

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 26th April 2016

Report of
Assistant Director, Planning &
Environmental Protection

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Application Number : 15/04736/FUL

LOCATION: 2A / 2B Park Avenue, London, N18 2UH.

PROPOSAL: Demolition of existing warehouse and erection of a part 3, part 4 storey block to provide 14 flats (comprising 4x3bed, 7x2 bed, 3x1 bed flats), including basement level parking area for 6 x car parking spaces and cycle parking.

Applicant Name & Address:

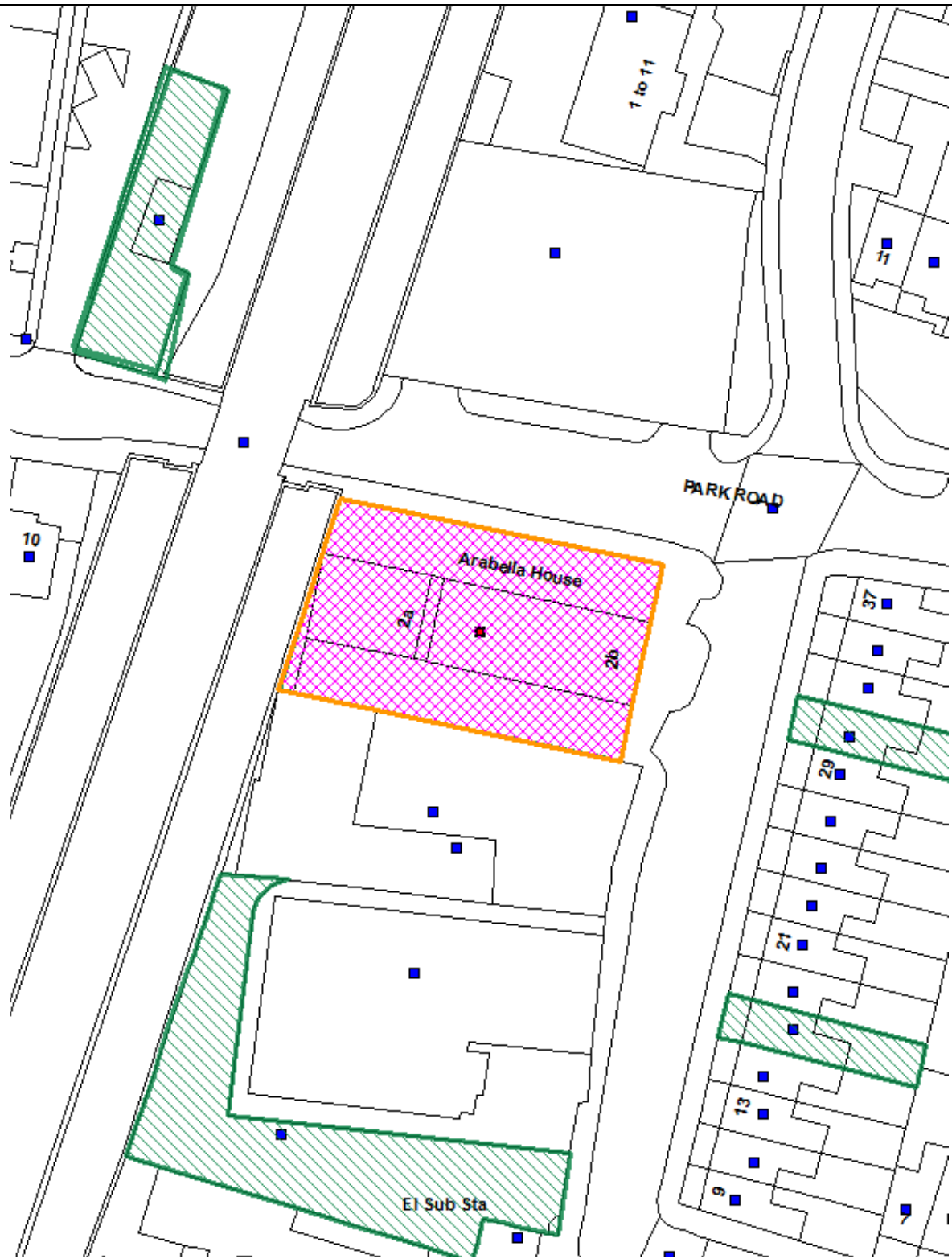
Magic Home Ltd.
7-11 Green Lanes,
London,
N13 4TN.

Agent Name & Address:

Peter Ottery
112 Southbury road
Enfield
EN1 1YE

RECOMMENDATION: That planning permission be **GRANTED** subject to conditions and completion of a S106 Agreement.

Ref: 15/04736/FUL LOCATION: 2A / 2B Park Avenue, London, N18 2UH,



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Scale 1:1250

North



1. Site and surroundings

- 1.1 The application site is located on the corner of Park Avenue and Park Road and is addressed as 2A/2B Park Avenue. The site currently consists of an original warehouse building of 2 storeys in height with a triple apex roof. At present the site appears to have been broken up into three individual units, the unit on the outside which is derelict, the middle unit which appears to be occupied by a Christian church group and a 2 storey warehouse/lock up appears to make up the third unit. Having analysed the council planning records there appears to be no registered planning permission for the use of the site for the Christian group.
- 1.2 The surrounding area is mixed in nature, there is a hostel to the direct west of the building (under the same ownership), to the north opposite on Park Road is a derelict site although this site has planning permission for a development of 18 units. To the east opposite on Park Avenue are two storey houses and to the south lies a series of industrial uses and car mechanic garages.
- 1.3 The site is not located in a Conservation Area and is not listed. The site has a PTAL rating of 5. The site is not located within a controlled parking zone and it is relatively flat lying.

2. Proposal

- 2.1 The applicant seeks full planning permission for the demolition of the existing buildings on the site and the erection of a part 3, part 4 storey building to accommodate 14 flats (comprising 4 x 3- bed, 7 x 2- bed and 3 x 1 –bed). The building would be 9m high to third floor level and 12m high to fourth floor level. The building would be 26.5m wide and approximately 16m deep. It would consist of a modern design with buff brick with the 4th floor a recessed rendered finish. The windows are proposed as grey aluminium and the design would also include for balconies and terraces.
- 2.2 Amended plans have been submitted by the applicant based on concerns raised about the lack of car parking associated with the development and the cumulative impact of the scheme approved for 18 flats on the opposite side of the street at Number 10 Park Road. The application now proposes a basement car parking area accessed from rear corner of the site off Park Avenue. This would accommodate for 6x car parking spaces and 28 cycle parking spaces.

3. Relevant planning history

- 3.1 P12-00581PLA: Conversion of 9 supported living units into 12 self-contained studio flats for social housing. Withdrawn.
- 3.2 14/04851/FUL: Demolition of existing vacant warehouse and erection of a 3-storey block of 12 self-contained flats. Withdrawn.
- 3.3 P15-02002-FUL: Demolition of existing warehouse and erection of a part 3 storey, part 4 storey block to provide 14 flats (comprising 2 x 3- bed, 9 x 2- bed and 3 x 1 -bed) with associated car parking, cycle/refuse storage and landscaping.

This application was an Article 10a submission deemed invalid for the following reasons:

1. The application has not robustly justified the failure to provide a suitable mechanism to secure financial contributions towards off site education and infrastructure provisions, contrary to Policies 8 and 46 of the Local Plan as well as the requirements outlined in the Local Authority's S106 Supplementary Planning Document.
2. Insufficient detail has been submitted to enable the Local Planning Authority to accurately assess the credentials of the scheme against the Code for Sustainable Homes with an objective to meet a minimum of Code Level 4. In this regard, the development fails to take into account the principles of sustainable design and construction contrary to Core Policy 4 of the Core Strategy, DMD 50 of the Development Management Document and Policies 5.2 & 5.3 of the London Plan as well as the National Planning Policy Framework.

Other Relevant Planning History:

- 3.4 14/02467/FUL: *10 Park Road (Site Opposite)* Erection of a four storey block comprising 18 self-contained flats (7 x 1-bed, 7 x 2-bed, 4 x 3-bed) with balconies, amenity area, associated access via Park Road and surface car parking. S106 - S106 Granted with conditions.

4. Consultation

Public Consultations

- 4.1 The 21 day public consultation period started on the 23rd of October and concluded on the 13th of June. 3 Site notices were posted close to the site on 28th of October. The application was also advertised in the local paper. There were no comments received from any members of the public.

Internal

- 4.2 Traffic and Transportation – Traffic and Transportation have noted an improvement to the scheme via the provision of the 6 car parking spaces and have raised no objections subject to conditions and S106 obligations to mitigate against parking impacts in the surrounding area.
- 4.3 Environmental Health- No objections subject to conditions
- 4.4 Housing Officer – A minimum of 6 units should be provided towards affordable housing, 4 as social or affordable rent and 2 as intermediate.

External

- 4.5 Thames Water – no objections
- 4.6 Environment Agency- no objections.

5. Relevant Policy

5.1 Development Management Document

DMD1	Affordable Housing on site capable of providing 10 or more units.
DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD7	Development of garden land
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD47	New Roads, Access and Servicing
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD76	Wildlife Corridors
DMD77	Green Chains
DMD78	Nature Conservation

5.2 Core Strategy

SO2	Environmental sustainability
SO4	New homes
SO5	Education, health and wellbeing
SO8	Transportation and accessibility
SO10	Built environment
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP6	Meeting particular housing needs
CP8	Education
CP9	Supporting community cohesion
CP16	Taking part in economic success and improving skills
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
CP30	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP36	Biodiversity
CP46	Infrastructure Contribution

5.3 London Plan (2015) (including REMA)

3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing development
3.6	Children and young people's play and informal recreation facilities

- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on schemes
- 3.13 Affordable housing thresholds
- 4.1 Developing London's economy
- 4.4 Managing industrial land and premises
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Building London's neighbours and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland

- 5.4 Other Relevant Policy
 - National Planning Policy Framework

- 5.5 Other Material Considerations
 - The Mayors Housing SPG (2012)
 - Section 106 Supplementary Planning Document (Nov.2011)
 - Enfield Strategic Housing Market Assessment (2010)

6. Analysis

6.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development
- Scale and Density
- Design and Impact on the Character of the Surrounding Area
- Neighbouring Amenity
- Standard of Accommodation and Proposed Mix of Units
- Private Amenity provisions
- Traffic, Parking and Servicing Issues
- Affordable Housing and other S106 Contributions
- Sustainability
- Tree Issues

6.2 Principle of the Development

6.2.1 There were no objections raised to the principle of the redevelopment of the site on the previous applications and this remains to be the case at officer level. The principle of the development would be supported insofar as the proposal provides for additional housing in the borough of which there is an identified need. The proposed site is in a relatively accessible location with a PTAL of 5 and as such additional housing should be encouraged in such locations.

6.2.2 Similar to the last applications there has been relatively little information submitted with regards the use of the current site and whether the loss of the current employment use would be suitable. However officers have assessed the case on site and taking into account the relatively dilapidated appearance of the site it is considered that the redevelopment to provide additional residential units for the area would be the better use of the site.

6.2.3 In addition since the previous submissions the scheme has been significantly improved. From the perspective of design and bulk it is much less top heavy than the previous scheme with specific regard to the scale and form of the top floor. This is now much more recessed and subordinate to the 3 storey section of the building. In addition through negotiations with the applicant 4 family units are now to be provided as part of the scheme which is considered suitable taking into account the relative confines of the site and its practicality to accommodate family housing.

6.3 Density and Scale

Density

6.3.1 Density assessments must acknowledge new guidance outlined in the NPPF and particularly 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.

6.3.2 Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. From

assessing the plans it is considered a total of 40 habitable rooms would be provided on the site which is of approximately 0.054 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 5 in an urban location, an overall density of between 200-700 hr/ha may be acceptable. Upon calculating the density of the proposed development against this density matrix, based on habitable rooms per hectare this development would equate to 740 hr/ha.

6.3.3 Therefore these results show that from a density perspective this proposal would be slightly in excess of the recognisable density threshold for an urban area.

6.3.4 However, it must be noted that the criteria of density would not be a singular element and would be assessed alongside other planning requirements such as suitability of the site, scale of building/s and standard and quality of accommodation proposed. In this case due to the tightness of the site neighbouring amenity would also be a primary consideration. These issues will be referred to later in the report.

6.4 Scale, Design Character and Impact on the Surroundings

6.4.1 As referred to earlier the building is proposed as part 3, part 4 storey in height. It is 26.5m wide and 16.5m deep. It would be set against the existing hostel building which is 2 storey in height and the building would back onto single storey industrial buildings at the rear. Opposite on Park Avenue are 2 storey houses and due regard has been given to the fact that the site opposite on Number 10 Park Road has been granted planning consent for a part 3, part 4 storey building.

6.4.2 Similar to the previous submission P15-02002-FUL from the perspective of scale it is considered that the principle of a part 3, part 4 storey is acceptable on the site. This would largely replicate the scale and height of the scheme that has been granted across the road at Number 10 Park Road.

6.4.3 There were a number of issues that were raised as concerns on the previous application, mainly in relation to the bulk, scale and prominence of the fourth floor and the lack of fenestration and orientation of the scheme onto Park Avenue.

6.4.4 On this submission the proposed 4th floor is recessed in approximately 2m behind the main parapet wall on all elevations particularly so on the front and side elevations which are most prominent on the Park Road and Park Avenue. This has been achieved by reducing the number of flats at 4th floor level and re-accommodating one flat at ground level. As a result the proposed 4th floor is now much more subordinate and as a result of its reduced bulk and scale would be much less dominant. Having re-assessed the proposal on site officers consider that the proposal has been sufficiently reduced in scale to be deemed acceptable. In addition the introduction of additional fenestration onto the Park Avenue elevation to complement the front Park Road elevation has introduced an additional element of visual interest and overall a much more balanced appearance to the development.

6.4.5 In addition due regard should be given to the permission granted on the opposite side of Park Road at Number 10 and having assessed this proposal in line with that permission it is considered that both developments would complement each other. In conclusion from the design scale and character this proposed development is considered acceptable as it would integrate acceptably into the adjoining Park Road/ Park Avenue streetscene having regard to policies DMD6, 8 and 37, CP30 of the Core Strategy and London Plan policies 7.4 and 7.6.

6.5 Neighbouring Amenity

6.5.1 From the perspective of neighbouring amenity, it is considered the proposal should be assessed against the following properties,

- Houses opposite on Park Avenue.
- Adjacent Hostel at Number 2A.
- New Development opposite on Number 10 Park Avenue.
- Industrial premises to the rear

Houses opposite on Park Avenue

6.5.2 The site sits directly opposite to Numbers 27 to 37 Park Avenue which would be most affected by the development proposals. The proposed building is set hard on the eastern edge of the site (back of the public footpath) and therefore the proposed building would have a separation distance of approximately 17.5 to 18m from the front elevation of the houses at Number 27 to 37 Park Avenue. The recessed 4th floor would represent a separation distance of 22m between the houses on Number 27-37 Park Avenue.

6.5.3 With respect to distancing standards it is recognised that this is below the requirements of DMD 10 which in such circumstances would specify a distance of at least 25m. However this refers to rear windows and in this case it must be acknowledged that the windows would be looking out onto and across a public highway. Officers have assessed the proposal externally from within the front gardens of Number 37 and whilst the new building would create an obvious additional dominance when viewed across the street, it is not considered that it would create such an impact to warrant refusal. In addition to this it should be noted that the proposed building would not break a 25 degree line of site towards the sky from the ground floor windows of the houses opposite on Park Avenue, therefore would be acceptable in principle from the perspective of Daylight and Sunlight BRE guidance.

Adjacent Hostel at 2A

6.5.4 As referred to earlier there is a hostel directly adjacent the application site. It sits directly west of the site between the western boundary and the railtrack further west.

6.5.5 From the perspective of neighbouring amenity it is considered the proposed development will have an acceptable impact onto the adjoining hostel. At present to the front the two storey warehouse building sits approximately 6m forward of the building line and the nearest adjacent windows on the hostel. By comparison the proposed building would be sited 4.5m forward of this

building line and increase to a part 3 part 4 storey height. Whilst this would create additional bulk laterally it is not considered that it would create a significant degree of additional harm in terms of blocking outlook from those north most facing front windows. In addition as the windows are north facing it is also not considered that it would create a significant impact in terms of loss of daylight and sunlight.

- 6.5.6 In addition to the rear of the hostel, it should be noted that the neighbouring amenity situation would improve with the demolition of the existing rear two storey warehouse building to be replaced by rear gardens.

New Development opposite on Number 10 Park Road.

- 6.5.7 A planning application has been granted at Number 10 Park Road opposite under 14/02467/FUL. This development granted consent for 18 flats within a 4 storey building. From assessing the proposed plans the distance between this scheme and that granted scheme would be approximately 18-19 metres across Park Road. Again this is a similar relationship to those houses on Park Avenue. However having assessed the surrounding area, this is a relatively established separation distance and overall officers consider that this distance would provide for a sufficient level of separation and distances between both blocks. In addition to this it should be noted that the proposed building would not break a 25 degree line of site towards the sky from the ground floor windows of the houses opposite on Park Avenue, therefore would be acceptable in principle from the perspective of Daylight and Sunlight BRE guidance.

Industrial Premises to the rear

- 6.5.8 To the rear of the site lies a car mechanics yard and industrial buildings. Having assessed the proposal against these buildings it is not considered that there would not be any neighbouring amenity impacts. The premises are business uses with no residential uses on site.
- 6.5.9 It is recognised that the proposed site with the rear facing windows could have potential implications for development on the site to the rear in the future, however this is not considered to be a sufficient reason to refuse this current application at this stage. It is considered that any privacy impact as a result of the proposed scheme on a future scheme to the rear would need to be addressed on any future submission via angled or obscured windows on that site.
- 6.5.10 In conclusion all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to all adjoining occupiers.

6.6 *Standard of Accommodation and Proposed Mix of Units.*

Standard of Accommodation

- 6.6.1 The application proposes 3x1bed, 7x2 bed and 4x3 bed flats, 14 in total.
- 6.6.2 Policy 3.5 of the London Plan specifies that 1 bed flats should a minimum floor area of 50sqm, 2 bed flats should have a minimum internal floor area of 61 square metres with 3b4p flats at 74 sqm or 3b6p flats at 86 sqm. All units

have been measured and verified and are above the required London Plan standards for the respective units. From assessing the plans all units would have useable and accessible layouts and all room sizes are acceptable with specific regards to living/diners and single and double bedrooms. All units would be dual aspect. It is recognised that there are units on the ground floor relatively close to the boundary, however having assessed the situation on site it is considered on balance that all units would have sufficient defensible space. Flat 1 on the corner is the most exposed but specifically only in relation to the rear terrace. A condition will be assigned to any approval requesting final details of how this terrace is to be secured from the public highway.

- 6.6.3 However there are no wheelchair accessible units proposed as part of the development, however this could be arranged by an appropriate planning condition. The flats on the ground floor can be adapted to all be wheelchair accessible.

Housing Mix

- 6.6.4 DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough with family sized accommodation (3 bed or larger) is the greatest area of need.

- 6.6.5 The Council's dwelling mix ratios are as follows:

1 and 2 person flats - 20%
2 bed flats - 15%
3 bed houses - 45%
4 + bed houses - 20%

- 6.6.6 The development provides the following dwelling mix:

3 no.1b 2p (21.5%)
7 no.2b 3p (and) 4p (combined 50%)
4no. 3b 4 or 5p (28.5%)

- 6.6.7 One of reasons for concern on the previous application was the insufficient amount of family units proposed as part of the scheme. On that submission there were only 2 family units proposed out of the total of 14. In addition there was no justification submitted to justify the lack of more family units.

- 6.6.8 Since then officers have had a number of discussions with the applicant in relation to the scheme and it has been agreed that the scheme could viably provide 4 family units. 1 of these units would be located on the ground floor with a rear garden, the second would be located at second floor level with 2x3 bed flats at 3rd floor level with large usable terraces. Whilst this percentage of family units is not specifically policy compliant it has been agreed that it is all the scheme can viably provide. In addition taking into account the access requirements and the building envelope, 4 family units are what can fit comfortably into the scheme, having regard to the confines of the site and the numbers flats that can be accommodated at each respective floor without impacting on the loss of another flat. In addition due regard should be given to the fact that there are 3x 2 bed 4 person flats proposed as part of the scheme

which could feasibly accommodate smaller family units. One of these units would also have direct access to the rear garden area.

6.6.9 In addition whilst it is not of specific relevance to this case it is noted that the scheme opposite at Number 10 Park Road has been approved with 4 family units out of the total of 18.

6.6.10 All factors taken into account it is considered that this submission overcomes the previous reason for refusal and that the proposed mix of units and standard of accommodation overall is considered acceptable.

6.7 Private Amenity

6.7.1 Since the implementation of the London Housing Supplementary Planning Document and the introduction of the councils draft Development Management Document, amenity space standards have been relaxed.

6.7.2 Policy DMD9 now specifies the requirements for private and communal amenity space for such developments.

6.7.3 Overall it is considered the private amenity provisions proposed are acceptable. Each of the proposed flats would be served by its own self-contained amenity areas. The ground floor flats would benefit from their own policy compliant rear gardens directly behind the proposed unit along with front facing terraces. In addition the remaining 11 flats would benefit from individual balconies all of which appear to be policy compliant having regard to minimum requirements of DMD9.

6.7.4 All factors taken into account it is considered that the amenity provisions proposed is acceptable and in accordance with DMD9. Whilst there is no communal amenity space proposed, this is a result of the tight confines of the site. Nevertheless each individual unit is adequately served by its own private amenity space.

6.8 Traffic and Transportation

6.8.1 Due to the nature of the proposal the councils traffic and transportation department have been consulted on the application.

Access

6.8.2 The proposal does clearly indicate separate access for pedestrians which meets the requirements of London Plan Policy 6.10: Walking and Enfield DMD 47: "All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities."

6.8.3 The proposals also indicate that a vehicular crossover will be created to provide access to a basement area via a ramp. The existing off-street parking provision and related vehicular crossovers will be removed. This is not contrary to Enfield DMD Policy 46 relating to vehicle crossovers.

6.8.4 The access ramp has been designed to meet required standards, and incorporates an area with a minor gradient next to the footway to improve

visibility for vehicles exiting the site. Given the width of the access ramp only allows one way movement, an entry / exit system will need to be put in place to prevent vehicles having to reverse onto the public highway.

The site can be serviced from Park Road where the highway adjacent to the site has an area of single yellow line which does not have loading / unloading restrictions.

Car Parking

6.8.5 The current London Plan maximum standards (Table 6.2) refer to maximum provision of 1.5 spaces per unit in areas with a PTAL rating of 5 and similar residential densities. It is also noted that the London Plan refers to the promotion of car-free or low car developments in appropriate locations.

6.8.6 Census data for LB Enfield gives car ownership information by number of bedrooms and tenure. The table below gives the average across all tenures because details have not been provided of tenure type for the development.

Car ownership by number of bedrooms – average of all tenures	No cars or vans in household %	1 car or van in household %	2 cars or vans in household %	3 cars or vans in household %	4 or more cars or vans in household %
1 bedroom	60%	36%	4%	0%	0%
2 bedrooms	40%	48%	11%	1%	0%
3 bedrooms	23%	47%	23%	5%	1%
4 bedrooms	11%	35%	36%	13%	5%
5 or more bedrooms	11%	28%	37%	16%	8%
Average	32%	43%	18%	4%	1%

6.8.7 This means that based on census data indicative car ownership for this development would be:

<i>Number of Units and Bedrooms</i>	<i>Number of Vehicles</i>
3x1 bed	1.3
7x2 bed	5.1
4x3 bed	4.6

6.8.8 This equates to provision of 11 vehicles at a ratio of around 0.79 per unit. It is noted that the area around the site is under continuing parking stress with limited on-street parking in high demand. This has been exacerbated by the introduction of yellow lines at the junction of Park Road and Fore Street which, while addressing issues of highway safety and free flow of traffic, has reduced the on-street car parking capacity. In addition there are no plans for a CPZ to be introduced in the near future so any overspill parking cannot be readily constrained.

6.8.9 The plans indicate provision for six car parking spaces in a basement area accessed via a ramp from Park Avenue. This equates to a ratio of around 0.43 car parking spaces per unit.

6.8.10 Whilst lower than the indicative ratio noted above (0.79 per unit) it is considered that this level of provision is appropriate:

- Planning permission has been granted on an adjacent site for a development with parking at a ratio of 0.22 spaces per unit. It should be noted that for future developments in the area, the cumulative impact on parking capacity will be a factor in determining the appropriate level of provision.
- The PTAL of the site is 5 which indicates relatively good access to public transport. This is mainly due to the frequent bus services available on Fore Street and the proximity of Silver Street station.
- The applicant has indicated a willingness to provide S106 contributions, including for car club membership and cycling and walking improvements, with a view to mitigating unmet demand for car trips.
- The site manager should prepare and be responsible for a travel plan which encourages residents to use alternatives to private cars.
- The site will be exempted from any future Controlled Parking Zone.

6.8.11 As indicated above any further higher density development in this area would have to address the issue of the cumulative impact of neighbouring developments on car parking provision. This would mean that a higher parking ratio would be expected if other suitable mitigating measures have not been put in place, such as the introduction of controlled parking in the area.

6.8.12 Given the basement area will be accessed from the residential accommodation via stairs, it is not appropriate for disabled parking provision to be made in the basement area. Instead it is noted that disabled parking can be accommodated on an area of single yellow line on Park Road which also has the advantage of being close to the main pedestrian access points.

Cycle Parking

6.8.13 The development would provide secure, integrated, convenient and accessible cycle parking in line with the minimum standards set out in the Further Alterations to the London Plan Table 6.3 and the guidance set out in the London Cycle Design Standards.

6.8.14 The proposal indicates that there will be a secure shelter suitable for storing 28 bicycles in the basement area. Given that this storage can only be accessed by residents it is assumed that this is long term provision so exceeds the minimum requirements in the current London Plan as set out in Table 6.3:

- Long Stay: 1 space per Studio and 1-bed dwelling;
- Long Stay: 2 spaces per all other dwellings.

In addition the applicant must provide short stay cycle parking in an accessible location:

- Short Stay: 1 space per 40 units, with a minimum provision of 2 spaces.

6.8.15 S106 contributions could be used to provide on-street cycle parking which would address this requirement.

Waste

6.8.15 The Council's requirements are set out in Enfield's Waste and Recycling Planning Storage Guidance (ENV-08-162):

Number of Properties	Number of Containers required for Refuse:	Number of Containers required for Recycling:
13 - 18 units	3 x 1100 litre bin	1 x 1280 litre bin

These containers must be:

- Within 10 metres of the collection point.
- Bins must be stored on a hard surface or in a storage cupboard.
- Bins that are stored in a storage cupboard must be housed in chambers constructed in accordance with the British Standard Code of Practice BS 5906:1980 "Storage and On-Site treatment of solid waste from buildings".
- Footpaths between the container housing and the nearest vehicular access should be free from steps or kerbs, have a solid foundation, have a smooth solid surface, be level and have a gradient no more than 1:12 and a minimum width of 2 metres.

6.8.16 The application indicates that a separate waste store is being provided with capacity for 6 containers. The location of the store should meet the Council's requirements. Details of the capacity and type of container have not been specified but can be secured by way of a condition.

Highway S106 Contributions

6.8.17 The applicant should commit to S106 contributions which support the proposal for the development to be car free:

- a. Cycling infrastructure improvements - in part for provision of short stay cycle parking on-street. (For application number 15/02002/FUL on the same site a level of £9,333.24 was agreed.)
- b. Pedestrian environment improvements – focused on access to Silver Street station, bus services in Fore Street and the junction of Park Avenue with Park Road. (For application number 15/02002/FUL on the same site a level of £15,000 was agreed.)
- c. Three year car club membership per unit and driving credit of £100 per membership (there are two car club bays within walking distance of the site) – this will be essential for those units without car parking provision.

6.8.18 It should be noted that the applicant has agreed to these highways S106 Contributions.

6.9 S106 Contributions

Affordable Housing

- 6.9.1 Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing 10 or more units (14) it should be complying with borough wide target of achieving 40% affordable housing and a mix of tenures to reflect a borough wide target of 70% social rent and affordable rent and 30% Intermediate. This would reflect 6 units on this site as affordable housing.
- 6.9.2 As part of the original submission the applicant has submitted a Viability Assessment that originally concluded that the scheme would not be viable to contribute on-site affordable units. This Viability Assessment was assessed by the councils own independently appointed Viability Assessor and it had been agreed that the scheme cannot provide on –site units but that it could afford off site contributions of £85,000.
- 6.9.3 However since this period to address the parking requirements on the site, a basement has been added to the scheme to provide 6 car parking spaces and 28 cycle parking spaces. As a result of this the Viability of the scheme has been reviewed again by the councils own viability assessor and it has been agreed as a result of additional construction cost of the basement the scheme would no longer be viable to pay affordable housing contributions.

Education Contributions

- 6.9.3 Having regard to policy CP46 of the Core Strategy and the councils S106 SPD, this application would also be required to provide education contributions towards local schools in the area.
- 6.9.4 This application proposes 3x1 bed, 7x2 bed and 4x3 bed units which would equate to a contribution of £42,435.67 towards off site education contributions. However as referred to in section 6.9.3 as above the councils viability assessor has confirmed that the scheme would be no longer viable to pay this education contribution. Taking into account the introduction of the borough CIL charge on 1st April, it is considered that this approach is acceptable.

Other S106 Contributions/ Head of Terms

- 6.9.5 Highways Contributions of £35,724 broken down as follows:
- £9,333.24 towards cycle route improvements;
 - £15,000 towards pedestrian environment improvements, particularly focused on access to Silver Street station, bus services in Fore Street and the junction of Park Avenue with Park Road;
 - One three year car club membership per unit and driving credit of £100 per membership (there are two car club bays within walking distance of the site);
 - Removal of redundant crossovers and footway resurfacing in front of the site.
 - Ineligibility of the proposed units from obtaining parking permits within any future CPZ in the immediate adjoining area.

6.9.6 The S106 Monitoring fees would amount to £1786.20. The applicant has agreed to pay this fee in addition to the highway contributions as above.

6.10 Sustainable Design and Construction

Lifetime Homes

6.10.1 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.

6.10.2 The scheme appears to meet as much as possible the 16 criteria for Lifetime Homes. However, confirmation of this should be secured by condition.

Energy / Energy efficiency

6.10.3 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2010-2013 to be a 25% improvement over Part L of current Building Regulations

6.10.4 At this stage there has been no energy statement submitted to support the application. However it is considered these energy matters can be dealt with via planning conditions.

6.11 CIL

6.11.1 The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sq.m. The net gain of the new created floor area is 900 sq.m, inclusive of the 14 units and the communal staircase area and the new basement area.

6.11.2 As a result the borough CIL payment would be 900sqm x £40 per sqm (CIL Rate for Edmonton Area) = £36,000.

6.11.3 This would result in a Mayoral CIL contribution of 900 sq.m x £20 = £18,000 x 274/223 = £22,116.59.

7. Conclusion

- 7.1 It is considered that this development proposal is acceptable. It has an acceptable impact to the character and appearance of the site and surrounding Park Road area. It will provide for 4 additional family units and 14 additional residential units a whole in a relatively accessible part of the borough.
- 7.2 It is considered that its scale, bulk and appearance is acceptable and would be comparable and complement the approved building on the opposite side of Park Road. The proposed development would also have an acceptable impact onto adjoining neighbours amenities.
- 7.3 It is not considered that the proposal development would create an impact to neighbours amenity or create unacceptable impact to highway function and safety.
- 7.4 In conclusion there are no justifiable reasons to refuse the application. Subject to the conditions outlined as below and the completion of the S106 Legal Agreement it is recommended that planning permission is granted.

8. Recommendation

8.1 That planning permission be approved subject to the following conditions:

1. C60 Approved Plans
2. C07 Details of Materials
3. C09 Details of Hard Surfacing
4. C10 Details of Levels
5. C11 Details of Enclosure
7. C17 Details of Landscaping
8. C19 Details of Refuse Storage & Recycling Facilities
9. C59 Cycle parking spaces
10. 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. arrangements for wheel cleaning;
- b. arrangements for the storage of materials;
- c. hours of work;
- d. arrangements for the securing of the site during construction;
- e. the arrangement for the parking of contractors' vehicles clear of the highway.
- f. The siting and design of any ancillary structures.
- g. 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 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. Amenity Space for Flat 1.

Prior to occupation of the development details of the security measures to serve the rear terrace assigned to Flat 1 shall be submitted to and approved in writing by the local planning authority.

Reason: In the interest of amenity and public safety.

12. Lifetime Homes Standards

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

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

13. Redundant Access

Prior to the commencement of development details of the redundant points of access and reinstatement of the footway shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained.

Reason: To provide safe and accessible linkages for pedestrians and cyclists and to preserve the interests of highway amenity.

14. Basement Parking/ Access

The development shall not commence until details of the access and egress to the basement car park, including the gradients of the ramp and visibility splays at the boundary with the public highway, have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to its occupation.

Reason: To ensure the basement access arrangements do not prejudice highway safety and the free flow of traffic.

15. Travel Plan

The development hereby approved shall not be occupied until such time as a Travel Plan incorporating the components set out in Appendix C of the ODPM/DfT publication "Using the planning process to secure travel plans" has been submitted to and approved in writing by the LPA. The approved Travel Plan shall thereafter be implemented and adhered to.

Reason: In the interests of sustainability and to ensure that traffic generated from the site is minimised.

16. Energy Statement

The development shall not commence until a detailed 'Energy Statement' and relevant SAP calculations has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than 11% total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2010 ensuring that standard conversion factor indicate that natural gas is the primary heating fuel. The Energy Statement should outline how the reductions are achieved through the use of Fabric

Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter. Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

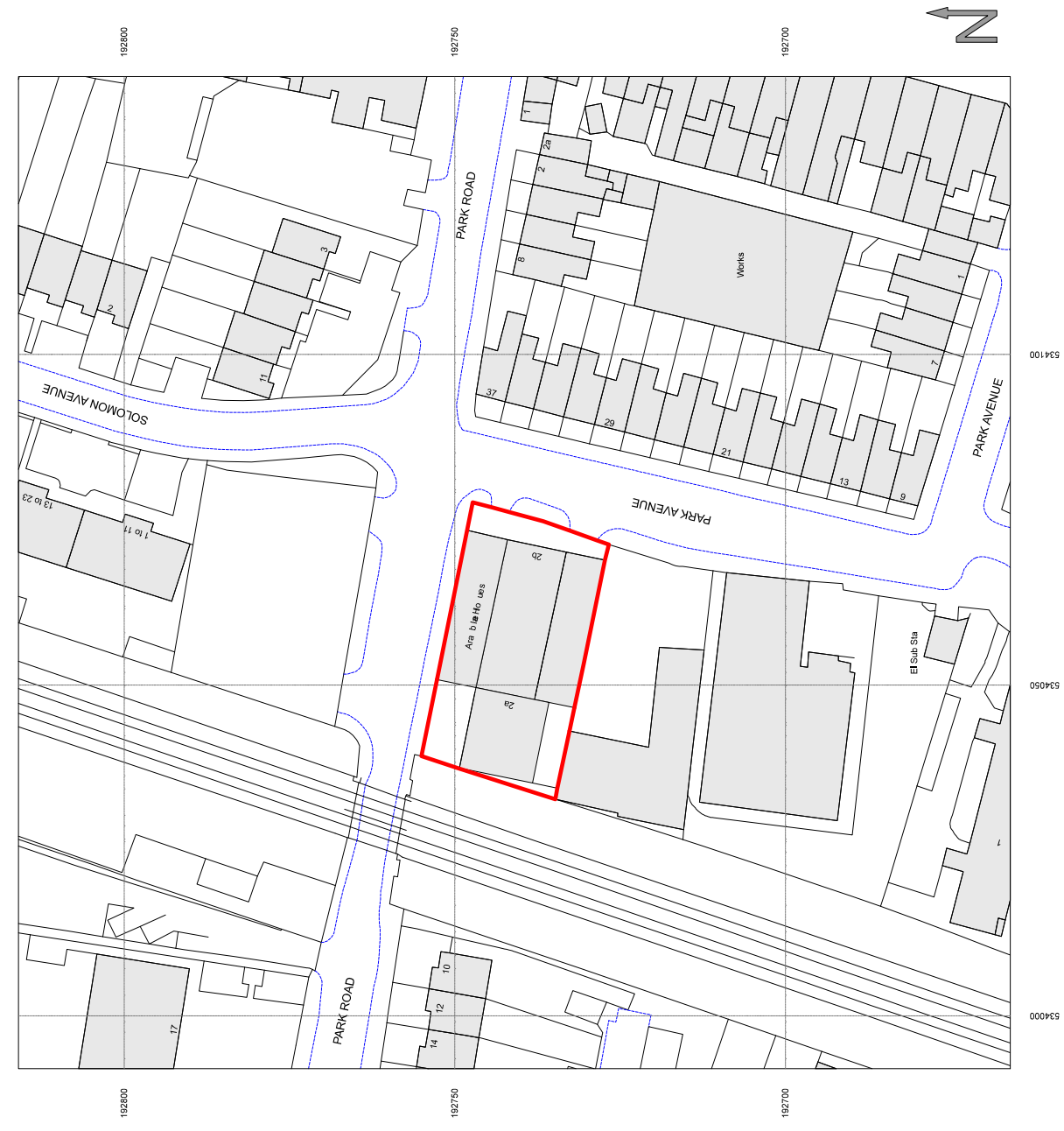
17. Energy Performance Certificate

Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority prior to occupation of the development.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

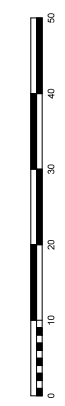
18. C51 Time Limited Permission- 3 years.

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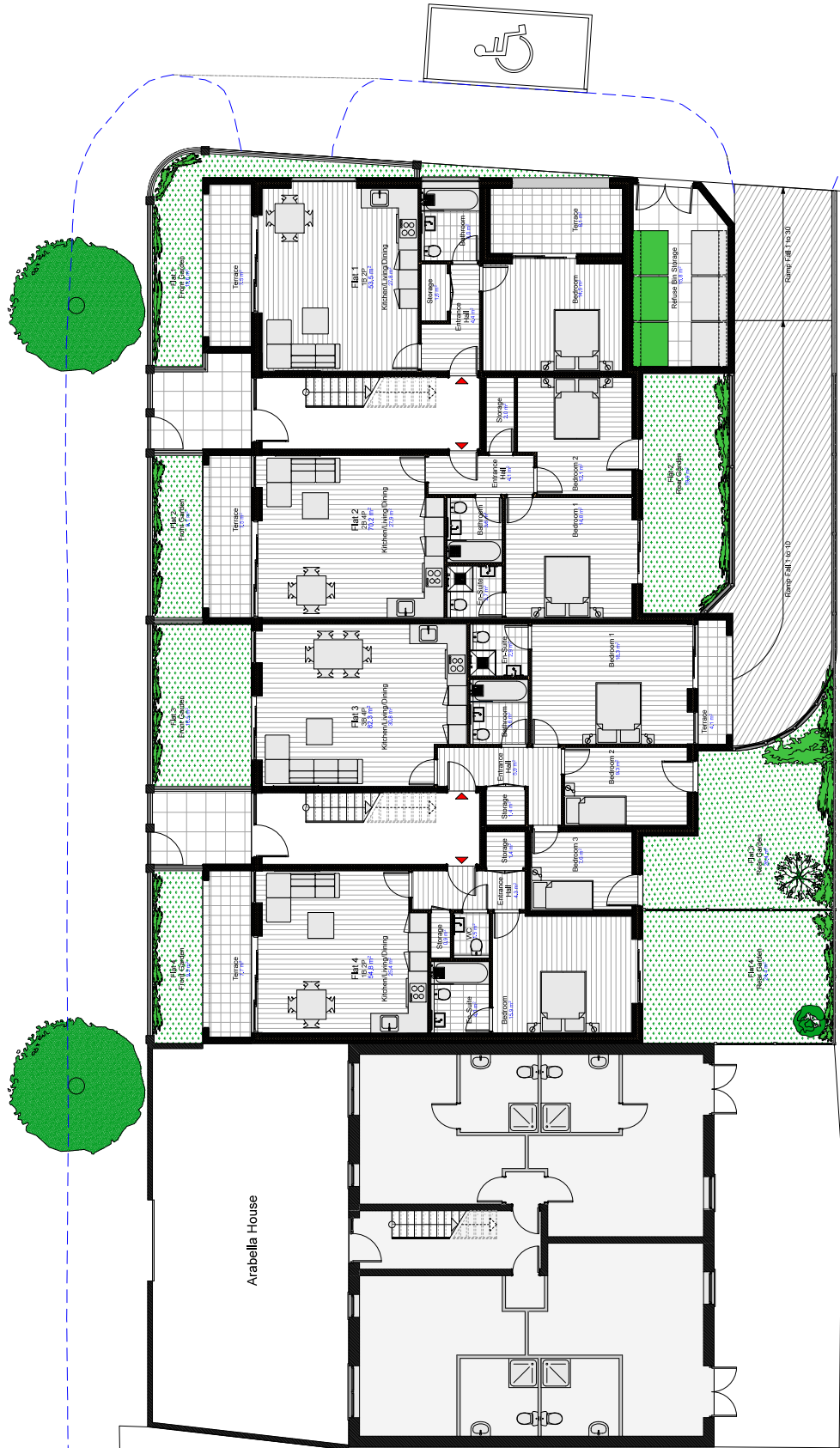
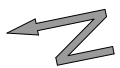
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PARK ROAD

PARK AVENUE

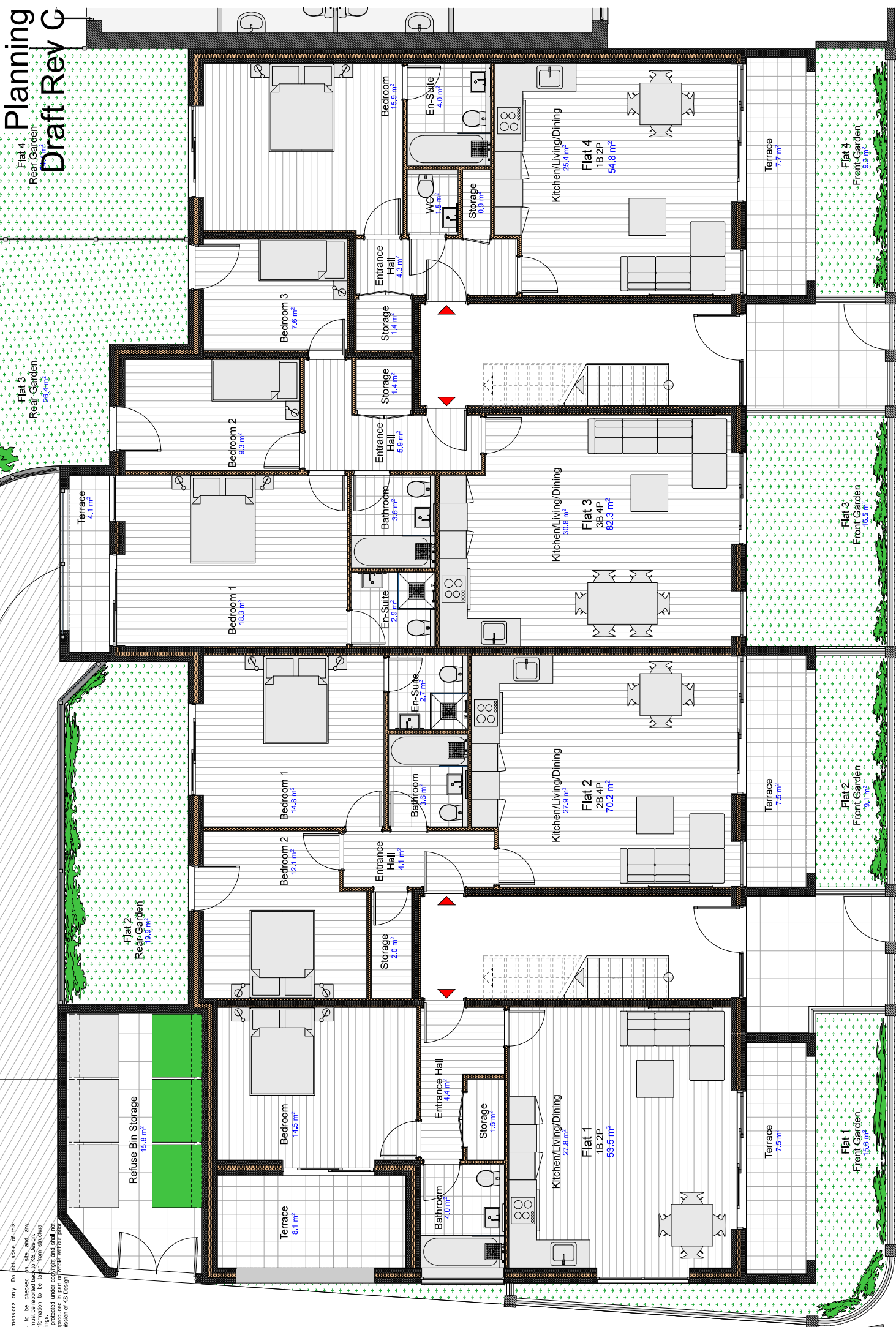


PROJECT: 2 B Park Avenue
 CLIENT: Paul Simon Homes Ltd.
 DATE: March 2015

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 REVISION: B
 REVISION DATE: March 2015

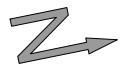
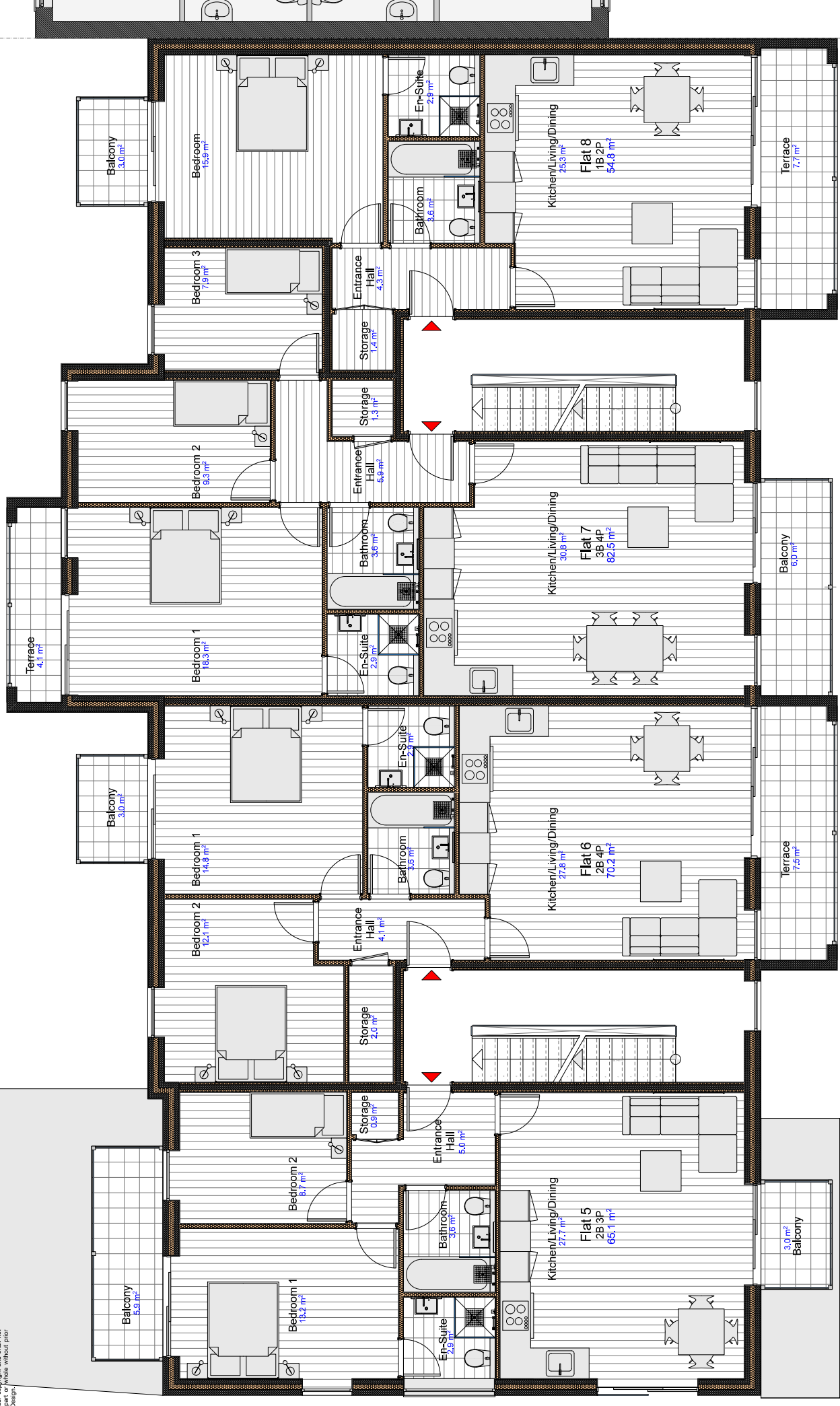


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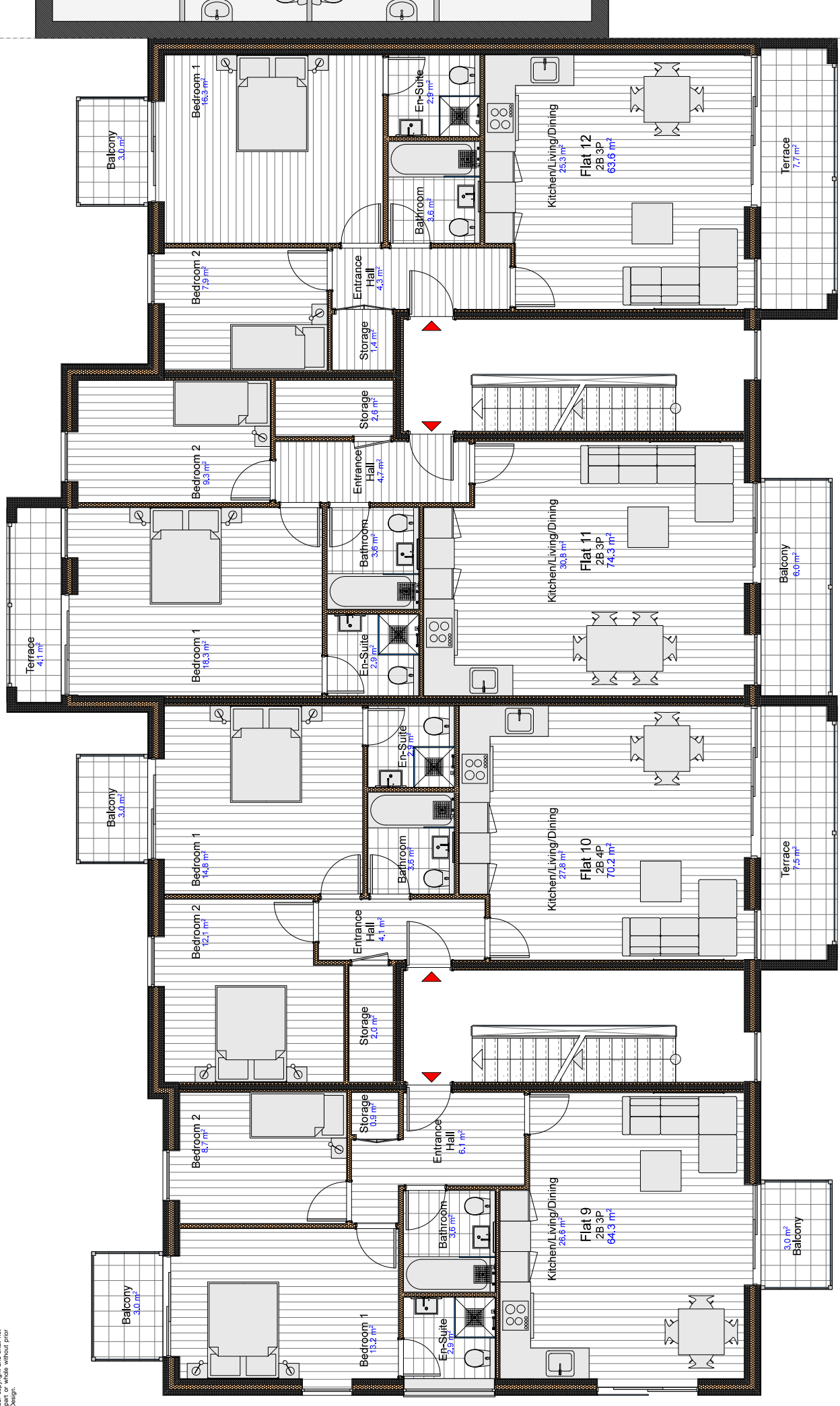
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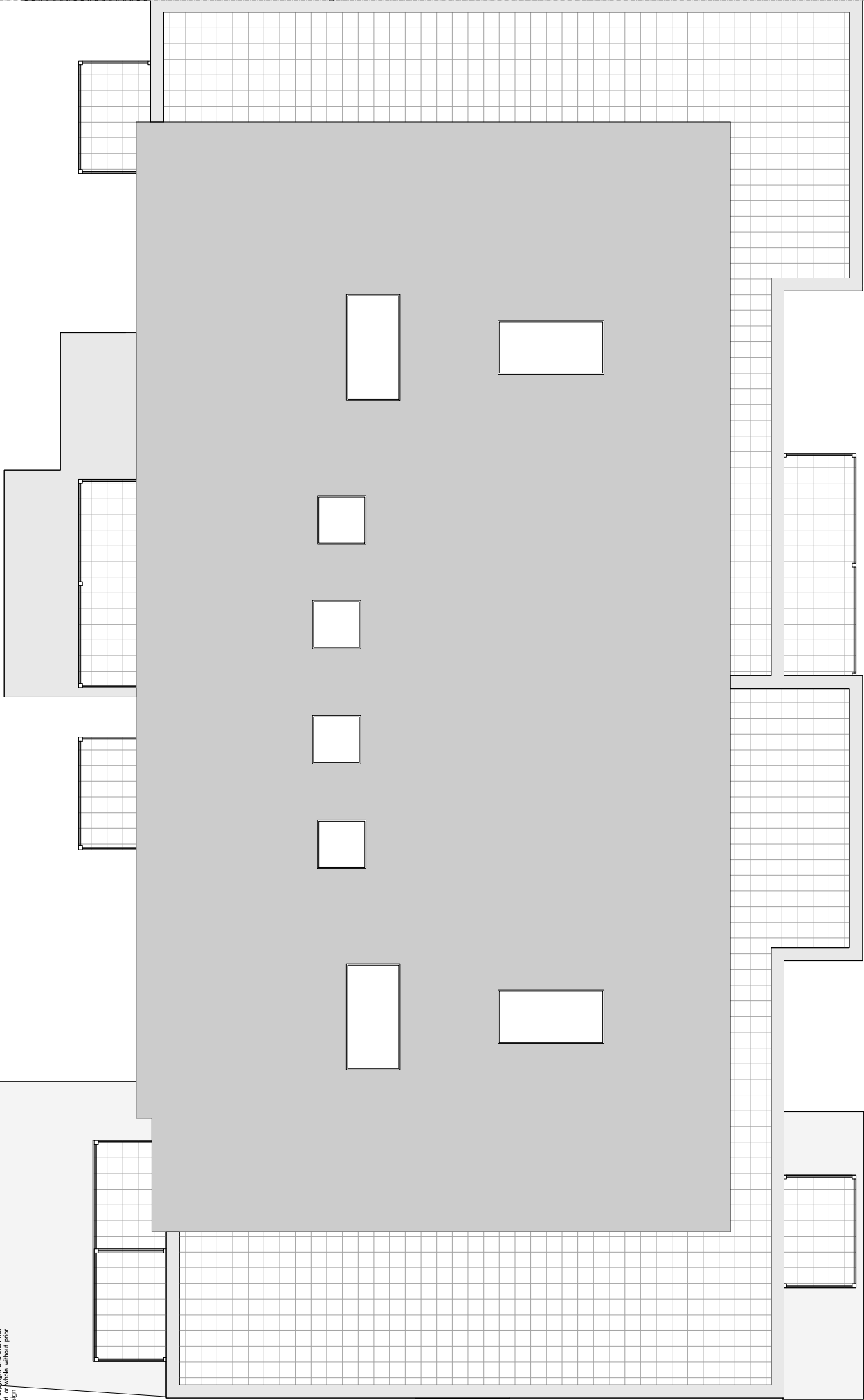
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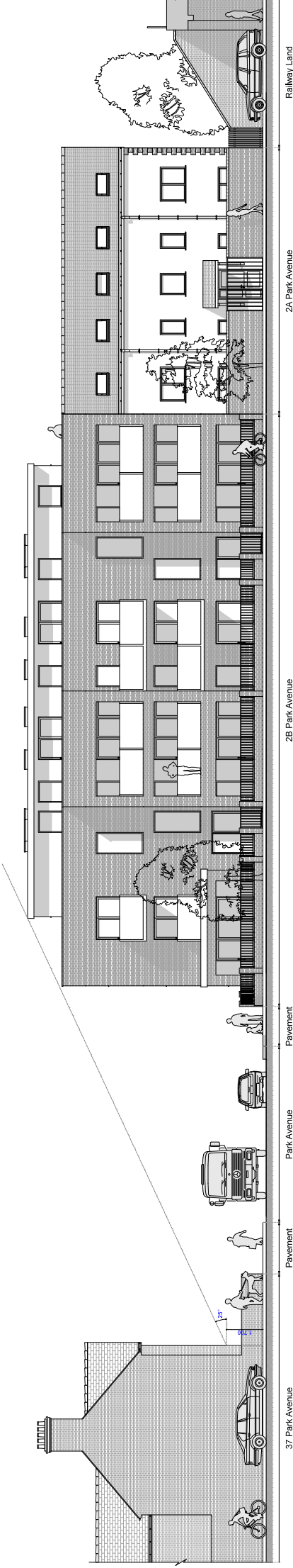
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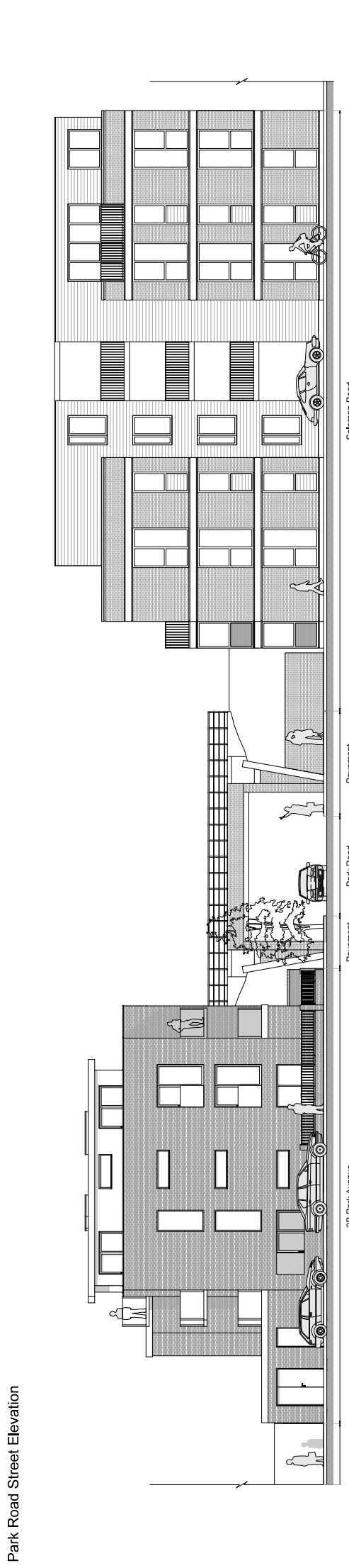
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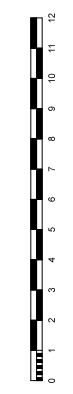
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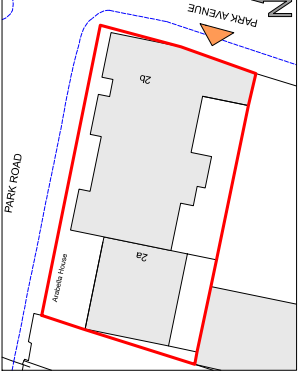
Park Road Street Elevation



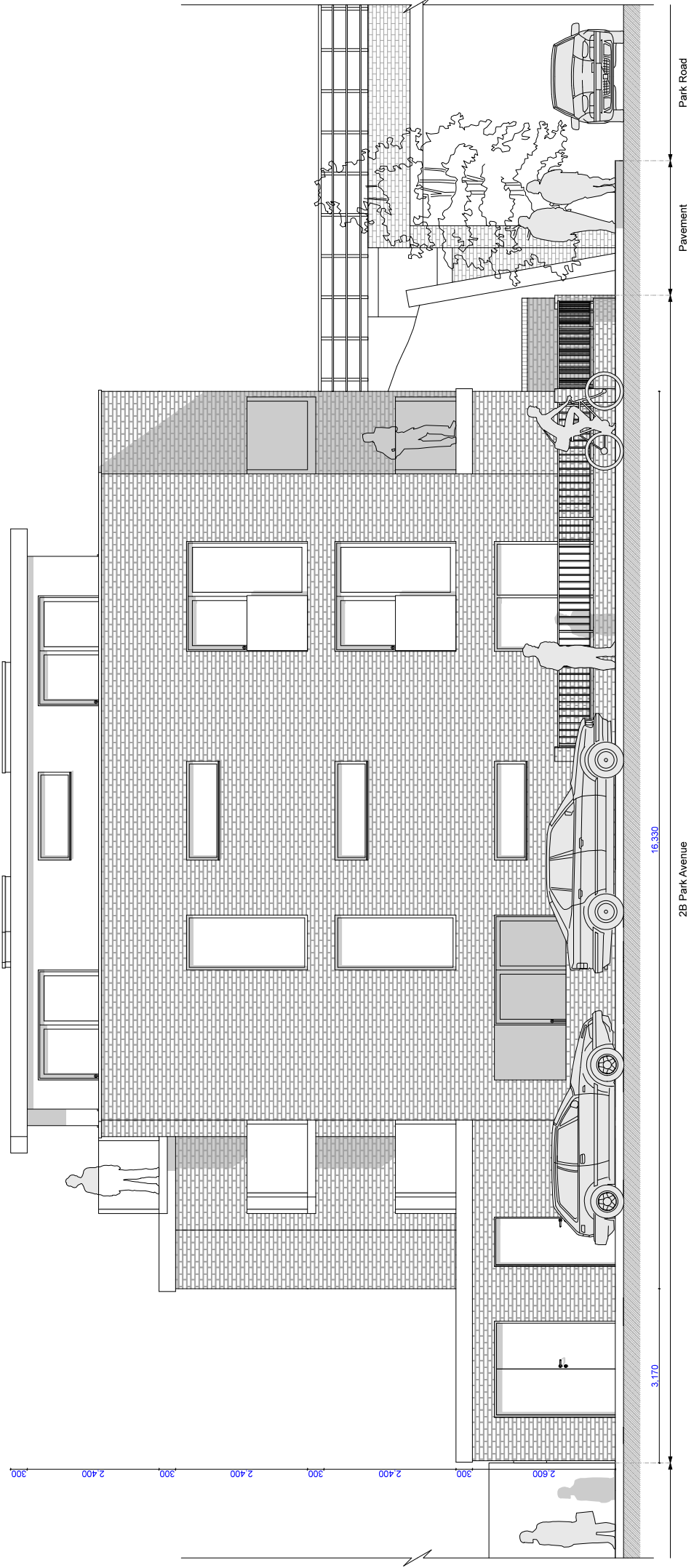
Park Avenue & Solomon Road Street Elevation



Planning



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Park Road

Pavement

2B Park Avenue

Park Road

Proposed
East Elevation

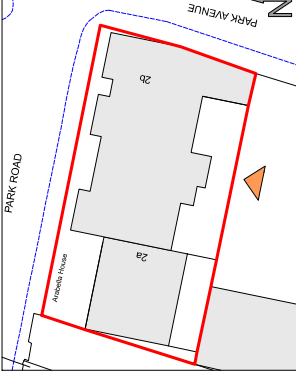
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 REVISION: C
 REVISION DATE: Jan. 2016

PROJECT: 2B Park Avenue
 CLIENT: Paul Simon Homes Ltd.
 DATE: March 2015

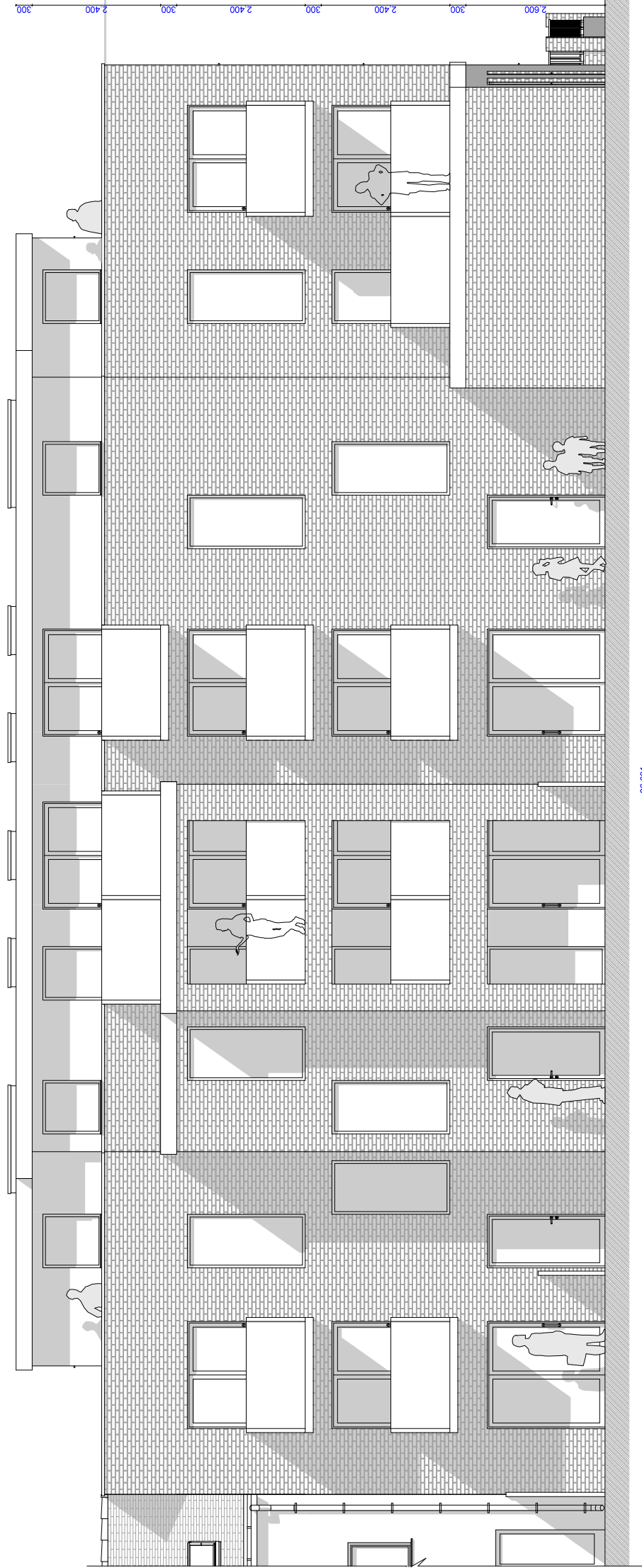


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Planning



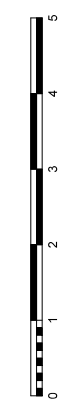
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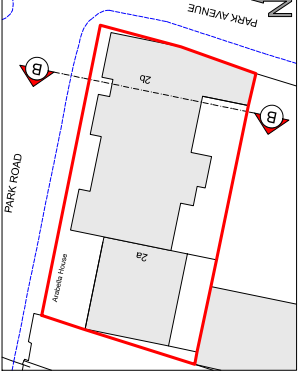
Proposed Rear Elevation

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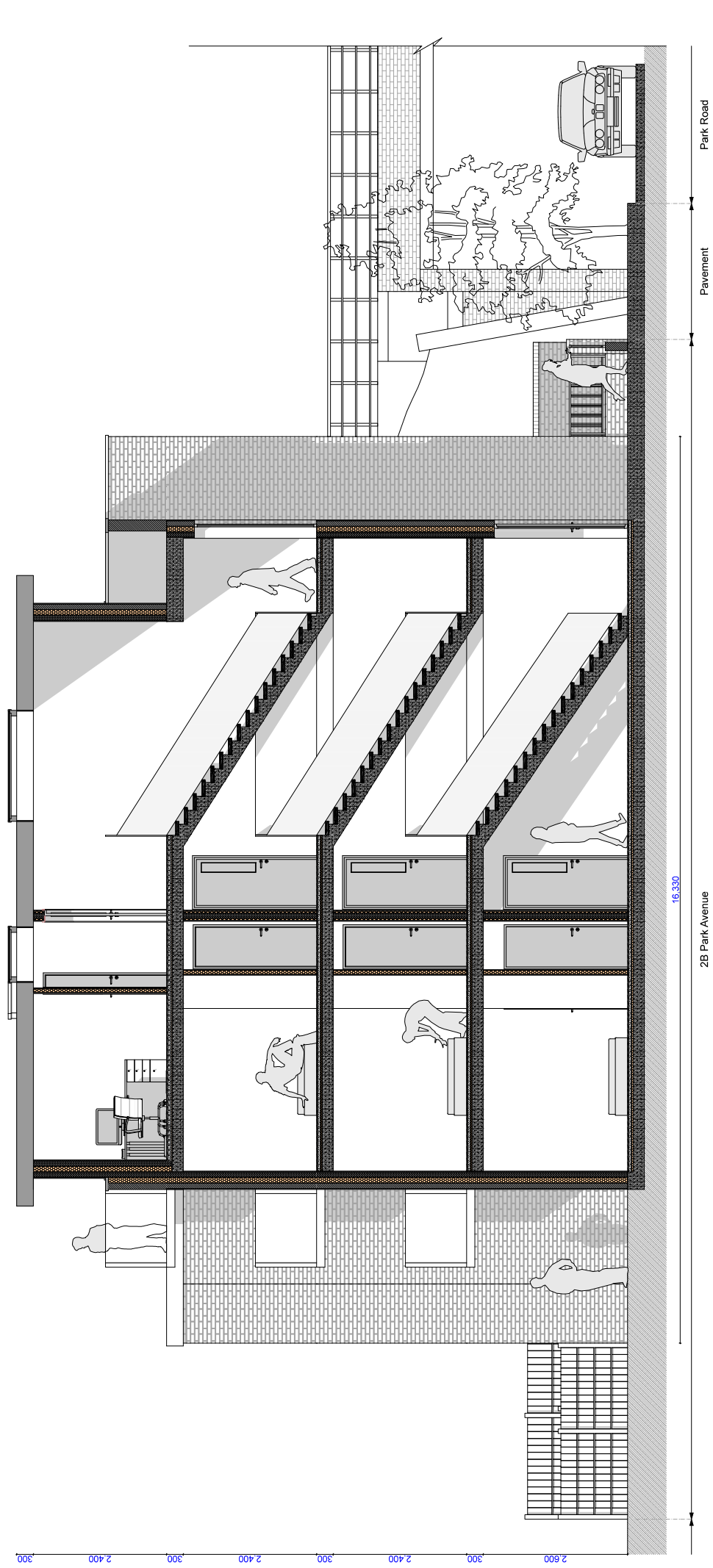
PROJECT: 28 Park Avenue
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 150 Park Avenue
 Leasing Unit 500
 Leasing Unit 500

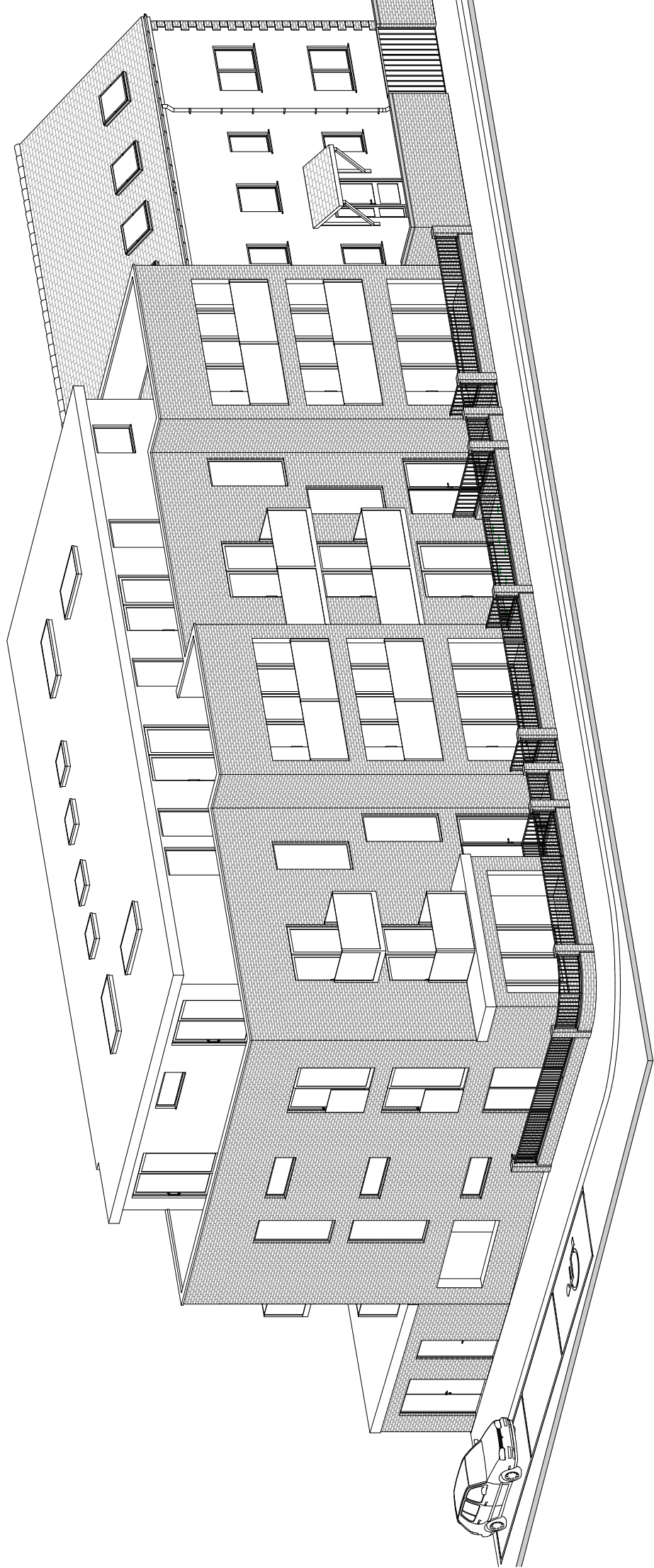
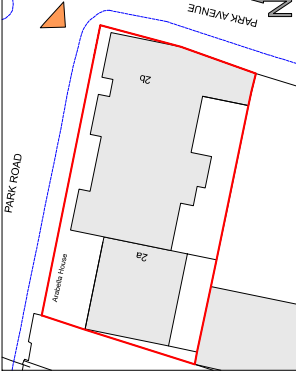
PROJECT: 2B Park Avenue
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SCALE: 1:50 @ A2, 1:100 @ A4
DRAWING NO.: 1-03-15-01-B
REVISION: B
REVISION DATE: Jan. 2016



Proposed
Section B-B

Planning

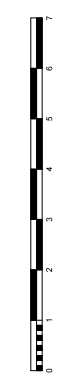


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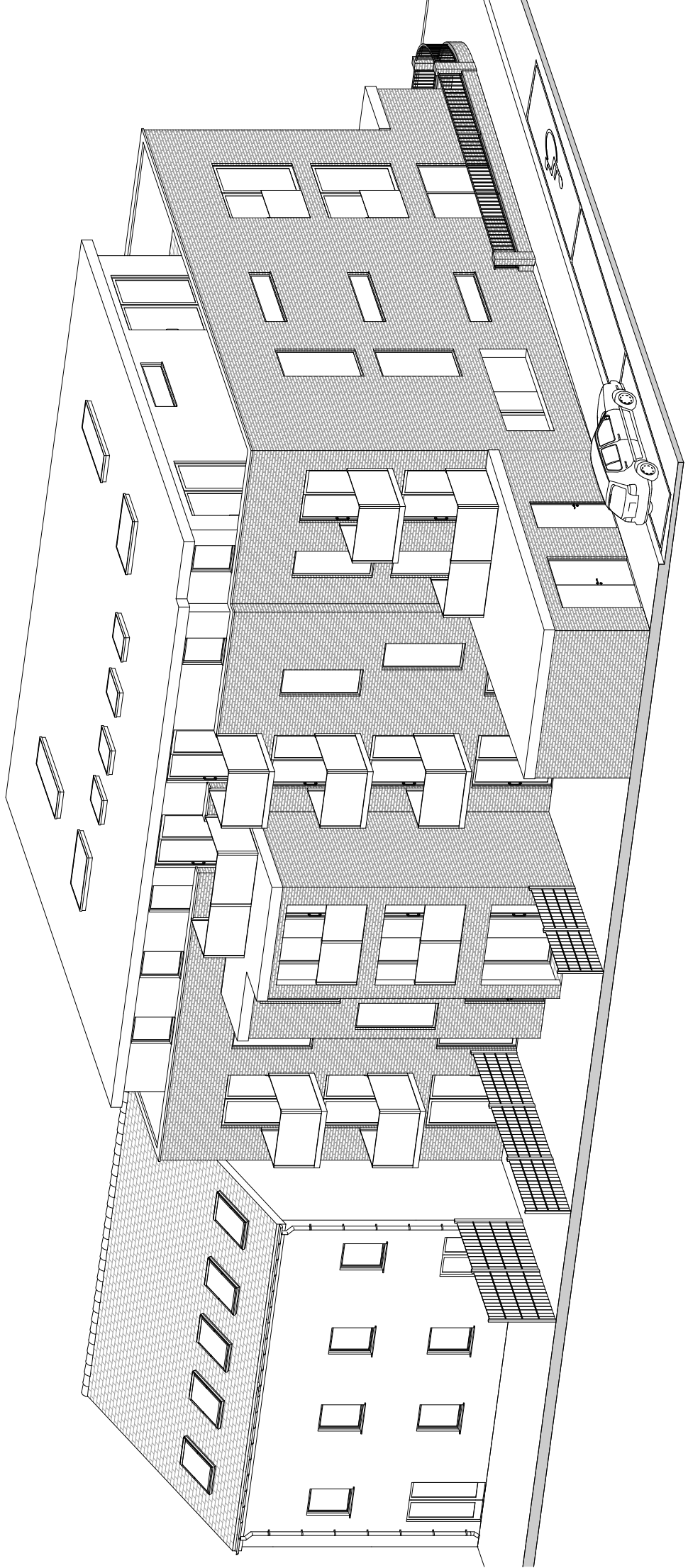
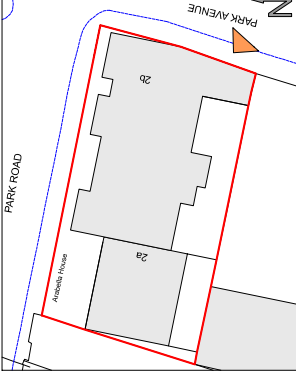
Proposed Front Axonometric

PROJECT: 2B Park Avenue
 CLIENT: Paul Simon Homes Ltd.
 DATE: March 2015

SCALE: 1:75 @ A3
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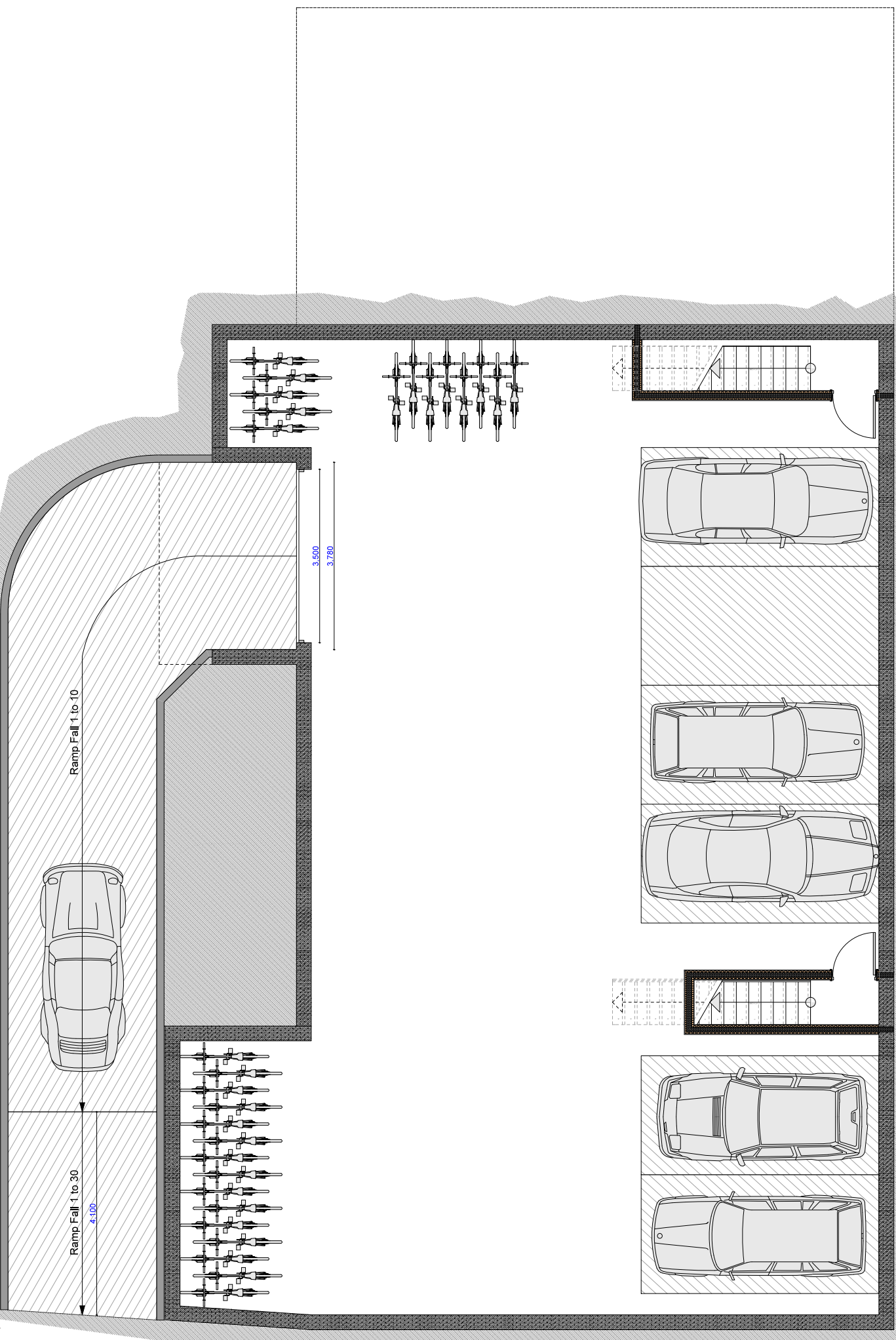
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Planning Draft Rev A

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