

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 24th January 2017

Report of

Assistant Director, Planning &
Environmental Protection

Contact Officer:

Andy Higham
Kevin Tohill
Marina Lai

Ward:

Bush Hill Park

Application Number 16/05580/FUL

LOCATION: Wellington House, 3 Wellington Road, Enfield, EN1 2PB

PROPOSAL: Demolition of the existing single family dwelling and erection of a three-storey block of 7 units comprising 1 x 1-bed, 5 x 2-bed and 1 x 3-bed with associated access, parking and landscaping.

Applicant Name & Address:

Mr Antoine Christoforou

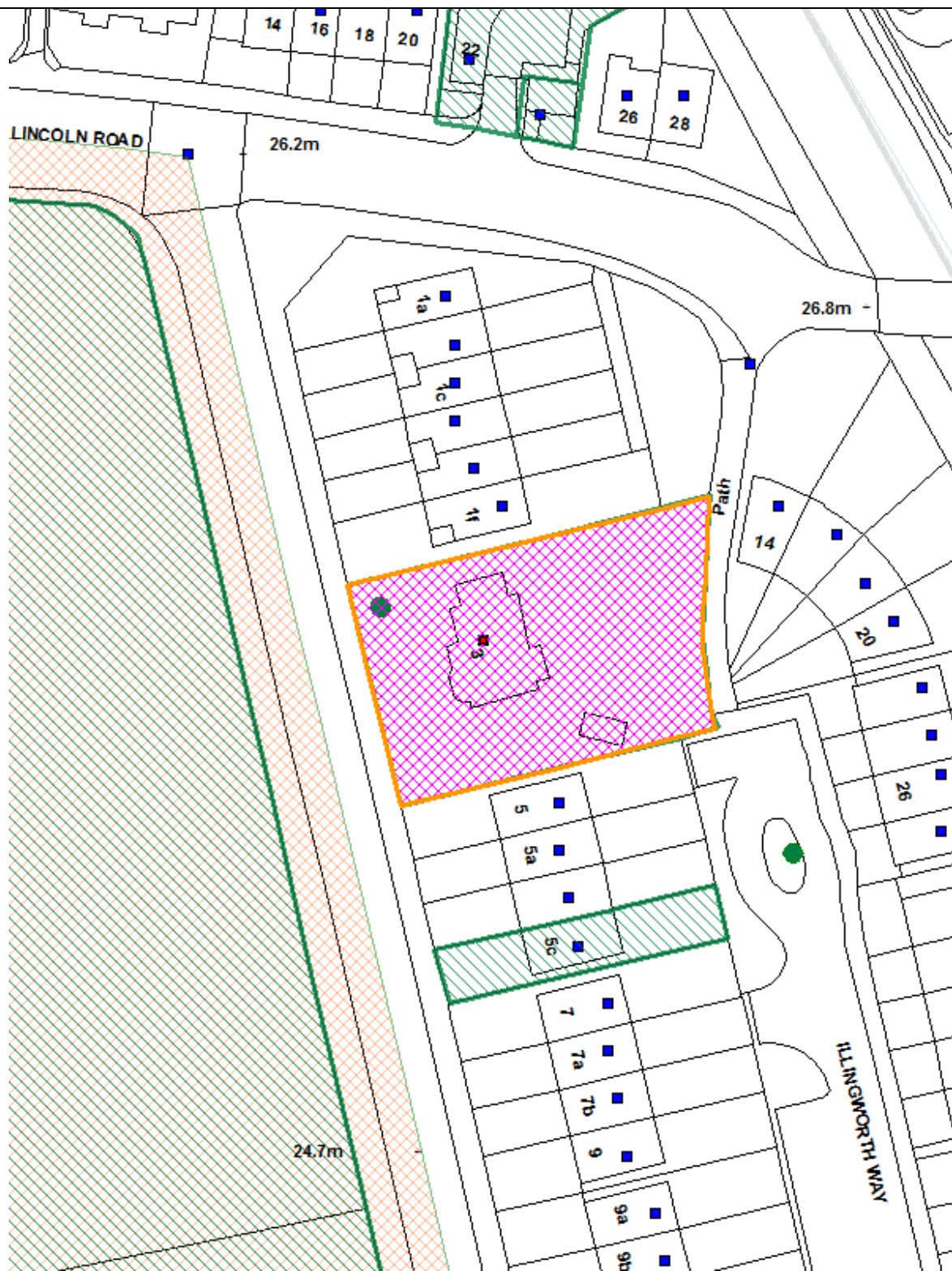
Agent Name & Address:

Mr Christopher Higenbottam
Tempietto Architects
The Studio, 9 London Road
Aston Clinton

RECOMMENDATION:

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

Ref: 16/05580/FUL LOCATION: Wellington House , 3 Wellington Road, Enfield, EN1 2PB



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Scale 1:625

North



1. Site and Surroundings

- 1.1. The application site refers to a detached, two-storey with attic accommodation, dwelling house located on the east side of Wellington Road, close to its junction with Lincoln Road. The property is set back from the highway behind a modern brick boundary wall, with the area to the front of the building given over to parking and landscaping.
- 1.2. The property dates from the period 1881-1886 and has been extended in the 1990s with a two-storey extension to the side, a uPVC conservatory to the rear and a detached double garage to the side. To the front of the site is a Corsican Pine tree which is the subject of a Tree Preservation Order.
- 1.3. The application site is bounded to a block of 5 x three-storey terraced townhouses (No.1a - No.1f Wellington Road) to its north, a three-storey terraced block (No.5 - No.5c Wellington Road) to its south, and a three-storey crescent block (No.14 - No.20 Illingworth Way) to the east (rear).
- 1.4. The site is not listed and does not fall in within a conservation area. However, it is opposite to Enfield cricket ground, which falls within Bush Hill Conservation Area.
- 1.5. The surrounding is essentially residential in nature, characterised with further detached, semi-detached houses and town houses of various design era and appearance.
- 1.6. Wellington Road is an unclassified road. The site has a PTAL rating of 2 and is not in a controlled parking zone (CPZ).



2. Proposal

- 2.1. The applicant seeks full planning permission for the demolition of the existing buildings and erection of a new three-storey residential block of 7 flats.

Scale and bulk

- 2.2. The proposed block will be three-storey, with the top floor being set in. It will align with the neighbouring terraced townhouses at No.1a - No.1F Wellington Road and terraced row at No. 5 - No.5c Wellington Road in terms of overall height and front building line, and have a separation of approximately 2.6m from the side boundaries with the immediately neighbouring properties at No.1F and No. 5 Wellington Road.

Frontage and materiality

- 2.3. The frontage of the proposed building would include a small stagger and align with the frontages of No.1 and No.5 Wellington Road. The materials will include red bricks, slate grey powder coated aluminium windows and doors, and a graphite grey standing seam zinc roof set behind a brick parapet. The mansard roof form of the upper storey is a reference to the roof form of 1 Wellington Road and allows the brick façade to be at a transitional height between that of 1 and 5 Wellington Road. Slate grey powder coated aluminium rainwater pipes and hoppers divide the facades into bays that are two windows wide, reflecting the rhythm set up by the townhouses each side.

Amenity

- 2.4. The existing rear garden of the site, that is approximately 430sqm, will be used as a communal garden for future residents only. All the upper floor flats with an exception of flat 4 will have their own private outdoor amenity spaces in the formation of either balconies or roof terraces, while the ground floor family unit would have a direct access onto the communal garden.

Access

- 2.5. Separate pedestrian and vehicular accesses are proposed. The vehicular entrance will be under undercroft, via the existing vehicle access and a secured gate.

Provision of parking and cycling

- 2.6. 7 x car parking spaces, including 3 x car park within the frontcourt and 4 x undercroft parking, and 7 x secured cycle spaces will be provided within the site.

Refuse and bin Storage

- 2.7. The bin storage will be allocated to the rear, with collection via Illingworth Way.

Trees

- 2.8. 5 x existing trees on the site will be removed as a result of the development. The protected Corsican Pine to the front will be retained.

3. Relevant Planning History

- 3.1. 15/05542/FUL: Application received for demolition of the existing single family dwelling and erection of a three-storey block of 8 units comprising 2 x 1-bed, 4 x 2-bed and 2 x 3-bed with associated access, parking and landscaping. Decision pending;
- 3.2. An appeal has been recently logged in for non-determination to the above planning application.
- 3.3. TP/06/0689: Application received for demolition of the existing single family dwelling and erection of a three-storey block of 11 units comprising 4 x 1-bed, and 4 x 1-bed with front and rear Juliet balconies undercroft access to parking at the rear and parking at front together with two accesses to Wellington Road. Application withdrawn;
- 3.4. TP/98/0873: Planning consent was granted for detached garage at side (amended roof design).
- 3.5. TP/97/0554: Planning consent was granted for construction of porch canopy at front (retrospective).
- 3.6. TP/97/0151: Planning consent was granted for erection of detached double garage at side of existing property. (part retrospective).
- 3.7. TP/96/1137: Planning consent was granted for erection of a conservatory at rear of existing property.
- 3.8. TP/96/0146: Planning consent was granted for erection of single storey extension at side of existing property to provide additional living accommodation.
- 3.9. TP/96/0803: Planning consent was granted for erection of first floor extension at side of existing property to provide additional living accommodation.

4. Consultation

Public Consultations

- 4.1. The application was advertised in the local paper, Enfield Independent, on the 14th of December 2016. 8 x Site Notices were put up on 05/12/2016 on Wellington Road, Lincoln Road and Illingworth Way.
- 4.2. 98 x notification letters were hand-delivered by Officers to ensure that the neighbouring properties were informed.
- 4.3. The 21 day public notification period started on the 5th of December 2016 and further extended to the 5th of January 2017 owing to the festive period. 16 x comments were received, raised the follow concerns:
 - It would destroy a valued heritage asset;
 - The house planned for demolition is an important part of the aesthetic of the area. Its removal, to be replaced with homogenous new build flats is unacceptable;

- Conflict with Development Management Document policies;
- Inadequate parking provision; Parking in this area is already at a premium, given the restrictions in place nearby. The flats would clearly require additional spaces in excess of those provided by developers;
- Increase in traffic;
- Out of keeping with character of area;
- Over development of the site;
- Wellington Road is already over developed and the creation of further flats would add to the congestion and overcrowding in the area;
- Loss of privacy;
- Affect local ecology;
- General dislike of proposal;
- Noise nuisance;
- Strain on existing community facilities;
- The building of flats as a replacement to the elegance of the existing building would be an architectural blasphemy;
- The neighbours in this quiet cul-de-sac of Illingworth Way are extremely worried that due to lack of parking on this proposed site that they will be coming into our already crowded turning;
- The proposed site is just like an office block, not at all in keeping with the area;
- Undercover parking spaces seem very tight for vehicle manoeuvring purposes. This undercover area may also be a pollution concern with inadequate ventilation due to the vehicle exhausts as well as the noise of the engines reverberating in the enclosed space; and
- Misleading errors in the plans.

Internal

- 4.4. Traffic and Transportation: - The Team required further information to address:
- Details of the layout of the parking under undercroft; and
 - 13 x cycle parking spaces
- 4.5. Housing Development: As this development comprises less than 10 units, and there is no requirement to provide on-site Affordable Housing.
- 4.6. Tree Officer: No objection subject to the submission of an appropriate tree protection plan, in accordance with BS5837:2012, via condition.

External

- 4.7. Historical England: No objection raised; the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Although within an Archaeological Priority Area, the proposed development is fairly minor and unlikely to cause significant harm in this location.
- 4.8. Thames Water: informative only
- 4.9. CAG (Conservation Advisory Group): In essence the latest proposal does not improve on the historic house. It is merely inoffensive; striving to blend into its immediate surroundings. CAG objects to the loss original house on the basis that the latest design is not an improvement on the non-designated heritage asset.

- 4.10. BHP Conservation Area Study Group: raised objections to the proposal, on the basis that the latest design does not improve on the non-designated heritage asset, with the following comments in detail:

Specifically the house is the last remaining, original, domestic dwelling that faced Enfield Cricket Club ground. Built in the late 19th Century it's style is redolent of other properties that lie with BHP conservation area. It is an undesignated heritage asset that missed inclusion, for reasons unknown, in the immediately adjacent conservation area. The property has been much altered in the years since it was built; concrete roof tiles, U-PVC windows are all degrading alterations. It would be unusual had there been no alterations over 125 years. However, the point is they are reversible.

The most recent proposal for this replacement is the result of advice that has been given by Enfield. Essentially, the street facing elevation has been modified (from earlier proposals) to meld into the nondescript, late 1960's/early 70's town house design, that flank the site on either side. This latest proposal is an improvement on the earlier, nakedly obvious, block of flats.

In terms of detail the internal car parking looks unworkable regarding turning to exit and enter the front bays (P3&4). The 1:100 drawings are insufficient to understand the entrance to the garage. It is unclear as to whether it is a door or simply an opening. Given the number of flats and the fact that the site is not on a transport node the parking is insufficient. Further, front garden parking should be discouraged although it is a fact of life.

In essence the latest proposal does not improve on the historic house. It is merely inoffensive; striving to blend into its immediate surroundings.

5. Relevant Policy

5.1. Core Strategy

CP4: Housing quality

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

5.2. Development Management Document

DMD5: Residential Conversions

DMD6: Residential Character

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
DMD51: Energy Efficiency Standards
DMD68: Noise
DMD79: Ecological Enhancements
DMD80: Trees on Development Sites

5.3. London Plan (2015)

Policy 3.3: Increasing housing supply
Policy 5.3: Sustainable design and construction
Policy 5.7: Renewable energy
Policy 5.10: Urban greening
Policy 5.13: Sustainable drainage
Policy 5.14: Water quality and wastewater infrastructure
Policy 5.15: Water use and supplies
Policy 5.16: Waste self sufficiency
Policy 6.9: Cycling
Policy 6.13: Parking
Policy 7.3: Designing out crime
Policy 7.4: Local character
Policy 7.5: Public realm
Policy 7.6: Architecture

5.4. Other Relevant Policy

National Planning Policy Framework

5.5. Other Material Considerations

The Mayors Housing SPG (2012)
Enfield Strategic Housing Market Assessment (2010)
Waste and Recycling Storage Planning Guidance
Bush Hill Park Conservation Area Appraisals

6. Main Issues to be Considered

6.1. The main issues to be considered in respect of this application are:

- Principle of the development in terms of land use, with a particular attention to the impact on the loss of heritage asset and setting and character of the Conservation Area;
- Residential character, in terms of density, design, scale and the immediate surrounding;
- Impact on neighbouring amenity;
- Quality of accommodation, including amenity provisions;
- Traffic, parking and servicing issues;
- Impact on trees; and
- Planning obligations.

Principle of the Development

- 6.2. A heritage asset is defined within the NPPF as “a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)”.
- 6.3. The subject building is a non-designated heritage asset, opposite to the Bush Hill Park Conservation Area. The proposal would thus result in a loss of heritage asset and have an impact on the setting and character of the conservation area.

Impact on the loss of a non-designated heritage asset

- 6.4. The National Planning Policy Framework (NPPF) provides guidance with local planning authorities on how to safeguard special interest of heritage asset. Paragraph 128 states that in determining applications, local authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution to their setting. Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. As heritage assets are irreplaceable, any harm should require clear and convincing justification.
- 6.5. Paragraphs 133 and 134 are also considered relevant and refer to the requirement to weigh harm against the public benefits of proposals, including securing optimum viable use.

‘It is clear that the first part of paragraph 132 seeks to express the s72 (1) presumption. The remaining provisions then give guidance on how it may be applied in a case involving a heritage asset. So if there would be substantial harm to a listed building permission would have to be either exceptional or wholly exceptional. See the second part of paragraph 132. If there was to be substantial harm to a non-listed heritage asset, then consent should be refused unless that harm was necessary to achieve substantial public benefits or the particular matters. Finally if the harm is less than substantial it must be weighed against the public benefits including its optimum viable use.’

- 6.6. When assessing the significance of this non-designated asset, Officer conducted the follow analysis using the methodology under Historic England's Conservation Principles:
- **Evidential Value:** The property has been much altered in the 1990s since was built, with a two-storey side extension, insertion of a porch, a large rear conservatory and a detached garage to the side. In addition to these extensions, the character and architectural quality of the original building has been further altered by the removal and replacement of the original windows to UPVc windows and the original roof tiles to concrete tiles. The removal and alterations of the original details has led to the property appearing rather plain, and lacking visual interest in detail.
 - **Aesthetic and historic value:** The property forms part of the earliest phase of the original Bush Hill Park planned suburban estate. These buildings late extensively extended to form the later Bush Hill Park Estate

that is now one of the core areas of the Bush Hill Park Conservation Area. During the 1960s, the majority of the first phase of the original Bush Hill Park Estate were demolished and replaced with 2 / or 3-storey terraced buildings of which appearance do not reflect the established visual character of the main Bush Hill Park Estate.; rather it appears as an isolated, older element in a changed streetscene which has many different aspects of design character.

- **Communal value:** the remaining Bush Hill Park Estate properties that lie in the Conservation Area form their strong and clear identity and coherence. In contrast, the northern part of Wellington Road (No.1a – No.11 Wellington Road) marks a clear break from this level of integrity, both in terms of the cohesion of the streetscape but also in the quality and character of the built form. The subject building sits as an isolated element within this streetscene.

6.7. It is then concluded that the evidential value of the subject building is considered low as a result of the dilution of the modest detailing and character of the original dwelling. By way of separating from the remaining Bush Hill Park Estate, the subject building has become an isolated and odd element set within an awkward location of which streetscene is predominated by terraced houses of various design and appearance. There are numerous superior examples with the conservation area which better represent the development and quality of the Bush Park Estate. Therefore, Officer considered that the heritage significance of the subject building is low.

6.8. As such, the proposed demolition is not considered to generate a substantial harm to this asset that warrants refusal in this instance.

Impact on the Setting and Character of the Conservation Area



Bush Hill Park Conservation Area Boundary (red) and the application site (blue)

6.9. In relation to development within Conservation Areas, Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that

'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.

6.10. The council's adopted Bush Hill Park Conservation Area Appraisals identifies the key factors which the properties on Wellington Road contribute to the character and setting of Bush Hill Park Conservation Area:

- Public Realm: The sense of spaciousness is due to the wide roads and visible open sky, the recessed building line and large front gardens, and the generous plots on which the houses were built. The key through route is Wellington Road. This forms a central spine, dividing the area into two and is distinguished by being wider than the other roads with wide pavements on each side and a thick belt of planting formed of a hedge interspersed with trees on the western side.
- Street Greenery: The buildings in this part of the area are partially hidden by the street greenery, with individual houses glimpsed through the trees, rather than dominating the streetscape. The buildings nevertheless are generally attractive and of a high quality and make a key contribution to the character of the area.
- Building forms: Part of the appeal of the area is its architectural variety, with groups of between two and eight properties, representing the dominant styles of the late Victorian, Edwardian and interwar periods and a wide variety of design and detailing within buildings of the same timeframe.

6.11. In summary, the setting and character of Wellington Road that contribute to the conservation area lie in its open spaciousness and street greenery, historic building forms leading to a consistent townscape and wider streets.

6.12. The subject building is directly opposite to the Cricket Ground which falls within the boundary of the Conservation Area. As cited in the Bush Hill Park Conservation Area Appraisals, the cricket ground contributes positively to the character of the conservation area by it's a sense of spaciousness which act as a visual stop to the view north along Wellington Road. The open space qualities and character of the cricket ground are unlikely to be affected by the proposed development.

6.13. The proposed block will form a townhouse façade, align with the neighbouring properties in terms of height and follow the historic recessed building line to the front, hence strengthening the continuous terraced townscape on this part of Wellington Road that is currently broke up by the subject building. Furthermore, the proposed new building will be separated from the closest dwelling within the Conservation Area by 12 dwellings, and thus would not affect the established public realm and building forms of the conservation area.

6.14. As such, it is not considered that the proposed development would adversely impact on the setting and character of the conservation area.

Land Use

- 6.15. DMD4 (Loss of Existing Residential Units) of the council's adopted DMD states that development involving the loss of existing residential units, particularly family homes, that can still be used, with or without adaptation, will only be permitted if there is no net loss of residential floorspace as a result of the redevelopment.
- 6.16. The proposed redevelopment of the existing family house to a new residential block of 7 flats including a family unit (3-bed flat) would lead to an increase in residential floorspace. Furthermore, the surrounding area is predominantly residential in nature, where residential development is considered compatible to its local context. Thus, the proposed redevelopment of the site would be a better use of the land, and compliance with the council's policies in terms of land use, adding much needed housing for the borough.
- 6.17. In light with the above assessments, the principle of development is considered acceptable, as the proposed demolition is not considered a substantial harm, and the proposed development would be optimum viable use and comfort the council's policies in terms of land use.

Residential Character

Density

- 6.18. 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.
- 6.19. 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. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 2 in a suburban location, an overall density of between 150-250 hr/ha may be acceptable.
- 6.20. The proposal would provide 7 x flats totalling 28 habitable rooms within a land of approximately 0.0856hec (856sqm). The density of the proposed development, based on habitable rooms per hectare, would equate to approximately 327 hr/ha (28/0.0856), which would slightly exceed the recognisable density threshold for a suburban area.
- 6.21. It must be noted that the criteria of density does not solely relate to the density matrix and full consideration must be given to the suitability of the site in terms of bulk, scale, mass and design of building/s in the context of the location and surrounding buildings; and standard and quality of accommodation proposed.

Scale and Design and impact on the character of the immediate surrounding

- 6.22. DMD44 of the council's adopted DMD seeking to preserve and enhance heritage assets requires that development affecting heritage assets or their setting should seek to complement the asset in all respects of their design, materials and detailing.

- 6.23. Concerns were raised that the proposed development is inconsistent with the pattern of locality and the townhouses on the east side of Wellington Road. Recognising the established pattern of development in the locality, however, it is important to note that the subject building is set within a context of modern developments of 2.5 and 3-storey properties, which were built in 1960s as replacements of former 19th century dwellings on individual or combined plots and constructed in a variety of styles, including semi-detached houses and residential blocks and terraced houses.
- 6.24. In the immediate vicinity of the application site, the character of the street scene is dominated by terraced townhouses (No.1a - No.1f Wellington Road) and terraced blocks (No.5 - No.11a Wellington Road) before meeting the conservation area to the south. All properties are three-storey, set back from the road behind a front garden/drive area.
- 6.25. The proposed development will be three-storey, with the upper storey contained within a mansard roof set back behind a parapet. The proposed form of the upper storey is referenced from to the roof form of 1 Wellington Road and its brick façade will be set at a stepping, transitional height between that of 1 and 5 Wellington Road.
- 6.26. Given its building height, building form and front building line, the overall massing and scale of the proposed block is then considered to sensitively respond to the immediate context, and thus acceptable.

Impact on Neighbouring Amenity

- 6.27. The vicinity of the application site is predominately residential in nature. Thus, from the perspective of neighbouring amenity, the proposal is assessed against the closest residential properties.

No.1 Wellington Road and No.5 Wellington Road

- 6.28. The proposed block would have a separation of 2.6m to the closest terraced houses at No.1f and No.5 Wellington Road. The single storey extension to the rear of the proposed building does not project beyond lines drawn at 45 degrees from the centre of the nearest ground floor rear windows to 1F and 5 Wellington Road and the upper storeys do not project beyond 30 degree lines drawn from the centre of the nearest first floor rear windows to 1F and 5 Wellington Road, in accordance with DMD 11, which applies to rear extensions.
- 6.29. The proposed 1.7 m high obscure glass side panels would provide privacy to and from balconies to the rear of the proposed building and thus will not result in an unacceptable loss of sunlight or daylight, and privacy or have an overbearing impact on the living conditions of the neighbouring properties or result in any loss of privacy.

Illingworth Way

- 6.30. DMD10 requires new development should maintain a minimum distance of 25m between rear facing windows of three-storey buildings, so as to overcome the adverse impact resulting in housing with inadequate light or privacy for the proposed or surrounding development.

- 6.31. The terraced dwellings on Illingworth Way directly opposite to the application site are No.14 - No.22 Illingworth Way at a distance of between 25.8m - 31m with an angle. The separation meets the distancing requirement of 25m as set out in DMD10. As such, the impact in terms of overlooking and dominance is not considered sufficient to warrant refusal.



Quality of Accommodation

- 6.32. Policy DMD 8 of the Development Management Document, Policy 3.5 of the London Plan and the London Housing SPG seek to ensure that new residential development is of a high quality standard internally, externally and in relation to their context. Policy 3.5 of London Plan specifically sets out the standards on minimum gross internal area (GIA) for different dwelling types.
- 6.33. The table below summarises the proposed schedule of accommodation against the requirements as set out in Policy 3.5 of London Plan.

	Proposed Housing type	Proposed GIA	Minimum GIA by London Plan	Proposed outdoor amenity space
Flat 1 (ground floor)	1-bed two person	50.7 m ²	50sqm	Communal garden
Flat 2 (ground floor)	3-bed five person	90.9 m ²	86sqm	Communal garden
Flat 3 (1 st floor)	2-bed four person	71.2 m ²	70sqm	balcony
Flat 4 (1 st floor)	2-bed Four person	72.1 m ²	70sqm	Communal garden
Flat 5 (1 st floor)	2-bed Four person	82.9 m ²	70sqm	balcony
Flat 6 (2 nd floor)	2-bed Four person	73.4 m ²	70sqm	Roof terrace

Flat 7 (2 nd floor)	2-bed Four person	91.1 m2	70sqm	Roof terrace
TOTAL		721.9 m2		

- 6.34. *GIA and internal layout:* All units are considered to satisfy the GIA requirements as set out in Policy 3.5 of London Plan. Having regards to the layouts of the proposed new flats, all units are well laid out and would have adequate resource for light and ventilation, and all room sizes are acceptable with specific regards to living/diners and single and double bedrooms.
- 6.35. It is noted that Flat 4 is single aspect leading to its kitchen without external window. However considering that all other units are dual aspect and exceed the housing standards in terms of GIA and layouts, one flat that is single aspect is not considered a sufficient ground for refusal.
- 6.36. *Outlook:* All units would be aspect onto the cricket ground or the rear garden, which is acceptable.
- 6.37. *Security:* A condition is imposed to ensure all units comply with secure by design standards.

Lifetime Homes

- 6.38. The London Plan and the council's Core Strategy require 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. The confirmation to deliver the Lifetime Homes will be secured via the imposition of conditions.

Provision of Amenity Space

- 6.39. DMD 9 (Amenity Space) requires that new residential development must provide quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds the minimum standards of 9sqm for flats with access to communal amenity space.
- 6.40. In terms of amenity space, all flat can access to a communal garden that is approximately 500qm, for the use of residents only.
- 6.41. The majority of the proposed flats have direct access to amenity space in the form of terraces or balconies, all of which exceed the minimum requirements on amenity space as set out in DMD9. It is noted that the top floor flats are well above the minimum standards. Whilst not all units have access to private outdoor amenity space, justifications are given to this instance owing to its communal garden which is more than 300sqm in size and the proposed development is located near public open space.
- 6.42. It is therefore considered that on balance, that the amenity provisions proposed is acceptable and in accordance with DMD9. In light with the above assessment, subject to conditions, the quality of the proposed accommodation is considered acceptable.

Transport Impact

- 6.43. The council's traffic and transportation department (T&T) was invited to comment on the application and has provided the following comments:

Car Parking

- 6.44. The proposed parking provision is seven spaces. Three spaces are located at the site frontage and four are located within the undercroft garage. The London Plan requires less than 1 parking space per unit for an overall development, so as to reduce car use. Given the PTAL of the site at 2, Officer considered that the number of car park space proposed is acceptable.

Vehicle parking layout and access

- 6.45. The vehicular access would remain as existing, which is acceptable. The layout of the spaces to the front of the site will allow them to be accessed and egressed in a forward gear. Whilst the proposed spaces are considered slightly tight, the required 6m behind the spaces is provided. It is also noted that Wellington Road is not a classified highway and therefore some reversing out of the site can be tolerated.

Cycle parking

- 6.46. Cycle standards require 14 spaces to be provided. The proposal shows seven spaces in the garage plus one visitor space to the frontage. This leaves a shortfall of six spaces and needs to be revised. Spaces should have regard to the London cycle parking design standards and as such a condition will be included to ensure the provision of 14 x spaces in place.

Pedestrian access

- 6.47. A new pedestrian access is proposed from the site frontage. This is acceptable.

Servicing

- 6.48. Refuse storage is to the rear of the site and is approximately 30m from the kerbside from Wellington, however it is noted that collection is to be from Illingworth Way and therefore can be easily accessed by the refuse collection team.

Impact on Trees

- 6.49. The council's Tree Officer was consulted on the proposal and confirmed that there are no significant arboricultural constraints as a result of the development.
- 6.50. A condition is therefore recommended requesting further details of proposed landscape to be approved prior to the commencement of the development.

Planning Obligation

S106 Contributions

- 6.51. The proposal would result in the creation of less than 10 units, or 1000sqm, and therefore the S106 contributions are not required.

CIL

- 6.52. The proposal would result in the creation of additional units, and thus will be Mayor CIL and Enfield CIL liable.

7. Conclusion

- 7.1. It is concluded that the proposed redevelopment of the site would not adversely impact on the character and appearance of the surrounding area or the Bush Hill Park Conservation Area, and would provide a good quality of accommodation to future occupiers while providing much needed additional housing to the borough. The scheme would not create an adverse impact to the neighbouring amenity or unacceptable impact to highway function and safety.

8. Recommendation

- 8.1. As such, approval is recommended, subject to conditions.

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

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

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

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

3. That development shall not commence until a construction methodology statement 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. Enclosure hoarding details; and
- h. 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.

4. Prior to the commencement of the development hereby approved (including all preparatory work), a scheme for the protection of the retained adjacent trees including a tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the local planning authority.

Specific issues to be dealt with in the TPP and AMS:

- a. Location and installation of services/ utilities/ drainage;
- b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees;
- c. Details of construction within the RPA or that may impact on the retained trees;
- d. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area;
- e. Boundary treatments within the RPA;
- f. Methodology and detailed assessment of root pruning;
- g. Arboricultural supervision; and
- h. The method of protection for the retained trees.

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies.

5. Prior to commencement of development above ground hereby approved, a sample panel and a schedule of materials to be used in all external elevations including walls, doors, windows front entrances and balconies within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any building work commences and this condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure that the building has an acceptable external appearance and preserves the character and appearance of the conservation area.

6. Detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:
 - a. Details of all windows and doors at scale 1:10, windows shall be set at least 115mm within window reveal scale 1:10;
 - b. Details of balconies and private screening;
 - c. Details of brick parapet to front;
 - d. Details of the glazing level of all external windows

- e. Construction details of all external elements at 1:20 scale (including sections). This should include: entrances and exits, masonry, weathering and flashings, and parapets, roof, plant and plant screening, health and safety systems.
- f. Full drawn details (1:20 scale elevations, 1:2 scale detailing) of the railings and gates (including hinges, fixings, locks, finials); and
- g. Details and locations of rain water pipes.

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development above ground hereby permitted. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality

- 7. Prior to the commencement of development other than the super structure, details and design of the hard landscaping and surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas, road markings and all other hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.

- 8. Prior to the commencement of development other than the super structure, details of trees, shrubs, grass and all other soft landscaping, including the proposed elevated public garden on each floor, to be planted on the site shall be submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

- 9. The development shall not be occupied until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

- 10. The development shall not be occupied until details of the siting and design of 14 x secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

11. Prior to commencement of development above ground a detailed 'Energy Statement' and relevant SAP calculations shall be submitted and approved in writing by the Local Planning Authority. Submitted details should 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.

12. 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.

13. Notwithstanding the details of the development, hereby approved, a detailed crime prevention management and maintenance strategy detailing how the development will minimise opportunities for crime including details of a controlled access system, CCTV and external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.

Reason: To ensure that the development protects community safety.

14. No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.

Reason: To safeguard and enhance the visual amenities of the locality.

15. Prior to the commencement of development above ground 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.

16. No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable urban drainage scheme (SUDS), in accordance with the national planning policy guidance, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity (1 in 100 and 1 in 1 year storm events); methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

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.

17. Surface water drainage works shall be carried out in accordance with details that have been submitted to and approved in writing by the Local Planning Authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the Local Planning Authority concludes that a SUDS scheme should be implemented, details of the works shall specify:
- 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
 - the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure implementation and maintenance, and 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.

18. 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.

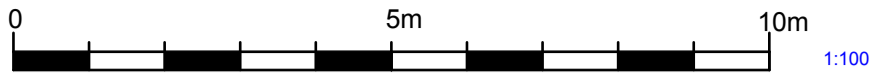
Reason : To ensure that the development allows for future adaptability of the home to meet with the needs of future residents over their life time in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

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

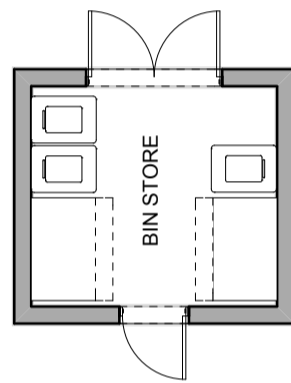
Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

Informative:

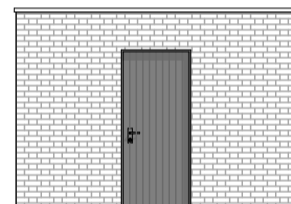
1. British Standard BS 5837 2012 - Trees in Relation to Demolition, Design and Construction



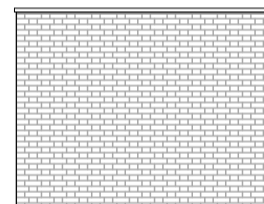
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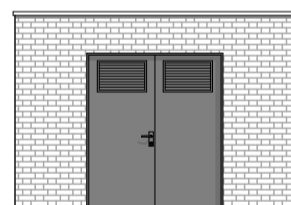
FLOOR PLAN



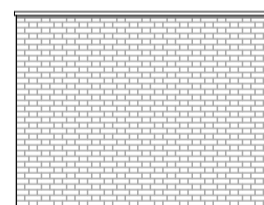
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

A 24/11/2016 Revised following client comments
Rev. Date Amendment

3 WELLINGTON ROAD
ENFIELD, LONDON

ERECTION OF BUILDING COMPRISING
7NO.OF FLATS

for
Mr A Christoforou

Drawing Title

BIN STORE

TEMPIETTO
ARCHITECTS

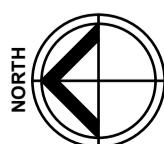


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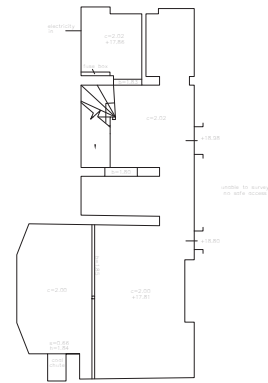
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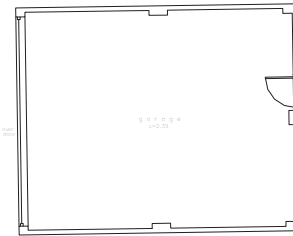
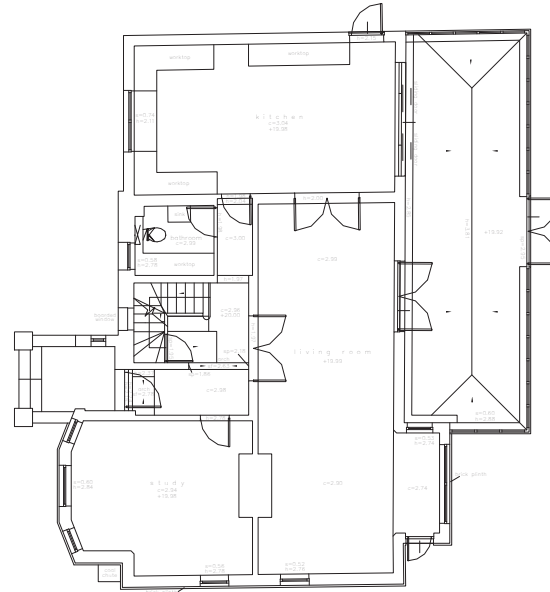
Date: November 2016



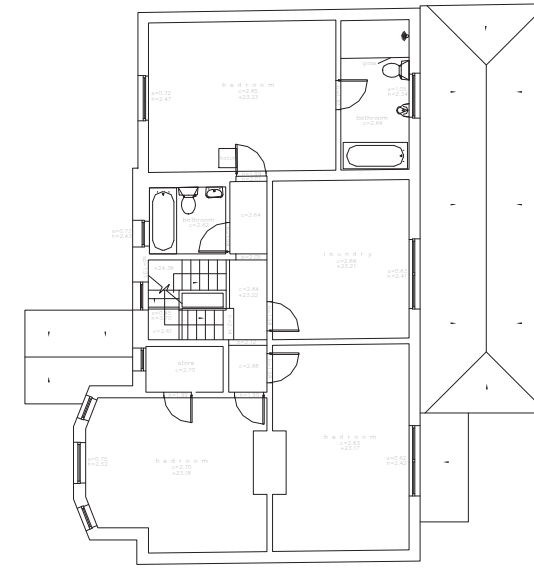
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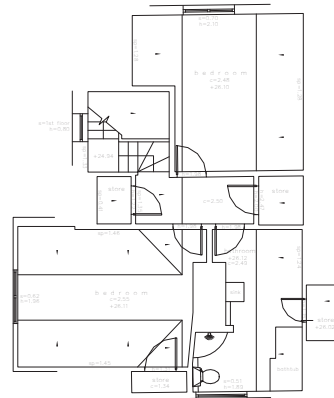
GROUND FLOOR



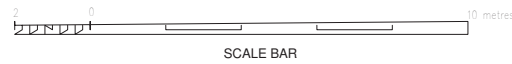
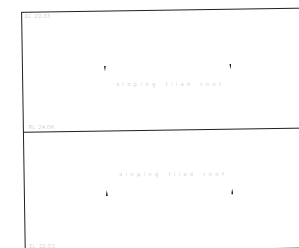
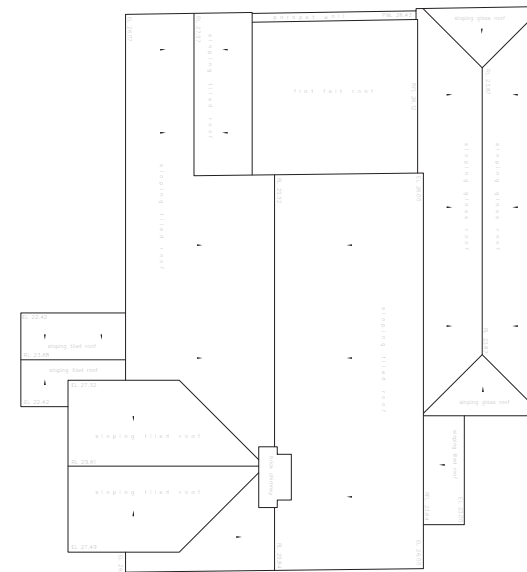
FIRST FLOOR



SECOND FLOOR



ROOF PLAN



SCALE BAR

Rev	Description	Date

PROJECT
Proposed demolition of existing dwelling
and erection of building comprising 9 no.
flats

TITLE
Existing floor plans

CLIENT
Mr A Christoforou

DATE
07/21/15

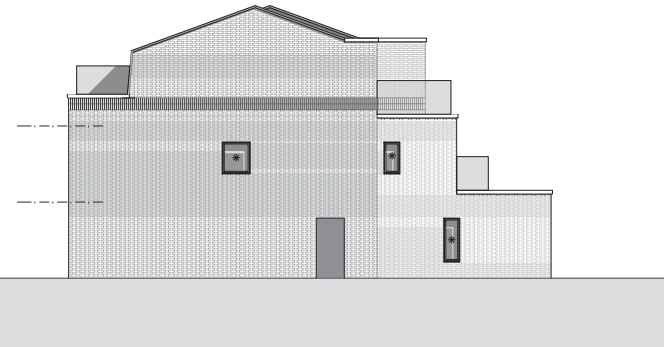
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PROJECT NUMBER
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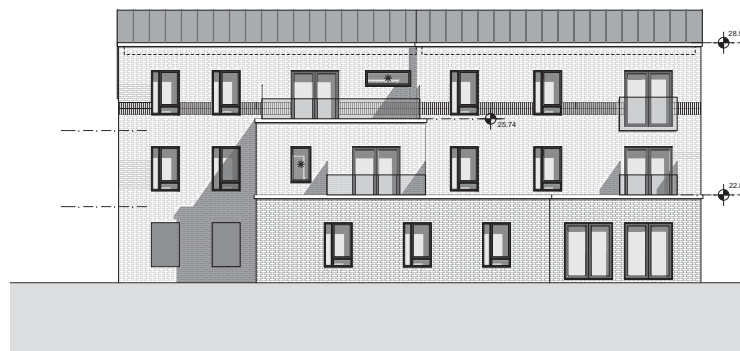
DRG No.
15 0293-5



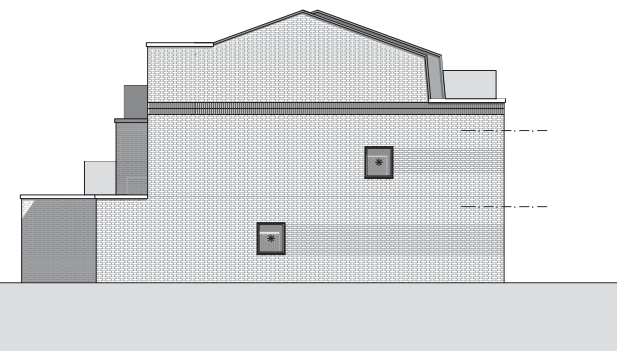
FRONT WEST ELEVATION



SIDE SOUTH ELEVATION



REAR EAST ELEVATION



SIDE NORTH ELEVATION

- MATERIALS:**
- ROOF: GRAPHITE GREY STANDING SEAM ZINC
 - WALLS: RED BRICK IN FLEMISH BOND WITH SOLDIER COURSE BAND AND SLATE GREY POWDER COATED ALUMINUM REVEALS TO WINDOW OPENINGS AND BATH STONE COPINGS AND SURROUNDS TO ENTRANCE PORCH AND GARAGE ACCESS
 - WINDOWS AND DOORS: SLATE GREY POWDER COATED ALUMINUM
 - ENTRANCE DOOR: SLATE GREY TIMBER DOOR
 - * OBSCURE GLAZING WITH ETCHED GLASS TO INNER PANE OF DOUBLE GLAZING

A 24/11/2016 Revised following client comments
 Rev. Date Amendment
 3 WELLINGTON ROAD
 ENFIELD, LONDON
 ERECTION OF BUILDING COMPRISING
 7NO. OF FLATS
 for
 Mr A Christoforou
 Drawing Title
 ELEVATIONS

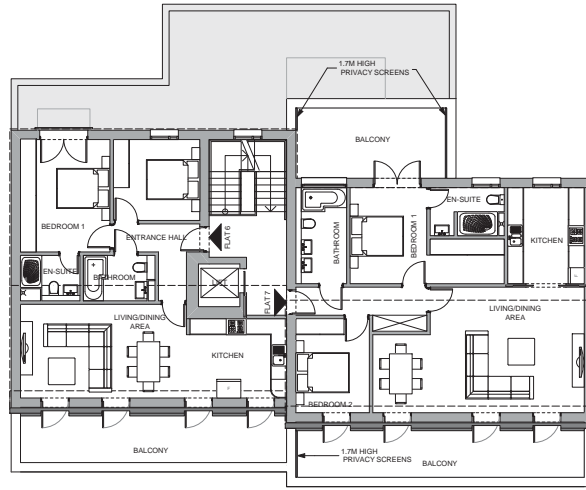
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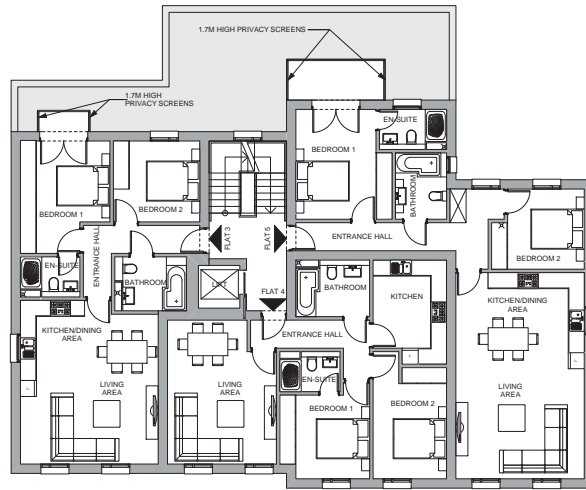
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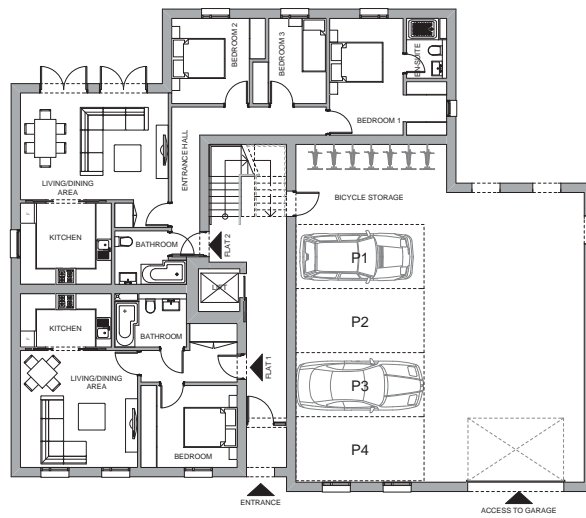
Date: November 2016



SECOND FLOOR PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN

A 24/1/2016 Revised following client comments
 Rev. Date Amendment
 3 WELLINGTON ROAD
 ENFIELD, LONDON
 ERECTION OF BUILDING COMPRISING
 7NO. OF FLATS
 for
 Mr A Christoforo
 Drawing Title:
 FLOOR PLANS



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Drawing No: **2042/12A**
 Scale: 1:100 @A1
 Date: November 2016



- C 30.11.2016 Hatching revised
 - B 25.11.2016 Revised for issue.
 - A 09.11.2016 Revised for issue. Roof plan amended. Piers and hedges shown.
- | Rev. | Date | Amendment |
|------|------------|---|
| A | 09.11.2016 | Revised for issue. Roof plan amended. Piers and hedges shown. |

3 WELLINGTON ROAD
ENFIELD, LONDON
Erection of building comprising of 7 no. flats
for
Mr A Christoforu



WELLINGTON ROAD



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NO.1 WELLINGTON ROAD

NO.3 WELLINGTON ROAD

NO.5 WELLINGTON ROAD

B	24/11/2016	REVISED FOLLOWING CONSERVATION OFFICERS COMMENTS
A	09/11/2016	REVISED FOR ISSUE
Rev.	Date	Amendment

3 WELLINGTON ROAD
ENFIELD, LONDON

ERECTION OF BUILDING COMPRISING
7 NO. OF FLATS
for

Mr A Christoforou

Drawing Title

STREET ELEVATION

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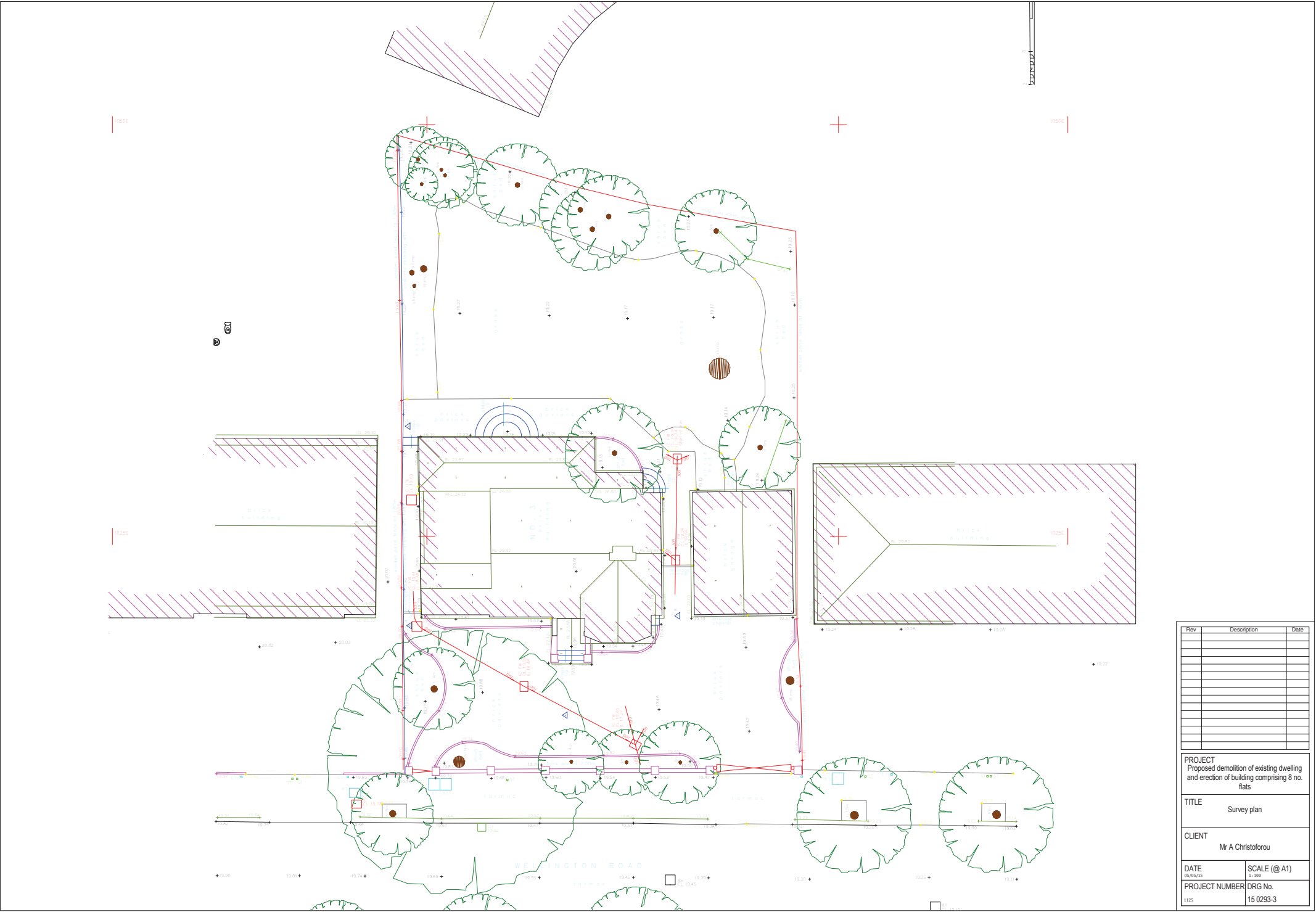
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Scale: 1:100 @A2

Date: October 2016

File: 2042_Wellington Road.dwg

View date: 25/11/2016



Rev	Description	Date

PROJECT
Proposed demolition of existing dwelling
and erection of building comprising 8 no.
flats

TITLE
Survey plan

CLIENT
Mr A Christoforou

DATE
05/02/15

SCALE (@ A1)
1:100

PROJECT NUMBER
1125

DRG No.
15 0293-3