

**LONDON BOROUGH OF ENFIELD**

**PLANNING COMMITTEE**

**Date :** 26<sup>th</sup> October 2010

**Report of**  
Assistant Director, Planning  
& Environmental Protection

**Contact Officers:**  
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**Ward:**  
Cockfosters

**Application Number :** TP/10/0028

**Category:** Smallscale Major  
Dwellings

**LOCATION:** 95 Bramley Road, London N14 4EY

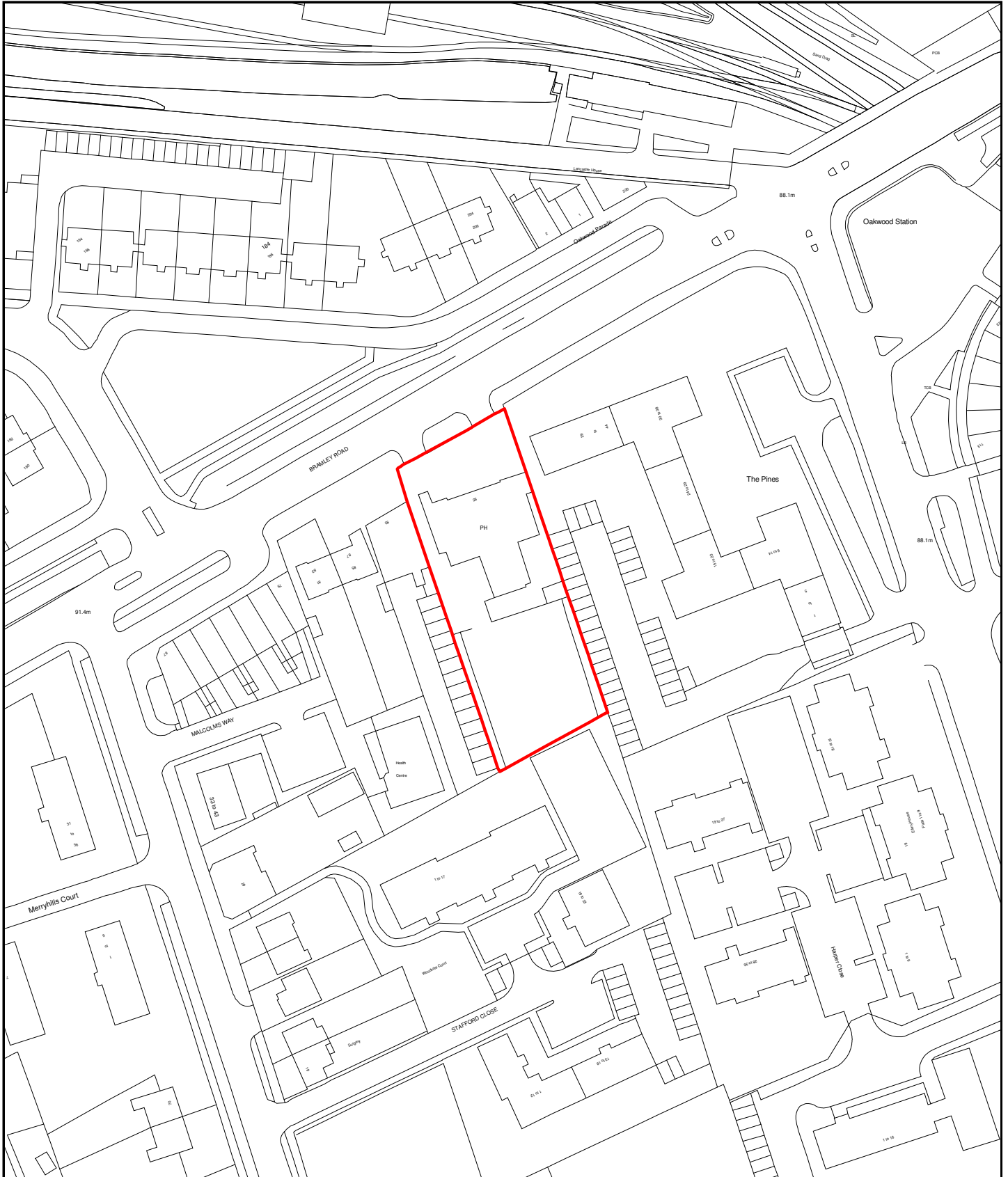
**PROPOSAL:** Redevelopment of site to provide 25 residential units comprising 2 blocks of residential units, one 3-storey block to front of site incorporating 17 units (4 x 1-bed, 9 x 2-bed and 4 x 3-bed) with undercroft access to rear parking area, rooms in roof, balconies to first, second and third floor at front and rear and a 3-storey block to rear of site incorporating 8 units (2 x 2-bed, 4 x 3-bed and 2 x 4-bed) with balconies to first and second floor at front and rear, voltaic solar panels to main roof of both blocks and car parking for 21 cars.

**Applicant Name & Address:**  
J P F Clarke (Construction Ltd)  
C/o Agent

**Agent Name & Address:**  
Mr Duncan Sharp  
GML Architects Ltd  
36/37, Featherstone Street,  
London,  
EC1Y 8QZ

**RECOMMENDATION:**

That planning permission be **GRANTED** subject to conditions and an agreement under Section 106.



### Development Control



Scale - 1:1250  
Time of plot: 13:40

Date of plot: 08/10/2010

## **1. Site and Surroundings**

### **1.1 Site**

- 1.1.1 The application site is located on the southern side of Bramley Road, approximately 100 metres west of Oakwood Tube. The site currently comprises a substantial two storey public house with a large hard surfaced car parking area to the rear.

### **1.2 Surroundings**

- 1.2.1 The surrounding area is predominately residential but with a mixture of uses fronting the Bramley Road. To the north of the site across Bramley Road, are two storey terraced and semi-detached dwellings; to the east lies The Pines: a 1960's development of three storey flats with a single storey garage block running along much of the eastern site boundary; to the south are some more recently constructed two storey residential blocks with accommodation in the roof and three storey blocks of flats; and, to the west along Bramley Road is a parade of two and three storey shops with residential above, behind which is a health centre and residential development, along with further garages to much of the western site boundary.
- 1.2.2 The site is within walking distance of Oakwood Tube Station, as well as the southern entrance Trent Country Park. Oakwood Park is approximately 900 metres walk to the southeast.
- 1.2.3 The property is not located within a Conservation Area, nor is it a listed building.

## **2. Proposal**

- 2.1 The application proposes the demolition of the existing public house and the erection of two blocks of 25 residential units. The frontage block will be three storeys with dormer and inset dormer windows provide for accommodation in the roof space. This provides 17 units (4 x 1-bed, 9 x 2-bed and 4 x 3-bed). The front of the block approximately aligns with that of the adjoining buildings. This provides for an area of communal garden/landscaping and refuse storage to the front of the block.
- 2.2 The second block is sited towards the rear of the site. A 30 metre gap between the proposed buildings is provided along with along with a 12.5 to 16.5 metre gap to the southern boundary. This block would be three storeys providing 8 units (2 x 2-bed, 4 x 3-bed and 2 x 4-bed).
- 2.3 The area around the blocks comprises access, parking and amenity space. The scheme include a new vehicular access approximately 3 metres in from the boundary with The Pines. The undercroft access leads to 21 surface level parking spaces between the two blocks and adjacent to the access itself. The remaining area between the two blocks provides individual garden areas to the ground floor flats with further private and communal gardens to the rear of the southern block. Each of the upper floor units is also provided with a balcony.

### 3. Relevant Planning Decisions

- 3.1 PRE/09/0016 Proposed redevelopment of site for residential purposes by demolition of existing building and (Option 1) erection of two 3-storey blocks, one with accommodation in roof space, and (Option 2) erection of two 3-storey blocks, one with accommodation at basement and roof levels.
- 3.2 TP/06/1978 Vehicular access, granted December 2006.
- 3.3 In addition, there are various other permissions for works to the existing public house and for advertisement consents that are not relevant to this redevelopment proposal.

### 4. Consultations

#### 4.1 Statutory and non-statutory consultees

- 4.1.1 The Enfield Preservation Society objects to the application due to the surface car parking, lack of amenity space and proportion of balconies. The group comments that the Oakwood entrance to Trent Park is not easily accessible across Bramley Road.
- 4.1.2 Thames Water does not object to the proposal and provides guidance for the applicant in respect of surface water drainage.
- 4.1.3 EDF Energy raises concerns that the site is in close proximity to Ashridge substation, which is located along the eastern site boundary. Guidance is provided on the potential for noise and vibration impacts.
- 4.1.4 The School Organisation and Development Officer confirms that due to deficiencies in the area financial contributions in respect of education will be required as follows:
  - Primary
  - 2 places @ £13,115 per place - £26,230
  - Secondary
  - 1 place @ £19,762 per place - £ 19,762
  - Total £45,992**
- 4.1.5 The Housing Strategy Team initially raised concerns regarding the sales values of the proposed flats, the existing use value and the build costs used within the submitted Toolkit Appraisal and concluded that the applicant had failed to demonstrate that it is unreasonable require a contribution towards affordable housing in line with adopted policy. However, following the provision of further information the built costs and existing use value were accepted. The teams view of the likely sales values provide for a surplus of £174,000 available for affordable housing. The preferred use of the surplus was for an off site contribution.
- 4.1.6 The Housing Enabling Officer initially expressed concern regarding the lack of affordable housing proposed, as well as the need to ensure 10% of the units are wheelchair accessible. Further comments confirm that the provision of a single one bed affordable unit on this site would not be practical and an off-site contribution should be sought.

4.1.7 Place Shaping note that the site lies outside of the priority areas.

4.1.8 The Urban Design Team raised concerns regarding the relationship between blocks A and B, size of the balconies to the front elevation, continuity of lines of architectural detailing with neighbouring buildings, change in ridgeline of block B without a corresponding set back, more could be done to break up the façades and the access route could be more of a feature. Although, the multi-point access at ground floor, building height and set back to the front block were accepted. The comments suggest that, due to the sites sustainable location and proximity to public open space, a relaxation in parking and amenity space standard may be appropriate. Following two sets of revisions to the scheme, along with explanations of the design teams rationale, it was noted that the changes had made improvements to the scheme.

## 4.2 Public response

4.2.1 Consultation letters were sent to 125 neighbouring properties. At the time of writing 3 responses from residents have been received stating concerns regarding the following matters:

- Overdevelopment / over intensive use of the site
- Four storeys would be out of keeping
- Contrary to adopted policy
- Rear block is too close to adjoining living room and kitchen windows
- Loss of light
- Loss of view
- Overlooking
- Lack of parking, particularly for larger units
- Public transport to many destinations is limited, so car use is likely to be high
- Disruption during construction

4.2.2 The Pines Residents' Association, representing the 40 flats to the east of the site, comment as follows. Whilst the loss of the existing late-night premises in favour of residential development is supported in principle, this should be no justification for an over-development of the site and a lapse in good design principles and standards. Further, detailed, concerns are raised relating to the following four areas, each is summarised below:

- Form of development – the area is characterise by three storey blocks in spacious plots, the proposed four storeys development, at a greater height and across the full width of the site should be resisted. This is compounded by a further block to the rear which is 12 metres high on the boundary with The Pines resulting in overshadowing, loss of outlook and a sense of enclosure. The submitted Daylight and Sunlight assessment is inadequate and should includes winter afternoon and summer evening shadows. The proposed access will bring noise and pollution within a few metres of The Pines.
- Density – the proposal constitutes an overdevelopment of the site, which is evidenced by the lack of amenity space, parking at less than 1 space per unit, cramped layouts, reliance on single aspect and lack of natural light and ventilation to many kitchens and bathrooms. The

adjoining derelict garages should be incorporated. Any increase in the form of development to provide affordable housing on this restricted site would be strongly opposed.

- Detailed design – extensive use of balconies as close as 0.3 metres from the boundary resulting in direct overlooking of communal gardens and windows, particularly from block B, as well as noise and disturbance. Refuse area represents poor design in due to its siting on the prominent frontage and on the boundary with The Pines.
- Construction – comprehensive conditions on working hours and procedures, together with strict enforcement are required.

4.2.2 Cllr McCannah requested that if the application is to be recommended for approval it is referred to planning committee.

## **5. Relevant Policy Considerations**

### **5.1 UDP Policies**

(I)GD1	Regard to Surroundings / Integrated into Local Community
(I)GD2	Quality of Life and Visual Amenity
(II)GD1	Appropriate location
(II)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)H6	Size and tenure of new developments
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)H12	Residential Extensions
(II)H14	Terracing
(II)H15	Roof Extensions
(II)T13	Creation or improvement of accesses
(II)T16	Adequate access for pedestrians and disabled persons

### **5.2 Emerging Local Development Framework: Preferred Options:**

5.2.1 The Planning and Compulsory Purchase Act 2004 requires the Council to replace the Unitary Development Plan with a Local Development Framework. At the heart of this portfolio of related documents will be the Core Strategy, which sets out the long-term spatial vision and strategic objectives for the Borough.

5.3.2 The Core Strategy has now been submitted to the Secretary of State and an Inspector appointed. The Examination in Public to consider whether the Strategy meets legal requirements and that it passes the tests of soundness (it is justified, effective and consistent with national policy) is scheduled for this summer and thus, some weight can be given to the policies contained therein. The following are considered of relevance to the consideration of this application.

SO1	Enabling and focusing change
SO2	Environmental sustainability

SO4	New homes
SO8	Transportation and accessibility
SO9	Natural environment
SO10	Built environment
CP2	Housing supply and locations for new homes
CP4	Housing quality
CP5	Housing types
CP17	Town centres
CP18	Delivering shopping provision across Enfield
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP24	The road network
CP25	Pedestrians and cyclists
CP30	Maintaining and improving the quality of the built and open environment
CP31	Built and landscape heritage
CP32	Pollution
CP36	Biodiversity

### 5.3 London Plan

2A.1	Sustainability criteria
3A.1	Increasing London's supply of housing
3A.2	Borough Housing Targets
3A.3	Maximising potential of sites
3A.5	Sustainable Design and Construction
3A.6	Quality of new housing provision
3C.21	Improving Conditions for Walking
3C.22	Improving conditions for cycling
3C.23	Parking Strategy
4A.1	Tackling Climate Change
4A.3	Sustainable Design and Construction
4B.1	Design principle for a compact city
4B.3	Maximising the potential of sites (see also Table 4B.1)
4B.5	Creating an inclusive environment
4B.6	Sustainable design and construction
4B.8	Respect local context and communities
Annex 4	Parking standards

London Plan Supplementary Planning Guidance: Children and Young People's Play and Recreation

London Plan Supplementary Planning Guidance: Sustainable Design and Construction (2006).

Draft London Plan Supplementary Planning Guidance: Interim Housing Guidance (2009).

### 5.4 Other Relevant Considerations

PPS1	Delivering Sustainable Development
PPS1	Supplement Climate Change
PPS3	Housing
PPG13	Transport

## 6. Analysis

### 6.1 Principle

- 6.1.1 The site is located in close proximity to Oakwood Tube Station and the provision of additional residential units would be consistent with the surrounding character of the area. It would increase the supply of housing, which would assist in the attainment of the Borough's housing targets.
- 6.1.2 The proposal would result in the loss of a public house and the impact on the community must be assessed. However, the applicant has drawn attention to a number of other public houses in the area and it is not considered that the proposal would result in an unacceptable impact on community facilities. It is noted that local residents support its loss.
- 6.1.3 As such, subject to the resolution of the matters below regarding the scale of development, impact on neighbouring properties and access matters, the principle of the development of the site for residential purposes is considered acceptable.

### 6.2 Impact on Character of Surrounding Area

#### 6.2.1 *Density*

- 6.2.2 The site is located more than 800 metres from any of the Council town/district centres but is located on a primary route and is within 100 metres of Oakwood Station. It is within an area characterised by predominately residential properties including semi-detached and terraced houses and flats with some mixed-use development. For the purposes of the London Plan 2008 density matrix, it is considered the site lies within a suburban area, but with significant urban influences. The site is located within PTAL 4. The density matrix suggests a density of 200 to 350 habitable rooms per hectare, although if classified as urban this extends to 700 habitable rooms per hectare. Given the predominance of units with between 3.1 to 3.7 habitable rooms within the vicinity of the site the matrix suggests a unit range of 55 to 115 units per hectare, which is the middle density option within PTAL 4-6 suburban, or up to 225 units per hectare if classified as urban. This indicates that an acceptable density would be towards the middle of the hrph range. However, having regard to all of these factors, in particular the proximity to Oakwood Station, it is considered that an acceptable density would be within the range of 350 – 400 habitable rooms per hectare. This density guided the form of development at pre-application stage away from a basement level providing a more dense scheme.
- 6.2.3 The application proposes 25 units and 83 habitable room providing a proposed density of 114 u/h or 378 hrph (83/2195x10,000). These fall within the range considered acceptable, as set out above. However, advice contained in PPS1 and PPS3, states that a numerical assessment of density must not be the sole test of acceptability and must also depend on the attainment of appropriate scale and design relative to character and appearance of the surrounding area.



- 6.2.4 In this instance, the siting and orientation of the surrounding buildings are factors that will limit the scale of development that is acceptable within the site. However, the proposed buildings are aligned with the adjoining blocks, of a similar scale and respect the adopted standards in respect of distancing between the blocks.
- 6.2.5 Having regard to these matters, as well as the surrounding patterns of development, the extent of site coverage and the numerical assessment details above, it is considered that the proposed density is acceptable and would not result in an overdevelopment of the site.
- 6.2.6 *Layout*
- 6.2.7 The proposed frontage block naturally falls between the two neighbouring structures and this provides for a strong continuation of the existing pattern of development. The rear block has been sited to balance the adopted separation distances to prevent unacceptable overlooking, both between the proposed blocks and that of Woodville Court. Whilst this block provides for development at depth, the existing blocks do provide a precedent for this. The proposed blocks extend to both side boundaries of the site. However, the need to provide a strong frontage and the existing garages provide justification for this pattern of development for the front and rear blocks, respectively.
- 6.2.8 Concerns have been raised regarding the front of block B facing the rear of block A and the implications for good urban design. Unfortunately, however, alternative layouts of the site have been explored but were discounted due to their increased impact on neighbouring buildings.
- 6.2.9 The scheme has been revised to seek to ensure the car parking area does not dominate the area between the buildings, in particular with improved planting. Whilst some concerns remain, there is a need to provide the level of parking proposed. This area is considered, on balance, acceptable.
- 6.2.10 The scheme includes a refuse store to the front of block A. There are some concerns the impact on the streetscene. However, there is an existing strong boundary treatment in this area and the proposed timber bin store would provide a low level structure that would fall below this screening. Due to the site's deep frontage it would present servicing problems to provide the bin store within the building. The impact on neighbouring properties is discussed below. Having regard to the above factors, the bin store is considered acceptable.
- 6.2.11 Overall, the proposed layout is considered acceptable.
- 6.2.12 *Design*
- 6.2.13 The design of the proposal has been revised to reflect comments received from the Urban Design Team. These changes include improved window proportions, greater variation in the plane of the front elevation and limiting the size of the frontage balconies to a minimum. The inset dormers to the front elevation have been designed to be understated and, by their nature, do not breach the plane of the roof slope. The height of the roof steps up from the shallow pitch of The Pines and extends across the frontage and above the flat roof of no. 93 Bramley Road. Whilst there are some concerns regarding

the height of the roof above this property, it is considered, on balance, that it would not adversely affect the character of the area.

- 6.2.14 The remaining elevations reflect the simple proportions of the front elevation with a mixture of brick, timber and glass used to add interest. The proposed solar panels will be a strong feature of each rear elevation, but this is accepted having regard to the environmental benefits.
- 6.2.15 Overall, it is considered that the proposal provides for a strong design that adequately balances the adjoining properties and creates visual interest.
- 6.2.16 *Amenity space*
- 6.2.17 The adopted standard requires the provision of 75% of the gross internal area (GIA) for flats with 2 or more bedrooms and 50% for those with one bedroom. The proposed one bedroom flats have a total GIA of 211 square metres, whereas those with two bedrooms or more have a total GIA of 1145 square metres. These provide for requirements of 105.5 and 1,527 square metres of amenity space, respectively. This provides for a total requirement of 1,251 square metres.
- 6.2.18 The proposal incorporates approximately 769 square metres of ground level amenity with a further 114 square metres of balconies and terraces. The proportion of the amenity provided as balcony space is 13% of the total, which is below the maximum of 15%. This provides a total amenity space provision of 883 square metres. This falls short of the adopted standard by 368 square metres, or 29.5% of the requirement.
- 6.2.19 In respect of the quality of provision, the space provided is a mixture of communal gardens, semi-private space to the serving the ground floor flats and balconies serving the upper floor flats. Notwithstanding the revisions to the car parking area discussed above, there remain concerns that this will impact on the usability of the amenity space. In addition, the communal garden to the south of the site is detached by semi-private defensible space to the ground floor flats. Whilst this has strong benefits for the ground floor flats, it removes natural surveillance of the communal garden at ground floor level. However, it is considered that the best balance of competing objectives has now been reached. The applicant confirms that high quality materials and planting will soften the impact of the parking area and that low walls and railings will allow inter-visibility to the communal garden areas. It is considered, on balance, that the quality of the amenity space provision is acceptable.
- 6.2.20 There remain significant concerns regarding the under provision in amenity space. However, this must be balanced with the need to maximise development within sustainable locations such as this. Further, high level or roof based amenity space would not be suitable in this location.
- 6.2.21 The site benefits from being in close proximity to both Trent Country Park, whilst being within walking distance of Oakwood Park. Having regard to sites location and guidance within PPS1 and PPS3 provides for a more flexible approach to planning standard, it is considered that off site improvements to improve local open space may address the reduced level of on site provision. It is considered that such a contribution, provided it is appropriately allocated, would meet the tests of Circular 05/05 and would accord with the objectives of

the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation.

- 6.2.22 In this instance, having regard to the extent of the deficiency it is considered, it is considered that a sum of £30,000 will be required. This will be secured by a S106 agreement.
- 6.2.23 Having regard to all of the above considerations, it is considered the proposed amenity space provision, on and off site, is acceptable.
- 6.2.24 Overall, it is considered the proposed development would have an acceptable impact on the character of the surrounding area.

### 6.3 Impact on Neighbouring Properties

- 6.3.1 There are three neighbouring buildings that will be impacted upon by the proposal. The Pines to the east, no. 93 Bramley Road to the west and Woodville Court to the south. Each is considered in turn below.
- 6.3.2 In respect of The Pines, the eastern elevation of block A would be sided on the boundary with and approximately 3.5 metres from the block 39 to 44 The Pines. However, the windows to the flank elevation of block 39 to 44 are obscured glazed and are not considered principle windows. As a result, the impact from the proposal on these windows is considered acceptable. The proposed building would project for 6 metres beyond the rear of this block, but this compares with a projection of some 13 metres of the existing public house. Whilst the existing building is not as high and is sited a metre or so from the building, it is considered, on balance, that the impact would be no worse than the existing relationship. As such, the impact in respect of light and outlook is considered acceptable.
- 6.3.3 There are no windows to the side elevation of the proposed block A, any overlooking from the rear windows would be of the amenity space only and would largely be of the existing garages. The only balcony with the potential for overlooking of this area is on the third floor serving unit 17. Whilst the angle is slightly oblique, there would be some potential for sideways views. As a result, an obscure glazed screen will be secured by condition.
- 6.3.4 The scheme will involve re-use of an access and new parking along the boundary with The Pines and the siting of a refuse storage area on the boundary. There are some concerns regarding the potential for noise, disturbance and odour. However, having regard to the scale of the development, its residential nature, the separation distances to The Pines and the current use of the site, it is considered, on balance, that the impacts are acceptable.
- 6.3.5 In respect of the rear block, the existing garages provide adequate separation to reduce the impact of the proposed building that is again sited on the boundary. The submitted daylight and sunlight assessment also shows there would not be an unacceptable impact. Any views from the windows of the proposed building would be sufficiently oblique. The proposed balconies to units 5 and 8 provide the potential for some sideways views. Whilst the distances involved are relatively largely, it is considered appropriate to require obscure glazed screens in this location also.

- 6.3.6 In respect of the impact on no. 93 Bramley Road, the building first and second floor element of the proposed building align with the two storey façade of no. 93 Bramley Road before stepping out 3.6 metres at distance of 3.4 metres from the boundary. There are some concerns regarding this impact. However, when the impact from the existing public house is taken into account, it is considered, on balance, that the impact would be no worse than the existing situation. As such, this relationship is considered acceptable.
- 6.3.7 There are balconies from both blocks that would provide a degree of overlooking and the car parking would provide some level of noise to the west. However, the area impacted upon is in commercial use. As such, this relationship is considered acceptable.
- 6.3.8 The impacts on Woodville Court to the south stem from Block B. The building is sited 29 metres from Woodville Court where the buildings 'overlap' and 25 metres at other times. This provides 12.5 metres from either boundary. Having regard to the adopted separation distances between windows, this relationship is considered acceptable. There are some concerns regarding the proposed balconies. However, the proposed balconies would not afford any greater view of Woodville Court than windows in the same location. In this instance, the sideways views afforded by projecting balconies are either acceptable as the overlooking commercial land or are mitigated by screens.
- 6.3.9 It is not considered there will be a significant impact in respect of a loss of outlook to Woodville Court, due to the distances involved. The amenity space will adjoin land in similar use, which is considered acceptable.
- 6.3.10 Having regard to the residential nature of the proposed development it is not considered that the proposal would result in an unacceptable level of noise and disturbance to nearby residents.

7

- 6.3.11 In respect of the concerns raised regarding disruption during construction, for a scheme of this size, this is not a basis upon which planning permission could be refused. A condition is proposed requiring a construction management plan.
- 6.3.12 Overall, it is considered the proposal will not have an unacceptable impact on the amenities of neighbouring properties.
- 6.4 Quality of proposed accommodation
- 6.4.1 The adopted minimum unit sizes for one, two and three bedroom units are 45, 57 and 80 square metres, respectively. There is currently no adopted standard for four bedroom flats, but they would be expected to exceed the 80 square metres three bedroom unit size. With the exception of the four three bedroom units within the rear block, these standards are met or exceeded in all cases. The three bedroom units in the rear blocks are range between 75 and 77 square metres. These are, however, dual aspect units with relatively square rooms. There would be limited wasted space. Having regard to this and, in particular, that this is a new build development, rather than a conversion, it is considered, on balance, that the unit sizes are adequate.
- 6.4.2 The outlook from the proposed units is considered acceptable. Whilst there are some concerns regarding north facing single aspect units, this affects only two units within the scheme, which has largely been arranged with dual

aspect. The scheme involves living space above bedrooms and vice versa. However, stacking of the units is of less significance in a new build block where floor construction will alleviate many of the problems in converted blocks.

- 6.4.3 EDF energy have raised concerns regarding the proximity of the existing substation to the eastern boundary. Having regard to all of the other factors limiting the layout, discussed in detail above, it is considered that the most effective method of addressing this constraint is mitigation through the construction process. This will be secured by condition required an examination of the noise and vibration impacts from the substation, with associated mitigation measures.
- 6.4.4 Overall, the quality of the proposed accommodation is considered acceptable.

## 6.5 Highway Safety

### 6.5.1 *Traffic Generation*

6.5.2 The site is currently a public house with associated car parking. The site has a PTAL of 4, which is above average. The site is close to Southgate tube station. The trip generation would not be significantly different to the existing development, as demonstrated in the submitted Transport Assessment. Having regard to this limited change, it is considered the proposed development would be unlikely to have a material impact on the capacity or operation of the surrounding highway network.

### 6.5.2 *Access and Servicing*

- 6.5.3 There are currently two vehicular accesses from Bramley Road. One is disused, whilst the other provides access to the customer car park at the rear. The applicant was advised, at pre-application stage, that there would be highway safety benefits to using the currently disused eastern access. There are existing road markings outside the site directing traffic into the right turn lane at the junction of Bramley Road and Chase Road which would need amending to allow for traffic turning into the new development and the existing access will need to be reinstated. It will be necessary to secure these works through conditions and a S106 agreement.
- 6.5.4 The impact of the access on residential amenity has been discussed above.
- 6.5.5 There are concerns regarding access by fire appliances and for servicing of the flats by larger vehicles. Taking each matter in turn, due to the undercroft access, fire engines would not be able to get beyond the site frontage. However, the alternative would be a far larger undercroft access that would severely affect the design of the building, or a reduction in the scale of the building that would not be consistent with its sustainable location. This is a matter that would need to be addressed through the building regulations process, but can be solved by the provision of fire hydrants or a sprinkler system to the rear block. It is considered, in this particular situation, that these technical solutions would be the most appropriate resolution.
- 6.5.6 The submitted details state that the existing public house is serviced from Bramley Road. However, it appears that at least some servicing currently takes place on the site frontage. There is no servicing area provided for the

flats. There is concern that the 25 units could potentially generate a high number of deliveries etc, but no turning space for larger vehicles is provided on site. It is necessary, therefore, to provide a loading/unloading bay. There is an existing pavement in front of the building is some 5 metres wide and an area could be designed without adversely affecting pedestrian flows. This will be secured by a S106 agreement. This arrangement would be preferable to providing an in/out access occupying a significant proportion of the site frontage.

- 6.5.7 Having regard to all of the above matters, on balance, it is considered the access arrangements are considered acceptable.
- 6.5.8 *Vehicular & Cycle Parking and Refuse Storage*
- 6.5.9 The proposed parking level is 21 spaces for the 25 units. This works out at a provision of 0.84 spaces per unit. The provision of the parking is slightly below one space per unit. However, the location has a good PTAL and is close to public transport. Current policy and guidance in the London Plan and PPG13, respectively, seeks to limit the level of parking provision in such locations. Cycle parking is provided at a rate of one space per unit, in a secure location that encourages use.
- 6.5.10 The site is located in the Oakwood CPZ and as this is a new development there should be an agreement (secured through section 106) that prevents occupiers of the units owning residents parking permits. The scheme includes a travel pack for future residents, which will be secured by condition.
- 6.5.11 Finally, having regard to the increase in the number of cyclists and the sites proximity to the Greenway Cycle route running from Grovelands Park to Trent Park a contribution to its improvement is required.
- 6.5.12 Having regard to the above factors, the proposed parking arrangements are considered acceptable.
- 6.5.13 Refuse storage is positioned at the front of the site close to the entrance and will be readily accessible for servicing, particularly with the required loading/unloading bay. The design and impact on amenity issues have been discussed above.
- 6.5.14 Overall, in respect of highway safety the proposal is considered acceptable.

## 6.6 Affordable Housing Provision

- 6.6.1 The applicant's Toolkit Appraisal provides for no surplus to contribute towards Affordable Housing. There has been considerable discussion with the applicant's agents regarding the submitted toolkit, in particular in respect of the figures used for the sales values, existing use values and build costs. Following the provision of further information it was concluded that there is a surplus sum of £174,000 available for affordable housing provision. This would only provide sufficient funds for a one bedroom affordable flat on the site. This would provide for a difficult situation in respect of management and the securing of an RSL/Housing Association. The Housing Enabling Officer and the Housing Strategy Team agree that an off site contribution is appropriate in this instance. The applicant has accepted this and the above contribution will be secured by a S106 agreement.

6.6.2 Overall, the secured off-site affordable housing contribution is considered acceptable.

## 6.7 Housing Mix

6.7.1 The Enfield Strategic Housing Market Assessment (2010) identifies a significant need for larger sized 3 and 4 bedroom units. Core Policy 5 of the emerging Core Strategy seeks to secure market housing at in the following proportion: 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses , (5-6 persons), 20% 4+ bed houses (6+ persons). The submitted scheme provides 4 one bed (16%), 11 two bed (44%), 8 three bed (32%) and 2 four bed units (8%).

6.7.2 There are concerns that the scheme does not include any houses. However, it is noted that the emerging Core Policy 5 deals with housing provision across the Borough over the plan period. This site is located in a highly sustainable location, where higher density forms of development are to be encouraged. It is considered that the omission of houses from the scheme, having particular regard to the proximity of Oakwood Tube station, is, on balance, considered accepted. The scheme does, however, include 40% three bed+ flats including 2 four bedroom flats with private amenity space. Again, having regard to the sites location, this mix is considered acceptable.

6.7.3 The applicant has confirmed that three of the units will be to wheelchair accessible standards, which will be secured by condition.

6.7.4 Overall, on balance, the proposed mix of housing is considered acceptable.

## 6.8 Sustainable Design and Construction

6.8.1 The application includes both a renewable energy assessment and a Code for Sustainable Homes Pre-Assessment. These conclude that the scheme will achieve Code Level 3, with dwelling scores of between 59.2% to 61.6% (against minimum of 57% and 68% for Code Levels 3 and 4, respectively). The scheme will provide 20% onsite renewable energy in the form of photovoltaic panels. These will each be secured by condition. Having regard to the detailed financial viability work discussed above, it is considered that any requirement for Code Level 4 would be likely to be at the expense of the affordable housing contribution.

6.8.2 The submitted application includes the demolition of the existing building but no bat survey has been provided. A survey and any requisite mitigation measures will be secured by condition.

6.8.3 Overall, having regard to all of the above factors, the proposed sustainable design features are considered acceptable.

## 6.9 S106 Matters

6.9.1 For the reasons set out within the report above, an agreement under S106 will be required to secure:

- An education contribution of £45,992
  - Primary - 2 places @ £13,115 per place - £26,230

- Secondary - 1 place @ £19,762 per place - £ 19,762
- Affordable housing contribution of £174,000
  - Towards improvements to or the provision of affordable housing.
- Open space contribution of £30,000
  - Toward improvements to local open space
- Highway improvements works of £15,000
  - Changes to road linage in Bramley Road
  - Reinstatement of disused crossover
  - Provision of a loading/unloading bay to Bramley Road
  - Improvements to Greenway Cycle route running from Grovelands Park to Trent Park
- Restriction that prevents occupiers of the units owning residents parking permits
- Travel packs for future residents

## **7. Conclusion**

- 7.1 It is considered the scheme provides for an appropriate scale of development having regard to its sustainable location. The scheme provides for a positive design solution. The level of parking provision accords with adopted policy. The impact on neighbouring properties has been considered acceptable. The S106 contributions will address the impact of the proposal on local infrastructure. In light of the above, it is considered that the proposed development is acceptable.

## **8. Recommendation**

- 8.1 That planning permission be GRANTED for the following conditions:

1. Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than Level 3 shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

a design stage assessment, conducted by an accredited and licensed Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,

a post construction assessment, conducted by and accredited and licensed Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.



2. The development shall not be occupied until the 20% photovoltaic panels set out within submitted Energy Assessment have been installed and are operational. The panels shall be retained thereafter.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

3. The development shall not commence until a scheme for obscure glazed screens serving the balconies to units 5, 8 and 17 at a height of 1.7 metres above finished floor level and obscuring views to the east has been submitted to and approved in writing by the Local Planning Authority. The screens shall be in place prior to the occupation of the unit which they serve and shall not be changed without the written approval of the Local Planning Authority.

Reason: To prevent an unacceptable level of overlooking.

4. Three of the units shall be built to Wheelchair accessible standards, in accordance with Habinteg Housing Association, Thorpe S. Wheelchair Housing Design. Habinteg, 2006.

Reason: In the interests of providing for the varied needs of future residents.

5. The development hereby approved shall not commence until a bat survey has been undertaken, in accordance with the most recent guidance published by Natural England, and any necessary mitigation measures completed in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the proposal does adversely affect a protected species.

6. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

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

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

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

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

9. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority, this shall include the provision of low walls and railings to aid natural surveillance of communal areas. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

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

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

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

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

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

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

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

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

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

14. The development shall not commence on site until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain: a photographic condition survey of the roads and footways leading to the site, details of construction access and vehicle routing to the site, arrangements for vehicle servicing and turning areas, arrangements for the parking of contractors vehicles, arrangements for wheel cleaning, arrangements for the storage of materials and hours of work. The development shall then be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

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

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

16. The development shall not commence until a scheme to insulated the building against noise and vibration from the adjacent substation has been submitted to and approved in writing by the Local Planning Authority. The building(s) shall be constructed in accordance with the approved detail before the development is occupied.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

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

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

18. The development shall not commence until details of the security features design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

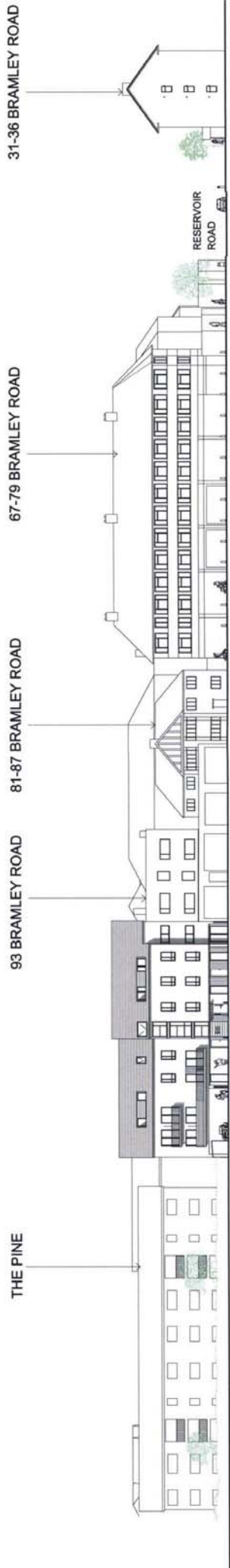
19. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

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

8.2 The reasons for granting planning permission are as follows

1. The proposed development would contribute to increasing the range of the Boroughs housing stock, having regard to London Plan Policies 3A.1 and 3A.2, as well as providing units of an acceptable size and quality having regard to Policies (I)GD1, (I)GD2, (II)GD3 and (II)H16 of the Unitary Development Plan, adopted Supplementary Planning Guidance on Flat Conversions and policies 3D.2 and 3D.3 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPS4.
2. The proposed development would not have an unacceptable impact on the character and appearance of the area having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)GD3 of the Unitary Development Plan as well as the objectives of PPS1 and PPS3.
3. The proposed development would not unacceptably impact on the amenities of nearby residents having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
4. The proposed development would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13.

10/0028



CONTEXT ELEVATION ALONG BRAMLEY ROAD  
1:500

LONDON BOROUGH OF ENFIELD  
11 JAN 2010  
DEVELOPMENT SERVICES



BLOCK A FRONT ELEVATION

<b>GML Architects</b> 36-37 Featherstone Street London EC1Y 8QZ Tel 020 7490 4299 Fax 020 7490 4064 info@gmlarchitects.co.uk	MAZE INN, BRAMLEY ROAD OAKWOOD N14	SEP 2009	1:200@A3
	BLOCK A FRONT ELEVATIONS		
	3312-11		

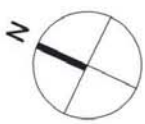
- 1 TIMBER CLADDING
- 2 ALUMINIUM DOUBLE GLAZED WINDOW
- 3 ALUMINIUM DOUBLE GLAZED DOOR
- 4 STEEL FLAT BALUSTRADE
- 5 MULTI YELLOW STOCK BRICK
- 6 COATED ALUMINIUM FASCIA/ COPING
- 7 TIMBER DOORS
- 8 PAINTED TIMBER DOORS WITH VISION PANEL
- 9 METAL CANOPY
- 10 SLATE ROOF
- 11 POWDER COATED ALUMINIUM PANELS
- 12 PHOTO VOLTIC PANELS
- 13 RENDERED COLOR

10/0028

LONDON BOROUGH OF ENFIELD

11 JAN 2010

DEVELOPMENT SERVICES



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PROPOSED SITE PLAN  
 3312-07