Proposed
1:50 / 1:100 @ A3	12/11/2015
36 South Lodge Drive N14 4XP	



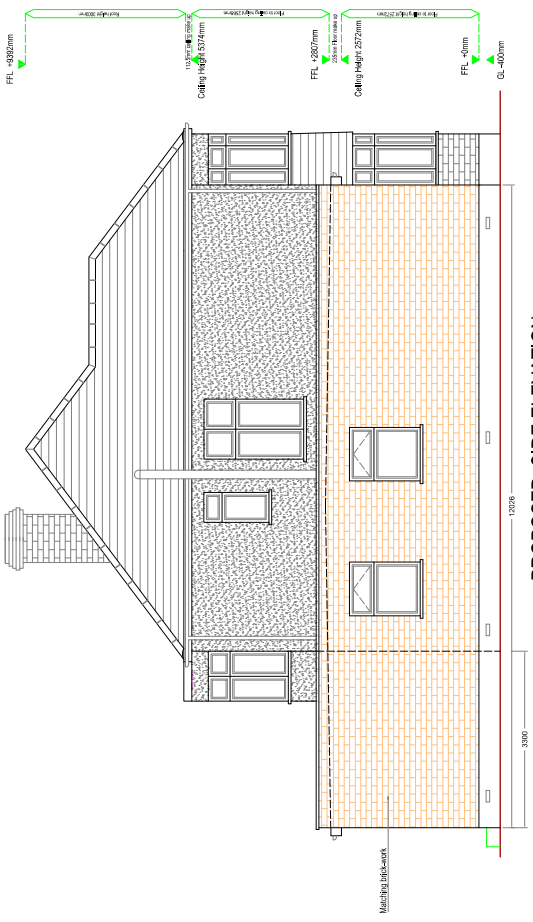
T: 07939 666006 A: 6 Bournwell Close, Hadley Wood, EN4 0JX
E: info@myadl.co.uk

Architectural Design London
Chartered Building Engineer

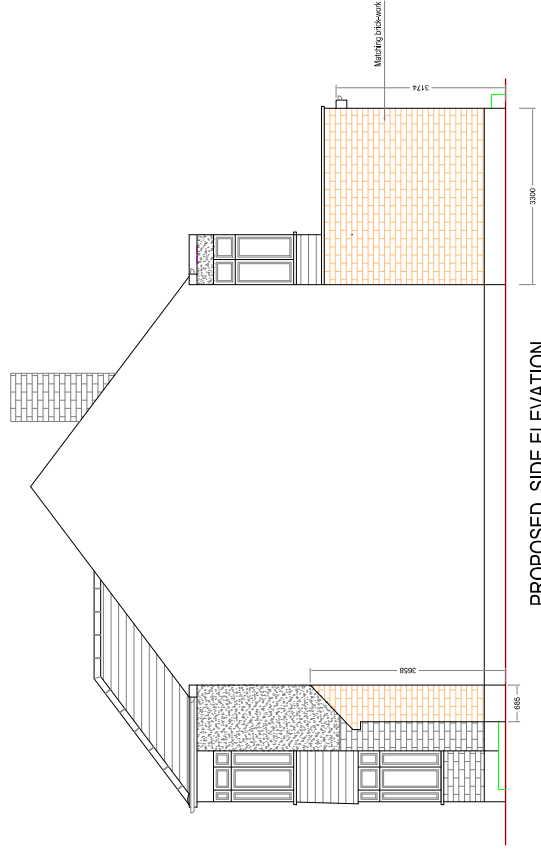
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THE CONTRACTOR ARE TO CHECK ALL DIMENSIONS, DRAIN RUNS AND ALL WORKS ARE TO BE COMPLETED IN ACCORDANCE WITH ALL RELEVANT REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND LOCAL AUTHORITY REQUIREMENTS.

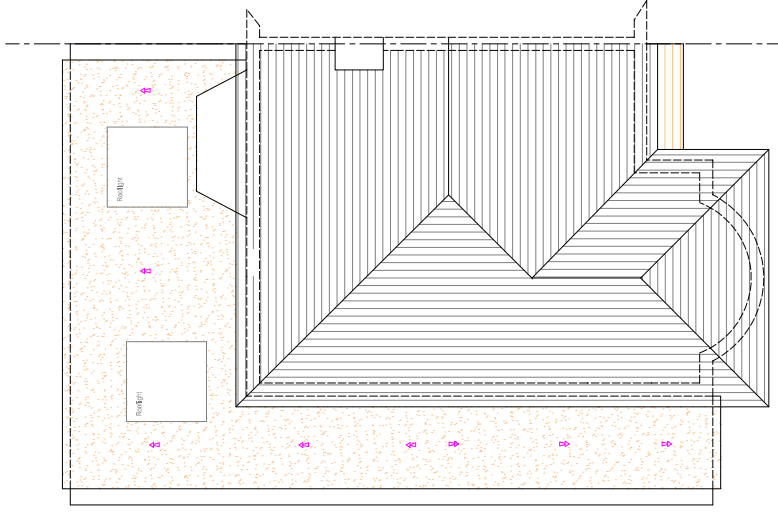
The proposed works may fall within the party wall Act 1996, from adjoining owner's. The party wall procedure must be followed in such cases. For more information see the information booklet from www.partywalls.org.uk or Tel: 0870 122 6236



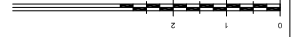
PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED ROOF PLAN



DWG 004	Proposed
1:50 / 1:100 @ A3	12/11/2015
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