

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 11th August 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
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Ward: Southbury

Ref: P14-00763PLA

Category: Full Application

LOCATION: 61-65, Main Avenue, Enfield, EN1 1DS

PROPOSAL: Demolition of existing buildings and erection of a part 2-storey, part 3-storey block of 10 residential units (comprising 4 x 1-bed, 5 x 2-bed and 1 x 3-bed) and 256sqm of commercial floor space at ground level, juliet balconies to front, side and rear, sun terrace to first floor at side, 11 car parking spaces at lower ground level with undercroft access and associated landscaping.

Applicant Name & Address:
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Enfield
EN2 9AA

Agent Name & Address:
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RECOMMENDATION:

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

Ref: P14-00763PLA LOCATION: 61-65, Main Avenue, Enfield, EN1 1DS, , ,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. The application site is on the southern side of Main Avenue and occupies the corner of Main Avenue and Landseer Road. The site currently comprises of a garage near to the boundary with No.1 Landseer Road, with an auto electrical repair store, a barbershop, a florist, and a window retail shop fronting Main Avenue.
- 1.2. Immediately to the north is the Bush Hill Park Infant and Junior School. To the west are A1 and A3 ground floor shops with residential over. To the south and east are residential dwellings.
- 1.3. The site is sits at the eastern end of the Main Avenue Small Local Centre.

2. Proposal

- 2.1. Permission is sought for the demolition of existing buildings and erection of a part 2-storey, part 3-storey block of 10 residential units (comprising 4 x 1-bed, 5 x 2-bed and 1 x 3-bed) and 256sqm of commercial floor space at ground level including Juliet balconies to front, side and rear and sun terrace to first floor at side together 7 car parking spaces at lower ground level with undercroft access and associated landscaping.

3. Relevant Planning Decisions

- 3.1. Outline planning permission, with all matters reserved (ref: TP/05/0661), was granted for the redevelopment of the site for residential purposes in June 2005.

4. Consultations

4.1. Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1. No objections have been raised.

Tree Officer

- 4.1.2. No objections are raised.

Biodiversity Officer

- 4.1.3. It is advised that there are no ecological constraints to development.

English Heritage (GLAAS)

- 4.1.4. It has been advised that the site lies within the Ermine Street Archaeological Priority Area connected with the Roman settlement close to Leighton Road. There is a possibility that groundworks could affect important remains connected with the Roman settlement and a condition is recommended to enable reasonable access by the Enfield Archaeological Society.

Environmental Health

- 4.1.5. No objections have been raised to the proposed development.

Environment Agency

- 4.1.6. It is advised that there are no objections but advise that the developer should address risks to controlled waters by following the requirements of the NPPF and the EA's *Guiding principles for Land Contamination*.

Thames Water

- 4.1.7. It has been advised that in relation to sewerage and water infrastructure capacity, no objections are being raised. It is also advised that no impact piling should occur until a piling methodology has been agreed in order to protect subsurface sewerage infrastructure.

4.2. **Public**

- 4.2.1. Consultation letters were sent to the occupiers of 56 adjoining and nearby properties in addition to the posting of site and press publicity. No comments have been received.

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	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture

Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
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
CP9:	Supporting community cohesion
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The road network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP28:	Managing flood risk through development
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP34:	Parks, playing fields and other open spaces
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD13	Roof Extensions
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution

DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4. Other Relevant Policy Considerations

National Planning Policy Framework
 National Planning Practice Guidance
 Mayor of London Housing SPG (Nov 2012)
 LBE S106 SPD
 Enfield Strategic Housing Market Assessment (2010)
 Community Infrastructure Levy Regulations 2010

6. **Analysis**

6.1. **Principle**

6.1.1. In broad terms, the proposal would be consistent with the aim of the London Plan and with policies within the Core Strategy which seek to contribute to the strategic housing needs of Greater London and the Borough. In addition, regard must also be given to all other relevant planning considerations which seek to ensure that where appropriate, full consideration is given to heritage matters alongside the acceptability of the design, the impact on neighbour amenity, and the acceptability in highways terms.

6.2. Heritage

- 6.2.1. The site does not sit within a conservation area or contains any listed or unlisted buildings considered to represent non designated heritage assets. It is however located in an Archaeological Priority Area (APA) and full consideration must be given to this, having regard to the provisions of the adopted local plan.
- 6.2.2. The site lies within a Roman settlement along Ermine Street now occupied by the Leighton and Landseer Road housing estate. An "Archaeological Report" has been submitted and whilst it appears to have been drafted in response to a condition imposed on an expired permission (ref: TP/05/0661), Historic England has advised that it is "*broadly correct in its assessment of potential.*"
- 6.2.3. Having regard to the potential for archaeological remains to be present and in accordance with the advice from Historic England, a condition will be imposed to secure a Written Scheme of Investigation. This approach is considered satisfactory to ensure this issue is addressed.

6.3. Impact on Character of Surrounding Area

Density

6.3.1. The assessment of density must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 2 The London Plan therefore suggests that a density of 150-250 habitable rooms per hectare (hrph) may be

appropriate for this location. In this instance, 30 habitable rooms are proposed on a site measuring approximately 0.0810sqm, providing a density of approximately 370hrph.

- 6.3.2. Whilst the current scheme exceeds the suggested density range and thus potential indicates an overdevelopment of the site, a numerical assessment of density cannot be the sole determining factor in assessing whether the site is capable of accommodating the proposed development. Notwithstanding the density figure, it is the harm to the character and appearance of area and / or amenities of neighbouring properties which must be the basis of any decision. In such circumstances, careful consideration therefore must be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

Design

- 6.3.3. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. Paragraph 59 of the NPPF confirms that design policies should *“concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”*. Paragraph 60 advises that it is *“proper to seek to promote or reinforce local distinctiveness”* while paragraph 61 advises that *“...decisions should address...the integration of new development into the natural, built and historic environment”*.
- 6.3.4. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should *“help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood”* while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards *“a positive relationship between urban structure and natural landscape features...”*
- 6.3.5. Policy DMD37 (“Achieving High Quality and Design-Led Development”) confirms the criteria upon which applications will be assessed.
- 6.3.6. The existing units on Main Avenue are characterised by a very uniform design of regularly spaced commercial units demarcated by the regular spacing of pilasters. Atop of the commercial units is a single floor of residential accommodation. Where the original brickwork has been retained and not unsympathetically rendered over, a solid course of bricks is visible above the windows.
- 6.3.7. The proposed Main Avenue frontage is considered to respect that of the existing, adjacent parade. The frontages of the proposed commercial units sit between regularly placed pilasters and the fascia area is at a similar height to the adjacent parade. Above, the immediately adjacent residential unit rises to the same height. Individuality for the proposal is in the form of taller roof elements and the provision of balconies facing Main Avenue.
- 6.3.8. The junction of Main Avenue and Landseer Road is addressed through the provision of an entrance door to directly open towards the junction. Above this, the residential units are also designed to address the corner. A corner feature is provided in the form of a clock sitting within the roof space.

- 6.3.9. The ground floor design features of the Main Avenue frontage wrap around onto Landseer Road before the façade changes for the first of the residential units. Above, the variation in roof height also continues and steps down towards No.1 Landseer Road where the roof height will match.
- 6.3.10. Having regard to the above, it is considered that the proposed scheme, by reason of its design, size and siting has sufficient regard to the prevailing pattern and form of development, resulting in a form of development that is considered compatible with the street scene. In relation to design, the development is considered to have sufficient regard to Policies 7.1, 7.4 & 7.6 of the London Plan, Policy 30 of the Core Strategy, Policies DMD 6, 8, 14 & 37 of the Development Management Document and with national guidance contained in the National Planning Policy Framework (in particular Section 7).

Quality of Accommodation

- 6.3.11. To improve the quality of new housing, the new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments) and the Mayor's Housing SPG in terms of the GIA of individual units and for individual rooms because the Mayor considers the size of new housing to be a key strategic issue.
- 6.3.12. The minimum size of individual flats is dependent on the occupancy level. One bed flats should be 50sqm, 2-bed flats should range in size between 61sqm (2b3p) and 70sqm (2b4p), and 3-bed flats should be between 74sqm (3b4p) and 95sqm (3b6p).
- 6.3.13. The development proposes 4x 1-bed 2 person, 4x 2-bed 3 person, 1x 2-bed 4 person, and 1x 3-bed 6 person units. Each of the proposed units exceeds the minimum floor area.
- 6.3.14. Turning to individual rooms, paragraph 2.3.22 of the Mayor's Housing SPG, advises that the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 8sqm and 12sqm respectively, although "*7.5sqm and 11.5sqm are generally regarded as the smallest respective benchmarks*". The combined floor areas for living / dining / kitchen space is 23sqm (2p), 25sqm (3p), 27sqm (4p), and 31sqm (6p). Each unit either meets with or exceeds the minimum standards.

Amenity Space Provision

- 6.3.15. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Table 4.1 of the DMD provides the following standards: 5sqm (1b2p), 6sqm (2b3p), 7sqm (2b4p), and 9sqm (3b6p).
- 6.3.16. Each unit, except for Flat 4 (a corner unit) is provided with its own balcony. Given the "L" shaped design of the building, it has not been possible to provide the aforementioned unit with its own balcony space. The unit will instead be dependent upon the use of the communal garden or Bush Hill Park approximately 290m to the north. On balance, the provision of one unit without the benefit of 7sqm of balcony space is considered acceptable, given the close proximity of Bush Hill Park and the communal garden at the rear.

6.4. Impact on Neighbour Amenity

- 6.4.1. The proposed building will respect the front building line of the adjacent developments on Main Avenue and on Landseer Road. In relation to the rear, adjacent to No.57 Main Avenue, the development will project approximately 2.5m beyond the rear building line. At ground floor level, a 45-degree line is not compromised, although it should be noted that the rear-facing glazed door serves a commercial unit. At first floor level, the 30-degree line from a rear facing window is compromised as this line is exceeded by 0.5m. On balance, given the south facing aspect of the window, it is considered that the rearward projection of the proposed scheme will not unduly harm the existing amenity of the occupiers of the first floor unit at 57 Main Avenue sufficiently to warrant refusal on harm to amenity.
- 6.4.2. With regard to No.1 Landseer Road, the development does not project beyond the rear building line immediately adjacent to that boundary and in this regard will not unduly harm the amenity of the existing occupiers.
- 6.4.3. With regard to overlooking and loss of privacy, the development is not served by flank windows, however there are rear facing balconies allowing full access and Juliet balconies on the front elevations. The nearest of the south-facing balconies to 57 Main Avenue (serving first and second floor flats) is approximately 5.9m distant from the flank boundary of No.57. These balconies, due to their positioning will not afford direct views back to the first floor rear-facing window but would provide views to a first floor flank window. The provision of balconies is a requirement to meet with amenity space standards, therefore in order to satisfy this requirement and to ensure that there is no loss of privacy to the occupiers of the first floor flat at No.57 Main Avenue, a condition is proposed to secure details of a privacy screen. The distance from the south-facing balconies to the common boundary with 1 Landseer Road is approximately 15m. This level of distancing is considered sufficient and will not lead to an unacceptable loss of privacy for that adjoining occupier. It should be noted that the minimum distance between windows and side boundaries is 11m.
- 6.4.4. With regards to the west-facing rear balconies, the nearest ones (again serving first and second floor flats) are sited approximately 4.7m from the common boundary with No.1 Landseer Road. Similar to the south-facing balconies, their siting would not enable views back into the rear facing windows serving that dwelling. Privacy screens will be secured by condition to prevent views into the flank windows of that adjoining property. Distancing to the flank boundary of 57 Main Avenue (17.6m) is considered sufficient to not result in unacceptable levels of overlooking and loss of privacy.
- 6.4.5. Having regard to the above, it is considered that the proposed development has sufficient regard to the existing amenities of adjoining occupiers in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, Policies DMD8 and DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework

6.5. Highway Safety

- 6.5.1. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed and Policies DMD45 and 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.

Parking

- 6.5.2. The site is located in an area with a poor PTAL score (2). The provision of seven spaces is acceptable having regard to the standards in the London Plan. Each of the spaces can be accessed independently and meet the minimum dimensions for turning to exit in a forward gear. It is noted that two way access to the car park is not possible, however vehicle movements will not be high and therefore should not impact on highway safety or accessibility of the car park.
- 6.5.3. The London Plan requires a minimum of 11 spaces. Eight cycle parking spaces are proposed within two lockable stores. A condition will be imposed to secure the additional cycle spaces in order to comply with adopted standards.

Access

- 6.5.4. The main concern regarding access and servicing relates to the ground floor commercial unit. A loading bay is proposed with access off Landseer Road. Vehicle tracking has been provided to demonstrate that a delivery vehicle will be to safely access and egress from the bay without compromising vehicle safety.
- 6.5.5. As the site is located on a corner, with an entrance door opening onto the corner, this could encourage motorists to stop on the junction protection markings, especially as the local area already has a high parking demand. The parking pressure would be further compounded during school opening and closing times.
- 6.5.6. Pedestrian access is from the same location on the corner, and vehicles may still stop on the restrictions. However the principle of commercial is already agreed given the location is within the designated shopping centre, and on balance the existing restrictions and the guard rail will minimise the risk of unlawful stopping.
- 6.5.7. As well as reducing the visibility for vehicles turning into and out of Lansdeer Road, any vehicles parking outside the Main Avenue frontage would restrict forward visibility for vehicles travelling from east to west on the approach to the pedestrian refuge. This could cause difficulties for larger vehicles which may not be able to pass parked vehicles and get back to the other side of the road, however as stated above, the retention of the restrictions and the guard rail are considered on balance, sufficient to reduce this risk.
- 6.5.8. Having regard to the above, it is considered that the development makes acceptable provision for parking and servicing and is unlikely to lead to conditions prejudicial to the free flow of traffic or highway safety, having regard to Policy 6.13 of the London Plan and DMD Policies 28 and 45 of the Development Management Document.

6.6. Housing Need

- 6.6.1. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure 20% of market housing is for four or more bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.6.2. The findings of Ecotec's research, *Enfield Strategic Housing Market Assessment* (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (ie 3+ bedrooms). This is equivalent to a need for 1,667 family

sized homes of which nearly 40% is for four bedroom homes over a period of two years.

- 6.6.3. The earlier findings of Fordham's Research, *Enfield Council Housing Study* (September 2005) corroborate Ecotec's findings. The research showed there was an absolute shortage of four bedroom properties in the owner occupied sector, which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation.

6.7. Sustainable Design and Construction

BREEAM / Code for Sustainable Homes

- 6.7.1. A Code for Sustainable Homes assessment has been undertaken which suggests that the scheme would achieve Code Level 4. Conditions should be considered on any approval to secure details of a design stage pre-assessment prior to commencement of the development. A further condition would then be required to secure a post construction assessment.

Lifetime Homes

- 6.7.2. 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.
- 6.7.3. 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.
- 6.7.4. The Mayor's minimum internal floor space standards incorporate Lifetime Home standards (Housing SPG para. 2.3.12). Notwithstanding this, a Lifetime Homes Statement has been submitted (together with supporting plans), detailing how the development will be Lifetime Homes compliant. A condition is recommended to secure those details.

Contamination

- 6.7.5. Given the current and former commercial uses on the site, there is the potential for contaminants to be present. A condition is recommended to seek a risk assessment.

Biodiversity / Ecology

- 6.7.6. Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.7.7. The existing site has no ecological value as it is completely built over with hardstanding and single storey buildings. The proposal will introduce some soft

landscaping in the form of a soft landscaping / communal garden at the rear (107sqm) and approximately 20sqm of soft landscaping / planting on the Landseer Road frontage. In addition, two areas of living walls will be provided and some bird and bat boxes are also proposed. The proposed measures will be secured by condition.

- 6.7.8. Having regard to the measures proposed, the proposed development will create and enhance the biodiversity value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

Energy

- 6.7.9. An *Energy Statement* has been submitted which would appear to demonstrate that the development will meet with energy reduction targets. The *Statement* provides some recommendations with regards to low / zero carbon measures such as a photovoltaic array and a community CHP. A condition is therefore proposed to seek details of the energy saving measures to be employed.

Drainage

- 6.7.10. London Plan policies 5.12 and 5.13 requires the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, while also not increasing the risks elsewhere.
- 6.7.11. DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 6.7.12. The drainage strategy is not clear, although it is noted that a “swale pond” is proposed in the communal garden. Although is welcomed, a full drainage strategy should be submitted. A condition is proposed to secure these details.

- 6.8. Viability

Affordable Housing

- 6.8.1. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to “decent and appropriate housing in their borough” (para.5.17 Core Strategy). Having regard to Core Policy 3, the developer is proposing that four of the units (2x 1-bed and 2x 2-bed) will be affordable units.
- 6.8.2. On 28th November 2014 the Government introduced immediate changes to the National Planning Practice Guidance through a Written Ministerial Statement to state that contributions for affordable housing and tariff style planning obligations should not be sought for small scale and self-build developments containing 10 units or less with a gross area of no more than 1000sq.m.
- 6.8.3. The development would provide 10 new units and the net additional increase in residential floor space is 679.26sqm. The scheme would therefore not have to make any education contributions or other tariff style obligations.

Community Infrastructure Levy (CIL)

- 6.8.4. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20.
- 6.8.5. The development is CIL liable for the construction of sqm of new residential floor space and the CIL calculation is: $(£20/m^2 \times 408m^2 \times 254)/223 = £9294.35$

6.9. Section 106 / Legal Agreement

- 6.9.1. A legal agreement will need to be entered into to secure the affordable housing units on site.

7. Conclusion

- 7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3 & 3.4 of The London Plan, Core Policies 2 and 4 of the Core Strategy, Policy DMD7 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 2. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 3. The proposed development due to its design, size, siting, and by virtue of conditions imposed, does not significantly impact on the existing amenities of the occupiers of adjoining properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for access and parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
 5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

8. Recommendation

8.1. That subject to the completion of a S106 Agreement to secure the provision of four affordable units, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the following conditions:

1. Approved Plans - Revised
2. Time Limited Permission
3. Mix / Size of Units
4. The development hereby approved shall only be laid out as 10 flats units (comprising 4 x 1-bed, 5 x 2-bed and 1 x 3-bed) as shown on Drawing Nos.(11)01 REV.D, (11)02 REV.D, (11)03 REV.D. There shall be no deviation from the number, size or mix of units from that approved without the prior approval in writing by the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s) in accordance with adopted Policy.

5. Details of Materials
6. Details of Privacy Screens
Prior to the occupation of Flats 2, 6, 7 & 11 as annotated on Drawing Nos. (11)02 REV.D, (11)03 REV.D, a privacy screen with an equivalent obscuration of level 3 on the Pilkington Obscuration Range up to a minimum height of 1.7m above finished floor level shall be provided in the northern elevation of the balconies for Flats 2 & 7 and the west elevation of the balconies for Flats 6 & 11 of the development. The privacy screens shall be retained and maintained in perpetuity.

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

7. Details of Hard Surfacing
8. Parking / Turning Facilities
Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No.(11)01 REV.D and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards.

9. Private Vehicles Only - Parking Areas
The car parking spaces to be provided shall be kept available for the parking of private motor vehicles at all times The parking spaces shall be used solely for the benefit of the occupants of the residential units of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

Reason: To ensure that the development complies with adopted Policy and to prevent the introduction of activity that would be detrimental to visual and residential amenity.

10. Details of Access and Junction

The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development 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 adopted Policy and does not prejudice conditions of safety or traffic flow on adjoining highways.

11. Electric Vehicle Charging Points

That prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting, of electric vehicular charging points to 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 provided to the Local Planning Authority for approval in writing.

All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently maintained and retained.

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

12. Details of Landscaping

Prior to occupation full details of soft landscape proposals, including those for the areas of "living walls" shall be submitted to the Local Planning Authority for approval in writing. 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 buildings

The landscaping shall be provided in accordance with the approved details prior to first occupation or within the first planting season following completion of the development, unless otherwise approved in writing by the Local Planning Authority.

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.

13. Details of Refuse Storage & Recycling Facilities

14. Energy Efficiency

The energy efficiency of the development shall provide for no less than a 25% improvement in the total CO₂ emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline measure. Prior to first occupation, confirmation shall be provided to the Local Planning Authority.

Reason: To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

15. Details of Renewable Energy Provision

The development shall not commence until details of the renewable technologies to be used in the development have been submitted to the Local Planning Authority for approval in writing. Where appropriate, the submitted detail shall demonstrate compliance with the approved renewable energy strategy and include the design, size, siting, and a maintenance strategy / schedule inclusive of times, frequency and method.

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 adopted Policy.

16. No Additional Fenestration

17. SUDS 1

Prior to development commencing, a drainage strategy shall be provided to the Local Planning Authority for approval in writing. The drainage strategy shall include the following details:

- a) A drainage plan that includes flow routes, the swale and rain garden
- b) The discharge rate off site
- c) The proposed storage volume of storm water
- d) Specifications of the swale and rain gardens (and any other drainage feature)
- e) A management plan for the drainage system
- f) Overland flow routes for exceedance
- g) Measures to prevent pollution of the receiving groundwater and/or surface waters
- h) A management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- i) The responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

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

18. SUDS 2

Prior to occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

19. 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 4.

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 in accordance with adopted Policy and having regard to the stated aims of the development.

20. Code for Sustainable Homes 2

Following the practical completion of the dwelling approved by this permission 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 in accordance with adopted Policy.

21. BREEAM

Evidence confirming that the development achieves a BREEAM rating of no less than 'Very Good' 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) Following commencement of works regular updates on progress under the relevant BREEAM scheme shall be submitted at monthly intervals prior to the submission of the post construction assessment;
- (b) A post construction assessment, conducted by an accredited Code Assessor and supported by all relevant evidence, shall be submitted within 1 month of formal submission to the British Research Establishment; and
- (c) A BRE accreditation certificate shall be submitted within 3 months of first occupation of the site.

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and adopted policy.

22. Details of cycle storage

Prior to development commencing and notwithstanding the submitted plans, details of safe, secure and covered cycle parking spaces for a minimum of 11 bicycles shall be provided to the Local Planning Authority for approval in writing. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction and available for the parking of cycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel, in accordance with adopted policy.

23. Tree Protection

No works or development shall take place until a scheme for the protection of the tree situated on the Highway on Landseer Road immediately adjacent to the development site (BS 5837, the Tree Protection Plan), has been agreed in writing with the Local Planning Authority.

Reason: To ensure that the retained tree is not adversely affected by any aspect of the development.

24. Biodiversity Enhancements

Development shall not commence until details of the proposed biodiversity enhancements, to include bird bricks/tubes/boxes designed into and around the new building, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved detail.

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.

25. Archaeology

The developer shall notify the Greater London Archaeology Advisory Service of the start of groundworks no less than two weeks before commencement and permit access at any reasonable time to the Enfield Archaeological Society to monitor development and record features of interest.

Reason: To enable the recording of any features of archaeological interest.

26. Written Scheme of Investigation

A. No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B. If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title)

shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

- C. No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (B).
- D. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: To secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF as heritage assets of archaeological interest may survive on the site.

27. Contamination

- No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise:
- a) a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance;
 - b) a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and
 - c) a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials.

All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: In the interest of protecting environmental and public health

28. Construction Site Waste Management Plan

Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Waste Management Plan shall include as a minimum:

- (a) Target benchmarks for resource efficiency set in accordance with best practice;
- (b) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
- (c) Procedures for minimising hazardous waste;
- (d) 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);
- (e) Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and

(f) No less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

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 of the London Plan

29. Construction Methodology / Traffic Management Plan

No development shall commence until a Construction Methodology / Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority.

The statement should include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;
- b) access arrangements to the site;
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of the vehicle call up procedure;
- f) details of measures to protect pedestrians and other highway users from construction activities on the highway;
- g) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- h) loading / unloading locations;
- i) arrangements for wheel cleaning;
- j) arrangements for the storage of materials;
- k) coordination with Bush Hill Park Primary School to avoid peak school drop-off and pick up times; and
- l) A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and 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.

30. Restricted Use Class – Commercial Unit(s)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the premises shall only be used for purposes within Use Classes A1 & A2 as defined by the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking, re-enacting or modifying that Order.

Reason: Having regard to the maintaining the viability and viability of the Main Avenue Small Local Centre.

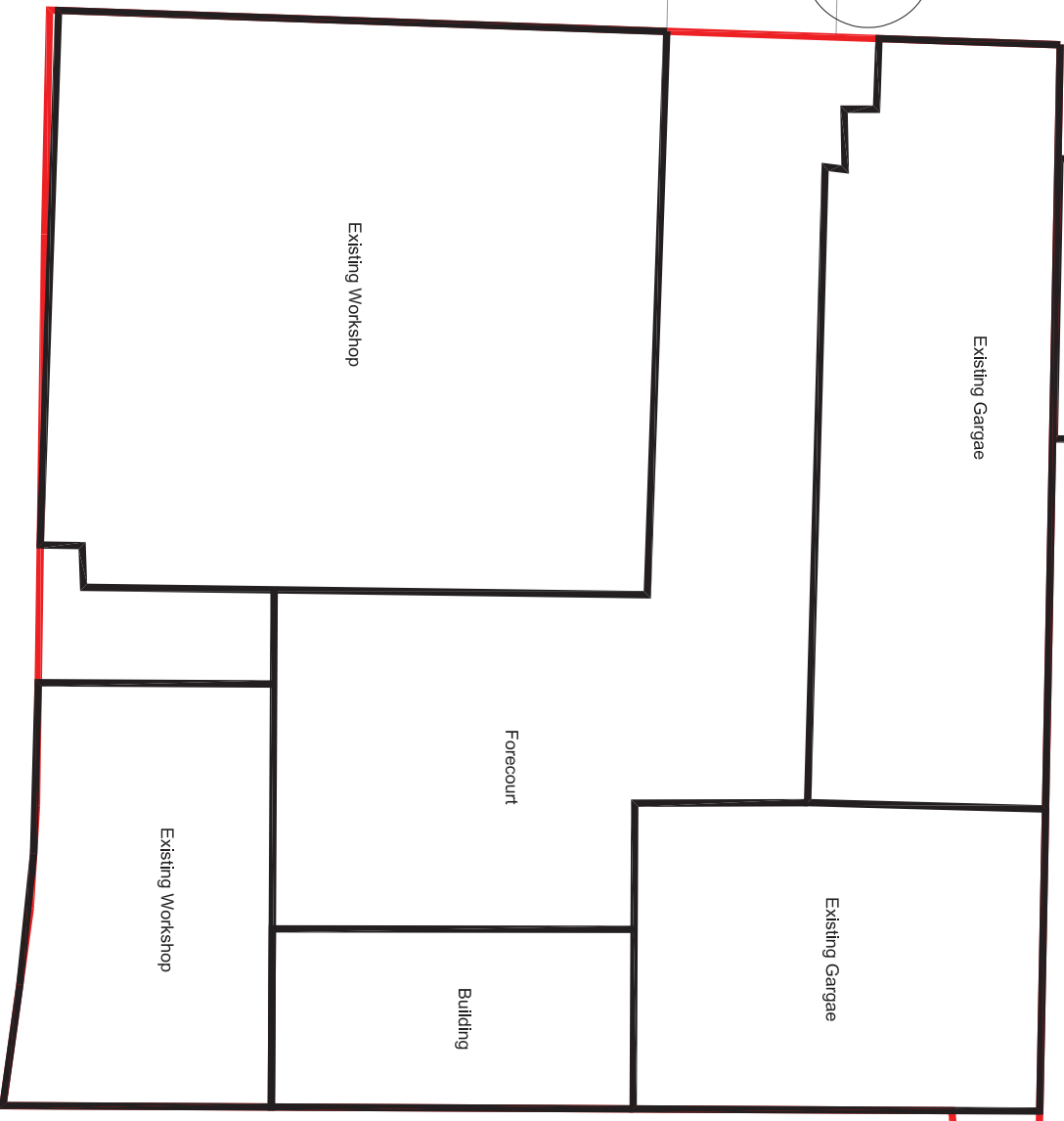
31. Deliveries and Collections – Commercial Unit(s)

Deliveries to/from any commercial premises developed on the site shall not take place before 08:00 or later than 19:00 Monday to Friday, before 10:00 or later than 14:00 on Saturdays and no deliveries to be made on Sundays or bank holidays.

Reason: to reduce the likelihood of a noise nuisance occurring during delivery times.

LANSEER ROAD

MAIN AVENUE



METRIC SCALE 1/100 @ A2

0m 1m 5m

Site Area
 810 sq metre
 8718.00 sq ft



56 - 69 MAIN AVENUE ENFIELD LONDON EN1 1DS

PROPOSED GROUND FLOOR LAYOUT

SCALE 1: 100 @ A2

DRAWING NO (11) 01 REV D

London Plan Space Standards

GROUND FLOOR

- FLAT No. 1 Wheelchair Accessible
- 2 bed spaces
- 1 Bedroom Total Floor Area 51. sqm

FIRST FLOOR

- FLAT No. 2
- 3 bed spaces
- 2 Bedroom Total Floor Area 65.2. sqm
- FLAT No. 3
- 2 bed spaces
- 1 Bedroom Total Floor Area 51.2. sqm
- FLAT No. 4
- 4 bed spaces
- 2 Bedroom Total Floor Area 76. sqm

- FLAT No. 5
- 2 bed spaces
- 1 Bedroom Total Floor Area 51.2. sqm

- FLAT No. 6
- 3 bed spaces
- 2 Bedroom Total Floor Area 65.2. sqm

SECOND FLOOR

- FLAT No. 7
- 3 bed spaces
- 2 Bedroom Total Floor Area 67. sqm

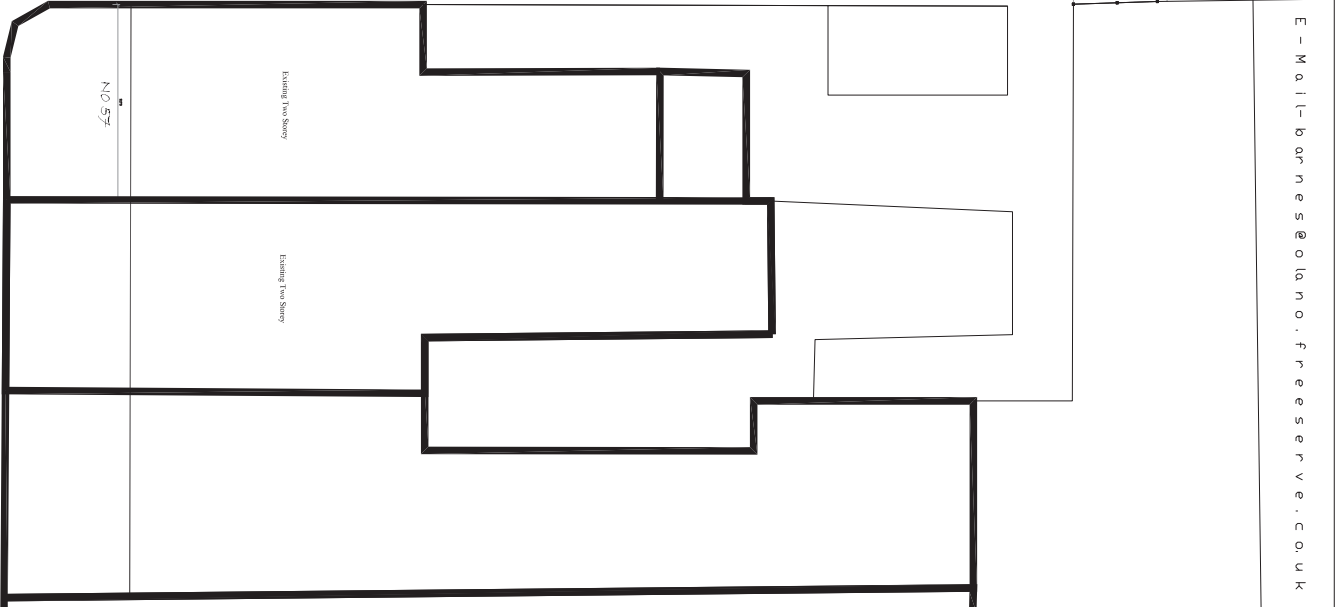
- FLAT No. 8
- 2 bed spaces
- 1 Bedroom Total Floor Area 51. sqm

- FLAT No. 9
- 3 bed spaces
- 2 Bedroom Total Floor Area 67. sqm

- FLAT No. 10
- 6 bed spaces
- 3 Bedroom Total Floor Area 96.6. sqm



METRIC SCALE 1/100 @ A2





Two Storey
Two Storey Attached Existing Dwelling
Hierarchy of Dwelling



METRIC SCALE 1/100 @ A2
 0m 1m 2m
 0m 1m 2m

Two Storey
Two Storey Attached Existing Dwelling
Hierarchy of Dwelling

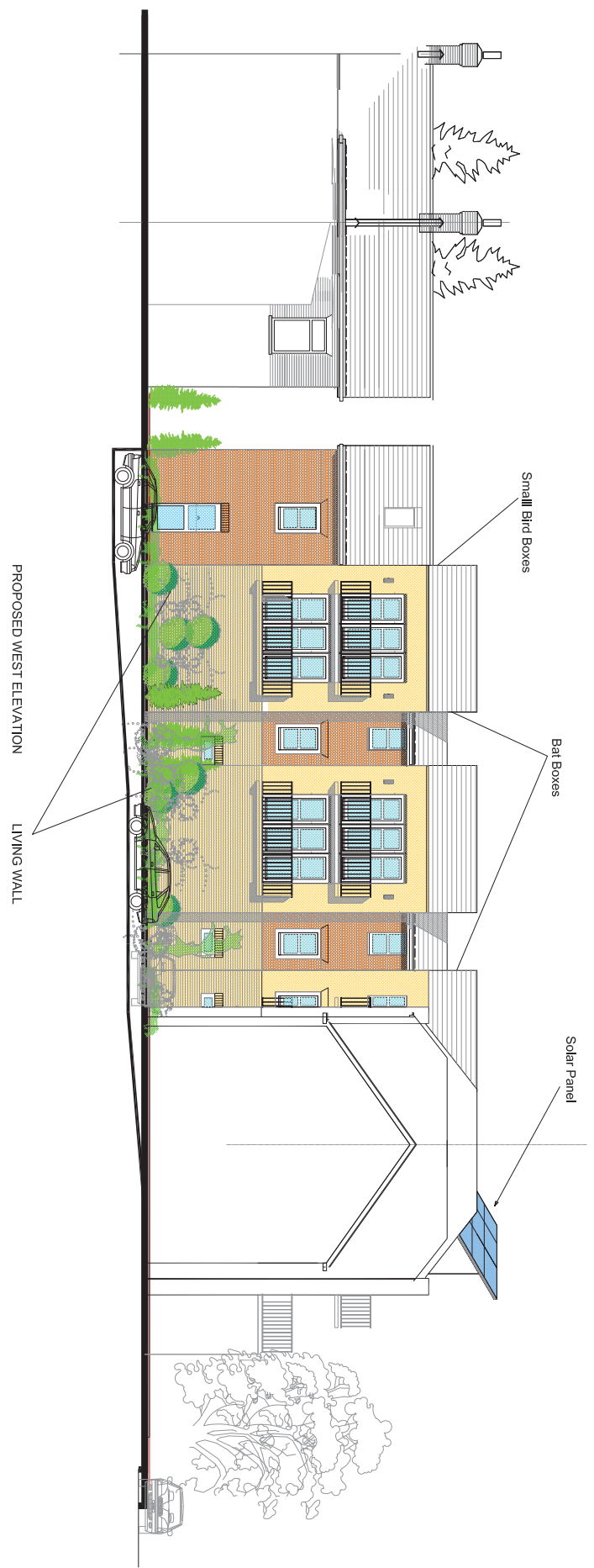


PROPOSED MAIN AVENUE ELEVATION



PROPOSED LANSEER ROAD ELEVATION





The proposal seeks to meet the parking standards whilst installing the surface area dedicated to parking. The spaces are safe, secure and conveniently located.

Being sited within the overall site design for open spaces, the car parking does not negatively affect the use and appearance of the site.