

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 21 February 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Sharon Davidson
Ms Kate Perry

Ward:
Cockfosters

Ref: 15/04916/FUL

Category: Full Application

LOCATION: 20 And Rear Of 18 -22, Waggon Road, Barnet, EN4 0HL

PROPOSAL: Redevelopment of site and demolition of existing house to provide 4 x 6-bed detached single family dwelling houses with attached garages and rooms in roof, new access road from Waggon Road and associated landscaping (Revised Plans)

Applicant Name & Address:

John Wood
20 Waggon Road
Barnet
EN4 0HL

Agent Name & Address:

Drummond Robson
41 Fitzjohn Avenue
Barnet
EN5 2HN

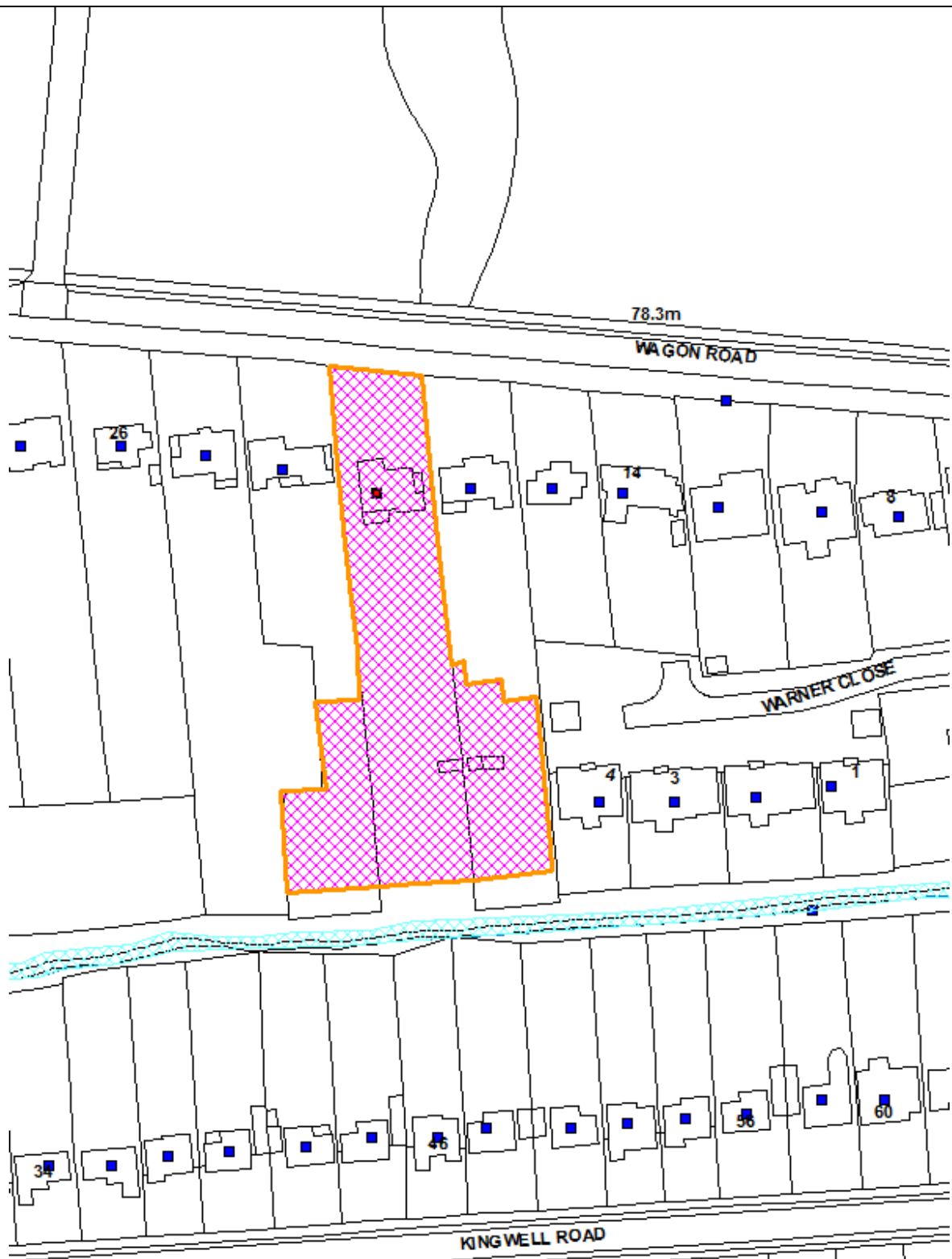
RECOMMENDATION:

It is recommended that planning permission be **GRANTED** subject to conditions.

Note for Members:

Applications of this nature would normally be considered under delegated powers but the application has been brought to the Planning Committee because Councillors Charalambous and Pearce have requested that the application be presented and determined by the Committee if Officers are minded to approve the scheme.

Ref: 15/04916/FUL LOCATION: 20 And Rear Of 18 -22, Waggon Road, Barnet, EN4 0HL



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Scale 1:1250

North



Site and Surroundings

1. The application site comprises number 20 Waggon Road and parts of the rear gardens of numbers 18 and 22 Waggon Road. Number 20 Waggon Road is a 2 storey detached single family dwelling located on the southern side of the road. The site has a single point of vehicular access and parking for a minimum of 4 cars on the front driveway of the property.
2. The surrounding area is residential in character, mainly characterised by large detached dwellings. Warner Close is located to the east of the application site and contains 4 dwellings to the rear of numbers 10-16 Waggon Road accessed via Sandridge Close.
3. The metropolitan Green Belt lies to north of the application site on the opposite side of Waggon Road.
4. Monken Mead Brook defines the rear (southern) site boundary.
5. There are a number of mature trees on the application site but these are not subject to a Tree Preservation Order.

Proposal

6. Permission is sought for the erection of 3 detached dwellings to the rear of numbers 18-22 Waggon Road. The dwellings would extend on from the existing dwellings located to the rear of numbers 10-16 Waggon Road (Warner Close).
7. The existing dwelling at number 20 Waggon Road will be demolished and will be replaced by a new detached 5-bed single family dwelling.
8. An access road will be provided to the side of the replacement dwelling which will provide access to the new dwellings at the rear of the site.
9. The existing access on to Waggon Road will be widened to allow for a wider access which can accommodate 2-way traffic.
10. Each of the new dwellings will have 2 on-site car parking spaces and there are 6 additional spaces allocated for visitors.
11. The application has been brought to committee at the request of a Local Councillor.

Relevant Planning Decisions

12. There are no planning decisions directly relevant at the subject site. However, the following planning decisions are considered relevant to the consideration of this application:
13. Number 6 Waggon Road - TP/01/1157
Redevelopment involving demolition of no 6 Waggon Road, construction of access road and erection of 3 detached 2-storey dwelling houses and two semi-detached dwelling houses with associated garages
Granted with conditions 18.12.2001

This application led to the formation of Sandridge located to the east of the subject site.

14. Rear of 10-16 Waggon Road - TP/05/1039

Redevelopment of site by the erection of four two-storey detached houses with accommodation in roofspace involving rear dormers, together with garages and access from Sandridge Close
Granted with conditions 31.8.2005

This application led to the formation of Warner Close located immediately to the east of the subject site.

Consultations

Statutory and non-statutory consultees

Tree Officer

15. No objections. The trees to the rear of the site are not of sufficient amenity value to warrant statutory protection.

Traffic and Transportation

16. No objections subject to conditions and a directive.

Housing Development

17. Although the development comprises less than 10 units meaning that normally there would be no requirement to provide affordable housing on-site, the current proposal would have a GIA in excess of 1000 sq.m and, therefore, a contribution towards Affordable Housing would be required in line with the Council S106 SPD (2016).

Public

18. Consultation letters were sent to 23 neighbouring properties. The consultation period ended on 21.12.2015. 15 letters of objection were submitted in relation to the consultation. The following objections were raised (in summary):

- Close to adjoining properties
- Strain on existing community facilities
- Over development - Four houses on a single plot on Waggon Road (only modestly larger with the rear of 18 and 22), will create four cramped 5 bed houses which will over develop this particular part of Waggon Road, and reduce the amount of green space.
- Will change the spacious character of Waggon Road and will result in a cramped housing development.
- Increase in traffic and congestion: adding another road junction in this part of the road will lead to increased traffic and congestion.
- Will increase parking problems on Waggon Road.
- Will reduce privacy for all surrounding houses.
- Strain on existing community facilities & roads.

- Inadequate access
 - New access would pose greater risk to pedestrians by increasing the number of access roads off Waggon Road
 - Affect local ecology
 - Inadequate parking provision
 - Inadequate public transport provision
 - Increase in pollution
 - Loss of light
 - Noise nuisance
 - Conflict with Local Plan
 - Excess traffic which has already increased due to new flatted developments in Cockfosters Road.
 - Will de-value neighbouring properties and make the area less desirable
 - Loss of trees
 - Increased risk of flooding
 - Too close to neighbouring gardens in Kingwell Road
 - Development too high
 - More open space needed on development
 - Overbearing impact on number 4 Warner Close
 - Loss of sunlight and daylight to number 4 Warner Close
 - The removal of 19 trees will destroy the green character along Monken Mead.
 - Will result in the loss of 2 'Black Poplars' which the Forestry Commission say is one of the most endangered timber trees in Britain.
 - Density too high for area
 - The recent rejection of a similar planning application at number 21 Lancaster Avenue sets an important precedent – while that application was in a Conservation Area it is important that the overall character of Hadley Wood is preserved.
 - A petition containing 66 signatories was also submitted raising the following concerns:
 - The development will involve the removal of 19 trees which will harm the unique character of the area.
 - The increased density of housing is inappropriate for the site and will encourage further over development in the area.
 - The development will increase congestion and parking problems on this part of Waggon Road
 - Loss of the existing green space will have a negative impact on the climate, wildlife and flood risk.
 - The proposed houses will significantly reduce privacy for all surrounding properties on Waggon Road, Warner Close and Kingwell Road.
 - The proposal will increase the strain on existing community facilities.
19. Since the original round of consultation revised drawings were submitted. These sought to address concerns raised by Officers. The dwellings to the rear of the site have been reduced in size and the spacing between the properties increased. These drawings were subject to re-consultation between 5.7.2016 and 19.7.2016. No additional representations were received.

Relevant Policy

20. London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing development
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing on schemes
Policy 3.13	Affordable housing thresholds
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
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 6.13	Parking
Policy 7.1	Lifetime Neighbourhoods
Policy 7.4	Local character
Policy 7.6	Architecture

21. Core Strategy

CP2	Managing the supply and location of new housing
CP3	Affordable housing
CP4	Housing Quality
CP5	Housing Types
CP6	Meeting Particular Housing Needs
CP8	Education
CP9	Supporting Community Cohesion
CP20	Sustainable Energy use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP28	Managing Flood Risk
CP30	Maintaining and Improving the Quality of the Built and Open Environment
CP32	Pollution
CP36	Biodiversity
CP46	Infrastructure Contributions

22. Development Management Document

DMD2	Affordable Housing on Sites of less than 10 units
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of existing residential units
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

DMD38	Design Process
DMD45	Parking Standards and Layout
DMD49	Sustainable Design and Construction Statements
DMD 51	Energy Efficient
DMD 53	Low and zero carbon Technology
DMD 54	Allowable Solutions
DMD 55	Use of Roof Space/ Vertical Services
DMD 56	Heating and Cooling
DMD 57	Responsible Sourcing of Materials
DMD 58	Water Efficiency
DMD 59	Avoiding and Reducing Flood Risk
DMD 60	Assessing Flood Risk
DMD 61	Managing Surface Water
DMD 68	Noise
DMD 69	Light Pollution
DMD 78	Nature Conservation
DMD 79	Ecological Enhancements
DMD 80	Trees
DMD 83	Development adjacent to Green Belt

23. Other Material Considerations

National Planning Policy Framework
National Planning Policy Guidance
Technical Housing Standards – Nationally Described Space Standards
Monitoring Report and Housing Trajectory 2015

Analysis

Principle

24. The National Planning Policy Framework (NPPF) and London Plan advise that Local Authorities should seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable and inclusive and mixed communities. In addition they advocate the efficient use of brown field sites provided that it is not of high environmental value. Policy 5 of the Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing needs whilst ensuring that the quality and character of existing neighbourhoods is also respected.
25. In broad terms, the proposal to provide residential accommodation would contribute to the strategic housing needs of Greater London and increase the housing stock of the Borough. Therefore the proposals are considered to be consistent with the aims and objectives of both strategic and local planning policies in this regard.
26. In addition, the principle of providing detached single family dwellings to the rear of this site is acceptable. Whilst local objections have been noted concerning backland development in this characteristically low density suburban location, provided that the proposals do not cause harm to the established character and appearance of the area, it is not considered a refusal in principle could be supported. The 3 new dwellings and the dwelling to be replaced would each provide 5 bedrooms which means that family accommodation would be provided and the development would reflect the priorities identified in the "Monitoring Report and Housing Trajectory 2015" which seeks a greater provision of family accommodation (3+ bedroom homes) for which there is a deficit within the borough.

27. There is existing evidence of backland (or development of rear gardens) along Waggon Road. Sandridge Close and Warner Close immediately to the east of the subject site were both granted planning permission in the early 2000's and represent a material consideration in the assessment of the current proposal (see planning history section of this report) as they now contribute to establishing the character of the locality which forms the context for the consideration of this application.
28. Notwithstanding the above, the proposal must be judged on its own merits and it raises additional issues of density, scale, site coverage, context and the impact on the amenities of neighbours. In this context, Policy DMD 7 relates to the development of garden land. The policy states that the Council will seek to protect and enhance the positive contribution gardens make to the character of the borough. Development on garden land will only be permitted if all of the following criteria are met (in summary):
- The development does not harm the character of the area
 - Increased density is appropriate taking into account the site context
 - The original plot is of sufficient size to allow for additional dwellings
 - The development must not have an adverse impact on residential amenity within the development or the existing pattern of development in the locality
 - Garden space and quality must be adequate for new and existing dwellings
 - The proposal provides appropriate access to the public highway
29. The current proposal therefore must be assessed in relation to this policy. The development will be expected to respect the established character of Waggon Road having regard to density and scale, quality of design and appearance, impact on neighbouring amenities and parking provision.

Impact on the Character of the Area

30. Core Policy 30 of the Core Strategy and Development Management Document Policy 37 both aim to ensure that a high standard of design is achieved in all development. In addition Policy 7.4 of the London Plan states that developments should have regard to the form, function and structure of an area and the scale, mass and orientation of surrounding buildings.
31. With regard to the design approach to the proposed development, the current development would involve the demolition of the existing dwelling (number 20) fronting Waggon Road and its replacement with a narrower hipped crown roof dwelling house. The dwelling has been reduced in width to allow for the new access road to the dwellings at the rear of the site. The dwelling would set in adequately from both side boundaries (minimum of 1m to the west) and would match the eaves height of the immediately neighbouring properties. The ridge height would be below the existing. The front building line of the property would step back between numbers 22 and 18 Waggon Road and would effectively provide a transition between the 2 properties.
32. With regard to the crown roof, this would measure 7.3m in width and a maximum of 6m in depth. Due to its siting it would not be highly discernible when viewed from the street scene. The immediately neighbouring properties to each side do not have crown roofs, however, they are not uncommon within the wider area and, due to the lack of visibility, it is considered that it would not warrant the refusal of planning permission in this instance.

33. Overall, it is considered that the design of the dwelling fronting Waggon Road is acceptable and it would relate in scale and design to the immediately neighbouring properties.
34. With regard to the proposed dwellings to the rear of the site, as stated previously, the principle of building within the rear gardens of existing dwelling houses has been established within the immediate area (see the planning history section of this report) and therefore it would be difficult to raise an in principle objection to the current scheme.
35. As well as the granting of Sandridge Close and Warner Close in the early 2000's, there are other more recent examples of backland development within Hadley Wood particularly in Camlet Way and Beech Hill. The critical issue is whether, through the development of this backland site, the overall character of Hadley Wood would be unacceptably eroded. This will largely depend on the visibility of the proposed development, particularly when viewed from Waggon Road. The overall character and appearance of the area is large single family dwellings set in substantial plots and it is this character that should seek to be retained by limiting the scale and density of development to the rear of the established residential roads.
36. In this instance, it is considered that, given the presence of Warner Close immediately to the east of the subject site it would be extremely difficult to sustain an objection to the development in principle where it will not be visually dominant when viewed from Waggon Road. The proposed dwelling would be positioned in the rear portion of the site set back from the existing dwellings in Waggon Road by in excess of 50m. In addition, whilst being a similar height to the proposed new dwelling in Waggon Road the dwellings would be positioned on a lower ground level which would reduce their prominence and will mean they will not be visible in the Waggon Road street scene.
37. Ideally, the proposed development would form an extension to Warner Close, not only in the built form, but also in the access arrangement. However, the applicant advised that Warner Close is a private, gated road thus the applicant would need to negotiate for it to be extended, which is likely to be met with resistance from the current owners of the houses along Warner Close, particularly those who own garages at the end of the street. Therefore the new, north-south route is necessary in order to gain access to the site. Having regard to this, it is accepted that the proposal must be considered as submitted with the access from Waggon Road. It is acknowledged that this creates a more piecemeal form of development which would be more visually intrusive and more erosive to the overall character of the area. However, the new access arrangement alone is not considered a robust reason to warrant the refusal of planning permission especially considering other similar developments existing in Hadley Wood and the lack of visibility of the remainder of the development to the rear of the site.
38. Having regard to the proposed dwellings themselves, they would maintain a similar footprint and layout to the existing dwellings in Warner Close. The dwellings would be 2 storey with hipped crown roofs and accommodation in the roof space. There would be a separation of 3m between the properties which is greater than that of Warner Close where a distance of 2m is maintained.
39. Overall, the dwellings present an acceptable scale of development compatible with existing dwellings in the immediate vicinity of the site in terms of size and design.

Residential Amenity

Replacement Dwelling

40. With regard to the impact on the amenities of existing neighbouring occupiers, the main impact would be for the occupiers of numbers 18 and 22 Waggon Road. In relation to number 18, the proposed dwelling would not breach a 45 degree or 30 degree angle from the nearest front or rear windows at this property and therefore the development would not result in an unacceptable loss of light or outlook.
41. In relation to privacy, no first floor flank windows are proposed facing towards number 18 Waggon Road and the development will not result in an unacceptable loss of privacy.
42. Number 22 Waggon Road is located to the west of the proposed replacement dwelling. The new dwelling would extend further rearward in the site than the existing house however it would not breach a 45 degree or 30 degree angle from the nearest ground or first floor windows at number 22 Waggon Road. Again, although matters will change for people living nearby, the development would not result in an unacceptable loss of light or outlook and nor would it be overly dominant.
43. At the front, the new dwelling would be contained within the front building line of number 22 Waggon Road and therefore would not result in a loss of light or outlook to the nearest forward facing windows.
44. With regard to privacy, 2 obscure glazed windows are proposed in the first floor flank elevation. These would serve en-suite bathrooms and a condition will be attached to ensure they are obscure glazed and non-opening unless 1.7m above internal floor level. This will prevent any loss of privacy for the neighbouring occupiers.

New Dwellings

45. The 3 new dwellings would be separated from the existing dwellings on Waggon Road and Kingwell Road by in excess of 50m. The dwellings therefore will not result in a loss of light or outlook to the rear windows of existing residential properties which exceeds the requirements of DMD 10 (Distancing).
46. Furthermore, the dwellings would not result in an unacceptable loss of privacy for neighbouring residential occupiers. The provision of windows to the front and rear of the building are considered acceptable given the separation to the existing dwellings in Waggon Road and Kingwell Road. Each of the new dwellings would only have 1 first floor flank window. This would serve a secondary window serving a bathroom and therefore would be obscure-glazed and non-opening. This can be secured by condition.
47. The nearest residential property will be number 4 Warner Close. The closest new dwelling would be separated from this property by 3m and would be located to the side of the property. It would have a consistent front building line with the existing neighbouring dwelling and at the rear it would extend beyond it by approximately 1m. The new dwelling would not breach a 45 degree or 30 degree angle from the nearest ground floor or first floor windows and would therefore would not result in an unacceptable loss of light or outlook and nor would it be overly dominant.

Quality of the Residential Environment Created

48. The Nationally Described space standards (Table 1) set out the minimum floor areas for new dwellings. The proposed new dwellings would each have a maximum of 6 bedrooms (the games room in the lofts are being considered as bedrooms for the purposes of this assessment) and should have a minimum GIA of 138 sq.m with 4 sq.m of built in storage.
49. The replacement dwelling would have a GIA of 354 sq.m and the new dwellings to the rear of the site would each have a GIA of 385 sq.m. The dwellings therefore will exceed the required standards. The rooms would all be regularly shaped and useable and have access to natural light and ventilation.

Amenity Space Provision

50. DMD 9 requires that the new dwellings of this size should each be provided with a minimum 29 sq.m of private amenity space with an average of 44 sq.m private amenity space across the whole site.
51. The replacement dwelling will retain a garden area of 560 sq.m. The new dwellings would each have a garden area of a minimum of 300 sq.m.
52. The development therefore numerically meets the required standard. There are a number of mature trees in the proposed garden areas which will to some extent hinder the usability of the proposed garden spaces in terms of the trees themselves and the overshadowing created. However, given the overall size of the gardens which are well in excess of Council standards, this is considered to provide acceptable amenity provision for future residents.

Car Parking, Servicing and Traffic Generation

53. Fifteen on site car parking spaces are proposed. At the front of the site the new dwelling fronting Waggon Road will have 3 car parking spaces. The 3 new dwellings at the rear of the site will each have 2 allocated car parking spaces and 6 additional visitor spaces. The proposal also involves the modification of the existing point of vehicular access to allow two way vehicle movements.
54. The Council's Traffic and Transportation Department have commented on the proposal. They advise that whilst there is a slight overprovision of car parking, the low PTAL means this level of parking would be acceptable.
55. With regard to the access road, it is wide enough for two way vehicle movements and servicing can take place off street for all the new houses.

Sustainability

Biodiversity

56. Core Policy 36 of the Core Strategy seeks to protect, enhance, restore or add to biodiversity interests within the Borough, including parks, playing fields and other sports spaces, green corridors, waterways, sites, habitats and species identified at a European, national, London or local level as being of importance for nature conservation.
57. The application is accompanied by an Ecological Appraisal which identifies various mitigation measures which should be adopted in order to ensure that there is no harm to protected species. These include the planting of native/wildlife friendly

species, installation of 3 bat boxes to the south/ south west elevations, butterfly houses, a stag beetle loggery and 3 bird boxes.

58. Details of these biodiversity enhancements will be required by condition should planning permission be granted.

Impact on trees

59. DMD 80 requires consideration to be given to the impact of a proposed development on existing trees. It also requires additional landscaping to be provided where necessary.
60. The Council's Tree Officer has inspected the proposed development and has advised that whilst the loss of trees to the rear of the site is regrettable, they are not statutorily protected. Furthermore, they are not of sufficient amenity value to be protected by a Tree Preservation Order. It is acknowledged that the proposed development is likely to lead to greater pressure to remove additional trees due to their proximity to the proposed buildings and the overshadowing and loss of light and outlook that will result. However, the Tree Officer has confirmed that given their limited amenity value this would not be sufficient reason to justify refusal of planning permission.

Energy

61. The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO₂ reduction is required for new residential units having regard to economic viability and technical feasibility. An energy statement has been submitted with this application which demonstrates that an 8% reduction can be achieved. This falls below the required standard and the report does not demonstrate that there are sufficient technical or economic reasons that prohibit the achievement of a higher standard. In light of this it is recommended that a revised energy statement be submitted by condition.
62. In addition, water efficiency measures will need to be provided. Submitted details will need to demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. This will be required by condition.

Sustainable Urban Drainage SUDs

63. DMD 61 relates to the management of surface water. A Drainage Strategy is required to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS)
64. The proposed development must incorporate a sustainable urban drainage system in accordance with the quality and quantity requirements set out in the London Plan Drainage Hierarchy and the Development Management Document. The post-development runoff rate must be lower than the pre-development runoff rate and achieve greenfield runoff rates if possible.

65. The sustainable urban drainage strategy should include:

- A site plan.
- A layout plan.
- A topographical plan of the area with contours and overland flow routes together with details of what happens in exceedance events.
- The footprint of the area being drained, including all buildings and parking areas.
- Greenfield Runoff Rates for a 1 in 1yr event and a 1 in 100yr event plus climate change.
- Storage volume.
- Controlled discharge rate.

66. This will be required by condition.

S106 Contributions

67. On November 28th 2014 the Minister for Housing and Planning state announced, in a written ministerial statement, S106 planning obligation measures to support small scale developers and self-builders. Paragraphs 12 to 23 of the National Planning Policy Guidance (NPPG) were amended to state that contributions for affordable housing and tariff style planning obligations should not be sought from small scale developments containing 10 units or less with a gross area of no more than 1000 sq m.
68. In April 2015, the Government's new policy approach was challenged in the High Court by two Local Authorities (West Berkshire District Council and Reading Borough Council). The challenge in the High Court was successful and on 31st July 2015, Mr Justice Holgate quashed the Secretary of State's decision to adopt the new policy by way of written ministerial statement. As a consequence, paragraphs 12 to 23 of the Planning Obligations section of the National Planning Practice Guidance (NPPG) were removed.
69. The Government subsequently appealed the High Court decision. The Court of Appeal on the 11th May 2016 upheld the Government's position set out in the 28th November 2014 written ministerial statement; this reinstates the small sites exemption from paying S106 affordable housing and other tariff style contributions and also reinstates the vacant building credit.
70. The Court of Appeal found the written ministerial statement to be lawful; however in making the judgement the Court found that the statement should not be applied as a blanket exemption which overrides the statutory development plan and the weight given to the statutory development plan is a consideration to be made by the Local Planning Authority.
71. As a result of this The London Borough of Enfield will no longer be seeking contributions for education on schemes which are 11 units and below. However, it will be seeking Affordable Housing contributions on schemes which are 10 units or less which have a combined gross floor space of more than 1000sqm. This is in conjunction with the criteria stipulated within the Planning Practice Guidance.
72. The current proposal would have a GIA in excess of 1000 sq.m and therefore a contribution towards Affordable Housing would be required in line with the Council S106 SPD (2016).
73. The financial contribution towards affordable housing is calculated at £544,732.

74. However, in line with the S106 SPD the applicant has submitted a Viability Statement which concludes that no contribution to Affordable Housing can be made if the proposal is to be economically viable.
75. The submitted Viability Statement has been reviewed by an independent viability assessor who has confirmed that in their view the scheme will not be economically viable if a contribution is made towards Affordable Housing.
76. The viability assessor acknowledges the significant costs associated with this proposal and most notably the cost of acquiring parts of the rear gardens of number 18 and 22 Waggon Road which he recognises would be likely to be in excess of £600,000 (negotiations are ongoing) and also the cost of the construction of a new access road.
77. Therefore, based on the figures provided, no contribution towards S106 Affordable Housing is offered. However, it is acknowledged that residual valuations are highly sensitive to changes in costs and values over time, therefore it is considered that a deferred contribution mechanism is appropriate, based on outturn costs and values, so that if improvements in viability result in a profit surplus being generated, the payment of affordable housing contributions can be triggered, compliant with the aspirations of the SPD.
78. In order to realise any greater value, to enable the LPA to “claw-back” money on any surplus achieved above what has been stated, it would need to be agreed with the developer that the LPA will be entitled to a proportion of any sum in excess of the final profit threshold, to be reviewed in line with an agreed timescale once the development is underway and a number of the buildings sold. This approach is one which is widely used by other Councils and is something that Enfield is keen to explore in cases of this nature.

Community Infrastructure Levy

Mayoral CIL

79. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure.
80. The current proposal has a net gain in additional floorspace of 1144.24sq.m. The contribution required is therefore:

$$1144.24\text{sqm} \times £20 \times 286 / 223 = £29,350.01$$

Enfield CIL

81. On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.
82. The applicable CIL rate is be £120 per square metre together with a monthly indexation figure. The contribution required is therefore:

120/m2 x 1144.24m2 x 286/274 = £143,322.55

83. These figures are liable to change when the CIL liability notice is issued.

Conclusion

84. Having regard to the above it is recommended that planning permission be granted subject to conditions.

Recommendation

That planning permission be GRANTED subject to the following conditions and S106:

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

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

2. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

3. The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure a satisfactory visual appearance and in the interests of highways safety

4. The development shall not commence until details of existing planting to be retained and trees, shrubs and grass to be planted and the treatment of any hard surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, 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

5. 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.

6. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved

details.

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

7. The parking area(s) forming part of the development shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development complies with Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

8. The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

Reason: To ensure that the development complies with adopted Policy and does not prejudice conditions of safety or traffic flow on adjoining highways.

9. Within 6 months of the commencement of works details (including elevational details) for covered cycle parking for the storage of a minimum of 2 bicycles per dwelling has been submitted to and approved in writing by the Local Planning Authority. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction, and available for the parking of cycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel.

10. The development shall not be occupied until details of the siting and design 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.

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

11. The glazing to be installed in the first floor flank elevations of the replacement dwelling and the new dwellings shall be in obscured glass and fixed shut to a height of 1.7m above the floor level of the room to which they relate. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

12. No development shall take place until a Sustainable Drainage Strategy has been submitted and approved by the Local Planning Authority.

A Sustainable Drainage Strategy must include the following information, and must conform to the landscaping strategy:

- a. A plan of the existing site
- b. A topographical plan of the area
- c. Plans and drawings of the proposed site layout identifying the footprint of the area being drained (including all buildings, access roads and car parks)
- d. The controlled discharge rate for a 1 in 1 year event and a 1 in 100 year event (with an allowance for climate change), this should be based on the estimated greenfield runoff rate
- e. The proposed storage volume
- f. Information (specifications, sections, and other relevant details) on proposed SuDS measures with a design statement describing how the proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan and the principles of a SuDS Management Train
- g. Geological information including borehole logs, depth to water table and/or infiltration test results
- h. Details of overland flow routes for exceedance events
- i. A management plan for future maintenance

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

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

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

14. Prior to first occupation details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policy 5.15 of the London Plan.

15. The development shall not commence until a revised 'Energy Statement' has been submitted to and approved by the Local Planning Authority. The details must demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO₂ emissions arising from the operation of the development and its services over Part L of the 2013 Building Regulations. The Energy Statement should outline how the reductions are achieved through the application of the following energy hierarchy, with each tier utilised fully before a lower tier is employed:
- a. Fabric Energy Efficiency performance (inclusive of the use of energy efficient fittings) and the benefits of passive design;
 - b. The potential to connect to existing or proposed decentralised energy networks; and
 - c. Demonstrating the feasibility and use of zero and low carbon technology.

Unless otherwise required by any other condition attached, the development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met.

16. No works or development shall take place until the ecological enhancements recommended in the submitted Ecological Appraisal have been submitted to and approved in writing by the Local Planning Authority. The ecological enhancements shall include the planting of native/wildlife friendly species, installation of 3 bat boxes to the south/ south west elevations of the new buildings, butterfly houses, a stag beetle loggery and 3 x bird boxes.

A plan shall be provided to show the locations of the proposed biodiversity enhancements and the development shall be carried out strictly in accordance with the approved plan.

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan.

17. The development, including demolition of the existing dwelling, shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:
- a. A photographic condition survey of the public roads, footways and verges leading to the site.
 - b. Details of construction access and associated traffic management.
 - c. Arrangements for the loading, unloading and turning of delivery, construction and service vehicles.
 - d. Arrangements for the parking of contractors' vehicles.
 - e. Arrangements for wheel cleaning.
 - f. Arrangements for the storage of materials.
 - g. Hours of work.
 - h. The storage and removal of excavation material.
 - i. Measures to reduce danger to cyclists.
 - j. Dust mitigation measures.
 - k. Membership of the Considerate Contractors Scheme

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

Reason: To ensure construction does not lead to damage of the nearby public road network and to minimise disruption to the neighbouring properties.

18. The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

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

19. 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.

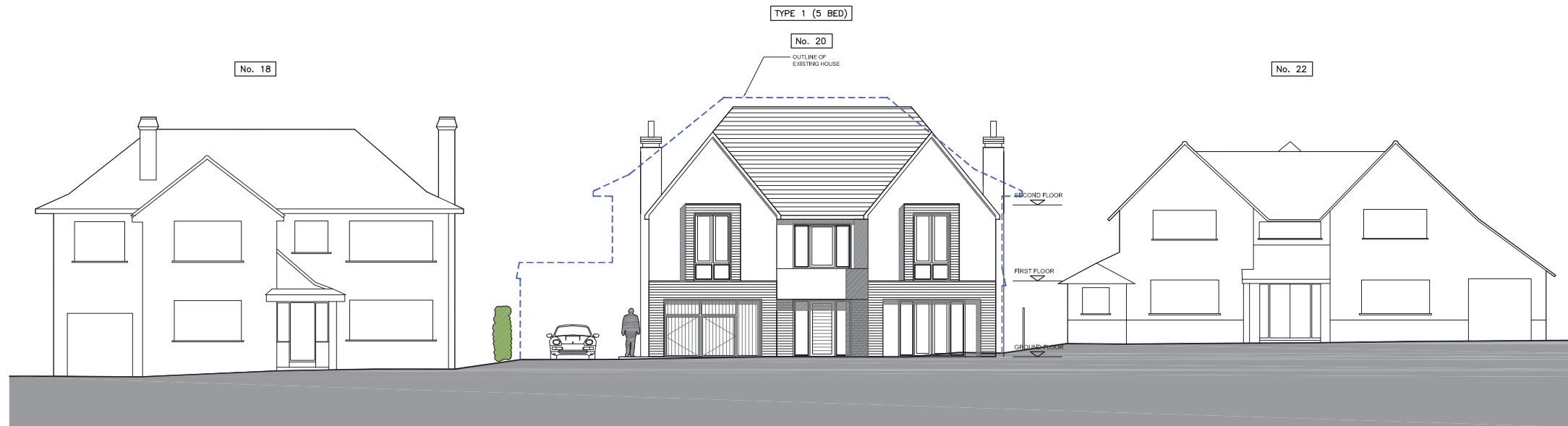
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

Highways Informative

The construction of the vehicular access involves work to the public highway and can only be built by the Council's Highway Services team, who should be contacted on the footway crossing helpdesk (020 8379 2211) as soon as possible so that the required works can be programmed.



EXISTING STREET ELEVATION



PROPOSED STREET ELEVATION

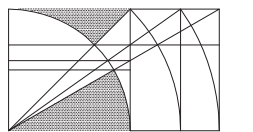
PLANNING APPLICATION

Do Not Scale: All dimensions to be verified on site.

CAD Code: -

No: / Date: 20.10.15 Revision: Planning application issue.

CAPITAL



architecture

34 MARGERY STREET
LONDON, WC1X 0JJ
TEL: 0207-843-9530 FAX: 0207-843-9531

Client: MR. & MRS. J. WOOD

Project: LAND TO THE REAR OF
20 WAGGON ROAD
ENFIELD

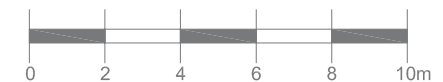
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STREET ELEVATIONS

Scale: 1:100@A1 Date: OCT 2015
1:200@A3

Drawn: - Checked: -

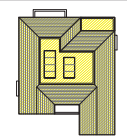
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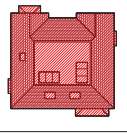
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KEY: HOUSE TYPE

 PROPOSED 5 BED HOUSE (HSE TYPE 1) GIA = 354m²

 PROPOSED 5 BED HOUSE (HSE TYPE 2) GIA = 385m²

SITE AREA: 4050m²

PLANNING APPLICATION

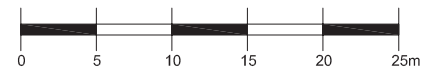
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No:	20.10.15
Date:	22.04.16
Revision:	Planning application issue. Adjusting buildings on Warner Close added. House Type 2 reduced in size. House width reduced by 600mm. Floor area reduced by 50m ² .

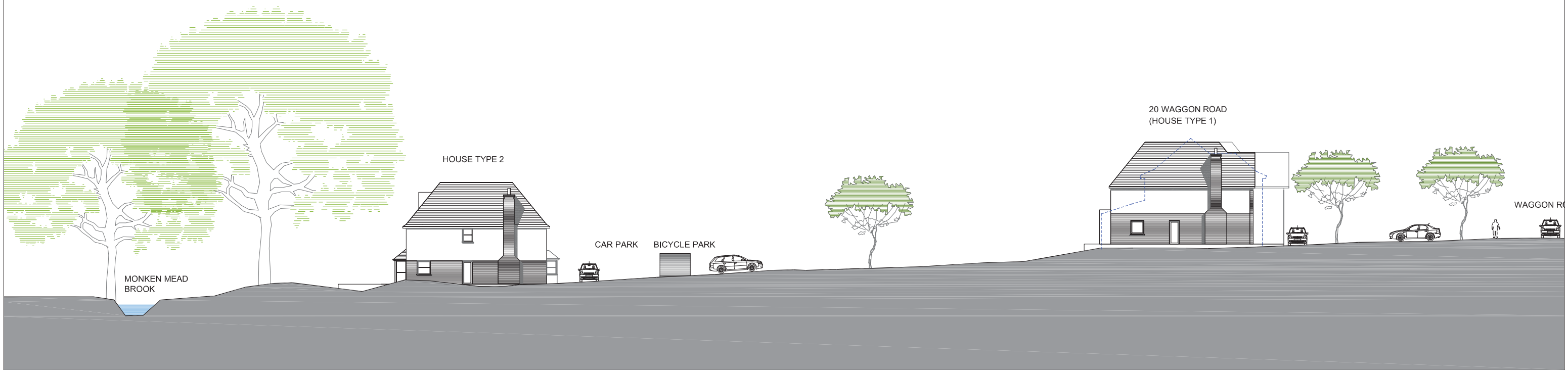
CAPITAL
architecture

34 MARLBOROUGH STREET
LEICHDON, NSW 1585 AUSTRALIA
TEL: 0207-843-9530 FAX: 0207-843-9531

Client:	MR. & MRS. J. WOOD
Project:	LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD
Drawing:	PROPOSED SITE PLAN
Scale:	1:500@A3
Date:	APR 2016
Drawn:	-
Checked:	-
Drawing no:	1264/P/103
Rev:	A

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SITE SECTION

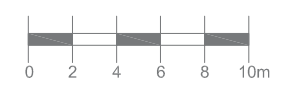
PLANNING APPLICATION

Do Not Scale: All dimensions to be verified on site.	
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/	20.10.15
A	22.04.16
Revision:	Planning application issue.
	House Type 2 reduced in size.
	House width reduced by 600mm.
	Floor area reduced by 50m ² .

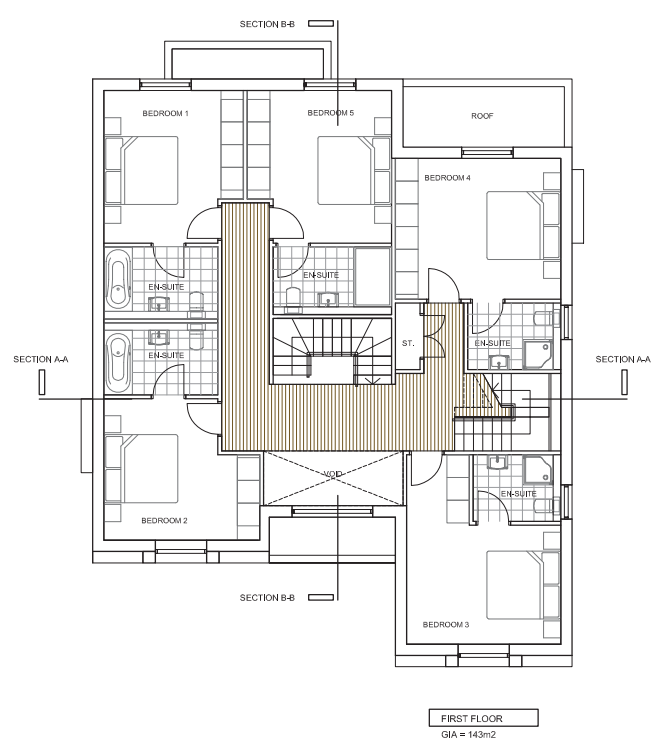
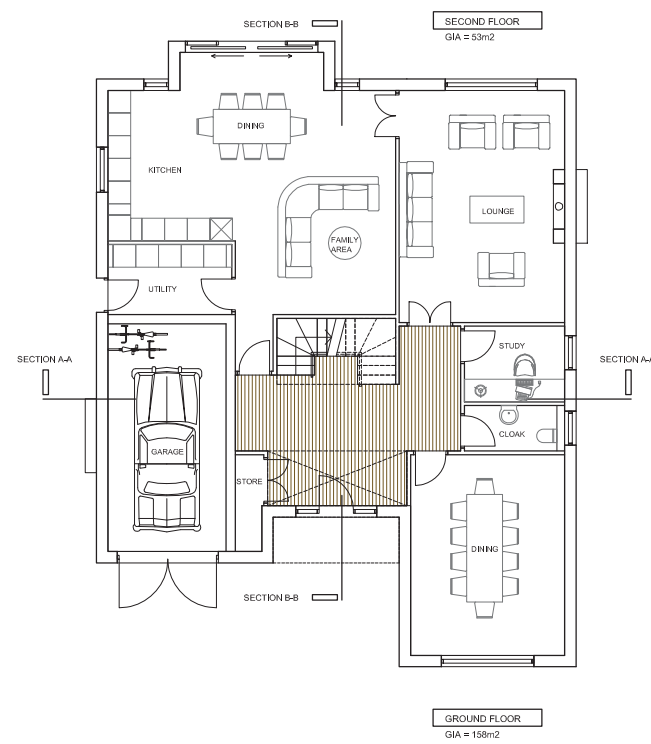
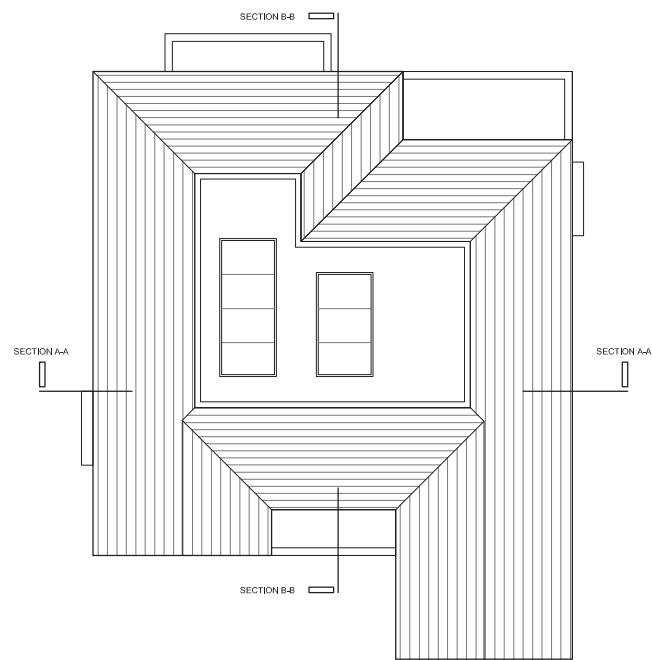
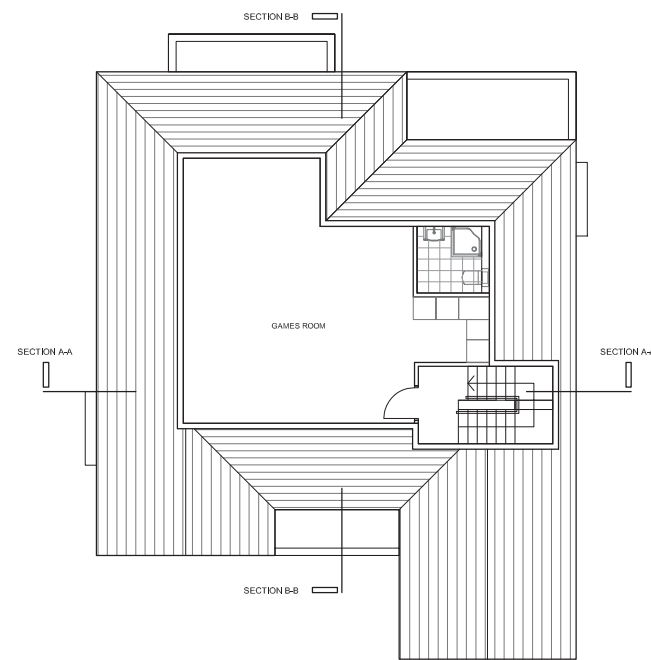
CAPITAL

 architecture
 34 MARGERY STREET
 LONDON, WC2E 1XQ, UK
 TEL: 0207-843-9530 FAX: 0207-843-9531

Client:	MR. & MRS. J. WOOD
Project:	LAND TO THE REAR OF 20 WAGGON ROAD ENFIELD
Drawing:	PROPOSED SITE SECTION
Scale:	1:250@A2
Date:	OCT 2015
Drawn:	-
Checked:	-
Drawing no:	1264/P/501
Rev:	A

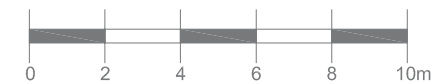


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HOUSE TYPE 1 (5 BED)

TOTAL GIA = 354m²



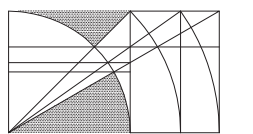
PLANNING APPLICATION

Do Not Scale: All dimensions to be verified on site.

CAD Code: -

No: / Date: 20.10.15 Revision: Planning application issue.

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34 MARGERY STREET
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Project: **LAND TO THE REAR OF
20 WAGGON ROAD
ENFIELD**

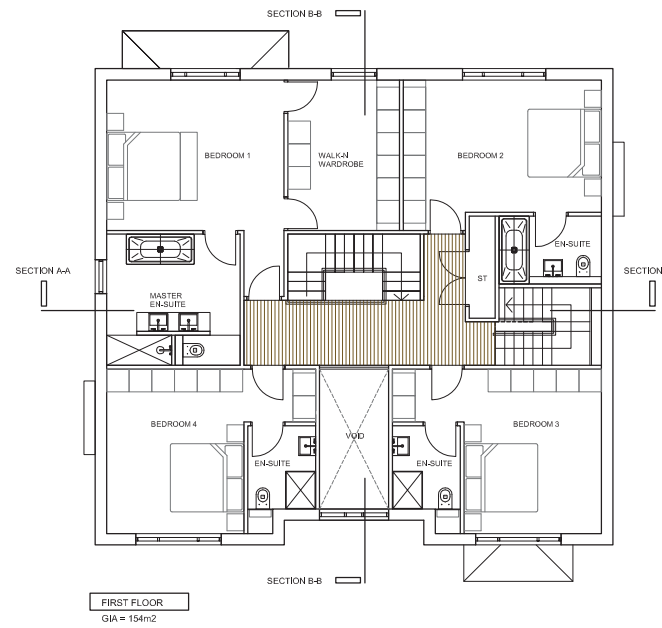
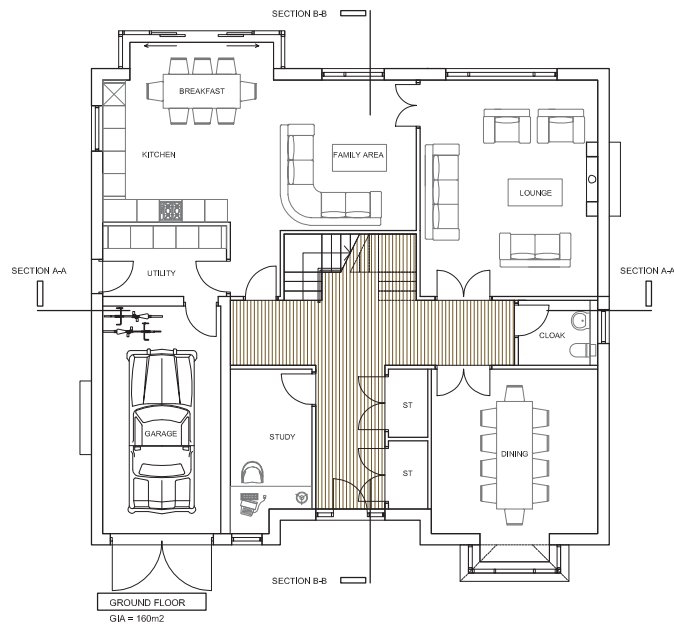
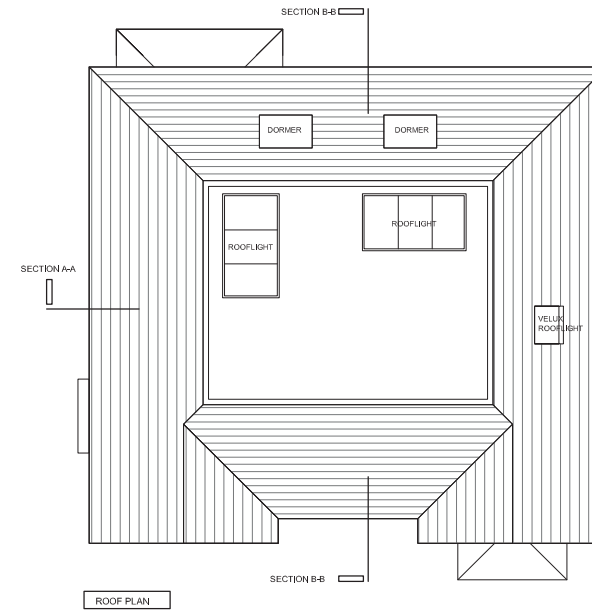
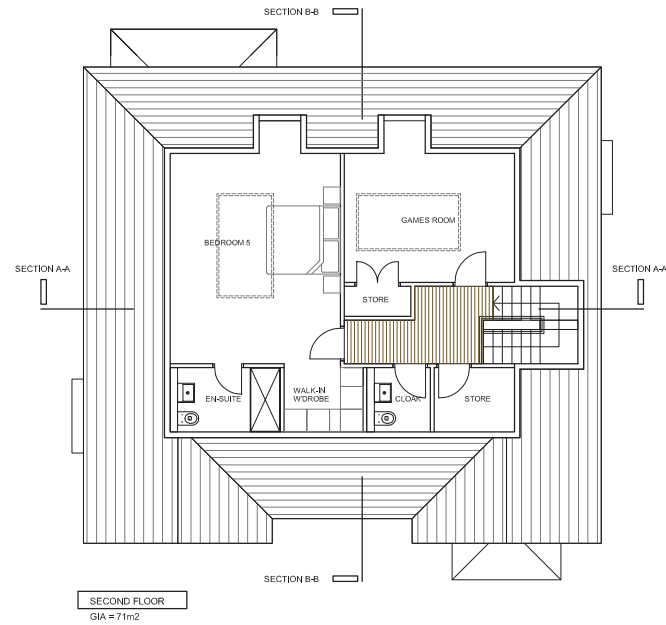
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(HOUSE TYPE 1)**

Scale: 1:100@A1 Date: **OCT 2015**

Drawn: - Checked: -

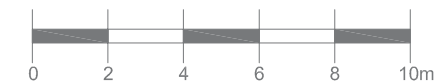
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HOUSE TYPE 2 (5 BED)

TOTAL GIA = 385m²



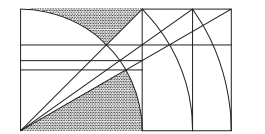
PLANNING APPLICATION

Do Not Scale: All dimensions to be verified on site.

CAD Code: -

No:	Date:	Revision:
A	20.10.15	Planning application issue.
	22.04.16	House Type 2 reduced in size. House width reduced by 600mm. Floor area reduced by 50m ² .

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34 MARGERY STREET
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TEL: 0207-843-9530 FAX: 0207-843-9531

Client: **MR. & MRS. J. WOOD**

Project: **LAND TO THE REAR OF
20 WAGGON ROAD
ENFIELD**

Drawing: **PROPOSED FLOOR PLANS
(HOUSE TYPE 2)**

Scale: 1:100@A1 Date: **OCT 2015**

1:200@A3

Drawn: - Checked:

Drawing no: **1264/P/202** Rev: **A**

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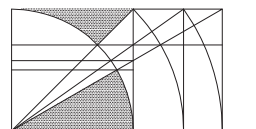
PLANNING APPLICATION

Do Not Scale: All dimensions to be verified on site.

CAD Code: -

No:	Date:	Revision:
A	22.04.16	Planning application issue. House Type 2 reduced in size. House width reduced by 600mm. Floor area reduced by 50m ² .

CAPITAL



architecture

34 MARGERY STREET
LONDON, WC1X 0JJ
TEL: 0207-843-9530 FAX: 0207-843-9531

Client: MR. & MRS. J. WOOD

Project: LAND TO THE REAR OF
20 WAGGON ROAD
ENFIELD

Drawing: PROPOSED ROAD ELEVATION
HOUSES TYPE 2

Scale: 1:100@A1 Date: OCT 2015
1:200@A3

Drawn: - Checked: -
Drawing no: 1264/P/404 Rev: A

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