

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 24th March 2015

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

Andy Higham 020 8379 3848
Sharon Davidson 020 8379 3841
Mr Sean Newton 020 8379 3851

Ward:

Grange

Ref: 14/03597/FUL

Category: Full Application

LOCATION: 4 - 8 Vera Avenue, London, N21 1RA,

PROPOSAL: Construction of additional floor to provide 1 x three bedroom flat.

Applicant Name & Address:

Dudrich Developments Ltd
Lonsto House
276 Chase Road
Southgate
London
N14 6HA
United Kingdom

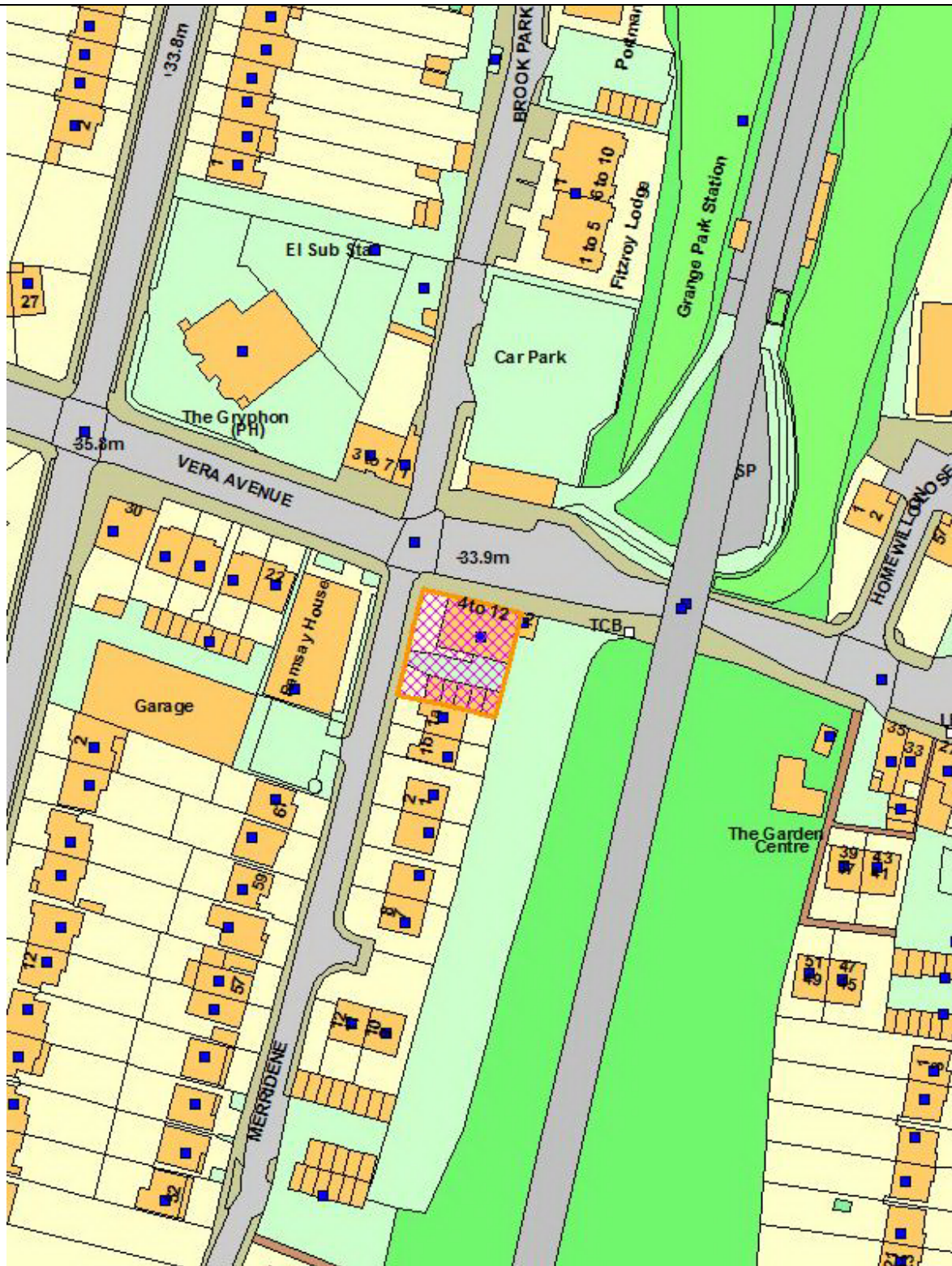
Agent Name & Address:

Mr Paul Cavill
Hertford Planning Service
Westgate House
37-41 Castle Street
Hertford
Hertfordshire
SG14 1HH
United Kingdom

RECOMMENDATION:

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

Ref: 14/03597/FUL LOCATION: 4 - 8 Vera Avenue, London, N21 1RA,



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and Surroundings

- 1.1. The site comprises of an existing flat-roofed, 3-storey brick building located on the southern side of Vera Avenue, on the juncture with Merridene. The building is predominantly of red brick but with a smooth, white-painted facade for the two upper floors on its front elevation and elements of this contrasting render on the two flank elevations.
- 1.2. The existing building comprises of three ground floor commercial units (a fitness studio, an estate agent, a hair salon), all currently occupied, and two floors of residential above. Immediately to the rear are five garages on the boundary with 1a Merridene, with additional open parking adjacent to the garage block and to the main building. To the side and rear the plot is covered in hard standing, with a narrow strip of planting along the Merridene frontage. Beneath the external staircase is an area where refuse bins are currently stored.
- 1.3. Access to the residential units is via an external staircase located on the western side of the building, towards its rear, which leads to a common entrance at the rear of the building. Access to the two existing second floor units is via an internal stairwell.
- 1.4. Immediately to the west is a small detached building with pitched roof, in commercial use. Beyond this is land forming part of National Rail land, rising up to the railway line. To the east, on the opposite side of Merridene is Ramsay House, a flat-roofed, 3-storey office building. On the opposite side of Vera Avenue is Grange Park Station, a single storey structure. Both sides of Vera Avenue from the railway bridge to just beyond Landra Gardens, west of the site, is heavily tree-lined and remarked upon within the Conservation Area Character Appraisal.
- 1.5. Whilst the site is not within a Conservation Area, the boundary of the Grange Park Conservation Area extends up to the front building line of the site. The station building opposite is identified within the Character Appraisal as a building contributing to the special interest of the area (appraisal map 3), although as part of "an attractive group with the railway bridge, trees and the house beyond" (p17).

2. Amplification of Proposal

- 2.1. Permission is sought for the construction of an additional floor to provide one 3-bed flat.
- 2.2. The proposed unit will be approximately 12.6m wide, 7.5m deep, and providing a floor area of 82sqm. The overall height of the host building will increase from approximately 9.5m (inclusive of a 0.9m high parapet wall) to 11.5m.
- 2.3. The unit will be sited approximately 1.3m in from the flank elevations of the host building and 1.6m in from the front elevation.
- 2.4. The host building will be rendered.

3. Relevant Planning History

- 3.1. An application (ref: P12-00451PLA) for the construction of a mansard roof at third floor level to provide 2 x 2-bed self-contained flats was dismissed at Appeal on 11 September 2014 with the Inspector making the following comments:
- The two issues to consider are the effect of the proposal on the character and appearance of the surrounding area (including the adjacent Grange Park Conservation Area (CA)); and whether or not it is necessary to make provision for contributions towards affordable housing and education facilities.
 - On the first point, the Inspector noted that in terms of “significance” the Character Appraisal confirms that the station building was not of the same design or quality as the parade of shops to the east of the railway but was part of an attractive group with the railway bridge, trees and the house beyond.
 - Looking northwards along Merridene the two buildings appear of similar height, but sit below tree top level: the proposal would mean less of the trees would be visible, detracting to some extent from their function as a soft backdrop to the buildings. A mansard roof form with numerous dormers as proposed would not reflect or harmonise with other nearby roof forms in the vicinity. Moreover the upward extension of the existing walls and the shallow nature of the mansard roof would alter the building’s proportions in a way that would emphasise its height.

4. Consultation

4.1. Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1. No objections are raised. Additional details for the proposed cycle store are requested to demonstrate that the facility is weather tight, secure and the type of cycle racks are acceptable. It is also suggested that any potential resident is excluded from obtaining a parking permit.

Conservation Advisory Group

- 4.1.2. The Group objects and raises the following points:

- The application attempts to deal with the grounds of an earlier refusal
- Unfortunately the original building is ugly and without design merit.
- Adding another storey compounds the problem making the building more obvious and appear even worse.
- No merit in the application.

The Grange Park Conservation Area Group

- 4.1.3. The following points have been raised:

- At s4.2 of the D&A, the applicant notes that the scheme dismissed on Appeal on grounds that it would “...have an unduly dominant and adverse impact on the character and appearance of the surrounding area and on the Conservation Area’s setting”

- Although the drawings are faint and difficult to read, nothing seems to have changed from the previous application
- This is an extremely important building as far as the surrounding setting of the conservation area is concerned – it is very visible from Grange Park Station
- The relation in height to the neighbouring superior design and build of Ramsay House is very important, and whereas the two balance each other at present in this regard, the addition of a further floor would spoil this aspect
- The proposal does little to enhance the setting or encourage development that conserves the special interest and heritage significance of the conservation area and we recommend that this application is rejected.

4.2. Public response

4.2.1. Consultation letters were sent to thirteen neighbouring properties in addition to the posting of a site notice. Three letters of objection was received raising some or all of the following points:

- It is unclear why Dudrich Holdings would want to erect one flat onto an old 1960s building.
- The structure of the building will not take the added strain. It is not designed to, the other implications are endless
- The internal structural layout of the current communal area would not be able to take the weight and there is not enough space for footfall.
- Affect local ecology
- Close to adjoining properties
- Development too high
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Information missing
- Loss of light
- Loss of privacy to rear garden (1b Merridene)
- Noise nuisance
- Out of keeping with the character of the area
- Over development
- Strain on existing community facilities
- No reference to the flats it would directly effect by building above them.
- It is very close to the railway line and the frequent heavy goods trains already cause the building to shake.
- Increase pressure on infrastructure

5. Relevant Policy

5.1. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice

Policy 3.9	Mixed and balanced communities
Policy 3.11	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 7.4	Local character
Policy 7.6	Architecture
Policy 7.7	Location and design of tall and large buildings
Policy 7.8	Heritage assets and archaeology
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
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
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD2	Affordable Housing for Development of Less than 10 Units
DMD3	Mix of Housing
DMD6	Residential Character
DMD8	General Standards for New Residential Development

DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof Extensions
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD43	Tall Buildings
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD50	Environmental assessment methods
DMD51	Energy efficiency standards
DMD56	Heating and cooling
DMD57	Responsible sourcing of materials, waste minimisation and green procurement
DMD59	Avoiding and reducing flood risk
DMD60	Assessing flood risk
DMD61	Managing surface water

5.4. Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Practice Guidance
Section 106 Supplementary Planning Document (Nov 2011)
Grange Park Conservation Area Character Appraisal (2008)
Enfield Characterisation Study (2011)

6. **Analysis**

6.1. Principle

- 6.1.1. Having regard to the nature of the surrounding area and to the existing use of the building, the provision of additional residential accommodation is accepted in principle.
- 6.1.2. Notwithstanding the above, because the application site directly abuts a designated heritage asset (the Grange Park Conservation Area), s72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("Listed Buildings Act") confirms that "*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*"
- 6.1.3. The main considerations in relation to the application therefore include: the impact, if any, of the proposed development on the significance of the conservation area; the impact of the development on the character of the surrounding area; the impact of the development on the amenity of neighbouring occupiers; and any potential impact on parking and highway safety.
- 6.1.4. Of further material consideration is the recent Appeal Decision where the Inspector concluded that despite the proposal being acceptable in relation to: internal layout; cycle parking provision; the accessibility of the site negating the need to provide on-site parking; and the impact on living conditions of neighbours, the size, form and appearance would be harmful (para.11).

6.2. Impact on Heritage Assets

Statutory / Policy background

- 6.2.1. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“Listed Buildings Act”) confirms that *“special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”* Case law has established that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm *“considerable importance and weight”* (Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council [2014] EWCA Civ 137).
- 6.2.2. Section 12 of the National Planning Policy Framework (“NPPF”) (Conserving and enhancing the historic environment) advises LPAs to recognise heritage assets as an *“irreplaceable resource”* and to *“conserve them in a manner appropriate to their significance”* (para. 126).
- 6.2.3. When determining planning applications, LPAs are advised to take into account of:
- *“the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *the desirability of new development making a positive contribution to local character and distinctiveness”* (para.131)
- 6.2.4. Paragraph 132 confirms that it is the significance of the heritage asset upon which a development proposal is considered and that *“great weight should be given to the asset’s conservation”*. LPAs need to consider whether a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset. Proposals that lead to substantial harm or loss to a designated heritage asset should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or it meets with the test identified at paragraph 133. Where a development will lead to less than substantial harm, the harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use (para. 134).
- 6.2.5. The NPPF provides a glossary of terminology at Appendix 2. The relevant heritage terms include:
- **“Heritage Asset:** *A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).*
 - **Setting of a heritage asset:** *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or*

negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral

- **Significance (for heritage policy):** *The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.*

6.2.6. The National Planning Practice Guidance ("NPPG") provides some guidance on the term "public benefit" at paragraph 20:

"Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

- *Public benefits may include heritage benefits, such as:*
- *sustaining or enhancing the significance of a heritage asset and the contribution of its setting*
- *reducing or removing risks to a heritage asset*
- *securing the optimum viable use of a heritage asset in support of its long term conservation"*

6.2.7. A "benefit" is not limited solely to heritage benefits but also to all material planning benefits arising from a particular scheme, providing that they meet with the relevant policy tests for conditions and obligations.

6.2.8. The NPPG advises that the extent and importance of a setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which the asset is experienced is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.

6.2.9. The NPPG also advises that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It also advises that conservation is an "*active process of maintenance and managing change*". Heritage assets are an irreplaceable resource and effective conservation delivers wider social, cultural, economic and environmental benefits.

6.2.10. Significance, as advised within the NPPF derives not only from a heritage asset's physical presence but also from its setting. When assessing significance, it is advised that great weight should be given to the asset's conservation and the more important the asset, the greater the weight to be applied. Where a development leads to less than substantial harm to the significance of the heritage asset, the harm should be weighed against the public benefits of the proposal, including its optimum viable use. The NPPG advises that what matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset. It does also advise that 'substantial harm' is a high test, so may not arise in many cases.

6.2.11. The site immediately abuts the Grange Park Conservation Area and the railway station building, the trees, and the railway bridge all are within and form important elements of this part of the conservation area. The significance of this part of the heritage asset (conservation area) is in the aforementioned group, identified in the Character Appraisal. The Inspector agreed with this when he stated that “*in terms of the CA, it is primarily the proposal’s impact on the setting of this group that needs to be considered*” (para.6).

6.2.12. Core Policy 31 (Built and Landscape Heritage) confirms that the Council will implement national and regional policies and work with partners to “*pro-actively preserve and enhance all of the Borough’s heritage assets*”.

6.2.13. Policy DMD44 (Preserving and Enhancing Heritage Assets) confirms the following:

1. *Applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will be refused*
2. *Development affecting heritage assets or their setting should seek to complement the asset in all aspects of its design, materials and detailing*
3. *All applications affecting heritage assets or their setting should include a Heritage Statement. The applicant will also be required to record and disseminate detailed information about the asset gained from desk-based and on-site investigations. Information should be provided to the Local Planning Authority, Historic Environment Record and English Heritage. In some circumstances, a Written Scheme of Investigation will be required.*

Grange Park Conservation Area Character Appraisal (2008)

6.2.14. The site falls within the Grange Park Conservation Area and in particular, within an area defined in the 2009 Character Appraisal as “*The Grangeway (western section)*”.

6.2.15. The rail station building is not of the same high architectural quality as the parade of shops or dwellings east of the railway bridge, however it is considered within the Character Appraisal as forming “*an attractive group with the railway bridge, trees and the house beyond*” (para.3.3.10). The setting of the rail station is considered to be unattractive with its steel railings and wire fencing (para.3.3.18).

External Design & Appearance

6.2.16. Section 7 of the NPPF provides the guiding principles for the design of new developments. Local Planning Authorities are advised to not attempt to impose architectural styles or particular tastes, although it is “proper to seek to promote or reinforce local distinctiveness” (para.59). It is also advised that great weight should be given to outstanding or innovative design that helps to raise the standard more generally in the area but that permission should be refused for poor design (paras.63 & 64).

6.2.17. Existing roof forms within the area comprise mostly of pitched roofs, with the exceptions being the application site (3-storey), Ramsay House (3-storey) and two ground floor commercial units opposite which all have flat roofs. The

previously proposed mansard roof (with dormers) was considered by the Inspector to not “harmonise with other roof forms in the vicinity” (para.7), however the proposed flat roof would not be out of keeping with the existing building and the roof structure itself does not add additional height over and above the proposed floor of accommodation.

- 6.2.18. With regard to the additional height as a result of the proposed floor, the Inspector noted with the Appeal scheme that the “upward extension of the existing walls...would alter the building’s proportions in a way that would emphasise its height” (para.7). Although the overall height of the building would remain the same as that which was dismissed at Appeal (11.5m), the vertical emphasis of the former scheme through the upward extension of the existing walls is removed because the proposed floor is set away from the front and flank edges of the building.
- 6.2.19. As a consequence of setting the proposed floor away from the front and flank elevations, its visibility, particularly from the outside of the station building opposite, is greatly reduced and may result in only the very top of the roof being visible above the raised parapet. Moreover, more of the tree on the eastern side of the juncture of Vera Avenue and Merridene remains visible when viewed from the south, from Merridene.
- 6.2.20. Having regard to the all of the above, it is considered that the proposed development has overcome the concerns of the scheme dismissed at Appeal in relation to its impact on the adjacent conservation area and the setting of the group formed by the railway building, the railway bridge, the trees and the “house beyond”. Moreover, having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72) it is considered that the development proposal will preserve the character and appearance of the conservation area and not lead to any harm to the designated or undesignated heritage assets having regard to Policy 7.8 of the London Plan, Core Policy 31, Policy DMD44 of the Development Management Document, and with section 12 of the NPPF.

Standard of Accommodation

- 6.2.21. The London Plan and the Mayor’s Housing SPG contains minimum standards for the size of new residential accommodation, which is reflected in the DMD. These documents require that in the case of a 3-bedroom 4-person flat the minimum gross internal floor space should be 74sqm. The proposed flat will provide an internal floor area of 73.5sqm. Whilst below the adopted standard, it would prove difficult to resist the scheme by failing to comply by 0.5sqm, therefore on balance, is considered acceptable.
- 6.2.22. The submitted plans show, three bedrooms. The preferred minimum floor area for a double bedroom is 12sqm and 8sqm for a single bedroom. The proposed double bedroom provides 13.1sqm of floor space, bedroom 2 provides 8.6sqm and bedroom 3 provides 7.6sqm. Whilst bedroom 3 falls below the preferred minimum standard by 0.4sqm, the internal layout is acceptable.
- 6.2.23. The minimum internal floor area for a combined living / dining / kitchen space is 27sqm for 4-person occupancy. The scheme proposes 31.6sqm.

6.2.24. In relation to any potential noise impact on the occupiers below, the development will have to meet with building regulations, which would therefore be sufficient to minimise any potential impact.

Amenity Space

6.2.25. With regards to amenity space provision, the DMD requires that a 3-bed 4-person unit should provide a minimum of 7sqm. The development proposes 10.5sqm of space located in the south-east corner of the roof. Access to the wider roof space from the proposed amenity area is restricted by way of a screen.

Density

6.2.26. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 2 (1 being the least accessible and 6 being the most accessible), therefore the London Plan suggests that a density of 150-250 habitable rooms per hectare (hrph) would be appropriate for this location.

6.2.27. The development proposes a total of 4 habitable rooms. However, density is a measure against the whole of the redline area therefore the existing residential accommodation must also be included. Based upon the assumptions of the previous scheme whereby it was indicated that each of the lower flats had 3 habitable rooms per unit, this would equate to a total of 16 habitable rooms proposed on a site measuring 0.0473ha. The resulting density for the scheme would be 338hrpa, suggesting that the proposal is an overdevelopment of the site. The assessment of density must however acknowledge the London Plan, which encourages greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area, taking into account the prevailing pattern of development and site specific circumstances.

6.2.28. In this regard, the surrounding area is primarily characterised by semi-detached and terraced developments with large rear gardens although there are some examples of flatted developments such as those on Brook Park Close (rear of the railway station building) and at the southern end of Merridene. Notwithstanding these latter examples, the prevailing character is one of low-density development. This conclusion is supported within the Enfield Characterisation Study which confirms that Grange Park is “largely a product of the interwar period and features a consistently low density development in predominantly semi-detached form” (p141). At page 191 of the Study, it comments that some of the common failures of development of the past is a lack of reference to the prevailing grain, scale and massing of earlier development and a lack of appropriate materials and design style.

6.2.29. The existing development with 12 habitable rooms equates to a density of 253.7hrph, thus already exceeding the suggested density range, albeit marginally. Notwithstanding the above, the site is in an accessible location being directly opposite the railway station, the quality of the accommodation proposed, and the provision of cycle parking would on balance outweigh the numeric assessment of density, which as stated above, suggests an overdevelopment. The previous scheme was not objected to on density grounds and this view was supported at Appeal, where an even greater level of density was proposed.

6.3. Impact on Neighbouring Properties

Distancing / Overlooking / Loss of Privacy

- 6.3.1. In terms of distancing between residential developments, Policy DMD10 sets out appropriate levels between rear facing windows and windows facing boundaries.
- 6.3.2. The proposed additional floor is set back from the front and flank edges of the building therefore any views from the proposed windows would not lead to overlooking and a loss of privacy. Moreover, neighbouring developments to the north, east and west of the site are commercial properties and it is considered that there are no issues in terms of distancing, overlooking and loss of privacy from the proposed development.
- 6.3.3. To the south is 1a Merridene, the nearest affected residential property. This property is 2-storeys, is sited approximately 11.7m to the rear and has a flank window (not serving a habitable room). Windows are proposed on the rear elevation would either look out onto the flank wall of 1a Merridene and the other would look out over the rear garden and beyond. In addition, views from the proposed amenity area in the south-east corner would be curtailed by the proposed screen.
- 6.3.4. It is considered that there would be no greater impact on the existing amenity of the occupiers of 1a Merridene and beyond, than currently exists from the third floor rear-facing windows in terms of overlooking and loss of privacy.
- 6.3.5. The above view was also supported at Appeal where no objections were raised on these elements of the proposal.

Loss of Light / Outlook / Overshadowing

- 6.3.6. The site is located to the north of the 1a Merridene and should therefore not unduly impact in terms of light and overshadowing. In relation to loss of light, outlook and overshadowing, due to the level of distancing between the site and 1a Merridene it is considered that there would not be a detrimental impact on the existing amenity of those neighbouring occupiers.
- 6.3.7. Similar to the above, this view was also supported at Appeal where no objections were raised to these elements.

6.4. Highway Considerations

- 6.4.1. No objections are raised over the lack of additional car parking due to the highly sustainable location of the development. Whilst objectors have commented on the lack of availability of parking, it is considered that this is not a sustainable reason for refusal given that guidance issued is to reduce the levels of parking provision particularly where there is good access to public transport. Although the site is located in a PTAL 2 zone, it is opposite to the Grange Park rail station and there are regular bus services to and from the station. No objections were raised on parking grounds with the Appeal scheme by the Inspector. Moreover, to ensure that the development will not unduly increase the pressure on existing parking spaces, the occupiers will be restricted from obtaining parking permits through a legal agreement.

- 6.4.2. To encourage sustainable modes of transportation, developments should also be providing cycle parking. It is noted that a cycle store is proposed with the intention of providing one space per flat (existing and proposed). Notwithstanding the submitted plan detailing the appearance of the proposed cycle store, further details are required to ensure that the store complies with adopted policy, that is, it is fully secure and the details of the stand are clarified.
- 6.4.3. It is therefore considered that the should not lead to conditions prejudicial to the free flow and safety of pedestrian and vehicular traffic on the adjoining highways.

6.5. Sustainable Design and Construction

Lifetime Homes

- 6.5.1. The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.
- 6.5.2. A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing. No information is provided on how the development will achieve Lifetime Homes standards although it is recognised that for such developments it will not always be possible to achieve 100% of the lifetime homes standards. A condition is proposed to secure details of the scheme achieving Lifetime Home standards.

Code for Sustainable Homes

- 6.5.3. New developments in the Borough should be aiming to exceed Code 3. A Code for Sustainable Homes pre-Assessment advises that the unit will meet with Code Level 3.

Biodiversity

- 6.5.4. Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Such improvements could take the form of, for example, bio-diverse roofs, plantings, and the provision of bird and bat boxes.
- 6.5.5. The Code for Sustainable Homes pre-Assessment confirms that no credits are awarded for this element because ecological enhancements are not being pursued. Whilst it is recognised that the site has limited ecological value, and that there is little scope to provide large areas of soft landscaping (a small area is proposed near to the refuse / cycle store), the scheme could still provide, for example, bird boxes. With such a large area of flat roof proposed, a bio-diverse roof could also be considered.

- 6.5.6. Conditions are therefore proposed to seek biodiversity enhancements and to secure the details of the feasibility of providing a biodiverse roof.

Drainage

- 6.5.7. Due to the nature of the scheme, it is considered unreasonable to secure details of a sustainable urban drainage system (SUDS). However, having regard to the discussion above in relation to the potential for providing a bio-diverse roof, such a roof would certainly help in reducing water runoff.

Energy

- 6.5.8. An energy statement has not been submitted. The development provides a large expanse of flat roof which could accommodate some photovoltaic cells for example.
- 6.5.9. A condition is proposed to secure details of an energy statement which should provide details of investigations and the feasibility of providing zero/ low carbon technologies.

6.6. Affordable Housing / S106 Contributions

- 6.6.1. One of the objections raised in relation to the Appeal scheme was the lack of an acceptable level of contributions towards off-site affordable housing provision and education provision. Although the Council was supported with respect to the affordable housing element, in relation to the education contribution, the Inspector advised that without specific details about the capacity of local schools or their need for new or expanded facilities, this obligation may not meet with the statutory tests.
- 6.6.2. Since the Appeal Decision, the Minister for Housing and Planning announced on 28 November 2014 the S106 planning obligation measures to support individuals, self-builders and small scale developers. Paragraphs 12 to 23 of the National Planning Policy Guidance were amended to state that contributions for affordable housing and tariff style planning obligations should not be sought from self-build and small scale developments containing 10 units or less with a gross area of no more than 1,000m².
- 6.6.3. This change in national policy was considered by Council's Local Plan Cabinet Sub Committee at its meeting on the 15th January 2015, where it was determined that affordable housing contributions will no longer be required for developments containing less than 10 units where the applicant is an individual or self-builder and that education contributions will no longer be required for developments containing less than 11 units.
- 6.6.4. The scheme is not required to make any contributions.
- 6.6.5. Pursuant to s106 of the Town and Country Planning Act 1990 (as amended), a unilateral undertaking is being provided to restrict any potential occupier from obtaining a parking permit.

6.7. Mayoral CIL

- 6.7.1. The development will attract a Community Infrastructure Levy (CIL) payment. This is applicable on all new additional housing. For outer London, there is a

charge of £20 per sqm multiplied by a monthly adjusted index figure. For the purposes of the current scheme, based upon the index figure for March 2015 (252) and with a floor area of 73.5sqm the development is liable for a levy of £1661.17.

6.8. Other Matters

- 6.8.1. In relation to the impact on property values, this is not material to the consideration of this scheme.
- 6.8.2. In relation to sewerage and water infrastructure, Thames Water advised that there are no objections to the proposal.
- 6.8.3. The structural integrity of the building is a matter for compliance with the Building Regulations.

7. **Conclusion**

- 7.1. Elements of the Appeal scheme were acceptable to the Inspector. In particular, he noted that:

“The Council acknowledges this site is in an accessible location (despite its low PTAL rating); that the internal flat layouts and provisions of cycle parking and refuse storage would accord with policy guidance; that no additional parking provision is needed; that impacts on living conditions at nearby dwellings would be within acceptable limits. I agree on all these points (having regard to the concerns of the neighbouring occupiers) and thus I find insufficient grounds to conclude that adding two flats would, in itself, represent an over-development of the site. It is the alterations to the size, form and appearance of the existing building that would be harmful rather than a modest increase in the number of habitable rooms.” (para.11)

- 7.2. The design of the additional floor, particularly through its recessing away from the front and flank walls of the building, is considered to have reduced the visual dominance of the scheme compared to that which was dismissed on Appeal.
- 7.3. Whilst it must be acknowledged that the additional floor will be visible from long views, such as that from towards the southern end of Merridene, from outside of the railway station building opposite, the additional floor should not be readily visible. The scheme is considered to preserve the character and setting of the Conservation Area.
- 7.4. The proposed development would not have an unacceptable impact on parking provision or highway safety. In addition, some matters, such as those relating to sustainability measures can be satisfactorily conditioned.

8. **Recommendation**

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

1. C60 Approved Plans

2. C07 Details of Materials
3. C09 Details of Hard Surfacing
- The surfacing materials to be used within the development including footpaths, access roads and parking / storage areas shall be submitted to the Local Planning Authority for approval in writing prior to development commencing. Where in close proximity to retained trees, the surfacing and tree root protection measures shall be carried out in accordance with measures to be agreed with, in writing, by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied.
- Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance and to ensure that the method of construction of hard surfaced areas does not adversely affect the health of the trees.
4. C17 Details of Landscaping
- No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:
- a. Planting plans
 - b. Written specifications (including cultivation and other operations associated with plant and grass establishment)
 - c. Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
 - d. Implementation timetables.
 - e. Wildlife friendly plants and trees of local or national provenance
 - f. Biodiversity enhancements, bird and bat boxes built into or on and around the new building
- Reason: To ensure the provision of amenity, and biodiversity enhancements, afforded by appropriate landscape design in accordance with adopted policy, and to ensure highway safety.
5. C19 Refuse Storage & Recycling Facilities
- The refuse storage facilities including facilities for the recycling of waste to be provided within the development shall be provided in accordance with the details as shown on Drawing No. 10751-P006-A. The facilities shall be provided in accordance with the approved details before first occupation.
- Reason: In the interest of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.
6. NSC1 Energy
- The development shall not commence until an 'Energy Statement' has been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate how the approved scheme will meet with adopted standards with regards to improvements in total CO2

emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel unless otherwise agreed in writing by the Local Planning Authority. Should Low or Zero Carbon Technologies be specified as part of the build, the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted for approval in writing. The Energy Statement shall outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

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

7. NSC2

Privacy Screen

The privacy screen to be installed to enclose the rooftop amenity space shall be provided with an equivalent obscuration of level 3 on the Pilkington Obscuration Range up to a minimum height of 1.7m above finished floor level prior to occupation of the approved unit. The privacy screen shall be permanently retained and maintained.

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

8. C25

No Additional Fenestration

9. C41

Details of external lighting

10. NSC3

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;
- d. arrangements for wheel cleaning;
- e. arrangements for the storage of materials;
- f. hours of work;
- g. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- h. The size and siting of any ancillary buildings.

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

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to

minimise disruption to neighbouring properties and the environment.

11. NSC4 Code for Sustainable Homes 1
Development shall not commence until evidence in the form of a design stage assessment conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, has been provided and approved in writing by the Local Planning Authority. The evidence provided shall confirm that the dwellings can achieve a Code for Sustainable Homes rating of no less than Code Level 3.

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

Reason: In the interests of addressing climate change and to secure sustainable development.

12. NSC5 Code for Sustainable Homes 2
Following the practical completion of the development but prior to first occupation, a post construction assessment, conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority for approval in writing.

Reason: In the interests of addressing climate change and to secure sustainable development.

13. NSC6 Lifetime Homes
Notwithstanding submitted plans and supporting documents, prior to development commencing, details shall be provided to the Local Planning Authority confirming how the scheme will meet with 100% Lifetime Homes' standards, unless otherwise approved in writing by the Local Planning Authority.

Reason: To provide for future adaptability of the housing stock.

14. NSC7 Biodiverse Roof
The development shall not commence until details have been provided to the Local Planning Authority for approval in writing demonstrating the feasibility or otherwise of providing a biodiverse green / brown roof for the development hereby approved. The submitted detail shall include design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

Should the Local Planning Authority consider that the provision of a biodiverse roof is feasible, the biodiverse roof shall be implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the Local Planning Authority.

The biodiverse roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape.

Reason: To assist in flood attenuation and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted Policy.

15. NSC8 Biodiversity Enhancements
The development shall not commence until details for the location and siting of two bird / bat boxes have been provided to the Local Planning Authority. The development shall be carried out in accordance with the approved detail and installed under the supervision of a suitably qualified ecologist.

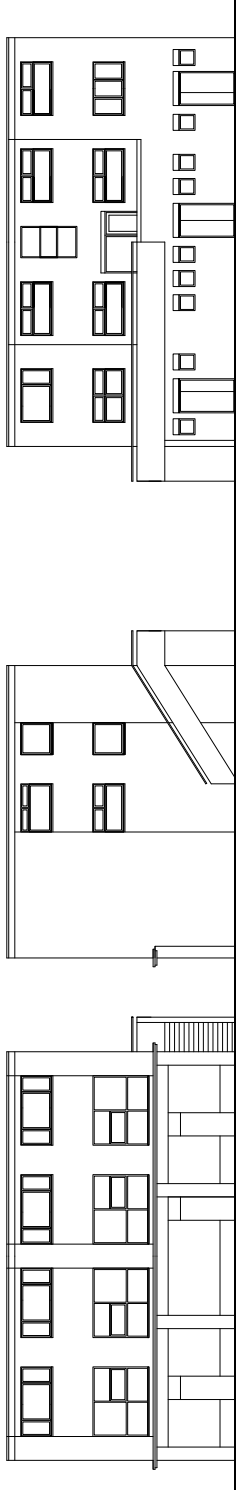
Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

16. C59 Cycle Parking
Notwithstanding the cycles storage shown on Drawing No.0751-P006-A, detailed drawings of the materials, stands, design and security features of the secure and covered cycle store for residents shall be submitted to and approved in writing by the Local Planning Authority. The cycle store shall be erected in accordance with the approved detail prior to first occupation of the development approved, permanently maintained, kept free from obstruction and available for the parking of cycles only.

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

17. C51A Time Limited Permission

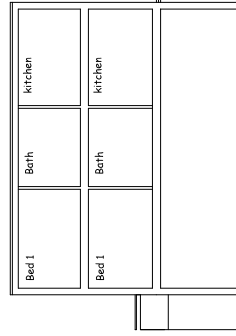
Scale 1:100



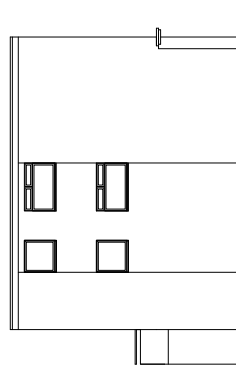
Front Elevation

Side Elevation

Rear Elevation

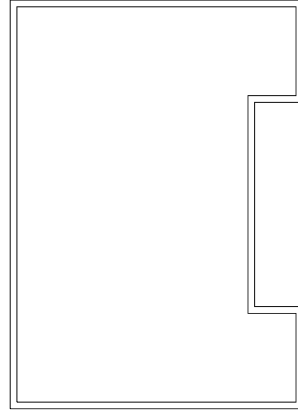


section

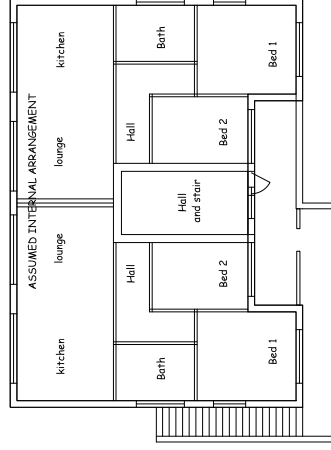


Flank Elevation

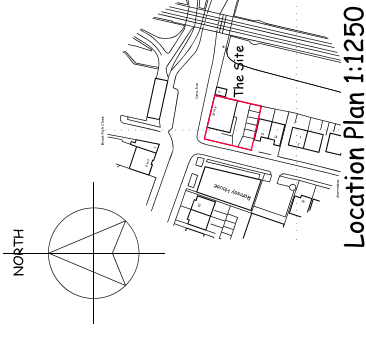
Scale 1:100



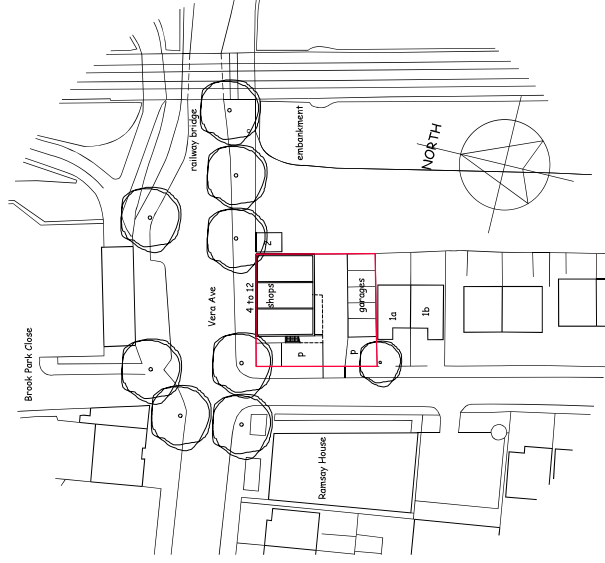
Roof Plan



Typical Upper Floor Plan



Location Plan 1:1250



Site / Block Plan 1:500

notes:
any discrepancies should be reported immediately
all dimensions should be checked on site prior to commencement of work
site/survey based on Ordnance Survey information provided by profile systems plc. It is the responsibility of the user to verify that all past or current uses or features will be identified in the product
the product does not give details about the actual state or condition of the site nor should it be used or taken to indicate or exclude actual suitability or value. It is the responsibility of the user to verify or related upon for determining suitability or value. It is not to be used as a substitute for any physical investigation or inspection.
drawings to be read in accordance with the Building Regulations (minimum calculation, the building must be able to withstand meeting the criteria set for air permeability.

© HERTFORD PLANNING SERVICE
note
It is the responsibility of the user to verify that the resulting prints are to scale on the appropriate sized sheet.
The scale bars on the plan measure correctly.

hps
HERTFORD PLANNING SERVICE
Westgate House, 27-31 Castle Street,
Tel: 01992 552173 Fax: 01992 587643
Email: contact@herfordplanning.co.uk
www.herfordplanning.co.uk

Client	Verisma management Ltd
Description	Housing
Project	New mansard level Grange Park Enfield N21 1FA
Drawing	Existing GA
Date	15/11/11
Scale	1:100
Sheet size	A1
Drawn	mRn
	10751-A1-S001

1:1000
1:500
1:250
1:100
1:50
1:20
1:10
1:5
1:2
1:1