

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th December 2010

Report of
Assistant Director, Planning &
Environmental Protection

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Ward: Highlands

Application Number : TP/10/0491

Category: Dwellings

LOCATION: 28 and 28a, SLADES HILL, ENFIELD, EN2 7EE

PROPOSAL: Redevelopment of site to provide a part 2-storey, part 4-storey block of 9 self contained flats (6 x 3-bed & 3 x 2-bed) with roof terrace, balconies to front and rear and accommodation and parking in basement with access to Slades Hill.

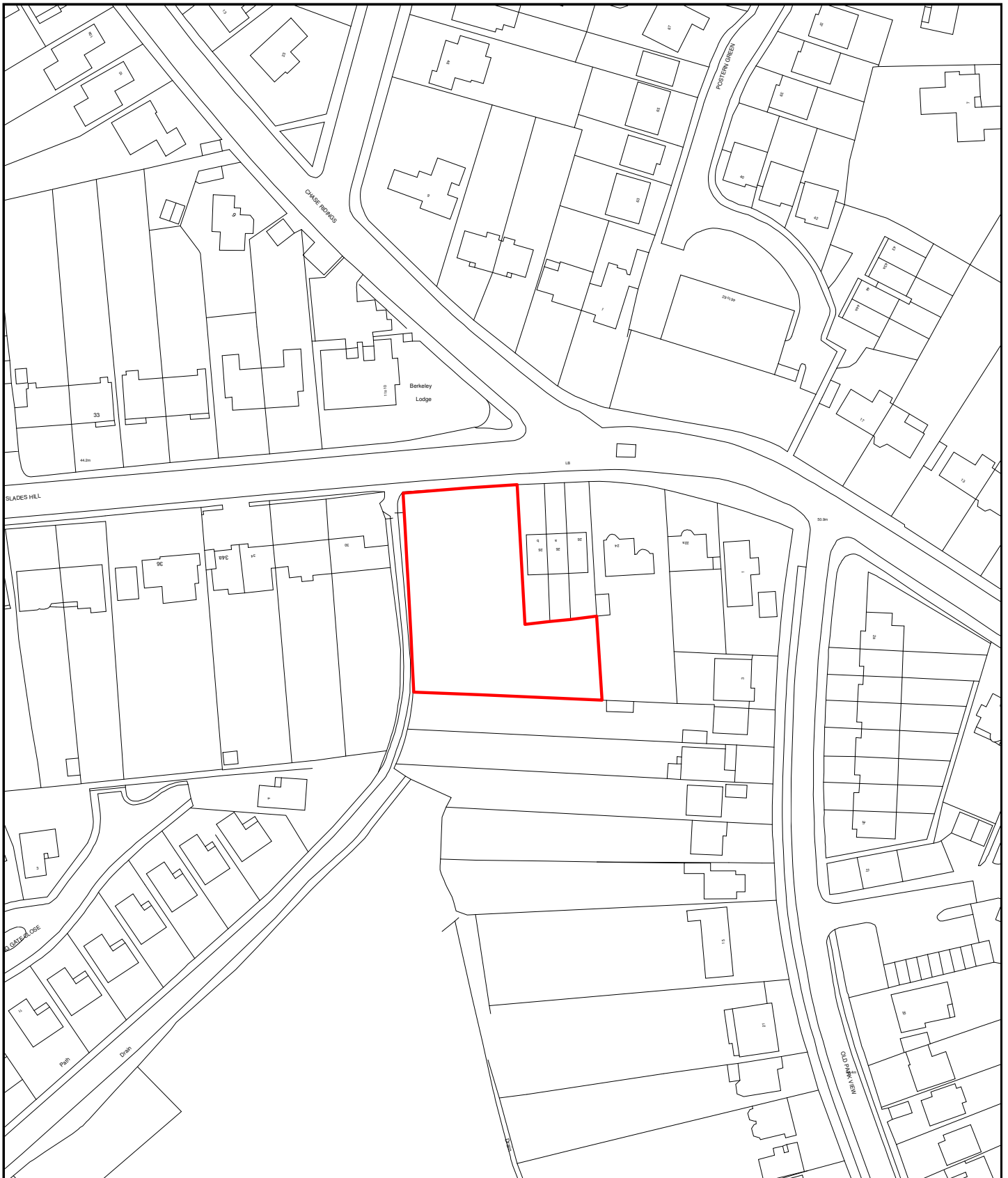
Applicant Name & Address:

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Agent Name & Address:

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RECOMMENDATION: That planning permission be **GRANTED** subject to subject to the securing of a Unilateral Undertaking for an education contribution as outlined in section 4.2 of this report and subject to conditions:



Development Control



Scale - 1:1250
Time of plot: 08:07

Date of plot: 03/12/2010

1. Site and Surroundings

- 1.1 The joint application site formerly comprised a pair of 2-storey semi-detached dwellings on the southern side of Slades Hill, opposite the junction with Chase Ridings. The dwellings have however been demolished and the site is now vacant and enclosed by hoardings.
- 1.2 The roadway forming Slades Hill slopes downwards in a general east to west direction. In addition, the plots slope downwards in a north to south direction away from the road. The combined width of the frontage with Slades Hill is approximately 27m, it has a depth of approximately 50m, and forms an L-shape as it extends along the rear of Nos.26-26b to adjoin the boundary with No.24.
- 1.3 Each of the former dwellings were served by their own drives and access directly onto Slades Hill. The hard standing in front of No.28 was steeply formed and was able to accommodate several vehicles however, it was difficult for vehicles to exit the site in a forwards gear. No.28a was served by a large area of level hard standing and a double attached garage. There is a bus stop directly outside of what was No.28a.
- 1.4 Immediately to the east of the site are Nos.26, 26a & 26b Slades Hill, a 3-storey block with rooms in the mansard roof, integral garages on the ground floor, and blank flank walls. No.30 Slades Hill, an extended 2-storey semi-detached dwelling is located to the west but separated from the application site by a public footpath. The three flank windows at first floor level are all of obscured glazing.
- 1.5 The surrounding area is predominantly residential, containing a variety of dwelling types and styles, including purpose built flats. Opposite the application site is Berkeley Lodge, a 3-storey purpose-built block with rooms in the roof and with balconies at the front and side. This development dominates views from the public footpath running between the application site and No.30.
- 1.6 North-east of the site is Nos.46-62 Postern Green, a 2-storey flat development. Number 7 Slades Hill has been developed in accordance with the planning permission granted under reference TP/06/0280 for a 2-storey block of 2-bed flats with accommodation in the roof space. There are several other flat developments in the immediate vicinity.
- 1.7 A Willow tree, protected by a preservation order, located at the rear of the site near to the boundary with No.24 is the only significant tree of note within the site.

2. Proposal

- 2.1 Planning permission is sought for the redevelopment of site to provide a part 2-storey, part 4-storey block of 9 self contained flats (5 x 3-bed & 4 x 2-bed) with roof terrace, balconies to front and rear and accommodation and parking in basement with access to Slades Hill.

- 2.2 The proposed building will have a maximum width of approximately 21.6m, maximum rearward projections of 26.4m at basement level, 24m at ground floor level, 22m at first floor level and 17.4m at second floor level.
- 2.3 When viewed from the Slades Hill frontage, the height to eaves level will vary from 5.6m at its eastern end to 6.4m at its western end. Similarly, the ridge height will vary from a minimum of 8.4 to 9.8m respectively. When viewed from the rear (south), due to the change in ground levels, eaves height will be approximately 9.6m and the height to the ridge will be approximately 12m.
- 2.4 Parking for x11 vehicles, inclusive of x1 disability bay will be provided within the basement. An additional two parking bays will be provided at surface level near the south eastern corner of the site for visitors and to also serve as a potential turning head when necessary.
- 2.5 Cycle parking is proposed within the basement for x12 bicycles.

3. Relevant Planning Decisions

- 3.1 Outline planning permission (ref: TP/89/0826) for the redevelopment of the site (inclusive of 5 Old Park View) by the erection of a 3-storey block of 15 two-bedroom flats with vehicular access off Old Park View access road and parking facilities was refused planning permission in October 1989.
- 3.2 Planning permission (ref: TP/07/2355) was granted in January 2008 for the redevelopment of site to provide a 2-storey block of 9 self contained flats (comprising 8 x 2-bed and 1 x 1-bed) involving rooms in roof, balconies at rear first floor and roof level and undercroft access to parking at rear.
- 3.3 An application for the extension of time to implement the 2008 approval was granted in September 2010.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1 Traffic & Transportation

The following observations have been received:

- Cycle parking provision has been increased to 12 spaces, this is acceptable.
- Visibility splays (2m x 2m) for emerging vehicles to see pedestrians have now been confirmed and are acceptable.
- It has been confirmed that the basement parking is to be level & hence is acceptable in terms of wheelchair access to the lift.
- The proposed turning head is substandard (only 14m) and will not allow emergency vehicles to reverse safely within the site (according to the London Fire standards a minimum turning circle for pump appliances between kerbs should be 16.8m and between walls 19.2m). As it is not clear what size of fire vehicles will be likely to access the site the applicant is advised to contact the London Fire Brigade and provide a written confirmation of acceptance (this will be secured by a condition).

- It is not clear what sort of a refuse collection arrangement is proposed? The submitted drawing shows two bin enclosures: one in the basement car park (this is in acceptable location for residents however is not accessible for refuse collectors) and one from Slades Hill (this location is not acceptable as it is too remote for residents and will block the adjacent bus stop). Although an infrequent occurrence, where the waste collection operatives required to transfer the containers between the vehicle and the bin storage area, the duration of stay for the waste vehicle could be such that it causes an obstruction and delays on Slades Hill.
- The proposed disabled bay should be 3.3m wide however it appears to be reduced by the nearby cycle storage.

4.2 *Education*

It is advised that the scheme will produce an average of 1 additional primary aged pupil a year each equating to a contribution of £13,115. Secondary yield is negligible for both.

4.3 *Thames Water (TW)*

The following has been advised:

- There are public sewers crossing the site therefore any building within 3m of the public sewer would require the prior approval of TW;
- In relation to surface water drainage, the developer should ensure proper provision to ground, water courses or a suitable sewer. Connections to public sewers will require TW approval;
- There are no objections in relation to water infrastructure; and
- TW aims to provide customers with a minimum water pressure of 10m head and a flow rate of 9 litres per minute at the point of discharge from TW pipes. The developer should take this into account.

4.2 Public

- 4.2.1 Six letters of objection (including one from the Western Enfield Residents Association and one from the Enfield Society) have been received in addition to a 13-signature petition for which Ward Members were notified. All or some of the following points have been raised by the objectors:

Impact on amenity

- Overshadowing to front and rear of 26b Slades Hill.
- Overlooking and loss of privacy from 1st floor and roof level balconies and terraces.
- Noise nuisance from increased comings and goings.
- Inhibit the view corridor of St Mary Magdalene church, a local landmark.
- To replace two properties with a 9 storey block on a road where this is becoming the norm will impact on the lives of local residents.
- Partially obscured windows to the western flank elevation create an invasion of privacy.
- Noise and smell from siting of refuse / recycle bins.

Impact on character of area

- The development will dwarf surrounding properties.
- It is out of proportion for that side of Slades Hill.
- By virtue of its size, scale, bulk and massing the proposed block is out of keeping with the existing street scene.
- Broken ridge line is an incongruous feature.

Transportation

- Car-parking facilities are inadequate for the number of households and occupants.
- Increased congestion in local streets since its not possible to park on Slades Hill.
- Vehicular access of the development exists directly on to Slades Hill immediately adjacent to an already busy and difficult junction.
- Limited sightlines for drivers exiting the property leading to an increase in accidents in what is already known as a local blackspot.

Other matters

- Despite objections to previous scheme, permission was still granted.
- A S106 should be sought to move front boundary line back by 2-3 feet so that TfL have no excuse to not erect a bus shelter.
- Potential structural damage to 26b as a result of proposed works.
- Security of 26b during construction in terms of fencing.
- Inability of local infrastructure to cope.
- An increase in private sector rental housing on Slades Hill, with some (Berkeley Lodge) being poorly managed.
- Berkeley Lodge being shown towering over the development is misleading.

4.2.2 A letter was received from Nick De Bois MP seeking assurances that the concerns of the residents will be taken into account and that the application is heard at Committee.

5. Relevant Policy

5.1 Local Development Framework

At the meeting of the full Council on 10th November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein, are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing types
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management

- CP25 Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP36: Biodiversity
- CP46: Infrastructure contributions

5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance

- (II)GD3 Aesthetics and functional design
- (II)GD6 Traffic
- (II)GD8 Site access and servicing
- (II)H8 Privacy
- (II)H9 Amenity Space
- (II)T16 Adequate access for pedestrians and people with disabilities
- (II)T19 Needs and safety of cyclist

5.3 The London Plan

- Policy 2A.1 Sustainability criteria
- Policy 3A.1 Increasing London's supply of housing
- Policy 3A.2 Borough housing targets
- Policy 3A.3 Maximising the potential of sites
- Policy 3A.5 Housing choice
- Policy 3A.6 Quality of new housing provision
- Policy 3C.22 Cycling strategy
- Policy 3C.23 Parking strategy
- Policy 3D.14 Biodiversity and nature conservation
- Policy 4A.1 Tackling climate change
- Policy 4A.2 Mitigating climate change
- Policy 4A.3 Sustainable design and construction
- Policy 4A.6 Decentralised Energy: heating, cooling and power
- Policy 4A.7 Renewable energy
- Policy 4B.1 Design principles for a compact city
- Policy 4B.3 Enhancing the quality of the public realm
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.8 Respect local context and communities

5.4 Other Relevant Policy

- PPS1: Sustainable development
- PPS3: Housing
- PPS9: Biodiversity and Geological Conservation
- PPG13: Transport
- PPG24: Planning and Noise

Enfield Strategic Housing Market Assessment (2010)

6. Analysis

6.1 Principle

- 6.1.1 The principle of the redevelopment of the site for residential purposes is accepted.
- 6.1.2 In addition, there is an extant permission for the erection of a 2-storey block of 9 self contained flats (comprising 8 x 2-bed and 1 x 1-bed) with rooms in roof, balconies at rear first floor and roof level and undercroft access to parking at rear.

6.2 Impact on Character of Surrounding Area

Density

- 6.2.1 The assessment of density must acknowledge PPS3 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 falls within an area with a PTAL (Public Transport Accessibility Level) rating of 3 (Table 3A.2), thereby suggesting that an appropriate level of density is 150-250hrph or 35-65 units per hectare (It should be noted that when the extant scheme was first considered, the PTAL was 2 and therefore suggested that an appropriate density threshold was 150-200hrph and the scheme generated 188hrph or 54.2 units per hectare).
- 6.2.2 The site area is 0.166ha and a total of 43 habitable rooms are proposed, equating to a site density of 259hrph or 54.2 residential units per hectare. In terms of habitable rooms, the scheme is marginally above the suggested range however in terms of the number of units, the scheme is within the suggested range. On balance, it is considered that in terms of density, the scheme would prove difficult to resist.

Site Coverage / Scale

- 6.2.3 Appendix A1.7 of the Unitary Development Plan requires that the amenity space provision for flats should be of an area equal to 75% of the gross internal area (GIA) of the building, of which no more than 15% should be provided in the form of balconies and roof terraces. Amenity space should provide a visual setting for the development within the general street scene as well as an area for passive or active recreation.
- 6.2.4 The GIA of the proposed building is approximately 1177sqm. The amenity space provision has been calculated as being approximately 890sqm (including 272.6sqm of balcony space/ roof terrace / green roof) or approximately 75% of the GIA. The proposed amenity space provision would therefore meet with the minimum standards of the UDP and is considered to be acceptable.
- 6.2.5 The overall scale of the development is considered to be commensurate with the size of the plot as it is considered to sit comfortably within it. In comparison to the extant scheme, the proposed ridge height near to No.26b is at the same level. On the opposite flank, the proposed ridge level is approximately 0.6m higher. This is considered marginal and is mitigated by

that side of the building being sited further away from the boundary with the footpath.

Design

- 6.2.6 The design of the building is considered acceptable, with the articulation of the roof and frontage providing some visual interest within the street scene. The front building line respects that of the adjacent developments and that of the extant scheme.

Height / Massing / Proximity to Boundaries

- 6.2.7 These elements, when compared with the extant scheme are similar or are improved upon. For example, as discussed in paragraph 6.2.5, it is acknowledged that although there is a slight increase in ridge height on the western elevation, the building is much further away. In addition, there is no greater impact in terms of massing from the proposed scheme than there was in relation to the extant permission.

6.3 Impact on Neighbouring Properties

Distancing

- 6.3.1 PPS1 advises that LPAs should not attempt to impose architectural styles or particular tastes, and that design policies should concentrate on guiding factors such as the layout of the new development in relation to neighbouring buildings.
- 6.3.2 In terms of distancing to boundaries, the proposed building will be sited approximately 4.2m from the western boundary running along the public footpath with a further 4m to the flank wall of No.30 Slades Hill. This separation is considered sufficient to retain a sense of openness, particularly as the proposed development significantly increases the bulk and massing near to that public footpath boundary. This compares more favourably than the extant scheme which would be sited 1.5m from the footpath boundary.
- 6.3.3 The eastern flank wall of the proposed building will be between 1.2m and 1.6m from the common boundary with No.26b with a further distance of approximately 1.2m to the flank wall of that adjoining development. This does not differ from the extant scheme.
- 6.3.4 The rear of the building, similar to the extant scheme, is stepped and largely reflects the approved rear building line. However, it is noted that the central element at first floor level does project a further 1.4m but maintains what is considered to be acceptable level of distancing to the flanking boundaries of approximately 8m on either side.

Loss of Light / Overshadowing / Outlook

- 6.3.5 Whilst the proposed structure projects further into the plot than the extant scheme, it does not compromise either the 45-degree or 30-degree line taken from the nearest affected windows on the adjoining properties at ground floor level and the upper floor level respectively. It is therefore considered that with regards to this element of the scheme, the proposed development would not

unduly impact on light or result in overshadowing or loss of outlook for the occupiers of those adjacent developments.

Overlooking / Loss of Privacy

- 6.3.6 Similar to the extant permission, rear balconies and terraces are proposed. The terrace on the ground floor is to be screened by a border hedge. Subject to securing the details of this element of landscaping (particularly in terms of height), this would provide a sufficient screen in order to restrict views towards the rear of 26b Slades Hill.
- 6.3.7 Privacy screens are to be provided for the rear balconies/ terraces on the upper floors on the eastern elevation. This is similar to the extant permission and would again be secured by way of a suitably worded condition.
- 6.3.8 The submitted plans show that the first floor windows on the western elevation are to be obscure glazed and fixed shut up to 1.5m above finished floor level. The principle of this is considered acceptable and would be secured by condition however the condition should be worded to state that they are fixed shut up to a height of not less than 1.7m as it is considered that this height will prevent any opportunity for overlooking. It is noted that the flank windows of No.30 are obscure glazed. An additional condition is suggested to ensure that the roof lights on this elevation are set not less than 1.7m above finished floor level.
- 6.3.9 In relation to the eastern flank elevation (towards No.26b), windows, including roof lights) would look directly onto the blank wall of that adjoining development, therefore it is not considered necessary to have these windows provided in obscure glazing or fixed shut.
- 6.3.10 The proposed green roof is to be access only for maintenance purposes. A condition is proposed to restrict it for this purpose and to have it physically separated from the remainder of the roof terraces to reinforce the fact that it is not for recreational purposes. It is therefore considered that this would not result in any loss of privacy and overlooking to the occupier of No.30 Slades Hill.
- 6.3.11 The remainder of the proposed roof terraces are set sufficiently away from the eastern flank boundary to not result in any overlooking and loss of privacy to the occupiers of No.26b Slades Hill. Views from the terraces are predominantly north over Slades Hill towards Chase Ridings or south towards the golf course.

6.4 Highway Safety

Access and Traffic generation

- 6.4.1 Pedestrian access from Slades Hill is 1.2m wide and set to slope down at maximum 1:14 gradient to a level threshold at the main communal entrance.
- 6.4.2 Pedestrian access to the rear (for those not having direct access from within individual units) is provided via common hall stairs and/or lift to the basement / lower ground floor and then out across rear vehicular turning area (max 1:20 gradient) or direct from Slades Hill along the vehicular access (which includes

speed calming features and pedestrian refuge margins and again has a maximum gradient of 1:20).

- 6.4.3 The scheme, like the extant permission, will reutilise an existing access point, for which there is no objection. A condition will be imposed to ensure that the redundant access point is reinstated.
- 6.4.4 For vehicular access and egress to Slades Hill 5.9m wide x 6.2m from back edge of pavement area is provided (6.0 m kerb radii indicated) to allow vehicles to pass before speed calming feature at transition to 3.5m (plus crossable margins = 4.0 metres overall clear width) running along the western flank elevation to further speed calming feature and pedestrian refuge / buffer area. Clear width is 5.05m and allows 2 way traffic / passing. After the access widens to 4.8m plus 250mm crossable margin (to lower ground floor unit 1 garden enclosing retaining wall) and turns eastwards at 6.7 metre internal radius and 11.75m external radius.
- 6.4.5 In relation to the turning head at the rear, a condition can be imposed to secure confirmation that the turning head is acceptable to the Fire Brigade. If it needs amending, this would potentially result in a slight net decrease in amenity space provision but that would not, on balance, be detrimental to the overall acceptability of the scheme.
- 6.4.6 It is noted that a bus stop currently straddles part of the existing access. This issue was also considered with the extant scheme whereby it was considered that moving the bus stop was not an option because it would only shift any potential issues further along the street. In addition, there is no suitable alternative location in the immediate vicinity. It was also considered that as the situation would be no worse than what formerly existed or from what was approved previously, this element of the scheme would be difficult to resist.

Parking

- 6.4.7 The proposed level of on-site parking, inclusive of disability provision and cycle parking provision is considered acceptable.
- 6.4.8 Whilst it is noted that the designated disabled bay is substandard in width, a condition could be imposed seeking a revised parking layout to take into account the necessary increase in width of the disability bay. This would result in the loss of one of the other parking bays however this would not be unacceptable because there would still be a total of 10 bays within the basement for residents.

6.5 Housing Mix and Affordable Housing

- 6.5.1 The Strategic Housing Market Assessment demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across all sectors of the market.
- 6.5.2 The scheme is for 100% market housing and will provide 5x 3-bed units (55%) and 4x 2-bed units (44%). As the application was submitted well in advance of the adoption of the Core Strategy it would be unreasonable to now seek any form of contribution towards affordable housing.

- 6.5.3 It is considered that having regard to the proposed mix, which includes five 3-bed units, the scheme would be difficult to resist.

6.6 Sustainable Design and Construction

Lifetime Homes

- 6.6.1 The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.
- 6.6.2 A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing. Many wheelchair users will require purpose-designed wheelchair housing. The provision of communal lifts is not essential to achieving Lifetime Homes standard because the standard can still be achieved if the communal stairs achieve the appropriate dimensional and specification requirements, and the features of each flat conform to other relevant criteria. However, all communal staircases, whether a lift is provided or not, must conform to Lifetime Homes specification.

There are concerns that elements of the scheme would result in it not achieving a 100% Lifetime Homes' rating and certain elements will make it difficult for wheelchair users. A condition is recommended to secure details of the scheme achieving Lifetime Home standards.

BREEAM

- 6.6.3 The application is not accompanied by a BREEAM Code for Sustainable Homes (Design Stage Pre-assessment Report), although it would appear that the scheme is aiming to achieve the minimum level 3 rating. This rating would be considered satisfactory but a condition is recommended to ensure that Design Stage Pre-assessment and Post-assessment reports are submitted to demonstrate this.

Energy

- 6.6.4 London Plan policy adopts a presumption that developments will achieve a reduction of emissions of 20% from site renewable energy sources, unless it can be demonstrated that this is not feasible. To this end, it has been concluded that the scheme would best be served by adopting photovoltaic (PV) technology using integrated tiles where possible and gas boilers.

Drainage

- 6.6.5 Surface water drainage strategy includes 'green roofs', together with water butts at each terrace & external amenity level, and pervious hard-landscaping materials and finishes. Discharged surface water drainage system to incorporate below ground storage vessel with pump attenuated outlets connected to existing public surface water drainage systems. Proposed foul drainage system will connect to the existing public foul sewer located in

Slades Hill. A condition is proposed to secure the details for the surface water drainage and the applicant will be advised of TW comments as outlined in section 4.1 of this report.

Ecology

6.6.6 A pre-development tree survey has been submitted with the application, identifying the various trees within the site and adjoining properties. It also provides a methodology for establishing a root protection area around the trees on the site and the suggested protection zones. A condition is suggested to establish the root protection zones in accordance with Table 3 of the survey.

6.6.7 A further condition is suggested to seek biodiversity enhancements on the site, with such measures including plantings of native trees and bird & bat boxes. A further landscaping condition will be imposed.

6.7 S106

6.7.1 A Unilateral Undertaking to secure £13,115 for a primary school place, as advised by Education, is agreed to by the applicant.

6.8 Other Matters

6.8.1 Objectors have made reference to Policy (II)EN1 of the UDP and how it seeks to protect important views, with the supporting text making reference to St Mary Magdalene Church. The text also stated that for the purposes of the UDP, a high building is one that is materially larger than its immediate surroundings. The proposed development is not materially larger than the surrounding buildings in terms of its height but of significantly more relevance, Policy (II)EN1 is not a saved policy.

7. **Conclusion**

7.1 The current scheme is not too dissimilar to that previously approved and refinements in the overall design are considered to enhance the scheme further and improve physical relationships to neighbouring occupiers.

7.2 It is considered that planning permission should be granted for the following reasons:

1. The proposed development would contribute to increasing London's supply of housing and assist in meeting with the provision of family housing within the Borough, having regard to Core Policies 2 and 4, Policies 3A.1, 3A.2, 3A.3 & 4B.8 of The London Plan, and with PPS1: Delivering Sustainable Development, PPS3: Housing.
2. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies (II)GD3 of the Unitary Development Plan, Core Policy 30, Policies 4B.1 and 4B.8 of the London Plan and PPS1: Delivering Sustainable Development.

3. The proposed development due to its design, size and siting, does not significantly impact on the existing amenities of the occupiers of adjoining properties in terms of loss of light, outlook or privacy and in this respect complies with Policies (II)GD3 and (II)H8 of the Unitary Development Plan, Core Policy 30, Polices 4B.1 and 4B.8 of the London Plan and PPS1: Delivering Sustainable Development.
4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for access and parking, including cycle parking, and in this respect complies with Policies (II)GD6, (II)GD8 and (II)T19 of the Unitary Development Plan, Policies 3C.22 and 3C.23 of the London Plan and with PPG13.
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 Core Policy 32, and with Policies 4A.1, 4A.3, 4A.4, 4A.5, 4A.6 and 4A.7 of the London Plan, and with PPS1: Delivering Sustainable Development.

8. Recommendation

- 8.1 That planning permission be GRANTED subject to subject to the securing of a Unilateral Undertaking for an education contribution as outlined in section 4.2 of this report and subject to the following conditions:

1. C60 Approved Plans
2. C07 Details of Materials
3. C09 Details of Hard Surfacing
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 submitted detail shall also show, where in close proximity to retained trees, measures for the protection of tree roots. The surfacing and tree root protection measures 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 and to ensure that the method of construction of hard surfaced areas does not adversely affect the health of the trees.

4. C10 Detail of Levels
5. C11 Details of Enclosure
6. C12 Details of Parking / Turning Facilities
Notwithstanding the submitted plans, a revised car parking layout shall be provided prior to development commencing, for approval in writing by the Local Planning Authority, showing:
 - (i) a disabled parking bay within the basement car park that would meet with adopted standards;
 - (ii) confirmation that the surface level parking, which also serves as a turning head, is of sufficient size to allow emergency

vehicles to safely turn within the site and exit the site in a forwards gear.

The facilities shall then be provided in accordance with the approved details prior to occupation of the development and permanently maintained for those purposes.

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.

- 7. C13 Details of Loading / Unloading / Turning Facilities
 - 8. C14 Details of Access and Junction
 - 9. C16 Private Vehicles Only – Parking Areas
 - 10. C17 Details of Landscaping (incl. terrace plantings)
 - 11. C18 Details of Tree Protection (refer. Table 3 of submitted tree survey)
 - 12. C19 Details of Refuse Storage & Recycling Facilities
- Notwithstanding the submitted plans, 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.

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

- 13. NSC1 Energy
- That prior to occupation of the development hereby approved, confirmation by a suitably qualified person shall be provided to the Local Planning Authority demonstrating that the minimum 20% CO2 reduction has been achieved throughout the development in accordance with the submitted 'Sustainability Audit'.

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

- 14. C24 Obscured Glazing
- Notwithstanding the submitted plans, the glazing serving the first floor east and west elevations of the development indicated on drawing No. 08 012 01C shall be fixed shut up to a height of not less than 1.7m above finished floor level and in obscured glass with an equivalent obscuration as level 3 on the Pilkington Obscuration Range. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

15. C25 No Additional Fenestration

16. NSC2 Roof Lights

Roof lights to be provided on the east and west elevations of the development shall be set not less than 1.7m above finished floor level.

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

17. NSC3 Privacy Screens

Obscured-glazed privacy screens no less than 1.7m in height shall be fitted to the flank elevations of the first and second floor rear balconies / terraces as shown on Drawing No.08 012 01C, in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to commencement of works beginning on site. The privacy screens shall be installed in accordance with the approved detail prior to occupation of the development.

Reason: To safeguard the privacy of the adjoining residential occupiers

18. NSC4 Restriction of Use of Green Roof

No part of the Green Roof hereby approved showing on Drawing No. 08 012 01C shall be used for any recreational purpose whatsoever. Access shall only be for the purposes of the maintenance of the property or means of emergency escape. The Green Roof shall be segregated from the approved recreational roof terraces by a physical barrier for which details shall be submitted to and approved in writing by the Local Planning Authority. The barrier shall be installed in accordance with the approved details prior to occupation of the development.

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

19. C41 Details of external lighting

20. NSC5 External Plant, Fittings, Plumbing or Pipes

No external plant, fittings, plumbing or pipes other than those shown on the approved drawings shall be fixed to any external element of the buildings unless otherwise approved in writing by the Local Planning Authority in advance of any work being carried out.

Reason: To ensure a satisfactory appearance to the development and the visual amenities of the wider area.

21. NSC6 Construction Methodology

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

- (i) a photographic condition survey of the roads, footways and verges leading to the site;
- (ii) details of construction access and associated traffic management to the site;

- (iii) arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- (iv) arrangements for the parking of contractors vehicles;
- (v) arrangements for wheel cleaning;
- (vi) arrangements for the storage of materials;
- (vii) hours of work.

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

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

22. NSC7 Code 3

Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than Code 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 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,
- (b) post construction assessment, conducted by and accredited 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 Core Policy 4 of the Core Strategy, 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.

23. NSC8 Lifetime Homes

Prior to development commencing, details shall be provided to the Local Planning Authority confirming that the scheme will meet with 100% Lifetime Homes' standards.

Reason: To provide for future adaptability of the housing stock

24. NSC9 SUDS

No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning

policy guidance and statements, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

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

25. NSC10SUDS 2

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

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

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

26. NSC11 Biodiversity Enhancements

No development shall commence until an ecological assessment has been submitted to the Local Planning Authority for approval in writing. The report shall include the following information:

- i. A description of the habitats on the site;
- ii. An assessment of the site's potential to host rare or protected species;
- iii. A method statement detailing how the site will be cleared in order to ensure that any ecological features are not adversely impacted upon;
- iv. Details of proposed ecological enhancements to include native and wildlife friendly landscaping and bird and bat boxes;

The report is to be written by an appropriately qualified ecologist (eg a member of the Institute of Ecology and Environmental Managers). All agreed measures shall be undertaken as approved and written confirmation shall be submitted to the local planning authority.

Reason: To ensure that the development does not have an adverse impact on biodiversity and leads to enhancement in accordance with PPS9.

27. NSC12 Ecological Management Plan

No development shall commence until an ecological management plan for the site has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not have an adverse impact on biodiversity.

28. NSC13 Redundant Crossover

The development hereby approved shall not commence until the existing vehicle access point that served No.28 Slades Hill has been replaced with a footway crossover constructed in accordance with the standards adopted by the local highway authority.

Reason: In the interests of highway safety and highway amenity.

29. NSC14 Fire Brigade Access

The development hereby approved shall not commence until a confirmation from the Fire Brigade agreeing with the proposed means of access to the building has been submitted to and approved in writing by the local highway authority.

Reason: In the interests of highway safety and highway amenity

- 30. C59 Details of Cycle Parking
- 31. C51A Time Limited Permission

Directive 1: You are advised that there are public sewers crossing the site and that any works within 3m of the sewers will require the approval of Thames Water. In addition, where the developer is proposing to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Please contact Thames Water Developer Services on 0845 850 2777, quoting their DTS Reference: 24288.

Directive 2: You are advised that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take into account this minimum pressure in the design of the proposed development.

