

Public Document Pack



PLANNING COMMITTEE

Tuesday, 8th November, 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 07/11/16

AGENDA – PART 1

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

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

- 3. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 129) (Pages 1 - 2)**

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

4. **16/01578/FUL - NEW AVENUE ESTATE, INCLUDING SHEPCOT HOUSE, BEARDOW GROVE, COVERACK CLOSE, OAKWOOD LODGE, GARAGES TO THE REAR OF THE LOUSADA LODGE, HOOD AVENUE OPEN SPACE AND COWPER GARDENS OPEN SPACE, LONDON N14**
(Pages 3 - 52)

RECOMMENDATION: Following referral to the Mayor of London and no objections being raised, and a Legal Agreement, approval subject to conditions

WARD: Cockfosters

5. **16/03142/HOU & 16/02380/LBC - 15 HIGH STREET, SOUTHGATE, N14 6LA** (Pages 53 - 80)

RECOMMENDATION: Approval subject to conditions

WARD: Southgate

6. **16/03937/RE4 - VINCENT HOUSE, 2E NAGS HEAD ROAD, ENFIELD, EN3 7FN** (Pages 81 - 92)

RECOMMENDATION: Approval subject to conditions

WARD: Ponders End

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

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

(There is no part 2 agenda)

MUNICIPAL YEAR 2016/2017 - REPORT NO **129**

COMMITTEE:
 PLANNING COMMITTEE
 08.11.2016

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

AGENDA - PART 1	ITEM 3
SUBJECT -	
MISCELLANEOUS MATTERS	

**3.1 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 : 8th November 2016

Report of

Assistant Director - Planning,
Highways & Transportation

Contact Officer:

Andy Higham Tel: 020 8379 3848
Andy Bates Tel: 020 8379 3004
Mr S. Newton Tel: 020 8379 3851

Ward:

Cockfosters

Application Number : 16/01578/FUL

Category: Major Large Scale -
Dwellings

LOCATION: New Avenue Estate, Including Shepcot House, Beardow Grove, Coverack Close, Oakwood Lodge, Garages To The Rear Of The Lousada Lodge, Hood Avenue Open Space And Cowper Gardens Open Space, London, N14.

PROPOSAL: Demolition of Shepcot House, Oakwood Lodge, Beardow Grove, Coverack Close and garages rear of Lousada Lodge and phased redevelopment of site involving construction of new road to provide 408 residential units comprising 239 flats and maisonettes (109 x 1-bed, 116 x 2-bed, 14 x 3-bed) and 173 houses (85 x 2-bed, 74 x 3-bed, 14 x 4-bed) within a mix of 2, 3, 4, 5, 6 and 9-storey buildings, erection of a nursery and community building (Class D1), construction of an energy centre, formation of play space including play area at Cowper Gardens open space and provision of 330 surface and undercroft car parking spaces.

Applicant Name & Address:

Countryside Properties (UK) Ltd
C/O AGENT
United Kingdom

Agent Name & Address:

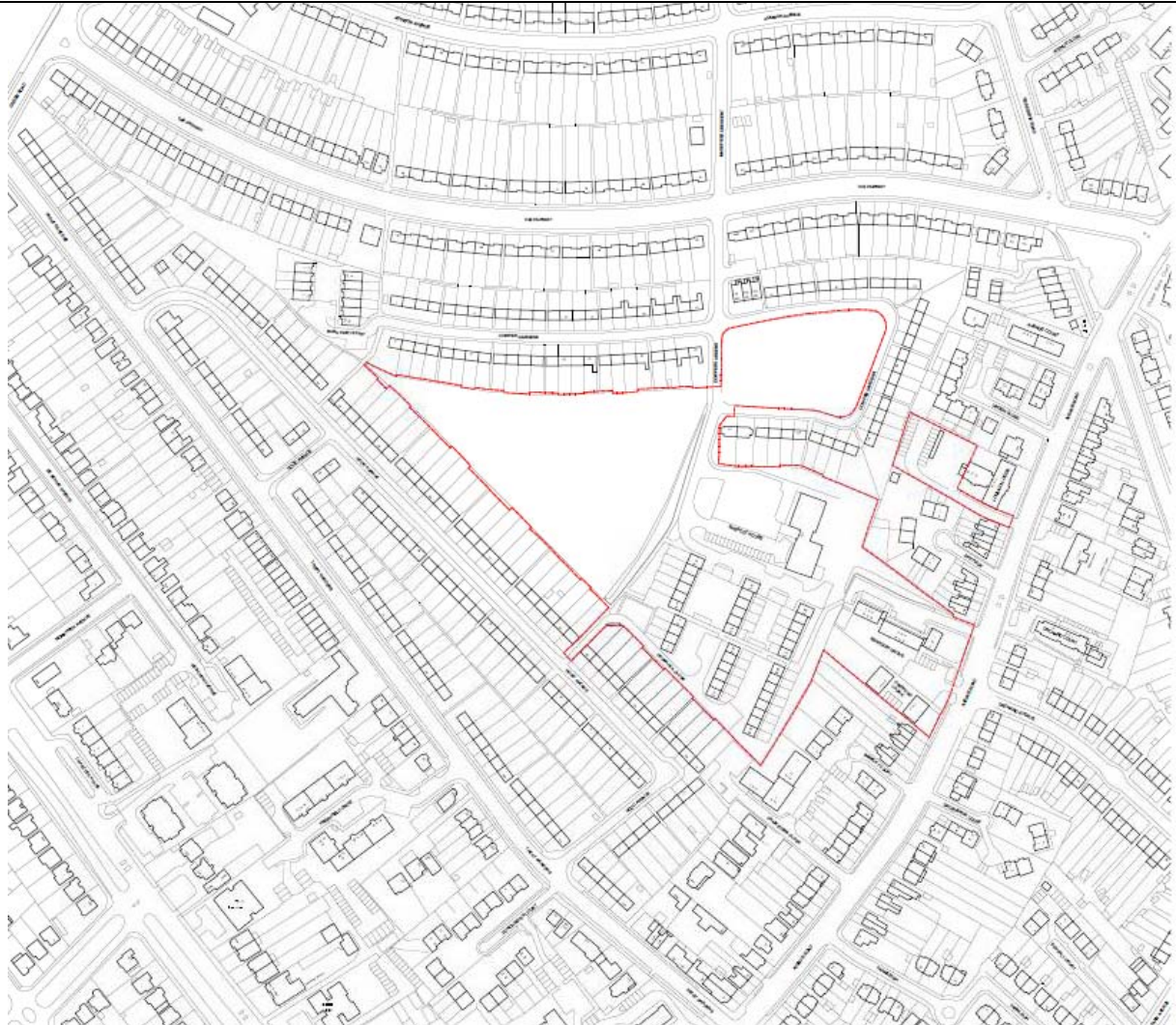
Mr SAMUEL STACKHOUSE
MONTAGU EVANS LLP
5 BOLTON STREET
LONDON
W1J 8BA
United Kingdom

RECOMMENDATION:

That following referral to the Mayor of London and no objections being raised, and the securing of a Legal Agreement to secure the obligations as set out above, planning permission be **GRANTED** subject to conditions.

That officers be granted delegated authority to finalise the precise wording of conditions to cover the issues identified within the report and summarised below:

Ref: 16/01578/FUL **LOCATION:** New Avenue Estate, N14



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North



1. Site and Surroundings

- 1.1. The estate is bounded by residential properties fronting Cowper Gardens to the north, Avenue Road to the east and Hood Avenue to the south. Within the “redline area” the estate consists of:
- Hood Avenue Open Space;
 - Cowper Gardens Open Space
 - Shepcot House, an 11 storey concrete panelled building with 72 flats and a (unauthorised) nursery on the ground floor;
 - Coverack Close, which comprises of 6 four-storey concrete panelled buildings over garage spaces, with 72 stacked maisonettes;
 - Beardow Grove, comprising of 3 four-storey interlinked masonry buildings with 19 stacked maisonettes;
 - Oakwood Lodges (2-storeys); and
 - The rear garage court at Lousada Lodge.
- 1.2. There are some significant constraints associated with the site, including considerable changes in ground levels from east to west and from north to south. In addition, there is a culvert which runs from the western end of the site, beneath the Hood Avenue Open Space and out to Avenue Road. There is also a public right of way running north to south from Hood Avenue to Cowper Gardens
- 1.3. The site is located in an area of poor public transport accessibility (PTAL), with a PTAL score ranging from 1a to 2 (1 being very poor and 6 being excellent). Oakwood Station is approximately 1.1km distant from Coverack Close and Southgate Station is approximately 1.5km distant, and both are served by the Piccadilly Line. A single bus service runs along Avenue Road (299) although there are additional bus services along Chase Side and Chase Road.
- 1.4. Surrounding the site are traditional inter-war dwellings comprising primarily of semi-detached and terraced dwellings. The majority being two-storey, some with rooms within the roof space.

2. Proposal

- 2.1. Permission is sought for the redevelopment of the site involving the demolition of Shepcot House, Oakwood Lodge, Beardow Grove, Coverack Close and garages rear of Lousada Lodge and phased redevelopment of site involving construction of new road to provide 408 residential units, erection of a nursery and community building (Class D1), construction of an energy centre, formation of play space including play area at Cowper Gardens open space and provision of 330 surface and undercroft car parking spaces.
- 2.2. Since the submission of the application, the development has been amended to remove the fourth floor of the building proposed for Lousada Lodge (Building “K1”), resulting in the provision of up to 12 flats (6 x 1-bed, 6 x 2-bed) within a three storey building, as opposed to 10 stacked maisonettes (5 x 3b5p, 4 x 2b4p, 1 x 2b3p). In addition, the mews houses (Block “C1”) have been removed from the scheme due to concerns over the massing of 2-storey buildings on the boundary of neighbouring gardens and the resulting impact on amenity and existing third party trees.

- 2.3. An existing bus stop on the western side of Avenue Road will need to be relocated to accommodate the new access from Avenue Road.

3. Relevant Planning Decisions

- 3.1. None relevant.

4. Consultations

4.1. Statutory and non-statutory consultees

Economic Development

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

Environmental Health

- 4.1.2. It has been advised that there are no objections because there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality. Conditions are however proposed to address: contamination; a mechanical ventilation strategy for the blocks facing Avenue Road; an acoustic report to deal with any proposed plant; and a construction management plan.

Public Housing, Health, Adult Social Care

- 4.1.3. It has been advised that the developer should consider the following:

- sustainable energy (what is an 'energy centre?')
- building to maximize social interaction between residents
- promoting walking and cycling through accommodation and how buildings are laid out. This will include wind tunneling effects, sunlight and
- how buildings interact with the street.
- play space needs to be overlooked by residents. Assumption should be that kids will be able to play in street.
- each residency to have direct sight of green scenery
- traffic coming onto the estate needs to be slowed right down
- the site needs to have a number of pedestrian exit routes so its easier to get to local amenities walking than by car
- similarly, first thing that people see when they leave their house should not be the car / car park
- what is the effect going to be on surrounding area

SuDS Officer

- 4.1.4. It has been advised that whilst the surface drainage scheme is acceptable, the details of each of the elements will need to be conditioned. Although limited infiltration is expected, lined permeable paving is discouraged so infiltration can be maximised.

Traffic and Transportation

- 4.1.5. Whilst not objecting to the principle of re-development, concerns have been raised with respect to: insufficient on-site parking provision; the use of Cowper Gardens

Open Space for parking; excessive road / path gradients; the lack of an on-board car club operator; servicing.

Tree Officer

4.1.6. Although it is advised that there is no in principle objection, the following comments are made:

- The close proximity of Blocks E1/E2 to third-party Oak trees (protected by a TPO) in the rear gardens of 5 to 8 Speyside will bring undue pressure to excessively prune.
- There are two mature ash trees south of 99-117 Cowper Gardens of good quality and significant amenity value located in a large raised grass verge directly where block E3 is proposed.
- The trees will have to be removed to develop this area and I object to their removal being that they are trees of high quality and amenity value in an easily defensible area and that provide significant screening for the adjacent residential properties. Their removal is contrary to DMD 80.
- The proposed landscape plan looks good quality and will mitigate the majority of trees removed for development.
- It is recommended to condition a Tree Protection Plan, in accordance with BS5837:2012, to ensure the protection of trees on adjacent land from development activities.
- A detailed landscaping scheme including tree planting should be submitted via condition prior to development.

Metropolitan Police Service

4.1.7. It has been recommended that the development adopts the principles and practices of 'Secured by Design' and the physical security requirements detailed within the current Secured by Design Homes guide and Multi Storey Dwellings.

Greater London Authority

4.1.8. Consultation with the Mayor's Office is a two stage process. The following comments have been received in response to the stage one consultation:

- Whilst the principle of the redevelopment of the New Avenue Estate is strongly supported, the Mayor considers that the application does not yet comply with the London Plan for the following reasons:

Housing

- The development proposal will result in an increase in affordable housing (33.3% by habitable room) in line with the London Plan however it is not yet possible to determine whether this represents the maximum reasonable amount in accordance with London Plan policy 3.12.
- GLA officers will need to review the Council's appraisal of the applicant's viability before the scheme is referred back at Stage 2.
- Further information on the tenure split should be provided and the Council should confirm that the affordable offer, tenures, rent levels and mix meet local needs.
- Building Regulations M4(2) and M4(3) should be secured by condition.
- A contribution to improve the accessibility and quality of off-site play provision if necessary.

Community Facility

- A condition should be secured to ensure that the community facilities are fitted out to meet the needs of the end user.

Urban Design

- The applicant should demonstrate that the scheme in its context does not impact on local views.
- The final choice of material and quality of detailing will have a significant impact, therefore there should be a clause in the s106 agreement to ensure that the same architects or architects of equal quality are used to produce all construction drawings or a budget is allowed to allow them to review these when they get produced.

Climate Change

- The site contains a significant area of surface area flood risk and suitable conditions should be applied to ensure the sustainable management of water and minimise the potential for surface water flooding.
- Carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan.

Transport

- TfL is satisfied with the proposed provision of parking spaces across the site and discourages any increase in parking levels.
- Appropriate conditions should be secured to ensure that the proposal complies with London Plan transport policy.

London Fire Brigade

- 4.1.9. It has been advised that the Brigade is satisfied with the proposals because access to the whole site appears adequate. It is also recommended that sprinklers are considered.

Thames Water

- 4.1.10. The following comments have been received:

- No objections are raised with regards to sewerage infrastructure capacity.
- Thames Water approval is required for works within 3m of a public sewer.
- Petrol / oil interceptors should be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- The developer should demonstrate the measures to be undertaken to minimise groundwater discharge into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. A Groundwater Risk Management Permit will be required.
- The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. An impact study of the existing water supply infrastructure will need to be secured by condition.

Design Council

4.1.11. The following comments were received

- The circulation of the current master plan works well, as does the layout of streets and route hierarchy.
- Overall placing of buildings is legible, with good access across the site.
- Landscaping and swales particularly along the main avenue are positive design elements.
- In its current arrangement, the development appears too dense at its centre with the tall apartment blocks generating an uncomfortable transition in height with the adjacent terraced houses.
- Question the need for a 10-storey building.
- Although the flats work internally and in terms of orientation, rearranging building typologies around the centre could help resolve the incongruity between flats blocks and houses.
- There is little differentiation between the carriageway and street parking spaces.
- There is no design strategy to prevent residents or visitors from parking in the roadway.
- The widths of the streets appear too wide in comparison to the main avenue. More tree planting and other traffic calming methods could be used to reduce speed.
- The master plan must clearly indicate the number of parking spaces, both in garages and those on the street. This is important to the significant uplift in the number of cars and residents.
- A good deal of thought has been incorporated into the character of the public spaces.
- The wall for Avenue Gardens does not allow for the necessary plantings to create a bio-diverse, marshy area that would complement the swales and landscaping.
- The small body of water in Avenue Gardens could present a hazard for children.
- There is concern regarding the retention of existing foliage, particularly large trees around the perimeter of the site, which should be retained wherever possible.
- The triangular space beyond Avenue Gardens should also be overlooked and made secure given its isolated location.
- The nursery / community centre incorporates level changes well.
- The facility is too small to work and the layout should be re-considered to enable a community use at the same time as the nursery is operating.

4.1.12. Any further comments received will be reported at Committee.

Public Response

4.1.13. Letters were sent to the occupiers of 1002 neighbouring and nearby properties in addition to site and press publicity. As a result, 45 letters, inclusive of one from the Southgate District Civic Trust, have been received raising some or all of the following points:

Impact on character of the area

- The development is covering an area that can certainly be improved.

- A mixed development of houses and flats sounds like an opportunity to create a new estate that can deliver a very good and open environment for families in a very central position of Southgate.
- There will be 239 flats and maisonettes and 173 houses, with 330 garages surface and undercroft. As it is proposed at present this means there will be more blocks of flats than the group would like to see on a new estate, when there is an opportunity to provide more family houses.
- Lousada Lodge building will be a huge structure built in too small an area.
- Lousada Lodge building bears no resemblance to Lousada Lodge or to the houses around it, therefore standing out like a sore thumb / out of keeping / out of scale.
- A bungalow or two would be more appropriate than the building proposed for the Lousada Lodge site.
- Lousada Lodge building should be no higher than the existing block.
- The proposal will swallow up green space.
- Lousada Lodge building larger than lead to believe.
- An average of 20sqm of public amenity space per unit sounds reasonable, but it is to be distributed between the houses, flats, and open spaces

Impact on amenity

- Flats planned for Lousada Lodge appear too high. They look as if they will block out the light in the adjoining gardens. This already occurs if the adjoining hedge is allowed to grow too high.
- Overlooking and loss of privacy to surrounding properties from the Lousada Lodge building.
- It is evident that our garden (No.79 Avenue Road) will be overlooked by a large number of windows which are going to be around half the distance away of the existing windows
- Increased noise from Lousada Lodge development.
- Increased pollution from more vehicles.
- Daylight assessment only appears to do a sunlight projection at midday.
- Construction noise will make living in the area unbearable.
- The incomplete and inaccurate "Daylight and Sunlight Assessment" which has excluded the window in our property which will be most severely impacted as well as a glass paned back door (79 Avenue Road).
- No assessment of overshadowing of garden of 79 Avenue Road.
- Plans do not show relationship of the new buildings to the existing buildings.
- The existing distance from our property to the nearest building is 15 metres – this is going to be reduced to 5.5 metres. This means that the new buildings will be around 6 feet from our garden fence rather than the 30+ feet at present. This represents a major change which will only negatively impact the aspect (and value) of our property.
- With the excessive height of the new building, this can only serve to totally obstruct everything that we can currently view from the windows of our property – sky, trees, daylight – and replace it with a brick wall. This is worsened by the fact that the lowest point of the roof of the new building is higher than the top of the chimney stack on our property, as seen in Drawing Number ENF-CCE_A_DR_0133 Rev B (Proposed Site Elevations 4/4).
- There may also be increased noise as a large number of residents will have access the small green space behind the new blocks F2. This is a severe and unacceptable encroachment on our personal privacy and liberty.

- The comments on our loss of daylight simply reinforce the fact that we are going to be severely and unacceptably impacted. This is the Council's own data, they have failed their own daylight impact assessments and yet they have done nothing to improve the situation.
- It is still unclear as to what will happen with the differing ground levels alongside our property. We are unable to ascertain from any of the plans as to how this will be addressed. If the ground level is raised, this will increase the negative impacts.

Highways matters

- Loss of parking.
- Inadequate parking provision.
- Increased traffic.
- When cars turn out of the side road beside Lousada Lodge onto Avenue Road it is very dangerous because visibility is so poor (partly because of parked cars) and because cars accelerate down the Avenue Road incline.
- There is already an overspill from the development occurring at the top of Avenue Road/Chase Rd. Avenue Road often has crashes. Increasing traffic load will increase the risk of a fatality.
- Rubbish - it sometimes doesn't get collected because the rubbish cart is unable to pass down that Lousada side road. It's very unhygienic and smelly back there. The risk of non-collection will probably increase (not to mention the volume of rubbish will increase)
- Complete loss of access to garage at rear of property (Hood Avenue).
- Lack of consideration of the impact on traffic in the neighbourhood with so many new residences being built.
- Avenue Road does not at present provide an access route to the estate, only to Beardow Grove. The main access to the estate will be off Avenue Road resulting in a high level of traffic impact.
- A realistic traffic impact assessment must be carried out as Avenue Road is extremely busy, especially during rush hour.
- No action to widen the access to Cowper Gardens from The Fairway. Whilst Cowper Gardens is a 2-way road, due to parking, this is reduced to 1 lane, causing congestion into / out of the road.

Any other matters raised

- Affect local ecology.
- Effect on property values, particularly where existing amenity is harmed.
- Site plan does not show what will clearly happen to the hedge separating the gardens of Block K (Lousada Lodge) from the gardens of Linden Close. For years this hedge has been a haven for wildlife - birds, hedgehogs, squirrels and slow worms (a protected species). This hedge has been a source of enjoyment for residents of all the houses surrounding Lousada Lodge and it would be a great loss to our community if it was removed.
- More open space needed on development site.
- Strain on existing community facilities.
- This proposal will destroy the residents' standard of living and appears once again to be based on greed and no consideration for existing home owners.
- The lack of detail shown on all drawing and plans with regard to our property (79 Avenue Road) which is an immediate neighbour to the development.

- Lack of compensation for immediate neighbours despite compensation being paid to Council tenants.
- Lack of any detailed timetable for the demolition and construction.
- Minimal information provide on the demolition and construction phases. No mention of how the impact will be minimised for immediate neighbours or compensation for those affected.
- As the redevelopment of Lousada Lodge garages is on a completely separate plot from the rest of the development, I do not understand why it is necessary to develop here as well. It will put extreme strain on the infrastructure in the area via two extremely close pinch points.
- Plans seem to indicate that part of the boundary towards the front of my property (97 Avenue Road) has been narrowed confirmed from the boundary plans for my property from land registry.
- A greater burden on local hospitals.
- No provision for additional school children.
- Proposed play area may result in anti-social behaviour.
- It is extremely disappointing to note that, despite our lengthy list of objections and questions (No.79 Avenue Road), the only response that we have received is some comments on our loss of daylight, highlighted the fact that the plans were drawn up using a different property on Avenue Road as a comparison.
- Lack of engagement on the part of the Council.

5. Relevant Policy

5.1. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods

Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.7	Location and design of tall and large buildings
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.18	Protecting open space and addressing deficiency
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

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

5.3. Development Management Document

DMD1	Affordable Housing on Sites Capable of Providing 10 Units or More
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of Existing Residential Units
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD43	Tall Buildings
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces

DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4. Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Practice Guidance
LBE S106 SPD
Community Infrastructure Levy Regulations 2010
Enfield Characterisation Study
Monitoring Report and Housing Trajectory 2015 (2016)
Technical Housing Standards – Nationally described space standards

6. **Analysis**

6.1. **Principle**

- 6.1.1. In broad terms, the proposal is consistent with the policies within the London Plan and the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London and the Borough.
- 6.1.2. However, the loss of Open Space is resisted unless replacement open space can be re-provided in the same locality and of better quality or it has been demonstrated that the open space in question is surplus to requirements. In addition, it is equally important that all other relevant planning considerations which seek to ensure that appropriate regard is given to loss of community facilities, design, the character of the area, neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability are given appropriate consideration.

6.2. **Development on Local Open Space**

- 6.2.1. The site contains approximately 17,000sqm of local open space, with 13,000sqm of this contained within the Hood Avenue Open Space. This area contains a MUGA and a play area located towards its eastern end. Cowper Gardens consists of amenity grassland interspersed with a few trees. Some residents park their vehicles around the periphery of the open space. London Plan policy 7.18, core policy 34 and DMD 71 all advise that development which results in the loss of open space will be resisted unless certain criteria are met.

Hood Avenue Open Space

- 6.2.2. A considerable portion of the Hood Avenue Open space will be built upon to accommodate Blocks C3, G1 to G3, H1 to H4 and J1 (the community centre / nursery) and the resulting streets / parking areas and private gardens. Cowper Gardens will be provided with play facilities for children (5-11 years) and some formalised visitor parking provided around the periphery.
- 6.2.3. The community engagement process undertaken by the developer highlighted two key issues with the existing Hood Avenue Open Space: being located on the top terrace it was not overlooked by residents of the estate; and it was prone to surface water flooding particularly in the western extremity. Two large but very different areas are being provided on the former Hood Avenue Open Space. A centrally located and sunken area (“Avenue Gardens”) will form the heart of this top terrace area. It will serve a dual role for community activity and will also serve to provide flood mitigation. Avenue gardens will be overlooked by each of the blocks on this top terrace. Details of the play space, equipment, management and hard / soft landscaping will be secured by condition. In addition, the wall has been re-designed to address the concern raised by the Design Council.
- 6.2.4. At the western end, mostly overlooked by Blocks G3 and H4 is the “Eco Garden”. Due to it being located on the part of the site particularly prone to surface flooding, the sunken garden will have a raised walkway and planted with various plant species. It has been advised that plants will include native and non-native varieties. It would be preferable that only native species are used, however in certain circumstances non-native species may be considered more appropriate but it would require the applicant to demonstrate why non-native species are being provided. Details of a landscaping strategy will be secured by condition.
- 6.2.5. With regard to the Eco Garden, it has been advised that due to this area not being as well overlooked as other parts of the site, access into the sunken garden will be on a controlled basis. Although this is acceptable in principle, details of the proposed management regime would need to be secured by condition.

Cowper Gardens Open Space

- 6.2.6. This area is included within the development site due to its close proximity to the main development area. As discussed above, this area comprises mostly of amenity grass and a few trees. The development proposal involves the provision of play facilities for 5 to 11 year olds, located towards the western end of the Open Space. The strategy for Cowper Gardens is a “light touch” approach and it is considered that this element of the proposal achieves this aim. Details of the play space, equipment, and hard / soft landscaping will be secured by condition.

Summary

- 6.2.7. Although there is a quantitative loss of open space, the development proposal shows that the resulting open space is well-detailed and indicates how individual areas of space would be used for different purposes, notably, play space for different age groups and ecology. On balance, the quantity of Open Space lost to the proposed development is outweighed by the quality of the Open Space provided, having regard to London Plan policy 7.18, CP34 of the Core Strategy, and DMD 71. Notwithstanding, details of the phasing of provision will need to be clarified so that the occupiers of the early phases of the development are provided with access to Open Space.

6.3. **Housing Need**

- 6.3.1. Section 6 of the NPPF (“Delivering a wide choice of high quality homes”) provides guidance on housing delivery and the quality and location of new houses. Paragraph 47 of the NPPF aims to “boost significantly the supply of housing” through the use of an evidence base and an annually updated supply of specific deliverable sites with a 5% buffer. Paragraph 48 confirms that local planning authorities should make allowance for windfall sites in the five-year supply if there is compelling evidence that such sites have consistently become available, although it is advised that this should not include residential gardens. Housing applications are to be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites (para.49). Paragraph 53 advises that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.
- 6.3.2. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure that with regard to market housing, 45% are 3+bedroom houses and 20% is 4+bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.3.3. Data within the Monitoring Report and Housing Trajectory 2015 (“Monitoring Report”) confirms that in 2014/15, affordable 3+ bedroom new homes comprised 37% of the total affordable (affordable rented, social rented and intermediate) units delivered, while 63% of the affordable new homes were 1 and 2 bedroom flats. For market/private housing, the proportion of 3+ bedroom new homes was 23%, while 77% were 1 or 2 bedroom flats. The proposed development will provide for the following:

Unit size	Proposed Number	%	Existing Number	%
1b	115	28.19	19	11.11
2b	196	48.04	116	67.84
3b	83	20.34	36	21.05
4b	14	3.43	0	0
TOTAL	408		171	

- 6.3.4. Although the above table shows that the development would continue to fall significantly short of the Core Strategy target, it does indicate a small improvement in the provision of 3+ bedrooms whilst also providing some 4-bed accommodation where previously there had not been any. Moreover, although the overall provision of 3+ bedrooms is short of the Core Strategy target, this should be weighed against the significant increase in the provision of housing across the site.

Affordable Housing

- 6.3.5. Affordable housing is social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market housing (London Plan Policy 3.10). Affordable housing targets are set by individual boroughs based upon an assessment of need over the plan period. Policy DMD1 confirms that the borough-wide affordable housing target is 45%, with a target tenure mix of 70% social / affordable rent and 30% intermediate.

- 6.3.6. Of the 408 units to be provided, 140 (34%) will be affordable. Although below the policy target, an independent viability review of the scheme concludes that the development provides the maximum level of affordable housing and an appropriate mix of units. In this regard, it is therefore considered that the development is consistent with Policies 3.8 and 3.14 of the London Plan, Core Policy 5 of the Core Strategy and DMD Policies 3 and 4 of the Development Management Document.
- 6.3.7. It is considered appropriate to secure the tenure, mix and size of units through an appropriately worded condition to ensure that any potential future changes are fully policy / standards compliant and appropriate levels of contributions have been secured.

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

Density

- 6.4.1. Any assessment of density must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area. The site has a PTAL score of 1a-2, thereby suggesting that a level of density in the range of 150 to 250 habitable rooms per hectare (hr/ha) or 35 to 75 units per hectare (u/ha) may be appropriate for this location. A total of 1360 habitable rooms in 408 units are proposed on a site measuring approximately 4.27ha, equating to a density of approximately 318hr/ha or 95u/ha. This compares with 171 existing units providing a density of approximately 40hr/ha.
- 6.4.2. The scheme exceeds the suggested density range thereby suggesting that the level of development may not be appropriate for this location, however policy 3.14B of the London Plan also confirms that the loss of housing should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace. A numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the quantum of development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below:

Design

- 6.4.3. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 advises that “*decision should not impose architectural styles or particular tastes...[nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness*” while paragraph 61 advises that “*...decisions should address...the integration of new development into the natural, built and historic environment*”. Paragraph 64 confirms that when development fails to take opportunities for improving the character and quality of an area and the way it functions through poor design, permission should be refused. This is reiterated at DMD37 (“Achieving High Quality and Design-Led Development”) where it is advised that development which is not suitable for its

intended function, that is inappropriate to its context, or which fails to have appropriate regard to its surroundings, will be refused.

- 6.4.4. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “*a positive relationship between urban structure and natural landscape features...*” Policy DMD37 (“Achieving High Quality and Design-Led Development”) confirms the criteria upon which applications will be assessed.
- 6.4.5. The surrounding area is characterised by residential developments consisting predominantly of terraced and semi-detached dwelling of two-storeys in height, some with accommodation within the roof space. The change in topology is reflected in the gradual stepping down / up in ridge / eaves levels.

Gateway Buildings

- 6.4.6. The scheme will introduce four “gateway buildings”, located on the eastern and western ends of the development site. Fronting Avenue Road are Blocks F1 (3 to 4.5 storeys) and F2 (3.5 to 4 storeys) immediately adjacent to Nos.73 and 79 Avenue Road respectively. At the western end, primarily overlooking the “eco garden” are Blocks G3 (3 to 4 storeys) and H4 (3 to 4 storeys), which are located to the rear of Nos.65 to 69 Hood Avenue and Nos.18 to 22 Cowper Gardens respectively.
- 6.4.7. Having regard to the aforementioned “design” guidance and policies, it is considered that the relationship between Block F2 to No.79 Avenue Road could be improved by respecting the existing eaves and ridge levels in order to provide a better transition between the traditional 2-storey semi-detached dwelling house and the new building. As currently proposed, the eaves of Block F2 will be level with the chimney of No.79. This poor relationship is further exacerbated by its greater height and massing much nearer to that common boundary (approximately 2.1m to the boundary and 5.5m between flank walls), where currently there is an open spacious gap between developments (approximately 13m to the common boundary and 15m to flank wall). Block F1 provides a slightly better transition because whilst not respecting the eaves level of No.73, the relationship is improved due to the respective roofs hipping away from each other. It should be noted that whilst Block F1 is sited very near to the common boundary and does extend 3.2m beyond the main rear building line of No.73 Avenue Road, the existing block is 1m from the boundary (3.2m between flank walls) and extends approximately 6.3m beyond the main rear building line but is only 2-storeys in height.
- 6.4.8. With regard to Block G3, it will be sited approximately 3.8m from the rear boundary of those properties fronting Hood Avenue. Although it would have been preferable for this building to be no greater than 2.5 to 3-storeys, to again, tie in with the surrounding terraces, the level of distancing to the properties fronting Hood Avenue (26.6m - flank wall to rear wall) is considered sufficient to limit any harmful impact from the height and massing of this building on the existing amenities of the occupiers of the properties fronting Hood Avenue.
- 6.4.9. Similarly, Block H4 is approximately 3m from its common boundary with the dwellings fronting Cowper Gardens. Its relationship to those properties, given the height and massing of the proposed block is again mitigated by the level of distancing

(approximately 20m - flank wall to rear wall), and on balance is considered acceptable.

- 6.4.10. Eight mansion blocks are proposed, primarily around the junctures internal to the site coming off The Avenue. These are: Buildings A1 (7-storey); A2 (9-storey); B1 (6-storey); D1 (7-storey); D2 (6-storey); E1 (6-storey); G1 (5-storey) and H2 (5-storey). Buildings A1 & A2 and D1 & D2 will be linked via a 6-storey and 5 to 5.5-storey block of maisonettes / flats. Building A2 will be one of the “landmark” buildings of the proposed development at 9-storeys in height.

Mansion Blocks

- 6.4.11. Mansion blocks are a form of development that is not common to the site or the wider area, which is more characterised by fine-grained development. The overall design is similar, although they vary in height, having regard to the changing topography. The bulk and size of the mansion blocks is emphasized with the double-height roof, with only one elevation having the roof face pitch away from the road frontage, although the verticality / height of this element is again emphasised with the introduction of the multiple double-height dormer windows. The remainder of the “roof element” is contained within parapet walls which whilst provided with articulation on their flank elevations through the introduction of fenestration and balconies, are left with rear elevations with little articulation to provide visual interest or relief.

- 6.4.12. The lower linking blocks between the taller elements of the mansion blocks have been improved through the introduction of single storey height banding of projecting brickwork which increases to double-height over the entrances, thus linking the lower linking blocks with the taller elements.

- 6.4.13. The tallest element of the scheme is the 9-storey Block A2, which would in effect replace the 10-storey Shepcot House which is currently located in the space between proposed Blocks D2/D3 and E1/E2. Given the broad typology of the wider area, Shepcot House stands out as an anomaly. The Council’s Report on *Location of Tall Buildings and Important Local Views in Enfield (2013)*, one of the supporting documents for the DMD, stated the following in relation to Shepcot House:

“Out of centre location lacking good transport accessibility that is inappropriate for a tall building. The existing block is not of high quality architectural standard; does not contribute positively to the public realm / surrounding environment; is intrusive in local views and does not aid legibility of the borough” (pp 21-22).

- 6.4.14. Whilst it would have been preferable to reduce the height of Block A2, DMD43 (“Tall Buildings”) acknowledges that due to a variety of reasons, it may not always be possible to reduce height. In this regard, the proposal should be justified against the criteria contained with part 4 of the policy. Having regard to those criteria, it is considered that this element will satisfy the test contained in DMD43 part 4.

- 6.4.15. Although mansion blocks are not typical to the area, with a need to increase housing provision, to produce a viable scheme but also mindful of the need to keep building heights as low as possible, well-designed mansion blocks could prove difficult to resist. Moreover, whilst mansion blocks are not typical to the wider area, members are reminded that the typology within the existing estate is one of blocks of flats primarily of 3- and 4-storeys in height.

Townhouses

6.4.16. The Townhouses (Buildings A4, C3, D3, E2, E3 G2, H3), which will generally be 3-storeys in height, are of a typology that is considered to be the most compatible with the developments in the wider area. The respective distancing to boundaries is considered acceptable in general.

6.4.17. The townhouses, not being maisonettes or flats, potentially have the full suite of permitted development rights available for occupiers. The appearance of proposed developments can be insensitively altered following occupation, through the implementation of householder permitted development rights, such as the introduction of dormer windows, extensions, satellite dishes, the insensitive alteration of front gardens through the loss of greenery and the introduction of hard surfacing, albeit permeable, and widened access points. It is considered appropriate to restrict permitted development rights, to enable a degree of control over any future alterations that individual occupiers may wish to introduce.

Lousada Lodge

6.4.18. Lousada Lodge (Block K1) will be a 3-storey building located to the rear of an existing 3-storey building (with 2-storey rear extension) fronting Avenue Road. The additional height of the proposed building, when compared to the extension, should not be seen from Avenue Road and the distancing between the extension and the proposed building negates any potential impact on existing residential amenity. In addition, it is considered that sufficient distancing is maintained between the proposed block and neighbouring properties to the north and south to not appear unduly overbearing. It should be noted that as originally submitted, Lousada Lodge was a 4-storey building but due to concerns over this building appearing unduly dominant, overbearing and with concerns in relation to overlooking and loss of privacy, this element was reduced in height.

Nursery / Community Use Building

6.4.19. The development proposal includes the provision of a single storey, stand-alone building (J1) to accommodate a dual-use nursery / community centre, with a total floor area of approximately 320sqm. The existing estate is currently served by an unlawful nursery at the base of Shepcot House but through the passage of time, is now immune from enforcement action. Given the existing provision of nursery places and the expected increase in numbers on site, a re-provided nursery is considered acceptable.

6.4.20. This building has been designed to take advantage of the change in levels between the top and middle terrace levels and as a result, the building cuts into the embankment, with the roof approximately 0.8m above ground level of the upper terrace. Whilst it is indicated that the roof surface will be equipped to contribute to the provision of play space on site, details have not been finalised but can be secured by condition. An external play space for the nursery is located immediately north of the building.

6.4.21. Internally, the nursery will be able to largely function separately to any concurrent community use, with its own kitchen, although toilet facilities would need to be shared. The community hall has its own kitchen and the main hall will have a retractable screen to enable it to be divided into two smaller spaces.

6.4.22. Further details will be required in terms of the operational aspect of the uses. These can be secured by condition.

Layout

- 6.4.23. The layout of the development is a response to the irregular shape of the development site, the significant changes in levels across the site, and the underground culvert with its 4m easement on either side.
- 6.4.24. The Upper and Lower Avenue provide the main pedestrian and vehicular route through the site. Its prominence is defined by its width (compared to other streets on the site), the trees aligned alongside it and with the tallest buildings on the site (the mansion-style blocks) fronting onto it. In contrast, secondary streets are defined by narrower streets, shared surfaces between vehicles and pedestrians, and with buildings typically located at the end of the street, such as Block E3, providing a clear terminus (although this could equally be achieved with appropriate landscaping). The hierarchy of the street network, which is also recognised in building heights, provides recognised routes through the site which will have a positive impact on way-finding.
- 6.4.25. The proposed layout does allow for the free-flow of pedestrians and vehicles, overcoming the existing barriers to movement, representing a significant improvement to the existing situation.
- 6.4.26. The community and nursery building is located in the centre of the site and provides a focal point for people entering the site from all directions and helps positively integrate the development within the surrounding area. The range of buildings coupled with the street layout and public realm provide distinct character areas which contribute to place-making, having regard to DMD37.

Quality of Accommodation

- 6.4.27. To improve the quality of new housing, the new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments). Table 1 below demonstrates that the proposed GIA for each unit will meet with or exceed the respective adopted minimum standard. The scheme is therefore considered acceptable with regards to this element.
- 6.4.28. Turning to individual rooms, the nationally described space standards, advises that the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 7.5sqm and 11.5sqm respectively. The combined floor areas for living / dining / kitchen space are dependent upon occupancy level. Each unit meets with or exceeds the minimum standards.

Amenity Space Provision

- 6.4.29. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area.
- 6.4.30. The development site currently provides approximately 20,775sqm of public / communal amenity space, with the majority being included within the Hood Avenue Open Space (13,300sqm) and Cowper Gardens Open Space (4,817sqm). As discussed above, policy DMD71 confirms that the loss of open space will be resisted unless the proposal either replaces the open space in the same locality with one of better quality or it is demonstrated that the open space in question is surplus to requirements. Policy DMD72 requires all new major residential developments to include proposals to improve open space provision.

- 6.4.31. The development will result in a net loss of open space at Hood Avenue, however the quality of the space which is to be re-provided is considered to weigh in favour of this element. The publicly accessible spaces are designed to respond to different age groups, with the development incorporating natural play as well as equipped facilities. A community garden is also proposed adjacent to the improved pedestrian route between Hood Avenue and the site. This route will comprise of a terraced series of community spaces inclusive of under 5's doorstep play space, a community food growing space with raised beds, and an outdoor gym at the level of the main avenue.
- 6.4.32. With specific regard to play space provision, this is based upon 10sqm per child calculated against the child yield of the development. This has been calculated as follows:

Age Group	Numbers of Children
> 5 years	103
5 - 11 years	59
12+ years	33
Total	195

- 6.4.33. The above table indicates that a total of 1,950sqm of play space should be provided. It is confirmed that the required amount of play space is provided on site. Moreover, a number of parks and open space is located within 800m of the development to cater for the older age groups.
- 6.4.34. Private gardens will exceed minimum adopted standards. Podium courtyards will be for use by the residents of the flats within each block. They will have private gardens around the perimeter which open into the courtyard. Each courtyard will provide a number of opportunities for outdoor activity such as doorstep play for under 5's, new planting, and areas of seating. All private amenity space is designed with a level threshold access (maximum 15mm upstand) to ensure the amenity areas are accessible to those in a wheelchair and ambulant disabled persons. Balcony and terrace areas are designed to be a minimum 1500mm deep.
- 6.4.35. To maintain the quantity and quality of the private amenity space, it is recommended that a condition is imposed to restrict permitted development rights for extensions and outbuildings (Article 3 and Schedule 2, Part 1 Classes A & E).

Daylight / Sunlight Levels

- 6.4.36. A daylight and sunlight assessment has been provided to establish whether the accommodation proposed will receive acceptable levels of lighting. The assessment has been undertaken in accordance with the recommendations of the Building Research Establishment ("BRE") report *Site Layout Planning for Daylight & Sunlight 2011*. Two methodologies have been used: the average daylight factor ("ADF") method; and the No-sky view ("NSV").
- 6.4.37. The ADF method used assesses the quality and distribution of light within a room, having regard to the size / number of windows and room use / size. It is considered to be the most effective way to assess daylight provision. The minimum ADF values for kitchens, living rooms and bedrooms is 2%, 1.5% and 1% respectively. The NSV measures the percentage of a room's area which does not receive any direct skylight. If more than 20% of a room does not receive any direct skylight, poor daylight levels are expected.

6.4.38. Daylight analysis results indicate that the majority of the assessed rooms comply with the BRE standard. Sixty nine percent of the living spaces achieve adequate daylight and 83% of the rooms have the potential to have a clear view of the sky. For most units which do fail BRE guidelines, this is mostly due to the position of balconies that overshadow rooms. Balconies are considered to be integral to the development as they provide much needed private amenity for the relevant units.

6.4.39. With regard to external spaces, BRE Guide recommends that for a garden or amenity to appear adequately sunlit throughout the year, at least half of it should receive at least two hours of sunlight on 21 March.

6.4.40. The overshadowing assessment shows that at least 50% of the area of 6 out of 8 communal spaces is expected to receive more than 2 hours of sunlight on the 21 March and therefore comply with the BRE standard. Two out of 8 communal spaces fail the compliance and have been tested on the 21 June, the summer solstice. In the summer, when these areas are most likely to be occupied, high percentages of the areas are well-lit for at least 2 hours per day.

Lighting Strategy

6.4.41. The external lighting scheme has been developed for all areas within the proposed regeneration area, including:

- Streets
- Public amenity spaces
- Shared private amenity spaces and courtyards

6.4.42. All streets will be lit by highways standard lighting columns. The key public amenity spaces within the site such as 'Avenue Gardens' will be lit by feature lighting columns that will help to reinforce the special character of these areas. The lighting scheme will need to be carefully designed in order to avoid overspill light pollution on existing neighbouring housing or have a negative impact on areas of nature and wildlife. Details will be secured by condition.

6.5. Impact on Neighbour Amenity

Loss of Light / Overshadowing

6.5.1. The proposed development will result in a significant increase in the bulk and massing of the built form nearer to boundaries. The aforementioned daylight and sunlight assessment has considered the impact of the development on the neighbouring properties. A Technical Note (06/07/16) was also subsequently issued to address specific concerns raised by the occupier of No.79 Avenue Road.

6.5.2. The impact of the new development on the sunlight levels of neighbouring residential buildings has been carried out in accordance with the BRE Guide. Only windows facing 90° of due south have been considered in the analysis. If the new development intersects a 25-degree plane, daylight access of the assessed window may be reduced. A more detailed assessment should be then carried out to calculate the loss of sunlight to the existing window.

6.5.3. Representative units of the proposed scheme have been assessed in terms of internal daylight provision. Over 69% of main living areas, i.e. kitchens, living/dining rooms and bedrooms, comply with the BRE standards in terms of average daylight

factor and 83% comply in terms of view of the sky. For most units which do fail BRE guidelines, this is mostly due to the position of balconies that over shade rooms. Notwithstanding this, we consider the position of the balconies to be an integral part of providing a high quality scheme as they provide private amenity space and offer shading against excessive solar gains that can enter the units and create overheating. The architects have sought to mitigate the effect by positioning most of the balconies in a location where they over shade bedrooms as opposed to spaces that are occupied during the day such as living rooms and kitchens. Window sizes have also been maximised to ensure that the occupant has a sense of openness and view of the sky.

6.5.4. Several properties failed the initial test, as portrayed in the image below:



6.5.5. Further analysis would appear to demonstrate that the vertical sky component (“VSC”) on the windows of S1, S2 and S5 properties is higher than the BRE benchmark of 27%, therefore, it is expected that the proposed development will not have a harmful impact on those properties, as they will receive adequate daylight after it is constructed. The VSC on the windows of S3 (No.73 Avenue Road) and S4 (No.79 Avenue Road) is lower than the BRE benchmark of 27%. Therefore, the third test of the comparison method has been undertaken for the windows of those two units that face the proposed development.

Impact on Unit S3 (No.73 Avenue Road)

6.5.6. Unit S3 has only two windows which face the development and may be impacted by the proposed development. One window fails the test and will be affected by the development, as it has lost more than 20% of the daylight that it previously received. However, the conclusion contained within the *Daylight Assessment* is that the effect is considered to be minor as it is only 13.5% below the limit of BRE. Due to window W1 of unit S3 failing the VSC test and as planning consent has been sought for an extension, a full analysis of the ADF of the dwelling after the extension is built has been undertaken. The living spaces assessed are the ones that have windows facing the proposed development. These are the dining and kitchen located at the rear of the ground floor as well as two bedrooms located at the first floor. Bedroom 2 which is located at the rear and bedroom 3 in the middle. The ADF analysis is more accurate than the VSC as it accounts for the internal layout of the properties. All dimensions are based on the drawings produced by Egg Architecture in May 2014.

- 6.5.7. The results show that there will be enough daylight in all three rooms as per BRE guidance. The kitchen and dining area have an ADF of 5.8% which is well above the respective targets of 2% and 1.5%. The Sky-View which describes the view of the sky from the working plane level meets BRE compliance. Bedroom 2 at the rear and Bedroom 3 in the middle of the house will receive a great amount of daylight reaching high ADF. The Sky-View at bedroom 2 is at 96% meeting BRE compliance whereas Bedroom 3 in the middle will have a Sky-View of 74% which means that it fails to meet the recommended value by 6% which is considered marginal.
- 6.5.8. The results when compared with the VSC results of the existing building prove that the daylight will be significantly enhanced when the extension is built and there will be no impact from the proposed development. There will be enough daylight in all three rooms as per BRE guidance. A great amount of new windows will be installed that will greatly improve daylight within the space. The rear ground floor windows as well as the roof lights will offer plenty of daylight in the kitchen and dining area turning it into a very well-lit habitable space. The large windows of bedroom 2 and the strategically positioned window at bedroom 3 which will be directed towards New Avenue road will ensure that adequate daylight reaches the room. The Sky-view will be the only element very marginally failing but this will be a minor impact as it is only 5% below the target.
- 6.5.9. Notwithstanding the above, members will be aware that whilst permission has been granted for an extension at the above property, it may never be implemented, therefore consideration must be given to the existing situation.

Impact on Unit S4 (No.79 Avenue Road)

- 6.5.10. Number 79 Avenue Road, will be directly adjacent to Block F2, with Block F4 extending off it into the site. The existing building on Beardow Grove, a 3-storey development, is currently separated from No.79 by the access road formed by Beardow Road, resulting in distances of 11m to the common boundary and 15m to the flank wall. It also sits approximately 7m behind the front building line of No.79 Avenue Road. Block F2 will be sited approximately 2.1m from the common boundary and 5.5m from the flank wall while Block F4 will be approximately 11.5m from the flank wall. In addition, at its nearest point to the common boundary, Block F2 will be approximately 10.5m in height (same level as the chimney at No.79 Avenue Road).
- 6.5.11. Two windows (W1 and W2) face the proposed development and both fail the comparison method test by 33.5% and 46.7% respectively and will therefore be affected by the development. From a site visit, the two windows referred to serve a bedroom and kitchen respectively. It should be noted that the kitchen is also served by a west facing window therefore there may be a slight improvement from the quoted test result. Notwithstanding this, the level of harm to these windows is significant.
- 6.5.12. Although the occupier also refers to the potential impact on a first flank window serving a bathroom, it should be noted that only light levels to main living areas (kitchens, living rooms, bedrooms) are considered.
- 6.5.13. With regards to overshadowing, this has been modelled specifically on No.79. The modelling confirms that 59% of the rear garden will receive more than 2 hours of sunlight on the 21st of March, which means that there will be adequate sunlight provision. This amount of sunlight exceeds the BRE Guidance which recommends that at least 50% of the garden should receive 2 hours of sunlight on the 21st of March.

6.5.14. With regard to the remainder of the development, the overshadowing assessment also shows that at least 50% of the area of 5 out of 8 private gardens is expected to receive more than 2 hours of sunlight on the 21 March and therefore comply with the BRE standard. Three out of 8 private gardens fail the compliance and have been tested on the 21 June. In the summer, when these areas are most likely to be occupied, high percentages of the areas are well-lit for at least 2 hours per day.

Summary

6.5.15. It is acknowledged that the development will cause some harm the level of light into No.79 Avenue Road. The applicant considers that being a new development, the guidelines should be treated as guidelines and strict daylighting thresholds applied across the scheme are inappropriate in this case. Moreover, the applicant argues that designing the homes, streets, and squares to all meet a particular daylight threshold would not help to produce an enjoyable and varied urban environment nor would it deliver the optimisation of the use of land. Whilst this view is acknowledged, there are alternative approaches to designing, as new developments can be designed to minimise any impact to the amenity of existing neighbours.

6.5.16. Whilst the greater part of the scheme should not unduly harm existing amenity in terms of loss of light and overshadowing, the harm to one neighbouring occupier must also be given appropriate weight. The relationship between No.79 Avenue Road and the new development (Blocks F2 and F4) can be considered no worse than that between traditional terraced and semi-detached properties and on balance, it is considered that the development would not be detrimental to the amenities of adjoining occupiers, having regard to CP30 of the Core Strategy, and DMD8 of the Development Management Plan.

Distancing / Loss of Outlook / Overlooking / Loss of Privacy

6.5.17. It is acknowledged that given the greater massing of buildings nearer to boundaries, particularly where none currently exist, the outlook for neighbouring occupiers will change. Policy DMD10 (“Distancing”) confirms the minimum distances considered acceptable to maintain a sense of privacy, avoid overlooking and overshadowing, and provide sufficient levels of sunlight. The table below provides the minimum acceptable distances, although it should be noted that development below those stated may be considered acceptable where it does not compromise development on adjoining sites or supported by daylight / sunlight assessments.

	Number of storeys in facing buildings					
	1 - 1	1 - 2	1 - 3	2 - 2	2 - 3	3 - 3
Minimum distance between rear facing windows (in metres)	22	22	25	22	25	30
Minimum distance between windows and side boundaries	11m					

6.5.18. The majority of buildings however, are considered to be sufficiently sited from respective boundaries or are fortunate to have neighbours with sufficiently deep gardens in order to not detrimentally harm outlook, particularly in a suburban setting.

6.5.19. Concerns have been raised by neighbours in relation to overlooking and loss of privacy. The majority of buildings are considered to be sufficiently sited from respective boundaries in order to not lead to conditions which are considered

detrimental to neighbour amenity, particularly in a suburban setting. Some buildings however, as discussed above, are sited quite near to boundaries and with some proposed windows looking towards neighbouring external occupiers, it is considered appropriate to ensure that these are obscure glazed and fixed shut. In some areas, existing boundary treatments will also help mitigate any potential for overlooking and loss of privacy.

6.6. Highway Safety

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

Parking

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

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

- 6.6.3. The site, as discussed above, is located in an area with a poor PTAL score (1a-2), therefore the development should be aiming to provide nearer to the maximum level of parking.

Unit Size	Number of Units Proposed	Minimum Provision	Maximum Provision
1b	115	46	115
2b	196	137.2	196
3b	83	91.3	124.5
4b	14	22.4	28
Total	408	296.9	463

- 6.6.4. The Transport Assessment ("TA") indicates that the development proposals include the provision of 330 spaces, which is significantly less than what is normally considered acceptable in such a location. Regional and local policies indicate that lower levels of parking can be accepted in areas which are well connected to public transport services (or where significant improvements are being made to public transport provision) and have good links to local amenities. Although the applicant makes reference to the availability of shops and bus services within a kilometre of the site, the development site covers an extensive area and is subject to significant level changes. Therefore in reality the walking distances to buses and other local amenities will be more than 1km depending on the particular location within the site.
- 6.6.5. According to TfL's *Measuring Public Transport Accessibility Levels Overview*, (April 2010) for rail, underground and light rail services, the maximum walking distance is 960 metres. Depending on which part of the site the journey begins, distances to local amenities could be significantly more than a kilometre. The low PTAL is likely to remain as there are no proposals for developer funded bus service enhancements.

Therefore, the site does not have the ease and convenience of access to public transport and local services necessary to justify lower levels of car parking provided.

- 6.6.6. Following further discussions, and in recognition of the proposed housing mix, Transportation have identified a parking ratio of 0.8 parking spaces per unit as what should really be the lowest acceptable parking ratio for the development, although TfL considers this to be the maximum level of provision. However this excludes visitor parking (usually between 10-20% of total provision) and provision for the loading / unloading of vehicles servicing the development.
- 6.6.7. In response, the scheme proposes 330 car parking spaces, although 35 of these will be accommodated around the Cowper Gardens Open Space. Concerns have been raised about the use of the Open Space for parking due to the likely adverse impacts on highway safety and the free flow of traffic on the highway. Moreover, being on public highway, the spaces cannot be set aside solely for the benefit of the residents of the new development. Therefore, it is considered the spaces around the Open Space should not be included which leaves 295 spaces and a parking ratio of 0.72.
- 6.6.8. The submitted TA makes a case for the overspill parking to be simply accommodated in surrounding streets. The inherent loss of publicly available on-street spaces and the adverse impact on amenity for existing residents' makes this parking proposition contrary to DMD45. This policy indicates that "*operational needs of developments must be adequately met*" within the boundary of the site. In addition, there is limited capacity in the surrounding area so any significant displacement of parking would have an impact on the amenity of existing residents (the DMD states that proposals must be considered against "existing parking pressures in the locality"). On-street parking as proposed is only considered acceptable for irregular visitor parking, not as a solution to onsite parking requirements.
- 6.6.9. In an attempt to be pragmatic and recognising the desire to optimise the number of units on this site, regard has been given to the mix of units and the level of parking associated with the existing residential development (i.e. census data). On this information, 313 spaces should ideally be provided for the mix / tenure of development proposed. This equates to a parking ratio of 0.77 which it is felt would prove sufficient to ensure that the development will not generate unacceptable levels of over-spill parking onto surrounding streets nor, adversely affect the functionality of the surrounding local highway network.
- 6.6.10. This delivery of 313 spaces is based on the assumption being that the additional spaces can be accommodated on the vacated Mews site (Block C2). It should be noted that without using the Mews site, 295 spaces would be available and the parking ratio would be reduced to 0.72, 18 spaces less than the ideal ratio of 0.77.
- 6.6.11. It is recognised that there is a difference of opinion between what the TfL (and GLA) and Traffic & Transportation consider to be an appropriate ratio for parking provision. Whilst the role of TfL is to provide a strategic overview, it is also recognised at London Plan policy 6.15 that a flexible approach is needed and outer London boroughs should take account of residents' dependency on the car in areas with low public transport accessibility (generally PTALs 0-1). The level of parking provision is of course a key consideration when balancing often competing merits of policy and development but it is also unclear whether the parking arrangements proposed make optimal use of all available highway space, although it is also acknowledged that maximising parking provision could have a negative impact on the public realm.

- 6.6.12. The addendum to the TA, submitted in September 2016, provides a detailed account of the parking provision for other schemes which have recently been granted planning permission, including the Alma Estate Renewal and the Meridian Water developments, and attempts to demonstrate how these are similar to the New Avenue development.
- 6.6.13. These developments, due to their individual circumstances however, cannot be taken as establishing clear precedent. The Alma Estate is in an area of much better access to public transport, and the applicant is making significant contributions to fund sustainable transport improvements and effective mitigation measures to limit any adverse impacts associated with the parking demand of the development. In addition, there are a number of recently approved large scale developments in the Ponders End area which have contributed to improvements in the management of parking and traffic in the area, including junction improvements and Cycle Enfield.
- 6.6.14. Meridian Water has similarly been approved with a lower than 1:1 parking ratio because of the significant sustainable transport contributions made by the developer (inclusive of funding a new, accessible rail station), which will significantly improve the accessibility of the area to public transport services.
- 6.6.15. The proposed development in its current form provides a parking ratio of 0.72 which is lower than that recommended having regard to Policy 6.13 of the London Plan and DMD45 of the Development Management Document.
- 6.6.16. The proposed level of parking does not take into account the need for visitor parking, which is generally 10-20% of the total parking provision. However, since the site covers a wide area it is considered reasonable for irregular visitor parking to be wholly accommodated on-street without having a detrimental impact on the amenity of the existing residents in the surrounding area. This approach is therefore considered acceptable.
- 6.6.17. The TA suggests a car club operator maybe on board to provide car club facility on site. However, details of the operator have not been confirmed. Car club provision on this site may have limited positive impact on parking demand because car clubs are most effective in locations with better access to a range of alternative travel options and where they replace a 2nd vehicle. In addition, it is likely that, given the tenure and type of the proposed accommodation, car club provision will appeal more to those residents who might not otherwise be able to afford to own a car. However, it is acknowledged that car club provision is a positive step and could provide some mitigation against the additional demand as set out above.
- 6.6.18. The location of any car club bays will need to be identified and provided on a plan. The car club spaces proposed for the site will be required prior to any planning decision being made. Evidence and correspondence between the applicant and the car club operators is missing from the TA. The Council requires more certainty that car clubs have been thoroughly considered as part of the design process. In addition to encourage take up, there should be 2 years membership and suitable driving credit offered to every household.
- 6.6.19. A detailed parking layout plan which shows the proposed location of all parking spaces including disabled bays, active and passive electric charging point bays and car club bays (as agreed with the car club operators within the borough) should be provided. Dimensions of all parking spaces should be provided according to the appropriate design standards.

6.6.20. Some discussion has taken place over the possible impacts of a Controlled Parking Zone ("CPZ"). If a suitable CPZ was put in place and a significant number of residential units were exempted from obtaining permits, consideration could be given to lower levels of on-site car parking provision. However there would be a number of issues with this approach:

- Visitor parking would have to be provided because residents would be unable to obtain visitor parking permits for the CPZ area;
- It would have a negative impact on the desirability of the development particularly for the market units;
- It could be deemed unsustainable, particularly for the larger units, given the site's poor access to public transport; and
- It relies on a CPZ being agreed to by residents of neighbouring areas and would have a significant cost attached (c.£100,000).

6.6.21. Rather than relying on the implementation of CPZs, it would be preferable for the development to have more regard to appropriate density levels given the sites poor access to public transport, with commensurate provision for resident and visitor car parking, taking into account existing on-street pressures.

Cycle Parking

6.6.22. For residential developments, the London Plan requires 1 space per 1-bed unit and 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). The nursery / community centre requires 1 space per 8 staff in addition to 1 space per 8 students (short stay), while for visitors 1 space per 100 students (long stay).

6.6.23. This equates to a total minimum provision of 732 spaces comprising of 713 long-stay spaces and 10 short stay spaces for the residential element and 3 long-stay spaces and 6 short stay spaces for the nursery / community centre. The TA suggests that 707 cycle parking spaces will be provided. An increase in cycle parking provision can be reasonably secured by condition.

6.6.24. Details of the bike storage areas have not been provided. This information is key and fundamental to the design and acceptability of the scheme. Detailed plans showing all cycle stores, number of spaces, type of stands, dimensions of the cycle store, materials of the racks and stores etc. should be provided. Details of the location of the visitor spaces across the site should also be included. The design of the bike storage areas must indicate that it is big enough to accommodate cycles with stands/racks allowing both the frame and at least one wheel to be secured. The long-stay cycle parking must be lockable (ideally by an access fob or a mortice lock), sheltered from the weather, and lit. An appropriately worded condition will be imposed to secure the above details.

Trip Generation

6.6.25. The TRICS database was used to determine the total trip generation from existing uses on site. The existing site is thought to generate a total of 506 two-way daily movements (465 two trips on the main site and 41 trips from the Lousada Lodge site. However, the existing development is made up of 171 residential units and a 140sqm nursery use. The existing trip generation within the TA seems to be incorrectly based on just 117 units.

6.6.26. The proposed development will comprise of 408 residential units and a new multi-purpose nursery / community centre of 320sqm. According to TRICS, traffic generation resulting from the proposed redevelopment indicates that traffic on Avenue Road and Cowper Gardens will be doubled, with over 70% of the trips expected to arrive and depart from the Avenue Road access into the site and the remaining 28% from Cowper Gardens.

6.6.27. With the quantum of residential development being significantly increased, it is reasonable to assume that this will increase the demand for nursery places on site. It is not clear what the other uses of the community centre will be and this should be addressed. At the very least it is thought that worst case scenario in terms of trip generation for community uses should be used to assess the likely impacts resulting from the proposed development.

6.6.28. An assessment of the capacity of the Avenue Road / New Avenue / Orchard Avenue junction, using a 2025 growth year scenario with development traffic was carried out without the existing right turn lane. The results indicate that the junction operates without any significant queuing or delays to traffic on Avenue Road.

Access

Avenue Road Access

6.6.29. As part of the proposals, Avenue Road, a residential road with a speed limit of 30mph and which currently serves a small proportion of the existing estate, will become the main point of vehicular access into the site. It has a relatively wide carriageway (11m) with significant volumes of traffic. Speed surveys have recorded 85th percentile speed in excess of 38mph on a 30mph road. These results show that there is an issue with traffic speeds on Avenue Road and the intensification in both vehicle and non-vehicle trips generated by the proposal is therefore a significant cause for concern.

6.6.30. Mitigation measures, including traffic calming measures along Avenue Road will therefore need to be carried out (and secured via a S278 Agreement). The proposed new Avenue Road/New Access/Orchard Avenue Junction will be a raised table junction, the removal of the existing right turn ghost island facility on Avenue Road and the reduction of the carriageway on Avenue to reduce traffic speeds and improve highway safety. The proposed new junction will also provide an improved environment for the increased pedestrians/cyclists movements resulting from the redevelopment. The estimated cost of the speed table and additional traffic calming measures on the approaches (such as speed cushions) is £160,000; which should be secured via S106 agreement to provide these necessary road safety improvements.

Cowper Gardens Access

6.6.31. Cowper Gardens currently provides a single point of access to the north of the site from the Fairway. It is made up of a number of cul-de-sacs and by its very nature reduces vehicular speeds along its entirety. It also provides access to an existing public right of way ("PROW") between Cowper Gardens and Hood Avenue.

6.6.32. As part of the new scheme, a secondary access point will be provided from the existing Cowper Gardens access which would predominantly serve the western portion of the development. At the entrance to the site, a new access is formed which takes the form of a simple priority junction, suitable for the relatively smaller volumes of traffic anticipated to use this access point. Both accesses and the internal road

network will be designed for speeds of 20mph or less, creating a home zone across the development site.

- 6.6.33. The proposals include a series of road width reductions to reduce speeds. However, the design will need to ensure that when vehicles are giving way, access for emergency vehicles is maintained. Raised junction tables would also be introduced throughout the site to constrain vehicles speeds and increase priority for pedestrians and cyclists. Secondary streets would be formed as a shared surface, where pedestrians and cyclists would be fully integrated to provide an inclusive and convivial street environment. The proposals do not indicate crossing points in these areas, but changes in surface materials to encourage low vehicle speeds.

Hood Avenue Access

- 6.6.34. Hood Avenue provides access to the south-west of the development site through Coverack Close. With footway parking on both sides for vehicles, the road is generally narrow and does not enable two vehicles to pass each other at the same time. Coverack Close is a single width carriageway and a no through road. Due to its narrow width two-way vehicle movements are restricted and bollards are installed on the footway at its access onto Hood Avenue to prevent vehicles parking.
- 6.6.35. As part of the redevelopment of the site a third access point via Hood Avenue would be closed to vehicular traffic with the exception of emergency access and utilised as a shared pedestrian/cycle route.
- 6.6.36. The principle of Avenue Road and Cowper Gardens being the primary and secondary access points respectively, with Hood Avenue forming an emergency access is considered acceptable in principle, subject to the required speed reduction measures on Avenue Road.
- 6.6.37. Moreover, this route, which was originally intended to provide access to the formerly proposed Mews houses, is considered to be an ideal area on the main site to provide additional parking spaces to contribute to the shortfall of parking spaces identified above.

Pedestrian and Cycle Access

- 6.6.38. Policy DMD45 confirms that all new developments must be designed to be fully accessible for all mobility requirements and should maximise walkability through the provision of attractive and safe layouts with pedestrian permeability.
- 6.6.39. The improvements proposed following the PERS/CERS audit to provide better pedestrian connectivity between Hood Avenue and Cowper Gardens as well as Hood Avenue and Trent Gardens are considered to be acceptable. The provision of informal crossings at The Fairway by the dropped kerbs tactile paving and the creation of build outs to footways will provide a safer crossing point for pedestrians.
- 6.6.40. The provision of informal crossings and junction improvements in and around the immediate vicinity of the application site, including Avenue Road/Chase Side/Osidge Lane junction, The Fairway/Reservoir Road junction and The Fairway/Masefield Crescent junction are considered to be acceptable and will improve crossing points for pedestrians and cyclists in the area, as highlighted by the PERS audit.
- 6.6.41. Hood Avenue and Cowper Gardens is currently linked by an existing PROW. It is considered essential that connectivity and permeability across the site for pedestrians

and cyclists is maintained. Although there is a significant level change between Hood Avenue and Cowper Gardens, the increase in pedestrian footfall which will occur as a result of the development requires significant improvements to the existing PROW through the site. The Hood Avenue-Cowper Gardens route should be designed as a shared surface access which achieves a 1:20 gradient across the entirety of access. This will improve pedestrian permeability through the site and ensure that there is no level change between the vehicular and pedestrian/cyclist access from this location.

6.6.42. At present, plans indicate a gradient of 1:30 around the Hood Avenue/Coverack Close junction, increasing to a 1:14 gradient through this access at its steepest point, while the access from Cowper Gardens also has sections with gradients of 1:16. These gradients are steeper than the 1:20 required for pedestrians and people with mobility impairments, and should be improved. The access is not entirely step free, which limits access for parents with buggies and access for people with mobility impairments across the site. The stepped area of the access located around the proposed new community centre and residents seeking a route to Avenue Road from Cowper Gardens would have to meander through a longer route, far from pedestrian desire lines and does not create a friendly, convenient, and permeable route through the site.

6.6.43. As discussed above, the issues surrounding gradients should be addressed in order to comply with Policy DMD47:

“All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities. New pedestrian accesses, routes and footpaths are encouraged and should link with the surrounding street and public right of way networks where appropriate. Development will not be permitted where it compromises existing rights of way, unless alternatives of equivalent or greater attractiveness and convenience are provided”.

6.6.44. A footpath from Cowper Gardens on the north-west corner of the application site (near the play area) is proposed and which will include better lighting. This will tie in with the existing public footway leading towards Hood Avenue immediately outside the boundary on the north-west corner of the site. These improvements are welcomed and it is thought that the design should ensure that area is overlooked and creates an open, attractive, and secure space which residents are able to enjoy and utilise.

6.6.45. In summary, all pedestrian accesses across the site should have a maximum gradient of 1:20. A scaled plan showing all proposed paths across the site is required and should include details of the gradients, levels, surfacing materials, lighting, and widths. The plan should endeavour to include the pedestrian link between Cowper Gardens and Hood Avenue including crossing of Avenue Gardens (Village Green) and should tie in with the westbound public footpath in Cowper Gardens.

6.6.46. The only access from the top terrace area into the community centre / nursery appears to be via stairs or a circuitous route around the outside. A new wheelchair friendly connection should be established to comply with DMD policy and Inclusive Guidance.

6.6.47. In view of the significant level of cycle trips which will be generated as a result of the scheme, a S106 contribution of £20,000 will need to be secured to provide better links from the site to the Greenways as part of the Cycle Enfield project.

Refuse, Servicing & Emergency Access

- 6.6.48. In line with DMD47 of the Development Management Document, new development will only be permitted where adequate, safe and functional provision is made for refuse collection, emergency services vehicles and delivery/servicing vehicles.
- 6.6.49. Consultation between LBE's Waste Services Team and the applicant has confirmed that the largest vehicle likely to be used to service the development is the 10m long refuse vehicle. Whilst it is important to ensure that access is provided for refuse vehicles, it is also important to maintain access for emergency vehicles through the site. However, based on the level and scale of development proposed it is thought that an 11.33m long fire appliance will be required to service the development. Therefore all access points and internal routes should be tracked to ensure that the largest vehicle to service the site will be able to enter from all three access points and internal roads, turn and exit in a safe and convenient manner. As an absolute minimum, the width of one-way carriageways must be at least 3.7m to enable emergency vehicles and delivery/servicing vehicles into the site. These details will be secured via planning conditions.
- 6.6.50. Some areas of detail have been raised by the LBE Waste Services Team which still need to be addressed:
- How to prevent cars parking in the turning circle and on any street corners which can often cause access issues for refuse, servicing, delivery and emergency vehicles; and
 - Ensure that the bin stores are big enough to contain the correct number of containers required and allow them to be safely manoeuvred during the collection process.
- 6.6.51. According to the Manual for Streets ("MfS"), Planning Authorities should ensure that new developments make sufficient provision for waste management and promote designs and layouts that secure the integration of waste management facilities without adverse impact on the street scene. The standards require the design to ensure that residents are not required to carry waste more than 30m (excluding any vertical distance) to the storage point, waste collection vehicles should be able to get within 25m of the storage point and the bins should be located no more than 10m from kerbside for collection. Detailed designs of the refuse and recycle storage should therefore comply with these standards.
- 6.6.52. A plan showing all bin storage areas, number of bins proposed as well as the proposed refuse and recycle collection route through the site will be required via condition.
- 6.6.53. Revised swept path drawings showing an 11m rigid vehicle should be provided. The proposed refuse collection routes and strategy should be submitted and agreed with the LBE's Waste Services.

Electric Charging Points

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

Highways Mitigation

- 6.6.55. Should planning permission be granted, a range of measures would need to be agreed through a S106 Agreement for highways improvements as outlined above and improving sustainable modes of transport through a Parking Management Plan, and a Travel Plan.
- 6.6.56. It was proposed that all roads on the estate which are currently adopted will be stopped up as part of the redevelopment of the site, with new internal roads subsequently provided and maintained as private roads by the applicant. However, in order for LBE to support the stopping up of public adopted highway, the following must be confirmed:
- A robust vehicle and pedestrian connectivity/permeability network is achieved across the site ;
 - Adequate turning facilities are provided;
 - Traffic/parking control restrictions will be put in place;
 - Any requirement to provide access to the rear garages of the existing properties along Hood Avenue is maintained.
 - Utility equipment beneath the highway will be diverted (or alternative arrangements made to ensure continued access to equipment).
- 6.6.57. The current route from Hood Avenue also provides access to rear garages which lie outside of the development site boundary. The stopping up of Coverack Close will create issues pertaining to rights of access for the existing neighbouring properties. Although the TA suggests that no access needs to be retained to the rear garages, there is no evidence to demonstrate that rights of access to these existing properties does not have to be maintained. This will need to be satisfactorily addressed prior to any further discussion on stopping up can go ahead.

Summary

- 6.6.58. It is recognised that having regard to adopted policy, the current scheme provides slightly less parking than that which would normally be considered appropriate. Weight however can be given to the need to optimise development on suitable sites to meet housing need together with the mix and tenure of the housing. It is also recognised that the mitigation identified has the potential to offset any under-provision and there is scope to review parking provision in certain areas as the scheme progresses towards implementation. Consequently, subject to additional information being provided, as highlighted above and mitigation measures delivered to provide the Local Planning Authority with some level of comfort on the potential impacts, the development proposal should on balance, not have a significant detrimental impact on the free flow and safety of vehicular and pedestrian traffic and on-street parking provision on the surrounding roads.

6.7. Sustainable Design and Construction

Contamination

- 6.7.1. Sufficient information has been provided with regards to contamination. Recommendations are provided within the submitted *Desktop Study and Ground Investigation Report*, which will be considered together with the conditions suggested by the Environmental Health Officer.

Air Quality

Construction Dust Assessment

- 6.7.2. An *Air Quality Assessment* has been submitted in support of the application. The entire borough was designated as an Air Quality Management Area (AQMA) in 2001 as a result of the borough not meeting with the Government's air quality objective for annual mean nitrogen dioxide and daily means PM₁₀ by the specified dates.
- 6.7.3. The development has the potential to generate dust and emissions during the construction phase due to on-site activities, construction activities and exhaust emissions from construction vehicles and plant. Due to the proximity of high-sensitivity receptors to the proposed site boundary, the site is classified as high risk with respect to dust soiling and medium risk with respect to human health effects.
- 6.7.4. Through the implementation of a coordinated Construction Environmental Management Plan and / or Dust Management Plan, all impacts associated with construction phase activities are likely to be mitigated to negligible. It is important that all potential dust-generating activities and locations are identified prior to commencement of work. Dust should be controlled at source by the use of appropriate plant handling techniques, good maintenance, and housekeeping. A list of recommended mitigation measures can be found in Appendix C of the *Air Quality Assessment* and will be conditioned accordingly.
- 6.7.5. All construction plant used at the proposed redevelopment must comply with the latest emission standards for non-road mobile machinery as detailed in guidance issued by the Mayor of London. This will ensure that air quality impacts associated with exhaust emissions from these vehicles will be negligible.

Air Quality Neutral Assessment

- 6.7.6. NO_x emissions from the proposed energy centre are estimated to meet the Building Emissions Benchmark calculated in accordance with the methodology prescribed within the Mayor of London's Sustainable Design and Construction SPG. As such, the redevelopment can be considered to be air quality neutral with regard to building emissions.
- 6.7.7. Road traffic emissions associated with the proposed redevelopment are estimated to be above the Transport Emissions Benchmark calculated in accordance with the methodology prescribed within the aforementioned SPG. As such, the redevelopment cannot be considered to be air quality neutral with regard to transport emissions. However, as discussed set out within the *Air Quality Assessment*, the estimated trip generation rate for the proposed development is considered to be worst-case as it is based on trips associated with houses rather than the flats which are proposed for this development. In addition, the estimated trip generation rate does not take account of measures included within the proposed development to reduce vehicle use / emissions including a green travel plan, the provision of bicycle storage and electric vehicle charging points.
- 6.7.8. The effect of the completed development on local air quality has been assessed and the results are summarised below:
- The proposed redevelopment is predicted to have negligible impacts on annual mean NO₂ concentrations at the twenty-three existing sensitive receptors included within the assessment. Predicted annual mean NO₂ concentrations, with

the proposed redevelopment in place, are predicted to achieve the national air quality objective at all modelled existing receptors, whilst no potential exceedance of the hourly mean NO₂ objective is predicted at any existing receptors.

- Predicted annual mean NO₂ concentrations at all proposed receptors are predicted to achieve the national air quality objective (i.e. 40 µg/m³).
- The proposed redevelopment is predicted to have a negligible impact on annual mean PM₁₀ concentrations.
- Predicted annual mean PM₁₀ concentrations at all proposed receptors are predicted to be well within the national air quality objective (i.e. 40 µg/m³) in all modelled scenarios.

Summary

- 6.7.9. The results of the air quality neutral assessment indicate that although the proposed development is considered air quality neutral in respect of building emissions. Transport emissions associated with the proposed development are not considered air quality neutral. However, this is based on the estimated trip generation rate for the proposed development which is considered to be worst-case and due to the proposed development replacing existing residential properties this change is unlikely to result in a significant effect on local air quality. Despite not being air quality neutral in accordance with the Mayor of London's Supplementary Planning Guidance on Sustainable Design and Construction, the resulting local air quality impacts are likely to be not significant.

Noise

- 6.7.10. To assist in the consideration of any potential noise impact, a *Noise Assessment* has been provided which has assessed the likely future noise climate on existing and future residents. 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.
- 6.7.11. The *Noise Assessment* confirms that for some areas of the development (facades exposed to traffic noise from Avenue Road and facades on the north corner of the development along Cowper Gardens), windows would need to remain closed in order to achieve the BS 8233:2014 / WHO internal ambient noise criteria for residential spaces. When windows are opened (e.g. for purge ventilation / temperature control) then internal ambient noise criteria for day and night-time periods may be exceeded, however this will be at the discretion of the room occupant.

- 6.7.12. The BS 8233:2014 and WHO guideline values for external noise in garden areas can be achieved in areas away from Avenue Road (e.g. Cowper Gardens, Hood Avenue Green Space) although garden areas in close proximity to surrounding roads may require the use of acoustic screening, such as brick boundary walls or impervious boarded fencing.
- 6.7.13. Details of boundary treatments will be secured by condition.
- 6.7.14. Operational noise from plant and services can have a bearing on the amenity of existing, future, and neighbouring occupiers. Whilst the details of plant and services have not been finalised, they should not exceed the recommended operational noise limits set out in Table 7.1 of the *Noise Assessment*.
- 6.7.15. Some noise and disturbance to existing adjoining residents is inevitable during the construction phase. The submitted *Outline Demolition Statement Including Outline Demolition Traffic Management Plan* provides some detail of the proposed methodology to minimise sound generated by demolition and construction works. This would include, amongst other measures, a restriction on hours of works, hoardings, monarflex covering on scaffolding, and engagement with local residents.
- 6.7.16. Having regard to the above, it is considered that the development, subject to appropriate conditions, should not unduly impact on the amenity of future or neighbouring occupiers with regard to noise and disturbance. The development is considered to comply with Policy 7.15 of the London Plan, Core Policy 32, Policy DMD68 of the Development Management Plan

Biodiversity / Ecology

- 6.7.17. Policy 7.19 of the London Plan (“Biodiversity and access to nature”) requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.7.18. The proposal involves the demolition of all existing structures on the site. An ecological appraisal (“Preliminary Ecological Statement”) has been submitted and as part of the appraisal, a Phase 1 Habitat and Protected Species Survey was undertaken in order to establish the ecological value of the site. In addition, a desk study and walkover survey was undertaken in accordance with a Phase 1 Habitat Survey methodology. The following results are provided:
- Whilst records indicate the presence of bats and hedgehogs within a 1km radius of the site, neither is present on the site.
 - None of the trees on site would provide suitable roosts and emergence surveys have established that bats are not using the site as a roosting location.
 - Although some dense scrub is present around the margins of the Hood Avenue open space, these are isolated and therefore with regards to foraging bats, are not a notable consideration.
 - There are no records of badgers and the site is not suitable topography for badger sett creation.
 - There is limited terrestrial habitat on site and no water bodies to provide a suitable breeding habitat for great crested newts or other common amphibians.

- Reptiles, stag beetles and common invertebrates are not a notable consideration due to the site offering unsuitable habitat, foraging and refuse areas.
- Several species of birds are recorded within the 1km survey area but notably, swifts are recorded as nesting on site. Sparrows may also be nesting in gaps behind soffits.
- Four species of invasive plants (Japanese knotweed, cotoneaster species, false-acacia and butterfly-bush) are present on site and are therefore a notable consideration.

6.7.19. Recommendations have been made within the Ecological Statement to deal with the flora and fauna on site and to improve the ecological value of the site by ensuring that suitable habitats are provided and appropriate precautions are provided throughout demolition and construction. These are reflected in the suggested conditions.

6.7.20. Having regard to the above, the proposed development will not unduly impact upon the existing ecological value of the site but through measures proposed and to be secured by condition, will serve to enhance the value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

Trees

6.7.21. An Arboricultural Report and Tree Condition Survey has been provided to help inform the decision making process insofar as any potential impacts from the development proposal on trees within the site and immediately adjacent.

6.7.22. The majority of existing trees within the site are of a generally poor quality and/or low amenity value. They should not be considered a significant constraint to development and the proposed landscape master plan suggests that the trees to be re-planted will comprehensively mitigate the tree removals and significantly enhance the locality.

6.7.23. Notwithstanding the above, proposed Blocks E1 and E2 are located close to third-party owned Oak trees (trees T69 and T70 on the submitted Tree Removals Plan) which are protected by a Tree Preservation Order. In addition there are two mature ash trees of good quality and significant amenity value located in a large raised grass verge directly where block E3 is proposed. The trees will need to be removed to develop this area.

6.7.24. Policy DMD80 advises the following:

“All development including: subsidiary or enabling works that involve the loss of or harm to trees covered by Tree Preservation Orders, or trees of significant amenity or biodiversity value, will be refused.

Where there are exceptional circumstances to support the removal of such trees, adequate replacement must be provided”

6.7.25. As discussed above, the rationale for locating building E3 at the end of a street is to provide a clear terminus, although this could equally be achieved with appropriate landscaping. The positioning of Blocks E1 and E2 should not impact the roots of the Oak trees, however pressure will arise from potential future occupiers of those blocks to prune those trees as the canopy will already extend to within 1m to 3.5m of the proposed buildings, particularly as these trees are relatively young (approx.100yrs).

6.7.26. The close proximity of the above buildings to the neighbouring trees will severely limit their potential future growth. The long-term impact on these trees and their environmental benefit, in addition to the Ash trees to be removed, must be weighed against the need for additional housing in the borough. Moreover, there is more than sufficient compensatory planting for the trees which are to be removed, having regard to DMD80 and 81 of the Development Management Document.

Energy

6.7.27. Chapter five of the London Plan sets out a comprehensive range of policies to underpin London's response to climate change. This is supported by policies within the Core Strategy and the DMD. An Energy Statement has been provided, detailing the energy strategy for the estate.

Decentralised Energy

6.7.28. An energy centre will be provided within the lower ground floor of Block G1. An energy centre is a building or part of a building where plant is located to provide energy and heating for a given development and potentially to a wider area. There are some significant benefits to be made, such as improving overall efficiency from larger scale plant whereby a scheme's energy base-load can be met by combined heat and power (CHP) technology, maximising the efficiency of primary fuel use and providing reduced costs to consumers. In addition, it negates the need to provide, for example, individual boilers to each building.

6.7.29. The estate will be a satellite site for the Lee Valley Heat Network ("LVHN"), although due to costs and increased heat losses to the network, Lousada Lodge will not be included. The proposed strategy is to provide a site-wide heat network with capacity for expansion to serve a wider network. All building uses within the New Avenue development will be connected to the site wide heat network served by a single energy centre located within Block G1. The energy centre has been designed to allow for expansion, through the inclusion of an additional CHP and boiler.

6.7.30. The proposed design approach is to minimise energy consumption through passive design, fabric performance and energy efficiency measures. Consideration has been given to the passive design of the scheme, including the orientation and layout of the buildings and units, glazing areas and stacking of balconies for shading.

6.7.31. The buildings will be designed to achieve a high standard of air tightness, reduced thermal bridging, and good thermal performance to reduce heat loss, thereby saving energy and reducing CO₂ emissions.

Renewable Energy

6.7.32. A range of potential renewable energy technology options have been considered. Photovoltaics was selected as the most appropriate technology for the site on the basis that it would not conflict with the site-wide heat network and has the potential to deliver the CO₂ savings required to meet the targets set for the development.

6.7.33. In addition, the higher confidence in delivering the CO₂ savings over the lifetime of the system, the relative simplicity of installation and the financial benefits all made PV the most attractive option for delivering on-site renewable energy.

6.7.34. The proposed approach is to install several PV arrays across the site. Based on the modelling undertaken it has been estimated that a total of 1,280sqm of PV panels will enable the 35% CO₂ reduction target to be achieved and that there is sufficient roof space to accommodate this across the development. A condition is proposed to secure the details and ongoing maintenance of the PV panels.

Drainage

6.7.35. London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties. DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.

6.7.36. A Flood Risk Assessment (FRA) has been provided in support of the application. The Environment Agency Flood Risk maps indicate that the proposed development site is situated in Flood Zone 1. Moreover, the sequential test is satisfied for a site located in Zone 1 and where safe access and egress is available. Table 3 of the NPPF confirms that all land uses are appropriate in flood Zone 1 and therefore an Exception Test is not required.

6.7.37. The risk of flooding from different key sources has been assessed and all but one source are deemed to be of low risk. The only residual risk is that of overland surface water flooding. To ensure that the flooding levels are not increased for existing properties neighbouring the development, flood routing and two dry storage ponds will be provided to replace the capacity lost by the construction of new properties. The FFL’s and adjacent footpaths for the new properties are set at levels sufficiently high to ensure they are safe from flooding and that a safe means of access will be maintained for pedestrians even in the case of an extreme flood event. Where required, feature walls and structures will be designed in such a way that they route the flood water to protect properties from flood water.

6.7.38. A range of sustainable drainage measures have been incorporated into the scheme, which will need to be secured by condition.

Site Waste Management

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

6.7.40. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste. Policy DMD52 requires a Site Waste Management Plan to be submitted for all major developments.

6.7.41. A *Framework Site Waste Management Plan* has been provided which outlines the broad methodology to be employed to comply with adopted policy and with regard to the handling of “controlled waste” such as contaminated soil, asbestos or Japanese Knotweed.

6.7.42. A condition is proposed to secure this.

6.8. **Viability**

6.8.1. The proposal does not meet with the Core Strategy in terms of the provision of affordable housing on site. The level of provision has been tested through an independent review of the scheme, which does conclude that the development provides the maximum level of affordable housing and an appropriate mix of units.

6.8.2. It should be noted that the viability review was undertaken on a total provision of 412 units. The scheme before members is 408 units. The loss of four units overall following the removal of the mews street and the fourth floor of Lousada Lodge (and the subsequent reconfiguration of the units therein) does not affect the overall conclusions of the viability review.

Education / Childcare

6.8.3. The scheme will be liable for education and childcare contributions for the net increase of units on site, in accordance with Tables 7.3 and 7.5 of the S106 SPD. These would need to be secured via a s106 legal agreement.

Employment and Training

6.8.4. Core Policy 16 of the Core Strategy confirms the commitment of the Council to promote economic prosperity and sustainability in the Borough through a robust strategy to improve the skills of Enfield’s population. One initiative, through the collaboration with the Boroughs of Haringey, Broxbourne, Epping and Waltham Forest, is to promote skills training for local people.

6.8.5. Details of a Local Employment Strategy could be secured by legal agreement. The Strategy should set out how the development will engage with local contractors / subcontractors, the number of trainees to be employed on site and the number of weeks training will be provided.

Community Infrastructure Levy (CIL)

6.8.6. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (£20/sqm) and a monthly indexation figure (272 for October 2016).

6.8.7. The development is CIL liable for the construction of 42,624sqm of new residential floor space, less the existing floorspace to be demolished (18,765sqm) and the 10 additional affordable units which are eligible for relief.

6.8.8. The Council introduced its own CIL on 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. For residential CIL, the site falls within the higher charging rate zone (£120/sqm).

6.9. Section 106 / Legal Agreement

6.9.1. Section 106 contributions can still be sought for items of infrastructure not identified on the Regulation 123 list. A legal agreement will be required to secure the obligations as set out below. A 5% management fee will also be incurred as per the S106 SPD.

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

- The securing of 140 units in total for on-site affordable housing provision
 - Up to 50% rented
 - Up to 50% shared ownership
- Contribution towards education provision
- Contribution towards childcare provision
- Requirement for same architects or architects of equal quality to either provide all construction drawings or a budget is allocated to allow them to review the drawings.
- £ 160,000 towards the implementation of traffic calming measures along Avenue Road, including the provision of a raised table at the junction with the new access and Orchard Avenue
- £98,000 towards the provision of sustainable transport measures for residents of the development
- £20,000 towards providing better links from the site to main cycle routes as part of the Cycle Enfield project
- £3,620 towards travel plan monitoring
- Travel Plan
- Parking Management Plan
- S278 Legal Agreement (for all highways improvements and highway works across the site)
- Stopping Up Order (A plan showing all of the areas of existing highways to be stopped up)
- Local Employment Strategy
 - Securing the local sourcing of labour
 - Securing the local supply of goods and materials
 - Securing on-site skills training
- 5% management fee

6.10. Other Matters Raised

6.10.1. Concerns relating to property values are not material planning considerations. However, the cause for that concern, for example, increased overshadowing or loss of outlook, are matters that can be addressed in the scheme design.

6.10.2. Matters relating to ecology have been addressed above and where necessary by condition.

6.10.3. The phasing of the development is to be secured by condition.

6.10.4. With regard to the strain on existing infrastructure, Thames Water is satisfied with the proposal (subject to condition). Contributions are also being secured towards necessary infrastructure.

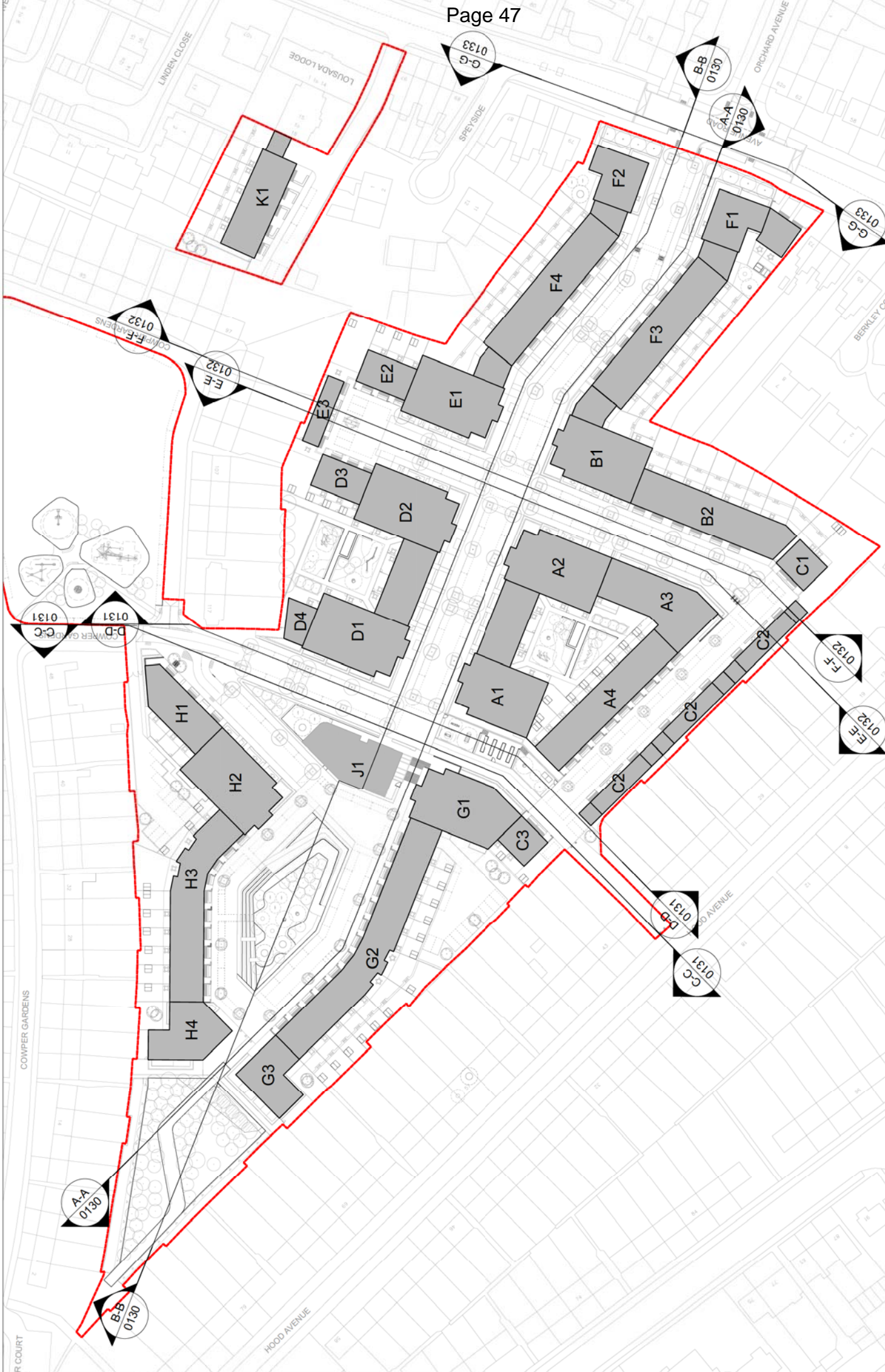
7. Conclusion

- 7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Policies 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 2. The proposed development, due to its design, size, scale and siting, on balance, does not unduly detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework, and with guidance contained within the National Planning Policy Framework.
 3. The proposed development, due to its siting does not, on balance, impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 4. Having regard to conditions attached to this permission, the proposal, on balance, makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policies 20, 32 and 36, DMD Policies 49, 51, 53, 58, 59 and 61 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

8. Recommendation

- 8.1. That following referral to the Mayor of London and no objections being raised, and the securing of a Legal Agreement to secure the obligations as set out above, planning permission be **GRANTED** subject to conditions.
- 8.2. That officers be granted delegated authority to finalise the precise wording of conditions to cover the issues identified within the report and summarised below:
 1. Approved plans – revised
 2. Time limited permission
 3. Details of access and junction
 4. Details of levels (proposed)
 5. Details of a phasing plan
 6. Details of a Construction Site Waste Management Plan
 7. Securing mix / size / layout of units

8. Details of materials
9. Material samples / sample panels on site
10. All dwellings to be accessible / adaptable
11. Securing a minimum 10% of units to be wheelchair accessible
12. Details of external lighting
13. Details of hard surfacing
14. Parking / serving facilities
15. Details of location and design of petrol / oil interceptors
16. Number / location of disabled parking bays
17. Private vehicles only – parking areas
18. Number / location / design of electric vehicle charging points
19. Closing up of redundant points of access
20. Gates to open inwards
21. Means of enclosure
22. Details of a Construction methodology / Traffic management plan
23. Cycle storage
24. Details of refuse storage / recycling facilities
25. Energy efficiency
26. Details of zero / Low carbon technologies
27. Details of water efficiency
28. No additional fenestration
29. Obscure glazed / non-opening windows on flank elevations facing rear gardens
30. Restriction of permitted development rights
31. Restriction of use of flat roofs
32. Drainage Strategy
33. Verification report that drainage strategy has been implemented
34. Impact study – Existing water supply
35. Tree protection
36. Vegetation clearance outside of bird nesting season
37. Landscaping details
38. Ecological enhancements (inclusive of terrestrial mammals)
39. Details of Method Statement to deal with invasive non-native species
40. Management plan for communal amenity areas
41. Biodiverse roofs
42. Works to be undertaken in accordance with the recommendations within the *Desktop Study and Ground Investigation Report*
43. Works to be undertaken in accordance with the recommendations within the *Outline Demolition Traffic Management Plan*
44. Details of a mechanical ventilation strategy
45. Noise attenuation for plant
46. Details for communal satellite dish / TV antenna provision
47. Details of play space equipment to be provided



PLANNING

Street Section Key diagram ENF-CCE_A_DR_0105 A

Countywide Properties/New Avenue, Enfield 1.500@A1

ENF-CCE RMM

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LONDON BOROUGH OF ENFIELD**PLANNING COMMITTEE****Date :** 8th November 2016**Report of**
Assistant Director, Planning,
Highways & Transportation**Contact Officer:**
Andy Higham
Sharon Davidson
Mr Francis Wambugu**Ward:** Southgate**Application Number :** 16/03142/HOU & 16/02380/LBC**Category:** Householder**LOCATION:** 15, HIGH STREET, SOUTHGATE, N14 6LA**PROPOSAL:** Demolition of existing kitchen extension, lean-to stores, removal of gates, demolition of timber workshop, erection of timber workshop for habitable use ancillary to dwelling including roof lights and solar panels, timber cladding to external walls, additional fenestration and single storey rear extension to reconstructed timber workshop, erection of single storey rear extension to provide link to dwelling and workshop, minor alterations and replacement windows.**Applicant Name & Address:**Mr John Miller
15, High Street,
Southgate,
N14 6LA**Agent Name & Address:**Mr Simon Feneley
7 Brewmaster House
The Maltings
St Albans
AL1 3HT**RECOMMENDATION:**That planning permission be **GRANTED** subject to conditions.**Note for Members**

Although applications of this nature would normally be determined under delegated authority, following objection received from the Conservation Advisory Group, it is considered appropriate for the applications to be determined by the Planning Committee

1. Site and Surroundings

- 1.1 The application site is located within Southgate Green Conservation Area and is a Grade II* Listed building on the western side of the High Street.
- 1.2 The existing property is a 2 storey cottage with an existing two storey workshop that is used as part of a family building company. There is a large rear garden to the property and a short frontage garden with front driveway access area.
- 1.3 The surrounding area is predominantly residential in nature consisting of a mix of semis, terraces and apartment blocks. The property is currently been used as a residential family house with the associated builders workshop.
- 1.4 The site comprises a Grade II listed building and is within Southgate Green Conservation area.

2. Proposal

- 2.1 Permission is sought for a raft of alterations and extensions to the existing buildings. The proposals are in two, one a planning application for the proposed development (Ref: 16/03142/HOU) and the other a Listed Building Consent (Ref: 16/02380/LBC) relating to the impact of the development on the Grade II listed building and the curtilage listed workshop.
- 2.2 The proposals comprise the following;
 - Demolition of existing timber workshop, lean-to stores and existing kitchen extension;
 - Removal of gates;
 - Erection of timber workshop for habitable use ancillary to dwelling including roof lights and solar panels, timber cladding to external walls, additional fenestration and single storey rear extension to reconstructed timber workshop;
 - Erection of single storey rear extension to provide link to dwelling and workshop; and
 - Minor alterations and replacement windows.
- 2.3 Alterations are proposed to both the listed dwelling and the curtilage listed workshop. The workshop building including stores and the kitchen extension would be demolished. A replacement to the workshop would be built and be linked to the existing residential cottage via the replacement kitchen extension. The replacement building would be for residential use. It comprises living/dining and bedroom on ground floor and one bedroom on first floor level:

Existing 3-bed dwelling – 88.4 sqm (GIA)
Proposed 5-bed dwelling – 163.4 sqm (GIA)
- 2.4 The main front element of the replacement building would be a like-for like with the existing workshop with regard to design, appearance and height but the store structures would be removed from the front and two additional windows would be inserted to the front elevation at ground floor level.

- 2.5 The rear element would have a slightly higher lean to roof than existing workshop – additional height being between 0.6m to 1m; It would have solar panels along the width of the rear roof plane and two rear rooflights on the top roof plane.
- 2.6 New Single storey link building would have a flat roof and be slightly lower in height



3. Relevant Planning Decisions

- 3.1 P13-01301PLA - Demolition of existing kitchen extension and lean-to/stores, removal of gates, internal partitions and staircase within workshop and conversion of workshop to habitable rooms ancillary to dwelling with a single storey rear extension including installation of 3 x roof lights and solar panels, cladding to external walls, additional and replacement fenestration, erection of single storey rear extension to provide link to dwelling and workshop, installation of window at ground floor level to rear and 2 x replacement windows to existing dwelling - Refused 5.06.13: allowed on appeal.
- 3.2 TP/89/0069: Extension of existing vehicle crossover to a classified road. Granted with conditions.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Historic England

No comments

4.1.2 *Conservation Advisory Group (CAG)*

Objection - proposal to demolish and rebuild the workshop will never replicate the patina of age and urge for a structural solution that preserves the existing building. The height of the leant-to looks excessive.

4.2 *Public*

4.2.1 Consultation letters were sent to 65 adjoining and nearby residents in the area alongside a Listed Building Consent application for 16/02380/LBC. The consultation period expired on 9th August 2016. A site notice was posted on a prominent location within proximity of the site on 2nd September 2016 and a press notice published on 27th July 2016. No objections have been received from members of the public by the time of writing.

4.3 *Internal*

4.3.1 *Conservation Officer*

No objection to a like for like replacement workshop building, streetscape would remain unchanged except for loss of historic fabric. No identifiable public benefit from the demolition but the loss is acceptable given the specialist advice received and status of the outbuilding. The new structure would not have a harmful effect on the setting of the Listed Building subject to use of correct cladding and roofing materials

5. Relevant Policies

5.1 *London Plan 2015 (including FALP)*

Policy 7.4 Local Character
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology

5.2 *Core Strategy*

CP30 Maintaining and Improving the Quality of the Built and Open Environment
CP31 Built and Landscape Heritage

5.3 *Development Management Document*

DMD8 General Standards for New Development
DMD11 Single Storey Rear Extensions
DMD37 Achieving High Quality and Design Led Development.
DMD44 Preserving and Enhancing Heritage Assets

5.4 *Other Relevant Policies*

National Planning Policy Framework
National Planning Guidance
London Housing Supplementary Housing Guide
Nationally Described Space Standards
Southgate Green Conservation Area Character Appraisal – Approved February 2015

6. Planning Analysis

6.1 Having regard to the nature of the proposed development and the relevant planning policy, it is considered that the key issues in the assessment of this application relate to:

- Principle of development;
- Impact on Southgate Green Conservation area;
- Impact on the Grade II listed building;
- Impact on neighbouring amenity; and
- Quality of resulting residential accommodation.

6.2 As proposals include demolition of the existing workshop building which is curtilage listed and lies within the curtilage of the principal Grade II listed dwelling a Listed Building Consent has concurrently been submitted under ref: 16/02380/LBC.

6.3 As both the planning application ref: 16/03142/HOU and the Listed Building Consent application ref: 16/02380/LBC are identical in scale and scope, the below assessment relates to both while separate recommendations are provided after the conclusion. The assessment in relation to each of the key issues is provided below

Principle of development

6.4 Demolitions and extensions to existing housing stock are generally acceptable in principle. However, proposals must be assessed in relation to other material considerations; in this case given the circumstances of the site, assessment would include impact on the conservation area, impact on the Grade II listed building, impact on neighbouring amenity and quality of resulting accommodation.

Impact on Southgate Green Conservation area

6.5 No. 15, High Street comprises a Grade II Listed former workers cottage with associated curtilage listed workshop. The dwelling forms a pair with its adjoining neighbour No. 17. It is noted in the Southgate Green Character Appraisal that *“The surviving historic buildings would not look out of place on a rural estate. The most interesting architecturally are two pairs of cottages dating to c.1800 (5-7 and 15-17 High Street), that combine a simple vernacular form with detailing, such as sash windows with gothic heads, borrowed from more pretentious buildings of the era”*. The pair of dwellings are listed as well-preserved late-Georgian cottages. The site is located within Southgate Green Conservation Area and makes a positive contribution to the character and appearance of the Conservation Area.

6.6 The dwelling's long association with the building trade is noted in the Conservation Area Character Appraisal and the workshop is evidence of this. The houses are very modest in size - essentially comprising living room, kitchen and three bedrooms.

6.7 It is noted that whilst the fabric of the workshop appears to date from a different period and its physical character is less formal, it has interest

because of its ancillary function to the listed building. The two are currently linked by a timber gate/fence. The proposed link would be the single storey kitchen extension specified to be timber cladded to the frontage.

- 6.8 The main elements of the proposed development are three - the demolition and rebuild of the workshop building which would be like-for like for the main front element albeit with the store structures removed, the rear element which would be replaced with a slightly higher lean-to and the single storey kitchen link extension. The ancillary elements including the solar panels, fenestration, cladding and rooflights would be mainly to the rear away from public view and unlikely to result in any significant impact.
- 6.9 The front elevation is enhanced with the removal of the leant-to sheds which are replaced with two double glazed timber windows and a new timber door. The existing solid gates are removed and replaced with a new timber clad single storey link. The new corrugated steel roofing is specified to match the existing while the cottage frontage is retained.
- 6.10 Policy DMD 37 requires development to be appropriate to its context and have regard to its surroundings. In this context, it is considered that the scale of the proposed development would not be out of keeping and indeed, would replicate and sit comfortably within the streetscene in built form and scale terms and will not cause any adverse impacts on the character of the Conservation area or the heritage assets.
- 6.11 Apart from demolition of the outbuilding, majority of the proposed alterations and additions were approved at appeal (ref: P13-01301PLA); they are considered to be acceptable and would not have any undue impact on the streetscene and the Conservation area. With regard to the loss of the historic fabric of the workshop building after the demolition, it is considered that given the specialist structural report which support the demolition and with no other alternative, the proposed like-for-like replacement is acceptable.

Impact on the Grade II listed building

- 6.12 The Heritage team and the Conservation Officer have been consulted. They state that at present the curtilage listed workshop and the Grade II listed cottage share a historic and aesthetic connection with the significance of each amplified by the existence of the other.
- 6.13 It is further reported that although it is not possible to identify any public benefit as a consequence of the demolition of the outbuilding, it is accepted that the loss is something that cannot be resisted in the context of available specialist advice and status of the outbuilding.
- 6.14 Policy DMD 44 requires development affecting heritage assets or their setting to seek to complement the asset in all aspects of its design, materials and details. In this case as the new structure has been designed to reference the original in form and materials, it is considered that it would not have a harmful effect nor unduly detract from the setting of the Listed Building.
- 6.15 In order to ensure aspects of the existing structure are retained, the Conservation Officer recommends that a condition be imposed for the reuse of salvaged materials from the demolition including the external timber

boarding. It is further recommended that a requirement for prior approval of a sample of the proposed corrugated roofing sheet be conditioned.

Impact on neighbouring amenity

- 6.16 The proposed development would be more visible from the front and south side so the neighbours most likely to be affected would be No. 7 High Street. No. 7 is noted to have several windows on the flank wall facing the application site. However given the proposals would be like-for-like replacement, and the separation distances would remain unchanged, it is considered that the height increment of between 0.6 and 1m to the lean-to would not result in any significant adverse impact on neighbouring properties.
- 6.17 Furthermore, given the existing workshop building is in a poor state of disrepair, the replacement building is considered to enhance the outlook available to these neighbouring properties.
- 6.18 The other ancillary alterations including the new cladding and rooflights would be contained to the rear and inside of the site; it is considered they would not have any undue impact on amenity to neighbouring properties.

Quality of resulting residential accommodation

- 6.19 DMD 8 requires that new residential development must '*meet or exceed minimum space standards in the London Plan and London Housing Design Guide*'.
- 6.20 However, since the adoption of the Council's Development Management Document, the minimum space standards within the London Plan and London Housing Design Guide have been superseded by the nationally described space standards (NDSS) (March 2015). While the national standards are not significantly different to those prescribed in the London Plan and London Housing Design Guide, they take precedence and should therefore be applied.
- 6.21 The proposed dwelling will comprise two sitting rooms, dining, link kitchen and five bedrooms (two on ground floor level and three on first floor level). With an internal floor area (GIA) of 163.4 sqm, it exceeds the minimum nationally described space standard of 128 sqm for a 5bed-8persons two storey unit.
- 6.22 Apart from the Gross Internal Area (GIA) test, Policy DMD 8 also requires well-designed, flexible and functional layouts with adequately sized rooms in accordance with the London Housing Design Guide. The proposed floor layout and the rooms are well proportioned and of satisfactory sizes. It is however noted that the two new bedrooms are not appropriately served with bathrooms and although this arrangement is not satisfactory, it would be difficult to sustain a refusal based on this element alone and the layout is therefore considered to be on balance acceptable having regard to the NDSS, the London Plan Supplementary Housing Guide and Policy DMD 8 of the Development Management Document.
- 6.23 Given the new larger dwelling is comprised of two parts, it is recommended that a relevant condition be imposed to ensure the newly added element remains ancillary to the residential use of the main building.

Conclusion:

- 6.24 Overall it is considered the proposals represent a satisfactory attempt to replace the structurally dilapidated and unsafe outbuilding as well as linking the two buildings and the loss of the historic fabric and the additional height of the lean are considered to be on balance acceptable.
- 6.25 In addition, the proposals would not result in any undue adverse impact on the Southgate Conservation area or on the Grade II listed cottage building and none with regard to overlooking, overshadowing and/or loss of outlook on neighbouring properties.

7.0 Recommendation 1: (For the planning application ref: 16/03142/HOU):

- 7.1 That planning permission be GRANTED subject to the following conditions:
1. C060 - Approved Plans
 2. C051a - Time Limits
 3. C008 - Materials to Match
 4. C026 - Restriction on use of extension roofs
 5. C025 - No additional fenestration
 6. The new linked replacement workshop building shall not be used at any time other than for a purpose ancillary to the use of the existing principle dwelling house and at no time as a separate independent unit of accommodation.
- Reason: To ensure that the development complies with adopted standards and is in character with the existing form of development in the locality.


8.0 Recommendation 2: (For the Listed Building Application ref: 16/02380/LBC):

- 8.1 That listed building consent be GRANTED subject to the following conditions:
1. C060 - Approved Plans
 2. C053a - Time Limit - Listed Building Consent
 3. The existing external timber boarding on the existing workshop building shall be retained and reused where possible and matched in with new to a schedule agreed in writing with the local planning authority. Reason: To ensure a satisfactory appearance that enhances the character of the existing building and locality.
 4. A sample of the proposed roofing material (corrugated iron sheeting) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of works. Reason: To ensure a satisfactory appearance and to enhance the character of the replacement building and locality.

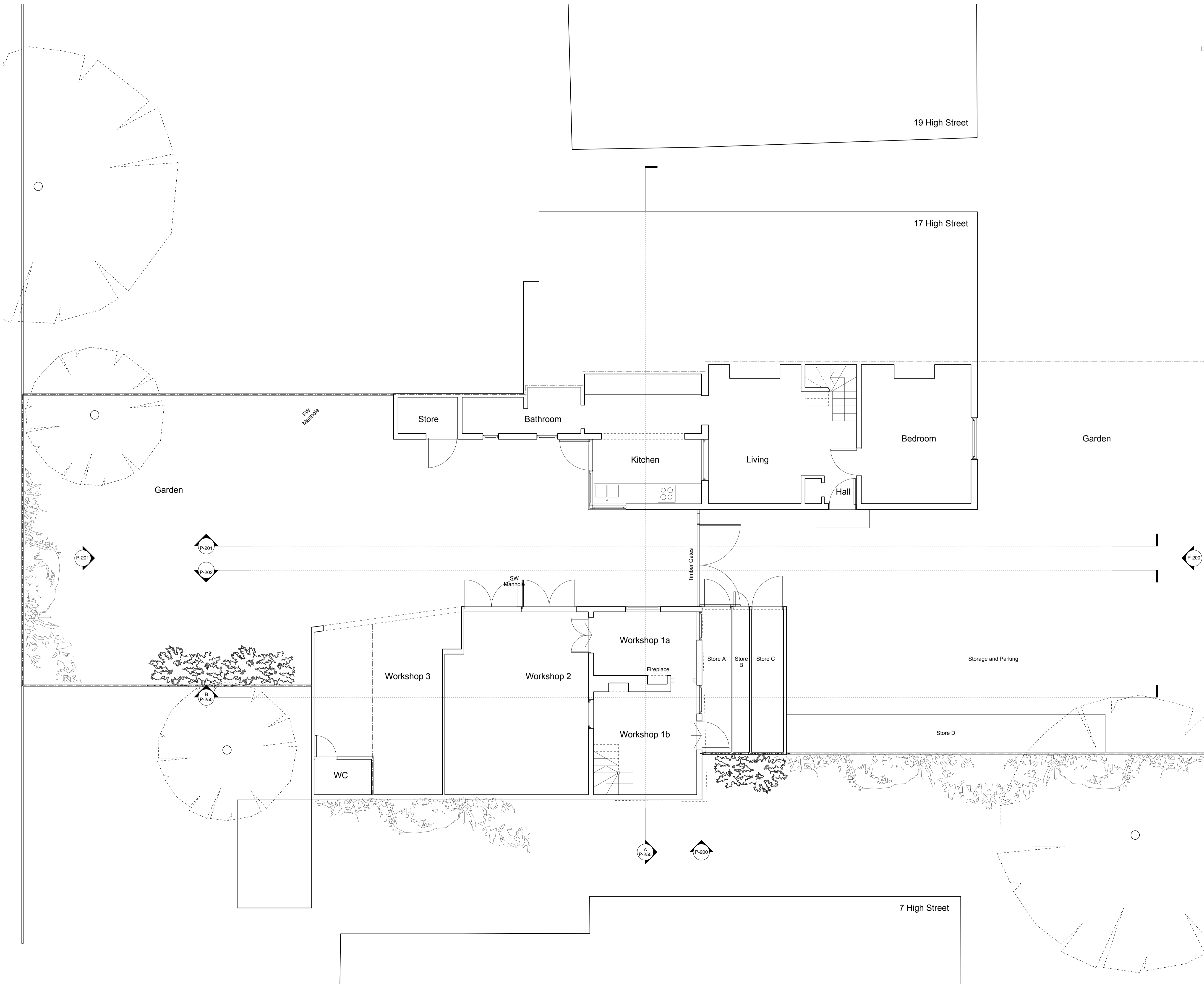






<p>Note: Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to this office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.</p>		<p>Revisions: A 19.05.16 Listed Building Consent Application to Workshop A reconstruction</p>	<p>Feneley Studio Brewmaster House The Maltings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com</p>	<p>Client Mr & Mrs Miller</p> <p>Project 15 High Street, Southgate</p>	<table border="1"> <tr> <td colspan="3">Drawing Title Site Location Plan</td> </tr> <tr> <td colspan="3">Status Planning</td> </tr> <tr> <td>Scale 1:1250@A3</td> <td>Date May 2013</td> <td>Revision A</td> </tr> <tr> <td>Job No. 1213</td> <td>Drawing No. P001</td> <td></td> </tr> </table>	Drawing Title Site Location Plan			Status Planning			Scale 1:1250@A3	Date May 2013	Revision A	Job No. 1213	Drawing No. P001	
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Revision	Date	Description
A	19.05.16	Listed Building Consent Application to Workshop A reconstruction

Feneley studio
 Brewmaster House
 The Maltings
 St Albans
 AL1 3HT
 01727 845202
 mail@feneleystudio.com

Client
Mr and Mrs Miller

Project
Alterations to House and Workshop

Location
15 High Street, Southgate, London

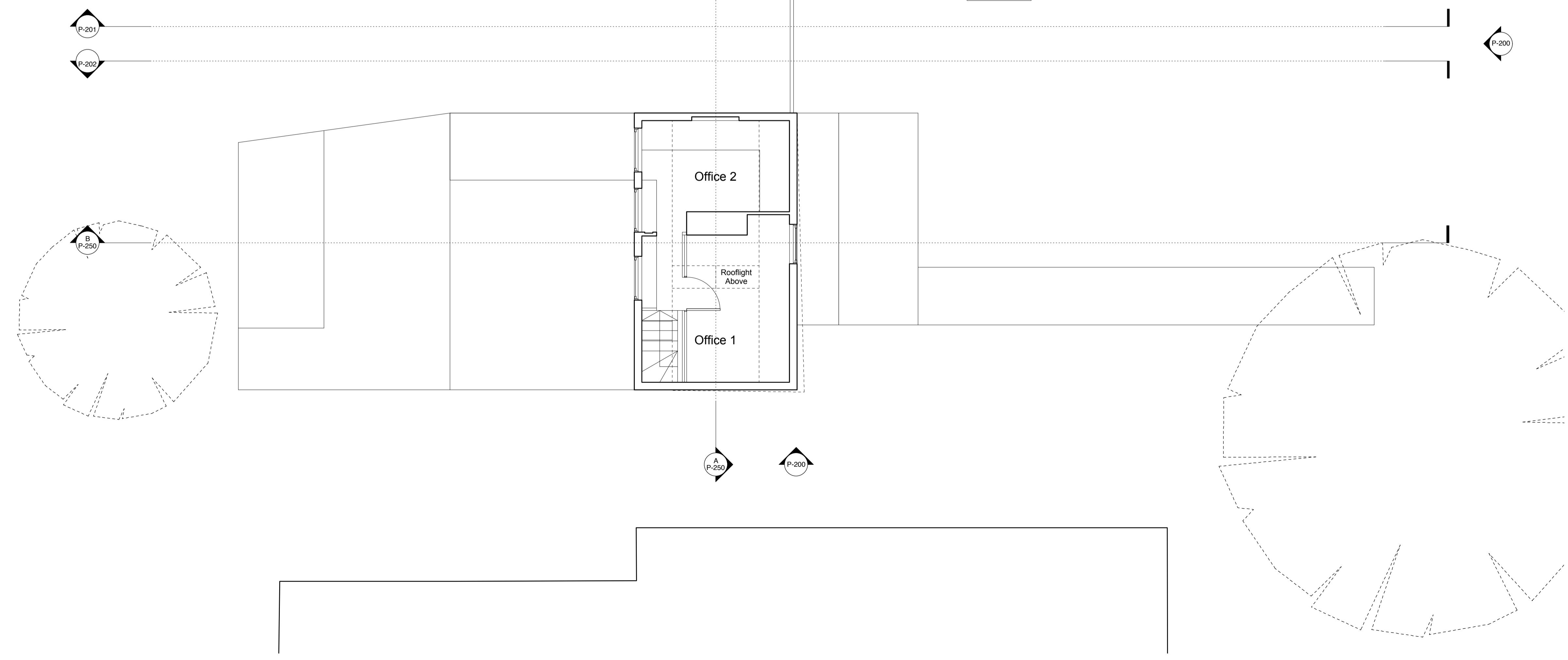
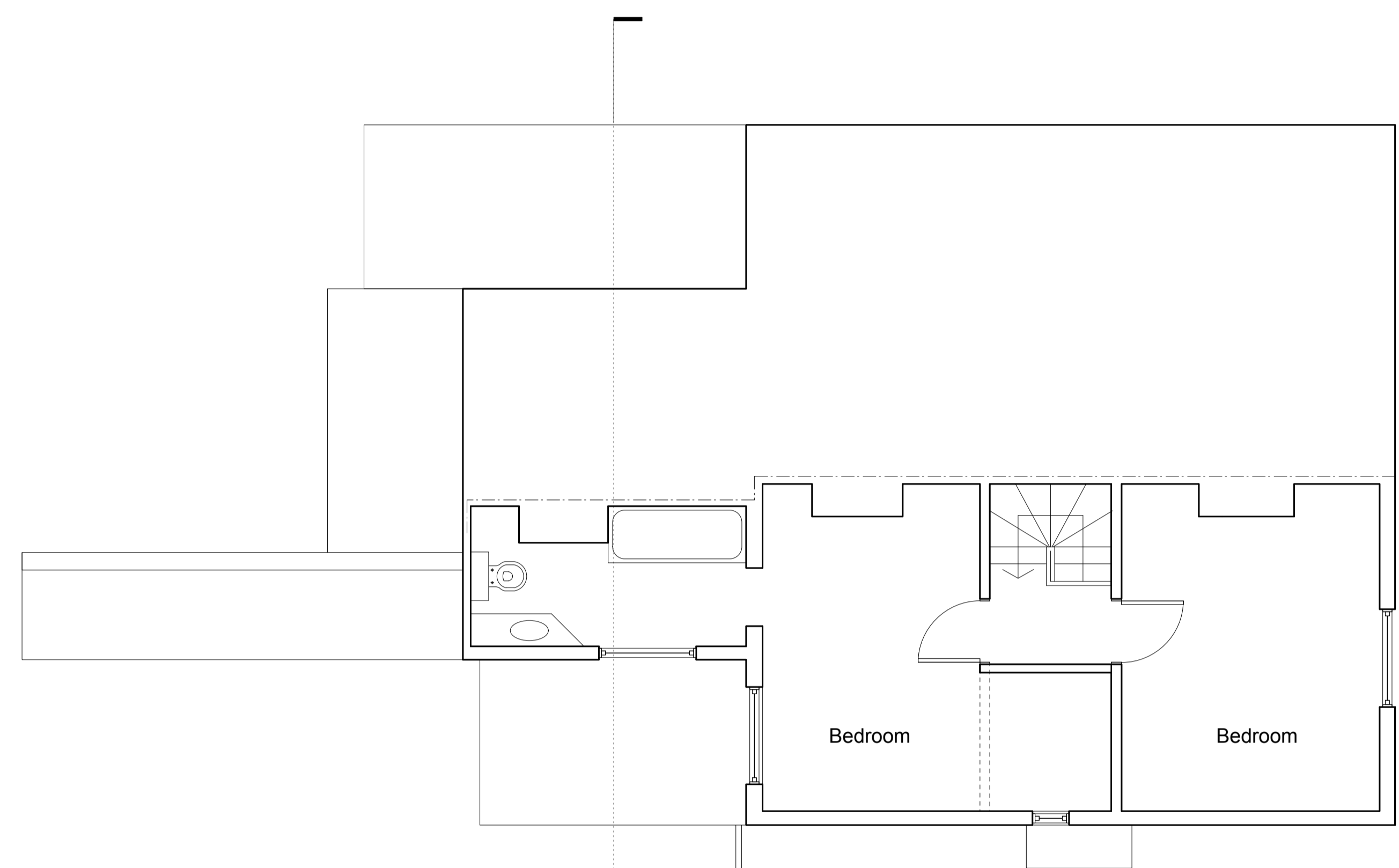
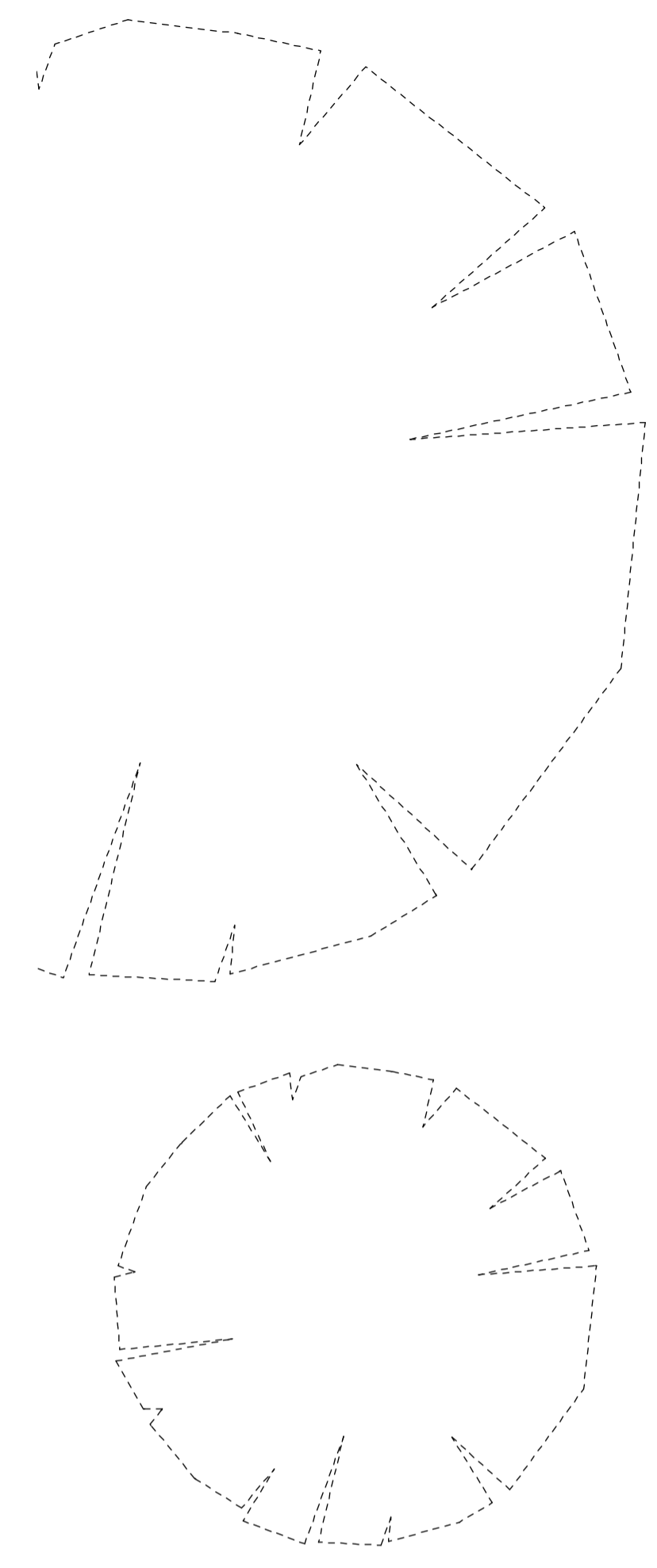
Drawing Title
Existing Ground Floor Plan

Status
Planning

Scale	Date	Revision
1:50@A1	May 2013	A
Job No.	Drawing No.	
1213	P100	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

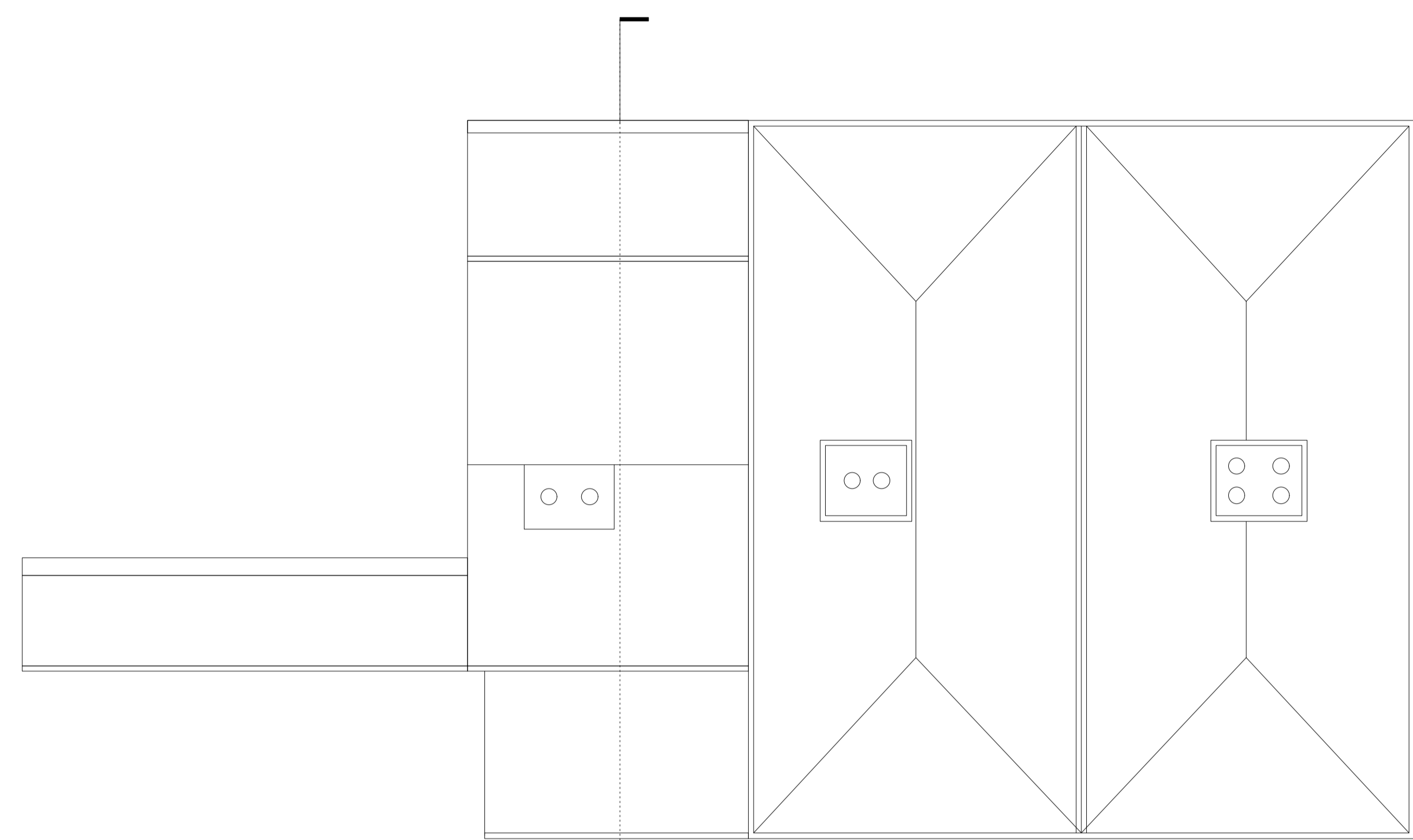
1:50 | 0.5m | 1m | 5m



Revision	Date	Description
A	19.05.16	Listed Building Consent Application to Workshop A reconstruction
<p>Feneley studio Brewmaster House The Mallings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com</p>		
<p>Client Mr and Mrs Miller</p>		
<p>Project Alterations to House and Workshop</p>		
<p>Location 15 High Street, Southgate, London</p>		
<p>Drawing Title Existing First Floor Plan</p>		
<p>Status Planning</p>		
Scale	Date	Revision
1:50@A1	May 2013	A
Job No.	Drawing No.	
1213	P101	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

1:50 | 0.5m | 1m | 5m

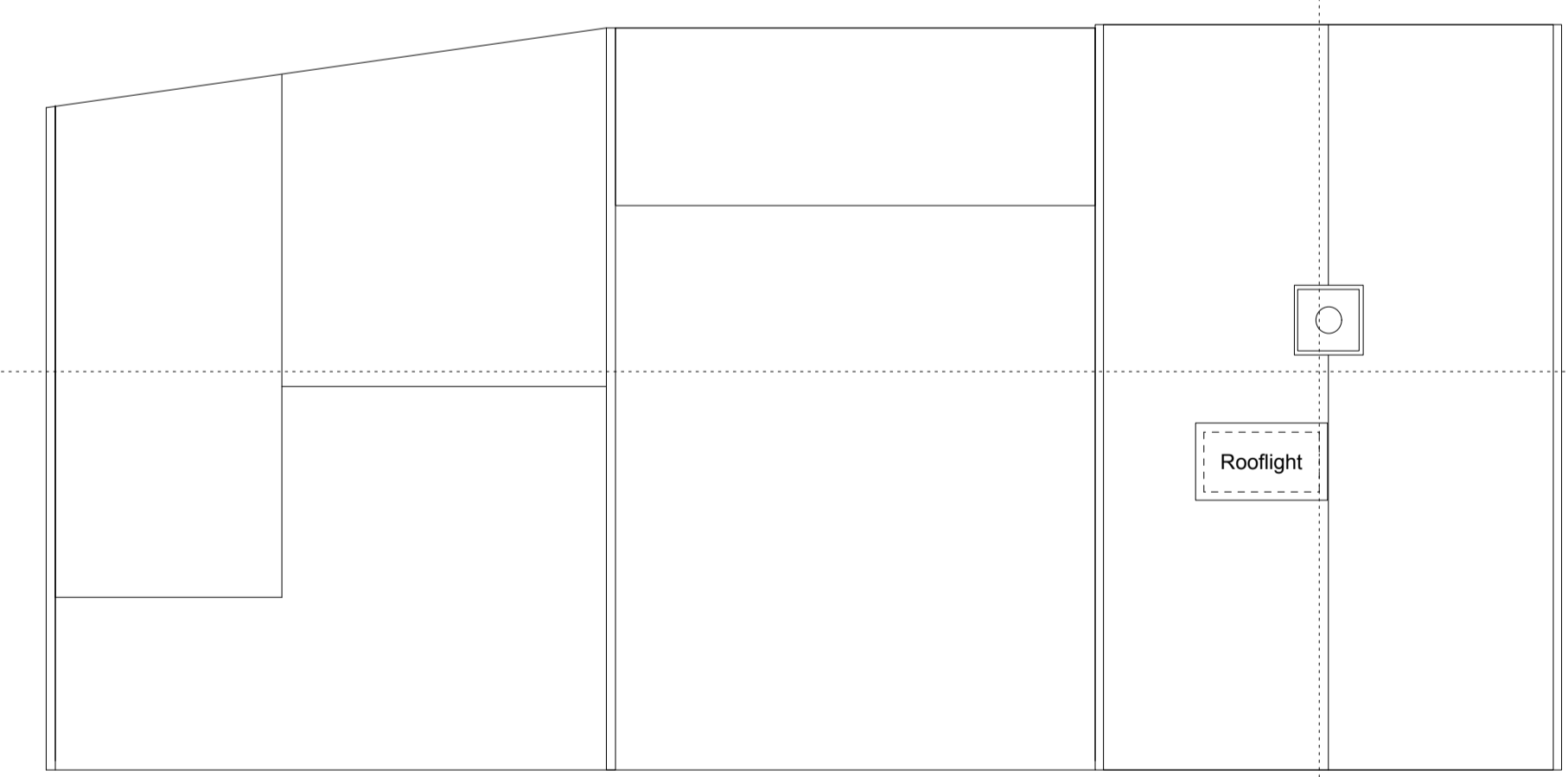


P-201

P-201

P-202

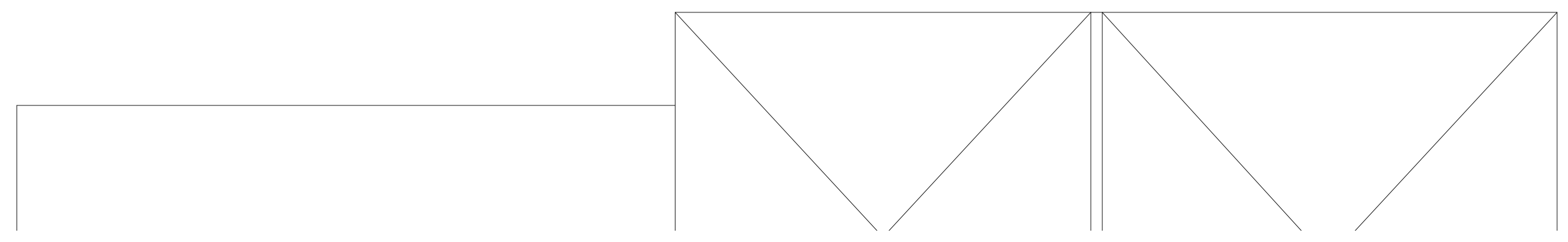
P-200



B
P-250

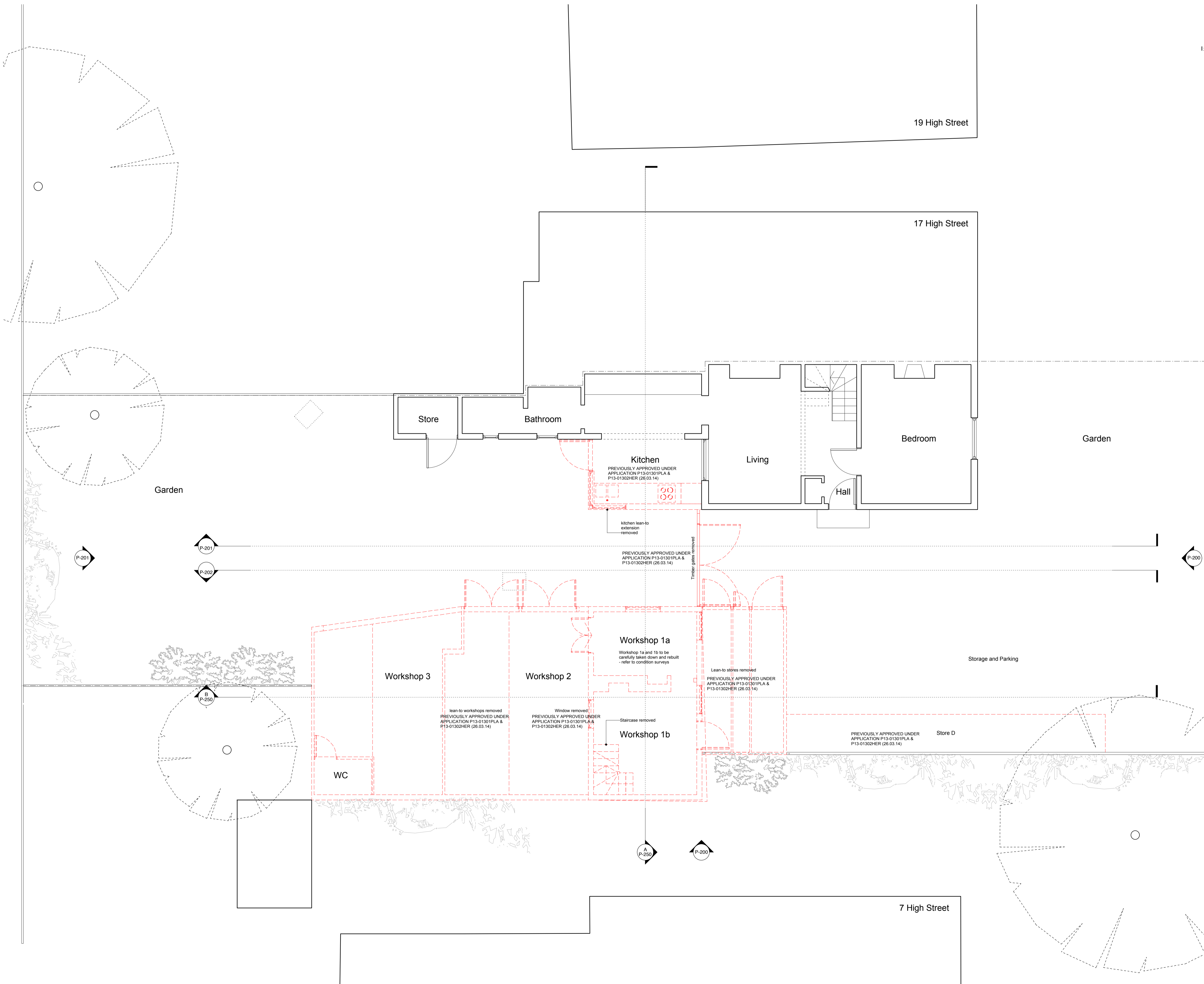
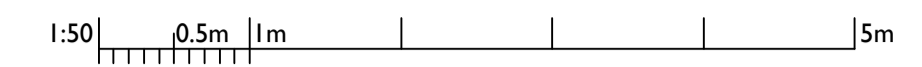
A
P-250

P-200



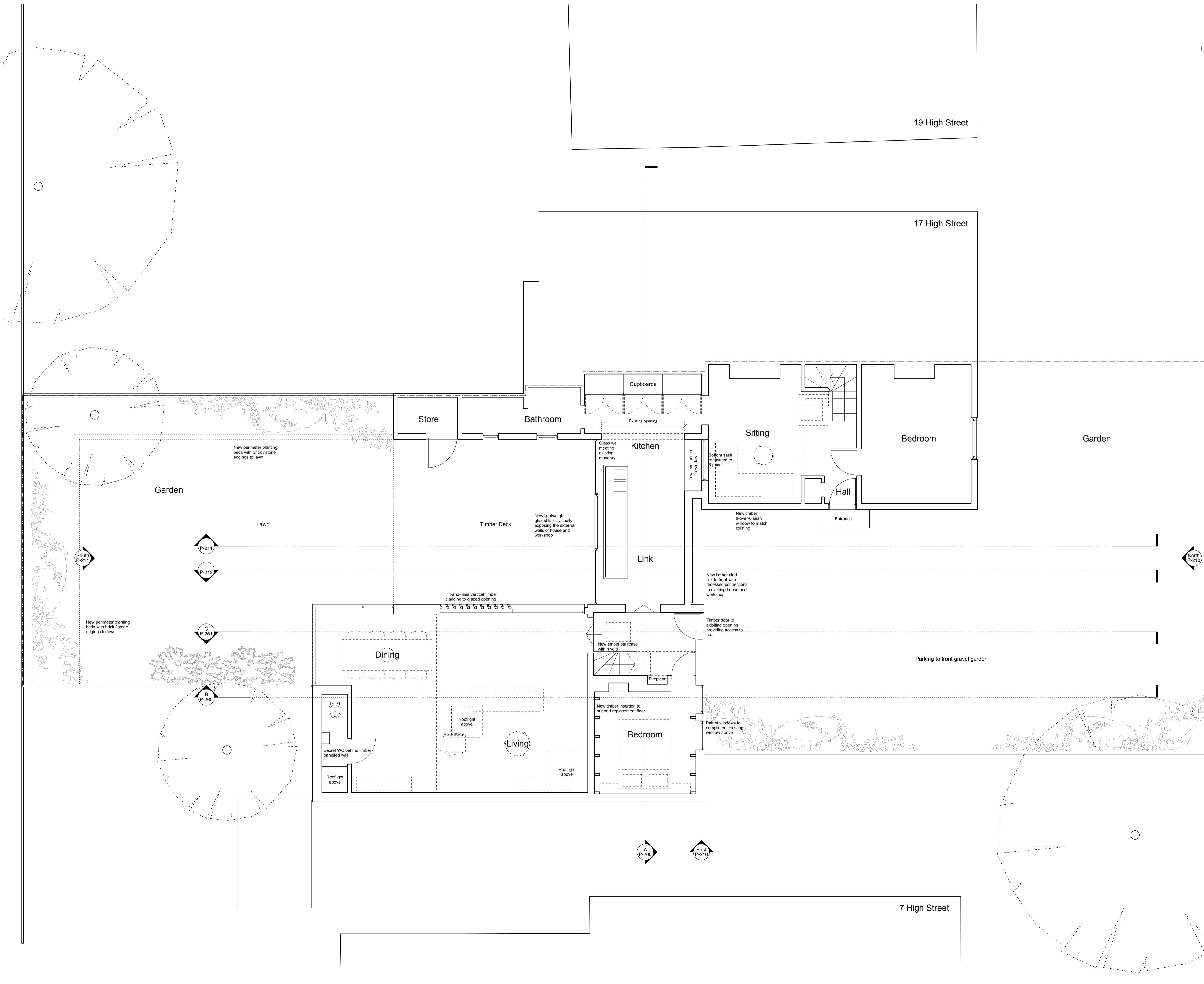
A	19.05.16	Listed Building Consent Application to Workshop A reconstruction
Revision	Date	Description
Feneley studio Brewmaster House The Mallings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com		
Client		
Mr and Mrs Miller		
Project		
Alterations to House and Workshop		
Location		
15 High Street, Southgate, London		
Drawing Title		
Existing Roof Plan		
Status		
Planning		
Scale	Date	Revision
1:50@A1	May 2013	A
Job No.	Drawing No.	
1213	P102	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

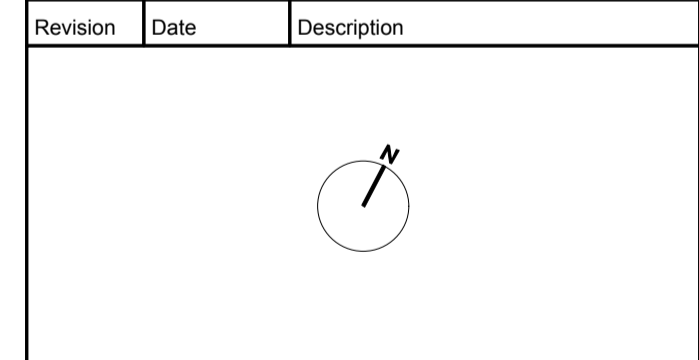


Revision	Date	Description
A	19.05.16	Listed Building Consent Application to Workshop A reconstruction
Feneley studio Brewmaster House The Maltings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com		
Client Mr and Mrs Miller		
Project Alterations to House and Workshop		
Location 15 High Street, Southgate, London		
Drawing Title Ground Floor Demolition Plan		
Status Planning		
Scale 1:50@A1	Date	Revision A
Job No. 1213	Drawing No. P105	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.



Revision	Date	Description
B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	09.07.13	Planning amendments: Link reduced in width and 'set' back



Feneley studio
 Brewmaster House
 The Maltings
 St Albans
 AL1 3HT
 01727 845202
 mail@feneleystudio.com

Client
Mr and Mrs Miller

Project
Alterations to House and Workshop

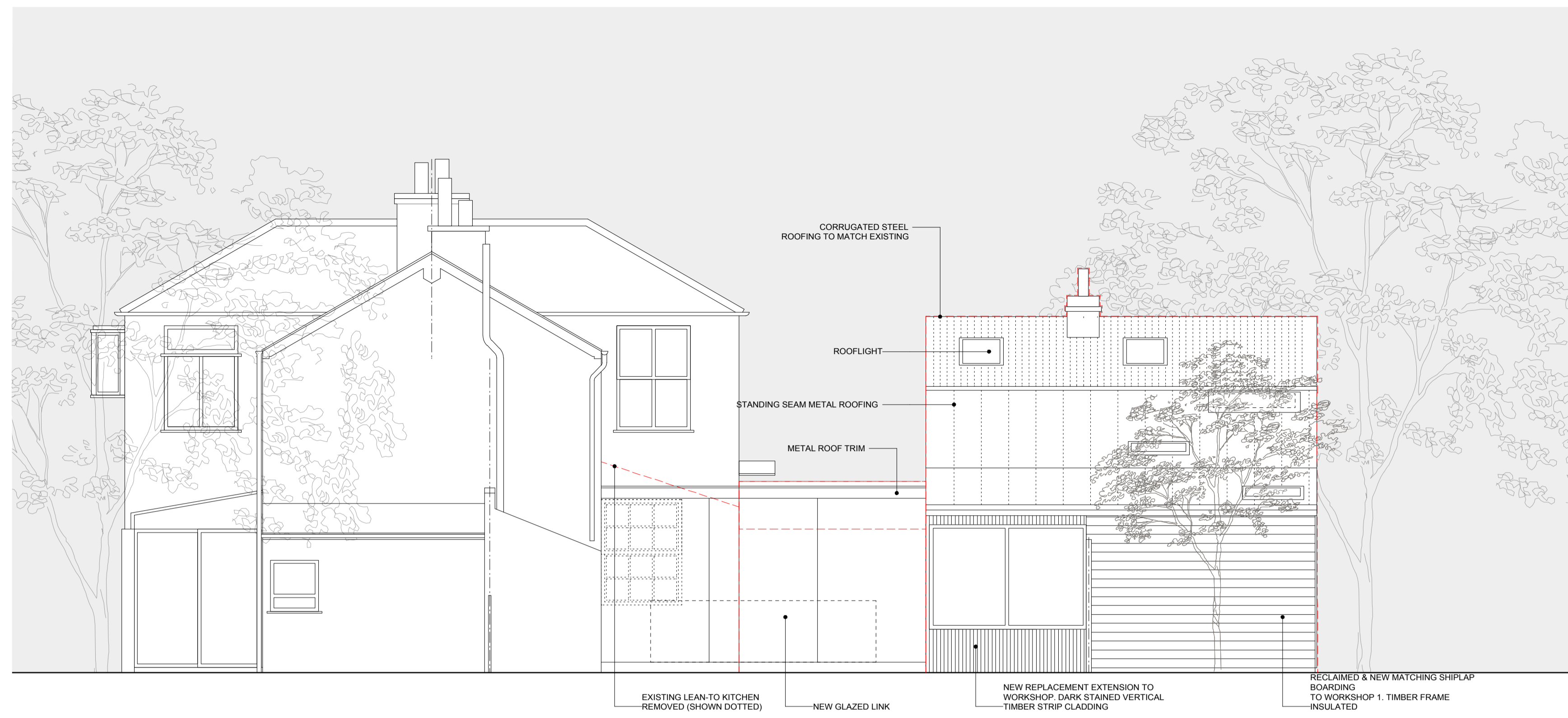
Location
15 High Street, Southgate, London

Drawing Title
Proposed Ground Floor Plan

Status		
Planning		
Scale 1:50@A1	Date May 2013	Revision B
Job No. 1213	Drawing No. P110	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

1:50 0.5m 1m 5m



SOUTH ELEVATION



EAST ELEVATION

Revision	Date	Description
B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	09.07.13	Planning amendments: Visible window shown to link (south) and revised 6-over-6 sash to east elevation

Revision	Date	Description
B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	09.07.13	Planning amendments: Visible window shown to link (south) and revised 6-over-6 sash to east elevation

Feneley studio
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 AL1 3HT
 01727 845202
 mail@feneleystudio.com

Client
Mr and Mrs Miller

Project
Alterations to House and Workshop

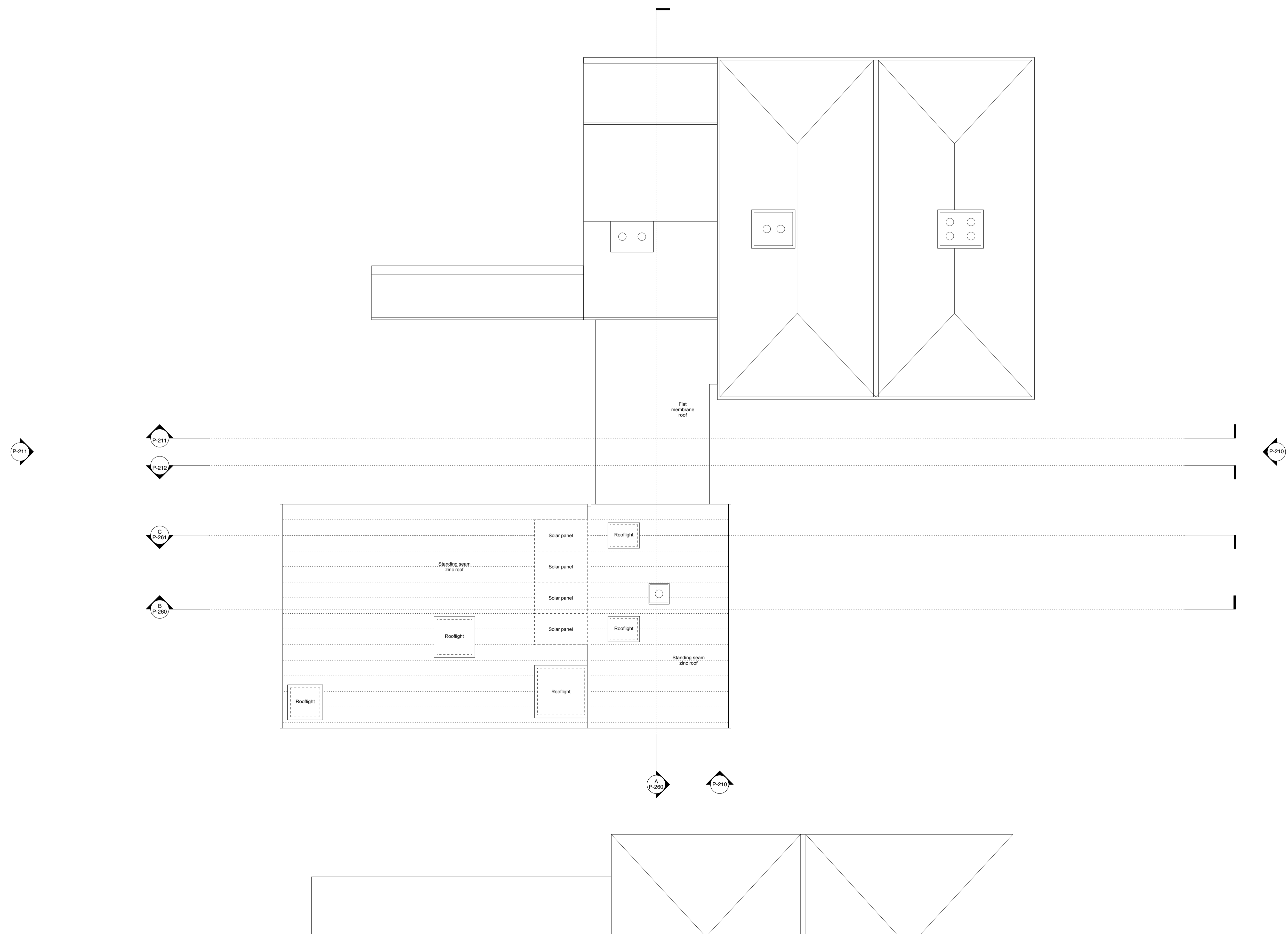
Location
15 High Street, Southgate, London

Drawing Title
Proposed Elevations - Sheet 2

Scale	Date	Revision
1:50@A1	May 2013	B
Job No. 1213	Drawing No. P211	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

1:50 0.5m 1m 5m



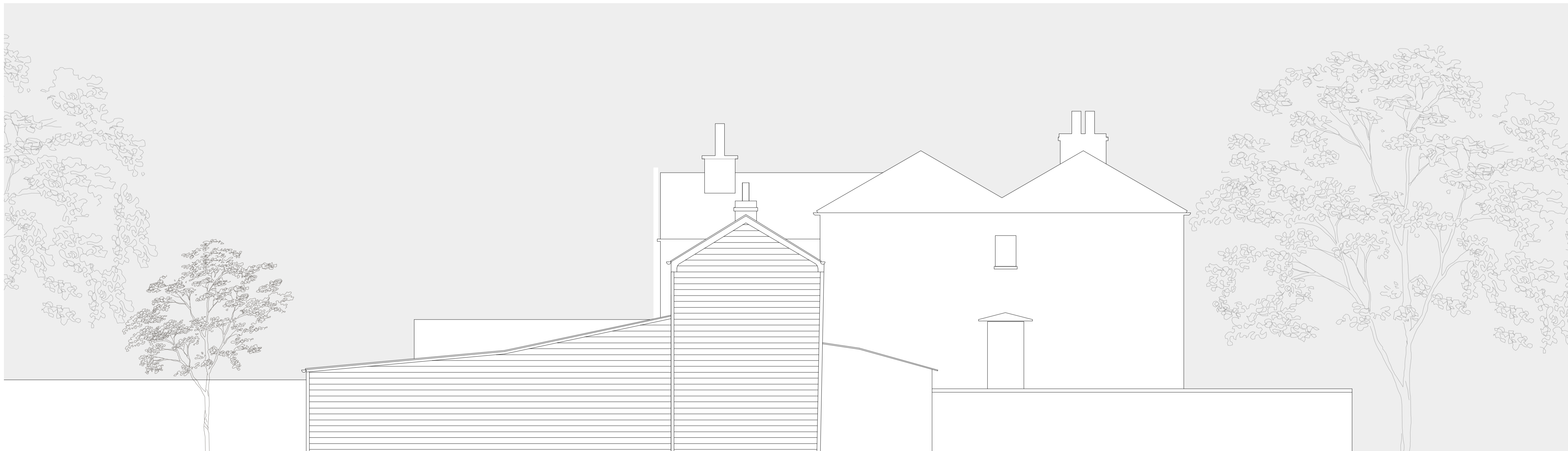
B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	09.07.13	Planning amendments: Removal of solar panels from workshop roof
Revision	Date	Description
Feneley studio Brewmaster House The Maltings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com		
Client		
Mr and Mrs Miller		
Project		
Alterations to House and Workshop		
Location		
15 High Street, Southgate, London		
Drawing Title		
Proposed Roof Plan		
Status		
Planning		
Scale	Date	Revision
1:50@A1	May 2013	B
Job No.	Drawing No.	
1213	P112	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

1:50 0.5m 1m 5m



NORTH ELEVATION

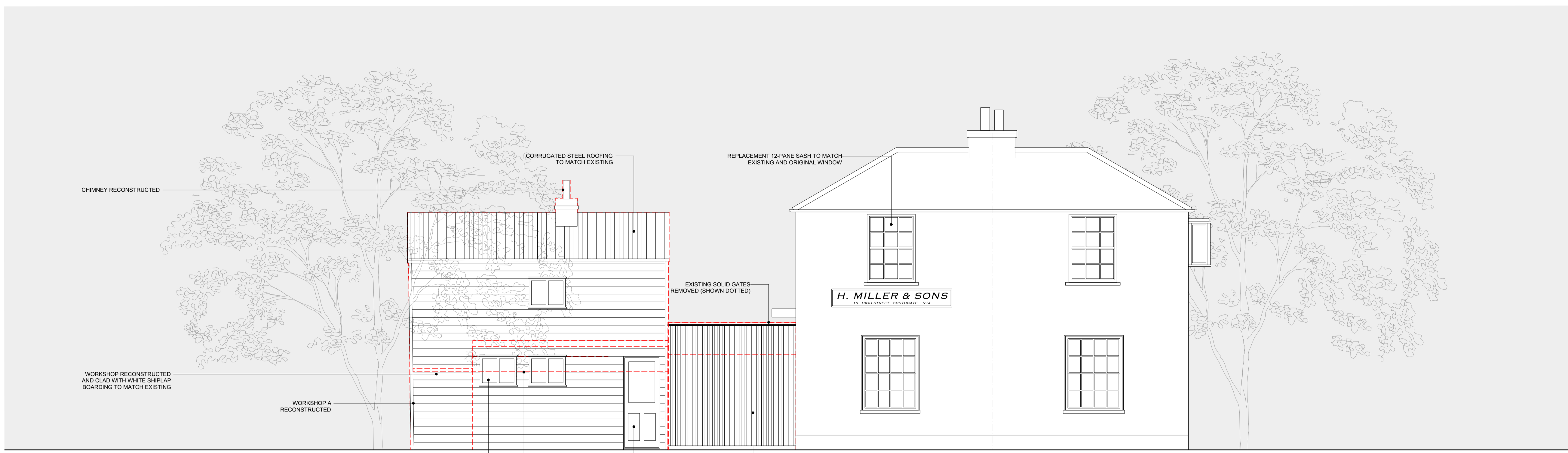
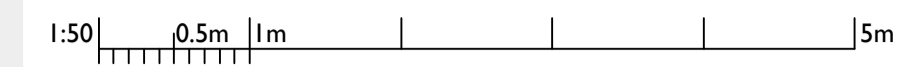


EAST ELEVATION

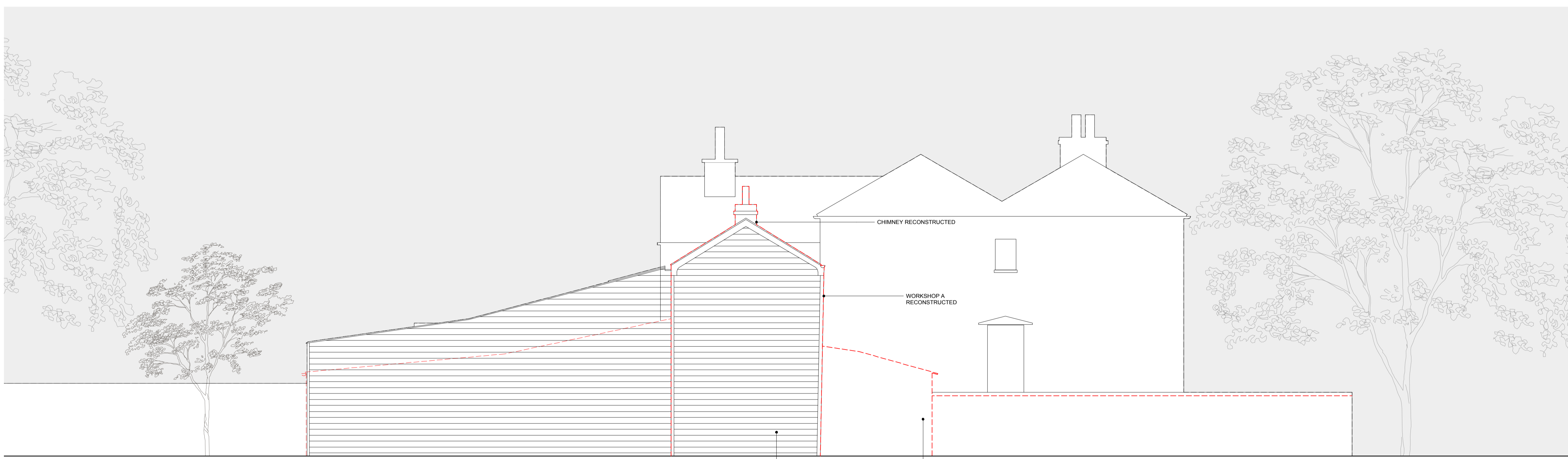
Revision	Date	Description
A	19.05.16	Listed Building Consent Application to Workshop A reconstruction

Feneley studio Brewmaster House The Mallings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com		
Client		
Mr and Mrs Miller		
Project		
Alterations to House and Workshop		
Location		
15 High Street, Southgate, London		
Drawing Title		
Existing Elevations - Sheet 1		
Status		
Planning		
Scale	Date	Revision
1:50@A1	May 2013	A
Job No.	Drawing No.	
1213	P200	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.



NORTH ELEVATION

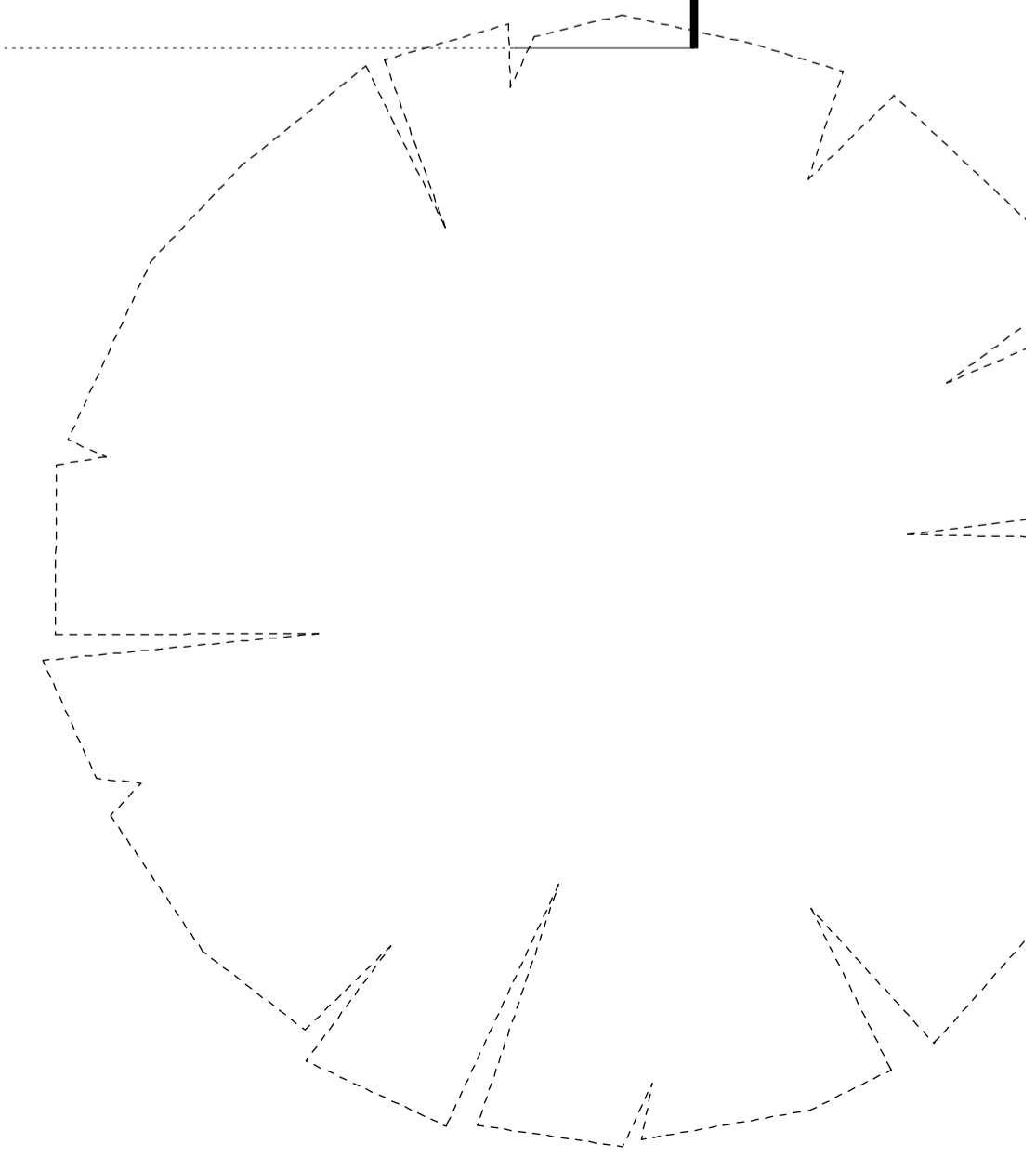
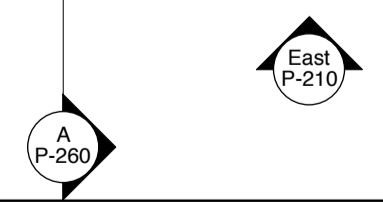
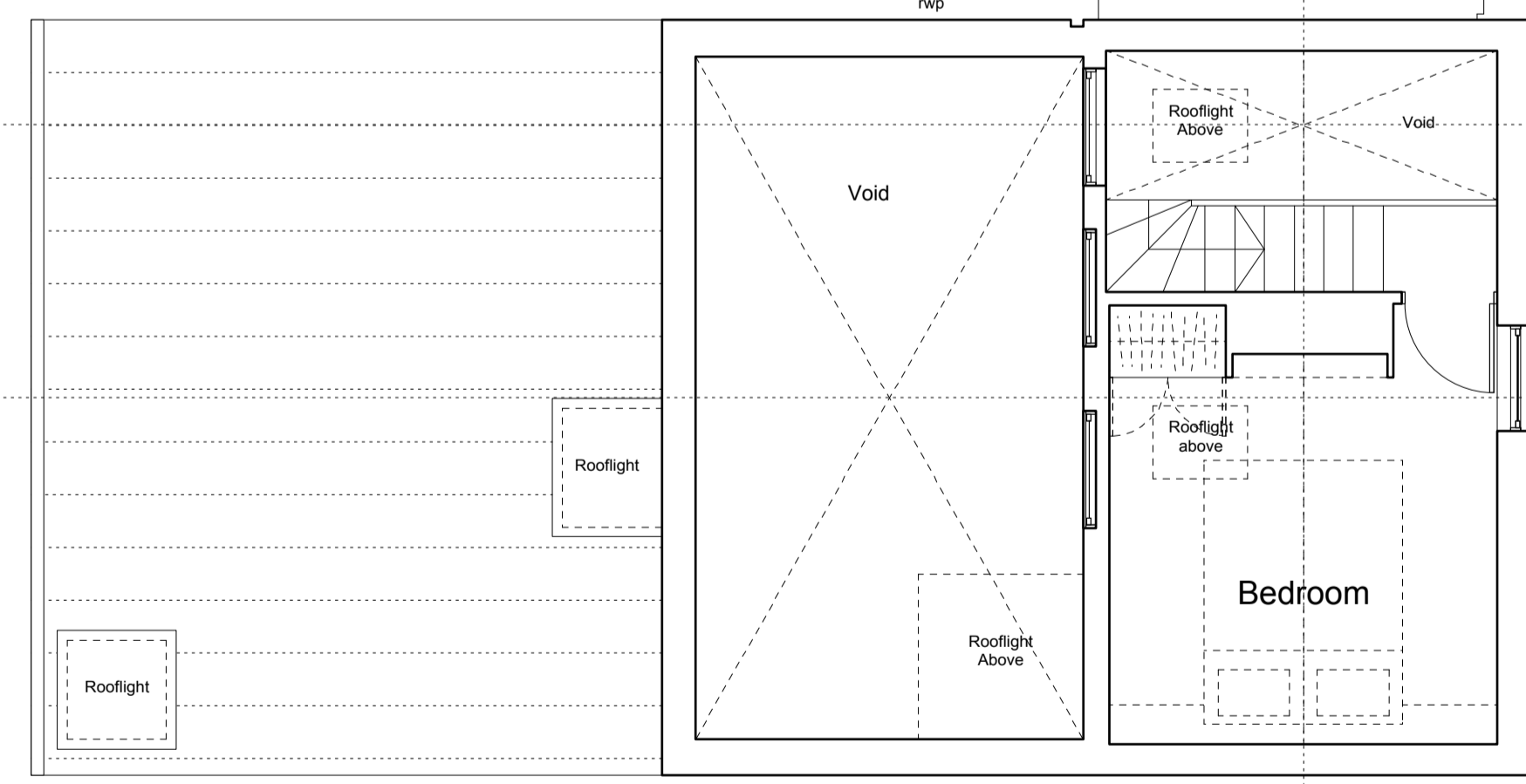
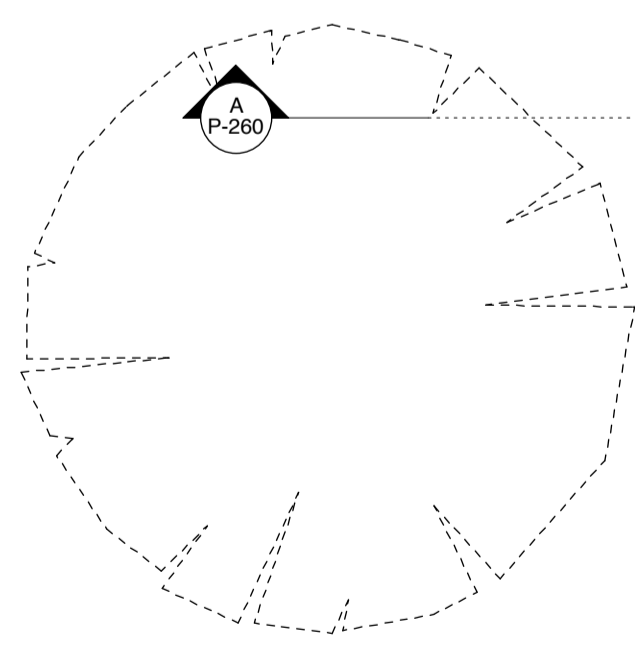
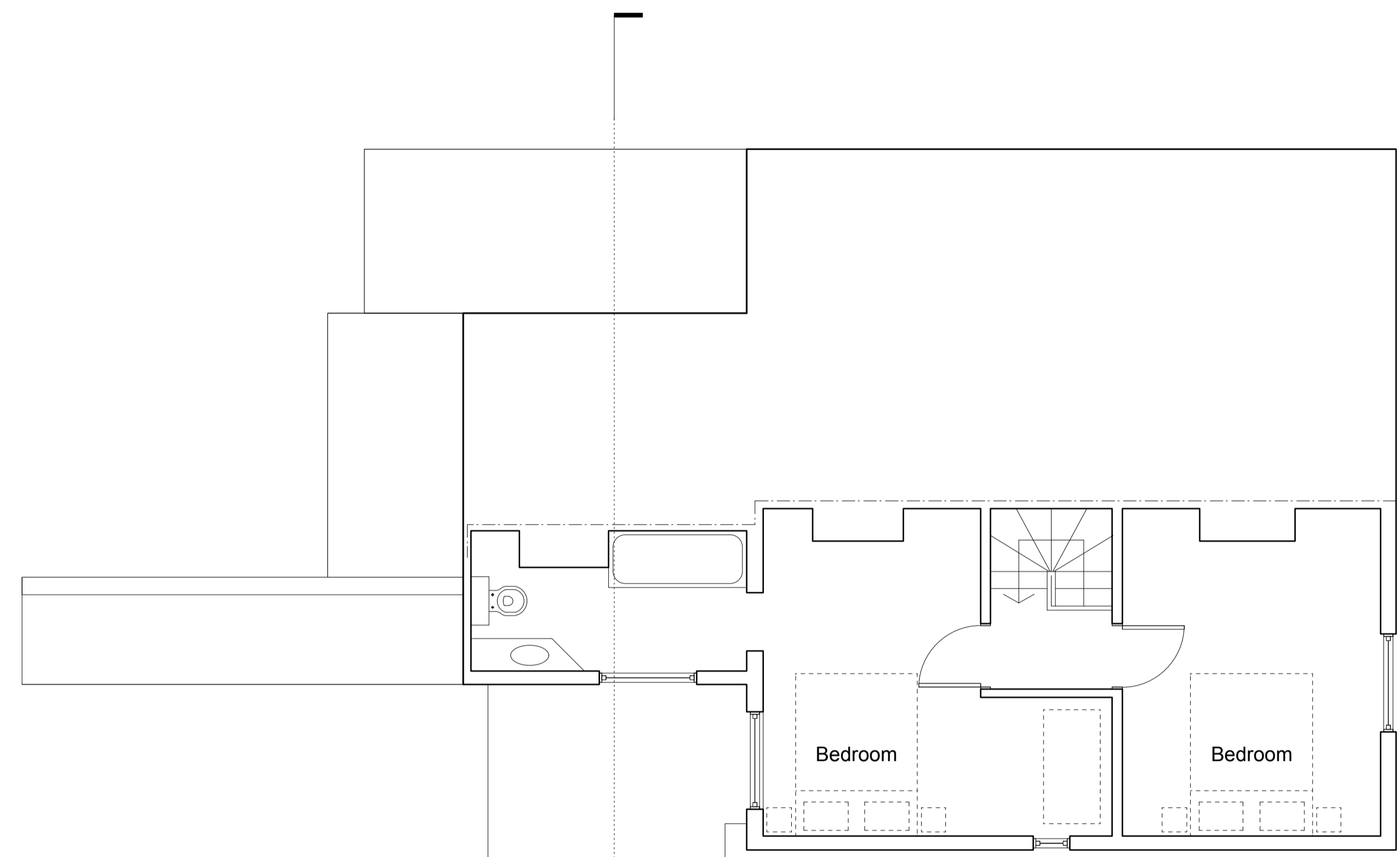
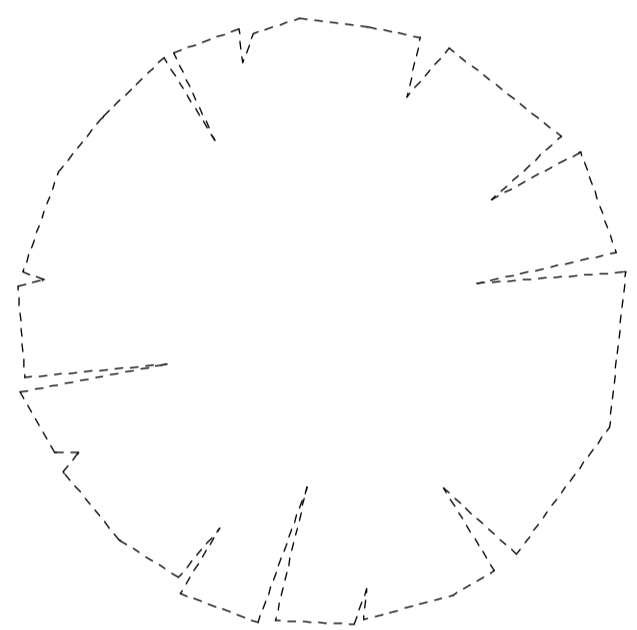
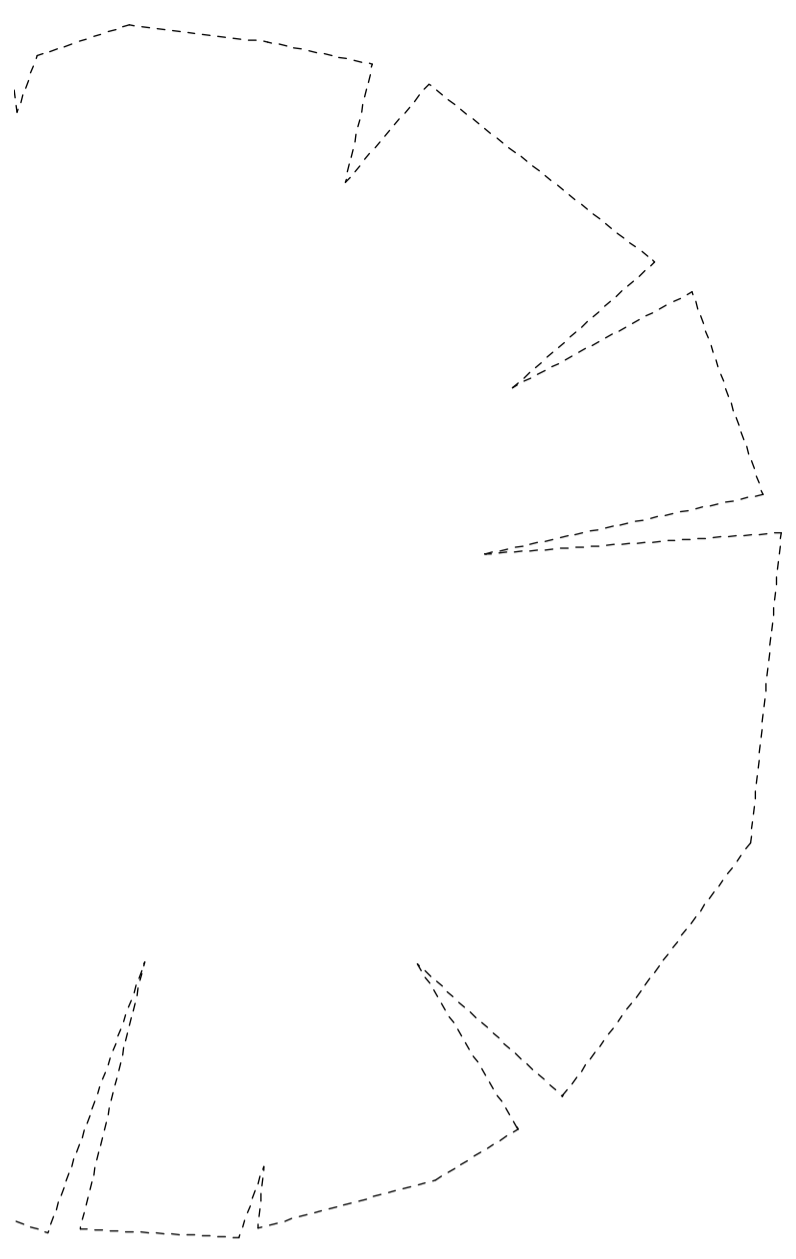


EAST ELEVATION

B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	09.07.13	Planning amendments: Window omitted from north link elevation
Revision	Date	Description
<p>Feneley studio Brewmaster House The Mallings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com</p>		
<p>Client Mr and Mrs Miller</p>		
<p>Project Alterations to House and Workshop</p>		
<p>Location 15 High Street, Southgate, London</p>		
<p>Drawing Title Proposed Elevations - Sheet 1</p>		
<p>Status Planning</p>		
Scale	Date	Revision
1:50@A1	May 2013	B
Job No	Drawing No.	
1213	P210	

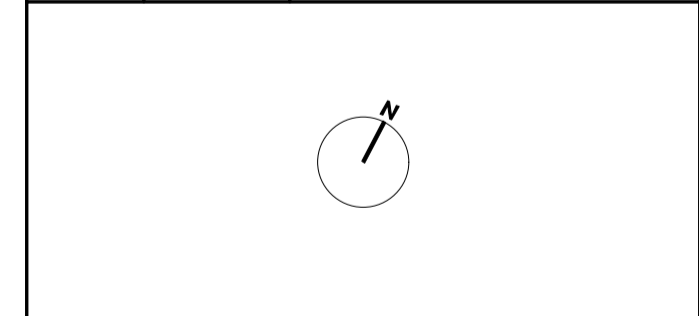
Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

1:50 0.5m 1m 5m



B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	09.07.13	Planning amendments: High level windows to workshop retained

Revision	Date	Description
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Feneley studio
 Brewmaster House
 The Mallings
 St Albans
 AL1 3HT
 01727 845202
 mail@feneleystudio.com

Client
Mr and Mrs Miller

Project
Alterations to House and Workshop

Location
15 High Street, Southgate, London

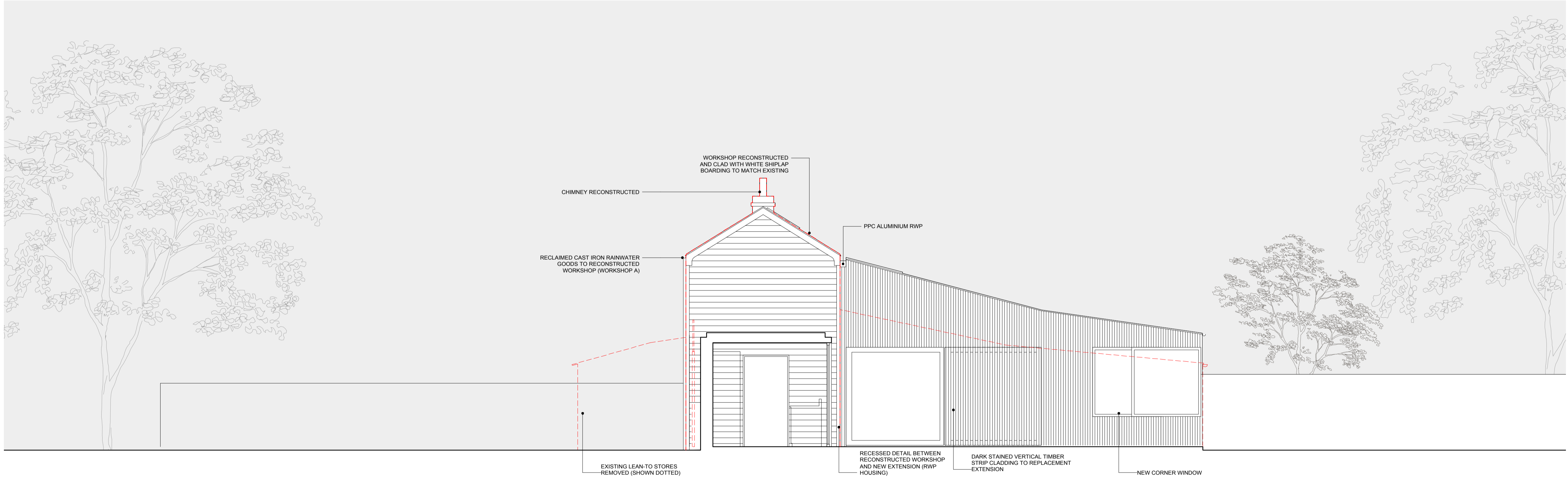
Drawing Title
Proposed First Floor Plan

Status
Planning

Scale 1:50@A1	Date May 2013	Revision B
Job No. 1213	Drawing No. P111	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

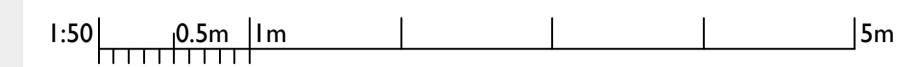
1:50 0.5m 1m 5m



WEST ELEVATION

B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	09.07.13	Planning amendments: Single-storey link reduced in width
Revision	Date	Description
<p>Feneley studio Brewmaster House The Maltings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com</p>		
Client Mr and Mrs Miller		
Project Alterations to House and Workshop		
Location 15 High Street, Southgate, London		
Drawing Title Proposed Elevations - Sheet 3		
Status Planning		
Scale 1:50@A1	Date May 2013	Revision B
Job No. 1213	Drawing No. P212	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.



SECTION AA



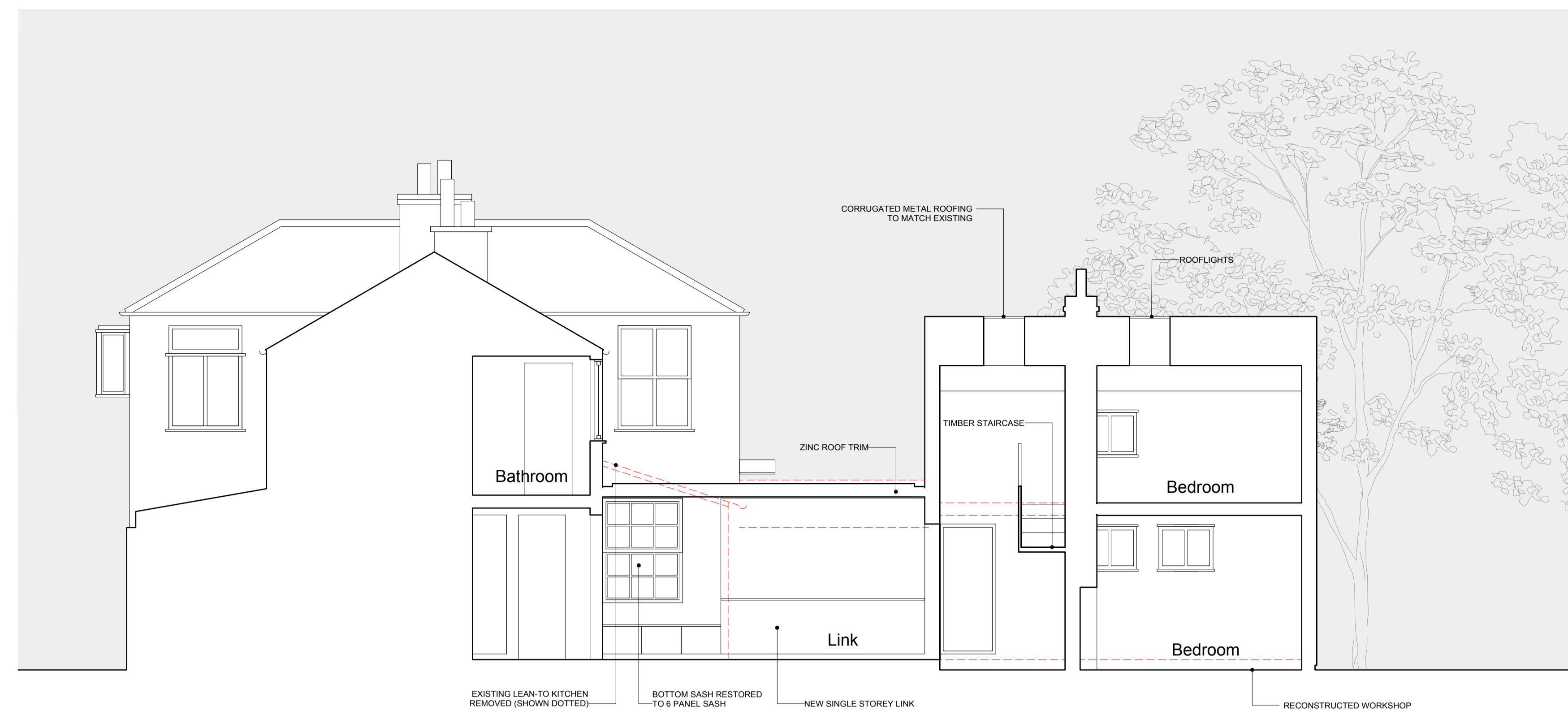
SECTION BB

Revision	Date	Description
B	19.05.16	Listed Building Consent Application to Workshop A reconstruction
A	23.05.13	Window corrected to Section AA (kitchen)

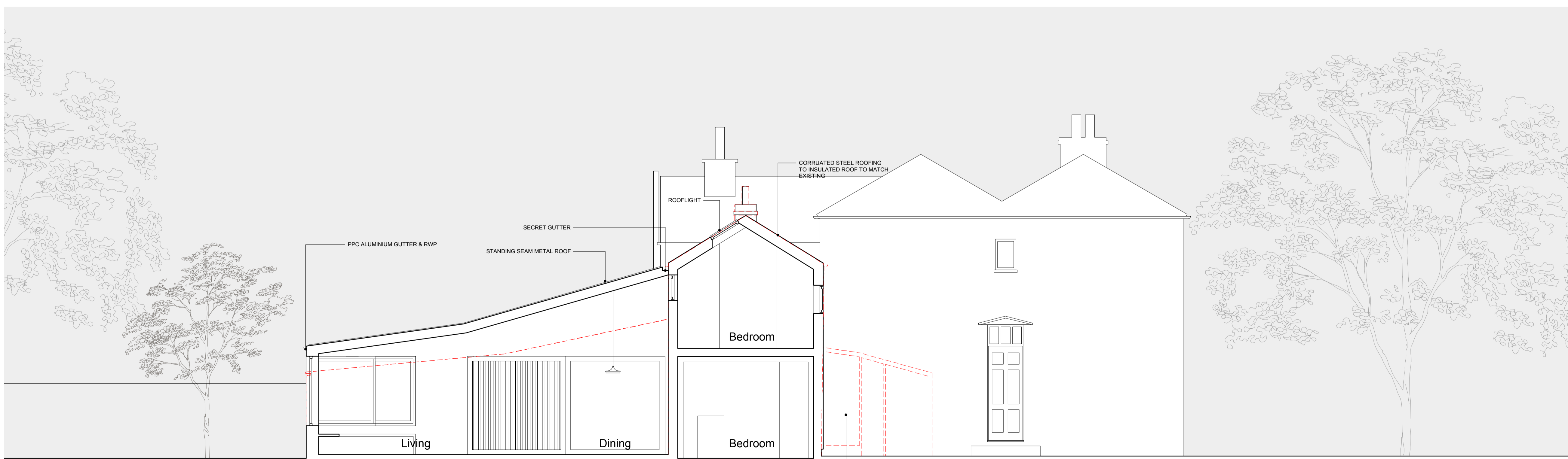
Feneley studio Brewmaster House The Mallings St Albans AL1 3HT 01727 845202 mail@feneleystudio.com		
Client Mr and Mrs Miller		
Project Alterations to House and Workshop		
Location 15 High Street, Southgate, London		
Drawing Title Existing Sections		
Status Planning		
Scale 1:50@A1	Date May 2013	Revision B
Job No. 1213	Drawing No. P250	

Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

1:50 0.5m 1m 5m



SECTION AA



SECTION BB

Revision	Date	Description
C	19.05.16	Listed Building Consent Application to Workshop A reconstruction
B	09.07.13	Planning amendments: Visible window shown to link (south) and revised 6-over-6 sash to east elevation
A	23.05.13	Window corrected to Section AA (kitchen)

Feneley studio
 Brewmaster House
 The Mallings
 St Albans
 AL1 3HT
 01727 845202
 mail@feneleystudio.com

Client
Mr and Mrs Miller

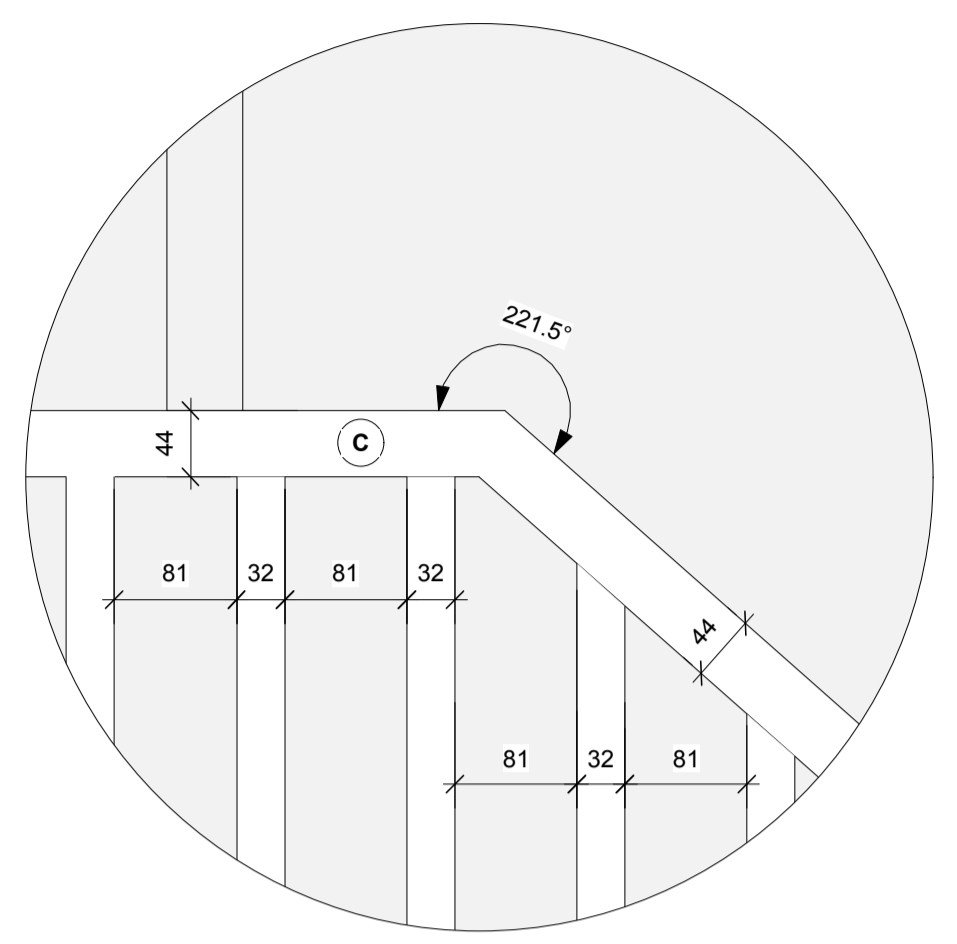
Project
Alterations to House and Workshop

Location
15 High Street, Southgate, London

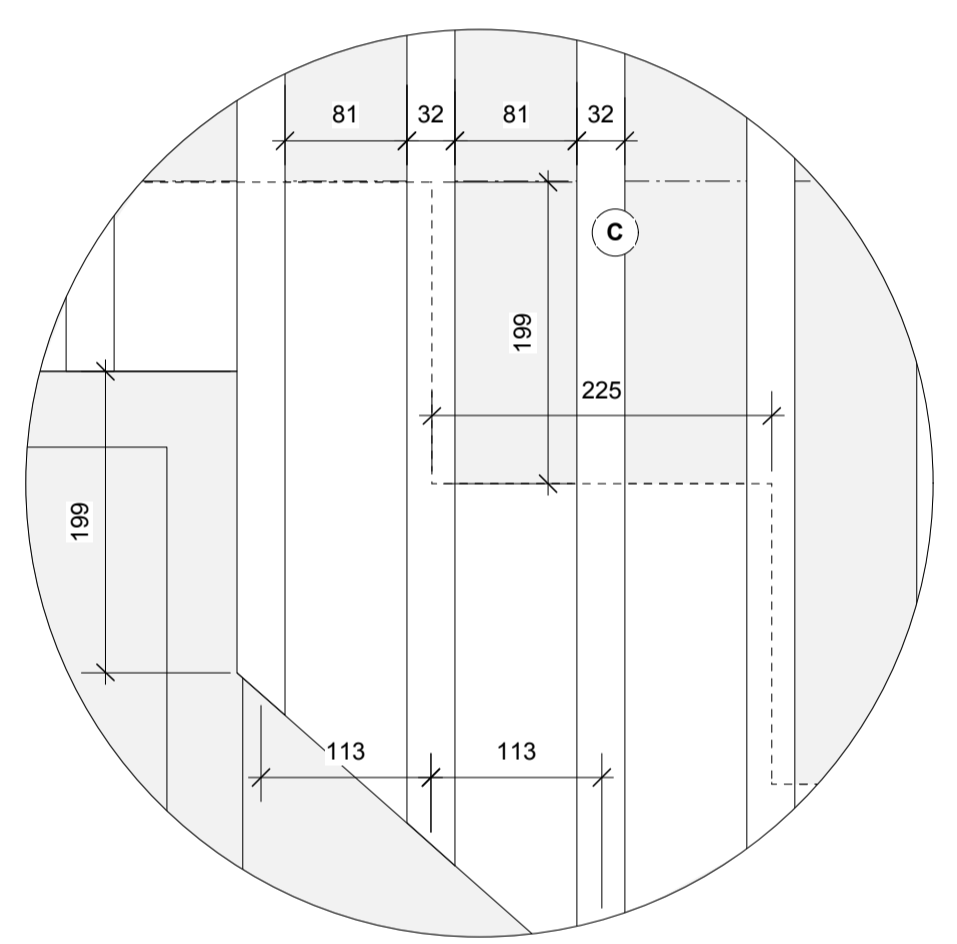
Drawing Title
Proposed Sections

Scale	Date	Revision
1:50@A1	May 2013	C
Job No 1213	Drawing No. P260	

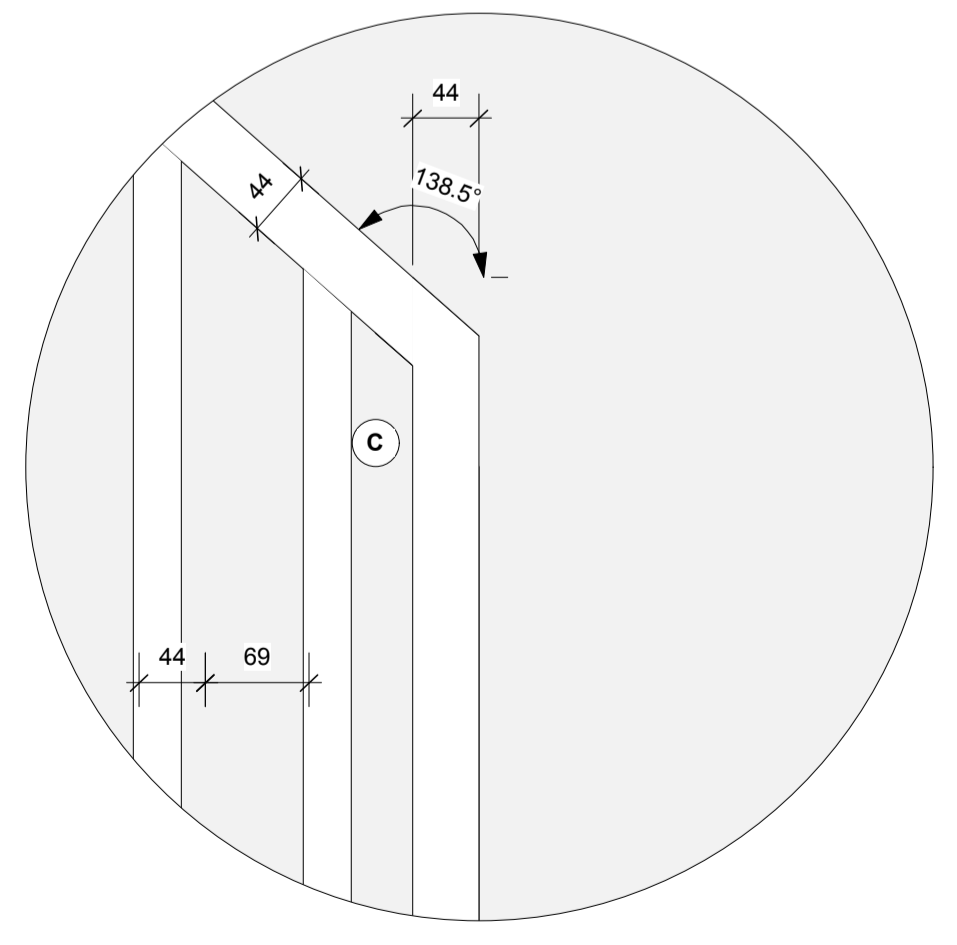
Notes
 Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to the office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.



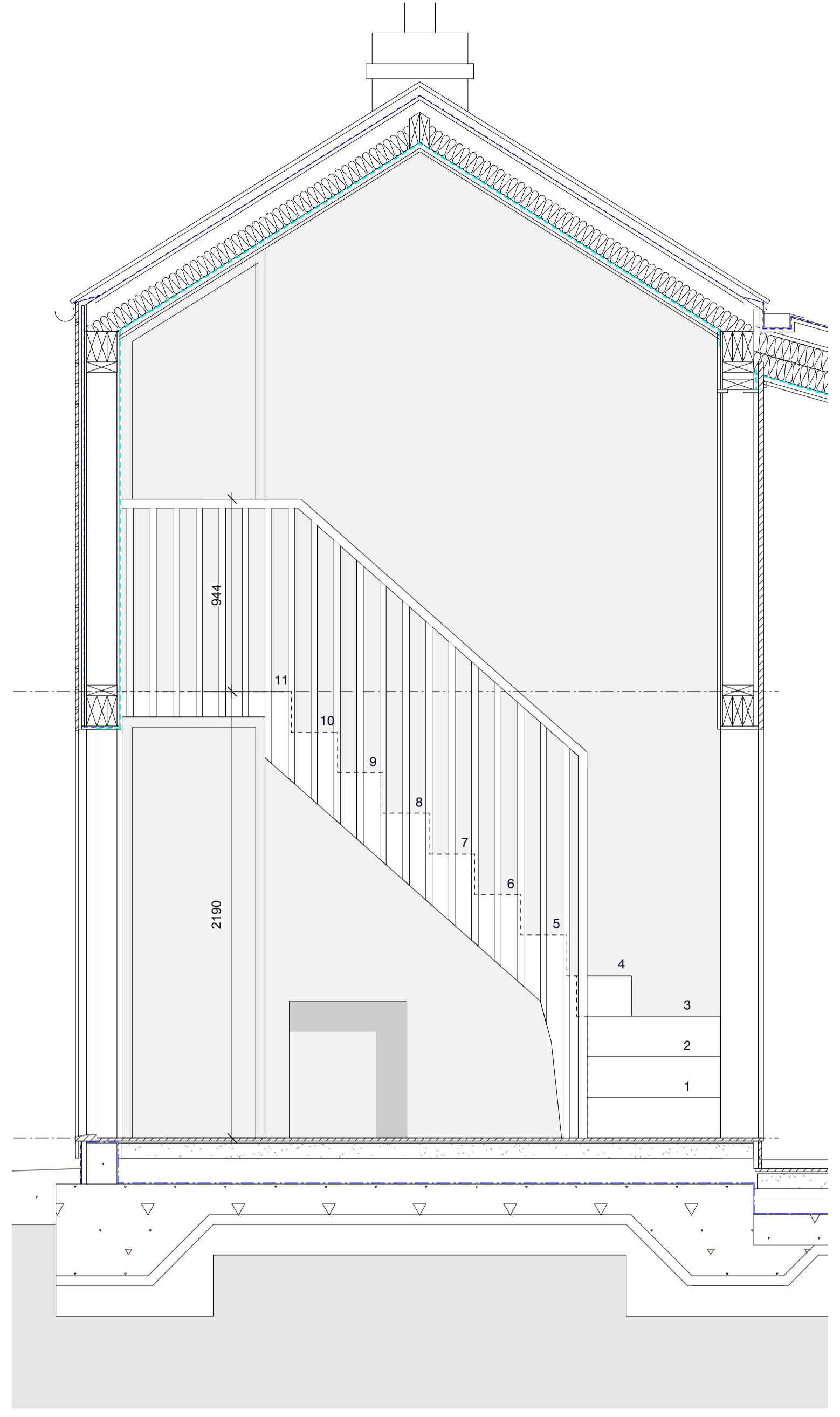
HANDRAIL DETAIL (ELEVATION TOP)
 1:5@A1



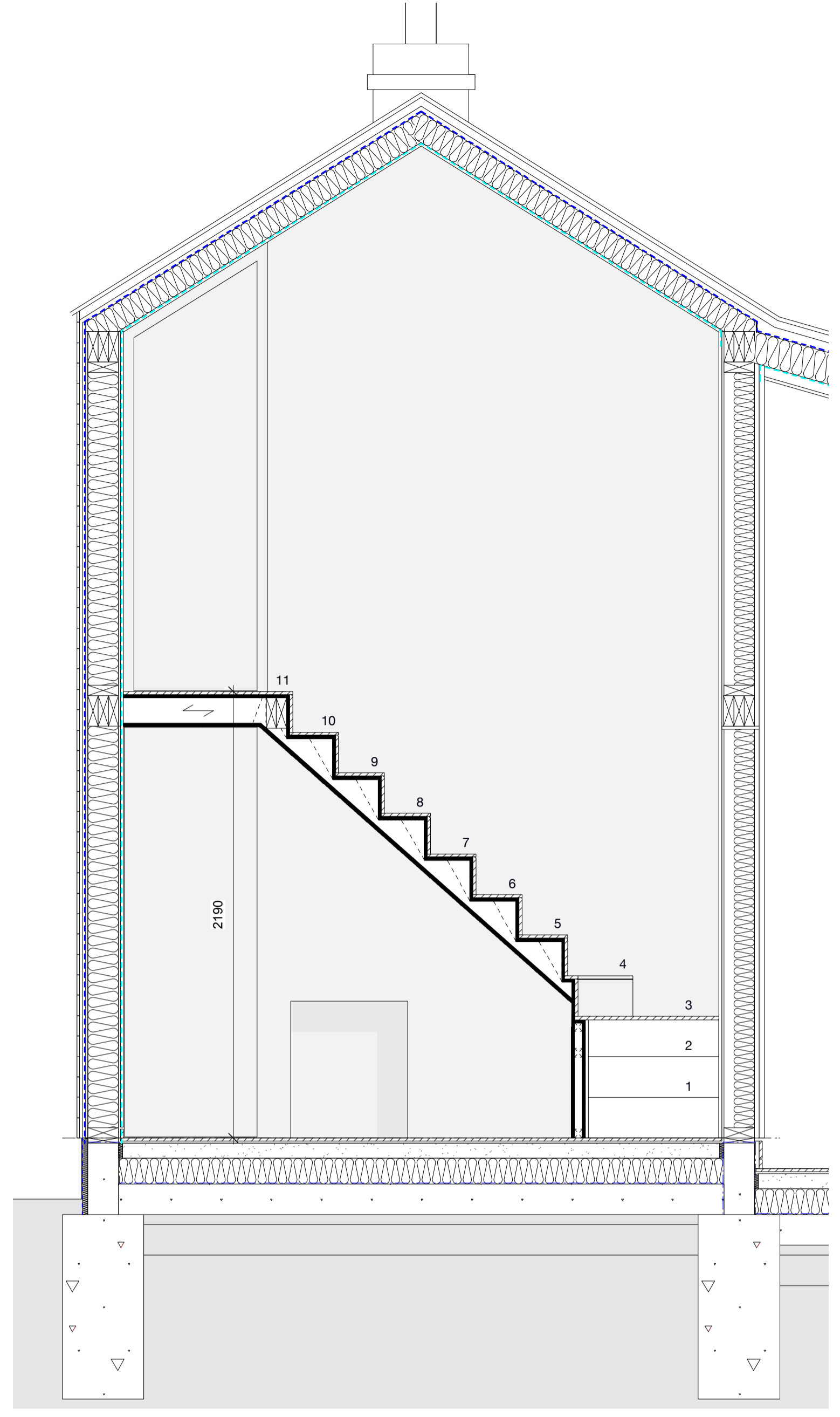
TYPICAL TREAD & SPINDLE DETAIL (ELEVATION)
 1:5@A1



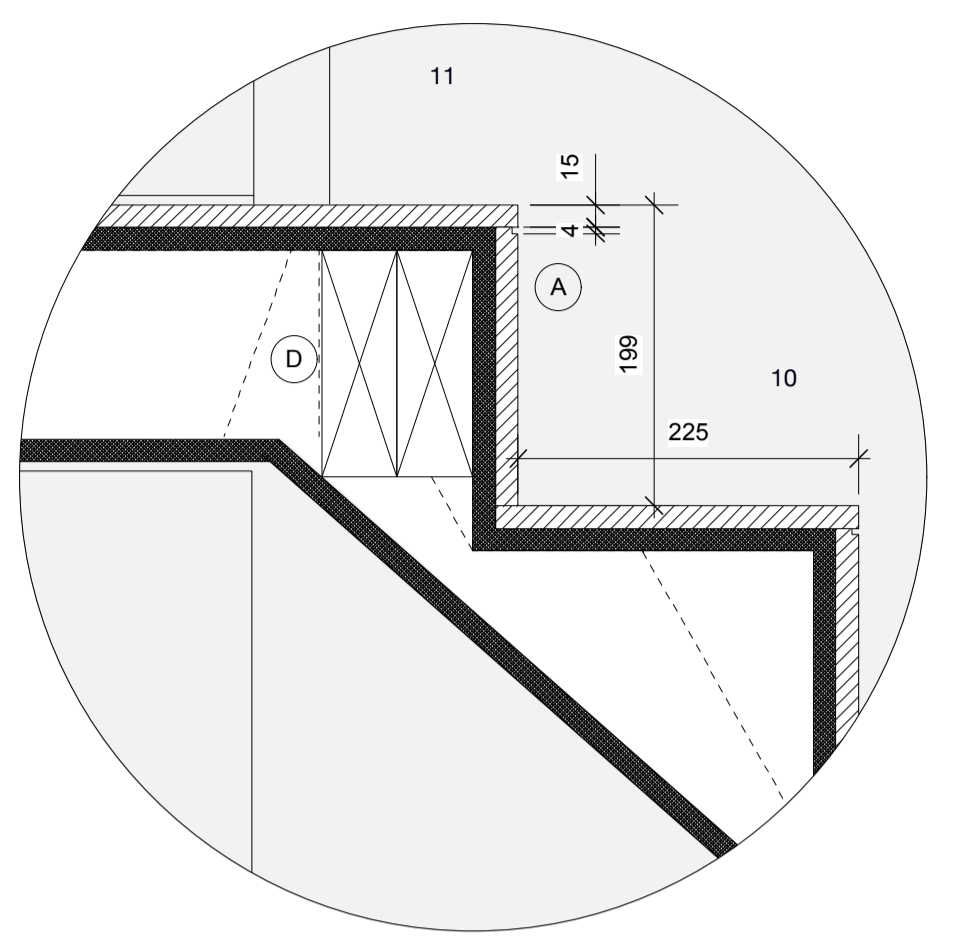
HANDRAIL DETAIL (ELEVATION BOTTOM)
 1:5@A1



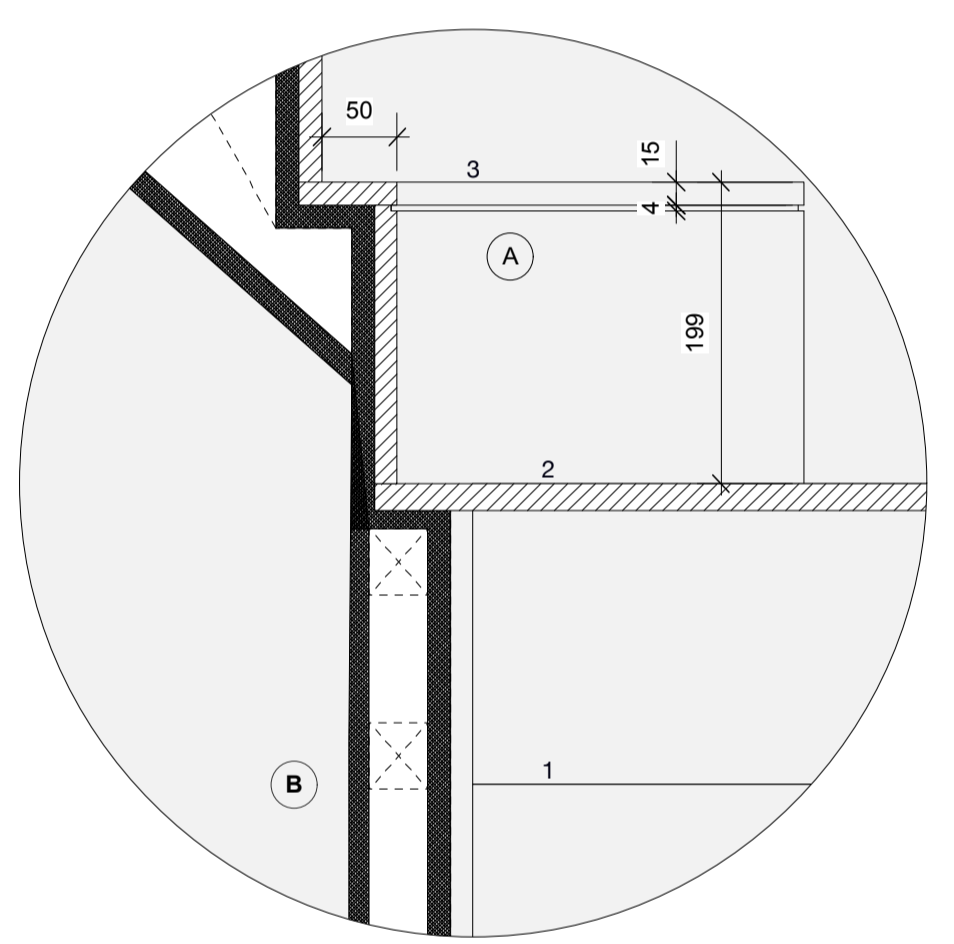
STAIRCASE ELEVATION
 1:50@A1



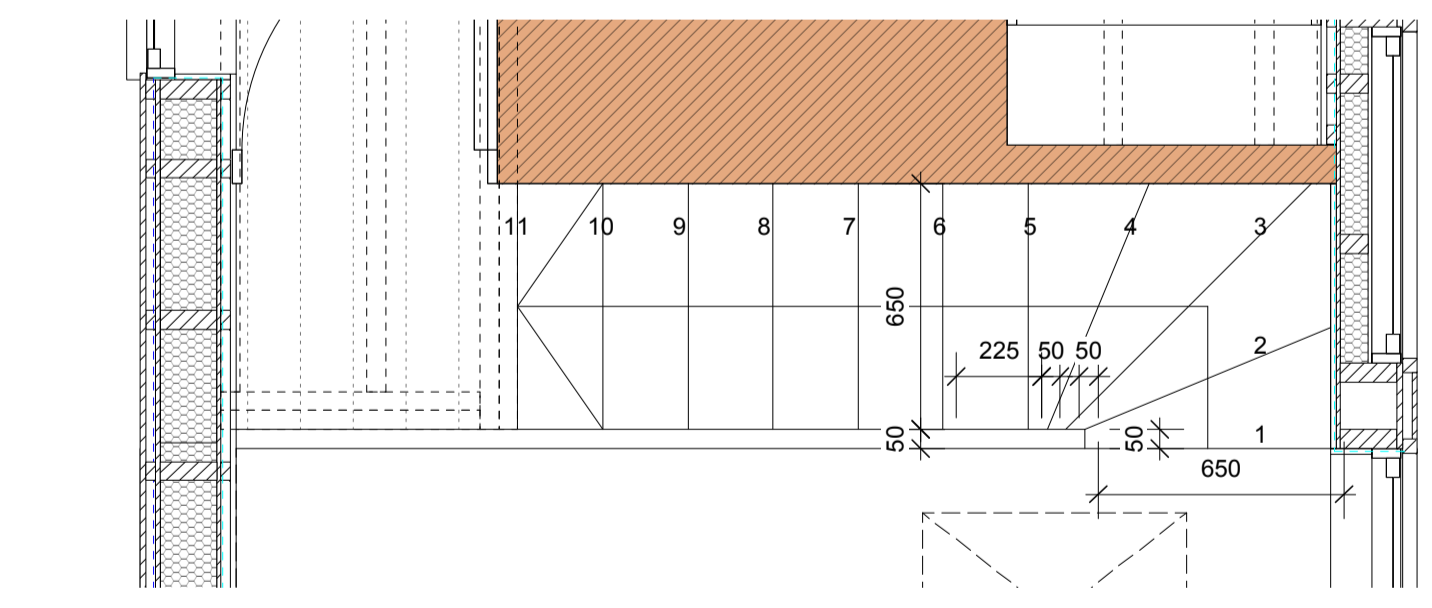
STAIRCASE SECTION
 1:50@A1



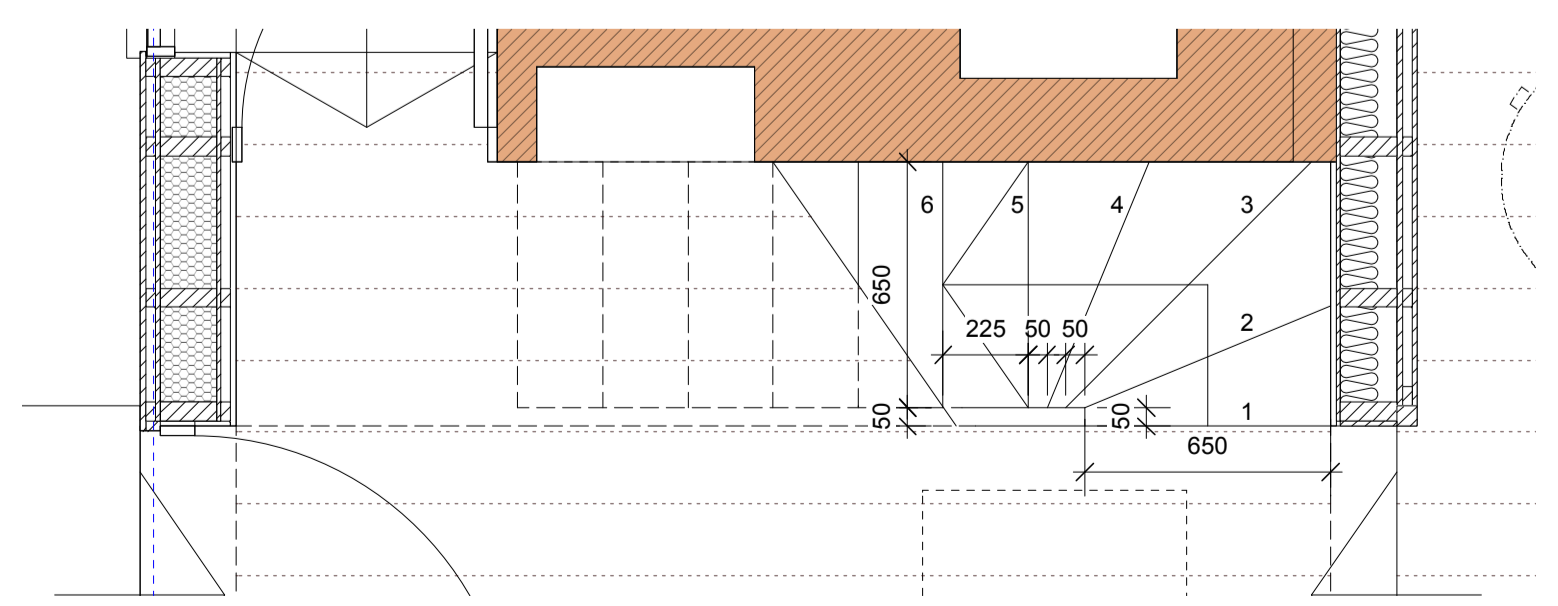
TYPICAL TREAD DETAIL (SECTION)
 1:5@A1



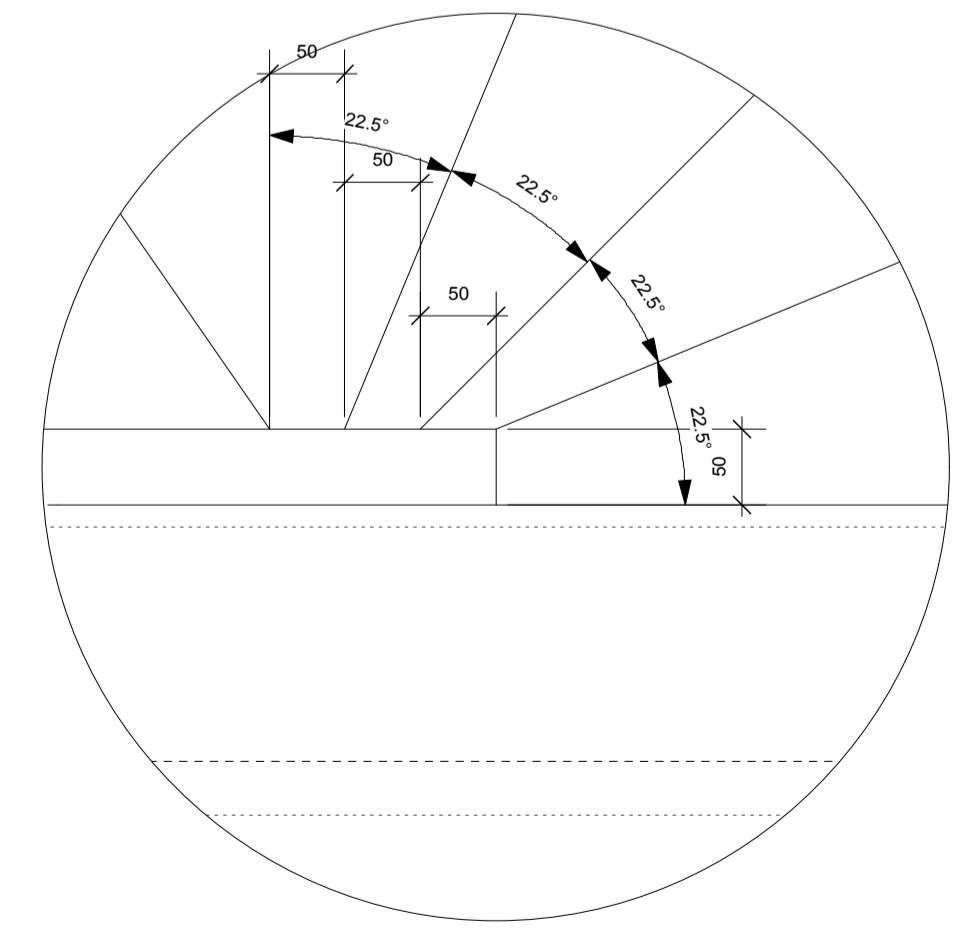
TYPICAL WINDER DETAIL (SECTION)
 1:5@A1



FIRST FLOOR PLAN
 1:20@A1



GROUND FLOOR PLAN
 1:20@A1



HANDRAIL DETAIL (BOTTOM)
 1:5@A1

- (A) HARDWOOD TREAD & RISER WITH 4mm RECESSED JOINT DETAIL TO NOSING
- (B) HARDWOOD CLADDING TO UNDERSIDE OF STAIRCASE (STEPPED/CUT STRUCTURAL STRINGERS)
- (C) HARDWOOD SPINDLES (44x44mm SQUARE) @ 113mm CRS
- (D) DOUBLE CANTILEVERED FLOOR JOISTS TO LANDING/TOP TREAD, WITH CONCEALED JOIST HANGER FOR SHALLOW LANDING JOISTS. LANDING FINISH TO MATCH STAIRCASE (TOP & USIDE)

Revision	Date	Description
/	25.02.16	Issued for Planning Condition 1.3 & 2.3
<p>Feneley studio 16 Chequer Street St Albans Hertfordshire AL1 3YD 01727 845202 mail@feneleystudio.com</p>		
<p>Client Mr and Mrs Miller</p>		
<p>Project Alterations to House and Workshop</p>		
<p>Location 15 High Street, Southgate, London</p>		
<p>Drawing Title Staircase Details</p>		
<p>Status Planning</p>		
Scale	Date	Revision
1:20@A1	Dec 2015	/
1:40 @A3		
Job No.	Drawing No.	
1213	P950	

A3

REPLACEMENT 12-PANE SASH TO MATCH EXISTING AND ORIGINAL WINDOW



Proposed Front Elevation
1:50



Circa 1912



2015

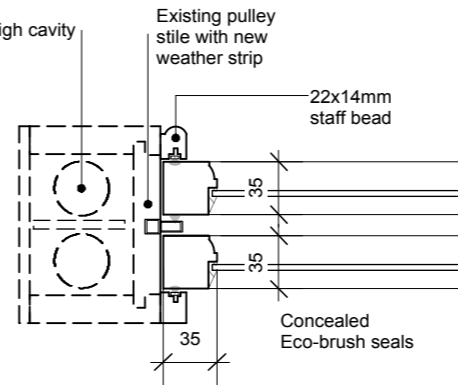
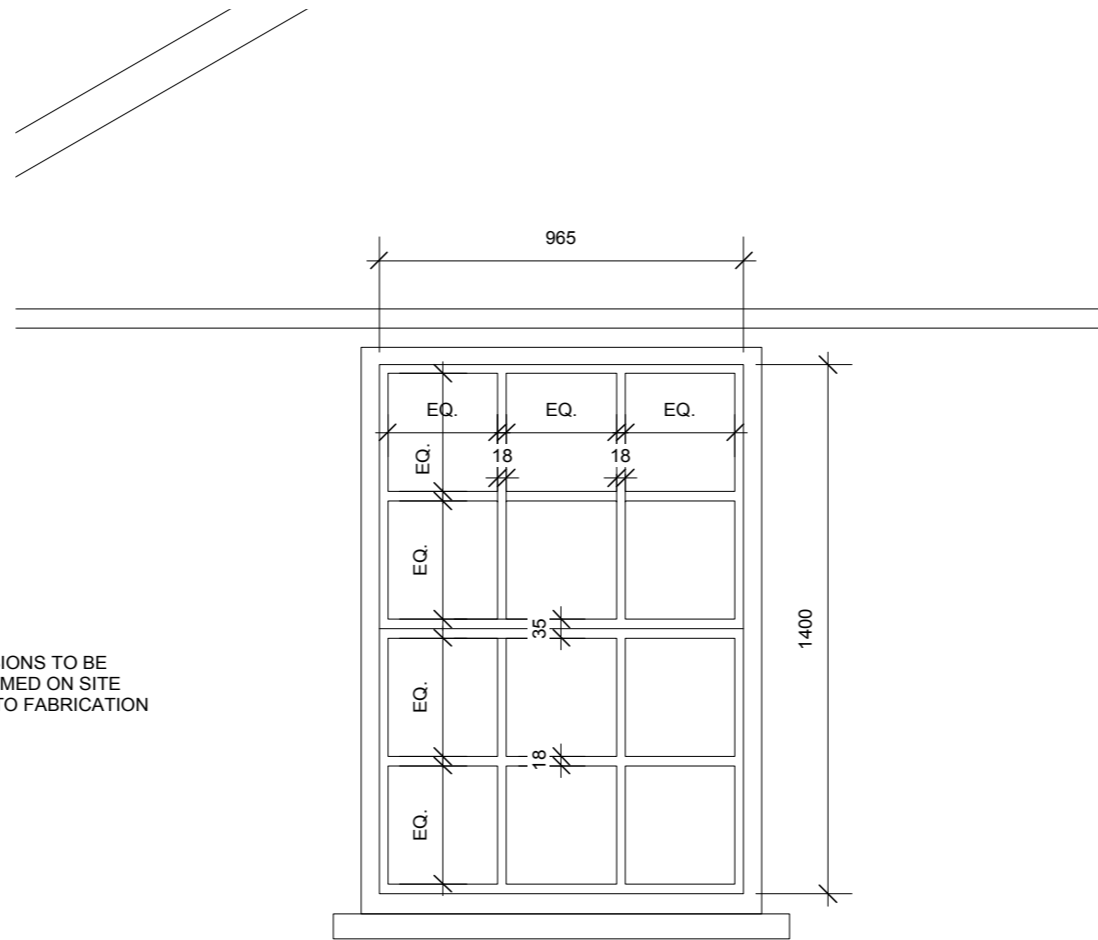
DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO FABRICATION

H. MILLER & SONS
15 HIGH STREET SOUTHGATE N14

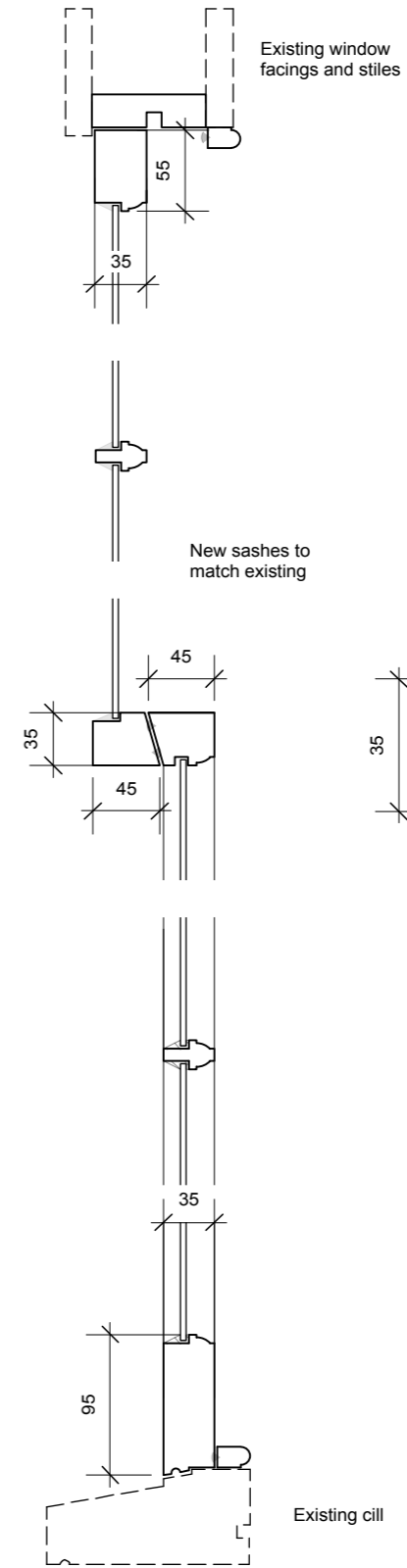
Proposed Window Elevation
1:20

Removal of 4-panel sash and replacment with 6-over-6 sash to match No.17 and as original design. Replacement sashes only - frame to be repaired as necessary.

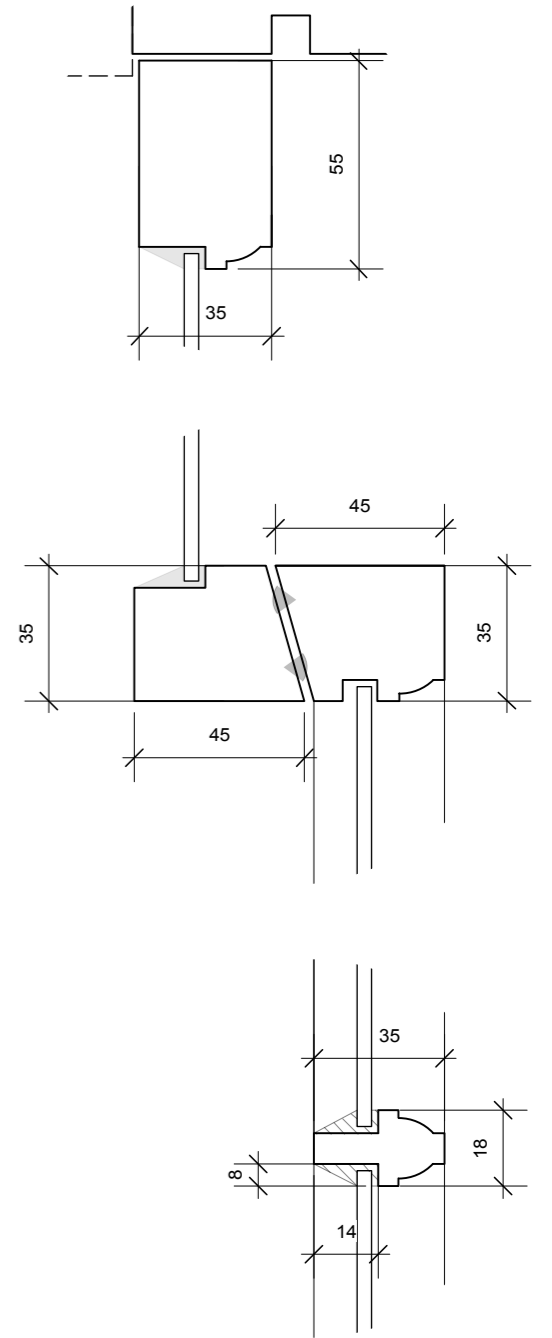
All joinery to be white paint finish to match existing.



Window Jamb
1:5



Window Section
1:5



Component Details
1:2

Note:
Do not scale from this drawing, use annotated dimensions only. All dimensions to be checked on site prior to starting work or fabrication. Any discrepancies to be reported to this office. Drawing to be read in conjunction with all other relevant drawings and specifications by other disciplines.

Revisions:
/ 25.02.16 Issued for Planning Condition 1.3 & 2.3
A 23.05.16 Glazing bead dimension changed to 18mm

Feneley Studio

16 Chequer Street
St Albans
Hertfordshire
AL1 3YD
01727 845202
mail@feneleystudio.com

Client
Mr & Mrs Miller
Project
15 High Street, Southgate

Drawing Title
Replacement Sash Details : House

Status
Planning

Scale As shown@A3	Date January 2016	Revision A
Job No. 1213	Drawing No. P901	

A3



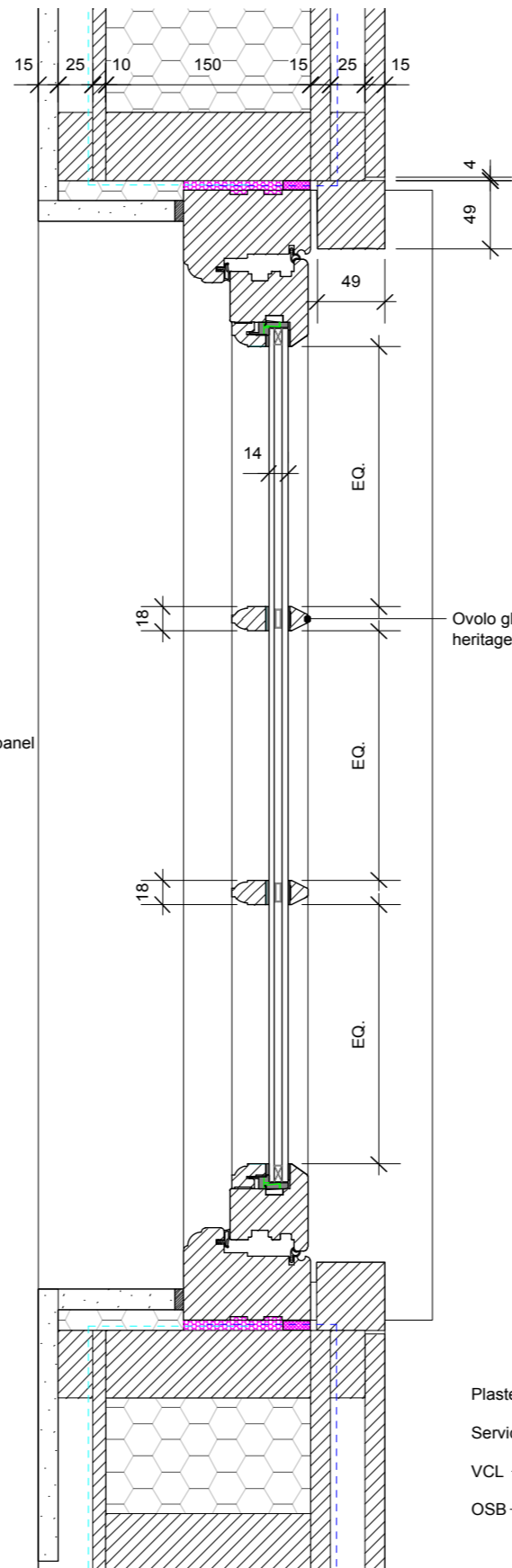
Proposed Elevation
1:50

Hardwood casement windows with vertical ovolo glazing bars
Paint finish (3 No.)

Door with detailing to match windows. Obscure glazed top panel and solid timber infill panels



Photograph Circa 1912



Jamb Detail
1:5

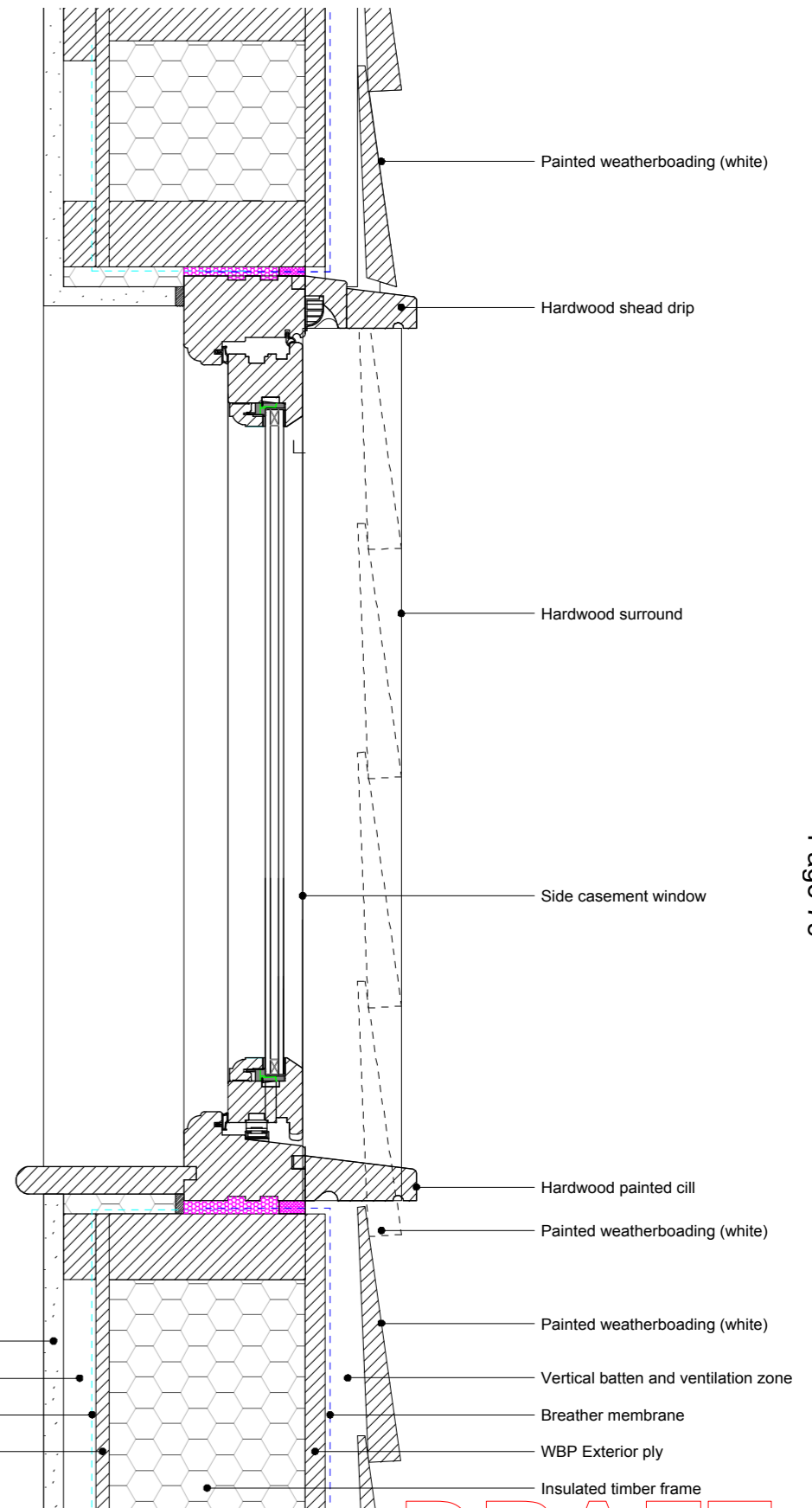
Ovolo glazing bead to 14mm heritage double glazed unit

Plasterboard lining

Service zone

VCL

OSB



Window Head / Cill Section Detail
1:5

Painted weatherboarding (white)

Hardwood shead drip

Hardwood surround

Side casement window

Hardwood painted cill

Painted weatherboarding (white)

Painted weatherboarding (white)

Vertical batten and ventilation zone

Breather membrane

WBP Exterior ply

Insulated timber frame

DRAFT

Note:
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Revisions:
/ 25.02.16 Issued for Planning Condition 1.3 & 2.3

Feneley Studio

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Project
15 High Street, Southgate

Drawing Title
Workshop Window Details

Status
Planning

Scale 1:5@A3	Date January 2016	Revision -
Job No. 1213	Drawing No. P902	

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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 8th November 2016

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

Andy Higham
Andy Bates
Ms Maria Demetri

Ward:

Ponders End

Ref: 16/03937/RE4

Category: Full Application

LOCATION: Vincent House, 2E Nags Head Road, Enfield, EN3 7FN

PROPOSAL: Change of use from offices (B1) to public health treatment facility (D1).

Applicant Name & Address:

London Borough of Enfield
Civic Centre
Silver Street
Enfield
EN1 3XA

Agent Name & Address:

Corporate maintenance And Construction
B Block South
Civic Centre
Silver Street
Enfield
EN1 3XA

RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions.

Note for Members

Although applications of this nature would normally be determined under delegated authority, the applicant is the Council and as such the application has to be determined by committee under the Councils scheme of delegation.

1. Site and Surroundings

- 1.1 Vincent House is an established three storey corner building situated along both Nags Head Road and High Street in Ponders End. The building is highly prominent in the street scene due to its siting, wrap around corner design and height. The building is purpose built to be a community-based mixed use building. It includes residential units, a café, meeting rooms and offices. The element of the building subject to this planning application is the office unit on the far right hand side on the ground floor and the upper ground floor/mezzanine. Officers have been advised that this separate office element on the site has been vacant for some time.
- 1.2 The site is not in a Conservation Area nor does it benefit from Listed Building status. However, the site is within the designated Ponders End Large Local Centre (confirmed in the Town Centres Uses and Boundaries Review). This designation and its implication is discussed within the Committee Report.

2. Proposal

- 2.1 This proposal seeks planning permission to change the use of part of the site which has been outlined in red from the established separate office use (B1) to a public health treatment facility use (D1).
- 2.2 This public health treatment facility is a service aimed at supporting only the residents of the London Borough of Enfield and aims to prevent ill health, prolonging life and promoting health and wellbeing. This service supports the Borough with the strategic aims of delivering effective health services which is a requirement of the Public Health England Grant allocated to this Borough. The proposed unit will offer treatments that will include pharmacological interventions to include medical and non-medical prescribing, psychosocial interventions to include cognitive behaviour therapy, relapse prevention therapy; person centred counselling, biochemistry testing, vaccinations and play therapy.
- 2.3 It has been confirmed that the Borough Council is the freeholder of the site. The reason that this application is being heard by the Members of the Planning Committee is because under the Scheme of Delegation, Planning Officers do not have the power to determine a change of use application from B1 to D1 when the Borough Council is the freeholder of the site.

3. Relevant Planning Decisions

- 3.1 There have been no relevant planning decisions on this element of the site for the change of use from B1 to D1 previously.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transportation

- 4.1.1.1 The Senior Traffic and Transport Officer has requested for more information to be provided with regards to cycle parking, disabled parking and refuse/recycling storage. This information has been provided by the Agent and has been discussed within the Committee Report.

4.1.1.2 The Senior Traffic and Transport Officer has confirmed that the existing pedestrian and vehicle accesses into the site are fit for purpose and can support the proposed D1 use. In addition, the proposed 3 car parking spaces for staff is considered acceptable given the Town Centre location and proximity to the public car park and public modes of transport. Matters regarding the lack of visitor parking, is discussed within the report.

4.1.2 Environmental Health

4.1.2.1 Environmental Health does not object to the application for planning permission as there is unlikely to be a negative environmental impact. In particular, there are no concerns regarding air quality, noise or contaminated land.

4.2 **Public response**

4.2.1 Letters were sent to 52 residents including on the site, adjoining the site and nearby the site. Consultation ended on the 7th October 2016. No response has been received.

Other

4.2.2 In addition to the statutory duty of the Local Planning Authority informing the residents of Vincent House of the planning application, it has been confirmed in writing that the Head of Service for Learning Disabilities, who is ultimately responsible for the residents of Vincent House has been consulted to seek his opinion on the appropriateness of the change of use of the premises and suitability of the service. The Head of Service for Learning Disabilities confirmed that this proposed change of use would not cause any issues for the residents.

5. **Relevant Policy**

5.1 The London Plan

Policy 3.17	Health and Social Care Facilities
Policy 4.2	Offices
Policy 6.9	Cycling
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.4	Local Character

5.2 Core Strategy

CP13	Promoting economic prosperity
CP16	Economic success and skills
CP17	Town Centres
CP24	The Road Network
CP25	Pedestrians and cyclists
CP26	Public Transport
CP30	Maintaining and improving the quality of the built and open environment

5.3 Development Management Document

DMD16	Provision of new community facilities
DMD22	Loss of Employment Outside of Designated Areas
DMD25	Locations for New Retail, Leisure and Office Development
DMD28	Large Local Centres, Small Local Centres and Local Parades
DMD37	Achieving High Quality and Design-Led Development
DMD39	The Design of Business Premises
DMD45	Parking Standards and Layout
DMD 47	Access, new roads and servicing
DMD 48	Transport Assessments
DMD 68	Noise

5.4 Other Relevant Policy

National Planning Policy Framework
National Planning Practice Guidance
Town Centre Uses and Boundaries Review
Manual for Streets 1
Manual for Streets 2

6. Analysis

6.1 Background

6.2 A key element of the Borough's public health treatment service is currently being delivered from the Forest Road Primary Health Care Centre. This Care Centre has 15 to 20 patients visiting per day using the public health treatment service due to its floor space capacity. The proposal is seeking to re-locate this service at Forest Road to Vincent House with the intention of moving in April 2017 and increasing the patients using the service to a maximum of 40 per day due to its increased floor space capacity.

6.3 It is prudent to note at this point in the Committee Report that the Forest Road Primary Health Care Centre is owned by the Community Health Partnerships NHS Trust. The Care Centre is occupied by a range of agencies including a GP Surgery. The Enfield Clinical Commissioning Group NHS Trust is liable for any voids at Forest Road rather than the Borough Council. The Officer has been informed that the re-location of the service would not render the Care Centre as redundant and measures are in place to occupy the vacant space at Forest Road. It has also been confirmed to the Officer that the rental rates at Forest Road are approximately ten times higher than those at Vincent House. The proposed change of use would offer the Borough the opportunity to significantly reduce spending and maximise savings without reducing delivery of this front line health service.

Principle

6.4 The proposal would result in the change of use from B1 (office) to D1 (public health treatment facility). An assessment of the loss of the office would therefore need to be undertaken. The Borough of Enfield is not seen to be a major office centre, but evidence within the Local Economic Assessments (LEAs) suggest that there is a demand for quality office space, and from a strategic view the outcomes of the LEAs would expect this demand to be accommodated in a series of small office developments in town centres

throughout the Borough, concentrated on the existing centres of Enfield Town, Southgate and Innova Park. Therefore, there would be no objection to the loss of the office in principle in the Ponders End Large Local Centre as it is not in an area recommended by the LEA. However, an assessment of its change to D1 use would need to be undertaken.

- 6.5 A D1 use would fall within the term “community facility”. In terms of the provision of new community facilities, Policy DMD16 of the Development Management Document (2014) sets out that planning permission will only be granted where the proposed development complies with the following:
- a. Is demonstrated to have a community need;
 - b. Makes an efficient and effective use of land and buildings, and where appropriate, provides opportunities for co-location, flexible spaces and multi-use;
 - c. Is easily accessible to the community it is intended to serve by walking, cycling and public transport to reduce dependence upon private car transport;
 - d. Is designed to provide access for physically impaired users, in accordance with DMD 37 'Achieving High Quality and Design-Led Development';
 - e. Does not harm the amenities of neighbouring and nearby properties; and
 - f. Does not have a negative impact on the area in terms of the potential traffic generated.
- 6.6 Criteria c, d, e and f have been discussed within this Committee Report and it is considered that the proposal would adhere to these criteria. This element of the report will focus on criteria a and b. It is considered that the Agent has successfully demonstrated that there is a need for the change of use from B1 to D1. The move from the Forest Road Care Centre fundamentally supports the Borough in meeting the pressures placed by central government on the Public Health Grant without affecting patient care locally and this front line health service. The need for such a care facility is apparent and is demonstrated by the fact there are such treatment facilities throughout the Borough, including that at Forest Road Care Centre. In addition, the fact that patient numbers will increase with the change of use demonstrates a need in the Borough that was currently not being fulfilled by the Forest Road Care Centre. In this regard, criteria a is considered to be satisfied.
- 6.7 The location of the proposal is appropriate and would adhere to DMD 16 and DMD 25, which requires D1 uses to be in a designated centre location. The proposal will be regenerating this element of the Ponders End High Street given that it will be bring back into use a vacant unit in this key and important location. The space to be used within the unit is to be efficient and effective given that the unit has been designed to increase patient numbers to the unit compared to the existing Forest Road Care Centre. Whilst the space would not be flexible or multi-use this does not cause concern given that the unit is situated within a community based mix use, at Vincent House. In this regard, criteria b is considered to be adhered to.
- 6.8 At this point in the report, it should be noted that the site is not situated within the traditional employment areas designated as Locally Significant Industrial Sites (LSIS) nor Strategic Industrial Locations (SIL). Whilst it is acknowledged that the vacant office may have resulted in job dispersion, this in itself would not warrant a reason for refusal. This is because the proposed use would be employing 19 members of staff. The staff team due to be based at Vincent House will consist of full time and part time staff with one or more senior

members of staff located on site at all times. The staff will be mix of medical and non-medical roles, counsellors, therapists and administrators. Approximately a maximum of 19 staff will be based at the site and it is expected to have between 5 and 19 on site at any one time. On average it is anticipated that an average of 12 to 14 staff members in attendance daily. It is considered that the proposed number of staff is high particularly when compared to a B1 office use, where numbers would generally be lower.

6.9 Impact on Character of Surrounding Area

6.10 No alterations are proposed externally. Any and all changes to either the front or associated advertisements would require additional consent. It is therefore considered that the proposed change of use would have no impact on the setting, character or appearance of the subject property or surrounding area having regard to Policy CP30 of the Core Strategy (2010) and DMD 37 and 39 of the Development Management Document (2014).

6.11 Impact on Neighbouring Properties

6.12 The Local Planning Authority would maintain that the characteristics and inherent sensitivities of Centres are such that changes of use require additional scrutiny. Given the predominantly residential composition of the building, the greatest concern relates to the potential impact the proposal will have on the amenities of nearby residential sites. It is considered that the function of the property is unlikely to alter significantly as a result of the change and in consultation with Environmental Health, no objections have been cited on the basis of increase noise and disturbance particularly given the degree of separation to the nearest residential units, the existing use of the site and the degree of ambient noise levels resultant from this busy location. It is however considered prudent to impose a condition ensuring that the hours of operation are controlled to ensure that the service is in sociable hours. The hours of operation suggested to be imposed are those stipulated on the submitted application form.

6.13 Traffic and Transport

6.14 DMD 45 relates to car parking, cycle provision and parking design. A proposal would need to adhere to the requirements of DMD 45 and the London Plan to be deemed as acceptable. DMD 47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area and the current development does not provide this.

6.15 Three staff car parking spaces are provided in the basement. This is deemed to be sufficient for the proposed change of use and would adhere to the requirements of the London Plan and the sustainable location of the unit. With regards to patient parking, the plans have been annotated to demonstrate that car parking spaces number 4 to 10 (7 spaces in total) will be designated for the patients of the proposed unit. This however would be difficult to enforce as it would be hard to prove that only patients are using these spaces. Therefore, it is considered that an on balanced view is need to be taken into account. It is considered that given the units siting in the designated Centre, the access to public transport, the size of the unit, the

number of patients that would visit the unit at any one time and the public car park opposite, it is considered that there would not be a significant impact on traffic generation or parking demand on and off the site. In this regard, there is no objection raised.

- 6.16 There is a requirement for 3 staff cycle spaces in order to accord with the London Plan requirements. There are cycle facilities in the basement to be utilised by members of staff. These spaces have not been specifically allocated to the unit given that the cycle spaces are utilised by the whole site and in this regard a refusal cannot be soundly warranted. Members of the public will be able to use the cycle facilities in the designated Centre. The provision of an additional 2 visitor spaces on the site would hinder the management of the existing and established private basement car park.
- 6.17 With regards to disabled parking, there is a public car park opposite the site which offers disabled car parking spaces. Such spaces can be utilised by the patients of the unit and thus no objection is raised.
- 6.18 The refuse and recycling on the site remains the same on the whole site. The proposed unit can utilise the same refuse and recycling. In this regard, no objection is raised to this element of the scheme. The servicing of the site will remain as it is now.

6.20 CIL

- 6.21 As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council adopted its own CIL on the 1st April 2016 and a rate of £40 per sqm in this designated zone. The proposed change of use would not be CIL liable as it would not fall within the criteria of the CIL Regulations.

7. Conclusion

- 7.1 The proposed change of use would not impair provision of viable office / employment uses within a designated Large Local Centre nor would it compromise the amenities of nearby residential properties. Further, it would preserve the vitality, viability and retail character of the Ponders End Large Local Centre while providing a valuable community use. Furthermore, the intended use of the premises does not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways.

8. Recommendation

- 8.1 It is recommended that this application be APPROVED subject to the following conditions:

1. 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. 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. Hours and days of operation

The premises shall be open for business and working only between the hours of 09:00 – 17:00 Monday, Wednesday and Friday and 09:00 – 20:00 Tuesday and Thursday and at no other time.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby residential properties.

4. No subdivision

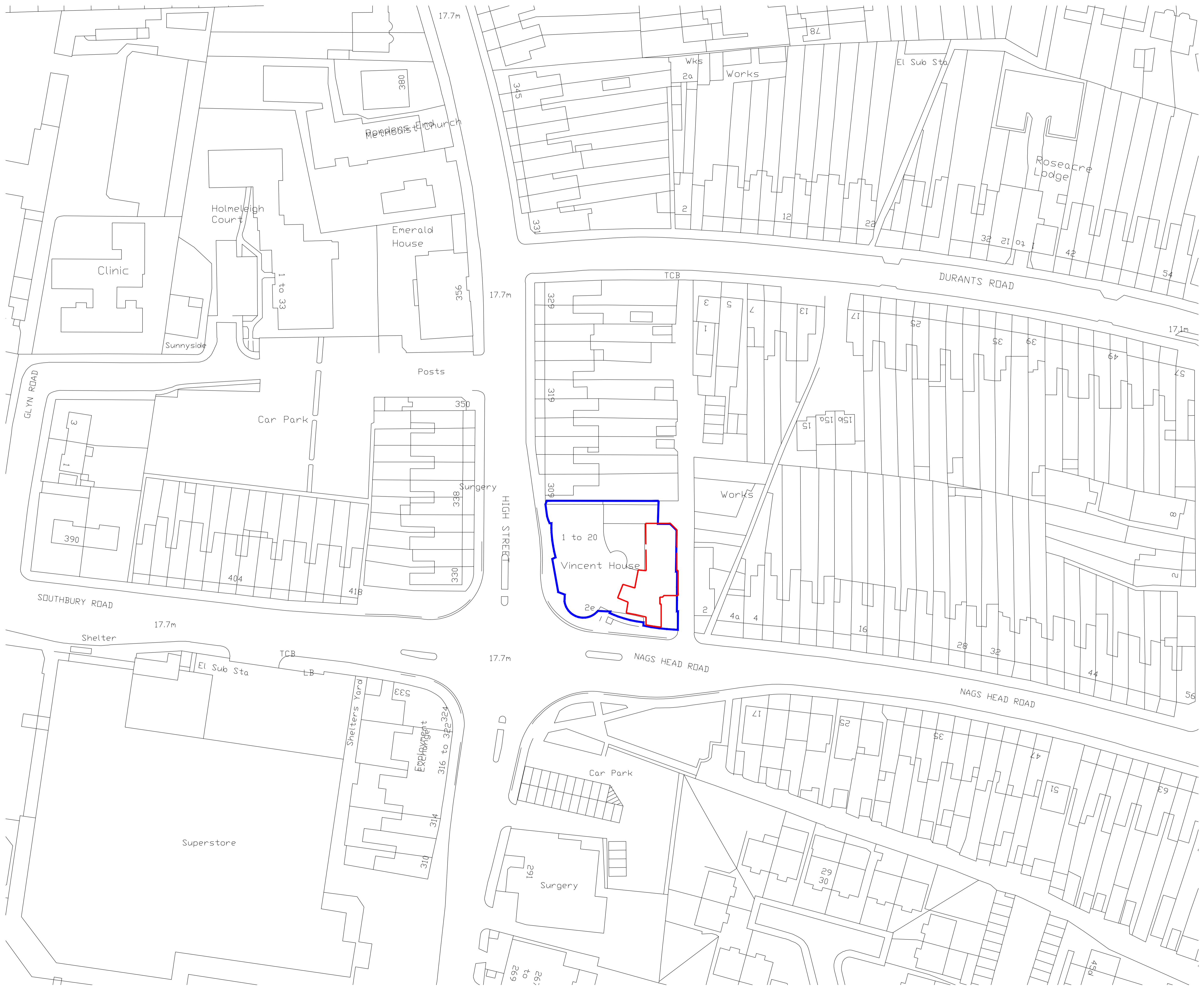
The premises shall not be subdivided and occupied by separate businesses or used for habitable accommodation or any other use whatsoever unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development complies with adopted standards and is in character with the existing form of development in the locality.

5. No change of use

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, the premises shall only be used as a public health treatment facility for purposes within Use Classes B1 and D1 as defined by the Town and Country Planning (Use Classes) Order 1987 and for no other use whatsoever.

Reason: To ensure an appropriate use within this Town Centre commensurate with the sensitivities of the site and to preserve residential amenity.



Area: 265.89

Rev	Notes	Date

CAD File No. 15/09/2016

STATUS
Planning Submission

CLIENT
London Borough of Enfield

JOB TITLE
**VINCENT HOUSE
2E NAGS HEAD ROAD
ENFIELD, LONDON, EN3 7FN.**

DRAWING TITLE
Site plan



London Borough of Enfield
Corporate Maintenance & Construction Team
15/09/2016
Enfield Council
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ARCHITECT I.S.O.	DRAWN	DATE
-	N.Toufan	15/09/2016
SCALE	CHECKED	RIBA WORKSTAGE
1:500 @ A1	KM	-
DRAWING NO.	REVISION	
M/004965 -04	A	

