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PLANNING COMMITTEE

Tuesday, 20th September, 2016 at 7.30 pm
Venue: Conference Room,
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

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MEMBERS

Councillors : Toby Simon (Chair), Dinah Barry, Derek Levy, Ahmet Hasan, Jansev Jemal, George Savva MBE, Jason Charalambous, Dogan Delman, Christine Hamilton, Anne-Marie Pearce, Jim Steven and Katherine Chibah

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 19/09/16

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 30 AUGUST 2016 (Pages 1 - 6)**

To receive the minutes of the Planning Committee meeting held on Tuesday 30 August 2016.

4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 82) (Pages 7 - 8)

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

5. 16/00500/FUL - 16 ARNOS GROVE, LONDON, N14 7AS (Pages 9 - 24)

RECOMMENDATION: Approval subject to conditions
WARD: Southgate Green

6. 16/00763/FUL - COLLEGE OF HARINGEY ENFIELD AND NORTH EAST LONDON, 73 HERTFORD ROAD, ENFIELD, EN3 5HA (Pages 25 - 44)

RECOMMENDATION: That following referral to the Secretary of State and no objections being received, approval subject to conditions.
WARD: Enfield Highway

7. 16/02905/FUL - 46-48 LANCASTER AVENUE, BARNET, EN4 0ET (Pages 45 - 70)

RECOMMENDATION: Refusal
WARD: Cockfosters

8. EXCLUSION OF THE PRESS AND PUBLIC

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

PLANNING COMMITTEE - 30.8.2016**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 30 AUGUST 2016****COUNCILLORS**

PRESENT Toby Simon, Dinah Barry, Derek Levy, Ahmet Hasan, Jansev Jemal, Jason Charalambous, Dogan Delman, Christine Hamilton, Jim Steven and Katherine Chibah

ABSENT George Savva MBE and Anne-Marie Pearce

OFFICERS: Bob Griffiths (Assistant Director - Planning, Highways & Transportation), Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Dominic Millen and Catriona McFarlane (Legal Representative) and Metin Halil (Secretary)

108**WELCOME AND APOLOGIES FOR ABSENCE**

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

Apologies for absence were received from Councillors Pearce and Savva.

109**DECLARATION OF INTERESTS**

There were no declarations of interest.

110**MINUTES OF THE PLANNING COMMITTEE - 19 JULY 2016 & 27 JULY 2016**

AGREED the minutes of the Planning Committee meetings held on 19 July 2016 and 27 July 2016 as a correct record.

111**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 76)**

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RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No.76).

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16/02377/FUL - 30 COMMERCIAL ROAD, LONDON, N18 1TP

1. The introduction by the Head of Development Management, Andy Higham, clarifying the proposals.
2. The unanimous support of the committee for the officer's recommendation.

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

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16/02681/FUL - LADDERSWOOD ESTATE, BOUNDED BY, STATION ROAD, PALMERS ROAD AND UPPER PARK ROAD, LONDON N11

1. The introduction by the Planning Decisions Manager, Sharon Davidson, clarifying the proposals.
2. The unanimous support of the committee for the officer's recommendation.

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

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SECTION 106 MONITORING REPORT (REPORT NO. 77)

RECEIVED the report of the Director of Regeneration and Environment providing an update on the monitoring of Section 106 Agreements (S106) and progress on S106 matters during the period 1 April 2015 to 31 March 2016.

NOTED

1. Apologies were received that no Planning Policy officers were in attendance (due to annual leave commitments), with the Chair's agreement, to present the report. The report was presented by the Head of Development Management.
2. Incorporated in the report was a recent update to national planning policy via a written ministerial statement (WMS), by the government in November 2014. These recent changes would affect the Council's

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approach to the collection of Section 106 monies in respect of affordable housing and education.

3. Acknowledgement that in previous years there had been comments by members regarding the appended report format. The department now had a new IT package, which will enable the report format to be much more easily understandable and presentable.
4. The report gives a brief overview of the Council's position regarding the number of agreements currently in hand.

In summary:

- March 2016 there were 275 live Section 106 agreements. With development commenced on 143 agreements (given permission) which has triggered payments which are now being used to support the necessary infrastructure and other associated benefits.

In terms of finance:

- There was £5.8M on account at the beginning of the 2015/16 financial year.

Officers negotiated Section 106 agreements which identified a further £5.5M of contributions that could be used across the spectrum of affordable housing, education, transport, etc.

Key receipts in this financial year is identified at para 3.4 (page 51) of the report, which shows the notable larger receipts received. During 2015/16 the Council had a Section 106 drawdown of approx. £3.2M for projects that the Council were committed and had identified. This left approx. £8M by the end of 2015/16 financial year. Of this, £1.6M has been committed for specific projects and £6.5M has been allocated to committed departmental specific projects.

5. Table 2 at para 4.3 (page 52) of the report identifies where future funds have been secured through the planning process but not yet received. Planning permission has yet to be implemented.

Monies are usually generally payable upon commencement of the development. However, £4.8M has been secured for affordable housing and £2.8M secured for education.

The Section 106 process has been a key vehicle for the Council and has supported projects in these areas. However, the impact of contributions and the whole process has been seen as a dis-proportionate burden on developers, acting to slow down much needed housing.

Consequently, the government introduced changes to the National Planning Policy guidance through a Ministerial Statement in November 2014. This sought to remove the ability from the local planning authority to collect tariff based contributions in respect of affordable housing and education, involving schemes of 10 units or less and under 1000sqm. This was quashed by the high court in July 2015 and as a result the local planning authority was able to continue to secure contributions in this area. However, in March 2016 the court of appeal ruled that changes to the national planning policy guidance and as a result of the Ministerial statement, were lawful. This led to the NPPG to be introduced and confirmed later that month.

The Court of Appeal emphasised that despite the amendments to the NPPG, the discretion of the local planning authority and its decision making function remained unfettered. It was the responsibility of the local

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planning authority as to what weight to give to the policy having regard to the details of the case. Even though this change has been introduced by the NPPG, the Council has a local adopted DMD policy and it's a question of what weight Development Management can give to each in making their decisions.

The judgement said that; in the determination of planning applications the effect of the new national policy is that it would be inappropriate to acquire any affordable housing or social infrastructure contributions on sites below the threshold stated as 10 units or below. In light of this, planning officers considering applications for small sites which do not include contributions towards affordable housing/education should continue to have regard to the DMD document, which requires these contributions on small sites. Officers will also be required to look at other planning considerations that are in favour of granting planning permission, such as the Ministerial statement , NPPG, London Plan and the Council's DMD.

The Council therefore needs to give weight to these policies alongside the policy required contributions and as a result the Council often ends up in a situation where it is encouraged not to secure that contribution.

These changes were also consistent with the Government's high level desire to build more houses. By contrast, the policy which deals with affordable housing for sites up to 10 units or less was adopted in 2014. And prior to this date, is slightly out of date as regards the evidence it is based on. As a result of these circumstances the Council's view is that without up to date evidence around housing and educational needs, inspectors would give greater weight to the up to date NPPG policy and refusals on grounds where development has not provided educational or affordable housing contributions, and would be likely to succeed.

Therefore, as a result of Counsel Opinion, the Council has stepped away from contributions on small scale schemes where normally officers would have identified an educational and affordable housing contribution. This was consistent with other Councils that have similar policies.

6. Members' debate and questions responded to by officers including the following:
 - a. The Council Infrastructure Levy (CIL) overrides everything and was non-negotiable. The Council's CIL and the Mayor of London's CIL generate sums from developers' and then officers look at Section 106 agreements and towards other things that need to be met. Identifying those and then looking at the supplementary planning guidance the Council produces on section 106 agreements.
 - b. CIL monies would not make up the shortfall of losing Section 106 monies to smaller schemes. CIL generates significant sums but where that money is spent is identified by regulation 123 list. It is this list that identifies where CIL monies can be spent. At this point in time, the Council has decided that the 123 list only includes the Meridian Water Development and the infrastructure required to deliver that phase. So all monies generated by the Council CIL goes into supporting and delivering the Meridian Water Infrastructure.

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The guidance around the 123 list should be reviewed on a regular basis which may lead to this situation changing.

- c. If the Section 106 has been completed, officers take the view development has commenced in accordance with that planning permission. The obligation then is that section 106 monies are paid in their entirety.
 - d. Previously, where the Council had a formal housing threshold of 15 or 25. The department had an increase in 14 or 24 development applications. The Head of Development Management expects developers to apply with 10 units (below threshold). However, Planners have to optimise development and if the application is under developed officers can challenge developers by saying that more could be secured on the development site within the character and framework of the area.
7. The Chair asked members if there were any Section 106 cases they wanted to check on. The Chair wished to check on the following:
- a. Planning permission was granted for a block of flats on the south side of Slades Hill and the Committee requested that the developer had to provide a bus shelter. The Chair's understanding was that the Council gave up waiting for this to happen, built the shelter and billed the developer. The Head of Development Management confirmed that the developer had not paid and were in the process of taking further action to retrieve this cost.
 - b. The Chair's request to Officers that if some Section 106 monies could be found for play equipment, the open space at Hoe Lane could benefit from play equipment as it is a large open space with no play equipment.
 - c. If any members had any cases they wanted further information on, then they could e-mail Development Management officers.

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

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ANY OTHER BUSINESS

NOTED

1. The next meetings would be on:
 - Tuesday 13 September 2016.
 - Tuesday 20 September 2016
2. A Planning Panel meeting is being arranged for the Trent Park application. Venues for the Planning Panel meeting are currently being reviewed i.e. Gladys Child's Theatre, Trent Park Golf Course, Highlands school, Ashmole School.

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It will be a 5 member panel.

The preferred date is the 8 November 2016, this being one of the provisional planning committee calendar dates. However, availability is also being sought for week beginning 31st October 2016.

3. The Chair also indicated a need for site visits to the following sites:
 - Holbrook House
 - Westpole Avenue
4. The Committee to also look at sites that have been built i.e. the Cat Hill site, for reflective purposes.

MUNICIPAL YEAR 2016/2017 - REPORT NO 82

COMMITTEE:
PLANNING COMMITTEE
20.09.2016

AGENDA - PART 1	ITEM 4
SUBJECT -	
MISCELLANEOUS MATTERS	

REPORT OF:
Assistant Director, Planning,
Highways and Transportation

Contact Officer:
Planning Decisions Manager
Andy Bates Tel: 020 8379 3004
Kevin Tohill Tel: 020 8379 5508

**4.1 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.

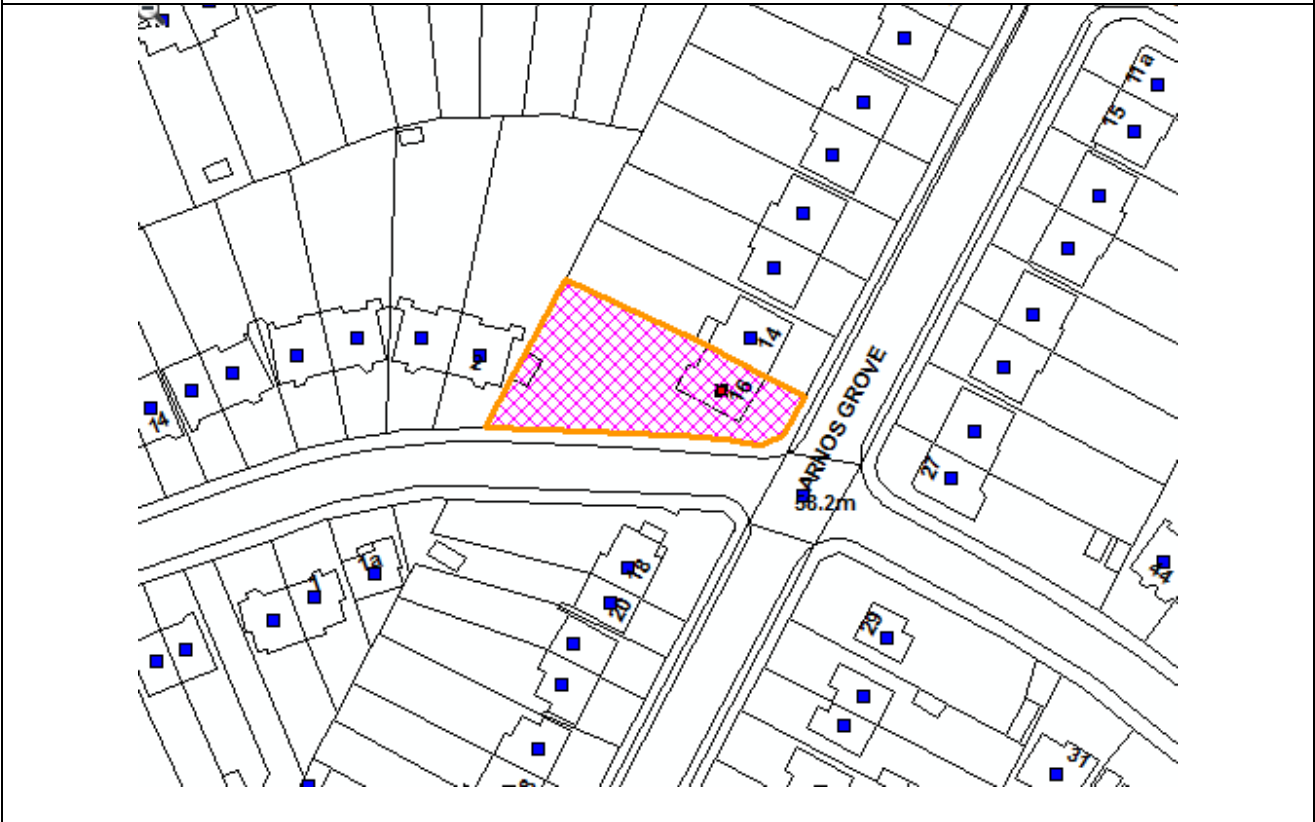
Background Papers

- (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 : 20th September 2016
Report of Assistant Director, Planning & Environmental Protection	Contact Officer: Andy Higham Tel: 020 8379 3848 Kevin Tohill Tel: 020 8379 3841 Ray Reilly Tel: 020 8379 3579	Ward: Southgate Green.
Application Number : 16/00500/FUL		
LOCATION: 16 Arnos Grove, London, N14 7AS		
PROPOSAL: Subdivision of the site and erection of 2-storey 4 bed detached single family dwelling with associated landscaping and parking.		
Applicant Name & Address: Mr And Mrs J Zinkin 16 Arnos Grove London N14 7AS		Agent Name & Address: Building Design Consultancy UK Ltd 42 Forestdale Southgate London N14 7DX United Kingdom
RECOMMENDATION: That planning permission be GRANTED subject to conditions.		

Ref: 16/00500/FUL LOCATION: 16 Arnos Grove, London, N14 7AS,



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Scale 1:1250



1.0 Site and Surroundings

- 1.1 The subject site is a return frontage corner plot located at the junction of Arnos Grove and Brycedale Crescent. At present there is a relatively large extended semi-detached house located on the plot with front driveway parking and a large rear garden that also faces onto Brycedale Crescent. There is a small rear garage and outside parking area at the rear of the site accessed off an existing public highway vehicular access. There is a drop in land levels of approximately 1.5m from the front of the site on Arnos Grove to the rear most part of the site.
- 1.2 The site is bounded by number 14 a semi-detached house with rear garden to the North, Number 2 Brycedale Crescent to the west and Brycedale Crescent public highway to the south. The surrounding is mainly residential made up of large family houses in a semi-detached built form.
- 1.3 The site is not located in a Conservation Area and it is not Listed.

2.0 Proposal

- 2.1 The application proposes to subdivide the site and erect a 2 storey 4 bed house with accommodation in the roof within the rear most area of the garden facing out onto Brycedale Crescent. The proposed house would be approximately 13m wide and 9m deep with an additional ground floor rear projection a further 2m deep. It would be situated along the boundary with Number 2 Brycedale Crescent and proposed in a detached form. It proposes a garage to the side of the house which is proposed to accommodate one car along with a front driveway area which would accommodate at least another parking space. To the rear a garden area of approximately 90sqm is proposed.

3.0 Sites Planning History:

- 3.1 TP/74/0920: EXTENSION - Refused 25th July 1974.
- 3.2 TP/74/1480: EXTENSION - Granted 3rd December 1974.

4.0 Consultations

4.1 Internal

- 4.1.2 Traffic and Transportation - No objections, subject to conditions and informatives.

4.2 Public

- 4.2.1 8 Neighbours were consulted on 1st of June 2016. 1 Objection on behalf of the adjoining neighbour at Number 2 Brycedale Crescent was received raising objections summarised as follows:

- The proposed development will impact upon habitable rooms on Number 2 Brycedale Crescent especially with regard to the loss of light.
- The feather edged fencing between both boundaries of the site should be retained.
- Why is boundary at the rear not 2.2m as shown with boundary treatment to the north?
- The gap between the side wall of the proposed houses and that of the boundary for Number 2 is only 150mm which will allow for debris and leaves to gather.
- A detached dwelling is out of character with the predominant semi-detached form of the area.
- The garage is not wide enough to accommodate a car easily and the forecourt driving area does not sufficiently large enough to allow vehicles to turn.

5.0 Relevant Policy

5.1 Core Strategy

SO4	New homes
SO8	Transportation and accessibility
SO10	Built environment
CP4	Housing Quality
CP5	Housing Types
CP20	Sustainable Energy Use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution

S106 Supplementary Planning Document (Adopted November 2011)

5.2 The London Plan (revised 2015)

3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing developments
3.8	Housing choice
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.7	Renewable energy
5.13	Sustainable drainage
5.14	Water quality and wastewater infrastructure
5.15	Water use and supplies
5.18	Construction, excavation and demolition waste
6.9	Cycling
6.13	Parking
7.1	Building London's neighbourhoods and communities

- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

5.3 Development Management Document

- DMD 2 Affordable Housing for developments of less than 10 units
- DMD 3 Providing a Mix of Different Sized Homes
- DMD 6 Residential Character
- DMD 7 Development of Garden Land
- DMD 8 General Standards for New Residential Development
- DMD 9 Amenity Space
- DMD10 Distancing
- DMD11 Rear Extensions
- DMD13 Roof Extensions
- DMD14 Side Extensions
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD45 Parking Standards and Layout
- DMD49 Sustainable Design and Construction Statements
- DMD51 Energy Efficiency Standards
- DMD53 Low and Zero Carbon Technology
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD64 Pollution Control and Assessment
- DMD65 Air Quality
- DMD68 Noise
- DMD69 Light Pollution
- DMD72 Open Space Provision
- DMD80 Trees on development sites
- DMD81 Landscaping

Other Relevant Considerations

National Planning Policy Framework
London Housing Supplementary Planning Guidance.

6.0 Officers Analysis

The principle issues for consideration under this application are:

- Principle of the Development;
- Density and Scale;
- Design, Character and Visual Appearance;
- Standard of Accommodation;
- Private Amenity Space;
- Highways Issues; and
- S106 Requirements and CIL Requirements.

6.1 Principle of the Development

- 6.1.1 All separate planning considerations for this proposal will be referred to in detail later in this report. However, upon assessment of relevant planning policy and following site inspections, the principle of the development is acceptable as the proposal is for residential development on a residential plot and it will add to the councils housing stock in the area and provide for an additional 4 bed family house which is much needed in the area, provided that it complies with other relevant planning matters.
- 6.1.2 DMD 7 states that the Council seeks to protect and enhance the positive contribution gardens make to the character of the Borough and its carries on to state that development of garden land would only be allowed where it would not affect the character of the area, increased density is appropriate, an acceptable standard of living accommodation is proposed, the proposal doesn't impact upon neighbours amenities and acceptable access can be achieved from the public highway.
- 6.1.3 Whilst this proposal is in relation to a rear garden site, it is not a typical rear garden as it faces onto the public highway and has good access off Brycedale Crescent. In addition the proposed site/rear garden is considered large enough to accommodate a family house without compromising the character of the area and neighbours amenity. All these issues will be referred to in greater detail later in the report, however from the perspective of principle it is considered the proposed subdivision of this house is acceptable.

6.2 Scale and Density

- 6.2.1 Density assessments must acknowledge new guidance outlined in the NPPF and particularly the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.
- 6.2.2 Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. From assessing the plans it is considered a total of 6 habitable rooms would be provided. When added to the existing houses which has 6 habitable rooms also a total of 12 habitable rooms are proposed on the site which is of 0.0836 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 2 in a suburban location, an overall density of between 150-250/ha may be acceptable. Upon calculating the density of the proposed development against this density matrix, based on habitable rooms per hectare this development would equate to 144 hr/ha.
- 6.2.3 Therefore these results show that from a density perspective this proposal would result in a density in accordance with the guidance outlined in the London Plan.

6.3 Design, Siting and Visual Appearance.

- 6.3.1 Policy DMD 37 aims to ensure that high standards of design are taken into consideration, with reference to the boundary treatment of the property, the use of materials and the proposals siting, layout, alignment, spacing, height, bulk and massing. In addition Policy 7.4 of the London Plan and DMD 6

states that developments should have regard to the form, function and structure of an area and the scale mass and orientation of surrounding buildings. In addition new policies in the DMD namely 11, 13 and 14 provide specific guidance in relation to impact of development with regard to design and neighbours amenity.

- 6.3.2 As has been referred to earlier in the report, the application proposes to subdivide the site and erect a 2 storey 4 bed house with the 4th bedroom in the roof space. The house would be approximately 13m wide across the frontage facing onto Brycedale Crescent with a side garage and approximately 9m deep with a 2m single storey part width rear projection at the back. The house is plotted to form a common alignment with Number 2 Brycedale Crescent adjacent. The proposed side garage is plotted to run down the angled boundary with 2 Brycedale Crescent but the 2nd storey level of the proposed house would be set in 3.5m from the boundary line at the front and 1.6m at the rear. The house is designed in a relatively traditional form with bay windows, materials and a traditional hipped roof that matches the context of the adjoining area.
- 6.3.3 From the perspective of design and character it is considered the proposed application is acceptable. Due regard has been given to the fact that the house is proposed in a detached form in an area predominantly made up of semi-detached houses. However it is not considered that alone would constitute a reason for refusal. There is an identified need for such houses in the borough, however from a design perspective it is considered that the proposed house is well designed to keep within the character of the area. It is designed to keep within the character of the houses in the area on both Brycedale Crescent and Arnos Grove with design features such as the bay windows the traditional hipped roof, the use of materials and even the traditional quoin feature on the corners of the house. It is plotted to form a common alignment with Number 2 and overall it is considered it would sit comfortably within the streetscene.
- 6.3.4 In addition the side garage proposed would help link the proposed house to the side boundary of Number 2 so that it would not appear wholly detached, but at the same time it is set back far enough at first floor level from the boundary line and the side elevation of Number 2 to not appear overly cramped on the site and would avoid a creating future terracing affect with that property. In addition it would be set approximately 13m from the rear elevation of the existing house at Number 16 Arnos Grove which is considered to be an adequate degree of separation from that property also to not appear overly cramped within the streetscene.
- 6.3.5 Overall taking all factors into consideration, from the perspective of design, character and visual amenity it is considered the proposed development is acceptable.

6.4 Neighbouring Amenity

- 6.4.1 DMD 6 and 8 seek to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment. In addition Policies 7.4 of the London Plan and CP30 of the Local Plan seek to ensure that new developments have appropriate regard to their surroundings,

and that they improve the environment in terms of visual and residential amenity.

- 6.4.2 With regards to neighbouring amenity the main properties to assess the proposal against are Numbers 2 Brycedale Crescent, Number 14 Arnos Grove and Number 16 Arnos Grove itself.

Impact on 2 Brycedale Crescent

- 6.4.3 Due regard has been given to the fact that objections have been received on behalf of the occupants at Number 2. However from assessing the proposed plans against council policy and having carried out a site assessment it is considered the proposed development has an acceptable impact in terms of amenity. At ground floor the proposed side garage would butt up against the existing side garage at Number 2. There are no side windows on this garage. Then at the rear the proposed single storey rear projection is shallower than the rear/ side extension on Number 2.
- 6.4.4 Having assessed the proposal on site it is considered the proposed development would also have an acceptable impact onto the first floor level of Number 2. To the rear common alignment would be achieved at first floor level and both houses would be separated from one another by 4.5 metres. To the front the proposed house would not impact upon a 30 degree line of sight from the nearest side bedroom window and having assessed the proposal on site it is considered the first floor level of the proposed house is set far enough away from this window to not negatively impact upon outlook or access to natural light. The other windows on the side elevation of Number 2 serves a stairwell and a bedroom further forward on the side elevation both which would not be negatively impacted upon.
- 6.4.5 Full consideration have been given to the objections which have been received from the neighbouring occupier at Number 2, however having assessed the proposal on site in accordance with council policy it is considered that the impact to their amenity is considered minimal due to the siting and design of the development and therefore considered acceptable.

Impact on Number 14 Arnos Grove

- 6.4.6 Number 14 is set to the immediate north of the Number 16 with the rear garden of Number 16 set to the immediate North of the proposed site. The boundary line of the rear garden is relatively well screened with some high hedging and trees which allows for an enhanced sense of privacy between both neighbouring gardens.
- 6.4.7 The proposed house is plotted at a slight oblique angle to this boundary line and the two storey section of the proposed house is sited at a distance of between 8.5m and 10 m from this adjoining boundary with the exception of the ground floor projection which would be set 8m from the side boundary. By comparison the proposed house would be set 18m away from the rear elevation of Number 14 at an oblique angle.
- 6.4.8 Having assessed this proposal on site it is considered the development would have a minimal impact onto the occupier of Number 14 Arnos Grove. The proposed house would be well set down the rear garden of Number 16 to not negatively impact upon the occupiers of Number 14 in terms of blocking

daylight, sunlight and outlook to the rear facing bedroom windows. In addition there is a noticeable drop in land level from the rear patio area of Number 14 to the proposed site which would assist with reducing the visual bulk of the house.

- 6.4.9 In addition to this it is considered that the proposed rear elevation is sufficiently set away from the side garden boundary at an average distance of 9m so as to not unacceptably block daylight and sunlight into the rear garden. From the rear elevation of Number 14 the proposed house would also be plotted a distance of 16m down the garden parallel to the side boundary. Whilst the proposed house would be physically noticeable from the rear garden of Number 14 it is considered that it is set away and separated from the boundary line along with being set at a lower land level so as not to appear overly dominant. It is acknowledged that there are side facing windows which would face out onto the rear garden of Number 14. One of these serves a bedroom window and it is considered this is sufficiently separated to not create an undue level of overlooking. There are two other windows at first floor level that are proposed to serve a bathroom and dressing room. To avoid overlooking and the perception of overlooking of the rear garden of Number 14 a planning condition would be assigned that both of these windows are obscured glazed and fixed shut to 1.7m high. Subject to this condition the impact onto Number 14 Arnos Grove is deemed acceptable.

Impact on Number 16 Arnos Grove

- 6.4.10 Whilst it is acknowledged that the applicants reside at Number 16 the impact onto this property should be taken into consideration nonetheless to protect their amenity and that of any future occupiers.
- 6.4.11 Having assessed the proposal on site, it is considered that the impact onto Number 16 would be minimal. The floor level and outside patio level of Number 16 is set approximately 1.5m higher than the land level of the rear garden. In addition the outlook from Number 16 would not be negatively impacted upon by the proposed house as its rear window would face obliquely away from it. In addition it is not considered the proposed house would unacceptably block outlook from Number 16, it would be situated at on average 13m from the rear wall of Number 16. Furthermore, there are no side elevation windows to habitable rooms that would unacceptably impact upon Number 16 with regards to overlooking and loss of privacy.
- 6.4.12 Therefore officers consider that the proposal would not have an unacceptable impact on the occupiers of Number 16 having regard to DMD6 and 8.

6.5 Standard of Accommodation and Private Amenity

- 6.5.1 The application proposes a 4 bed 7 person house over ground, first and loft levels. The total internal area is approximately 206sqm. This is in excess of the minimum requirements for such a house and overall it is considered the proposal would provide for a very good family home. In addition, each of the rooms would individually meet current space standards.
- 6.5.2 The rear garden has an area in excess of 90sqm which is compliant with DMD9. It could be accessed directly from the rear and side of the house. In addition the original house at Number 16 would retain a usable level of garden for the existing or future occupiers.

6.6 Transport Issues

- 6.6.1 With regards to the highways issues in relation to the application the councils Traffic and Transportation department have commented on the application, however no objection has been raised.
- 6.6.2 Pedestrian access is clearly defined so meets the requirements of London Plan Policy 6.10 Walking and Enfield DMD 47: "All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities. "Vehicular access is proposed via an existing vehicle crossover which satisfies DMD Policy 46.
- 6.6.3 The current London Plan Policy 6.13 and related maximum standards as set out in Table 6.2 in the Parking Addendum indicate that the maximum provision for a new development of this size and setting is up to 1.5 car parking spaces per residential unit.
- 6.6.4 The proposal appears to indicate 1 off-street parking space in a garage with a turning area. The dimensions of the garage do not meet council requirements (minimum 7m by 3m internal dimensions) so it has not been included in the parking assessment. However there is space on the hardstanding to the front of the property to accommodate a car which means there is sufficient car parking provision. In addition it is not envisaged that one additional house would create such an impact to on street parking in the area to warrant refusal.
- 6.6.5 The development should provide secure, integrated, convenient and accessible cycle parking in line with the minimum standards set out in the Further Alterations to the London Plan Table 6.3 as required by DMD Policy 45 and the guidance set out in the London Cycle Design Standards. With regard to the Further Alterations to the London Plan minimum cycle parking standards (Table 6.3), the following should be provided:
- Long Stay: 2 spaces per 2-bed and larger dwellings; and
Short Stay: 1 space per 40 units, with a minimum provision of 2 spaces.*
- 6.6.6 Based on the plans cycle parking provision should be 2 long stay spaces and 2 additional spaces for short stay provision. The proposal indicates parking for 1 cycle in the garage and while this location and quantum fails to meet standards, the proposal has sufficient floorspace to accommodate the requirements. As such, this will be secured by way of a condition.
- 6.6.7 DMD 47 specifies that new development will only be permitted where adequate, safe and functional provision is made for refuse collection. The location for waste storage indicated on the plans meets the requirements for this type of development as set out in Council guidance (ref. ENV 08/162)

6.7 S106/ Contributions

- 6.7.1 The Council's local planning policy, as detailed in the S106 SPD (adopted November 2011) and policy DMD 2 of the Development Management Document (adopted 19th November 2014) requires contributions for Affordable Housing from all schemes of one unit upwards. The S106 SPD

also requires contributions towards education on all developments, including those for a single dwelling, which increase pressure on school places.

- 6.7.2 On 11 May 2016, the Government won its appeal in the Court of Appeal against the High Court's quashing of the Written Ministerial Statement dated 28 November 2014. The Written Ministerial Statement exempted small scale development of 10 units (or less) from providing affordable housing and other 'tariff based' contributions under Section 106. Following the publication of the Court of Appeal judgement, Paragraph 31 of the National Planning Policy Guidance (NPPG) was reinstated.
- 6.7.3 This means that the change to national planning policy which initially came into force on 28 November 2014 now applies. Affordable housing (and other tariff-based contributions, such as those for education) are not payable on schemes where development delivers no more than 10 units and the site has a maximum gross floorspace of 1,000 square metres.
- 6.7.4 The Council has received legal advice and considered recent Planning Inspectorate decisions on appeal on this matter. It has concluded that, in general, it would be unwise to determine that DMD/S106 SPD policy would prevail above the national guidance in this regard. On this basis, the Council will no longer pursue S106 contributions for education or affordable housing on small sites. This matter, and its impact, will be re-evaluated in the review of the Local Plan.
- 6.7.5 In the light of the Court of Appeal decision and reinstatement of paragraph 31 of the NPPG, affordable housing contributions will no longer be sought for developments of 10 units or less provided the combined gross floor area does not exceed 1,000 square metres.
- 6.7.6 The development proposed comprises 1 units with a floor area of 206 sq m and therefore no contribution is sought.

6.8 CIL Contribution

6.8.1 The proposed scheme would also be liable to a Community Infrastructure Levy contribution as the size of the proposed development exceeds 100m². The size of the new useable Gross Internal Floor area created has been calculated as 206.8sqm.

- Mayors CIL – $206.8 \text{ m}^2 \times £20 = £4,136 \times 271/223 \text{ (BCIS CIL Index)} = \underline{£5,026.26}$.
- Borough CIL- $206.8 \text{ m}^2 \times £120 = £ 24,816 \times 271/274 \text{ (BCIS CIL Index)} = \underline{£24,544.29}$.

7.0 **Conclusion**

7.1 Having regard to the above, it is considered that the proposed development is considered acceptable providing an additional family dwelling for the borough. It would not have an adverse impact to the character and setting of the streetscene and surrounding area or to the visual and residential amenity of neighbouring properties. In addition it is considered the application would result in providing an additional decent family sized house whilst making

appropriate provisions for existing trees, private amenity and car parking in relation to the development.

8.0 Recommendation

That planning permission be GRANTED subject to planning conditions outlined as below:

1. C51 Time Limit

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. C60 Approved Plans

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. C07 Details of Materials

Prior to the commencement of development above ground, details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

4. C25 No Additional Fenestration

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. Obscure Glazing

The glazing to be installed in the rear facing bathroom and dressing room windows and side facing ensuite window shall be obscure glazed and fixed shut below 1.7m above finished first floor level elevation of the development. 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.

6. Boundary Treatment and Landscaping

Prior to occupation of the development hereby details of a hard and soft landscaping scheme including details of boundary treatments around and within the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall also be in place prior to occupation of the development.

Reason: In the interest of visual and residential amenity

7. Cycle Parking

The development shall not commence until details of the siting, number and design of two long stay and two short stay 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 meet London Plan requirements.

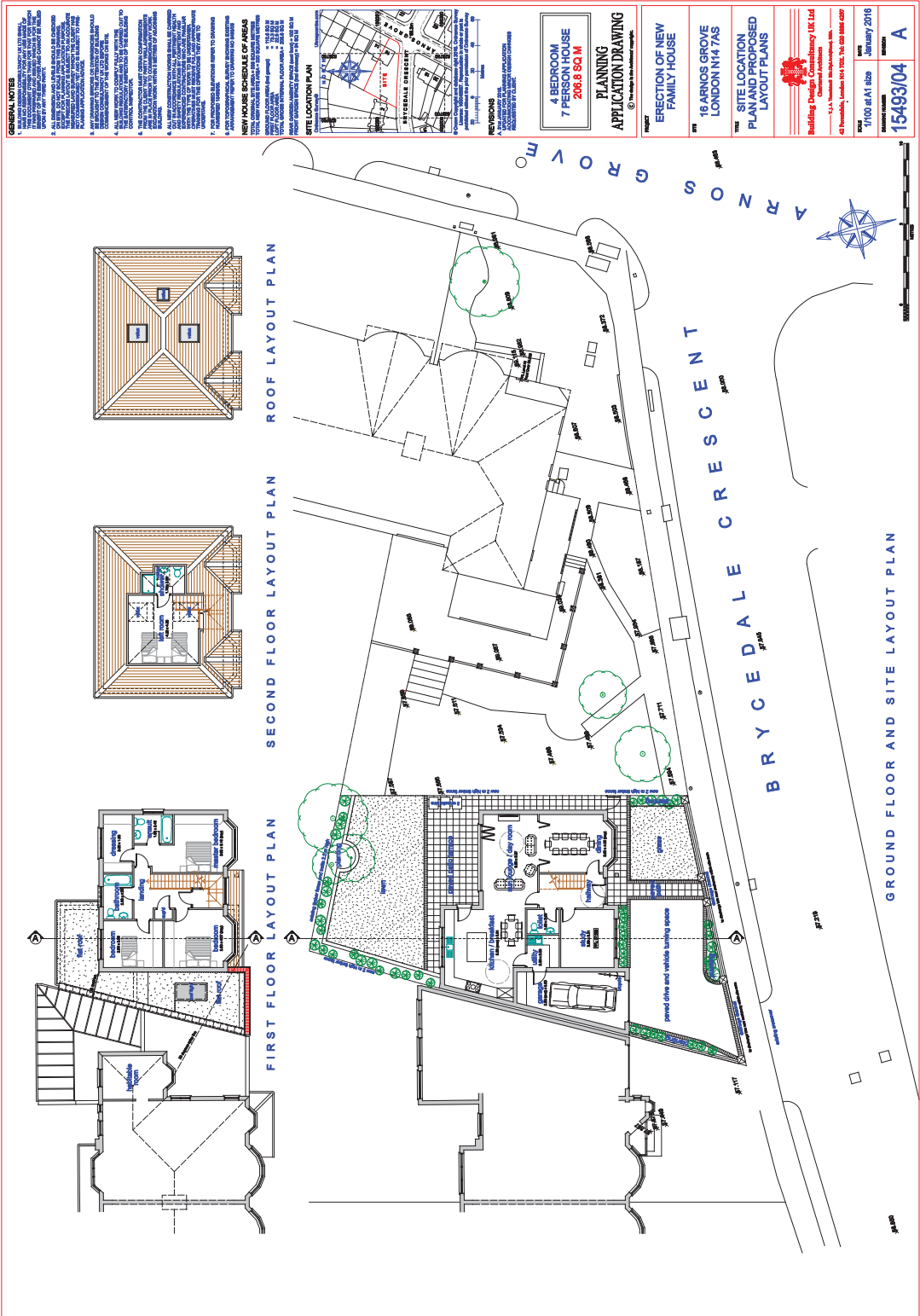
8. Enclosure

The site shall be enclosed in accordance with the details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied. Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public.

9. Removal of Permitted Development rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order no development within Schedule 2, Part 1 Classes A, B, C, D or E of the Order shall be carried out to any of the houses or within their curtilage unless planning permission has first been granted by the Local Planning Authority.

Reason: To ensure that any potential extensions/ outbuildings do not unduly impact on the amenity of adjoining occupiers, the character and appearance of the development or unacceptably erode amenity space provision available to the property.



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE BUILDING REGULATIONS 2010 AND THE LATEST EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) STANDARDS.
2. THE PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) STANDARDS.
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10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BRITISH STANDARDS INSTITUTION (BSI) STANDARDS.

NEW HOUSE SCHEDULE OF AREAS

Area	Proposed Use
Living Room	Living Room
Kitchen	Kitchen
Dining Room	Dining Room
Bedroom	Bedroom
Bedroom	Bedroom
Bathroom	Bathroom
Staircase	Staircase
Landscaping	Landscaping

PLANNING APPLICATION DRAWING

4 BEDROOM
7 PERSON HOUSE
208.8 SQ M

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REVISIONS

No.	Description
1	Issue for planning

KEY PLAN



PROPOSED WORK

ERECTION OF NEW FAMILY HOUSE

16 ARNONS GROVE
LONDON N14 7AS

SITE LOCATION PLAN AND PROPOSED LAYOUT PLANS



Building Design Consultancy UK Ltd
11-12, Commercial Avenue
42 Perivale, London W9 1JG, Tel: 020 886 6009

1/100 @ A1 size

January 2016

15493/04

A

GENERAL NOTES

1. THE INFORMATION CONTAINED HEREIN IS FOR THE EXCLUSIVE USE OF THE CLIENT AND IS NOT TO BE REPRODUCED, COPIED, DISSEMINATED OR USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
3. ALL MATERIALS AND FINISHES SHALL BE AS SPECIFIED IN THE DRAWINGS AND SCHEDULE OF MATERIALS.
4. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
5. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
6. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
7. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
9. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
10. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.

SCHEDULE OF MATERIALS

CONCRETE: ALL CONCRETE SHALL BE SUPPLIED AND CAST IN ACCORDANCE WITH BS 5400 PART 1:2005.

BRICKS: ALL BRICKS SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5620 PART 1:2008.

ROOFING: ALL ROOFING SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5533:2008.

GLASS: ALL GLASS SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 6206:2008.

PAINTS: ALL PAINTS SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 2699:2008.

PLASTER: ALL PLASTER SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 8405:2008.

WOOD: ALL WOOD SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5499:2008.

IRONWORK: ALL IRONWORK SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5955:2008.

STEEL: ALL STEEL SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5950:2008.

ROOFING: ALL ROOFING SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5533:2008.

GLASS: ALL GLASS SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 6206:2008.

PAINTS: ALL PAINTS SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 2699:2008.

WOOD: ALL WOOD SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5499:2008.

IRONWORK: ALL IRONWORK SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5955:2008.

STEEL: ALL STEEL SHALL BE SUPPLIED AND Laid IN ACCORDANCE WITH BS 5950:2008.

KEYWORDS

NEW BUILD
RESIDENTIAL
FAMILY HOUSE
ELEVATIONS

PLANNING APPLICATION DRAWING
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ERECTION OF NEW FAMILY HOUSE
16 ARNOS GROVE
LONDON N14 7AS

PROPOSED ELEVATIONS

Building Design Consultancy UK Ltd
11-13, Colindale Avenue
Colindale, London N9 5TA
Tel: 020 8846 8200

42 Persepolis, London NW10 7DE, Tel: 020 8846 8200

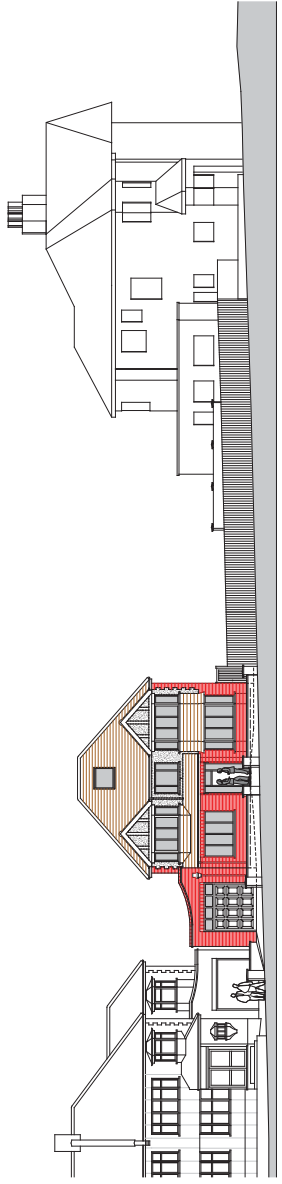
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REF: 15493/05

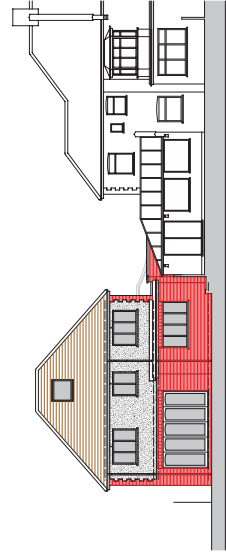
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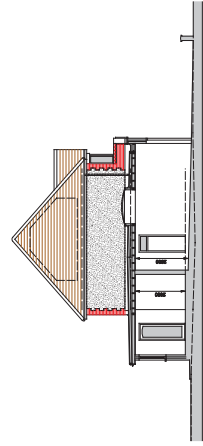
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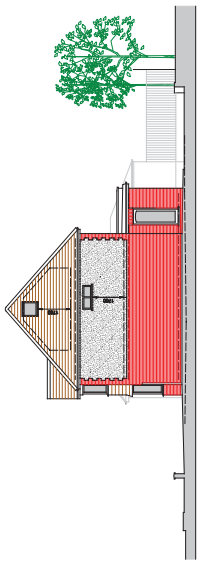
FRONT ELEVATION ALONG BRYCEDALE CRESCENT



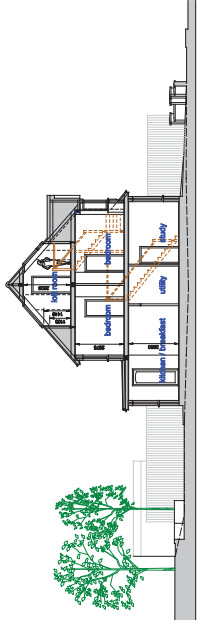
REAR GARDEN ELEVATION



SIDE ELEVATION FROM 2 BRYCEDALE CRESCENT



SIDE ELEVATION ALONG SIDE ACCESS PATH



CROSS SECTION A - A





GENERAL NOTES

1. THIS DRAWING IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
2. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
3. THE CLIENT HAS ACCEPTED THE DESIGN AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
4. THE DESIGNER HAS CONDUCTED VISUAL IMPACT ASSESSMENT AND HAS CONSIDERED THE EFFECTS OF THE PROPOSED DEVELOPMENT ON THE SURROUNDING AREA.
5. THE DESIGNER HAS CONSIDERED THE EFFECTS OF THE PROPOSED DEVELOPMENT ON THE SURROUNDING AREA AND HAS TAKEN STEPS TO MINIMIZE ANY NEGATIVE IMPACTS.
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PLANNING APPLICATION DRAWING

ERECTOR OF NEW FAMILY HOUSE

16 ARNOS GROVE
LONDON N14 7AS

TOPOGRAPHICAL SURVEY

Building Design Consultancy UK Ltd
11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

15493/06

16/00 04/1 02/0

January 2016

OS Data Source:
This survey is based on Ordnance Survey National Grid data. It is not intended for use in any other context. The data is provided for information only and is not a guarantee of accuracy.

CENTRAL STATION DATA			
LINE	MARKING	HEIGHT	MARKING
1	1000000	1000000	1000000
2	1000000	1000000	1000000

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20 September 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Andy Bates
Mr S. Newton

Ward: Enfield
Highway

Application Number : 16/00763/FUL

Category: Major Small Scale

LOCATION: COLLEGE OF HARINGEY ENFIELD AND NORTH EAST LONDON, 73
HERTFORD ROAD, ENFIELD, EN3 5HA

PROPOSAL: Construction of 1 x external sports pitch with artificial grass and
hardstanding area, erection of perimeter fencing, gates and flood lighting and a single
storey storage building.

Applicant Name & Address:

College of Haringey,
Enfield & NE London
73, Hertford Road,
Enfield,
EN3 5HA

Agent Name & Address:

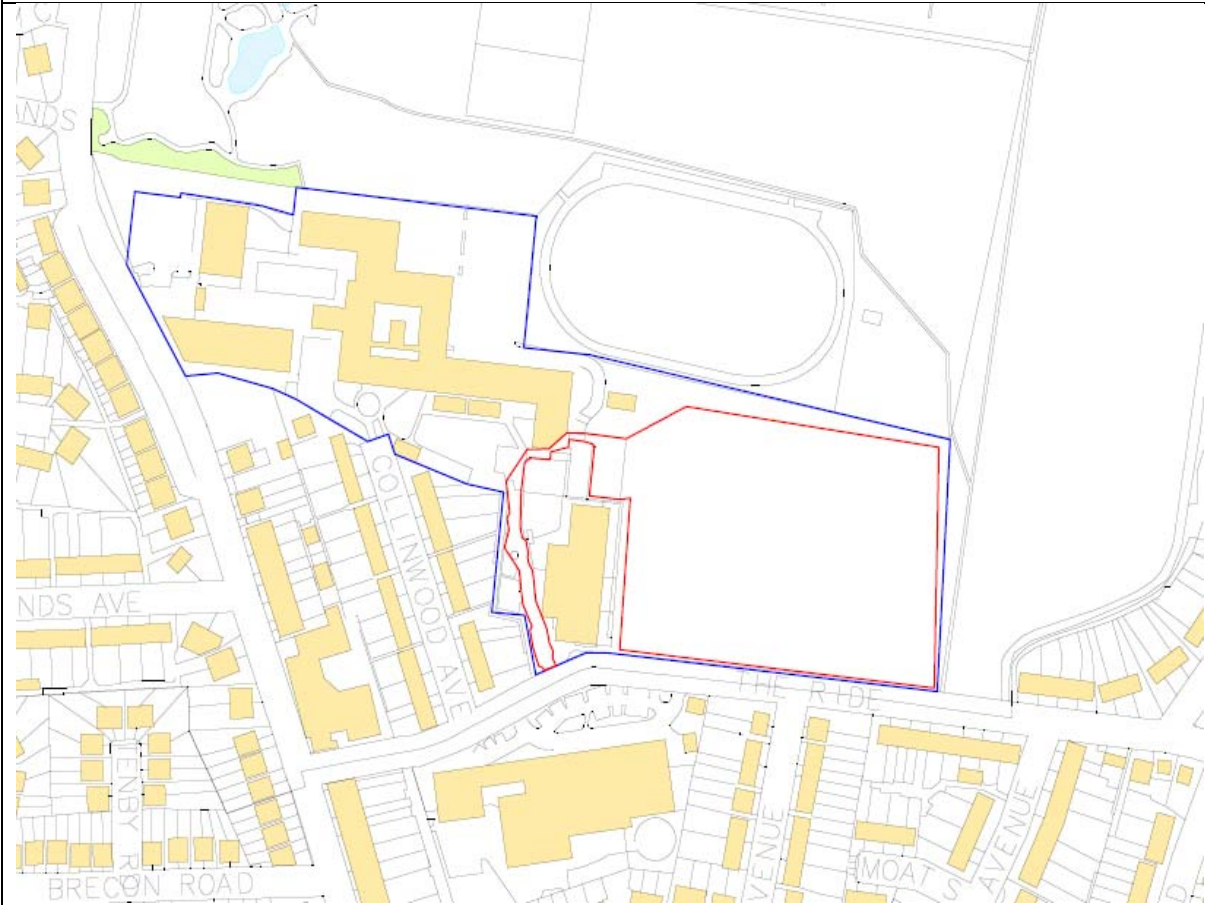
Mr Tom Betts
Surfacing Standards Ltd
1A Perth House
Corbygate Business Park
Priors Haw Road
Corby
Northamptonshire
NN17 5JG
United Kingdom

RECOMMENDATION:

That following referral to the Secretary of State and no objections being received,
planning permission be **GRANTED** subject to conditions:

Ref: 16/00763/FUL

LOCATION: College Of Haringey Enfield And North East London, 73 Hertford Road EN3 5HA



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North



1. Site and Surroundings

- 1.1. An existing education facility located on the eastern side of Hertford Road.
- 1.2. The college is bound by Hertford Road to the west, Durants Park to the north, Kingfisher Hall Primary Academy to the south and Metropolitan Open Land to the east.

2. Proposal

- 2.1. Permission is sought for the construction of 1 x external sports pitch with artificial grass and hardstanding area, erection of perimeter fencing, gates, flood lighting and a single storey storage building.
- 2.2. The proposed fencing will consist of a steel mesh ball-stop fence 4.5m in height around the perimeter of the pitch.
- 2.3. Eight floodlighting columns are proposed, each being 15m in height.
- 2.4. A metal shipping container is proposed for the storage of maintenance equipment. This will be clad in materials to be agreed with by the Local Planning Authority.
- 2.5. The proposed hours of use are:

Monday to Friday:	08:00 to 22:00
Saturday:	10:00 to 20:00
Sunday and Bank Holiday:	10:00 to 20:00

3. Relevant Planning Decisions

- 3.1. There is an extensive planning history associated with the site. Below are the most recent:
 - 3.1.1. Planning permission was granted in December 2012, following a referral to the Mayor for London (ref: P12-01762PLA), for the redevelopment of land at rear of Enfield College involving the demolition of The Ride building and relocation of metal storage container to provide a detached 2-storey building for a 2-form entry Primary Academy (420 pupils) and Nursery school (30 pupils) with ground floor canopy and first floor balconies to east elevation, first floor terrace and ground floor canopy to west elevation, canopy to main entrance south of site, soft and hard play areas to north of site, formation of an access road, 17 car parking spaces, drop off / pick up lane, associated landscaping works and alterations to existing vehicular access to The Ride.
 - 3.1.2. Planning permission was granted at Planning Committee on 20 December 2011 for the erection of single storey entrance building with covered walkway links to Kingfisher and Park buildings together with refurbishment of Park building to provide 13 new classrooms and 4 new tutorial rooms together with staff accommodation, storage and toilet facilities, together with alterations to car park no. 1, including an extension of the car park to the north, lighting, landscaping and internal circulation (ref: TP/11/1244).

- 3.1.3. Planning permission was granted at Planning Committee on 28 June 2011 for the erection of a single storey extension to the Collinwood building within the existing courtyard and landscaping of the remaining courtyard.
- 3.1.4. Planning permission was granted at Planning Committee on 16 February 2011 for the erection of a 2-storey building to provide a construction training workshop, together with an external brickwork training area, ancillary washing and changing areas (ref: TP/10/1392).
- 3.1.5. Planning permission was granted at Planning Committee on 24 June 2010 for the erection of a 2-storey infill extension to provide new entrance, student enrichment zone and 6 additional classrooms (ref: TP/10/0356).

4. Consultations

4.1. Statutory and non-statutory consultees

Sport England

- 4.1.1. The following comments have been received:

“The proposed AGP would result in the loss in almost half of the playing field and, in particular, the removal/loss of the cricket pitch/wicket. Although the proposed facility would be a benefit to football, it would be to the detriment of cricket at this site. In this regard, the England and Wales Cricket Board have confirmed they object to the loss of this cricket pitch, especially as the Playing Pitch Strategy (PPS) has not been completed. Furthermore, it appears that there is a deficit of cricket pitches within the Borough and the site has been identified with unsecured community use in the data that will inform the PPS. In consequence, the complete removal of the cricket pitch from the site in this instance is not considered outweighed by the benefits to football, which still could be played if the proposal were not to go ahead.

In light of the above, Sport England **objects** to the application because it is not considered to accord with any of the exceptions to Sport England’s Playing Fields Policy or with Paragraph 74 of the NPPF. To overcome this concern it is advised that a replacement cricket pitch/wicket is provided.

Should the local planning authority be minded to grant planning permission for the proposal, contrary to Sport England’s objection then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State, via the National Planning Casework Unit”

Traffic & Transportation

- 4.1.2. No objections are raised.

Environmental Health

- 4.1.3. It has been advised that there are no concerns with regard to air quality or contaminated land.
- 4.1.4. With regard to noise, it has been advised that although the acoustic report states that there should be no issues, experience of sites bigger than this,

have shown that the shouting from matches can have a significant impact upon residents in close proximity. In this case the residents on the ride are close by and there has been no mitigation, other than a noise control plan, submitted with the application to address noise from people playing football.

- 4.1.5. A condition is required to secure the details (design, size, siting and minimum density) of an acoustic bund / barrier to limit the sound generated from the use of the site.

Tree Officer

- 4.1.6. No objections have been raised.

4.2. **Public**

- 4.2.1. Consultation letters have been sent to 92 neighbouring and nearby properties in addition to statutory site and press publicity.

- 4.2.2. No comments have been received.

5. **Relevant Policy**

5.1. The London Plan

- Policy 2.18 Green infrastructure: the multi-functional network of green and open spaces
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.2 Improving health and addressing health inequalities
- Policy 3.16 Protection and enhancement of social infrastructure
- Policy 3.19 Sports facilities
- Policy 5.1 Climate change mitigation
- Policy 5.3 Sustainable design and construction
- Policy 5.13 Sustainable drainage
- Policy 5.16 Waste net self-sufficiency
- Policy 5.18 Construction, excavation and demolition waste
- Policy 5.19 Hazardous waste
- Policy 5.21 Contaminated land
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.12 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 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- Policy 7.17 Metropolitan Open Land
- Policy 7.18 Protecting open space and addressing deficiency
- Policy 7.19 Biodiversity and access to nature

5.2. Core Strategy

- CP9: Supporting community cohesion
- CP11: Recreation, leisure, culture and arts

- CP22: Delivering sustainable waste management
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP26: Public transport
- CP28: Managing flood risk through development
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP34: Parks, playing fields and other open spaces
- CP36: Biodiversity
- CP40: North east Enfield
- CP46: Infrastructure contributions

5.3. Development Management Document

- 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
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing Surface Water
- DMD64 Pollution Control and Assessment
- DMD65 Air Quality
- DMD66 Land Contamination and Instability
- DMD68 Noise
- DMD69 Light Pollution
- DMD70 Water Quality
- DMD71 Protection and Enhancement of Open Spaces
- DMD74 Playing Pitches
- DMD78 Nature Conservation
- DMD79 Ecological Enhancements
- DMD81 Landscaping

5.4. Other Relevant Policy and Guidance

- National Planning Policy Framework
- National Planning Practice Guidance
- LBE S106 SPD
- Enfield Characterisation Study
- Community Infrastructure Levy Regulations 2010
- North East Enfield Area Action Plan (NEEAP) (June 2016)

6. **Analysis**

6.1. Principle

- 6.1.1. The application involves development upon and enclosure of land designated as Metropolitan Open Land (MOL), a designation which confers protected status unless there are exceptional circumstances to outweigh against any

perceived harm to the openness of MOL. Balanced against this is the desire at national and local levels to protect and even enhance the provision of open space, sports and recreational facilities.

6.1.2. However, the overall acceptability of the scheme must be assessed against the additional impact from a greater intensity of use of the site.

6.2. Impact on Metropolitan Open Land

6.2.1. Core Policy 34 of the Core Strategy confirms the protected status of MOL. Policy 7.17 of the London Plan advises that the “strongest protection should be given to London’s [MOL] and inappropriate development should be refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL”. The supporting text to this policy (para.7.56) also confirms that the policy guidance contained within the NPPF on Green Belts (paras.79-92) applies equally to MOL. The text also advises that appropriate development should be limited to small scale structures to support outdoor open space uses and minimise any adverse impact on the openness of MOL.

6.2.2. Paragraph 74 of the NPPF states that: “Existing open space, sports and recreational buildings and land including playing fields should not be built on unless:

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

6.2.3. Paragraphs 87 and 88 of the NPPF advise that inappropriate development is harmful and should therefore not be approved except in very special circumstances unless the harm is clearly outweighed by other considerations. Paragraph 89 advises on the type of development in the Green Belt which can be considered as not being ‘inappropriate’. The proposed development is not one of the listed types of development that can be considered appropriate in Green Belt terms.

6.2.4. The development is for the replacement of an existing sports pitch with an artificial pitch. There are no objections to the re-surfacing in MOL terms however the proposal does entail the enclosure of the pitch with ball-stop fencing and lighting columns. Whilst fencing does reduce the openness of the MOL, it is considered that this should be weighed against the benefit of providing a facility that can be used year round. Moreover, Policy 7.17 of the London Plan, whilst according Green Belt status in terms of protection, does advise on the criteria that such a designation should meet. It is considered that the development proposal continues to meet with criterion “b” in that “*it includes open air facilities especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of London*”.

6.2.5. With regard to the proposed lighting, DMD74(4) advises that these would not be acceptable on MOL unless justified through very special circumstances. The provision of lighting facilitates a greater use of the artificial pitch thus

according with the desire at national and local levels to protect and even enhance the provision of open space, sports and recreational facilities. The lighting columns are slim line in nature therefore in long views into the site / MOL would not be highly discernible. On balance, it is considered that the lighting columns will not unduly harm the openness of the surrounding MOL.

- 6.2.6. The maintenance container is considered to be an essential facility to support the use of the sports pitch. The proposal to clad it so that it does not maintain the appearance of a shipping container is welcomed and a condition will be imposed to secure the finishing details of the maintenance store.

Loss of a Cricket Pitch

- 6.2.7. Sport England, following their own consultation with the England & Wales Cricket Board, has raised an objection over the loss of a cricket pitch. Whilst it is recognised that a proposed use should not be to the detriment of an existing use, the college has confirmed that although the submitted plans do have the “wicket” in question annotated as a cricket pitch, it is in fact a redundant athletics run up associated with the curriculum of the previous school on site. Cricket does not form a part of the College’s curriculum, neither is it played on site by community groups or clubs.
- 6.2.8. Aerial photography would support the fact that that the whole of the field was previously marked out for athletics. Moreover, the location of the “cricket pitch” is considered to be in an unusual location given the very close proximity (33m) of the bund to the south, although it is recognised that there are no particular standards in relation to the size of the playing area.
- 6.2.9. Having regard to DMD74, the proposal does not result in a “pitch” that is in use for cricketing purposes. On balance, it is considered that sufficient evidence exists to demonstrate that there has been no cricketing activity taking place at the College for a considerable period of time, if at all.

6.3. Impact on Neighbouring Properties

- 6.3.1. With regard to any potential impact on adjoining residential occupiers, key concerns revolve around noise, lighting and traffic generation / parking.

Noise

- 6.3.2. Paragraph 123 of the NPPF considers noise impacts of development. It confirms that policies and decisions should aim to:
- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
 - mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
 - recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
 - identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

- 6.3.3. Although the site is currently in use as a playing field, its use is controlled by access through the college and the hours are curtailed by daylight hours and by the condition of the pitch. The proposed pitch, with lighting, will enable a more intensive use, later into the evening and potentially all year round.
- 6.3.4. The submitted acoustic report considers that the level of distancing to the nearest residential properties (52m to No.107 The Ride), together with the existing vegetated bund fronting The Ride and the Kingfisher Academy building / College buildings screening the residents on Collinwood Avenue, any noise resulting from the use of the pitch is not expected to adversely affect nearby residents.
- 6.3.5. Although there is some merit in the findings of the acoustic report, recent experience from existing sites in the Borough indicates that noise from shouting during games can be a particular problem. The vegetated bund will not satisfactorily address this issue. It is therefore recommended that prior to development commencing, details of an acoustic barrier are secured

Lighting

- 6.3.6. Given the sensitivities of the site, adjacent to residential dwellings and on MOL, a lighting scheme should be designed to minimise the impact on these elements (light spillage / light trespass), whilst obviously providing the necessary level of lighting for functional use. For outdoor sporting provision, sports lighting can considerably extend the hours of use especially outside the summer months and is often critical to the viability of many facilities which rely on income from mid-week evening lettings to cover operating costs. Sports lighting is therefore essential if these sports facilities are to be used to their full capacity and justify the level of capital required to provide them. Without sports lighting, opportunities for sport would be significantly restricted.
- 6.3.7. At 15m in height, the lighting columns would be visible above the existing vegetated bund fronting The Ride and also above the ridge of the roof of the Kingfisher Academy (9m).
- 6.3.8. Although the lights may be visible above the aforementioned, directional technology would minimise light spillage beyond the playing surface. The issue therefore is of the glow that surrounds the lights because the playing fields are otherwise dark. Whilst the glow cannot be avoided, limits on the hours of use would at least ensure that residents are provided with some comfort that

6.4. Highways Considerations

Access / Traffic Generation / Parking / Servicing

- 6.4.1. The College plan to install new security gates internally within the college campus to segregate buildings not used by community visitors. This will allow all gated entrances to driveways to be opened for community users travelling by car outside the normal college day and at weekends. This will prevent congestion to the adjoining highways during peak traffic times. It has also been advised that all car parking areas onsite will be open when events are planned that coincide with pitch use. If a College event is likely to attract a large amount of visitors, the College will also close the pitch during that

evening, thereby limiting the amount of vehicles travelling to site and preventing congestion and illegal parking to adjoining highways.

- 6.4.2. A Travel Plan was submitted with the application, however it does not specifically address the use of the pitch. It is considered that more details are required from the submitted Travel Plan to demonstrate how the additional activity resulting from the use of the artificial pitch will not unduly impact on traffic and parking because of measures to be employed.
- 6.4.3. A condition is proposed to secure details of a car parking management plan to provide some comfort that the car parking areas are available to all users outside of school times to limit any parking overspill onto the surrounding streets.

6.5. Sustainable Design & Construction

Drainage

- 6.5.1. Core Policy 28 and DMD 61 requires that all developments to provide sustainable urban drainage systems. Given the increase in hard surfacing, it is considered to not be unreasonable to secure details of a drainage scheme, incorporating SuDS measures.

Biodiversity

- 6.5.2. CP36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. The vegetated bund could be enhanced in some places, particularly towards its western end where the height and density of plantings is not as great as that on other parts of the bund. Additional plantings could reasonably be secured by condition.

Contamination

- 6.5.3. The campus, prior to its use for educational purposes, was used as a horticultural nursery. The site has been subject to previous contamination investigations associated with previous planning permissions, most recently the Kingfisher Hall Primary Academy. Details from the latest report were considered acceptable although a condition was imposed to deal with contamination not previously identified. Given the scope of works proposed, it is considered unnecessary in this instance to impose any further contamination conditions.

6.6. Community Infrastructure Levy (CIL)

- 6.6.1. The development does not create any additional floor space and is therefore not CIL liable.

7. Conclusion

- 7.1. On balance, the proposal, by continuing to provide for recreational / sporting needs, outweighs the harm to the openness of the MOL through the introduction of fencing around the sports pitch.
- 7.2. The development will not unduly impact on the amenity of neighbouring residential occupiers with particular regard to noise and light spillage.

- 7.3. Having regard to all of the above, it is considered that planning permission should be granted for the following reasons:
1. The proposed development, will not unduly impact on the openness of the Metropolitan Open Land having regard to Core Policy 34 of the Core Strategy, Policies 3.19 & 7.17 of the London Plan, Policy DMD71 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 9).
 2. The proposed development improves facilities at the existing college campus whilst also providing for community usage. It is therefore considered that the proposed development complies with Policies 3.16, 3.18, 3.19 & 7.1 of The London Plan, Core Policy 8 of the Core Strategy, Policy DMD17 of the Development Management Document, and with guidance contained within the National Planning Policy Framework (in particular section 9).
 3. The proposed development due to its design, size, siting will not detract from the character and appearance of the surrounding area nor would it unduly affect the amenities of adjoining or nearby residential properties having regard to Core Policy 30 of the Core Strategy, Policies 7.1, 7.4 & 7.6 of The London Plan, Policy DMD37, 3 &, 42 of the Development Management Document and national guidance contained within the National Planning Policy Framework (in particular section 7).
 4. By virtue of measures proposed and conditions imposed the proposal makes appropriate provision for access, parking and servicing. In this respect the development would comply with Policies 6.3, 6.10, 6.11 & 6.13 of the London Plan, Policy DMD45 & 47 of the Development Management Document, and national guidance contained within the National Planning Policy Framework (in particular section 4)
 5. The proposed development, by virtue of the measures proposed and conditions imposed, should achieve an acceptable level of sustainable design and construction having regard to Core Policies 22 & 28 of the Core Strategy, Policies 5.1 & 5.3 of the London Plan, Policy DMD 59 & 61 of the Development Management Document, as well as national guidance contained with the National Planning Policy Framework (in particular section 11).

8. Recommendation

- 8.1. That following referral to the Secretary of State and no objections being received, planning permission be GRANTED subject to the following conditions:
1. Approved Plans – Revised
The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised, as set out in the attached schedule which forms part of this notice.

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

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. Hard Surfacing – Sports Pitch

The artificial grass pitch hereby permitted shall not be constructed other than substantially in accordance with Sport England/National Governing Body Technical Design Guidance Notes; Artificial Surfaces for Outdoor Sport or FA Guide to Football Turf Pitch Designs and Layouts.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy.

4. Sports Pitch – Maintenance Plan

Before the artificial grass pitch is brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. This should include measures to ensure that the surface is replaced at the end of its usual lifespan. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the artificial grass pitch.

Reason: To ensure that a new facility is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy.

5. Sports Pitch – Hours of Use

Unless otherwise agreed in advance and in writing by the Local Planning Authority, the artificial grass pitch, grass sports pitch and multi-use games areas and its associated sports lighting shall not be used outside the hours of:

- a. Monday to Friday: 08:00 to 22:00
- b. Saturday: 10:00 to 20:00
- c. Sunday and Bank Holidays: 10:00 to 20:00

Reason: To balance illuminating the playing field/sports facility for maximum use with the interest of neighbour amenity and sustainability in accordance with Development Plan Policy.

6. Lighting – Details of Timing Mechanism

The floodlighting columns shall not be installed until details of a timing mechanism to limit their hours of use to those as prescribed by Condition 5 of this permission (“Sports pitch – hours of Use”), has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the lighting columns shall only be erected with the approved timing mechanism.

Reason: To balance illuminating the playing field/sports facility for maximum use with the interest of neighbour amenity.

7. Community Use Agreement
No development shall commence until a Community Use Agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the Artificial Grass Pitch hereby permitted and include details of:
Pricing policy;
Hours of use;
Access by non-educational establishment users;
Management responsibilities; and
a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

8. Details of Acoustic Barrier
The development shall not commence until details of the design, size, siting and minimum density of an acoustic bund / barrier to limit sound generated from the use of the site being audible beyond the site boundary, has been submitted to the Local Planning Authority and approved in writing.

The approved acoustic barrier must be installed prior to first use of the pitch and permanently maintained.

Reason: To minimise any additional impact on neighbour amenity from noise generated by the approved development and to ensure an acceptable appearance.

9. Details of Materials – Maintenance Store
Details of the external finishing materials for the proposed equipment maintenance store shall be provided to the Local Planning Authority for approval in writing prior to its installation. The maintenance store shall be implemented in accordance with the approved details and permanently maintained.

Reason: To ensure that the appearance of the maintenance store does not have a harmful impact on the setting of the surrounding MOL.

10. Car Park Management Plan
The use shall not commence until details of a car Park Management Plan has been submitted to the Local Planning Authority and approved in writing. The Car Park Management Plan shall detail how the car parking areas within the College are to be managed and made

available to all users of the facilities of the College during and outside of usual College operating hours, and review mechanisms.

The use shall only take place in accordance with the approved Management Plan.

Reason: To ensure the maximum amount of car parking spaces is available to users of the artificial pitch and to all users of facilities on the site, thereby reducing overspill parking onto the surrounding highways, in the interest of the free flow and safety of traffic on the adjoining highways.

11. Servicing / Deliveries for Construction Purposes
Throughout the duration of the construction of the development hereby approved, there shall be no access to the site for construction servicing and delivery purposes between the hours of 8:50am to 9:30am and 3pm to 3:45pm Monday to Friday whatsoever without the prior approval in writing of the Local Planning Authority.

Reason: To avoid conflict of traffic movements with the pupil drop-off / pick up times of Waverley School whose pupils are transported by buses, in the interest of the free flow and safety of vehicular and pedestrian traffic on the adjoining highways and with Kingfisher Academy.

12. 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.

13. 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) details of construction access, associated traffic management and vehicle routing to the site
- (b) hours of access for construction servicing and delivery purposes to ensure no conflict with the dropping off / picking up times for Kingfisher Hall Academy and Waverley School.
- (c) arrangements for vehicle servicing and turning areas
- (d) arrangements for the parking of contractors vehicles clear of the public highway
- (e) arrangements for wheel cleaning
- (f) details of the site compound and the layout of temporary construction buildings
- (g) arrangements for the storage of materials
- (h) hours of work
- (i) 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 then be undertaken in accordance with the approved construction methodology.

Reason: To ensure the implementation of the development does not lead to damage to the existing roads, prejudice highway safety or the free-flow of traffic on the adjoining highways, to minimise disruption to neighbouring properties and schools.

College of Haringey 3G Artificial Grass Pitch (AGP)



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DATE	13/07/12
BY	SPS
DESCRIPTION	3G AGP



PROJECT	SS2009	SCALE	1:1250	SHEET	A1
DATE	05	REVISED			00

College of Haringey 3G Artificial Grass Pitch (AGP)



SSU
SURFACING STANDARDS LIMITED
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3G Artificial Grass Pitching Area
3G Artificial Grass Run Off Area

ID	APPLICATION / FUNCTIONAL CLASSIFICATION	TR	LOOSE
01	ARTIFICIAL GRASS PITCHING AREA	100	100
02	ARTIFICIAL GRASS RUN OFF AREA	100	100

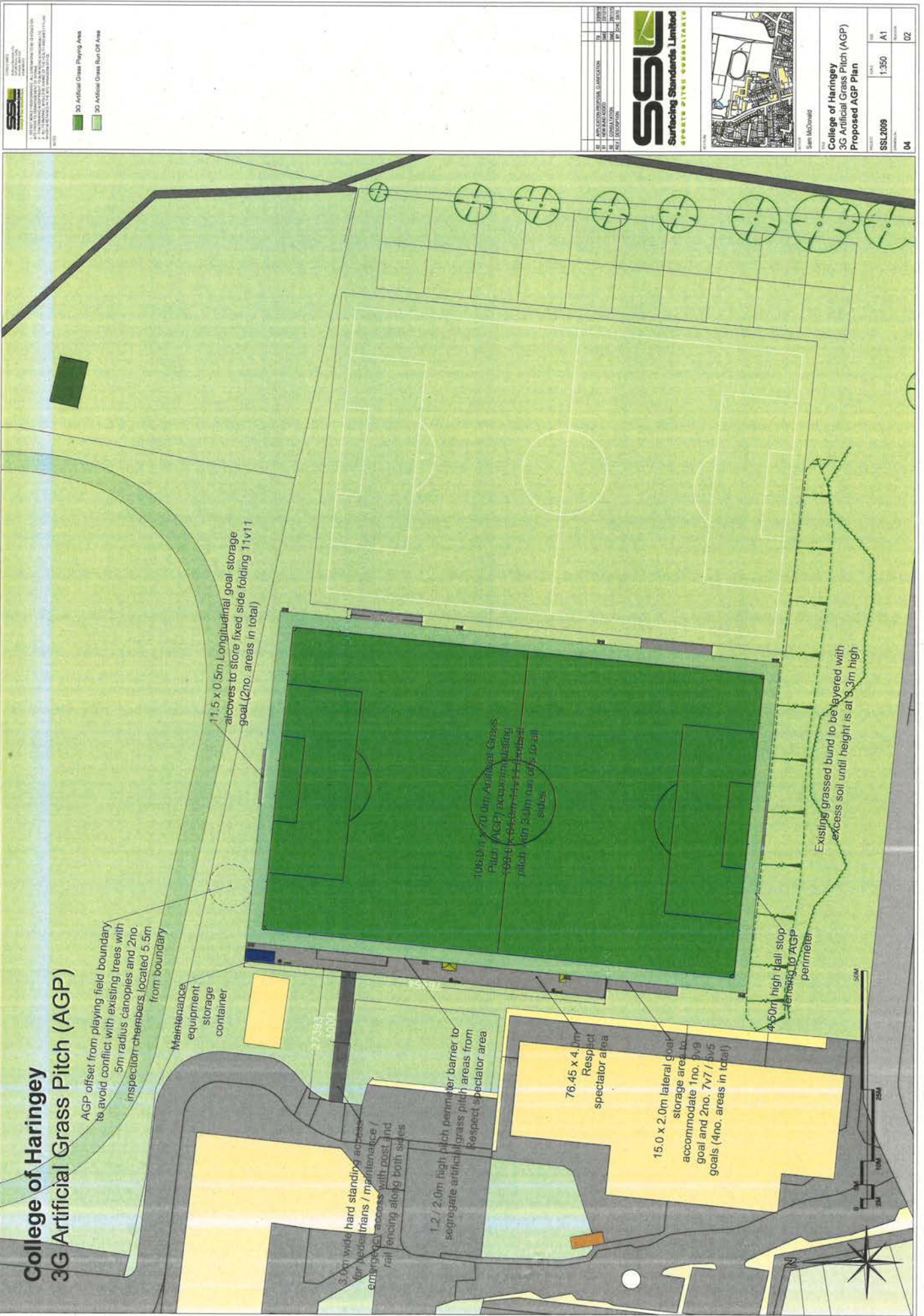
SSU
Surfacing Standards Limited
SPORTS PITCH SUBSTRATES

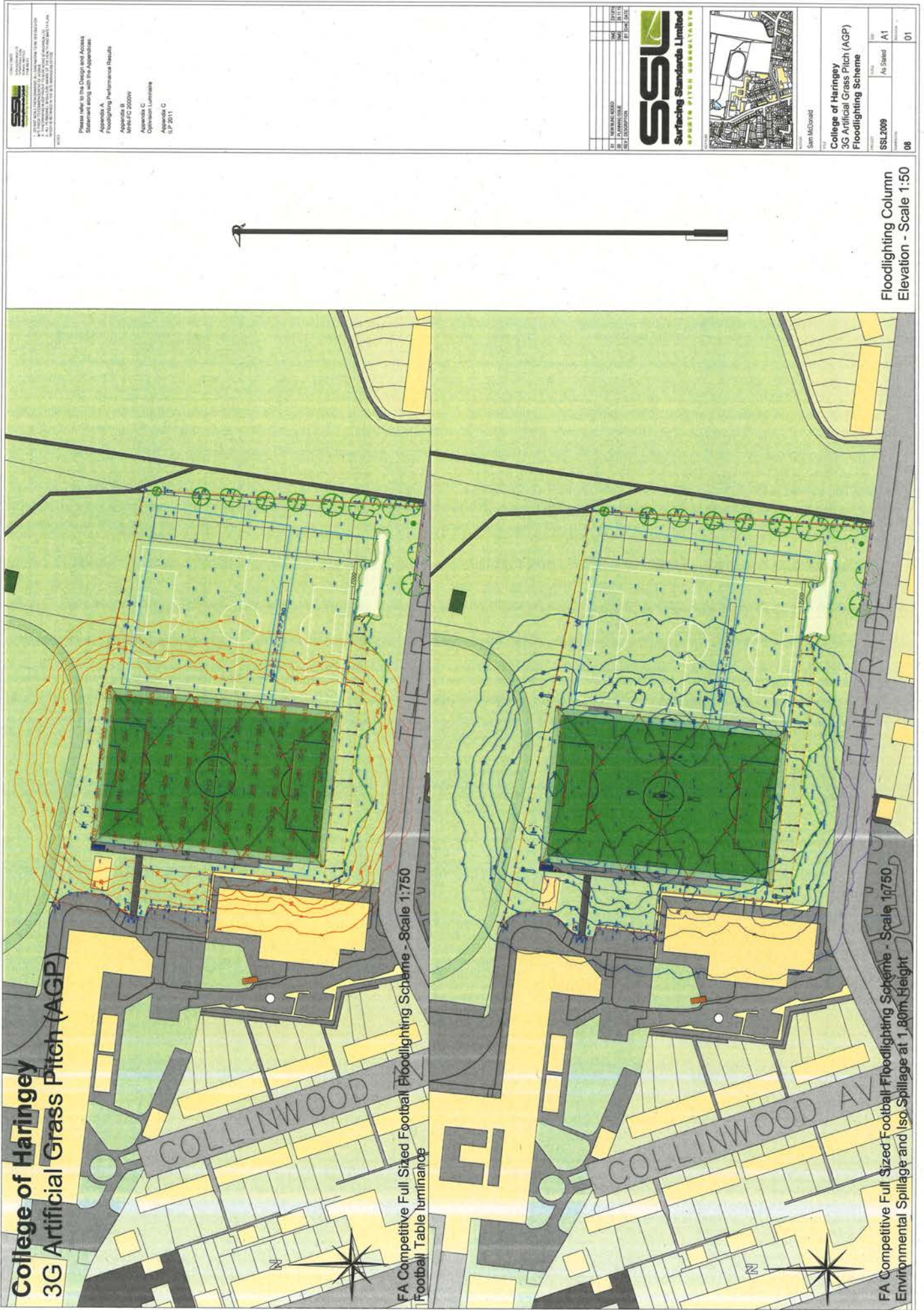


Sam McDonald
College of Haringey
 3G Artificial Grass Pitch (AGP)
 Proposed Site Plan

SSU 2009	1:1250	A1	02

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**College of Haringey
3G Artificial Grass Pitch (AGP)**

FA Competitive Full Sized Football Floodlighting Scheme - Scale 1:750
Football Table Illuminance

FA Competitive Full Sized Football Floodlighting Scheme - Scale 1:750
Environmental Spillage and Iso Spillage at 1.80m Height

SSS
SURFACING STANDARDS LIMITED
SPORTS PITCH CONSULTANTS

Please refer to the Design and Access
Statement along with the Appendices:
Appendix A
Floodlighting Performance Results
Appendix B
MNH-FIC 2009W
Appendix C
Optimised Luminaire
Appendix D
L/P 2011

NO	REVISION	DATE	BY	CHKD
01	ISSUED FOR PERMIT	28/11/10	SSS	SSS
02	AMENDMENT	28/11/10	SSS	SSS
03	REVISED	28/11/10	SSS	SSS

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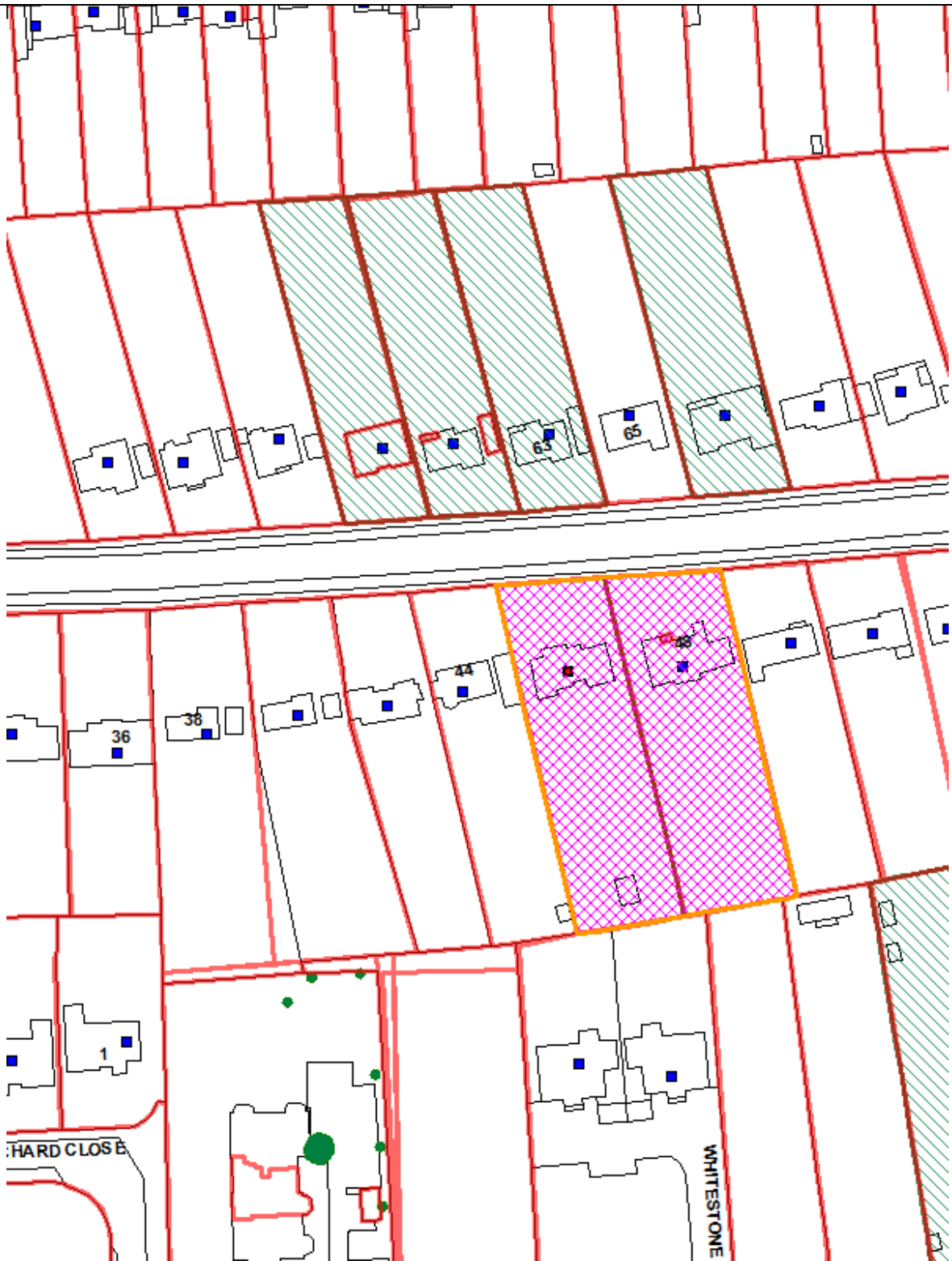
Sam McDonald
College of Haringey
3G Artificial Grass Pitch (AGP)
Floodlighting Scheme
SSS/2009
As Stated A1
08
01

Floodlighting Column
Elevation - Scale 1:50

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 20 September 2016
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Andy Bates Ms Claire Williams	Ward: Cockfosters
Ref: 16/02905/FUL		Category: Full Application
LOCATION: 46 - 48 Lancaster Avenue, Barnet, EN4 0ET		
PROPOSAL: Redevelopment of site to provide 2 x 3 storey detached blocks accommodating 10 x 2 bedroom flats with basement parking.		
Applicant Name & Address: Insignia Homes		Agent Name & Address: PPM Planning Limited 185 Casewick Road London SE270TA
RECOMMENDATION: That planning permission be REFUSED .		

Ref: 16/02905/FUL LOCATION: 46-48 Lancaster Avenue, Barnet, EN4 0ET,



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Scale 1:1250

North



The application is brought to the Planning Committee for Members to consider because this is the third application which has been submitted that Officers have assessed and recommended refusal. In these circumstances it is considered useful to understand views of Members.

Drawing numbers: 5104 P 300 (Proposed Basement Plan), 5104 P 301 (Location Plan/ Proposed Ground Floor/ Site Plan), 5104 P 302 (Proposed First Floor/ Site Plan), 5104 P 303 (Proposed Second Floor/ Site Plan), 5104 P 304 (Proposed Roof/ Site Plan), 5104 P 310 (Block A Proposed Floor Plans), 5104 P 311 (Block B Proposed Floor Plans), 5104 P 320 (Street Elevations), 5104 P 321 (Block A Proposed Elevations), 5104 P 322 (Block B Proposed Elevations), 5104 P 323 (Rear Elevation Comparison), 5104 P 330 (Proposed Site Sections)

1.0 Site and Surroundings

- 1.1 The application site is located on the south side of Lancaster Avenue. It has a regular shape and is approximately 3,420m² in area comprising No. 46 (1,675m²) and No. 48 (1,745m²). It has a natural slope from east to west of approximately 3m and from north to south of approximately 5.5m. The site contains two large single family dwellings with carriage driveways.
- 1.2 The site is located within an established residential area. The pattern of development is extremely generous with large plots and substantial houses of different styles and eras.
- 1.3 The site is not located within a Conservation Area and does not contain a Listed building.

2.0 Proposal

- 2.1 The application seeks planning permission for the redevelopment of the site to provide 2 x 3 storey detached blocks accommodating 10 x 2 bedroom flats with basement parking.
- 2.2 The buildings would be similar in terms of their scale, form, detailing and materials. The buildings would measure 9.5 metres in height and a maximum width of 17.3 metres. The buildings would measure a maximum depth of 22.3 metres at ground floor level and 19 metres at first floor level. There would be a distance of approximately 6.5 metres between the two buildings and the dwellings would be set in from the common boundaries with the neighbouring dwellings by approximately 3 metres.
- 2.3 The buildings would comprise a crown roof with a central front gable projection that would be set down from the main ridge by approximately 0.5 metres. Rooflights would be sited within the side roof slopes and front and rear dormer windows are proposed. Front bay windows are proposed at ground and first floor level.
- 2.4 A new vehicular access from Lancaster Avenue is proposed with an access ramp that would lead to the basement level which would comprise 20 parking spaces, 20 cycle spaces, 10 external storage units, a stair core and lift. Glass balustrading is proposed adjacent to the access ramp in front of Block B.

- 2.5 The buildings would have similar layouts and provide for 5 units each. Each flat would be provided with a private outdoor terrace or balcony excluding flat 3 sited on the first floor of Block B.
- 2.6 The main changes from the previously refused application (15/04935/FUL) include the removal of the terrace serving the first floor level flat in block B towards No.50 Lancaster Avenue, removal of the refuse store along the front boundary and relocation of the refuse stores to between the two buildings, introduction of front and rear dormers and a change in the housing mix from 4 x 2 bed and 1 x 3 bed flats in each building to solely 2 bed units.
- 2.7 The differences between the current and the first refused scheme (15/01513/FUL) are set out below.
- Reduction in depth, height, width (2m)
 - Concierge building removed and replaced with smaller refuse store
 - Balconies and terraces removed from front elevation
 - Front railings removed and replaced with a low level wall
 - Gymnasium removed from the basement level
 - Increase in cycle spaces from 10 to 20
 - Change in canopy design

3.0 Relevant Planning History

- 3.1 15/04935/FUL - Redevelopment of site to provide 2 x 3-storey detached blocks to provide 10 flats (Block A - 4 x 2-bed and 1 x 3-bed) and (Block B - 4 x 2-bed and 1 x 3-bed) with basement parking involving access ramp, balconies to rear, rooms in roof, rear dormer window, vehicle access to Lancaster Road, boundary wall, detached refuse store at front and associated landscaping. Refused for the following reasons under delegated powers:
1. The proposed development by reason of its density, scale, bulk, mass and design (including a dominant and incongruous roof form) would be inconsistent with the pattern of development and would dominate and detract from the character and appearance of Lancaster Avenue contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies 4 and 30 of the Core Strategy, Policies 6, 8, 37 and 38 of the Development Management Document, and the Enfield Characterisation Study.
 2. The refuse store and associated hard standing including access road would reduce the openness of the forecourt and detract from the visual amenity of the street scene contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies 4 and 30 of the Core Strategy, Policies 6, 8, 37 and 38 of the Development Management Document, and the Enfield Characterisation Study.
 3. The proposed development, by reason of the change in levels and the height and depth of the single-storey and first floor rear projection with privacy screens of Block B, would adversely affect the amenity of No. 50 through visual bulk and a sense of enclosure contrary to Policies 3.5 and 7.4 of the London Plan, Policies 4 and 30 of the Core Strategy, and Policies 6, 8, 37 and 38 of the Development Management Document.

4. The proposed development would result in a substandard form of accommodation prejudicial to the living conditions of the future occupants of the units by virtue of their excessive depth and lack of windows serving the top floor flat resulting in poor access to light and outlook for all future occupants of the development. This would fail to accord with the National Space Standards, Policy 3.5 of the London Plan, the London Housing Design Guide, Policies CP4 and CP30 of the Core Strategy, Policy DMD8, DMD9 and DMD37 of the DMD and the NPPF.
 5. The proposal fails to provide a sufficient level of affordable housing and associated monitoring fees and sufficient evidence has not been provided to justify this shortfall. The application also fails to provide evidence to demonstrate a sufficient level of contribution towards local education infrastructure. The proposal would fail to accord with Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan, Policies CP3, CP8 and CP46 of the Core Strategy, Policy DMD2 of the Development Management Document, the S106 Supplementary Planning Document, the NPPF and the NPPG.
- 3.2 15/01513/FUL - Demolition of the existing single family dwellings and construction of 2x detached two-storey residential buildings with accommodation in the roofs to provide a total of 10 units (comprising 4x 2-bed and 2x 2-bed), basement car park and gymnasium, and associated concierge building / refuse store, access and enclosure – Refused for the reasons below. The application was taken to the Planning Committee on 21 July 2015. Planning Committee members agreed with the Officers recommendation.
1. The proposal fails to provide a sufficient affordable housing contribution contrary to Policies 3.10, 3.11, 3.12, 3.13 and 8.2 of the London Plan, Policies 2 and 46 of the Core Strategy, Policy 1 of the Development Management Document, and the S106 Supplementary Planning Document.
 2. The proposed development by reason of its density, scale, bulk, mass and design would be inconsistent with the pattern of development and would dominate and detract from the character and appearance of Lancaster Avenue contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies 4 and 30 of the Core Strategy, Policies 6, 8, 37 and 38 of the Development Management Document, and the Enfield Characterisation Study.
 3. The concierge building / refuse store would reduce the openness of the forecourt and detract from the visual amenity of the street scene contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies 4 and 30 of the Core Strategy, Policies 6, 8, 37 and 38 of the Development Management Document, and the Enfield Characterisation Study.
 4. The height of the boundary wall and the fragmented design of the forecourt would cause harm to the character and appearance of the property and the street scene contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies 4 and 30 of the Core Strategy, Policies 6, 8, 37 and 38 of the Development Management Document, and the Enfield Characterisation Study.
 5. The proposed development, by reason of the change in levels and the height and depth of the single-storey projection and the privacy screens of

Block B, would adversely affect the amenity of No. 50 through visual bulk and a sense of enclosure contrary to Policies 3.5 and 7.4 of the London Plan, Policies 4 and 30 of the Core Strategy, and Policies 6, 8, 37 and 38 of the Development Management Document.

6. The proposed development would fail to provide cycle parking facilities in accordance with the minimum standards set out in Table 6.3 of the London Plan contrary to Policy 6.9 of the London Plan, Policy 25 of the Core Strategy, and Policy 45 of the Development Management Document.

4.0 Consultations

4.1 Public response

4.1.1 Letters were sent to 15 adjoining and nearby residents, a site notice was posted and a press notice advertised in the local paper. 14 objections were received and can be summarised as follows:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- General dislike of proposal
- Inadequate access, parking provision and public transport provisions
- Increase in traffic, parking and air pollution
- Information missing from plans
- Loss of light, parking, privacy
- Noise nuisance
- Out of keeping with character of area
- Overdevelopment
- Overbearing
- Strain on existing community facilities
- The revised scheme does not address the previous reasons for refusal.
- The proposed development by reason of its density, excessive scale, bulk, mass, design and provision of flats within the roof space, would be inconsistent with the pattern of development and would dominate and detract from the character and appearance of Lancaster Avenue
- Independent flats in the roof would be out of keeping with the pattern of development in the area
- No affordable housing
- Lead to the number of family homes with gardens being diminished
- Impact on house prices
- Development would set a precedent for future development in Lancaster Avenue
- Building lines do not respect the building lines along the street
- Timber slatted privacy screens replaced with glass privacy screens
- The underground parking is too cramped and poorly designed
- The provision for dropping off is inadequate for the number of units
- Entrance road located close to the basement parking area would generate noise and activity on a 24 hour basis to the detriment of neighbouring amenity
- Bedrooms to be located to the front and living rooms to the rear which would result in increased opportunities for overlooking

4.2 Internal Consultees

4.2.1 Traffic and Transportation:

The level of parking provision is in excess of the London Plan Standards and no justification has been provided. The location and provision of cycle parking is unacceptable. There is no mechanism strategy in place to deal with the refuse collection – leaving bins on the public highway would be unacceptable.

4.2.2 Thames Water

No objection but informatives and a piling method statement condition suggested.

4.2.3 Housing Department

Policy requires new housing to be affordable and a mix of tenures and sizes. On this basis, 4 of the units should be affordable and split 70:30 between rent and shared ownership. This equates to 3 for rent and 1 for shared ownership.

The council's policy requires 10% of the units, in this case 1, to be built to Stephen Thorpe/Habinteg wheelchair design standard. Subject to confirmation of viability we are unwilling to support an application that omits wheelchair units.

4.2.4 Tree Officer

No objection – Tree protection and landscaping condition required.

4.2.5 SUDS Officer

Details of a sustainable urban drainage system (SUDS) should be secured by condition.

4.2.6 Environmental Health

No objection but a construction management plan condition has been suggested.

4.2.7 Business Development

No objection - As the development hits the threshold of ten units an employment and skills strategy as per the s106 SPD would be required.

4.2.8 Duchy of Lancaster

No comments to make.

4.2.9 Metropolitan Police

No objection but requested the application adopt the principles and practices of Secured by Design and complies with the requirements of the Secured by Design Homes 2016 guide.

5.0 Relevant Policy

5.1 London Plan (Further Alterations to 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 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing
- Policy 3.13 Affordable housing thresholds
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Building London's neighbourhoods and communities
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

5.2 Core Strategy (adopted November 2010)

- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing Types
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP28: Managing flood risk through development
- CP30: Built Environment
- CP46: Infrastructure contributions

5.3 Development Management Document (adopted November 2014)

- DMD1: Affordable Housing on Sites Capable of Providing 10 or more units
- DMD3: Providing a mix of different size homes
- DMD4: Loss of Existing Residential Units
- DMD6: Residential Character
- DMD8: General standards for new residential development
- DMD9: Amenity space

DMD10: Distancing
DMD37: Achieving high quality and design-led development
DMD45: Parking standards and layout
DMD46: Vehicle crossovers and dropped kerbs
DMD47: Access and Servicing
DMD49: Sustainable design and construction statements
DMD51: Energy efficiency standards
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, waste minimisation and green procurement
DMD58: Water efficiency
DMD61: Managing surface water
DMD68: Noise
DMD69: Light pollution
DMD79: Ecological enhancements
DMD80: Trees on development sites
DMD81: Landscaping

5.4 Other Relevant Policy/ Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
National Space Standards (March 2015)
Mayor of London's Housing SPG (2016)
Enfield Strategic Housing Market Assessment (2010)
Section 106 Supplementary Planning Document (Nov 2011)
Enfield Characterisation Study (2011)

6.0 Analysis

Principle of Development

- 6.1 Policy 3.4 of the London Plan promotes the optimisation of housing output within different types of location. Policy 3.8 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. The proposal would be compatible with these policies, in addition to Policy CP2 of the Core Strategy and Policy DMD3 of the DMD, insofar as it would add to the Borough's housing stock.
- 6.2 The existing dwellings are not listed nor are they located within a Conservation Area, and therefore no objection is raised in principle to the demolition of the dwellings. The area is entirely residential in character and therefore continued residential use is appropriate. Policy DMD4 sets out that proposals that result in the loss of existing residential units, particularly family homes, that can still be used, with or without adaptation, will only be permitted if there is no net loss of residential floor space as a result of the redevelopment. The proposal would

result in a net increase in residential units and is therefore considered to be consistent with this policy.

- 6.3 However, the proposed development must be assessed in terms of other material considerations including: achieving an appropriate residential mix in keeping with the character of the area; adequate internal floor space and layout; servicing; parking provision; residential amenity; as well as whether the proposal would be consistent with the objectives and targets for additional housing provision, including standards of accommodation and affordable housing, identified at the national, regional and local levels.

Density

- 6.4 For the purposes of the London Plan density matrix, it is considered the site lies within an area more akin to a suburban pattern of development. The site lies within an area with a PTAL of 1 indicating that it has poor access to public transport. If defined as suburban, the density matrix suggests a density of between 150 and 200 habitable rooms per hectare.
- 6.5 The site has an area of 0.342ha. The proposal involves the provision of 49 new habitable rooms. The proposal would give a density of 143 habitable rooms per hectare which would fall within the suggested density range.
- 6.6 Density however is not the sole issue for consideration as developments also need to have appropriate regard to their surroundings and the character of the area. It is acknowledged that the NPPF and the London Plan Housing SPG states that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area, and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area, balanced against wider considerations of the critical mass of units required to drive the deliverability of the scheme. The density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan, Policy CP30 of the Core Strategy and Policies DMD7, DMD8 and DMD37 of the DMD and will be examined in the following section.

Impact on Character and Street Scene

- 6.7 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character and can meet the existing and future needs of residents; and also Policy DMD37 which sets out criteria for achieving high quality and design led development.
- 6.8 Policy DMD8 of the DMD states that development must be appropriately located taking into account the nature of the surrounding area and land uses and be of an appropriate scale, bulk and massing.
- 6.9 It is considered that Lancaster Avenue is not a typical suburban setting. The pattern of development is extremely generous with large plots and substantial houses of different styles and eras. The buildings are typically one and two-

storeys with some accommodation in the roofs, and open forecourts some with low height retaining walls or boundary walls and relatively simple landscape schemes and parking areas.

- 6.10 The Enfield Characterisation Study defines Lancaster Avenue and the local area as a 'large suburb' character typology to distinguish it from the smaller scale classic suburb. The large suburb character typology has low to extremely low density that favours the car; the sparseness of the population is unable to sustain goods and services in walking distance, whilst the large plots easily accommodate car parking. The Study emphasises that this pattern of development presents a long term sustainability issue and acknowledges that the introduction of flatted development increases density. However, the Study recommends that flatted development be located in areas with good transport connectivity and infrastructure provision provided issues of urban form and architectural character can be addressed (page 94-97 of the Enfield Characterisation Study).
- 6.11 The proposed development would maintain the appearance of the original plots and the rhythm of the street scene by providing two detached buildings. The buildings would provide an appropriate graduation in height between the adjoining houses following the natural slope of the land. The changes from the first scheme that was refused in terms of the reduction in width, depth and height of the buildings; the removal of the balconies and terraces from the front elevations; change in material of the privacy screens from timber to glass and simplified use of materials and fenestration are acknowledged and it is considered that the amendments do help to reduce the bulk and massing of the scheme.
- 6.12 However, the bulk and mass of the buildings would still be inconsistent with the scale of other buildings in the local area, and this is evidenced by the proposed building footprints, the floor areas at each level, the excessive depth of the buildings, and large crown roofs. No changes have been made to the scheme to overcome the reason for refusal that was attached to both of the former refusal schemes that related to the excessive scale, bulk, mass, incongruous and dominant crown roof and poor design of the scheme that would be out of keeping with the pattern of development along Lancaster Avenue. The design and access statement sets out that the applicant disagrees with the Council's views regarding scale, bulk and design and feels that the scale and design of the buildings sit comfortably within the street scene. However, having revisited the issue, Officers remain firmly of the view that the proposal continues to be unacceptable in design terms.
- 6.13 Policy DMD5 restricts the development of a road to 20% conversions and requires that only 1 out of 5 houses in a consecutive row may be converted. Whilst this policy is not directly applicable to new build schemes such as what is proposed, it nevertheless sets a benchmark against which the cumulative impact of flatted development on the character of a road can be assessed. Lancaster Avenue is characterised by primarily large family houses. In terms of the assessment of this policy, it must be established that, as a result of the development, the cumulative impact of the new flatted development would result in harm to the character of the area. It is also noted that Members at the Planning Committee for the first refused application raised concerns about the principle of this form of development along the road.

- 6.14 The buildings would still have an excessively large building footprint and in particular the buildings would be excessive in depth. Due to the proposed depth of the buildings and to ensure that the buildings do not appear excessive in height along the street, large crown roofs are proposed. It is acknowledged that some dwellings along Lancaster Avenue do comprise crown roofs including the adjacent dwelling no.50 but not to the extent that is proposed under this application.
- 6.15 The subject scheme features a significantly large crown roof with a steep pitch. The sheer scale of the development and the decision to accommodate a unit within the loft space is such that the addition will appear as a three storey development with exposed flank elevations that allow an appreciation to the actual scale of development that belies the design of the frontage. With a maximum depth of 19 metres at first floor level, a crown roof measuring 9.7 metres in depth and 11.8 metres in width and no relief along the side elevations, the proposed roof treatment would accentuate the incongruity of the built form. This type of roof treatment would create a significantly harmful form of development that would dominate rather than integrate with the street scene. Although they sit proportionately within the roof slope, the introduction of front and rear dormers would increase the bulk and massing of the building. It is considered that the proposed buildings would be excessive in their scale, bulk and massing and result in an overly dominant form of development that would result in demonstrable harm to the character, appearance and pattern of development of the area. The bulk and mass of the buildings would dominate the adjoining houses and have an overbearing impact on the street scene.
- 6.16 In terms of the basement, it is not considered unacceptable per se but due to the ground levels and the way in which the buildings have been designed, the basement level would be visible from the street. The proposed basement level would add to the incongruity and the perception of scale of the development resulting in a form of development that would be out of keeping with the street scene, given Lancaster Avenue does not include basement development that is visible to the street. This adds to the concern over impact on character.
- 6.17 Policy DMD8 seeks to ensure that front boundary treatments, access and hardstanding, car parking and refuse storage do not by reason of their design or form detract from the character and appearance of the property and the street scene.
- 6.18 Lancaster Avenue is predominantly characterised by open forecourts some of which have low height retaining walls and boundary walls. The existing single family dwellings have carriage driveways. The proposed development would reduce the amount of hardstanding and increase the amount of landscaping within the forecourt. It would also reduce the number of crossovers from 4 to 1.
- 6.19 The front boundary treatment would consist of a low level wall measuring a maximum height of 1 metre. The proposed low level brick wall is considered acceptable and in keeping with the character of the area.
- 6.20 The Enfield's 2011 Characterisation Study states the following in relation to the wider area around the application site known as Hadley Wood: *'The large suburb areas are characterized by large, detached properties with extensive, manicured front gardens comprising expanses of neatly mown grass, clumps of ornamental shrub planting and driveways. On-street parking is minimal. Often, gardens flow right to the edge of the pavement with no physical demarcation*

and providing an open, attractive setting to the front of properties. Low brick walls and clipped hedges are also common features’.

- 6.21 The bin store proposed under the previous application has been removed from the front garden. The bin stores (1.8 metres in height) are now proposed to be sited behind the main front building lines of the buildings by approximately 3.5 metres and set back from the front boundary of the site by a minimum distance of 14 metres. The location of the stores is considered acceptable in terms of appearance as it would not result in any demonstrable harm to the open suburban character of the site. However, the technical highway issues are considered further below.
- 6.22 As highlighted within the London Housing SPG (2016), whilst it is recognised that the best use should be made of development opportunities, regard must be had to optimising the housing potential of sites rather than simply maximising on sites. Optimisation is about developing land to the fullest amount consistent with all relevant planning objectives. It is not considered that the proposed development has been designed in line with this objective with the creation of buildings that fail to appropriately respond to the context of the site and its surroundings and relevant constraints particularly given the deliberations of the Local Planning Authority and Planning Committee are on public record.
- 6.23 In summary it is considered that the excessive scale, bulk and massing of the buildings would be inappropriate to the pattern of development and the character of the surrounding area contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies CP4 and CP30 of the Core Strategy, Policies DMD6, DMD8, DMD37 and DMD38 of the Development Management Document, and the Enfield Characterisation Study.

Impact on Residential Dwellings

- 6.24 Policies 7.6 of the London Plan and Policy CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 6.25 Whilst applicable to householder extensions, Policy DMD11 nevertheless establishes the basis for assessment of the impact of development on the light and outlook to neighbouring properties. Policy DMD11 requires that ground floor rear extensions do not exceed a 45 degree line as taken from the centre of the adjoining ground floor windows and that first floor rear extensions do not exceed a 30 degree line as taken from the centre of the adjoining first floor windows.
- 6.26 The proposal would comply with the 30 degree and 45 degree guidelines set out in Policy DMD11 and therefore there would be no significant loss of light to the neighbouring dwellings. Although the proposal would be in accordance with the technical 30/ 40 degree assessments the site context is that the proposed development would result in actual harm to residential amenity.
- 6.27 The depth of the buildings have been reduced and the buildings set away from the boundaries so that there would be a distance of approximately 6.5 metres between the two buildings and the dwellings would be set in from the common

boundaries with the neighbouring dwellings by approximately 3 metres. This change was implemented following the first refusal.

- 6.28 In terms of Block B and the impact on the neighbouring dwelling No.50. It is considered that the proposed development would not unreasonably reduce light to this neighbour because the windows on the flank elevation of this neighbour are secondary sources of light to the north-facing reception room and the south-facing family room. The remaining windows on the flank elevation of No.50 serve non-habitable rooms i.e. wc and ensuite.
- 6.29 However the change in levels between Block B and No.50 is approximately 1.2m at the front building line and appears to increase towards the rear building line. Block B would project 3 metres beyond the rear building line of this neighbour and comprise a 2.5 metre ground floor rear projection. The terrace serving the first floor flat within block B towards 50 Lancaster Avenue has been removed and consequently the glass privacy screen. However it is considered that the proposed development would still adversely affect the amenity of No.50. This would be through visual bulk and a sense of enclosure as viewed from the adjoining terrace and family room windows, due to the change in levels and the increase in height and depth along the boundary and the excessively bulky roof form of the building which would appear as a three storey building.
- 6.30 In terms of Block A and the impact on the residential amenity of the occupants of the neighbouring dwelling No.44. As this neighbour has secondary windows at first floor level and is set at a higher ground level than the application site it is not considered that the proposed development would result in any undue harm to the amenity of this neighbour.
- 6.31 Policy DMD10 requires a 30m distance between the rear facing windows of three-storey buildings. The distance between the rear elevation of the proposed development and the rear elevation of the properties to the rear of the site would be in excess of 30m. In addition, it is noted the vegetation at the rear of the site would limit views between the buildings.
- 6.32 In summary it is considered that the proposed development due to the change in levels, and the height, depth and roof form of Block B would result in significant harm to the residential amenity of No.50 Lancaster Avenue in terms of visual bulk and a sense of enclosure, this would be contrary to Policies DMD8, DMD10, DMD37 and CP30 of the Core Strategy.

Quality of Accommodation

Internal Layout

- 6.33 The provision of good quality housing is a key aspect of the Council's housing policy. One of the Council's strategic objectives set out in the adopted Core Strategy is to provide new homes that are of exemplary space and design standards to meet the aspirations of local people.
- 6.34 DMD8 of the Development Management Document, Policy 3.5 of the London Plan and the National Space Standards set minimum internal space standards for residential development.

- 6.35 Table 3.3 of The London Plan (2016) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible. As the London Plan has been adopted, the GIA's have considerable weight. In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that local planning authorities should consider using design codes where they could help deliver high quality outcomes.
- 6.36 For a two bed four person flat the minimum GIA is 70sqm. The proposed flats would have a GIA of 113sqm – 164sqm and would significantly exceed policy requirements.
- 6.37 The previous application was refused due to the substandard form of accommodation that would be created for the second floor flat due to the excessive depth and the lack of windows serving the flat resulting in poor access to light and outlook for future occupants. With the introduction of front and rear dormers it is considered that sufficient changes have been made to ensure that a substandard quality of accommodation would not be created. However it is still considered that the excessively large crown roof to enable flats to be accommodated within the roof space, with dormers and predominately rooflights serving the flats; would maximise rather than optimise the site.

Amenity Space

- 6.38 Policy DMD9 (amenity space standards) requires new development to provide good quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds minimum standards.
- 6.39 Each flat would have their own terrace excluding the first floor level flat in block B towards No.50 Lancaster Avenue (flat 3). There would also be communal rear gardens measuring 1578sqm. The flats that would have their own private amenity space would accord with policy requirements in terms of their size.
- 6.40 Private amenity space is defined as open space which is accessible only to and screened for the purposes of the resident/residents of the unit. The standards for private amenity space set out in the policy includes a minimum requirement for individual unit types and an average which needs to be met across the development as a whole. An absolute minimum standard is applied to ensure that all units have usable amenity space. However the proposed development would not incorporate a private amenity space for each of the flats and would therefore fail to accord with Policy DMD9.
- 6.41 In summary it is considered that the proposed development would provide a substandard quality of accommodation for the future occupants of flat 3 within Block B. Notwithstanding the existence of communal amenity space on site, due to the lack of the provision of private amenity space. This would fail to accord with Policy 3.5 of the London Plan, the London Housing Design Guide, Policies CP4 and CP30 of the Core Strategy and Policies DMD8 and DMD9 of the Development Management Document.

Housing Mix

- 6.42 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs.
- 6.43 Policy CP5 of the Core Strategy and Policy DMD3 seeks to ensure that new developments offer a range of housing sizes to meet housing need and includes borough-wide targets on housing mix. Development on sites capable of accommodating 10 or more dwellings, in particular, should meet the targets. The targets are based on the findings of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are set out below:
- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses , (5-6 persons), 20% 4+ bed houses (6+ persons).
 - Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).
- 6.44 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.
- 6.45 The Design and Access Statement sets out that factors that have generated the 2 bed units include the geometry of the site together with the positions of the adjacent properties, which dictates that while the proposed units generally have both front and rear aspects, the width of the available floor plans limits the number of potential habitable rooms with available outlook. The viability statement states the following:
- *No. 46 has been occupied by only 2 persons for the last 20 years & No. 48 will shortly only have 2 occupants as the rest of the family are moving away. A new development will allow for the site to be occupied by at least 20-25 persons whilst still not creating an overly dense development*
 - *In view of the Borough's requirement for more housing in Enfield, it is our belief and that of our agent that these apartments will appeal to both second time buyers moving up the ladder and empty nesters who are downsizing from bigger family homes. It is therefore our opinion that this in effect frees up larger family homes at one end of the market and smaller properties for first time buyers at the lower end.*
- 6.46 The housing mix proposed under this application is 100% 2 bed market housing units. The proposed development would fail to achieve the housing mix targets stipulated by Policy CP5 and Policy DMD3. The proposed housing mix is unacceptable for a site that currently comprises family houses and for a new build that would be located within a suburban family orientated area. The proposal has failed to maximise the provision of family units on the site and no

valid evidence has been submitted with the application to demonstrate why targets cannot be achieved.

- 6.47 Policy CP3 of the Core Strategy, Policy DMD2 of the Development Management Document and the S106 SPD (adopted November 2011) require contributions for affordable Housing from all schemes of one unit upwards. However following the High Court Judge ruling and amendments to the NPPG the Council are no longer seeking affordable housing contributions for schemes of less than 10 units or 1 - 10 units with a combined gross floor area of less than 1000sqm. As the gross floor area of the proposed development would exceed 1000sqm the affordable housing policies are applicable.
- 6.48 The S106 SPD also requires contributions towards education on all developments, including those for a single dwelling, which increase pressure on school places. However the threshold for seeking education contributions has risen from 1 unit to 11 units to reflect paragraph 31 of the NPPG
- 6.49 The viability reports that were submitted with the previously refused applications were reviewed by the independent viability consultant and it was concluded that the scheme could viably pay an affordable housing and education contribution. The viability report submitted with the current application concludes that an affordable housing cannot be provided. Consequently insufficient evidence has been provided to demonstrate an absence of affordable housing provision and therefore fails to provide a sufficient level of affordable housing.

Transportation, Access and Parking

- 6.50 The London Plan, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 6.51 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 6.52 The Parking Addendum to Chapter 6 of The London Plan sets out maximum parking standards for new development dependent upon their use and level of public transport accessibility. The London Plan recommends a maximum residential car parking standard of less than 1 parking space for a 1 - 2 bed. The proposed development would exceed the maximum parking standards and provide 20 spaces within the basement. There were concerns that the previous application would result in an oversupply of parking however a variation was considered acceptable due to reasons such as the site's low PTAL, the off street parking provision in the area and the suburban character.
- 6.53 It is acknowledged that the London Plan states that in areas of outer London boroughs that have a PTAL of 0 – 1, boroughs should consider higher levels of provision, especially to address overspill parking pressures. According to the London Plan the maximum car parking ratio for the scheme would be 12 parking spaces (10 spaces + 2 visitor parking spaces). The proposed parking

provision is considered unacceptable given the number and mix of units proposed and no evidence has been submitted to justify the proposed number of parking spaces which would consequently fail to promote sustainable transport options on the site and impact on traffic flows.

- 6.54 The requirement to provide disabled, active and passive electric charging points could be dealt with by condition.
- 6.55 In terms of cycle provision the London Plan provides minimum parking standards - 2 spaces for 2 or more bed units. Based on the proposed housing mix, this would yield 20 resident spaces plus 2 visitor spaces. The number of cycle spaces is considered sufficient, however further details in terms of design are required which could be dealt with by condition.
- 6.56 In visual terms the ramp could alter the appearance of the area to the front. However on balance the principle of the ramped access leading to the basement is acceptable in highway terms. There is adequate circulation area to the rear of the parking spaces in the basement to allow easy manoeuvring of vehicles, and the access is wide enough to allow two-way traffic. However, details of the ramped access including gradients, drainage, levels, width of access and surfacing materials would be required and could be dealt with by condition.
- 6.57 Policy DMD47 specifies that new development will only be permitted where adequate, safe and functional provision is made for refuse collection.
- 6.58 The proposed development would provide a refuse store within 10m of the front boundary for easy collection. The Enfield Waste and Recycling Storage Guidance sets out that for 10 units, two 1100 litre refuse bins and two 360 litre recycling bins would be required.
- 6.59 Refuse collection would take place on-street from Lancaster Avenue. Ideally servicing would take place within the development site, however Traffic and Transportation have advised that there is insufficient space to enable larger vehicles to enter and exit the site in forward gear without adversely affecting highway safety. A management arrangement would therefore be required to ensure that bins were brought forward to the highway for collection. As this information has not been submitted it is unclear as to whether there would be no adverse impact on highway safety and the free flow of traffic.

Trees

- 6.60 Policy DMD80 requires that residential development retains and protects trees of significant amenity and biodiversity value. There have been no fundamental changes to the design of the scheme and the content of the Tree Survey Report has not changed. The Council's Tree Officer was consulted on the previous application and raised no objection to the proposed development. The Tree Officer requested that the tree protection measures contained within the Tree Survey Report prepared by Green Link Ecology Ltd be secured by condition.

Biodiversity

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

Pollution

- 6.62 Policy DMD 64 of the Proposed Submission DMD sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development. The Environmental Health Officer has raised no objection to the proposal but has suggested a condition relating to a construction management plan.

Sustainability

- 6.63 Policy 5.3 of the London Plan relates to sustainable design and construction seeking to ensure that the design and construction of new developments have regard to environmental sustainability issues such as energy and water conservation, renewable energy generation, and efficient resource use. Policy CP4 of the adopted Core Strategy states that the Council would adopt a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough.
- 6.64 Policy DMD49 of the Development Management Document states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement is required to be submitted to the LPA in accordance with Policies DMD49 and DMD51.
- 6.65 In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policy DMD50 several conditions would be attached to any grant of planning permission.

CIL

- 6.66 The proposed development would exceed 1000sqm and therefore would be liable to the Enfield and Mayor CIL.

7.0 Conclusion

- 7.1 The proposed development due to its design, excessive size, scale, bulk and massing would not respect the character and appearance of Lancaster Avenue, would provide a substandard quality of accommodation, fail to provide an appropriate provision for off street car parking spaces, would have an unacceptable impact on the amenities of the occupiers of No. 50 Lancaster Avenue, would fail to provide an appropriate housing mix and would fail to make appropriate contributions towards affordable housing.

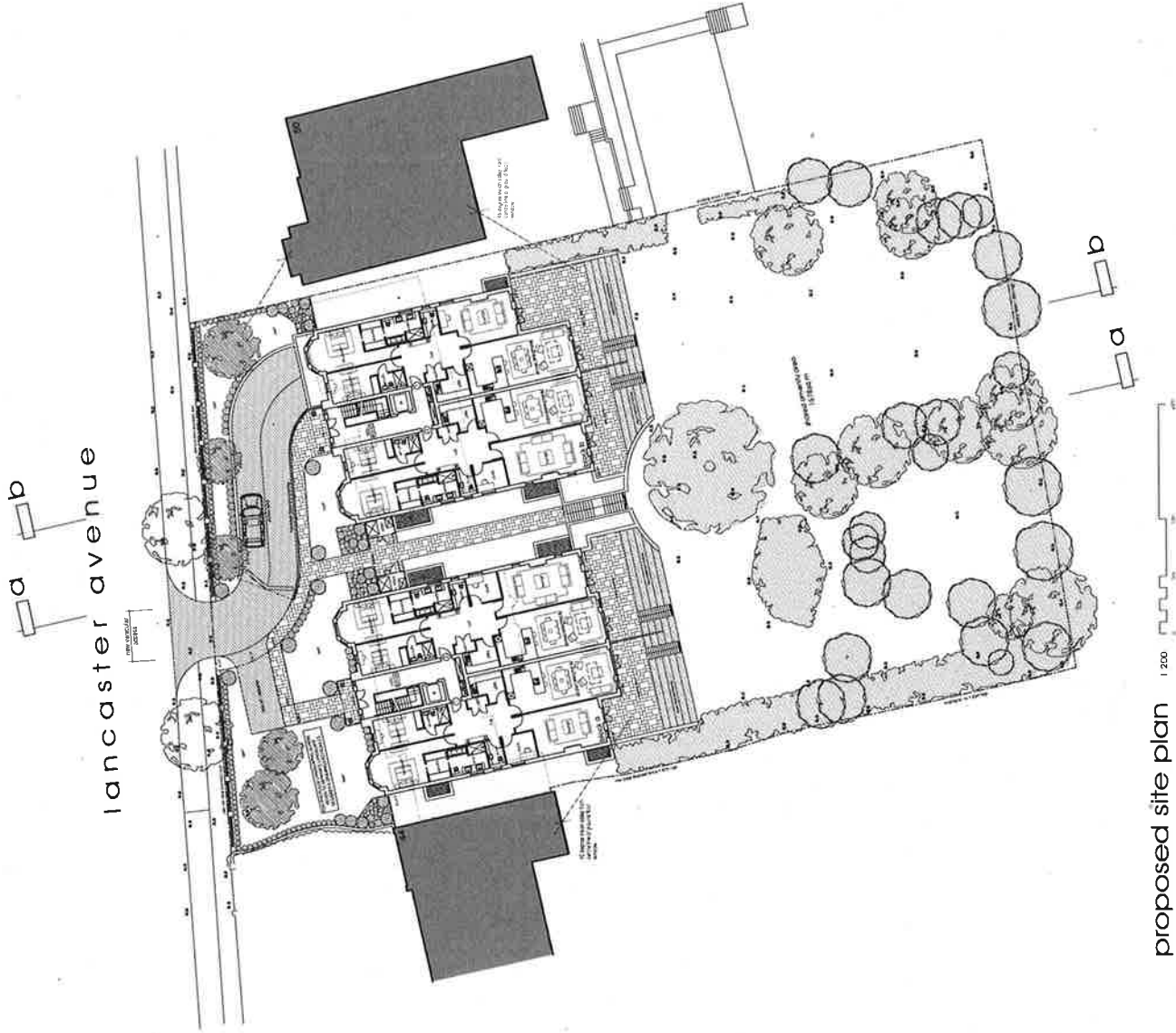
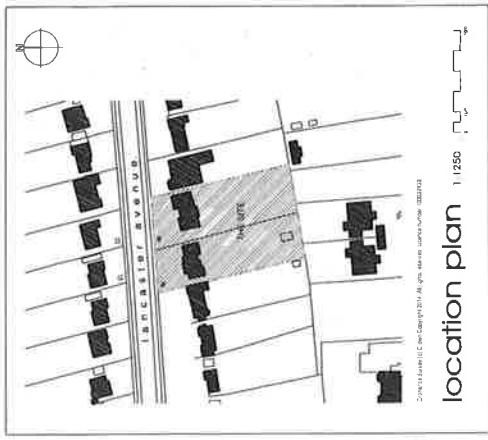
8.0 Recommendation

That PLANNING PERMISSION BE REFUSED for the following reasons:

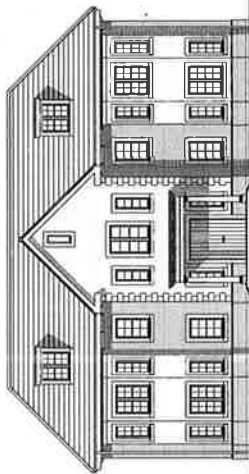
1. The proposed development by reason of its density, excessive scale, roof form, bulk, mass and design would be inconsistent with the pattern of development and would dominate and detract from the character and appearance of Lancaster Avenue contrary to Policies 3.5, 7.4 and 7.6 of the London Plan, Policies CP4 and CP30 of the Core Strategy, Policies DMD6, DMD8, DMD37 and DMD38 of the Development Management Document, and the Enfield Characterisation Study.
2. The proposed development, by reason of the change in levels and the height and depth of the single-storey and first floor rear projection of Block B, would adversely affect the amenity of No. 50 Lancaster Avenue through visual bulk and a sense of enclosure contrary to Policies 3.5 and 7.4 of the London Plan, Policies CP4 and CP30 of the Core Strategy, and Policies DMD6, DMD8, DMD37 and DMD38 of the Development Management Document.
3. The proposed development would provide a substandard form of accommodation prejudicial to the living conditions of the future occupants of flat 3 within Block B due to the failure to provide a private amenity space. This would fail to accord with Policy CP4 and CP30 of the Core Strategy and Policies DMD8, DMD9 and DMD37 of the DMD.
4. The proposed development does not provide an appropriate housing mix and level of affordable housing to meet the housing need in the borough; and no evidence has been provided to demonstrate why targets for the required housing mix and affordable housing cannot be achieved. The proposal is therefore contrary to Policies CP3 and CP5 of the Core Strategy, Policies DMD1, DMD3 and DMD8 of the Development Management Document and Policies 3.9 and 3.11 of the London Plan.
5. The proposal fails to provide a sufficient level of affordable housing and sufficient evidence has not been provided to justify the shortfall. The proposal would fail to comply with Policies CP3 and CP5 of the Core Strategy, Policies DMD1 and DMD3 of the Development Management Document and Policies 3.9 and 3.11 of the London Plan.

6. The proposed development does not make appropriate provision for off street car parking spaces for the proposed number and mix of units. This would have an adverse effect on traffic flows and fail to promote sustainable transport options, contrary to Policy 6.13 of the London Plan and Policy DMD45 of the DMD.
7. The proposed development fails to provide a management arrangement to ensure that bins are brought forward to the highway for collection. This would not make an appropriate provision for servicing thus resulting in an adverse impact on highway safety and the free flow of traffic contrary to Policy CP25 of the Core Strategy and Policy DMD47 of the DMD.

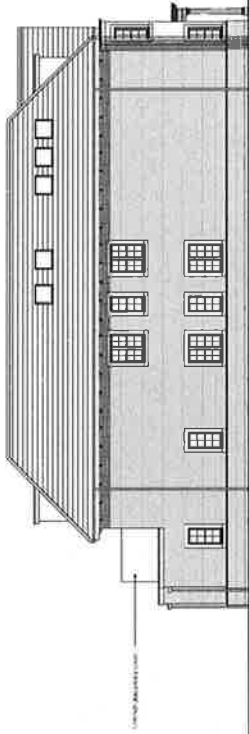
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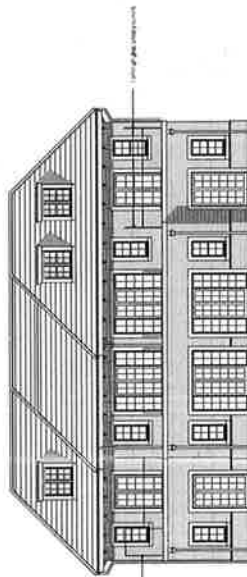
SCHEDULE OF EXTERNAL MATERIALS	
external walls	red brick being finished through skeleton and render
roof	red brick
external windows	white PVC double glazed
external doors	white PVC double glazed
internal walls	reconstituted stone
internal windows	white PVC
internal doors	white PVC
flooring	reconstituted stone
stairs	reconstituted stone
stairs nosing	reconstituted stone
stairs nosing	reconstituted stone
stairs nosing	reconstituted stone



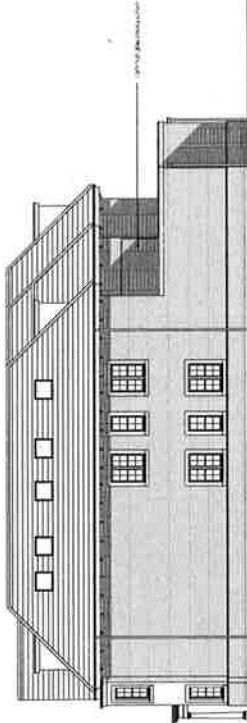
proposed front elevation



proposed side elevation



proposed rear elevation

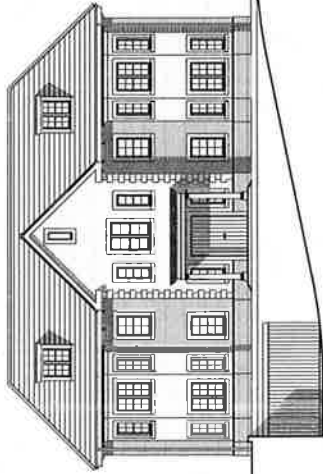


proposed side elevation

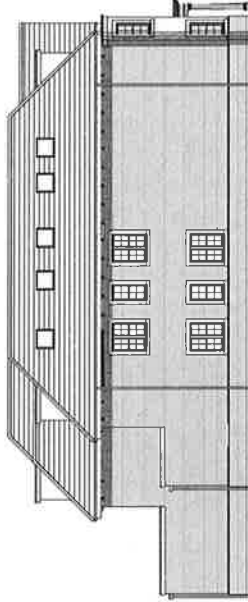
BLOCK A

 qp architect architects working together	100, Wood Lane Birmingham B2 1 3JF Tel: 0121 709 3300 Fax: 0121 709 3301 www.qparchitect.co.uk	APR 2016 1:100 @ A1 	5104 P 321

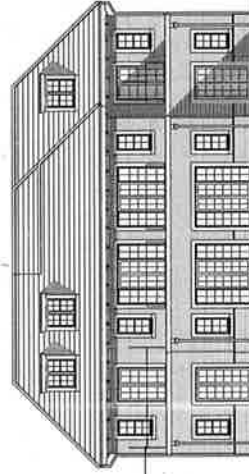
SCHEDULE OF EXTERNAL MATERIALS	
external walls	white ceramic glazed reconstituted stone
porch/roofs	white ceramic glazed
windows	white ceramic glazed
window heads/sill/casings	reconstituted stone
porch/entrance canopy	reconstituted stone
balcony	white UPVC
roofs	white ceramic glazed
Alere entrance	glass/terrazzo
entrance porch	reconstituted stone



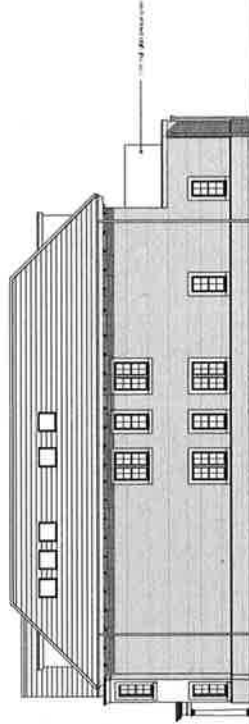
proposed front elevation



proposed side elevation



proposed rear elevation



proposed side elevation

BLOCK B

A1 DRAWING

DATE: 17/03/2016

CHK

1:100 @ A1



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working in partnership

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Surrey
Tel: 01493 365986

FOMES LTD
PLANNING

REDEVELOPMENT OF 45 & 48 LANCASTER AVENUE
HADLEY WOOD LONDON EN4 0ET

5104 | P 322

