

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 21 February 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Andy Bates
Ms Claire Williams

Ward:
Town

Ref: 16/05402/FUL

Category: Full Application

LOCATION: Garages Gordon Hill, Enfield, EN2 0QP

PROPOSAL: Demolition of existing garages and erection of a terrace of 4 x 2 storey single family dwellings (1 x 1-bed and 3 x 3-bed) amenity space, associated parking and landscaping.

Applicant Name & Address:
C/O Agent

Agent Name & Address:
DPA (London) Ltd
25 Tudor Hall
Brewery Road
Hoddesdon
EN11 8FP
United Kingdom

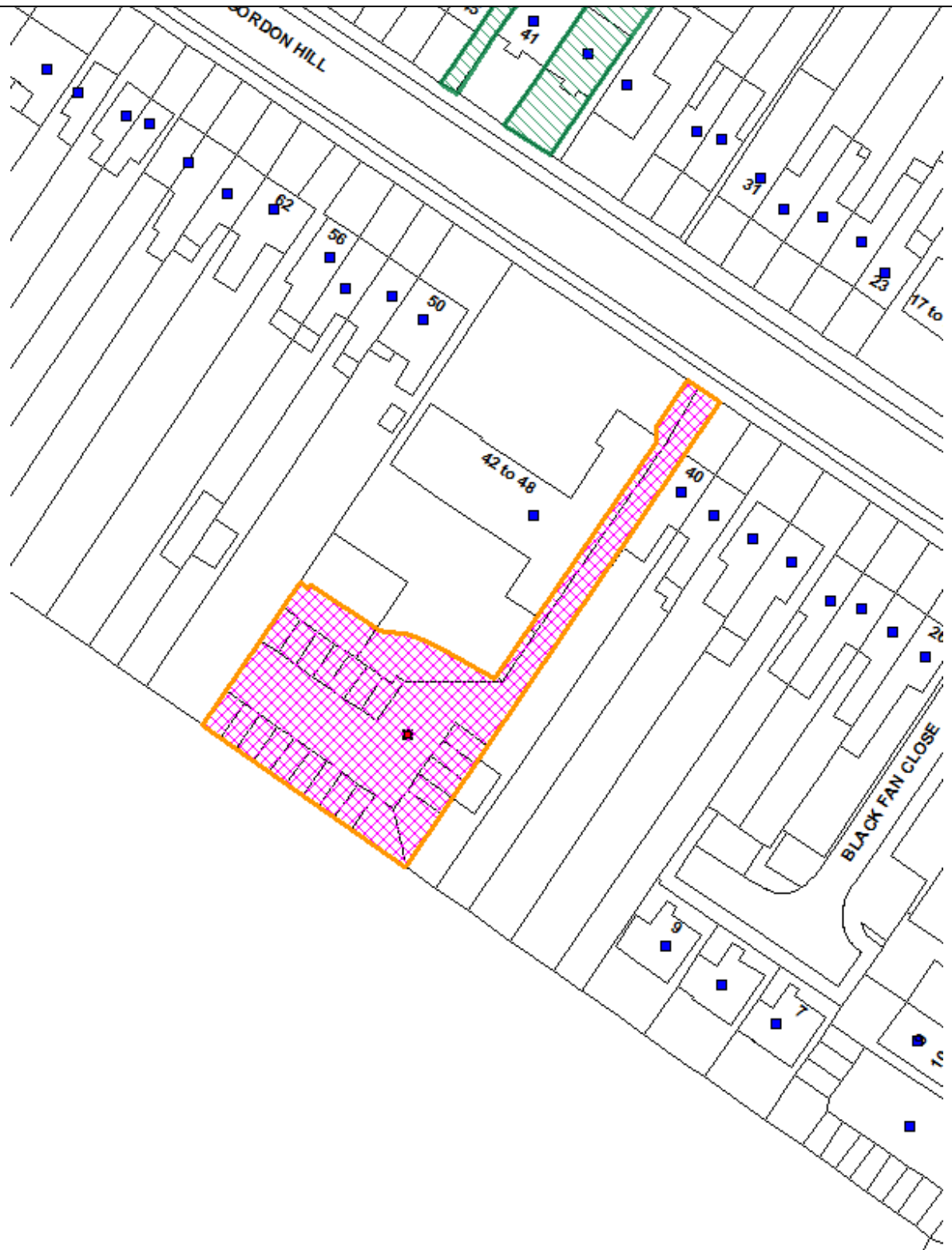
RECOMMENDATION:

That on completion of a S106 agreement, planning permission be **APPROVED** subject to conditions.

Note to members:

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

Ref: 16/05402/FUL LOCATION: Garages , Gordon Hill, Enfield, EN2 0QP



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North



1.0 Site and Surroundings

- 1.1 The application site is located on the southern side of Gordon Hill predominately to the rear of a two storey block of ten flats, No.42 to No.48 Gordon Hill. The site comprises an approximately 45 metre long access road that leads to 22 garages. The application site also encompasses part of the land to the front of No.42 and 48 Gordon Hill.
- 1.2 The site is located within a residential area and is characterised by predominately two storey semi-detached and terraced residential dwellings of similar styles. To the rear of the site is a sports field associated with the Holtwhites Sports Club.
- 1.3 The application site is not located within a Conservation Area and there are no Listed buildings on the site or within the vicinity.

2.0 Proposal

- 2.1 The application originally sought planning permission for the demolition of the existing garages and erection of a terrace of 4 x 2 storey single family dwellings (2 x 2-bed and 2 x 3-bed) amenity space, associated parking and landscaping. However through changes to the scheme planning permission is now sought for the demolition of the existing garages and erection of a terrace of 4 x 2 storey single family dwellings (1 x 1-bed and 3 x 3-bed) amenity space, associated parking and landscaping.
- 2.2 The row of terraces with a gable end roof form would measure 30 metres in width, 7 - 7.8 metres in depth due to the staggered front and rear building lines, 7.8 metres in height and 4.9 metres in height to the eaves level. The building would be set in from the side boundaries by 0.7 metres and set forward of the rear boundary by 3.4 - 3.8 metres due to the staggered rear building lines. The rear gardens would measure 21 – 32.6sqm in area.
- 2.3 Units 1, 3 and 4 which are the three bed units would have an integral garage. Unit 2 originally had a parking space located opposite the new building to the rear of the rear boundary of No.42 to No.48 Gordon Hill; however this parking space has been removed.
- 2.4 A new bin store for the houses would be located opposite the row of terraces along with one disabled parking space. The existing bin store for the existing flats which is currently located adjacent to the existing access road would be relocated to the front of the site to facilitate the widening of the access road. A bin store would also be located within the front of the site for the bins serving the houses to be moved to on collection days.
- 2.5 The access road would measure 4.3 – 4.8 metres wide. The existing boundary fence adjacent to the block of flats along the access road would be removed. A shared surface with a pedestrian zone of 900mm demarcated along the northwest side of the access road through the use of a change in material and a single white line is proposed. This would assist with providing a safe route for pedestrians to the existing flats and the new houses.

2.6 The application has been amended from the previously withdrawn application in the following ways:

- Application site increased in size to provide a visitor parking space to the front of the site and bin storage
- The ridge heights of the houses levelled
- Dwellings set in from the side boundaries by 0.7 metres
- Internal layout of the dwellings amended
- Access road widened

2.7 Amended drawings have been received for the current application that includes the following changes to the scheme.

- The red line amended to incorporate all areas that fall within the application site.
- Two storey front projections reduced in height so that they are in line with the eaves level.
- Rearrangement of the first floor level of the 2 bed units so that they are above their respective ground floor level which has ultimately resulted in three 3 bed units and one 1 bed unit rather than two 2 bed units and two 3 bed units.
- Parking space removed for unit 2

3.0 Relevant Planning History

Application Site

3.1 16/02152/FUL - Demolition of existing garages and erection of a terrace of 4 x 2 storey dwellings (comprising 2 x 2-bed and 2 x 3-bed) together with amenity space, landscaping and parking. – Withdrawn 09.01.2017

Black Fan Close

3.2 TP/87/2038 - Erection of 3 two-storey 3-bedroom detached houses with ancillary garaging/parking facilities involving construction of an access road. – Granted 05/01/1990 and implemented (known as Black Fan Close)

Rear of 39 – 45 Gordon Hill

3.3 TP/04/1762 – Erection of a detached 2-bed bungalow, detached double garage and vehicular access from Gordon Hill. – Approved 12.10.2004

3.4 TP/03/1618 - Erection of a two-bed bungalow with a detached double garage, associated car parking facilities and access from Gordon Hill. – Approved 17.12.2003

3.5 TP/01/1943 - Demolition of row of 6 garages and erection of 2 chalet bungalows with detached garage in rear gardens and access from Gordon Hill. – refused and dismissed at appeal.

Rear of 41 – 47 Gordon Hill

- 3.6 15/00453/FUL – Erection of a detached 2-storey, 3-bed single family dwelling house with off street parking at front and solar panels to roof. – Approved 01.05.2015
- 3.7 TP/10/0519 - Erection of a 2-storey block of 2 semi-detached 3-bedroom single family dwellings with off street parking. – Refused on 16 April 2010 for the following reasons:
1. The proposed development by virtue of its size, siting ,scale, bulk, massing, layout, design and proximity to boundaries would constitute an overdevelopment of the site resulting in a dominant and overbearing form of development out of keeping and character with the surrounding pattern of development and detrimental to the amenities of nearby residents contrary to Policies (I)GD1, (I)GD2 and (II)GD3, of the Unitary Development Plan, with Policies 3A.3, 4B.1 and 4B.8 of the London Plan, and with PPS1: Delivering sustainable development and PPS3: Housing.
 2. The proposed further intensification of the use of the existing access into the site having regard to its restricted width and scale of development proposed would result in increased vehicular and pedestrian activity passing close to the windows and doors of No 41A Gordon Hill giving rise to additional loss of privacy and disturbance to the residents contrary to Policies (I) GD1, (I) GD2, (II) GD3 and (II) H8 of the Unitary Development Plan.
 3. The proposed further intensification of the use of the existing access into the site having regard to its restricted width and scale of development proposed, would not make satisfactory provision for pedestrian and vehicular access in accordance with the standards adopted by the Council and would therefore compromise highway safety including pedestrian safety detrimental to the free flow of traffic contrary to Policies (II) GD6, (II) GD8, (II) T13 and (II) T16 of the Unitary Development Plan.

Rear of 150 Gordon Hill

- 3.8 TP/06/2312 - Redevelopment of site to provide 2 x 2 storey blocks of residential units comprising (Block A 3 x 2-bed and 3 x 3-bed, Block B 1 x 2-bed and 1 x 3-bed) involving rooms in roof with rooflights and dormer windows to front, associated car parking, access road and new vehicular access from Gordon Hill. – Approved 30.01.2007
- 3.9 TP/06/2308 - Redevelopment of site to provide 2 x 2 storey blocks of residential units (comprising 3 x 2-bed and 3 x 3-bed - Block A and 1 x 2-bed and 1 x 3-bed - Block B) involving rooms in roof with rooflights to front, associated car parking, access road and new vehicular access from Gordon Hill (A DUPLICATE APPLICATION HAS BEEN SUBMITTED UNDER REF: TP/06/2312). – Approved 30.01.2007

4.0 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Traffic and Transportation: The issues relating to parking, refuse storage and collection and access has been dealt with satisfactorily for the most part. However additional information was requested on cycle parking and servicing.

4.1.2 Tree Officer: No objection.

4.1.3 Thames Water: No objection but informative suggested.

4.1.4 Environmental Health: No objection but a condition requiring details of a scheme to deal with contamination on the site has been requested.

4.1.5 Housing: Financial contribution required if the total development floorspace exceeds 1000sqm.

4.2 Public response

4.2.1 Letters were sent to 53 adjoining and nearby residents and 5 comments were received and can be summarised as follows:

- Overdevelopment
- Out of keeping with the character of the area
- Affect local ecology
- Close to adjoining properties
- Increase danger in flooding
- Information missing on plans
- More open space needed on development
- Strain on existing community facilities
- Narrow access road and scale of development would result in increased vehicle and pedestrian traffic to the detriment of existing residents to the No.40 Gordon Hill and No.42 – 48 Gordon Hill
- Insufficient parking on Gordon Hill and proposed development would further put pressure on on-street parking
- Inadequate parking spaces proposed for the development
- Emerging from the access road onto Gordon Hill is hazardous
- The development would increase the number of vehicle movements and increase the risk of accidents
- Implications of rights of way, access and party wall
- Concerns with the re-surfacing on the access road and the implications for possible consequential water/ damp ingress to properties
- Construction nuisance
- Provision for refuse and servicing is unclear
- Noise nuisance of moving refuse bins and increase in traffic from vehicles
- Proposed development would infringe on statutory rights under the Human Rights Act 1998
- The affordable housing contribution is undervalued
- Small integral garages
- Access road too narrow for regular and safe vehicle access
- Boundary fence between flats and access road to be removed and will have vehicles immediately adjacent to doors and windows causing increased hazards, noise and air pollution.

- Development too high and should be restricted to single storey
- Intrusive and will allow direct views of gardens and habitable rooms and block light at the end of properties.
- Access to the street from the gate in the existing fence is to be removed and sealed despite the application stating the existing fences are to be maintained.
- The boundary fence is proposed to be 1.8 metres in height compared to the existing 3 metres provided by the garages.
- Loss of privacy, overshadowing and overlooking issues.
- Insufficient soft landscaping
- Not comparable to the development at Black Fan Close and Tippets Close
- Conditions suggested to be attached to any permission such as no side windows within the side elevations or windows and balconies within the roof.

Councillor Rye made the following comment: *'There are significant resident objections that ought to be heard by Councillors should the recommendation be to approve this application. The site has been subject to similar applications that have been refused.'*

I would object as I believe the site is unsuitable for the present application due to: overdevelopment, out of keeping with immediate area, too close to adjoining properties, access issues, lack of parking and traffic issues.'

Case Officer response: Infringement of the Human Rights Act falls outside of the planning remit. The amendment to the existing gate on the site is a civil matter that also falls outside of the planning remit. All other issues will be explored within the analysis section of this report.

5.0 Relevant Policy

5.1 London Plan (2016)

- Policy 3.3 - Increasing housing supply
- Policy 3.4 - Optimising housing potential
- Policy 3.5 - Quality and design of housing developments
- 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 3.13 - Affordable housing thresholds
- Policy 5.1 - Climate change mitigation
- Policy 5.2 - Minimising carbon dioxide emissions
- Policy 5.3 - Sustainable design and construction
- Policy 5.14 - Water quality and wastewater infrastructure
- Policy 6.3 - Assessing the effects of development on transport capacity
- Policy 6.9 - Cycling
- Policy 6.12 - Road network capacity
- Policy 6.13 – Parking
- Policy 7.1 – Lifetime neighbourhoods
- Policy 7.4 - Local Character
- Policy 7.6 - Architecture

5.2 Core Strategy (November 2010)

CP2 - Housing supply and locations for new homes
CP3 - Affordable housing
CP4 - Housing quality
CP5 - Housing Types
CP20 - Sustainable energy use and energy infrastructure
CP21 - Delivering sustainable water supply, drainage and sewerage infrastructure
CP22 - Delivering sustainable waste management
CP25 - Pedestrians and cyclists
CP30 - Maintaining and improving the quality of the built and open environment
CP31 – Built and Landscape Heritage
CP46 – Infrastructure Contributions

5.3 DMD (November 2014)

DMD2 - Affordable Housing for Developments of less than 10 units
DMD3 - Providing a mix of different size homes
DMD6 – Residential Character
DMD8 - General standards for new residential development
DMD9 - Amenity Space
DMD10 – Distancing
DMD37 - Achieving High Quality and Design-Led Development
DMD45 – Parking Standards and Layout
DMD47 - New Roads, Access and Servicing
DMD49 - Sustainable design and construction statements
DMD50 –Environmental Assessment Methods
DMD51 - Energy efficiency standards
DMD58 Water Efficiency
DMD81 - Landscaping

5.4 Other Policy

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Section 106 Supplementary Planning Document (adopted 2016)
Enfield Strategic Housing Market Assessment (2010)
Mayor of London's Housing Supplementary Planning Guidance (SPG) (2016)

6.0 **Analysis**

Principle of Development

- 6.1 The NPPF prioritises previously developed land or brownfield land for development. The use of previously developed land is usually the most sustainable option, as it fits within an existing pattern of development, means that development can take advantage of and contribute towards improving existing infrastructure, and the reuse of derelict land or existing buildings helps alleviate the pressure to develop green field sites. The Council will prioritise the appropriate reuse of previously developed land in order to encourage

sustainable forms of residential development. The site comprises 22 garages and therefore there is no objection to the redevelopment of the application site for residential development.

- 6.2 Policy 3.4 of the London Plan promotes the optimisation of housing output within different types of location. Policy 3.8 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. The proposal would be compatible with these policies, and Core Policy 2 of the Core Strategy and Policy DMD3 of the Development Management Document, insofar as it would add to the Borough's housing stock.
- 6.3 However, regard must also be given to the relevant policies within the Enfield Local Plan that seek to, in particular, protect the residential amenities of the neighbouring and future occupiers, ensure development is in keeping with the character of the area, ensure adequate internal floor space and layouts are provided; and development has appropriate regard to highway issues. These issues must be balanced with the requirement for new housing within the Borough, as set out above.

Density

- 6.4 For the purposes of the London Plan density matrix, it is considered the site lies within an area more akin to a suburban pattern of development. The site lies within an area with a PTAL of 3.
- 6.5 If defined as suburban, the density matrix suggests a density of between 150 and 250 habitable rooms per hectare with a PTAL rating of 3. The character of the area indicates that the average unit size in the area has between 3.1 – 3.7 rooms. This suggests a unit range of 40 - 80 units per hectare for a PTAL of 3. The site has an area of approximately 0.1140ha. The proposal involves the provision of 18 habitable rooms giving a density of 158 habitable rooms per hectare and a density of 35 units per hectare which would not exceed the density ranges set out in the London Plan.
- 6.6 It is acknowledged however that the NPPF and the London Plan Housing SPG states that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area. The density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan, Policy CP30 of the Core Strategy and Policies DMD6, DMD8 and DMD37 of the DMD and will be assessed later in this report.

Impact on Character

- 6.7 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character and can meet the existing and future needs of residents; and also Policy DMD37 which sets out criteria for achieving high quality and design led development.
- 6.8 Policy DMD8 of the DMD states that development must be appropriately located taking into account the nature of the surrounding area and land uses and be of an appropriate scale, bulk and massing.
- 6.9 Policy 7.1 requires buildings and spaces to be designed to reinforce or enhance the character, legibility, permeability and accessibility of a neighbourhood and contribute to people's sense of place, safety and security.
- 6.10 A row of four two storey terraced dwellings are proposed with a gable end roof which would respect the character and appearance of the houses that exist along Gordon Hill. The new houses would however be more modern in appearance compared to the Victorian terrace houses along Gordon Hill with the incorporation of two storey flat roof front projections, Juliette balconies, integral garages and a mix of external finishing materials. There is no objection to this design approach. Details of external finishing materials would need to be secured through a condition.
- 6.11 The row of houses would be set in from the side boundaries by 0.7 metres and there would be a distance between the new houses and the rear elevation of No.42 – 48 Gordon Hill of approximately 24.5 – 30 metres. The distance of the new houses from shared boundaries and neighbouring buildings particularly No.42 – 48 is considered acceptable, particularly given the distances would be in accordance with Policy DMD10 which will be discussed in more detail within the 'Impact on Residential' section of this report. Given the row of terraces would be in keeping with the character of the area and their size and siting would not be significantly excessive, incongruous or inappropriate for the area, it is not considered that the proposal would be an overly cramped form of development and sufficient amenity space would be provided for each unit.
- 6.12 The plot sizes and depths of the new houses would not respect those of the dwellings that front Gordon Hill but would not be too dissimilar to the depth of the plots along Black Fan Close and Tippetts Close.
- 6.13 Two bin stores are now proposed to be sited in close proximity to the front boundary of No.s 42 – 48. Although it would be ideal if the stores were set further back from the front boundary, a condition would be attached to any permission requiring details of the refuse/ recycling stores to be submitted to and approved by the LPA which would include their size and materials. This would hopefully enable the LPA to secure details that would help to mitigate any visual impact within the street scene.
- 6.14 Due to its location to the rear of No.42 – 48 Gordon Hill, the proposed development would not form part of the established street scene along Gordon Hill, it is considered that the row of terraced houses would not result in any demonstrable harm to the character and appearance of the surrounding area or result in any significant harm to visual amenity because it would not be readily visible to the public domain.

Residential Amenity

- 6.15 A number of concerns have been raised over the potential for loss of light, overlooking and loss of privacy. Policy DMD8 requires development to preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 6.16 Policy DMD10 of the DMD states that new development should maintain specific distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/sunlight or privacy for the proposed or surrounding development.
- 6.17 There would be a distance of 7.3 - 12 metres between the front elevation of the terraces and the rear boundary of No.42 – 48. However it is not considered that overlooking from the front windows into the rear gardens would be significant given the variation in the distance between the new building and the rear boundary, and the fact that the minimum distancing standards set out in Policy DMD10 would be achieved.
- 6.18 There should be a minimum distance of 22 metres between rear facing windows. It is noted that the front windows of the new building would face the rear windows of the block of flats to the front of the site but the minimum distance of 22 metres is still considered relevant.
- 6.19 There would be a distance between the new houses and the rear elevation of No.42 – 48 Gordon Hill of approximately 24.5 – 30 metres which would be in accordance with Policy DMD10 and will ensure that the proposed development would not result in significant overlooking, loss of light and privacy to the existing and future occupants of No.42 – 48 in addition to No.40 and 50 Gordon Hill.
- 6.20 No windows are to be inserted within the flank elevations of the building and therefore there would be no views into the rear gardens of No's 40 and 50 Gordon Hill. A condition would be added to ensure that no fenestration can be inserted into the flank elevations of the building in order to safeguard the amenities of the adjacent dwellings.
- 6.21 Concerns have been raised regarding the removal of the boundary fence between the side elevation of the building accommodating the flats No.42 - 48 and the access road, due to passers-by looking into the side windows, in addition to increased hazards, noise and air pollution. The access road would measure 4.3 – 4.8 metres wide and a single white line introduced to demarcate a pedestrian route along the length of the access road.
- 6.22 In order to protect the character and appearance of the subject properties and surrounding area, to protect the amenities of the adjoining properties and to ensure adequate amenity space is retained, a condition would be attached to any permission removing permitted development rights in terms of extending the new dwellings and erecting new buildings within the residential curtilages.

Housing Mix

6.23 Policy CP5 of the Core Strategy and Policy DMD3 seeks to ensure that new developments offer a range of housing sizes to meet housing need and includes borough-wide targets on housing mix. Development of less than 10 units should contribute towards meeting these targets by providing a mix of different sized homes, including family sized accommodation. The targets are based on the findings of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are set out below:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses (5-6 persons), 20% 4+ bed houses (6+ persons).
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

6.24 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

6.25 Amended drawings have been received that has rearranged the first floor level of the 2 bed units so that they are above their respective ground floor level which has ultimately resulted in three 3 bed four person units and one 1 bed 2 person unit rather than two 2 bed 3 person units and two 3 bed 4 person units. Although a one bed unit would be provided on the site, the change has resulted in three family units which would contribute to providing new family accommodation within the borough. Consequently on balance the proposed development is considered acceptable

Internal Layout

6.26 Table 3.3 of The London Plan specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible. In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that local planning authorities should consider using design codes where they could help deliver high quality outcomes. Policy 3.5 of The London Plan also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts.

6.27 In view of paragraph 59 of the NPPF and Policy 3.5 of The London Plan, and when considering what is an appropriate standard of accommodation and quality of design, the Council has due regard to the Mayor of London's Housing Supplementary Planning Guidance (SPG) (2016).

6.28 Policies DMD5 and DMD8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. In accordance with the provisions of the WMS, the presence of these Policies within the adopted Local Plan is such that the Technical Housing Standards – Nationally Described Space Standard would apply to all residential developments within the Borough. It is noted that the London Plan Housing SPG adopted in March 2016 has been updated to reflect the Nationally Described Space Standards.

- 6.29 Amended drawings have been received that has rearranged the first floor level of the 2 bed units so that they are above their respective ground floor level which has ultimately resulted in three 3 bed four person units and one 1 bed 2 person unit rather than two 2 bed 3 person units and two 3 bed 4 person units.
- 6.30 For a 3 bed, 4 persons two storey house the GIA should be 84sqm and for a 1 bed 2 person two storey dwelling the GIA should be 58sqm. The three bed units would measure 84 – 87sqm and the 1 bed unit would measure 62.4sqm and therefore all units would be in accordance with the minimum space standards.

Amenity Space

- 6.31 Policy DMD8 states that development will only be permitted if all of the criteria set out in Policy DMD9 is provided which includes providing a high quality amenity space within developments in line with Policy DMD9.
- 6.32 As set out in Policy DMD9 the overall quality and design of amenity space is important to how successfully it functions and its accessibility. Private amenity space is defined as open space which is accessible only to and screened for the purposes of the resident/residents of the unit. The standards for private amenity space set out in the policy include a minimum requirement for individual unit types and an average which needs to be met across the development as a whole. An absolute minimum standard is applied to ensure that all units have usable amenity space.
- 6.33 For dwellings without access to communal amenity space, Policy DMD9 requires 3bed 4 person houses to provide a minimum private amenity space of 23sqm. There is not a minimum requirement for 1 bed 2 person houses and therefore it is considered appropriate to use the minimum requirement of 23sqm for a 2 bed 4 person dwelling. It is noted that the 1 bed house would provide a 21sqm rear garden which would be a 2sqm shortfall but it should be noted that the dwelling is to serve 2 people rather than 4 people and therefore the proposed amenity space is considered acceptable. The rear garden for the 3 bed units would measure 32 – 32.6sqm which would exceed policy requirements.

Highway Issues

- 6.34 Concerns have been raised regarding the access road being too narrow for regular and safe vehicle and pedestrian access; that insufficient car parking would be provided on the site and the impact the proposed development would have on on-street parking along Gordon Hill.
- 6.35 Although there would be a loss of garages on the site, the submitted Transport Statement sets out that the garages are too small to adequately house a modern car. As a result, the garages have fallen in to disrepair and aside from storage are no longer used for their original purpose. Consequently the loss of the garages would not in the circumstances of this case result in parking stress along Gordon Hill or any neighbouring streets.
- 6.36 The London Plan, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be

assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.

- 6.37 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 6.38 The parking standards within the London Plan states that 3 bed units should provide up to 1.5 parking spaces and 1 - 2 bed units should provide less than 1 parking space per unit. An integral garage with electric vehicle charging points and cycle storage would be provided for each of the three bed units. The parking space for the one bed unit has been removed. One disabled parking bay and one visitor parking bay would also be provided on the site. The Traffic and Transportation team have been consulted and have not raised any concerns with the number of parking spaces to be provided. Having regard to the accessibility of the site and the London Plan, the level of car parking provision is considered appropriate and should not give rise to a significant demand for on street parking in Gordon Hill. A S106 agreement would be completed to secure the visitor parking space located to the front of the site for the life of the new development.
- 6.39 There would be some increase in traffic associated with the new development and additional parking spaces because the existing garages are no longer used for vehicles but predominately for storage so there is limited traffic movement across the site. However, Traffic and Transportation are satisfied that this increase is marginal and would not have a significant impact on the safe and free flow of pedestrian and vehicle movement with regards to the public highway.
- 6.40 The access road to the site would be widened to measure 4.3 - 4.8m wide. A shared surface with a pedestrian zone of 900mm demarcated along the northwest side of the access road via the use of a change in material is proposed which would assist with providing a safe route for pedestrians to the existing flats and the new houses. The footway depth adjacent to the access point from Gordon Hill means acceptable visibility splays are possible for both the footway and the carriageway. The access is also wide enough to facilitate an emergency vehicle - details of access for a LWB fire tender at 10.2 metres in length entering and exiting the development in a forward gear were provided. In addition the layout of the parking arrangement is satisfactory and there is adequate space for turning in order for vehicles to enter and leave the site in a forward gear, including emergency vehicles. Therefore, having regard to this, no objection is raised to the proposal.
- 6.41 Two cycle parking spaces would be provided for each unit. Refuse collection will take place from Gordon Hill. A refuse strategy has been detailed within the Transport Statement which would include the existing management company who currently manages the existing flats No.42 – 48 moving the bins once a week from the residents storage area to the collection point located along the front of the site. Further details of refuse and cycling can be secured by way of condition given that the plot is substantially large enough to accommodate both requirements and the drawings that have been provided that includes details of refuse storage and cycle parking.

Trees, Landscape and Biodiversity

- 6.42 Policy DMD80 of the DMD states that all development including subsidiary or enabling works that involve the loss of or harm to trees covered by Tree Preservation Orders, or trees of significant amenity or biodiversity value will be refused. The proposed scheme is unlikely to have any significant affect on trees as there are no trees within the vicinity that are of particular significance to the wider amenity of the area. The Tree Officer was consulted and raised no objection with the proposed development.
- 6.43 The London Plan and the adopted Core Strategy and DMD seeks to protect and enhance biodiversity. Policy DMD79 states that developments resulting in a net gain of one or more dwellings should provide on-site ecological enhancements and Policy DMD81 states that development must provide high quality landscaping that enhances the local environment. Several conditions relating to landscaping and biodiversity would be attached to any grant of planning permission to ensure that the proposal is in accordance with these policies.

Accessibility

- 6.44 The national technical standards are material in the assessment of the subject application. Building Regulations optional standard M4(2) is the equivalent of Lifetime Homes Standard and given the status of the Local Plan and in particular Policy 7.2 of the London Plan, Policies DMD5 and DMD8 of the DMD and Policy CP4 of the Core Strategy the LPA would hold that this optional standard is applicable to all residential development within the Borough.
- 6.45 The London Plan and Enfield Local Plan require all future development to meet the highest standards of accessibility and inclusion. A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing.
- 6.46 A condition would be attached to any permission to ensure the scheme complies with the optional national technical standard M4(2).

Sustainability

- 6.47 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 6.48 In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and relative planning policies set out in the DMD, several conditions would be attached to any grant of planning permission in terms of the submission of an energy statement and incorporating renewable technology.

Drainage

- 6.49 The site is not located within a flood zone. Objections have been raised regarding an increase in danger in flooding on the site. Thames Water were consulted on the scheme and raised no objection to the proposed development. The scheme would need to comply with Thames Water requirements. The scheme would also need to comply with Policy DMD61 of the DMD which states that a drainage strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. A drainage strategy would be required to be secured through a condition.

Section 106 Agreements

- 6.50 Policy CP3 of the Core Strategy, Policy DMD2 of the Development Management Document and the S106 SPD (adopted November 2011) require contributions for Affordable Housing from all schemes of one unit upwards. The S106 SPD also requires contributions towards education on all developments, including those for a single dwelling, which increase pressure on school places. However, following the High Court Judge ruling and amendments to the NPPG the Council are no longer seeking affordable housing contributions and education contributions for schemes of less than 10 units. The building would have an internal floorspace that would be less than 1000sqm and therefore a financial contribution towards affordable housing is not applicable.

CIL

- 6.51 The development would be liable to both the Enfield and Mayoral CIL.

The Mayor CIL liability is $(£20/m^2 \times 320m^2 \times 286)/274 = £6,680.29$. The Enfield CIL liability is $(£60/m^2 \times 320m^2 \times 286)/274 = £20,040.88$

7.0 Conclusion

- 7.1 The proposed development would contribute to increasing the Borough's housing stock and would not detract from the residential character and amenities of the surrounding area and in particular, the visual amenities or privacy of the occupants of neighbouring residents. Furthermore, the proposal would not give rise to conditions prejudicial to the free flow and safety of traffic or highway users.

8.0 Recommendation

That, subject to the completion of a S106 agreement, PLANNING PERMISSION BE GRANTED subject to the following conditions:

1. (C51 Time Limit) - The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised, 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. 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.

4. The occupation of the development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

Reason: To avoid risk to public health and the environment.

5. That development shall not commence on site until a construction methodology has been submitted to and approved in writing by the LPA. The construction methodology shall contain: (i) photographic condition survey of the roads and footways leading to the site of construction, (ii) details of construction access and vehicle routing to the site, (iii) arrangements for vehicle servicing and turning areas, (iv) arrangements for the parking of contractors vehicles, (v) arrangements for wheel cleaning, (vi) arrangements for the storage of materials, (vii) arrangements for deliveries, (viii) hours of work, and, (ix) any and all works to maintain and make good the existing private access to the site both during and following construction. The development shall then be undertaken 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 roads and to minimise disruption to neighbouring properties.

6. 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.

7. Prior to the commencement of superstructure works, details of surface drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change to include a full maintenance and management plan. A flood risk assessment should be included as part of the drainage plan. The drainage system shall be installed/operational prior to the first occupation and the approved management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan and the NPPF.

8. Prior to the commencement of superstructure works, full details of soft landscaping proposals shall be submitted to and approved in writing by the Local Planning Authority. Soft landscaping details shall include:

- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
- Implementation timetables
- Tree protection measures

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with

Policies CP30 and CP36 of the Core Strategy, Policy DMD81 of the DMD, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan.

9. Prior to the commencement of superstructure works, details of biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority. Details shall be designed to be built into the new building and surrounding the new dwelling following guidance by a suitably qualified ecologist.

Reason: To ensure that the biodiversity of the site is enhanced post development in order to comply with Policy CP36 of the Core Strategy and to ensure that the council fulfil their obligations under the 2006 NERC Act.

10. Prior to the commencement of superstructure works, details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings 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.

11. Prior to the commencement of superstructure works, an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification shall be 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.

12. No exterior lighting is to be installed near the entrance/ exit point of new biodiversity enhancement features (bat/bird boxes/bricks etc) or situated adjacent to any trees/ hedgerows on the site boundaries.

Reason: To ensure maximum benefits of the biodiversity enhancements to be installed as part of the development and to avoid adverse impacts on bats and their wildlife.

13. Prior to the commencement of superstructure works, 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 as specified in the pre-assessment submitted with the scheme.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: 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.

14. Prior to commencement of superstructure works, an Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall provide for no less than a 35% reduction on the total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. 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 energy statement 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 in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2016 and the NPPF.

15. 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.

16. Prior to the occupation of the development, details of the siting, size, number and materials of the 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, shall be 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.

17. Prior to the occupation of the development details of the siting, number and design of secure cycle spaces (eight residential spaces and four visitor spaces) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before it is occupied.

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

18. The development hereby approved shall be built in accordance with Requirement M4(2) of Building Regulations and shall be maintained as such thereafter. Prior to occupation evidence of compliance with Requirement M4(2) across the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: This optional national technical standard will ensure that the development allows for the future adaptability of the home to meet with the needs of future residents over their lifetime in accordance with Policy CP4 of the Core Strategy, DMD8 of the Development Management Document and Policy 3.5 of the London Plan.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

20. Notwithstanding Classes A, B, C and E of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order, no buildings or extensions to buildings shall be erected or enacted at the proposed single dwelling houses or within their curtilage without the permission in writing of the Local Planning Authority.

Reason: In order to protect the character and appearance of the subject properties and surrounding area, to protect the amenities of the adjoining properties and to ensure adequate amenity space is provided.

21. Notwithstanding the electric vehicle charging points and cycle storage proposed within the integral garages, the garages hereby approved shall only be used for the accommodation of private motor vehicles, unless agreed in writing by the Local Planning Authority.

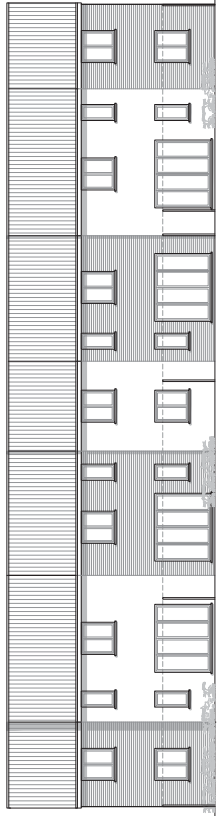
Reason: To ensure that the development complies with the Enfield Local Plan Policies and to prevent the introduction of activity which would be detrimental to visual and residential amenity.

Informative

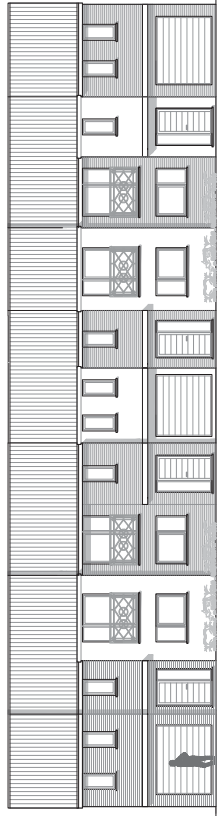
1. Thames Water advises the following:

In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

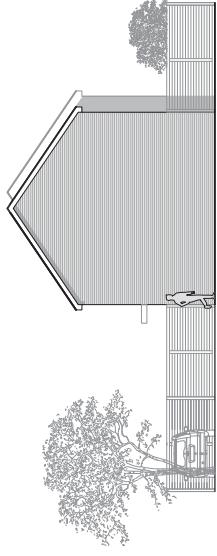
Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.



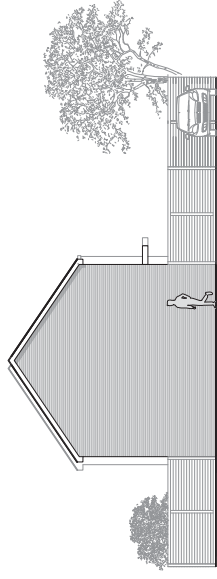
5 Proposed Rear Elevation
1:100



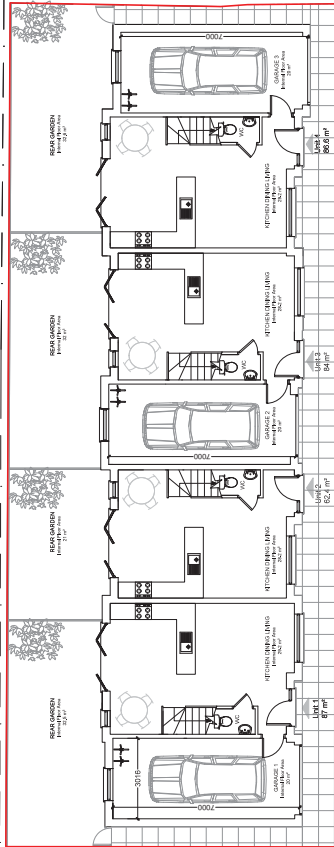
3 Proposed Front Elevation
1:100



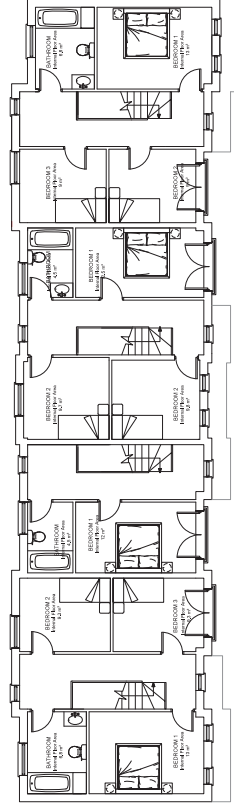
6 Proposed Side Elevation
1:100



4 Proposed Side Elevation
1:100



1 Proposed Ground Floor Plan
1:100



2 Proposed First Floor Plan
1:100



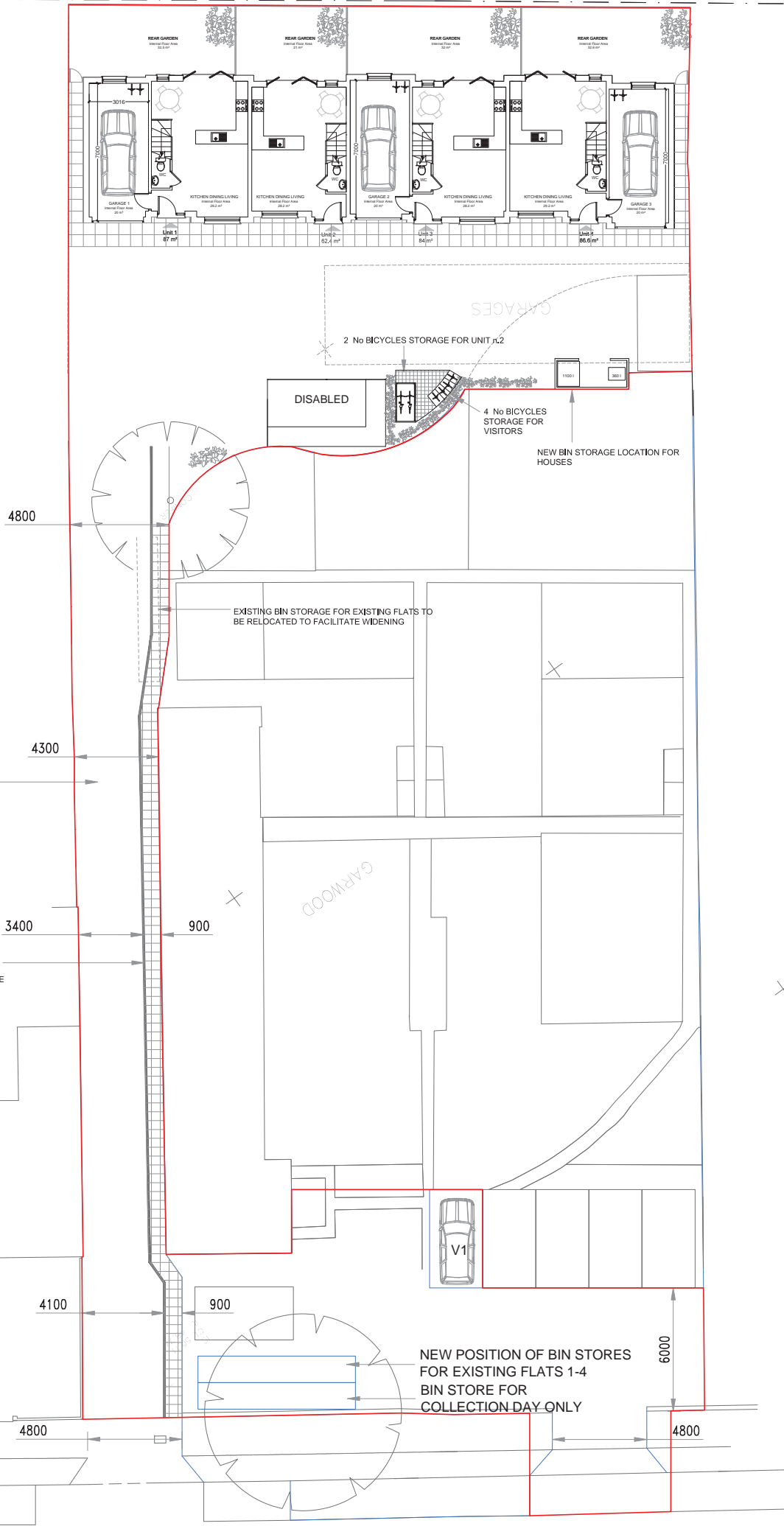
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Client	Mr. J. Overy
Site address	Cherry Hill Grove Middle EN7 6GP
Project Description	4 Terrace houses proposed
Drawing Title	Proposed Floor Plans and Elevations
Drawn	UP
Checked by	DP
Issued for	Planning Approval
Scale	1:100@A1
Drawing No.	1160 204
Date	January 2017
Revisions	R1 - 2017 02 06 G1 - 2017 02 01 P1 - 2016 12 22 Note to include Waste Parking Space and Bin Store EC-20/1 2017

DPA (London) Ltd. retain copyright of the design, scheme & ownership of the drawings. Drawings should be read in conjunction with structural engineer's drawings and information. Any omission to be reported to and clarified with client prior to commencement. Verify dimensions, levels and existing structure, etc. on site prior to commencement. All works to comply with current regulations, British and European Standards. Please note that before building works commences it is the responsibility of the builder or owner to serve party wall notices to all neighbours. Initial drawings submitted to Building Control are subject to additional information required by Building Control (ABC), which could have significant cost or additional works to be done on site. All works commenced on site prior to obtaining full building control approval will be carried out at your own risk.



dpa ARCHITECTS
 INTERIOR DESIGNERS
 PARTY WALL SURVEYORS
 PLANNING CONSULTANTS

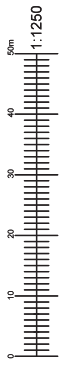
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Client	Mr. J. Garey
Site address	Gordon Hill Enfield Middle EN2 0DP
Project Description	4 Terraced houses proposed
Drawing Title	Proposed Site Plan
Drawn by	LP
Checked by	DP
Issued for	Planning Approval
Scale	1:100 @ A1
Drawing No.	1160 202
Date	January 2017
Revisions	H - 2017 02 06 G - 2017 02 01 F - 2016 12 22 New boundary line to include Visitor Parking space and Bin Store E - 20 01 2017

1 Proposed site plan
 1:100



1 Location Plan
1:1250



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Client	Mr. J Garey
Site address	Gordon Hill Enfield Middx EN2 0QP
Project Description	4 Terraced houses proposed
Drawing Title	Location Plan
Drawn	LP
Checked by	DP
Issued for	Pre App
Scale	1:1250@A4
Drawing No.	1160 200 D
Date	January 2017
Revisions	F - 2016.12.22 New boundary line to include Visitor Parking space and Bin Store E - 20.01.2017

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