

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th December 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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Ward: Enfield
Highway

Application Number : TP/10/1335

Category: Dwellings

LOCATION: 10 SAVILLE ROW, ENFIELD, EN3 7LD

PROPOSAL: Subdivision of site and erection of 1 x 3-bed single family dwelling

Applicant Name & Address:
Mr N London
N London Construction Co.UK Ltd.
5 AYLANDS ROAD
ENFIELD
EN3 6PW

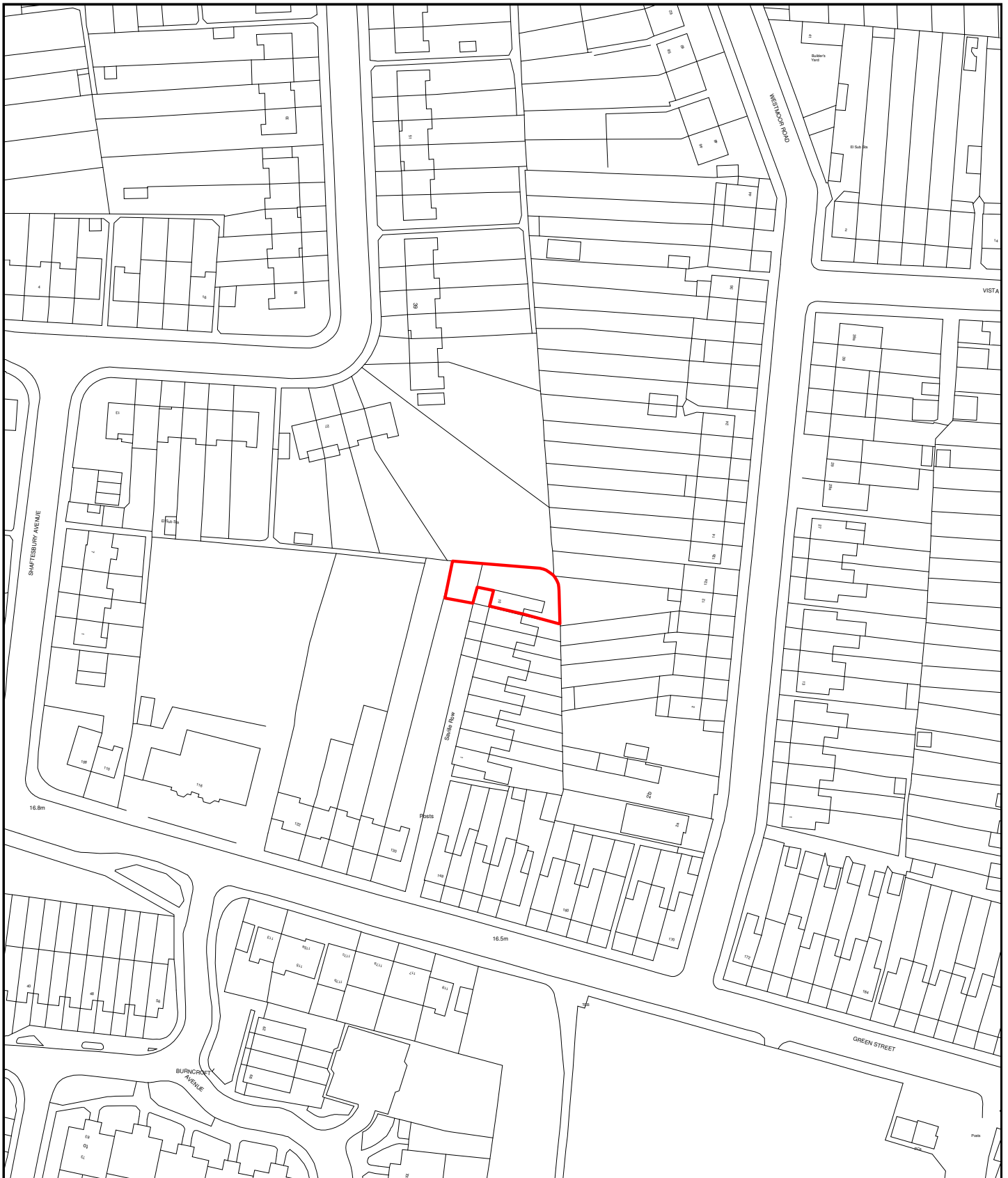
Agent Name & Address:
Mr Alan Cox
Alan Cox Associates
59A HIGH STREET
BARNET,
EN5 5UR

RECOMMENDATION:

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

Note for Members

Although an application of this nature would normally be determined under delegated authority, due to the concerns raised by local residents, Councillor Simon requested the application was reported to Planning Committee for consideration. Members will recall that at the meeting on 16th December 2010, the application was deferred for a member site visit. This took place on Saturday 8th January and the application is reported here for further consideration in the light of this visit.



Development Control



Scale - 1:1250
Time of plot: 11:16

Date of plot: 12/01/2011

1. Site and Surroundings

- 1.1 The site is a two storey end of terrace single family dwelling situated on the east side of Saville Row, a small residential mews to the rear of Green Street heralding from the early 20th century. The mews is characterised by small residential dwellings of uniform design and appearance.

2. Proposal

- 2.1 Permission is sought for the subdivision of the site occupied by No.10 Saville Row and the erection of a two storey 3-bed single family dwelling to the side.

3. Relevant Planning Decisions

- 3.1 TP/10/0733 – Subdivision of site and erection of 1 x 3- bed single family dwelling, including room in loft space – Withdrawn (17/08/10)

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Any comments from Traffic and Transportation, Education or Place Shaping will be reported at the meeting.

4.2 Public

- 4.2.1 Consultation letters were sent to 14 surrounding properties (including all of the attached terraced properties lining Saville Row). In response, 8 letters of objection were received raising all or some of the following concerns:

- Increase in parking demand without dedicated off-street provision.
- Out of character with the remainder of the terrace.
- Unacceptable impact on summer house.
- Noise, disturbance and access issues during construction.

- 4.2.2 In relation to the final point raised, noise and disturbance arising from construction is not a material planning consideration: controls exist in separate legislation beyond the remit of planning.

5. Relevant Policy

5.1 Local Development Framework – Core Strategy

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:

Core Policy 4: Housing quality

Core Policy 5: Housing types

Core Policy 6: Housing need

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

5.2 Unitary Development Plan

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	Aesthetic and functional design
(II)GD6	Traffic generation
(II)GD8	Access & servicing
(II)H6	Size and tenure of new developments
(II)H8	Privacy
(II)H9	Amenity space
(II)H10	Replacement garage/car parking
(II)H12	Residential extensions
(II)H14	Continuous façade
(II)H15	Roof extensions

5.3 London Plan

Policy 3A.1	Increasing London's supply of housing
Policy 3A.2	Borough housing targets (see also table 3A.1)
Policy 3C.21	Improving Conditions for Cycling
Policy 3C.23	Parking strategy (see also Annex 4)
Policy 4A.6	Sustainable Design and Construction
Policy 4A.12	Flooding
Policy 4A.13	Flood risk management
Policy 4B.3	Maximising the potential of sites (see also Table 4B.1)
Policy 4B.8	Respect local context and communities
Annex 4	Parking standards.

5.4 Other Material Considerations

PPS1: Delivering Sustainable Communities
PPS3: Housing
PPG13:Transport

6. **Analysis**

6.1 Principle

- 6.1.1 The proposal would be compatible with Policies 3A.1, 3A.2 and 4B.3 of the London Plan and Core Policy 5 of the Core Strategy insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets and indeed the Strategic Housing Market Assessment (2010) that would seek to encourage the provision of larger family dwellings. However, regard must be given to recent changes to PPS3:Housing (June 2010) that sees a reclassification of 'brownfield development' to exclude types of development that fall within private residential gardens. Thus, while strategic guidance adopts a general presumption against development defined as 'greenfield' by default, each case needs to be assessed on its merits having regard to the compatibility of the proposed development with the surrounding area

6.1.2 With this in mind the context of the site and scope of the scheme carries significant weight and it is considered on balance that due to the regular size of the plot with ample street frontage and consistent footprint, the compatible configuration of the subdivided plots, as well as the design merits of the scheme that sees a wider integration to the attached dwelling with comparable proportions, the principle for development can be established having regard to Policy PPS3:Housing.

6.2 Density

6.2.1 The site has a PTAL rating of 1b and with reference to the London Plan, an appropriate density range would be 150-2000 hrph. The proposal would result in 225.5 habitable rooms per hectare. This falls above the recommended amount of 150-250 hrph and suggest an overdevelopment of the site. However, it must be acknowledge that advice contained in PPS1 and PPS3 suggests a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area.

6.2.3 In this regard, the proposed dwelling would be attached to the end of the existing two storey terraced property. Saville Row and the surrounding area is characterised by two storey terraced properties with hipped roofs of uniform design. Following revisions to the scheme, the development now draws from many of the key elements of the attached terrace and is of an overall bulk and mass comparable to the remaining properties ensuring that the development sufficiently integrates into the former terraced group albeit with a modest increase in the overall width of the frontage. However, within the context of the terrace, it is considered that this is not discernable. Moreover, it is clear that in relation to the pattern and type of development indicative of the area with narrow frontages and uniform plot sizes, the imposition of a further terraced unit would sufficiently integrate with the surrounding properties, street scene and prevalent character of the area.

6.3 Effect on Residential Amenity

6.3.1 In the determination of this application due regard must be given to the potential impact of the new residential development on the amenities enjoyed by neighbouring properties. The scheme would secure a common alignment of built form to the front elevation and first floor rear elevation. At ground floor a modest projection to the rear extends some 3.09m in depth. Policy (II)H12 of the Unitary Development Plan seeks to ensure that residential extensions do not exceed 2.8m in depth or where site conditions permit a larger extension should a line taken at 45-degrees from the midpoint of the neighbours' nearest first floor window.

6.3.2 That proposed would not comply with this requisite albeit by a marginal amount. However, Appendix A.1.8 states that in exceptional circumstances a greater depth may be justified to secure the common alignment of rear extensions. In this regard the rear projection would be of the same depth as the original house thus securing common alignment and avoiding any impact on residential amenity.

6.3.3 In relation to the remainder of the built form, it is noted that the residents of No.31 Swan Road have objected on the basis of a perceived impact of the

built form to a summer house located to the rear of there garden and some 6m from the shared boundary. However, the ancillary nature and function of this outbuilding coupled with extensive vegetation to the shared boundary measuring some 6m in height ensures that the impact of the built form will be significantly reduced and would not as a result unacceptably impact upon residential amenity to this property.

6.4 Amenity Space

- 6.4.1 With regards to the provision of amenity space, Policy (II)H9 refers to Appendix A1.7 of the Unitary Development Plan, which requires in the case of new housing that amenity space provision should be of a size equal to 100% of the total GIA of the building or a minimum of 60sqm, whichever is the greater in area. As originally submitted, the u-shaped configuration of the plot with tapering rear boundary shows relatively limited amenity provision to the rear of the property, which while not inconsistent with the limited garden areas of the surround, to a degree has been mitigated by the provision of dedicated and screen amenity space to the side and front of the proposed unit. In addition, a revised plan has been received which retains an element of amenity space for the existing dwelling in front. Consequently, the level of amenity space for both units is considered acceptable in relation to adopted policy.

6.5 Privacy

- 6.5.1 The proposal involves the subdivision of an existing garden. It is considered that in relation to the existing adjoining and adjacent properties at Nos.10 Saville Row, 31 Swan Road and notably to 10 & 12 Westmoor Road, given the siting, orientation and separation of the proposal the additional unit would not give rise to conditions prejudicial to amenities of the neighbouring properties, nor would it give rise to undue overlooking in excess of what is currently experienced having regard to Policy (II)H8 of the Unitary Development Plan.

6.6 Parking and Access

- 6.6.1 As submitted, the scheme is incapable of providing dedicated off-street parking. This arrangement is common to the properties on Saville Row. Having regard to the site and its surround with unrestricted on-street parking on the majority of roads in the area, it is considered that an absence of provision is acceptable in this instance.

6.7 Sustainability

- 6.7.1 Policy 4A.6 of the London Plan (2008) relates to sustainable design and construction seeking to ensure that the design and construction of the proposed development has regard to environmental sustainability issues such as energy and water conservation, renewable energy generation, and efficient resource use. The Council would adopt a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. In this regard, accreditation through the BRE Environmental Assessment Method: The Code for Sustainable Homes should seek to achieve a Code 3 rating or above.

- 6.7.2 In accordance with London Plan Policy 3A.5: Housing Choice, advice given in the London Plan: Accessible London SPG and PPS3: Housing, the Council promote the provision of inclusive design and accessible housing, through building to Lifetime Home standards.
- 6.7.3 Details relating to the achievement of wider Council objectives for sustainable design and construction have been omitted from the scheme. In this regard, a condition will be levied to ensure compliance to the satisfaction of the Local Planning Authority.

6.8 Other Matters

- 6.8.1 The majority of concerns from residents received by Council related to construction nuisance and access associated with the build. While these concerns are covered by other pieces of legislation beyond the remit of the Planning Authority, it is prudent to exercise our legislative remit to secure details of construction methodology to ensure any potential impacts are addressed at the earliest possible point and adequate measures to minimise harm be secured.

7. **Conclusion**

- 7.1 The proposed scheme is acceptable and would provide for an efficient use of the land which through overall design, bulk mass and scale would serve to integrate with the pattern of development that defines this small mews.
- 7.2 It is considered, therefore, that the proposals are acceptable for the following reasons:
1. The proposed new dwelling would contribute to increasing the overall housing stock of the Borough and contribute to London-wide strategic housing targets having regard to Policy CP5 of the Core Strategy and Policies 3A.1 and 3A.2 of the London Plan.
 2. The proposed new dwelling by virtue of its size, siting and design would satisfactorily integrate into the street scene as well as providing an acceptable level of amenity space for both the existing and proposed dwelling having regard to Policy CP30 of the Core Strategy and Unitary Development Plan Policies (II)GD3 and (II)H9.
 3. The proposed new dwelling due to its size, siting and design does not unduly affect the amenities or privacy of adjoining or nearby residential properties having regard to Policy CP30 of the Core Strategy and Unitary Development Plan Policies (II)H8 and (II)H12.
 4. The proposed development provides sufficient parking for the new dwelling and the existing dwelling and thus does not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways having regard to Policies (II)GD6 of the Unitary Development Plan, 3C.23 of the London Plan and PPG13.

8. **Recommendation**

- 8.1 That planning permission be GRANTED subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

08/01/RG/47LR/02
08/01/RG/47LR/02 A
08/01/RG/47LR/02 B
08/01/RG/47LR/04

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

2. 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.

3. 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.

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

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

5. 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.

6. 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.

7. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

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

8. Notwithstanding Classes A, B, C, D and E of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings shall be erected at the proposed new houses or within their curtilages without the prior approval in writing of the Local Planning Authority.

Reason: In order to protect the amenities of the adjoining properties and to ensure adequate amenity space is provided.

9. 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. a design stage assessment, conducted by an accredited Code 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. a post construction assessment, conducted by and accredited Code 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 therefrom 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.

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

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

11. The development shall not commence until and undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

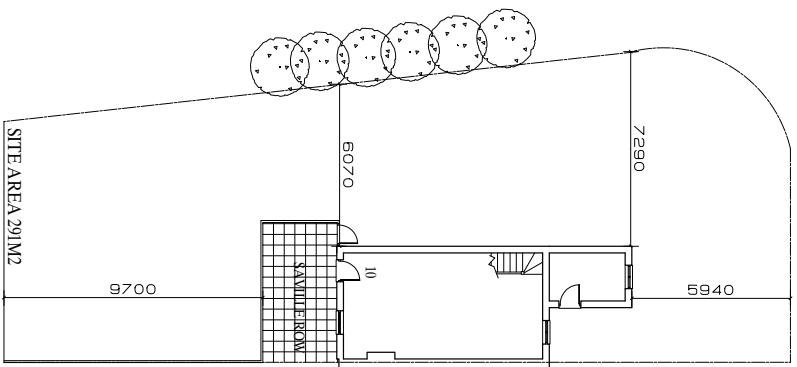
Reason: To ensure the implementation of the development does not lead to damage to the existing roads and to minimise disruption to neighbouring properties.

12. That development shall not commence on site until a construction methodology has been submitted to and approved in writing by the LPA. The construction methodology shall contain: (i) photographic condition survey of the roads and footways leading to the site of construction, (ii) details of construction access and vehicle routing to the site, (iii) arrangements for vehicle servicing and turning areas, (iv) arrangements for the parking of contractors vehicles, (v) arrangements for wheel cleaning, (vi) arrangements for the storage of materials, (vii) arrangements for deliveries, (viii) hours of work, and, (ix) any and all works to maintain and make good the existing private access to the site both during and following construction. The development shall then be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

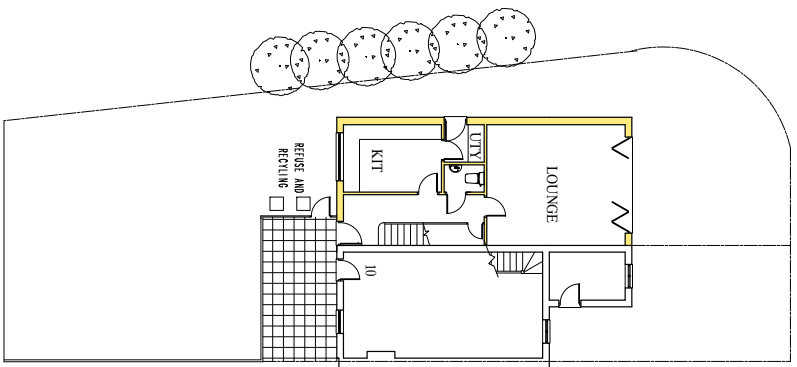
Reason: To ensure the implementation of the development does not lead to damage to the existing roads and to minimise disruption to neighbouring properties.

13. 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.

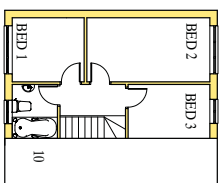
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.



EXISTING GROUND FLOOR AND SITE PLAN



PROPOSED GROUND FLOOR AND SITE PLAN



PROPOSED FIRST FLOOR



LOCATION PLAN 1:500

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No.	Date	By	Comments

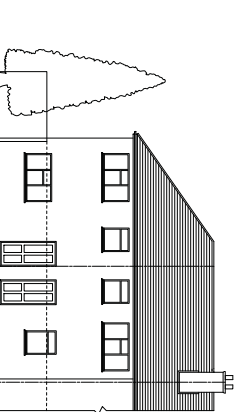
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 ENFIELD
 EN3 7LD

Job Title
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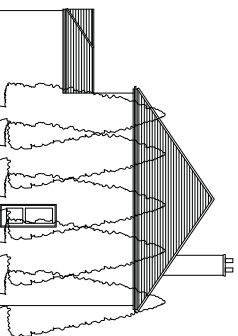
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Alan Cox
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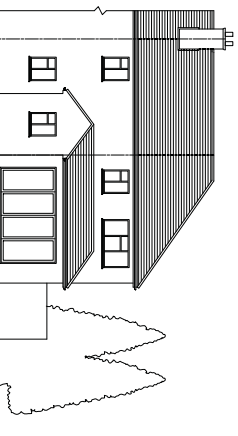
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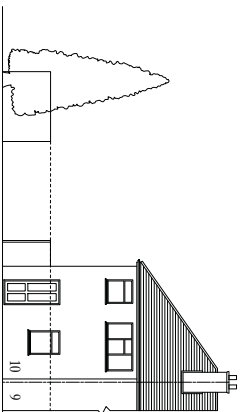
PROPOSED FRONT ELEVATION



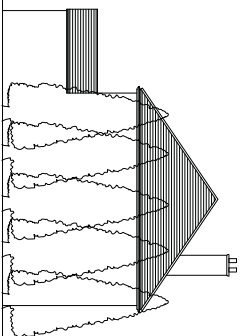
PROPOSED SIDE ELEVATION



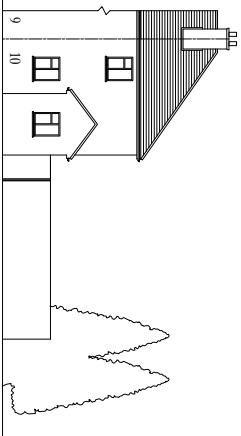
PROPOSED REAR ELEVATION



EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION



EXISTING REAR ELEVATION