

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 24th September 2013

Report of
Assistant Director - Planning,
Highways & Transportation

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Ward: Southgate
Green

Application Number : P12-02858PLA

Category: Dwellings

LOCATION: 1-5 Lynton Court, 80 - 98 Bowes Road, public open space adjacent to 80 Bowes Rd (SITE 6a, b, c Bowes Road), London, N13 4NP

PROPOSAL: Redevelopment of site to provide 3 blocks of 88 residential units comprising BLOCK A - part 2-storey, part 3-storey, part 4-storey block of 21 residential units (2 x 1-bed and 15 x 2-bed self contained flats, 4 x 4-bed single family dwelling houses), BLOCK B - part 2-storey, part 4-storey, part 5-storey block of 40 residential units (5 x 1-bed, 22 x 2-bed and 11 x 3-bed single family dwelling houses) and BLOCK C - part 2-storey, part 3-storey, part 4-storey block of 29 residential units (3 x 1-bed, 15 x 2-bed, 2x3 bed flats and 9 x 3-bed single family dwelling houses) together with associated parking spaces, amenity space and landscaping.

Applicant Name & Address:
Notting Hill Home Ownership
c/o agent

Agent Name & Address:
Matthew Brewer,
CGMS Ltd
140, London Wall
London
EC2Y 5DN

RECOMMENDATION:

That subject to the completion of a S106 Agreement, the Planning Decisions Manager / Head of Development Management be authorised to **GRANT** planning permission subject to conditions.

1.0 Site and Surroundings

The Site

- 1.1 The site is located on the northern side of Bowes Road, to the east of the junction of Bowes Road and Powys Lane. It is composed of two main sections the first is an L shaped site (Site A) to the east of Broomfield Road. This part of the site is currently a vacant plot of land that was cleared to facilitate storage and ancillary service area whilst the road works were being undertaken by TfL along the North Circular Road. This section of land is approximately 50 metres wide and 46 metres deep reducing to an average depth of 14 metres to the rear of the properties at 1-6 Broomfield Road.
- 1.2 The second section of the site (Site B and C) is a rectangular shaped plot to the west of Broomfield Road. This section of the site is also essentially divided into two separate components with the area of the site next to Broomfield Road currently a vacant plot of land. Further west on the site there are 9 houses consisting of a terrace of 5 houses known as 1-5 Lynton Court and a 4 other Victorian style houses. The area of land in between these houses and to the rear is relatively heavily overgrown with a number of larger trees to the rear. This second section is approximately 115 metres wide and 50 metres deep. The site is bounded to the north by Broomfield Road, the rear gardens of the properties from Westminster Drive and to the north west by a site consisting of single storey garages. To the west the site meets a vacant site (subject of Planning Application P12-02859PLA) with the North Circular Road flanking the site to the south.
- 1.3 The site has an overall area of 0.7280 ha or 7280 sq metres.
- 1.4 The land levels of the site are relatively flat across the front with a slight fall from the centre in an easterly direction. However there is a fall from the front along the Bowes Road frontage to the rear of the site of approximately 2.0 metres.
- 1.5 The site has a variable PTAL rating that ranges between 2 and 4. It has a site specific PTAL rating of 2 at the rear along Broomfield Road and a rating of 4 at the front of the site along Lynton Court next the bus stop with a rating of 3 at the eastern most end of the site. Taking all the above into account an average PTAL rating of 3 has been applied to the site. The front of the site is approximately 750 metres from Bounds Green Underground Station, 950 metres from Bowes Park Overground Station and is within close proximity of a number of bus services that operate via the North Circular Road and on adjoining roads in the area.

The Surrounding Area

- 1.6 The busy North Circular Road that passes to the immediate south of the site is the most obvious feature in this area. The immediate surrounding area is predominantly residential, although there are a number of retail parades to the south of the North Circular Road, opposite and to the west of the site. The Ritz Parade is also a short distance from the site, past the Powys Lane junction. The area to the north, east and west of the site can be primarily classed as residential and consists of mainly 2 storey houses with hipped and

gabled end roofs, with a number of properties with loft conversions and examples of three storey development on Westminster Drive. The built form to the south of the North Circular road is a mix of 2-3 storey buildings with hipped and gabled end roofs over replicating 3 to 3.5 storeys in height. Further south of the North Circular Road there are a number of relatively tightly packed terraced residential streets.

2.0 Proposal

- 2.1 Planning permission is sought for the demolition of 9 existing properties and redevelopment of site to provide 3 blocks of 88 residential units comprising BLOCK A - part 2-storey, part 3-storey, part 4-storey block of 21 residential units (2 x 1-bed and 15 x 2-bed self contained flats, 4 x 4-bed single family dwelling houses), BLOCK B - part 2-storey, part 4-storey, part 5-storey block of 38 residential units (5 x 1-bed, 22 x 2-bed and 11 x 3-bed single family dwelling houses) and BLOCK C - part 2-storey, part 3-storey, part 4-storey block of 29 residential units (3 x 1-bed, 15 x 2-bed, 2x3 bed flats and 9 x 3-bed single family dwelling houses) together with associated parking spaces, amenity space and landscaping.

Block A

- 2.2 Block A consists of 21 residential units composed of 2x1 bed units, 15x2 bed units and 4x4 bed units.
- 2.3 This proposed block of residential units would be L shape in form with the primary frontage facing directly onto Bowes Road with the secondary frontage flanking Broomfield Road. In relation to the Bowes Road elevation the building would be 39 metres in length and it would be stepped in nature from 2 storeys flanking Pymmes Close proceeding in a stepped format up to a fourth floor block at the corner of Broomfield Road. The section of the building flanking Broomfield Road would be 38 metres in length and again would step in nature from 2.5 storey houses up to the same 4 storey block at the corner of Broomfield Road and Bowes Road.
- 2.4 The proposed building would have a height of 6 metres at the 2 storey element stepping up to a height of 9.5 metres at 3rd floor level and 12.5 metres at 4th floor level. The 4th storey element would have an overall width of 15.5 metres and a depth of 12 metres. The 3 family houses proposed facing onto Broomfield Road would have gabled end roofs and rear dormers and would be of a height of approximately 9.5 metres.
- 2.5 The amenity space for this block is proposed via private gardens to the rear and/or winter gardens or terraces to the front and rear.
- 2.6 The block would be composed of a mixture of materials consisting of buff and dark grey bricks with aluminium glazing and metal balustrading to balconies, terraces and the communal access ways on the side of the block.

Block B

- 2.7 Block B consists of 38 residential units composed of 5 x 1-bed, 22 x 2-bed and 11 x 3-bed single family units

- 2.8 This proposed block of residential units would be U shape in form with the primary frontage facing directly onto Bowes Road. One of the rear projecting wings would front onto Broomfield Road opposite Block A, with the second projecting wing located within centre of the site. In relation to the Bowes Road elevation, the block would be 48 metres in length and it would be stepped in nature, consisting of 2 storey houses fronting onto Bowes Road and also one 4 storey block of flats and a second 5 storey block of flats located at the Broomfield Road/Bowes Road junction.
- 2.9 The section of the building flanking Broomfield Road would be approximately 42 metres in length and would step in height from two storeys closest to the existing Broomfield Road properties up to 5 stories in height to the main block at the exit onto Bowes Road. The second rear projecting wing in the centre of the site would be 43 metres in depth and approximately 12 metres in width. It would be set on average 5 metres from the boundary of the Westminster Drive properties, where it would be two storey in height. It would then step in height to 3 storeys (10 metres in height and 7 metres from the boundary with Westminster Drive), then progressing to 4 storeys (12.5 metres high and 16 metres from the boundary with Westminster Drive).
- 2.10 The block would be composed of a mixture of materials consisting of red, buff and dark grey bricks with aluminium cladding, aluminium glazing and metal balustrading to balconies, terraces and the communal access ways on the rear of the block.

Block C

- 2.11 Block C consists of 3 x 1-bed, 15 x 2-bed, 2x3 bed flats and 9 x 3-bed single family dwelling houses.
- 2.12 This block would be primarily L shape in form with the primary frontage facing directly onto Bowes Road. In relation to the Bowes Road elevation the building would be 54 metres in length and it would be stepped in nature from part 2 storey in relation to the front facing dwelling houses to 4 storey in relation to both block of proposed flats. The proposed building would vary in height from 6 metres at 2 storey level to 12 metres at 4 storey level. It would be set in 3 metres from the back of the public highway.
- 2.13 The return or L shape section of the block projects into the site at a depth of 41 metres and to a width of 12.5 metres. This section also steps in nature from a 2 storey element closest to the boundary with the properties on Westminster Drive and gradually steps up to 3rd and 4th storey level towards the front of the site. The 2 storey element would be set approximately 6 metres from the boundary of the Westminster Drive gardens although there is a section that would step to within 4 metres of the proposed boundary, with the 3rd and 4th storey elements set 8 metres and 15 metres respectively from these boundaries.
- 2.14 The block would be composed of a mixture of materials consisting of red, buff and dark grey bricks with aluminium cladding, aluminium glazing and metal balustrading to balconies, terraces and the communal access ways on the rear of the block.

Other Elements of the Proposal

2.15 The application proposes a number of other additional elements as part of the scheme which includes the following:

- 64 car parking spaces (including 10 disabled bays) accessed via a renewed access road off both Bowes Road and Broomfield Road. Each family unit would be dedicated once space, with the remainder to be divided amongst the residential flats.
- 40 Cycle Parking Spaces
- New Landscaping proposals to the front and rear of the proposed development.
- Dedicated Private Amenity Space for each proposed unit and 2 Communal/ Play Areas.
- A new access and home zone area accessed off Broomfield Road.
- Private and communal refuse and recycling storage.

3.0 Relevant Planning Decisions

3.1 None of relevance for this site

4.0 Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation

4.1.1 Traffic and Transportation raise no objections to the principle of the proposed development on trip generation, access and parking grounds. A full response from Traffic and Transportation is outlined later in this report.

Environment Agency

4.1.2 Environment Agency raises no objection subject to conditions. Although the site is located in a low level flood risk zone it has been considered that the proposals pose no significant impacts in terms of flooding.

Education

4.1.2 A contribution of £336,100 is sought towards education provision within the Borough. It has been confirmed that the Council is embarking on a school expansion plan focusing on primary places in local schools. It has also been confirmed that Bounds Green Primary school (in Haringey) is seeking to expand from a 2 form to a 3 form entry.

Thames Water

4.1.3 Thames Water raise no objection in principle subject conditions relating to piling of foundations

4.1.5 Economic Development

No objections on economic development grounds to the principle of the development. In accordance with the requirements set out in the recent Development Management Document, the following community benefits should be provided by the developer in relation to maximising the local regeneration impact through promoting Local Labour in Construction:

The 2 elements would be:

1. Use best efforts to engage local contractors and sub-contractors to construct the scheme.
2. Provide construction employment and training opportunities for local people in accordance with the levels identified in the DMD for a scheme of this size and value, and utilising Enfield JOBSnet to assist in the identification of suitable local candidates for these positions.

Trees

- 4.1.6 The Arboricultural Officer has confirmed that although there are a number of large trees on the site none are protected by TPO's and objections to the loss of the trees, taking into account the strategic importance of the site, would be difficult to sustain. Although conditions would be imposed to ensure that the proposal incorporates appropriate replacement planting.

Biodiversity

- 4.1.7 The Biodiversity Officer is also satisfied with the biodiversity elements of the project and has stated that all issues can be dealt with by planning condition.

Environmental Health

- 4.1.8 Environmental Health Officers have raised concerns regarding how the Air Quality Assessment has been conducted, principally in relation to the air quality for future residents of the site. However, it has been suggested that this can be dealt with by planning condition and it is stated that measures will need to be put in place to ensure an optimum living environment for future residents. Measures include non-openable windows to the front and mechanical ventilation. It has also been suggested that there will be a requirement for S106 contributions towards Air Quality monitoring in the area.

Transport for London

- 4.1.9 Transport for London have raised no objections to the planning application on highways grounds. They are satisfied that the proposal would not have an undue impact onto traffic generation and highway function in the area and are satisfied with the level of car parking spaces proposed.

4.2 Public

- 4.2.1 It must be noted that consultation on this application was carried out in conjunction with another application by the same applicant Notting Hill Home Ownership on the adjacent site on Bowes Road. This application case

number is P12-02859PLA , proposes 35 residential units, and is reported elsewhere on this agenda.

4.2.2 Consultation letters in relation to both applications have been sent to approximately 1000 neighbouring homes, businesses, residents associations and other facilities in the area. Forty two letters and emails stating objections were received in relation to the first consultation period. A second consultation has been carried out following receipt of amended plans. In response 5 letters and emails objecting to the scheme have been received. Officers have also received a petition signed by residents of Broomfield Road and Westminster Drive which will be referred to separately later in the report. All the objections received raise all or some of the following points as summarised below:

(A) Density/ Design/ Scale/ Height Issues, Impact on character of area/ and amenity of surrounding residents

- The development does not comply with Policy 7.1 of the London Plan.
- Development will change the character of the area/ out of keeping
- Development too intensive for area, there is nothing comparable in area
- Height of flats out of keeping
- Size, nature and layout not in keeping with residential developments in area
- Density of development is too great
- Proposed development does not reflect the character of existing buildings of surrounding area, both in scale and height particular the 1850's farm cottages of Broomfield Road.
- Architecture of proposed development totally out of keeping with area
- Development badly designed and lacking in any quality design features
- Development in immediate vicinity predominantly 2 storey
- Design is bland and out of keeping and represents a form more of an office block and University campus
- The development would result in severe levels of overshadowing and loss of direct sunlight.
- The development due to its density, right onto the North Circular Road, with poor private garden spaces will lead to a poor living environment for residents.
- A balance must still be struck between the benefits to be provided through creation of new housing, and the implications for the townscape, and amenity of nearby residents, that would flow from a particular development. In this case, the balance is inappropriate, and the cost to both the townscape and living conditions of people in the vicinity is too great to be justified by the new dwelling units.
- The population on Site 6 is set to rise by about 300%, which indicates that people are being crammed on this site in a ward where housing density is already higher than the borough average

(B) Highway and Traffic Issues

- Impact of additional traffic on surrounding roads, parking would also increase in surroundings streets within vicinity.

- Parking provision not adequate for development and will result in immense pressure on local parking availability on surrounding residential streets.
- The proposals will add to the existing poor and unsafe traffic environment where there have been a number of traffic accidents recently.
- Notting Hill have claimed parking spaces along Broomfield Road, but these are currently used by Broomfield Road residents and always have been. There is a problem with double parking in the road, making it unsafe regarding emergency vehicles and this will be exacerbated.
- Pedestrian Access is poorly planned and a better solution is required.

(C) Other Issues Raised

- Significant increase in population as result of development will place a strain on local services including transport, parking, schools and doctors surgeries. All such local facilities are over-subscribed.
- This proposed development is a disservice to residents.
- These proposals will irreversible change the nature of this tight knit community.
- These developments will completely change the nature, appearance and living environment of the area and people will have to move out.
- These proposals will result in creating increased levels of crime in the area.
- The A406 has just been named as the most polluted road in London. One would have thought that building a housing estate along this road would put residents' health at risk. A barrier of trees at least would at least cut pollution levels.
- The area will suffer from additional flooding, by building more homes on such small areas of land so close to Pymmes Brook and the New River which will no doubt lead to flooding.
- Development will see the destruction of large mature trees, the disappearance of the wildlife they support and reduction of air quality.
- A number of Victorian villas on the North Circular Road of architectural heritage will be destroyed.
- These proposals right onto the North Circular Road would create an extremely poor living environment for residents.
- The development lack sufficient green and open space and the level of open space proposed is tokenistic in nature.

Broomfield Road Residents Petition

4.2.3 The Broomfield Road Residents Association made the following points which have also been supported by a petition signed by 90 residents on both Broomfield Road and Westminster Drive:

- The scale of the development, with its four and five storey blocks is visually overwhelming and oppressive to the residents of the properties adjacent to the development, particularly in Pymmes Close, Broomfield Road and Westminster Drive.
- The architecture is totally out of keeping with the area which is mainly traditional terraced and semi-detached homes of no more than two storeys

- The unique and historic character of Broomfield Road which includes a row of farm workers' cottages (Broomfield Cottages) dating from 1850, will be destroyed and local distinctiveness will be lost.
- The development will see the destruction of large mature trees, the disappearance of the wildlife they support and reduction of air quality.
- There is inadequate parking provision. Parking earmarked for the development in Sites 6A and B will actually encroach on approximately ten existing parking spaces used by residents of Broomfield Road. This has not been factored in by Notting Hill Housing in their calculation of parking ratios. Parking for the development will inevitably spill out into the adjacent streets which are already full to capacity.
- The already hazardous junction of Broomfield Road and Bowes Road will become even more hazardous with the increased volume of traffic using it unless traffic lights are installed.

What Broomfield Road residents would like to see

- Broomfield Road residents would welcome appropriate development on sites 6A, B and C. However that development must be in keeping with the area in terms of scale, character and preservation of the existing amenities that Broomfield Road residents enjoy. This means that any development should be architecturally sympathetic and ideally no more than two storeys in height.
- Any new development should be self-contained with sites 6A & B with no vehicular access to those sites from the part of Broomfield Road / Broomfield Cottages that runs east/ west.
- In order to preserve the unique qualities of our street we require that the existing fencing and trees that form the boundary between the northern edge of blocks A and B are retained, and that existing parking spaces along this boundary are preserved for Broomfield Road residents.
- The local people feel there is a disregard for the community and their concerns. They are unanimous in opposing the *scale* of the development, not the development *per se*.
- This redevelopment should not go ahead because social housing will increase the amount of trouble and nuisance in the area, which is already a major problem in the area.

Petition

- 4.2.4 It also must be noted that a petition signed by 507 people has also been received. This petition opposes this application on some or all of the grounds outlined above. It also opposed 3 other larger scale applications that have been submitted in the North Circular Road area, by Notting Hill Housing Trust, namely P12-03177PLA, P12-03179PLA and P12-02858PLA adjacent this site.

5.0 Relevant Policy

- 5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period

has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

- 5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.
- 5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application

5.4 The London Plan

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing
- Policy 3.13 Affordable housing thresholds
- Policy 3.14 Existing housing
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.9 Cycling
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Building London's neighbourhoods and communities
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 7.19 Biodiversity and access to nature

5.5 Local Plan – Core Strategy

- 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
- CP44: North Circular Road

5.6 Saved UDP Policies

- (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 cyclists

5.7 Submission version Development Management Document

- Draft DMD 1 Affordable Housing on Sites Capable of Providing 10 units or more
- Draft DMD 3 Providing a Mix of Different Sized Homes
- Draft DMD 6 Residential Character
- Draft DMD 7 Development of Garden Land
- Draft DMD 8 General Standards for New Residential Development
- Draft DMD 9 Amenity Space
- Draft DMD10 Distancing
- Draft DMD37 Achieving High Quality and Design-Led Development
- Draft DMD38 Design Process
- Draft DMD43 Tall Buildings
- Draft DMD45 Parking Standards and Layout
- Draft DMD47 New Road, Access and Servicing
- Draft DMD48 Transport Assessments
- Draft DMD49 Sustainable Design and Construction Statements
- Draft DMD50 Environmental Assessments Method
- Draft DMD51 Energy Efficiency Standards
- Draft DMD52 Decentralised Energy Networks
- Draft DMD53 Low and Zero Carbon Technology
- Draft DMD55 Use of Roofspace/ Vertical Surfaces
- Draft DMD57 Responsible Sourcing of Materials, Waste Minimisation and Green Procurement

Draft DMD58 Water Efficiency
Draft DMD59 Avoiding and Reducing Flood Risk
Draft DMD64 Pollution Control and Assessment
Draft DMD65 Air Quality
Draft DMD68 Noise
Draft DMD69 Light Pollution
Draft DMD72 Open Space Provision
Draft DMD73 Children's Play Space
Draft DMD79 Ecological Enhancements
Draft DMD80 Trees on development sites
Draft DMD81 Landscaping

5.8 National Planning Policy Framework

Para 11

Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Para 12

Proposed development that accords with the up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

Para 14

Presumption in favour of sustainable development

Para 19.

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system

Para 32

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- Safe and suitable access to the site can be achieved for all people: and
- Improvements can be undertaken within the transport network that costs effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

Para 36

All developments which generate significant amounts of movement should be required to produce a travel plan.

Para 56

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is invisible from good planning, and should contribute positively to making places better places for people.

Para 60

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Para 61

Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural and built and historic environment.

Para 64

Permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions.

Para 66

Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposal that can demonstrate this in developing the design of the new development should be looked on more favourably.

Para 103

When determining planning applications, Local Planning Authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site –specific flood risk assessment following the Sequential Test, and if required the Exception test, it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location: and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required, including emergency planning; and gives priority to the use of sustainable drainage systems.

Para 109

The planning system should contribute to and enhance the natural and local environment

Para 111

Planning policies and decisions should encourage the effective use of land by reusing land that has previously been developed (brown field land), provided it is not of high environmental value.

Para 124

Planning decisions should ensure that any new development in Air Quality Management Area is consistent with the local air quality action plan.

5.9 Other Relevant Considerations

North Circular Road AAP – Pre Submission Draft
Enfield Strategic Housing Market Assessment (2010)
SPD on S106 Contributions

6.0 Analysis

6.1 The primary issues for consideration in relation to this application include the principle of re-developing the site for residential purposes, the impact of the proposal on the character and appearance of the surrounding area, its design and visual appearance, neighbouring amenity, standard of residential accommodation proposed, highways and parking issues, the level and standard of private amenity proposed, impact on local infrastructure provisions, trees and ecology, air quality, environmental and sustainable design and construction, levels of affordable housing provision proposed and the need for S106 requirements associated with the proposed development.

6.2 Principle of Development

6.2.1 The existing site consists of 9 residential houses in the central part of the site. However it is acknowledged that a large proportion of the site to the east is a vacant plot of land. The surrounding area is residential in composition and thus residential would continue to represent an appropriate land use for this site, in keeping with the prevailing composition and character of the area. The delivery of additional dwellings would also accord with Policy CP2 of the adopted Core Strategy and Policy 3.3 of the London Plan. In addition, the NPPF states local planning authorities should aim to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In this regard therefore, and noting the presumption in favour of sustainable development which is at the heart of the NPPF, the principle of developing the site for residential purposes is to be considered acceptable.

- 6.2.2 With particular reference to the North Circular Road corridor, Policy 44 of the Core Strategy identifies that the area has suffered over many years due to the blight arising from uncertainty over future widening of the road. Furthermore it acknowledges that the overall vision for the area is to deliver regeneration, environmental enhancements and community improvements.
- 6.2.3 This site is one of a number of sites along the North Circular Road, as identified in the NCRAAP, that the council has designated as suitable for larger scale regeneration to provide a range of dwelling types and to act as a catalyst towards regenerating the area. This is consistent with policies of the London Plan and the NPPF which seek to encourage the most effective use of existing urban land and therefore, subject to the attainment of appropriate design, access, parking and safeguarding of residential amenity, the underlying approach is considered acceptable.
- 6.2.4 One of the most predominant elements of this application involves the projection of the rear wings of Blocks B and C to the rear of the site in what currently forms the building footprint and rear gardens of the 9 existing properties. Whilst it is noted that garden/ backland has essentially been removed from the definition of brownfield land, there is no established presumption against such development. DMD7 of the Submission version DMD seeks to protect and enhance the positive contribution gardens make to the character of the Borough. However, it recognises that there may be circumstances where the development of such sites may be acceptable. Each case needs to be assessed on its individual merits having regard to its individual benefits, to the impact on the character and appearance of the locality and principally the impact onto immediate neighbours, which will be referred to later in the report.
- 6.2.5 It is acknowledged that this proposal would result in the demolition of the 9 properties currently on site which are considered attractive in their appearance, particularly the 4 Victorian style houses to the east of the Lynton Court properties. However it is noted there are no restrictions regarding their demolition, the site is not in a Conservation Area nor are any of these properties Listed. It is considered that the net gain, in not only family units, but residential units overall, significantly outweighs the need to retain these 9 properties.
- 6.2.6 It is also recognised that to facilitate the rear projecting wings of Blocks B and C along with the new access road/ Homezone and communal areas associated with the development, the proposal would result in the loss of garden/ green area and trees to the rear of the existing 9 properties. However, taking into account the overall benefits from the scheme and the net gain in housing for the area, it is considered that this outweighs the loss of this rear garden area. It must also be noted that the Tree and Biodiversity Officers consider that the loss of this green area is acceptable, subject to its replacement and relocation within the site and adjoining area, which will be secured by planning condition. On balance, taking all elements into account with particular reference to the net gain in housing for the area, it is considered that the principle of developing the backland part of the site is acceptable.
- 6.3. North Circular Road AAP (Pre Submission Draft) and Notting Hill Housing Associations Vision Statement.

6.3.1 The draft AAP for the North Circular Road sets out key objectives by which it is proposed that the regeneration of this area will evolve to deliver sustainable well designed development. It also identifies that the area has the potential to deliver approximately 1300 new homes. Within this policy framework, this site inclusive of the planning application under P12-02859PLA is identified as an Opportunity Site. It indicates the following:

- Provision of high quality new housing which delivers a range of housing types.
- New housing should directly address and provide an active frontage onto Bowes Road.
- Development should take particular care of amenities of neighbouring residents.
- Mature Trees on the site to provide the opportunity to provide high quality shared open amenity space for enjoyment of future residents.
- Development should improve access to local network of green space.
- New development addressing Bowes Road should be 4 storeys with dwellings within the site reducing to three storeys.
- This large site had the capacity for the delivery of approximately 130 additional homes.

6.3.2 It is acknowledged that this current scheme proposes a fifth floor element which will be discussed later in the report however overall it is considered that the principle of the proposed scheme accords with the councils aspirations for the site as identified within the draft North Circular Road AAP.

6.3.3 Notting Hill Housing Association has also prepared their own Vision Statement covering their land holdings along the North Circular Road corridor. Although not an adopted planning document, it sets out their proposals as a local land owner to achieve comprehensive residential led regeneration delivering new homes and community facilities. Furthermore, it sets out the key principles and development objectives for the sites including

- i) new housing;
- ii) affordable housing;
- iii) repairing and connecting communities
- iv) environmental improvements
- v) improving safety and security
- vi) identifying the provision of supporting infrastructure
- vii) improving the public realm
- viii) achieving distinctive marker buildings

6.3.4 In particular, the Vision Statement sets out how Notting Hill Housing Association are aiming to secure a housing mix appropriate to planning policy and the provision of 40% affordable housing across all sites. In so doing, it is recognised that on some sites due to their size, location or other constraints, it may not be suitable to provide affordable housing. However, the Vision Statement demonstrates how this will be achieved overall and it has been

proposed that the end target amalgamating all their proposed developments in the area is to secure 40% affordable housing: this will be secured by linking this Vision Document into a S106 agreement.

6.4 Impact on the Character and Appearance of the Area

6.4.1 *Density*

6.4.2 In accordance with Policy 3.4 of the London Plan “Optimising Housing Potential”, development proposals should take into account local context, design and transport capacity as well as social infrastructure to optimise housing output for different types of location within the relevant density range having regard to the Density Matrix table 3.2 of the London Plan.

6.4.3 It is considered that the site can be classified within both a suburban and urban context. The prevailing character for a large proportion of the area to the north and north west resembles the definition of suburban, an area comprising as it does, predominantly low to medium level density such as terraced, detached and semi detached houses. However it must also be noted that the London Plan categorises urban – as areas with dense development such as for example terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two- four storeys, located within 800 metres walking distance of a district centre or along main arterial routes, which are criteria also all relevant to this site and its surroundings.

6.4.3 As discussed earlier, the site has an average Public Accessibility Level (PTAL) rating of 3 (where 1 is low and 6 is high) although, the majority of the front of the site, facing Bowes Road, has a PTAL rating of 4. The site is within approximately 10 minutes walking distance from Bounds Green tube station and Bowes Park Train Station and is close to a number of bus routes that pass close by the site. It is considered that given this, the site can be classified within an urban context. An acceptable density range would be 200-450 hr/ha. The proposed density of the scheme equates to 404 hr/ha, within the applied density range specified in the London Plan and is therefore acceptable in principle.

6.4.4 It is also important to ensure any proposals are of high quality design and appropriate to their location. Thus with reference to the advice contained in the NPPF, as well as the London Plan and Core Strategy, it is contended that a numerical assessment of density must not be the sole test of acceptability. Further assessment needs to be made of scale and design relative to the character and appearance of the surrounding area, the effect on the amenities of neighbouring residential properties, the satisfactory resolution of transport and parking issues, the impact of the proposal on local infrastructure and services.

6.4.5 *Scale, Height and Massing.*

Block A

6.4.6 As discussed previously this proposed block of residential units would be L shape in form with the primary frontage facing directly onto Bowes Road with the secondary frontage flanking Broomfield Road. In relation to the Bowes Road elevation the building would be 39 metres in length and it would be

stepped in nature from 2 storeys flanking Pymmes Close proceeding in a stepped format up to a 4th floor block at the corner of Broomfield Road. The section of the building flanking Broomfield Road would be 38 metres in length and again would step in nature from 2.5 storey houses up to the same 4 storey block at the corner of Broomfield Road and Bowes Road. The proposed building would have a height of 6 metres at 2 storey element stepping up to a height of 9.5 metres at 3rd floor level and 12.5 metres at 4th floor level. The 4 storey element would have an overall width of 15.5 metres and a depth of 12 metres. The 3 family houses proposed facing onto Broomfield Road would have gabled end roofs and rear dormers and would be of a height of approximately 9.5 metres.

- 6.4.7 The applicant has provided details of land levels across this section of the site in an east westerly direction. These details show that this area of the site is relatively flat, although it is recognised that there is a drop in land levels of approximately 2.0 metres from the camber of the North Circular Road to the existing properties on Broomfield Road.
- 6.4.8 The existing houses closest to the scheme on Broomfield Road and Pymmes Close are approximately 8 metres to 8.5 metres in height to their ridge points.
- 6.4.9 Overall it is considered that Block A is acceptable from the perspective of scale, massing and height. It is considered that the proposed 2 and 3 storey elements are similar in scale to the surrounding buildings particularly those properties that immediately adjoin the site. The nearest part of the proposal next to Pymmes Close is only 2 storey in nature although it does step up to 3 storeys further into the site. In addition it is considered that the proposed 2.5 storey houses that face out onto Broomfield Road are acceptable in scale when compared to the existing properties on Broomfield Road. Although they incorporate loft elements these properties are relatively similar in scale to existing houses in the immediate and outlying area.
- 6.4.10 Block A also incorporates a four storey element at the corner of Broomfield Road and Bowes Road. Although it is recognised that this element of Block A is significantly higher than other properties on Pymmes Close and Broomfield Road it is considered that it is significantly separated from these properties at distances of 38 and 40 metres respectively to not cause undue harm in terms of its visual dominance and presence. In addition although the properties on the southern side of the A406 are between 2 to 3 storeys in height, it is considered that the expansive nature of the A406 and the sense of space created facilitates a higher level development and it is considered that as this element of the proposal poses no harm to neighbouring amenity 4 storey in height is acceptable at the Bowes Road frontage.

Blocks B and C

- 6.4.11 Block B would be U shaped in form with the primary frontage facing directly onto Bowes Road. One of the rear projecting wings would front onto Broomfield Road opposite Block A, with the second projecting wing located within centre of the site. In relation to the Bowes Road elevation the block would be 48 metres in length and it would be stepped in nature, consisting of 2 storey houses fronting onto Bowes Road and also one 4 storey block of flats and a second 5 storey block of flats located at the Broomfield Road/Bowes Road junction.

- 6.4.12 The section of the building flanking Broomfield Road would be approximately 42 metres in length and would step in height from two storeys closest to the existing Broomfield Road properties up to 5 storeys in height to the main block at the exit onto Bowes Road. The second rear projecting wing in the centre of the site would be 43 metres in depth and approximately 12 metres in width. It would be set on average 5 metres from the boundary of the Westminster Drive properties, where it would be two storey in height. It would then step in height to 3 storeys (9 metres in height and 7 metres from the boundary with Westminster Drive), then progressing to 4 storeys (12.5 metres high and 16 metres from the boundary with Westminster Drive).
- 6.4.13 Similar to Block A taking into account Block B's relationship to the immediate neighbouring properties it is considered that the stepped 2-4 storey arrangement is considered acceptable from the perspective of scale and mass particularly in relation to the Bowes Road frontage. The east rear projecting wing of Block B would be set approximately 18 metres from the properties opposite on Broomfield Road and would gradually step in height up to the 3rd 4th and 5th storey elements for the length of Broomfield Road towards the front of the site along Bowes Road.
- 6.4.14 Although the proposed block is stepped in nature to reduce the bulk from the nearest neighbouring properties, its predominant height on the entrance to Broomfield Road is 4-5 storeys with the 5 storey block located on the corner on the site at the junction of Broomfield Road and Bowes Road. In terms of scale, the direct relationship of the proposed blocks to the nearest neighbouring properties on Broomfield Road is acceptable and would not create an undue impact to these properties. A concern regarding the original submission was the scale of the proposed rear projecting wings onto the rear gardens of Westminster Drive. It must be noted that these wings have been significantly reduced particularly at 3 and 4 storey level with the reduced bulk re-accommodated to the front of the site. The schemes relationship to Westminster Drive will be discussed further later in the report. However, from the perspective of scale the 2-4 storey rear projections are deemed acceptable.
- 6.4.15 Therefore the outstanding issue remains to be the acceptability of the 5th storey block located at the corner of Broomfield Road. To reiterate this block would be 15 metres in height, have a depth of 14.5 metres flanking the Broomfield Road elevation and would be 20 metres in total width facing Bowes Road with a recessed cladded element incorporating 6 metres of that full width. It is recognised that the primary built form in this area is 2 storey semi-detached and terraced housing accompanied by either gable end or hipped roofs, although many of the buildings on the south side of the North Circular Road are 3 storeys in height. It is also recognised that there are no other buildings in the immediate vicinity of the site that are of a scale as proposed on this site but also on the site adjacent, referred to as Site 6D being considered under application P12-02859PLA. Therefore it is acknowledged that the acceptability of the scale of the 5 storey element is finely balanced.
- 6.4.16 However, similar to other applications in this area, it is considered there are a number of other planning considerations that need to be taken into account when assessing the acceptability of the scale of the proposed block. These include:

- The proposed block is considered acceptable from the perspective of neighbouring amenity and it is contended that it does not pose significant harm to the immediate neighbouring residents from the perspective of overlooking, loss of daylight and sunlight and general sense of encroachment that warrant reasons for refusal (Please refer to Section 6.5).
- In accordance with strategic, national, regional and local planning policies the site is brownfield and located in a relatively accessible location in the borough within a reasonable walking distance of a number of public transport options in the area, primarily Bounds Green Tube Station.
- The proposal complies with the density requirements for the size of the site based on its PTAL levels in accordance with London Plan policy 3.4.
- The proposal (alongside the other housing proposals in the adjoining area) will significantly contribute towards the councils housing stock along with providing for an acceptable overall mix and level of family sized accommodation taking into account the constraints of the North Circular Road.
- The principle of buildings of this scale has already been deemed acceptable in this area under application reference P12-03177PLA and P12-03179PLA that were approved at Planning Committee in April 2013.

6.4.17 Therefore, taking all factors into consideration, on balance, it is considered that from the perspective of scale and massing and taking into account the sites acceptable density levels, the principle of 5 storeys is deemed acceptable on this site.

6.4.18 *Design, Visual Appearance and Site Layout*

6.4.19 Good design is central to all objectives of the London Plan in particular policies 7.1 and 7.2 to 7.7 of the London Plan. Policies CP4 (Housing Quality) and CP 30 Maintaining & Improving the Quality of the Built Environment are also relevant as well as saved Policy (II) GD3 of the Unitary Development Plan. In addition the National Planning Policy Framework (NPPF) paragraph 56 attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraphs 60, 61 and 64 of the NPPF referred to under section 5.4 of the report requiring good design are also relevant. It is therefore important to ensure the development is sympathetic to its surroundings in terms of amongst other things its design and physical appearance.

6.4.20 The entire scheme incorporating the entire frontage of the site and all three blocks is proposed in a modern form with a mixed palette of materials including red, yellow stock, buff and dark grey brick with sections of recessed cladded elements at the upper floor 3rd and 4th floor levels. The same treatments primarily apply to the rear where the residential flats on the upper floor levels are also served by rear balconies and terraces.

6.4.21 The proposed blocks are stepped slightly back from the established building line of Bowes Road in order to create a greater degree of separation from the busy road and the front of the proposed development. It is proposed to introduce a linear green strip between the proposed development and the busy adjoining highway. As a measure to restrict noise from the adjoining highway, each front facing residential unit will have a series of winter gardens/terraces with retractable glazed screening. This creates a small amenity area

to the front of a number of residential units. The residential houses at the lower ground floor level would have a single storey buffer wall which would help to screen the front of the houses from the busy North Circular Road.

- 6.4.22 Ultimately it is considered this design proposal, including the landscaped section to the front, improves the appearance of the derelict site particularly at the lower levels. In addition it is considered that the additional glazing measures introduced at the upper floor levels will aid in responding to the technical constraints of the site, in relation to noise and air quality.
- 6.4.23 Initially concerns were raised with regard to the exact material palette proposed. The applicant has addressed these concerns and the material palette has been significantly altered and it is now considered that the materials and the overall appearance put forward is much more acceptable from a visual perspective, but also in relation to respecting the character and appearance of the buildings in the surrounding residential area. In addition it is considered that the revised scheme is much better proportioned with specific regard to the reduction in the width and bulk of the 5 storey blocks. This creates a much better sense of space between the blocks in terms of neighbouring amenity within the development, but it is also considered that it significantly improves the development from a visual perspective. A planning condition is recommended that outlines the requirements in relation to the final finished materials for the scheme and specific arrangements throughout the proposal to ensure that the optimum outcome in terms of the appearance of the scheme is achieved.
- 6.4.24 Similar to other concurrent planning applications in the area, there have been a number of objections received from local residents that highlight concerns in relation to the scale of the proposal but also in relation to its design and the impact this will have on the original character and built form of the area. These issues have been taken into account. However, it must be acknowledged that issues of design, appearance and how a proposal relates to an area are subjective.
- 6.4.25 Ultimately from a planning policy perspective it is considered that the design of the scheme is acceptable, subject to further scrutiny of the materials finish by planning conditions. The scheme is considered to be of an acceptable architectural quality having regard to relevant Policies (II) GD3 and CP30 of the Core Strategy, relevant London Plan policies specifically 7.2 to 7.7 and the National Planning Policy Framework. This scheme combined with the proposals under application P12-02859PLA, with specific regard to the larger residential blocks, would result in the introduction of a series of landmark buildings along the stretch of the North Circular Road and it is considered that the design proposed reflects the introduction of newer more modern contemporary design, yet suitable form of architecture to the area whilst respecting and being sympathetic to its existing context.

Site Layout

- 6.4.26 Notwithstanding the siting and form of the proposed buildings the site layout consists of a number of other elements including a renewed front landscaped section to the front of the site. Vehicular access would remain via a renewed access from Broomfield Road, which would also accommodate pedestrian access. Pedestrian access would also be gained to the site from the front of the main residential blocks and also via a new pedestrian link between Blocks

B and C. There would be a new access route/ Homezone that would provide access through the site via undercrofts through Block B and C. Other elements include 2 play areas positioned between Blocks B and C.

6.4.27 The front landscaped section to the front of the site on average is approximately 3.5 metres wide and consists of a mixture of trees, grassed areas and pedestrian access paths to the proposed blocks and residential houses. Overall the arrangement is considered to be acceptable as it will significantly improve upon the current appearance of the existing derelict site. However although it would help to green this section of the NCR corridor, it is not considered it would provide functional private amenity space due its proximity to the busy road junction. Final details regarding tree species and specific arrangements for this landscaped section will be secured by a planning condition.

6.4.28 One of the key elements of the sites layout is the proposed shared accessway/homezone area through the centre of the site that flanks the entire depth of both Blocks B and C. The proposed houses and flats at lower levels would have a frontage to the proposed Mews route and would provide natural supervision and have an outlook onto the new street. The central section of the 'homezone' area provides a turning head between blocks B and C for larger vehicles, along with direct access to the communal amenity spaces, car parking for this section of the site along with undercroft car parking for the proposed residential houses.

6.4.29 Taking all factors into account it is considered that the proposed site layout is acceptable. The proposed blocks are sufficiently recessed from the public highway and fit in with the established Bowes Road building line. The application also proposes to improve landscaping along the front of the site facing the North Circular Road. The residential blocks are on average 18 metres apart which is considered a sufficient distance from each other to result in an acceptable level of neighbouring amenity and the layout of the proposed blocks provides for an acceptable degree of permeability with pedestrian access gained from both the front and rear. The rear section of the site allows for an acceptable degree of manoeuvrability for vehicles and pedestrians alike and it is considered that the Homezone section, from a design perspective, is an acceptable addition to this area. In addition the cycle and refuse storage arrangements are located in accessible locations to function effectively. However there would be conditions imposed requesting details of the surfacing materials and the landscaping programme to be employed, along with details of the cycle and waste storage facilities.

6.5 Neighbouring Amenity (including Daylight and Sunlight Issues)

6.5.1 One of the primary considerations with any form of development is neighbouring amenity and the potential impact a proposed development has on adjoining occupiers. From the perspective of neighbouring amenity the relationship to those nearest adjoining properties on Pymmes Close, Broomfield Road and Westminster Drive has been taken into consideration.

6.5.2 In terms of neighbouring amenity saved Policy (II) H8 of the UDP remains to be the most relevant. This policy seeks to maintain privacy and prevent overlooking in the case of residential development by ensuring that the distance between building and between buildings and boundaries adheres to

the standards set out by the council. In this case Policy (II) H12 of the UDP and CP30 of the Core Strategy are also deemed relevant.

Block A

- 6.5.3 With respect to nearest properties on Pymmes Close the proposed development has an acceptable arrangement. This section of the site is wedged shaped in nature. The proposed scheme in this section of the site would be set 4 metres from the boundary at its closest tapering to a distance of 6 metres and encompasses a 2 storey house. It is also noted that the boundary relationship between this proposed site and the adjoining property on Pymmes Close is relatively well screened with high trees and hedging.
- 6.5.4 In relation to Numbers 1-6 Broomfield Road, the Bowes Road section of Block A would be set between 4-5 metres from the rear garden boundaries of these properties at a stepped height of 2-3 stories and at an average distance of 14.5 metres from the rear facing wall of the Broomfield Road properties. Initially there were concerns raised in relation to the separation distances between rear facing windows within the proposed development but also the separation distances to existing properties. This element (Block A) has now been significantly reduced and the separation distances and overall relationship within the site is now acceptable. Furthermore, angled windows have been installed on the rear elevations of the block that not only restrict overlooking within the development but also onto the properties backing onto the site from Broomfield Road. It is now considered the scheme has an acceptable relationship onto Numbers 1-6 Broomfield Road.
- 6.5.5 As discussed earlier, it is also considered that Block A does not pose an undue impact onto the remaining properties on Broomfield Road. The nearest house on Block A (A0.9) would be set 17 metres from numbers 13 and 14 opposite at a height of 2.5 storeys upon incorporating the proposed loft room. Ultimately this arrangement is considered to be acceptable as it resembles the existing separation distances between the properties on Broomfield Road. It is also considered that the scale of the proposed properties at this end of the scheme resembles the scale of the existing properties on Broomfield Road.

Block B and C

- 6.5.6 Having regards to neighbouring amenity, the 3 rear projecting wings of Blocks B and C and their relationship onto the immediate neighbouring properties on Broomfield Road and Westminster Drive, have been taken into consideration.
- 6.5.7 As referred to earlier the rearmost section of the east projecting wing on Block B would be separated by a distance of 17 metres from Number 15a and 15b Broomfield Road. As discussed earlier this relationship is similar to that proposed on Block A and as currently exists between the original properties on Broomfield Road. It is acknowledged that the proposal then steps up in height from 15a and 15b to a height of 3 and 4 storeys. However, these storey levels would be stepped at a distance of 22 and 29 metres respectively from these properties which are deemed acceptable in accordance with the councils distancing standards. In addition having regard for the BRE Daylight and Sunlight standards, this east rear projecting wing retains an adequate

distance from these properties to ensure that a sufficient amount of natural daylight and sunlight is available to these neighbouring properties.

- 6.5.8 As mentioned earlier in the report one of the principal concerns with this application was the relationship of the proposal to the gardens on Westminster Drive, specifically in relation to the scale and height of the 4 storey element, which was adjudged to project too deep into the site and therefore created an overbearing impact onto the amenities of the residents on Westminster Drive. Amendments have therefore been made to the scheme.
- 6.5.9 It is worth noting that the gardens on Westminster Drive are on average approximately 38 metres deep. The left or west projecting wing on Block B is stepped in both depth and height and is 12 metres wide. At 2 storey level (6 metres high) it is stepped between a distance of 5 metres away from the boundaries with Westminster Drive. At 3 storeys in height the proposal is then reduced in depth in a stepped format by 7 and 10.5 metres from the boundary and is set back by a distance of 14 metres at 4 storey level.
- 6.5.10 In relation to Block C at 2 storey level (6 metres high) it is stepped between a distance of 6 metres away from the boundaries proceeding at 3 storeys in height the proposal is then reduced in depth in a stepped format by 8 and 11 metres from the boundary and is set back by a distance of 15 metres at 4 storey level.
- 6.5.11 Overall upon assessment of the amended and reduced proposals it is now considered that the impact onto the rear gardens of Westminster Drive is acceptable. It is considered that the proposed blocks are sufficiently set in from the rear boundary of these gardens and reduced to a scale particularly at 3rd and 4th floor levels that would not create an overbearing impact onto the residents of Westminster Drive. It must also be noted that the boundary treatment between the site and these gardens is relatively heavily screened and in some instances is completely screened. It is acknowledged that some of this screening will be removed to facilitate the development. However, the majority of the boundary screening will be retained. In addition it is considered that there is significant potential to replant a line of trees along this boundary to further screen the development. This element of the scheme has been discussed with the Councils Tree Officer who has suggested that this can be dealt with via a landscaping condition to incorporate a mixture of deciduous and evergreen tree species at 5 to 6 metres in height initially that would both screen the boundary with these gardens to a greater extent, along with providing for additional greening and biodiversity elements on the site.

Conclusions

- 6.5.12 In conclusion, it is considered that the scheme does not create significant neighbouring amenity concerns that warrants a refusal having regard to Policy (II) GD3, (II) H8 of the UDP and CP30 of the London Plan.

6.6 Standard of Proposed Accommodation, Block Layout and Mix of Units.

Floorplates and Internal Layouts

- 6.6.1 Policy 3.5 of the recently amended London Plan (2011) refers to Table 3.3, which illustrates minimum space standards for new developments. The following figures are relevant for residential accommodation:

	Dwelling type (bedroom (b)/persons- bedspaces (p))	GIA (sq.m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
House/Maisonette	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
	4b6p	107

- 6.6.2 These are now the minimum space standards that all developments in the borough will be assessed against.
- 6.6.3 The application proposes 10x1 bed, 52x2 bed units, 22x3 bed units and 4x4 bed units. The Gross Internal Floor areas of all the units have been measured and all unit floor areas and room sizes are in compliance with the minimum floorspace standards as specified in Policy 3.5 of the London Plan.
- 6.6.4 All units would be dual aspect in the residential blocks and adopt spacious and accessible layouts.

Internal Residential Block Layouts

- 6.6.5 Each family sized unit on the scheme would have direct access at street level. Each flat proposed on the 4 and 5 storey individual blocks would be accessed via communal lobby areas that are accessible either from the front and rear of the development. These communal accesses would consist of stairwell access ways and in the case of the 5 storey blocks a lift shaft also. These provide direct access to the upper floor levels. The flats would then be accessed at each level off communal landing areas that would provide direct level access at each floor level. This communal access arrangement is considered to be acceptable for all the proposed units and areas of the development.

Wheelchair Units

- 6.6.6 Policy 3.8 of the London Plan states that 10% of all new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. This application proposes 10 units to be used as wheelchair accessible which is compliant with this policy. In addition, as has been noted previously the applicant is working on a larger regeneration scheme in the area as has been highlighted in the Council's own draft North Circular AAP. The applicant has shown a commitment to deliver 10% wheelchair housing across the entirety of the development proposals in the

area and this will be secured via legal S106 legal agreement. However it must be noted that there are a number of additional units within this development that if required could be adapted to be wheelchair accessible.

6.7 Housing Mix

6.7.1 Policy 5 of the Core Strategy requires developments to provide a mix of residential units and seeks across the whole Borough to achieve for market housing:

20% 1 & 2 bed flats,
15% 2 bed houses,
45% 3 bed houses and
20% 4bed + houses

For affordable housing, the mix sought is:

20% 1 & 2 bed flats,
20% 2 bed houses,
30% 3 bed houses and
20% 4 bed + houses

6.7.2 This current proposal would deliver 10x1 beds (11.4%), 52x2 beds (59.1%), 22x3 beds (25%) and 4x4 beds (4.5%). This would result in the creation of 17 additional family units and a percentage breakdown of approximately 30% of the development. This does not accord with the preferred mix set out in Policy 5 of the Core Strategy. However Policy CP5 does not stipulate that this percentage of family housing is required on each site. It seeks an end target of deliverability over the lifetime of the Core Strategy. In this case it is considered there are a number of other factors to take into consideration regarding the assessment of housing mix on this site:

- This proposal would re- introduce 17 additional family units for the area, which it is considered the site could only feasibly provide at the lower levels.
- The introduction of family units over upper floor levels is primarily unsuitable due to issues of accessibility and lack of proper family amenity space, however it is not inconceivable that the larger 2 bed flats, especially those with larger decked/amenity areas could accommodate smaller families.
- The applicant is currently carrying forward development proposals on other sites in the adjoining area where the net gain of family units is considered to be relatively high taking into account the relative confined nature of the North Circular Road area.
- In recent years the area has undergone a relatively high level of regeneration, which involves the refurbishment of 257 dwellings along the North Circular Road which has significantly renewed the level of family accommodation in the area.

6.7.3 Taking all these factors into consideration including the other development proposals coming forward within the area, it is considered that this level of family accommodation proposed as 3-4 bedrooms units is acceptable. The Council's Housing Department have commented on the application and have stated that, taking into account the constraints of the site along with all the

other development proposals planned for the area, alongside the existing refurbished houses, that the current level of family accommodation proposed is acceptable.

6.8 Highway Issues

6.8.1 Due to the scale and nature of the proposal the traffic and transportation section have provided an assessment of the application.

Observations

6.8.2 The application site is situated in Southgate Green, along the A406 Bowes Road, a very important trunk road in the Borough which forms part of the Transport for London Road Network (TLRN). TfL have been consulted on the proposals. Broomfield Road is a private road, whilst Westminster Drive is a public adopted highway. Red route markings exist along Bowes Road. There are no parking restrictions on Broomfield Road. 2 wheel footway parking is available on both sides of Westminster Drive. (see Fig 1 below)



Fig 1 Parking controls in the vicinity

The site has a PTAL between 2 and 4. The nearest pedestrian crossing (staggered toucan) is located to the south of Block A and allows pedestrians to cross Bowes Road (A406) towards Bounds Green LU station or Bowes Park BR station by using the public right of way network. Any pedestrians requiring using the Brownlow Rd bus services can cross the A406 by using another new staggered pedestrian crossing at the junction of Bowes Road/Powys Lane and Brownlow Rd. There is only one existing vehicular access located to the south of the site via the junction of Broomfield Road with Bowes Road. The proposals include the retention of the existing access. There are two existing pedestrian accesses into the site: via Broomfield Road, to the east of Broomfield Rd (via Public right of way footpath) and to the north via another public right of way connecting the site with Westminster Drive. The proposals include the provision of a new pedestrian access point from Bowes Road.

Details of the proposals

- 6.8.3 There are currently 9 residential units on site (1-5 Lynton Court and 92, 94, 96 and 98 Bowes Road), the proposals include demolition of these 9 properties and erection of 90 resulting in an uplift of 81 units. The application is accompanied by a various additional Technical Notes (*Outstanding Transport Issues site 6*, received via email on 20.05.2013, *Site 6 - Outstanding Transport Matters*-received via email on 11.06.2013, *Site 14 Impact on A406 / Hastings Road Junction*, received via email on 17.06.2013), revised site layout drawings (including swept paths etc) received via email on 11.06.2013 Transport Assessment, Stage 1 Road Safety Audit and a Framework Travel Plan which covers also site 6D (P12-02859PLA). Comments outlined below are based on the following drawing *Proposed site layout Site Layout (PL)6.xx Planning substitution May 2013*

Accessibility

- 6.8.4 Due to the vast extent of the site, the proposed three blocks have different accessibility levels to public transport:
- Block 6A – PTAL 2 (poor access to public transport)
 - Block 6B – PTAL between 2 and 4 (poor to good)
 - Block 6C – PTAL 4 (good)
- It is noted however that the site as a whole is within a short walking distance of 5 local bus services (nos 34, 102 and 232) located on Bowes Road and nos 184 and 299 located on Brownlow Road. The site is also within a walking distance of the Bounds Green Underground Station (875m) and Bowes Park BR Station, which are served by numerous bus stops and routes.
- 6.8.5 However, whilst it is accepted that the site is within a reasonable walking distance of public transport facilities, as the site's location is not a town centre location, it means that many local amenities and facilities like schools, leisure centers or supermarkets, etc. are not easily accessible. For that reason it can be expected that many trips, not related to commuting trips, could be car & public transport dependent.

Access and servicing

a) Vehicular access

- 6.8.6 The only access into the site is from the A406 North Circular Road (NCR) via a private access route – Broomfield Road— which forms a priority junction with NCR. This road is also used by residents and refuse vehicles to the adjacent Broomfield Cottages and Broomfield Court. The width of the road is very narrow (circa 3.4m) and does not allow for two- way vehicle movements (according to the MfS minimum requirement is 4.1m for two way vehicle access and 4.8m to allow for passing of larger vehicles and private cars). Therefore, in order to accommodate the scale of the development proposed & for the scheme to be acceptable in terms of highway safety, the road (even if not adopted) would need to be improved & built to adoptable standards, including provision of adequate lighting, kerblines, surface, widened up to between 5.5m-6m, the access radii for larger vehicles improved etc. The visibility from the access meets the DfT's standards and is acceptable.
- 6.8.7 Whilst it is proposed that the current access will remain a formal priority junction which is no different to the existing situation, there are risks that with

intensification of vehicle movements and lack of parking control on site, indiscriminate parking can occur on both sides of the Broomfield Road near the junction with the A406. Therefore, it is required that 'no parking' restrictions are introduced over the first 10m from the junction of A406 and to the turning areas for larger vehicles. This will be secured under a planning condition or/and s106/278.

- 6.8.8 It is also proposed that all internal roads, apart from Broomfield Road, would be built to the homezone standards. Whilst this is acceptable, due to the low volume of expected traffic (below 100 vehicles per hour), short lengths of the streets which also form cul-de-sacs and designated parking areas, the exact details, including traffic calming like raised entries & design of materials etc, the details of design will be secured by a planning condition.
- 6.8.9 Overall, in order for the application to be deemed acceptable, the following access improvements works should be carried out, but not be limited to:
- widening of the access road up to 5.5-6m & surface, radii, kerb, lighting improvements etc
 - first 10m from the junction marked as no parking area
 - introduction of waiting restrictions near the site access, turning areas
 - provision of 1.5m footways on both sides of Broomfield Road leading to the north of Broomfield Road
 - submission of Stage 2 and 3 Road Safety Audit prior to construction including design drawings of the proposed access from A406.
- Works will be secured under s106, s38& 278 Agreements.

b) Servicing

- 6.8.10 The tracking included in the TA & subsequent additional drawings demonstrates that, in general, with improvements to the access & introduction of on site parking control, the proposed layout is suitable to accommodate access and turning of a large refuse vehicle (11.6m). However, the submitted drawings showing a large refuse turning right from Bowes Road into Broomfield Road show that the refuse vehicle will overrun the central line at the junction, meaning that it could damage any vehicle waiting to exit the site from Broomfield Road. The bellmouth access should therefore be widened. This will be secured by s278 agreement.
- 6.8.11 It appears that access to the homezone between the northern and southern sections of Block B will be undercroft. When checked the Block B's building vertical clearance is between 4.3-4.5m which appears to meet the adopted standards to secure access for larger delivery & service vehicles. A turning head is shown between blocks 6B and 6C to allow vehicles to turn and exit in forward gear.
- 6.8.12 Most of the proposed refuse & recycling storage areas will be located near the access into the buildings for flats and near each individual house which is acceptable. However, there is lack of any refuse & recycling located within a recommended 25m carrying distance for units located in Core C3-this could be easily addressed by replacing the visitors' cycle spaces which seem to be overprovided on site, with a bin enclosure. It is also noted that some of the units A0.1-A0.5 will have enclosures located outside the collection distance for waste operatives. This could mean that collections will take place at the

kerbside in A406. This is not acceptable. A solution should be sought in form of a temporary collection point within the site away from the A406. This will be secured by a condition. Also, a condition will be required seeking details of the proposed refuse stores to ensure it is sufficient to meet the needs of the proposed development.

c) Pedestrian access

- 6.8.13 The main pedestrian access will be in form of two new segregated pedestrian footways (1.5m in width) running along the eastern and western section of Broomfield Road from the junction with Bowes Road up to the Broomfield Cottages which is acceptable. Another pedestrian access will be located between blocks 6B and 6C, providing a link from Bowes Road through to the Home Zone styled area and to the north and west of Block B connecting it with the northern car parking spaces. Additional pedestrian access will be located to the north of the site leading through the play area / communal green to provide a link to Westminster Drive via a public right of way footpath. There will also be individual pedestrian accesses to the residential units at the front of the proposed development near the A406 Bowes Road.
- 6.8.14 Whilst the proposed access arrangements are acceptable & details will be secured through planning conditions, the proposals indicate that the rest of the routes will be provided in form of a shared surface. However, care would need to be given to the palette and the design of surfacing materials to ensure that vehicles are aware that the area is shared space and that priority is for pedestrians. The details of internal footpaths will be secured through a condition.
- 6.8.15 It is also noted that the proposed development will increase footfall on the existing public rights of way located to the north, east and south of the site connecting the site with wider footway network and public transport hubs. Whilst the conditions of the existing PROW are considered fair, some of them require minor resurfacing and installation of signs etc. Therefore, consideration should be given to requesting S106 contributions for off-site highway improvement works to the PROW network (footpaths no 190, 191, 192 and 275). Works to the access will be secured under s278, whilst the home zone design will be secured under a planning condition and contribution towards PROW under s106 (£5,000).

Car Parking

a) Residential

- 6.8.16 A total of **64** spaces are proposed for the new residential dwellings:
- 20 surface parking spaces for block A
 - 20 (15 surface and 5 car ports) parking spaces for block B
 - 24 (17 surface and 7 car ports) parking spaces for Block C
- The guidance on determining an acceptable level of parking is taken from the London Plan, which recommends maximum standards, determined by amongst other factors the accessibility of the site and the number of beds per dwelling. The parking standard for residential, as set out in Table 6.2 of The London Plan:

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 – 1.5 per unit	1.5 –1 per unit	Less than 1 per unit

6.8.17 Applying these standards to the proposed development would result in the parking provision range shown in Table 1.

No. of beds	1	2	3	4	
No. of units	11	52	23	4	
Min provision per unit	0	0	1	1.5	
Total	0	0	23	6	29
Max provision	1	1	1.5	2	
Total	11	52	35	8	106

Table 1: Parking provision based on London Plan 2011 standards (from London Plan p.205)

6.8.18 The required provision would therefore vary between a minimum of 29 and a maximum of 106 for the new dwellings. The provision of 64 spaces falls in the middle of this range which is acceptable. Also, the absolute minimum of zero spaces for the 1 and 2 bed flats has been considered in Table 1 but given the high number of units then a provision of zero would not always be considered acceptable having regard to local circumstances. However, the PTAL of the site is good therefore some relaxation below the maximum provision can be allowed.

6.8.19 Although Table 1 demonstrates parking provision could be considered to be compliant with the London Plan standards, when comparing to the 2011 Census data, this suggests that 83% of residents had access to a car and circa 32% used a car to get to work. It is therefore considered that only at the worst case scenario the total 90 units on site will create a demand for approximately 75 on site car parking spaces. Bearing in mind the fact that only 64 spaces can be provided on-site, this means that at the worst case scenario 11 spaces would still need to be accommodated on street. The applicant has failed to provide any evidence in form of parking surveys to demonstrate if any potential overspill can be accommodated on the surrounding roads.

6.8.20 Moreover, due to the roads not being adopted, there is a potential risk of informal and obstructive parking to occur blocking access & turning space for service vehicles. In order to address this issue a Parking management plan demonstrating preventive measures against illegal parking as well as explaining spaces assignment should be secured via s106 obligation. A clause in s106 agreement, preventing future residents from obtaining local parking permits, if or when CPZ introduced in the area, will also be necessary for the development to be acceptable.

b) Parking layout

6.8.21 All of the proposed spaces seem to meet the minimum dimensions & provide adequate reversing/turning space. To secure sufficient internal space to park a vehicle in the undercroft parking spaces, the doors should be provided in form of shutters. This will be secured by a planning condition/directive.

c) Disabled parking provision

6.8.22 According to the adopted standards, at least 5% should be designed and designated for use by disabled people. The plans show in total 9 surface disabled spaces plus additional spaces in the undercroft car parking bays. Although the location of some parking spaces is remote from the intended units, on balance the number of spaces matches the requirement and is deemed acceptable.

d) Electric charging points

6.8.23 20% of all new parking spaces should be equipped with electric vehicle charging points (EVCP) along with a further 20% passive provision. This will be secured by a condition.

e) Car club

6.8.24 The nearest car club bays are located circa 500m west from the site in Wakefield/Warwick Road. Zip-Car, the Council's car club provider advised that it would not be viable to provide any more car club bays in the area, particularly if the site will be difficult to access by wider public, but rather to expand/ encourage use of the existing bays. The applicant therefore will be responsible under s106 to promote and advertise to each potential occupier of the development the value and benefits of car club membership. The applicant will also be required to offer the three years membership free to all eligible residents to encourage the establishment of the Car Club. This will be secured under s106 agreement.

Cycle Parking

6.8.25 The London Plan standards require 1 cycle parking space per 1 or 2 bed unit and 2 spaces per 3 or more bed unit, which leads to the following requirement:

11 x 1 – bed units: 11

55 x 2 – bed units: 55

23 x 3 – bed units: 46

4 x 4 – bed units: 6

6.8.26 This leads to a total requirement of 118 cycle parking spaces for residents. According to the revised transport addendum note the site will provide sufficient on site cycle parking facilities with additional facilities for visitors. Adequate details will be secured by a planning condition.

Traffic Generation

6.8.27 The TA has made an assessment on the trip generation through using the industry standard databases of TRAVL. The methodology involves comparing

the development with similar sites to produce a trip rate estimate for the site per unit for each hour, which is then applied to the total number of units to give a trip profile over 24 hours.

6.8.28 On request of the T&T three comparison sites were used in total. The initially selected sites verified by LBE were deemed to be invalid for the required use, therefore a further sensitivity test involving TRAVL data from sites located within outer boroughs was undertaken by the consultant on the officer's request. The review of the sites shows a higher trip than the one originally used. The trip rates for all the development is shown in Table 2. The predictions are based on 90 units:

			Average Trip rates AM peak (8:00-9:00 am)		Trips		Trip rates PM peak (between 17:00 and 18:00)		Trips	
			In	Out	In	Out	In	Out	In	Out
	Total proposed	Assessed								
	90 units	97 units 159 units 49 units	0.03606	0.08036	3	7	0.07213	0.06558	7	6
					10				13	

Table 2: New & more robust Trip rate and trip number predictions

6.8.29 The reviewed data (presented in Table 3 below) shows that there will be circa 503 daily two-way all mode trips generated by the scheme of which 105 (21%) will be car trips. Of all car trips, 10 will be in the morning peak time (8-9am) and 13 trips during the pm peak time (17:00-18:00).

Mode	Trip Rate	Number of trips (90 units)	Percentile %
Car Driver+ passenger	1.16394	105	21%
Bus	0.06558	6	1%
Pedestrians	4.16067	374	74%
Cycle	0.16722	15	3%
Motorcycle/scooter/moped	0.03278	3	1%
Total		503	100%

Table 3: Modal split derived from 3 sites in TRAVL

6.8.30 Furthermore, the assessment suggests that of all trips undertaken by different modes of transport, 65 will be in the am peak and 46 during pm peak time (see table 4 below).

Daily	AM	PM
503 trips	65	46

Table 4: All trips derived from 3 sites in TRAVL

6.8.31 Due to the small sample size of comparable sites the TRAVL data have been supplemented with data from the Census 2011. When compared to the latest Census, the data (presented in Table 5 below) suggests that there will be

significantly less pedestrian trips and more vehicle trips with the rest being mainly distributed over the public transport network.

Mode	Percentile %
Car Driver	31%
Car Passenger	2%
Pedestrians	5%
Cycle	2.0%
Bus	13%
Rail	7%
underground	38%
Motorcycle/scooter/moped	1%
taxi	0%
Other method	1%
Total people	100%

Table 5: Modal split derived from Bowes Ward Census 2011 data (travel to work)

6.8.32 The traffic impact assessment is described in more detail under section 7 of the TA according to which there were only 2 vehicular trips recorded from/into the Broomfield Road in the am (8-9am) peak time and 5 trips during pm (17-18pm) peak for the existing 23 properties located in Broomfield Road. Overall, based on the figures presented above whilst the numbers will clearly increase, based on the conducted classified traffic counts & it is considered that the flows associated with the proposal would not have a material impact on the main roads surrounding the site in terms of operation and capacity. Any potential highway impact could be controlled and mitigated by introduction of improvement works to the access, pedestrian permeability, and introduction of Travel Plan etc, further discussed and identified in this report.

Travel Plan

6.8.33 The submitted Travel Plan (TP) appears to be more a framework Travel Plan which is not in line with the TfL guidance (Travel Planning for New Development in London, 2010) guidance which requires that a residential travel plan should always be a full travel plan, as the end occupiers (the residents) are always known. A full residential travel plan should therefore be submitted prior to occupation, with measures to be delivered site-wide, responsibilities for the delivery and funding of these and targets with appropriate timescales.

6.8.34 The targets outlined in section 4 of the TP are not acceptable as they are based on the flawed data from TA (see comments above). In fact the ratio of car trips will be much higher than the 12% indicated (car drivers +passengers). For the Travel Plan to be acceptable clear targets should be established for years 1, 3 and 5. Percentage mode share targets should also be provided for walking, cycling and public transport, as well as single occupancy vehicle use. These ought to be firmed up in s106 agreement, refined further on completion of the first travel survey, and agreed with Enfield Council's transport team. The travel survey, travel plan, measures and publicity should be finalized as soon as possible after occupation before travel habits have become embedded. It is also required that the interim elements of

a travel plan are updated with actual data from the site users within one month of the baseline survey, and agreed with Enfield Council's transport team. The submitted TP failed to provide details of the Travel Plan coordinator. Furthermore, the TP should clearly detail the budget for the Travel Plan coordinator. The details and other incentives will be negotiated and included in a S106 agreement. In addition the Travel Plan monitoring fee of £3,325 should be secured under s106.

Construction and Servicing

- 6.8.35 The only access for construction vehicles would be from A406. There is no information provided in the TA on the likely construction period/phasing, the size of construction vehicles or the vehicle tracking outputs, so it is difficult to assess the likely impact of construction traffic. The construction details however will be secured under a construction management plan (CMP) and construction logistics plan (CLP) which would need to be agreed and submitted prior to construction on site.

Highway Conclusions

- 6.8.36 The applicant is required to address the issues raised above satisfactorily, to ensure the proposal is fully acceptable in highway and transport terms. The outstanding issues will be dealt with by planning conditions.

6.9 Amenity Space

- 6.9.1 Unitary Development Plan Policy (II) H9 seeks to ensure that amenity space is provided within the curtilage of all residential development, normally in accordance with the standards set out in Appendix A1.7. These standards seek to ensure that amenity space for individual houses equates in terms of area to 100% of the gross internal area of the dwelling, and in respect of flats, 75% of the gross internal area of the block. In the case of small flats in low cost schemes the provision of amenity space may be reduced to 50% of the Gross Internal Area. In both cases up to 15% of provision can be in the form of balconies. However, the publication of the Housing Design Guide to complement standards in the London Plan, states far lower amenity space standards than would be expected. This is altogether more responsive to an urban context in the approach to amenity provision and should be given due regard in the assessment of the current application.
- 6.9.2 The London Housing Design Guide indicates minimum standards for amenity provision calculated at a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant and in the case of balconies the minimum depth and width of all balconies and other private external spaces is 1500mm.
- 6.9.3 Submission version Development Management Document Policy DMD9 proposed reduced standards compared to those contained within the UDP. It prioritises function of the space over a numerical assessment and outlines standards for the application of amenity provision, both as an average across the site, but also as a minimum for individual units. While standards for flats closely align with that of the London Housing Design Guide, the document distinguishes between standards applied to flats and those to houses commensurate with the context of the site and the typology of the built form. The proposed standard for houses are as follows:

Dwelling type	Average private amenity across the whole site (m ²)	Minimum private amenity space for individual dwellings (m ²)
2b 4p	38	23
3b 4p	38	23
3b 5p	44	29
4b 5p	44	29
4b 6p	50	35

- 6.9.4 With respect to this private amenity space the application has been broken up into two separate criteria, the residential flats over the upper floor levels and the family sized units based over the lower levels.

The Residential Flats

- 6.9.5 For the residential flatted accommodation proposed over the upper floor levels, the application proposes to incorporate a series of recessed terraces and balconies on both the front and rear elevations. The amenity areas serving the majority of the front facing flats would take the form of winter gardens with retractable glazing thereby providing an element of both internal and external amenity space. These apply specifically over all the upper floor levels and in some instances due to the stepped nature of the building larger terraces have been incorporated on top of a number of the flat roof sections. The flats towards the rear of the site will be served by a mixture of balconies and terraces, all which are compliant with the specifics of the London Plan and DMD requirements. However there will be conditions imposed on the application which require specific details in relation to the materials to be used and also specific requirements as to how the front facing wintergardens would be incorporated having regard to the issues of noise and air quality associated with the North Circular Road.

The Family Units

- 6.9.6 With respect to Block A all of the family units (and the ground floor flats) will be adequately served by rear garden spaces with the exception of Unit A0.5 which will be served by a front wintergarden. All of the residential houses will have gardens spaces that comply with the requirements of DMD9 and that of the London Housing SPG and in most cases would be laid to lawn with associated patios areas.
- 6.9.7 Having regard to the residential houses proposed on Blocks B and C the original submission was deemed unacceptable primarily due to the fact that the entire amenity space for the proposed houses facing onto the North Circular Road was facing towards the front without any sufficient level of screening or protection. Following discussions, amended plans and designs have been submitted that now include a decking area to the rear of the site at first floor level along with improving the design and screening of the proposed front amenity area. The front facing terraces are now sufficiently screened behind a single storey level front brick wall with newly glazed lightwells. The

additional terraces at first floor level add on average 15 m² amenity space to the rear of the site and when combined with the front patio areas provide 32.5m² which is compliant from a numerical perspective with the requirements of DMD9.

- 6.9.8 In addition improvements have been made to the amenity space provisions for Flat unit B0.4 which is now served via a glazed winter garden to the front which would provide adequate screening from the North Circular Road.
- 6.9.9 The family units off the 3 rear projecting wings would be served by rear terraces and /or gardens but would also avail of access to the communal amenity/ play areas. The two communal amenity areas would equate to a total usable play area of approximately 280 square metres with both amenity areas of a secure design whilst directly being provided with natural surveillance from many of the residential units.

Conclusion

- 6.9.10 Overall this level of private amenity space is considered acceptable as it is consistent with the policy 3.5 of the London Plan and DMD9 of the Councils Submission version Development Management Document and the requirements outlined in the London housing design guide for flatted developments. The balconies are proposed at a minimum of 1.75 m deep which is in excess of the 1.5 m London Plan requirement. A condition will be imposed as part of a recommended decision which will also secure finalised details of the proposed balconies and terrace materials and their relationship to one another.
- 6.9.11 In conclusion it is considered that the amenity provisions associated with the development are acceptable. In addition, the sites will have access to local parks particularly Broomfield Park, which are within a reasonable walking distance of the proposed site. It must be noted that the applicant would also be requested to contribute towards open space provisions in the adjoining area.

6.10 Impact on Local Infrastructure and Services

Education and Childcare

- 6.10.1 Due to the nature of the proposal (alongside the combination of neighbouring proposals under P12-02859PLA) the council's education department have been consulted on the application. The Council continues to experience major projected growth in demand for school places. On the western side of the borough, Enfield's latest primary school strategy seeks to provide additional places through the permanent expansion of a number of schools in this area of the borough.
- 6.10.2 It must be noted that Garfield School has recently been granted planning permission to extend from a 2 form entry to a 3 form entry which will create an additional 210 (Reception and Year 1 to Year 6) primary school places to be facilitated over the next 6 years. The Education department have stated that based on figures of the recently approved Ladderswood development suggests that the Ladderswood development would demand 8-9 children from each year of this new third form of entry.

- 6.10.3 Due to their location, all the residential redevelopment proposals along the North Circular Road must continue to be viewed in the context not only of their impact on Enfield schools but also in Barnet and Haringey. Enfield, Barnet and Haringey are in the process of preparing new strategies to also meet the increase in the demand for secondary school places that will arise as the larger pupil cohorts currently in the primary sector begin to transfer to the secondary sector in the next few years. From discussions with the councils own education department there are proposals in the pipeline for expanding Broomfield School to account for these future expansion requirements, however no concrete plans are finalised. In addition it has also been confirmed that Haringey Council are investigating proposals towards expanding Bounds Green Primary School.
- 6.10.4 Based on the Councils current adopted Supplementary Planning Document the applicant would be required to contribute a figure of £366,100 towards local education provisions as a result of this development proposal, which equates with the requirements of the councils own child yield formula. It must be noted that there are 23x3 bed and 4x4 bed family dwellings submitted as part of the proposal, which have the potential to generate based on bed spaces approximately 90 children. The proposed 1 and 2 bed units are considered likely to result in a low additional child yield although there are 40 x 2bed 4 person units proposed some of which will feasibly provide homes for children.

Local Health Services

- 6.10.5 One of the most common concerns that have been highlighted by residents and expressed at the Planning Panel meeting on the 28th of February was the impact of the overall North Circular Road proposals on the local health provisions in the area. There are currently a number of health surgeries within close proximity of the development site. In addition ancillary health services including pharmacies are within easy walking distance from the site and are located to the Arnos Grove local centre and on the Bowes Road parade.
- 6.10.6 It is also worth noting that as part of the NCRAAP Policy 5, the council are looking at development opportunities to promote medical centres in the area, most specifically as part of Bowes Road Library, Southgate Town Hall and a walk-in centre at Coppicewood Lodge. There are also proposals underway to provide a facility at Palmers Green Library for Bowes residents. As has been referred to earlier in the report it is also worth noting that the applicant is proposing a D1/D2 use that could feasibly accommodate a health facility on another site in the North Circular area, although to date its future use has not been formalised and is subject to further discussions and scrutiny.
- 6.10.7 Moreover, the planning system allows for financial contributions via a S106 agreement to secure enhanced services and increased capacity to the area where it can be demonstrated that the development will place an undue burden on services. In consultation with the Primary Care Trust, financial contributions are being sought to enhance provision and negotiations are ongoing to agree an appropriate figure commensurate with the development potential of the site and the other adjoining sites that are currently being assessed under separate planning applications.
- 6.11 Air Quality, Noise and Contamination Issues

- 6.11.1 The applicant has submitted a range of documentation including noise, air quality and contamination assessments in relation to the proposal and the existing conditions of the site. Due to the scale of the proposal and the nature of the heavily trafficked environment of the North Circular Road, it was necessary to consult the council's environmental health.
- 6.11.2 Environmental Health officers have assessed the submitted information and have raised issues in particular with how the air quality assessment has been conducted in relation to proposed future occupiers of the development. Environmental Health officers have stated that this development would be in an area which exceeds the air quality objective for nitrogen dioxide annual mean. The applicant has not assessed the impact of the local air quality upon future residents of the development. This assessment should take the form of a detailed dispersion modelling report, detailing how the emissions from traffic on North Circular Road impact upon the developments. However it has been agreed that this could be dealt with by a planning condition and officers have suggested that there are a number of measures that could be put in place such non- openable windows and mechanical ventilation within the development. It has also been suggested that increased tree planting and green measures in the area would improve upon the current situation. A monetary contribution towards Air Quality monitoring in the area is also recommended and this would be secured by S106 Agreement.
- 6.11.3 It must be noted that the applicant has submitted additional information pertaining to Air Quality mitigation measures and a verbal update will be provided at the meeting.

6.12 Tree Issues and Ecology

Trees

- 6.12.1 The Council's Tree Officer has assessed the application and the submitted arboricultural report and has confirmed that all the trees on the site as suggested can be removed. Most of the trees on the sites are of poor quality and condition with a short useful lifespan. As such it would be difficult to try and justify the protection and retention of most of the trees. However the tree officer has advised if the trees (and other vegetation on the site) are to be removed then there must be adequate mitigation measures and any development along the North Circular should be seeking to improve any green infrastructure as part of the council's 'North Circular Action Plan' for greening the corridor. However the Tree Officer has advised that although the current re-planting scheme would provide for more trees on site from a numerical standpoint, at present it is not considered that the quality of the re-planting scheme is sufficient enough and overall there is a net loss of green infrastructure on the site. Taking this into account the Tree Officer has suggested that a better landscaping mitigating strategy should be incorporated and along with other landscaping conditions in an effort to offset the loss of physical space on the site to incorporate any significant degree of replanting.

Ecology

- 6.12.2 The Council's Biodiversity Officer has assessed the proposal and agrees with the findings of the Ecological Appraisal and associated mitigation measures submitted with this application that overall deem the application to be

acceptable on Biodiversity grounds. However, there will be a number of Biodiversity conditions imposed on the application to overall ensure there is a net gain to the quality of biodiversity elements introduced into the scheme along with ensuring that any wildlife on the site is protected and safeguarded as part of the development.

6.13 Sustainable Design and Construction

6.13.1 The development seeks to achieve a Code Level 4, which in accordance with relevant Policy is acceptable and the assumptions made are realistic for the type of development proposed. However the Sustainable Design Officer has raised concerns that the margin of error factored into the Code for Sustainable Homes report is slight (0.73%) and that the document infers 'aspiration' rather than acknowledging that it is a requirement. Also there is a discrepancy between the number of credits assumed under ENE7 (renewables) and the output of the energy assessment where pv is proposed to provide 23% of the energy efficiency measures and hence 2 credits should be assumed rather than just one. However it is considered that these issues can be tweaked and resolved through planning conditions.

6.13.2 The Sustainable Design Officer has raised concerns in relation to how the Energy Statement has been carried out and it fails to adhere to the structure of energy statement advocated by the London Plan. In particular the document completely omits the feasibility of DEN, communal systems or possible future connection and while they may be able to argue that this is not feasible at this time the site lies between the proposed New Ladderswood and Edmonton Green Networks as well as being in striking distance of planned pipework for the Meridian Water EFW. However taking into account the strategic benefits of the application it has been considered that these issues can be dealt with by planning condition.

6.13.3 The Site Waste Management Plan proposed has been deemed acceptable.

6.13.4 The application proposes to include green roofs. However no specific details have been provided to date. It is also considered that the proposal has the capacity to provide living/ green walls. There will be relevant conditions assigned to the application to secure the details in relation to these elements of the scheme.

6.14 Flooding and Drainage

6.14.1 The Environment Agency (EA) have confirmed that the site is located within an area categorised as flood zone 1. There have been no objections raised from the EA in relation to flooding and it is not considered that the proposal would create any significant flooding impacts. It has also been considered that the proposal provides good opportunities to incorporate sustainable drainage solutions. Using green roofs where possible and permeable surfaces for the parking spaces, shared surface and paved areas would all make a significant contribution to reducing surface water run-off and improving water quality.

6.14.2 The EA have recommended that should the method of foundation construction be piling, specific pre-commencement conditions would need to be assigned to the application. This is also a requirement of Thames Water.

6.14.3 Thames Water have also been consulted on the application and have no objections in relation to drainage issues in relation to the proposed site.

6.15 Affordable Housing

6.15.1 Policy 3 of the Core Strategy states the objective to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings. Affordable housing should be delivered on-site unless in exceptional circumstances, for example where on-site affordable housing would not support the aims of creating sustainable communities.

6.15.2 The Council's Affordable Housing targets are based on the recommendations of Enfield's Affordable Housing Economic Viability Study (2009) produced by consultants Adams Integra. The Study provides an assessment of the effect of this affordable housing policy on economic viability and the Policy has been designed to ensure that it is locally relevant and viable and does not deter development through reducing the supply of land for residential purposes. . It should be noted that the Core Strategy was subject to independent examination by an Inspector appointed by the Secretary of State (SoS) and the Adams Integra Study (and formula therein) was also submitted to the examination as evidence to support the Core Strategy. The Core Strategy (and affordable housing policy) was found to be sound by the Inspector and the Strategy was formally adopted on 10th November 2010.

6.15.2 In this instance, the applicant, Notting Hill Housing Association have confirmed that it is proposed for at least 40% of housing on this site to be provided as affordable, subject to practical completion and securement of grant funding by March 2015. The final tenure mix would be discussed with the councils housing team. This element would be secured through the S106 legal agreement .

6.16 S106 Agreement

6.16.1 A Section 106 Agreement will be required to secure the following:

i. An education contribution of £336,100

ii. A health contribution (% Proportion for the site based on the HUDU model contribution).

iii. Highways:

Car club bays (3 years membership and free credits) - this sum covers all sites (i.e. 6, 11 and 14)

Contribution towards improving Local Public Right of Way

-Full Travel Plan

-Travel Plan monitoring costs (£3,325)

-Parking Management Plan

-No resident parking permits if and when CPZ introduced in the future

- highway works to the access from Broomfield Road (including stage 2 & 3 Road Safety Audit, waiting restrictions

iv. Open Space Contributions.

v. Securing of the mix, tenure, rent levels and percentage of affordable housing provision

vi Contribution towards air quality monitoring

vii Provisions for local employment during construction

viii. Monitoring fees

6.17 Community Infrastructure Levy (CIL)

6.17.1 The development will be liable to a Community Infrastructure Levy at which will be charged at £20 per square metre of the net gain of GIA. This matter is yet to be finalised.

7 Conclusion

7.1 Applications for planning permission are determined in accordance with the local development plan and regional planning policies unless material considerations dictate otherwise. The National Planning Policy Framework has established a presumption in favour of sustainable development while paragraph (19) also advises that significant weight should be placed on the need to support economic growth through the planning system.

7.2 The principle of the redevelopment of the site for residential purposes is considered acceptable. The surrounding area is residential in composition and thus, in general, residential would continue to represent an appropriate land use for this site. It is acknowledged that a number of concerns have been raised about the scale and density of the proposal. However the application is compatible with the London Plan density matrix and all other strategic local and London Plan policies that support housing developments in sustainable locations. The application is also in accordance with the overall regeneration proposals for the site and North Circular Area as a whole as has been laid out in the draft North Circular Area Action Plan.

7.3 The proposal would significantly contribute towards the Borough's housing stock, providing for an acceptable mix and tenure of residential accommodation in a sustainable location with good access to public transport whilst through design measures incorporated into the scheme provide for acceptable level of living accommodation.

7.4 The scheme due to its relationship to neighbouring residential properties would not have an undue detrimental impact on the amenities of adjoining residents. It is considered the proposal is sufficiently set back and significantly reduced in scale from the original proposal from the rear of the gardens on Westminster Drive. It must also be noted that conditions will be applied following the advice from the councils Tree Officer to screen the boundary between the site and the rear gardens on Westminster Drive. It is also considered that the proposal has an acceptable relationship with the adjoining properties on Bowes Road.

7.5 Although details of materials will be finalised by planning conditions, the architectural design, height and layout of the development is considered acceptable in terms of its street scene appearance. The development also provides parking levels appropriate to the development having regard to

London Plan standards for this area as well as providing acceptable access arrangements.

- 7.6 In conclusion, it is acknowledged that a number of concerns have been raised in relation to this planning application from local residents, specifically in relation to its scale, height, design and general functionality. However the planning application has been thoroughly assessed and it is in accordance with adopted local planning policies and strategic London Planning policies as well as guidance outlined in the National Planning Policy Framework and it is not considered there are any justifiable reasons to refuse the application.
- 7.7 Having regard for all issues outlined in this report it is recommended that planning permission is granted for this application for the following reasons:
1. The proposed development would significantly contribute towards the regeneration of the site and adjoining area and assist towards increasing the range of, quality and provision of the Boroughs Housing Stock, as well as providing on site affordable housing provision having regard to CP2, CP3, CP4, CP5 of the Core Strategy and London Plan Policies 3.3, 3.5, 3.8, 3.10, 3.11, 3.12 and 3.13. The proposal is also consistent with the councils aspiration for the North Circular Road area in accordance with Policy CP44 of the Core Strategy and as outlined in the emerging North Circular Road AAP and is in compliance with objectives of the National Planning Policy Framework.
 2. The proposed layout of the development, together with its siting, design, scale, density and storey heights, use of materials and landscaping as well as access arrangements would result in a development that would satisfactorily integrate into the street scene having regard to Policy (II) GD3 of the UDP, Core Policy 30 of the Core Strategy, London Plan Policies 7.2, 7.4 and 7.6 as well as having regard to the National Planning Policy Framework.
 3. The proposed development, by virtue of its layout, design, size, siting and height would not adversely impact on the existing amenities of adjoining or surrounding properties including Broomfield School having regard to Policies (II) GD3 and (II) H8 of the Unitary Development Plan and Core Policy 30 of the Core Strategy.
 4. The redevelopment as proposed will have some impact on the local highway network in terms of overall number of vehicle movements and general activity, this impact is considered to be acceptable taking into account the high level of accessibility of the site. The proposal is considered to make appropriate provision for car parking and access arrangements having regard for London Plan policies 6.3, 6.9, 6.10 and 6.13, Core Policies 24, 25 and 26 and Policy (II) GD6 of the Unitary Development Plan and the National Planning Policy Framework.
 5. The proposed development would provide an acceptable overall level of private amenity and communal amenity space for the future occupiers of the development having regard to Policy (II) H9 of the Unitary Development Plan, Core Policy 30 of the Core Strategy as well as having regard to London Plan Policy 3.6 and the NPPF.

8.0 Recommendation and Conditions

8.1 That subject to the signing of the S106 agreement the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. Conformity with approved drawings

The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

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

2. Details of External materials

The development excluding ground works shall not commence until details of the external finishing materials including the balconies and terraces 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. Site Waste Management Plan

The development shall not commence until a Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimise non- hazardous construction waste at a design stage.
- iii. Procedures for minimising hazardous waste.
- iv. Monitoring, measuring and reporting of hazardous and non hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19 , 5.20 of the London Plan and the draft North London Waste Plan,.

4. C16 Private vehicles only

The parking area(s) forming part of the development including the identified blue badge and visitor parking spaces shown on the approved plan shall be retained for that purpose at all times. They must 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, to ensure the retention of blue badge and visitor parking and to prevent the introduction of activity which would be detrimental to amenity.

5. C11 Details of Enclosure

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 that element of the development, having regard to the phasing agreed pursuant to Condition 8, 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.

6. Details of the Boundary Treatment with Westminster Drive

Details of the boundary treatment including elements of tree planting and screening to be introduced between the proposed site and the Westminster Drive properties shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the development unless otherwise agreed in writing by the local planning authority and thereafter retained.

Reason: To protect the amenity of the residents of Westminster Drive.

7. Removal of Permitted Development rights for All Houses

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order no development within Schedule 2, Part 1 Classes A, B or E of the Order shall be carried out to any of the duplex or Mews houses or within their curtilage unless planning permission has first been granted by the Local Planning Authority.

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

8. Phasing of Construction works

The development shall not commence until details of the phasing of construction works have been submitted to and approved in writing by the Local planning authority. The phasing of the construction shall be carried out in accordance with the approved details.

Reason: In the interests of amenity and highway safety and to ensure the development is completed in a satisfactory manner.

9. Construction Methodology

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

- (a) A photographic condition survey of the roads, footways and verges leading to the site.
 - (b) Details of construction access and associated traffic management to the site.
 - (c) Arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway.
 - (d) Arrangements for the parking of contractor's vehicles
 - (e) Arrangements for wheel cleaning
 - (f) Arrangement for the storage areas
 - (g) Hours of work
 - (h) A construction management plan written in accordance with London Best Practice Guidance: The control of dust and emission from construction demolition.
 - (i) The storage and re removal of excavation material
 - (j) Noise mitigation measures during construction and demolition
- 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, does not prejudice air quality from adverse dust and to minimise disruption to neighbouring properties.

10. Piling Method Statement

No impact piling shall take place until a piling method statement (detailing the type of the piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to the underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

11. Scheme to deal with Contamination

With reference to the submitted ground investigation report until a scheme to deal with the contamination of the site and the measures to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority, no development shall commence. Remediation works shall be carried out in accordance with the approved scheme and the Local Planning Authority will be provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this suspected contamination shall be dealt with.

Reason: To avoid risk to public health and the environment.

12. Air Quality

No development excluding ground works shall take place until the applicant has undertaken an air quality impact assessment of the effects of the vehicle emissions from surrounding roads upon future occupants of the proposed development; the assessment shall be submitted to the local planning authority for approval. Should the assessment show that the vehicle emissions will have a negative impact upon air quality, mitigation measures including mechanical ventilation shall be implemented. All mitigation measures shall be submitted to the local planning authority for approval as part of the air quality impact assessment; once approved all mitigation measures shall be fully implemented.

Reason: To protect and improve public health of future residents of the proposed development.

13. Development and Servicing Plan & Construction and Logistics Plan

Prior to the commencement of development details of a Development & Servicing Plan (DSP) as well as a Construction and Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise the impact of the development on the surrounding highway network, in addition to setting out how the construction site and its operation will be managed.

14. Parking Management Plan

Details of a parking management plan shall be submitted to and approved by the local planning authority prior to the occupation of the first residential unit. The approved parking management plan shall be adhered to at all times thereafter unless otherwise agreed in writing.

Reason: To ensure effective use is made of available parking and to minimise the impact of the development on the surrounding highway network

15. Details of Existing and Proposed Levels

The development shall not commence until plans detailing the existing and proposed ground levels of the development including levels of the houses and flats, gardens, access roads, footpaths, roads and hard surfaced areas have been submitted to and approved in writing by the LPA. The development shall be constructed in accordance with the approved details.

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

16. Details of design and layout of Play/ Communal Areas

Details regarding the design, layout, surfacing materials, landscaping and type of play equipment proposed for the play as well as details regarding a long term maintenance and management strategy for these facilities shall be submitted to and approved in writing by the LPA. The Play area facilities shall

be available for use by occupation of the family sized units of the development and thereafter retained and maintained for this use.

Reason: In order to ensure that satisfactory children's play facilities and informal Recreation provision is provided for the development having regard to London Plan Policy 3.6 (Children and Young people's play and informal Recreation) and to ensure a high quality public realm is maintained in the future.

17. Units to comply with Life Time Homes

All the units shall comply with Lifetime Home standards in accordance with details to be submitted to and approved in writing by the LPA. The development shall be carried out strictly in accordance with the details approved and shall be maintained thereafter.

Reason : To ensure that the development allows for future adaptability of the home to meet with the needs of future residents over their life time in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

18. Code for Sustainable Homes Rating Level 4

Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than " Code Level 4 " 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 practical completion of the development and prior to first occupation.

The development shall be carried out strictly in accordance with the details so approved, and shall be maintained as such thereafter and no change 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 anPolicies3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

19. Energy Efficiency

In accordance with the submitted energy strategy the energy efficiency of the development shall provide for no less than 25% total Co2 emissions arising from the development and is services over Part L of Building Regulations 2010 (expressed as a 25 % improvement of the DER over TER utilising gas as the primary heating fuel). The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Following practical completion of works a Final Energy Performance Certificate shall be submitted to and approved in writing by the LPA. Where applicable, a Display Energy Certificate shall be submitted within 18 Months following first occupation.

Reason: In the interest of sustainable development and to ensure that the LPA may be satisfied that Co2 emission targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan 2011 and the NPPF.

20. Details of Green Procurement Plan

Details regarding a Green Procurement Plan shall be submitted to and approved in writing by the local planning authority prior to the development (excluding ground works) commencing. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including the use of low impact, locally and/ or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and /or relevant BREEAM standard. The plan must include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process.

Reason: To ensure sustainable procurement materials which minimise the negative environmental impacts of construction in accordance with CP22 and CP23 of the Core Strategy.

21. Renewable Energy Technologies

The renewable energy technologies (Photovoltaic's/ solar thermal) as detailed in the submitted Energy Strategy shall be installed prior to the occupation of the first house. The development shall be carried out strictly in accordance with the details so approved including the specified management plan and maintenance arrangements and shall be maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that Co2 emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 and 5.9 of the London Plan 2011 and the NPPF.

22. Details of Water Efficiency

Details regarding the internal consumption of potable water shall be submitted to and approved in writing by the local planning authority. Submitted details shall demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out in accordance with the details approved and maintained thereafter.

Reason: To promote water conservation and efficiency in all new developments and where possible in accordance with Policy CP21 of the Core Strategy and Policy 5.15 of the London Plan.

23. Details regarding Electric Vehicular Charging Points

Details of electric vehicular charging points (EVCPs) including siting shall be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be submitted to and approved in writing by the Local Planning Authority. All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently retained.

Reason: To ensure that the development complies with sustainable development Policy requirements of the London Plan.

24. C59- Cycle parking

The development shall not be occupied 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 returned for cycle parking.

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

25. C9 - Details of hard surfacing

The development excluding ground works 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.

26. Considerate Constructors Scheme

The development shall not commence until an 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 LPA.

To ensure the implementation of the development does not adversely impact on the surrounding area to minimise disruption to neighbouring properties.

27. C19- Refuse storage

The development shall not be occupied 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.

28. C14 - Details of Access including Homezone Layout.

The development excluding groundwork's shall not commence until details of the construction of any access roads and junctions together with any other highway alterations associated with the development including details of the proposed home zone layout / construction have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

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.

29 Broomfield Road

Broomfield Road hereby approved to be constructed to adoptable standard and prior to first occupation with written confirmation of this to be provided to local planning authority.

Reason: In the interests of highway and pedestrian safety and to ensure maximum permeability through the site.

30 Improved Access to Broomfield Road

Details of measures to improve access from Broomfield Road shall be submitted to the local planning authority prior to that work on that element of the development being commenced. The highway works shall be constructed in accordance with these approved details prior to the occupation of the development

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.

31 Footpath Link

Details of the route and layout of the footpath to the north between Block B and the parking spaces shall be submitted to the local planning authority prior to that work on that element of the development being commenced. The footpath shall be constructed in accordance with these approved details prior to the occupation of the development

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

32. Temporary Refuse Point

Details of the temporary refuse collection point for units A0.1-A0.5 shall be submitted to the local planning authority prior to that work on that element of the development being commenced. The temporary facility shall be constructed in accordance with these approved details and available for use prior to the occupation of the development

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

33. Details regarding disposal of Foul and Surface water drainage

Details of the surface and foul water drainage system, to include detailed drawings and volumes and runoff rates and a report detailing how the proposals are in line with current best practice, shall be submitted to the local planning authority for approval prior to work on that element of the development being commenced. The scheme shall:

- be a Sustainable Drainage System based on current best practice, using swales and temporary pools, tree pits, permeable paving etc. to minimise surface water runoff, hold up pollution and provide wildlife habitat.
- be based on an assessment of the potential for disposing of surface water by means of sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework.
- involve no digging or construction works in the woodland in the south west corner
- involve no digging or construction works within the root protection areas of significant or veteran trees or within the root protection areas of trees along the western boundary

The drainage system shall be installed/ operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise the discharge of surface water outside of the curtilage of the development site in accordance with Policy CP28 of the Core Strategy, Policies 5.12 and 5.13 of the London Plan and the NPPF and to ensure that biodiversity gains are achieved where appropriate

34. Details of Lighting

Prior to occupation of the development, details of all street and external lighting to provide a safe and secure environment shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the following:

- A layout plan with beam orientation
- A schedule of equipment to include the wavelengths of the light emitted
- Measures to avoid glare
- An isolux contour map showing light spillage to 1 lux both vertically and horizontally including into all adjacent areas
- A short report detailing what measures have been put in place to ensure that the ecological impact of the lighting scheme on is minimised.

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To ensure satisfactory street lighting provision for the development and in the interests of providing a safe and secure environment as well as to ensure that light does not adversely impact on ecological sensitive or neighbouring areas.

35 Tree Felling

Prior to works commencing a detailed tree felling specification, will be submitted to, and approved in writing by the local planning authority. This should include a further inspection for bat roosting activity immediately prior to commencement of tree felling and appropriate precautionary measures if works is to occur between April and September.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy and to ensure that bats, a material consideration, are not adversely impacted upon by the development.

36. Bird Nesting

All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy.

37. Reptile Mitigation Strategy

No development hereby permitted, including any demolition or site clearance shall commence until a receptor site (which is to be agreed prior to the submission of the reptile mitigation strategy) followed by a detailed mitigation strategy is submitted and approved in writing by the council.

Reason: To ensure that protected species are not adversely affected by the proposed development in line with wildlife legislation and CP36 of the Core

38. Biodiversity Enhancements

No development hereby permitted excluding ground works shall commence until details of biodiversity enhancements, to include bird bricks and bat bricks/tiles (as opposed to boxes to ensure that this is a long-term biodiversity enhancement) on and around the new buildings along with a sensitive lighting strategy (as recommended in 4.28 of the Ecological Report) have been submitted and approved in writing by the council.

Reason: To comply with Policy CP36 and to ensure that the council fulfil their obligations under the 2006 NERC Act and their commitments as given within The Enfield BAP.

39. Landscaping

The development shall not be occupied until details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:

- Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate places along the northern boundary and rear of the property (noting species, planting sizes and proposed numbers / densities). The schedules should include the introduction of green/ living walls where appropriate within the development.
- Planting plans and written specifications (including cultivation and other operations associated with plant and grass establishment);
- Implementation timetables;
- Wildlife friendly plants and trees of local or national provenance including bat foraging/commuting habitat (nectar rich)

Reason: To ensure the provision and enhancement of biodiversity on site and reduce the significant levels existing on the north circular in line with Policy CP36 of the Core Strategy, the Enfield Biodiversity Action Plan and to ensure that the council fulfil their obligations under the NERC Act (2006).

40. Green Roofs

Details of a green roof strategy including proposals for management and maintenance shall be submitted for approval to the local planning authority prior to installation. The green roof shall be implemented in accordance with an agreed timescale and thereafter retained / maintained in accordance with the approved details

Reason: To ensure that flood risk, biodiversity and adaptation to climate change has been addressed by new developments in line with the Core Policy 28 & 36 of Enfield's Core Strategy, the London Plan (Policies 5.11; 5.12 & 5.13) and NPPF.

41. Provision of Tree Planting

Details regarding the specifications of all proposed tree planting shall be submitted to and approved in writing by the LPA. The specification will include details of the quantity, size, species, position and the proposed time of planting of all trees to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance. In addition all shrubs and hedges to be planted that are intended to achieve significant size and presence in the development should be specified. All tree, shrub and hedge planting included in the specification shall be carried out in accordance with British Standards. The scheme approved shall there after be fully implemented. If within period of 5 years from the date of planting any tree that tree, or any tree planted in replacement for it , is removed, uprooted, destroyed or dies, another tree of the same species and size shall be provided.

Reason: To ensure that a satisfactory replacement tree planting scheme is provided as well as to help integrate the development in to its surroundings.

42. Time Limit

The development to which this permission relates must be begun no later than the expiration of the 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.