

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 29th August 2017

Report of

Assistant Director,
Regeneration & Planning

Contact Officer:

Andy Higham
Sharon Davidson
Ms Marina Lai
Tel No: 0208 379 4944

Ward:

Cockfosters

Ref: 17/01771/FUL

Category: Full Application

LOCATION: Garages To Rear Of , 164-206 Bramley Road, London, N14 4HX

PROPOSAL: Demolition of existing garages and erection of 2 x detached 2-storey 3-bed houses each with a detached garage

Applicant Name & Address:

George Ellis & Sons
13 Ducketts Wharf
South Street
Bishop's Stortford
Hertfordshire
CM23 3AR

Agent Name & Address:

Ben Archer
Tankerton Works
12 Argyle Walk
WC1H 8HA

RECOMMENDATION: That planning permission be **GRANTED** subject to conditions

Note for Members:

Applications of this nature would normally be considered under delegated powers however the application has been called in by Councillor Anne-Marie Pearce to be brought to the planning committee for determination.

Ref: 17/01771/FUL LOCATION: Garages To Rear Of , 164-206 Bramley Road, London, N14 4H



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. The application site refers to a strip-shaped land of 0.031ha (approximately 5m in width x 57m in length) where is occupied by a row of 21 x garages. The site is located on the rear of No.164 – 186 Bramley Road, accessible via an entrance immediately adjacent to No.164-166 Bramley Road.
- 1.2. The site is immediately adjacent to the railway tracks of Cockfoster Depot to the rear and an access road that abuts the rear gardens of No.164-No.206 Bramley Road to the front. To the west and east are the rear gardens of a two-storey terraced property at No.188 – No.190 Bramley Road and Ridgeview Court, a three-storey residential block.
- 1.3. The application site is neither listed, and nor is located in a conservation area. The PTAL rating for the site is 4 (approximately 200m away to Oakwood Tube Station). The surrounding is essential residential in nature, characterised with further two-storey terraced / semi-detached dwellings.



2. Proposal

- 2.1. Planning consent is sought for the demolition of the existing 21 x garages and erection of 2 x two-storey, detached, 3-bed dwelling houses, each of which would have a GIA of 95sqm and benefit from a private outdoor garden of 66sqm and a detached dual-pitch-roofed garage.
- 2.2. The current proposal is a re-submission of a previous scheme which was withdrawn to avoid refusal. The previous scheme was proposed for a similar development but erection of 3 x two-storey dwelling houses instead.

Massing and Appearance

- 2.3. The proposal would involve a creation of 2 x new houses. The western-most House 1 would align with the flank elevation of No.164-166 Bramley Road, parallel with the eastern most House 2 at a distance of approximately 20m.
- 2.4. The height and pitch roof of the proposed development would be lower than the existing ridge level and eaves level of Bramley Road properties.
- 2.5. Following Officers' advices, the following measures were implemented to achieve added visual interest to the elevations of the proposal:
 - Recessed porches to emphasise the two entrances and give accent to the front elevations;
 - Exposed steel supports over the porches to act as further visual breaks in the brick facade;
 - Protruding brick detailing below the steel support to help visually support and ground this element, while framing the main entrance;
 - Brick planting containers either side of the entrance detailed to ensure they are integrated within the overall architectural approach;
 - Obscured windows to the front elevations to provide natural light while maintaining privacy. Positioned in line with roof lights above, these will provide pleasant and dramatic lighting strip internally;
 - Large dormer windows to the north to take full advantage of the views of the park, while providing ample light to the interior circulation and bedrooms; and
 - Deep reveals of 150mm to all window openings to articulate the façade.

Access and servicing arrangement

- 2.6. The existing access road that abuts the rear gardens of the Bramley Road properties would retain for the use of pedestrian and vehicular accesses.
- 2.7. The proposed dwellings are each provided with 2 x cycle parking spaces with secure metal bike sheds and 2 x 240L and 1 x 140L refuse bins. It is proposed that refuse bins would be moved closer to the entrance for collection at the western end of the development and refuse vehicles would reverse in to the site.

3. Relevant Planning History

- 3.1. 16/01040/PREAPP: Pre-application request for proposed demolition of garages and erection of 3 x detached 2-storey 3-bed houses with garages was submitted; advices given;

- 3.2. 16/05366/FUL: Application for demolition of the garages and erection of 2 x detached 2-storey 3-bed dwellings with a garage was withdrawn.

4. Consultation

Public Consultations

- 4.1. 27 x neighbouring properties were notified of the proposed development by letters.
- 4.2. 8 x objections were received, concerned that:
- Inadequate parking provision; Parking in this area is already at a premium, given limited parking at Bramley Road;
 - Increase in traffic;
 - Out of keeping with character of area;
 - Over development of the site;
 - The area is becoming over developed, causing additional noise and disruption in the area;
 - Loss of privacy;
 - Affect local ecology;
 - General dislike of proposal;
 - Noise nuisance;
 - Strain on existing community facilities;
 - Not enough information given on application;
 - More open space needed on development; and
 - New development would create conflicts between residents. There is short space between the proposed flats and existing.

Internal

- 4.3. Traffic and Transportation - The Team raised no objections to the proposal and required cycle parking to include 1 x short-stay cycle parking to each house.
- 4.4. Design Officer - No objections to the proposal.

External

- 4.5. None

5. Relevant Policy

5.1. Core Strategy

CP2: Housing Supply and Locations for New Homes

CP4: Housing quality

CP22: Delivering sustainable waste management

CP24: The road network

CP25: Pedestrians and cyclists

CP30: Maintaining and improving the quality of the built and open environment

CP46: Infrastructure contributions

5.2. Development Management Document

DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD10: Distancing
DMD37: Achieving High Quality and Design-Led Development
DMD 38: Design process
DMD 45: Parking Standards and Layout
DMD47: New Roads, Access and Servicing
DMD49: Sustainable Design and Construction Statements
DMD51: Energy Efficiency Standards
DMD68: Noise
DMD79: Ecological Enhancements

5.3. London Plan (2015)

Policy 3.3: Increasing housing supply
Policy 5.3: Sustainable design and construction
Policy 6.9: Cycling
Policy 6.13: Parking
Policy 7.3: Designing out crime
Policy 7.4: Local character
Policy 7.5: Public realm
Policy 7.6: Architecture
Policy 8.2: Planning obligations

5.4. Other Relevant Policy

National Planning Policy Framework

5.5. Other Material Considerations

The Mayors Housing SPG (2012)
Enfield Strategic Housing Market Assessment (2010)
Waste and Recycling Storage Planning Guidance

6. Main Issues to be Considered

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

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

7. Analysis

Principle of the Development

- 6.2. The application site contains a row of 21 x existing garages which would be lost as a result of the proposed development. It is acknowledged that the row of garages have been in place for many years, despite of no planning records for such a development.
- 6.3. The applicant has confirmed that, whilst being situated on the rear of No.164 - 206 Bramley Road, these garages do not belong to the Bramley Road properties and are under a separate ownership who rents the individual garages privately. Four of these have been vacant for some considerable time. Among the remaining 17 garages, 16 are used for storage of building materials based on short-term tenancy agreements and only 1 x garage is currently let to a Bramley Road resident for storage of car.
- 6.4. The information submitted demonstrates that the majorities of the existing garage are used for storages of building materials, while only one garage is actually use as car parking provision by a local resident. Thus, the resulting loss is not considered to be an adequate justification for retaining these garages.
- 6.5. The vicinity of the site is predominately residential in nature. The application site is in a highly accessible location with a PTAL of 4 (approximately 200m away to Oakwood Tube Station) where additional housing is normally encouraged. Given the evidence submitted, the proposed redevelopment of the site to residential would be the better use of the land, and compliance with the council's policies in terms of land use. The principle of development is considered acceptable.

Residential Character

Density

- 6.6. Density assessments must acknowledge new guidance outlined in the NPPF and particularly the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.
- 6.7. Policy 3.4 of the London Plan seeks to optimise housing potential having regard to the local context and public transport accessibility. Table 3.2 of the London Plan provides a residential density matrix that should be used as a preliminary assessment or guide to realise optimum housing potential. For sites in a 'suburban' location with a PTAL of 4, the density matrix suggests a maximum density of 45-90 units p/ha and 200-350 habitable rooms p/ha.
- 6.8. The site coverage is approximately 384sqm, and thus the proposal would reach a density of 260, ($10/0.031 \text{ hect} = 322$) which falls within the suggested maximum density for the site and complies with adopted standards in terms of density.

Design and impact on the character of the immediate surrounding

- 6.9. The predominance of the properties on this side of Bramley Road (No. 164 - No.206) lies in a design unity of two-storey terraced/semi-detached post-war dwellings containing porch, gable-end roofs and formal arrangement of sash windows to the front.

- 6.10. Being two-storey, the proposed massing of the development is considered to respect the established character of the locality, and then acceptable.
- 6.11. The current proposal is a re-submission. In order to address the previous concerns raised over its scale that was considered as an over-development of the site and its design that was considered plain and unattractive, the scheme has been reduced from proposed 3 x houses to 2 x new houses. The garages have been relocated to either end of the site providing an opportunity to design the extremities of the long and narrow site. The following measures have been added to the elevations, so as to improve visual interests:
- Introduction of porch and gable-end pitch roofs to reflect the existing design merits of Bramley Road properties;
 - Reduction of the height and pitch roof of the development to be lower than the eaves level and ridge line of Bramley Road properties, so as to mitigate visual impact to Bramley Road properties;
 - Introduction of soldier course and protruding brick to visually support the appearance of the front elevation;
 - Introduction of additional recessed brick planes which interact with the soldier course and vertical cladding;
 - Obscured windows to the front which result in less bare walls to the front elevation while maintaining privacy;
 - Introduction of large dormer windows to the rear so as to take full advantage of the views of the park; and
 - Window sills producing a clean line across the elevation.
- 6.12. It is also noted that the proposed development would be well confined to the rear of Bramley Road properties and therefore have limited views from the main road.
- 6.13. Given the design, scale and massing, the proposed development is considered appropriate to its local context and would enhance the local character.

Impact on Neighbouring Amenity

- 6.14. The vicinity of the application site is predominately residential in nature and from the perspective of neighbouring amenity, the proposal is assessed against the closest residential properties.
- 6.15. The proposal would contain a largely detached, dual-pitch roofed garage on each end of the site, adjoining Ridgeview Court and No.188-190 Bramley Road. Officers consider that as there are existing garages in place, the additional pitch, massing and bulk from the new garages at the location from the adjacent buildings, is not anticipated to give rise to a harmful level of amenity impact to the adjoining properties.

- 6.16. The closest residential properties that could be most affected by the proposal would be No.164 - 168 Bramley Road and No.182-186 Bramley Road that are directly opposite to the proposed houses.
- 6.17. There will be a distance of approximately 16m between the facing windows of the proposed development and the potentially affected Bramley Road properties, which falls below the distance set out in DMD 10. However the scheme has been amended to lower the roof in height by approximately 1m. As a result, the eaves level and overall height of the development would be lower than Bramley Road properties by 570mm and 1.87m respectively. Officers consider that this reduced height, together with distance from the rear of the adjoining properties would reduce the perception of bulk and potential visual impact of the development.

Noise

- 6.18. Due to the site's proximity to the rail tracks to the rear, the applicant has undertaken a noise impact report to demonstrate whether the individual units would meet the internal noise level requirements BS8233. The Report shows that the vibration values are significantly below the 'low probability of adverse comment' limits. Therefore vibration levels measured would not be expected to constitute a concern for this development.
- 6.19. In light with the above assessment, the proposed development is not considered to generate an unacceptable level of amenity impact to the adjoining occupiers.

Quality of Accommodation

- 6.20. Policy DMD 8 of the Development Management Document, Policy 3.5 of the London Plan and the London Housing SPG seek to ensure that new residential development is of a high quality standard internally, externally and in relation to their context. Policy 3.5 of London Plan specifically sets out the standards on minimum gross internal area (GIA) for different dwelling types.

GIA, outlook and internal layout:

- 6.21. The new houses are considered to satisfy the GIA requirements as set out in Policy 3.5 of London Plan. Having regards to their layout, the development would have adequate resource for light and ventilation and outlook, and all habitable room sizes are acceptable with specific regards to living/diners and single and double bedrooms. The scheme has been amended to lower the roof height, while still maintaining a minimum 1.5m internal height at the perimeter.

Provision of Amenity Space

- 6.22. DMD 9 (Amenity Space) requires that new residential development must provide quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds the minimum standards of 50sqm for dwelling house.
- 6.23. The proposed development would provide an outdoor amenity space of 66sqm to each proposed mews house, which well exceeds the minimum

standard as set out in DMD9. The main garden of each house would be 10m deep, which is considered acceptable.

- 6.24. It is noted that the gardens of each new house are located to the side, which could be overlooked via the upper floor windows of Bramley Road properties. However, the terraced properties at No.164-No.206 Bramley Road are not terraced dwelling houses and indeed contain maisonettes flats. Therefore, the rear gardens of No.164-206 Bramley Road are already with experience being overlooked by upper floor flats. The overlooking issues to the proposed development would not be a sufficient ground for refusal.

Lifetime Homes

- 6.25. The London Plan and the council's Core Strategy require that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs. The confirmation to deliver the Lifetime Homes will be secured by way of planning conditions.
- 6.26. In light with the above assessment, subject to conditions, the quality of the proposed accommodation is considered acceptable.

Transport Impact

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

Car Parking

- 6.28. The proposed development includes 1 x car parking provision for each dwelling house, which is acceptable.

Cycle parking

- 6.29. London Plan requires minimum provision of 2 long stay and 1 short stay cycle parking spaces for each proposed dwelling. The proposal indicates cycle parking provision for two long stay cycle parking spaces, which is acceptable. The applicant will need to confirm details of short stay cycle parking, however, this could be secured by way of planning condition.

Servicing

- 6.30. The proposal indicates where refuse storage will be but does not state the size and type. The applicant will need to confirm the capacity of refuse bins for each proposed residence in line with ENV08/162, which can be secured by way of planning condition.

Planning Obligation

S106 Contributions

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

CIL

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

7. Conclusion

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

8. Recommendation

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

Recommended Conditions:

Time Limited Permission

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

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

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

GA 002 Rev. P (Site Location Plan); GA 501-PL-1; GA 104-PL-1; GA 103-PL-1; GA 204-PL-1; GA 301-PL-1; GA 401-PL-1; GA 105-PL-1; GA 203-PL-1;

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

Construction Methodology Statement

3. That development shall not commence until a construction methodology statement has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- a. arrangements for wheel cleaning;
- b. arrangements for the storage of materials;
- c. hours of work;
- d. arrangements for the securing of the site during construction;
- e. the arrangement for the parking of contractors' vehicles clear of the highway;
- f. The siting and design of any ancillary structures;
- g. Enclosure hoarding details; and

- h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

Material Samples

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

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

Material Drawings to be Approved

5. Detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:
 - a. Details of all windows, roof lights and doors at scale 1:10, windows shall be set at least 115mm within window reveal scale 1:10;
 - b. Details of soldier course, protruding bricks, recessed brick planes, steel support over door opening and brick parapet to front and rear;
 - c. Details of the glazing level of all external windows;
 - d. Details and locations of rain water pipes.

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

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

Details of hard landscaping

6. Prior to the commencement of development other than the super structure, details and design of the hard landscaping and surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas, road markings and all other hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. The

surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

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

Details of Soft Landscaping

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

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

Details of Refuse Storage

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

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

Details of Cycle Storage

9. The development shall not be occupied until details of the siting and design of secure/covered cycle parking spaces, including 1 x short-stay cycle parking to each house hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

No plumbing or Pipes to external

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

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

Life Time Homes

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

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

Boundary Treatments

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

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

Removal of PD Rights

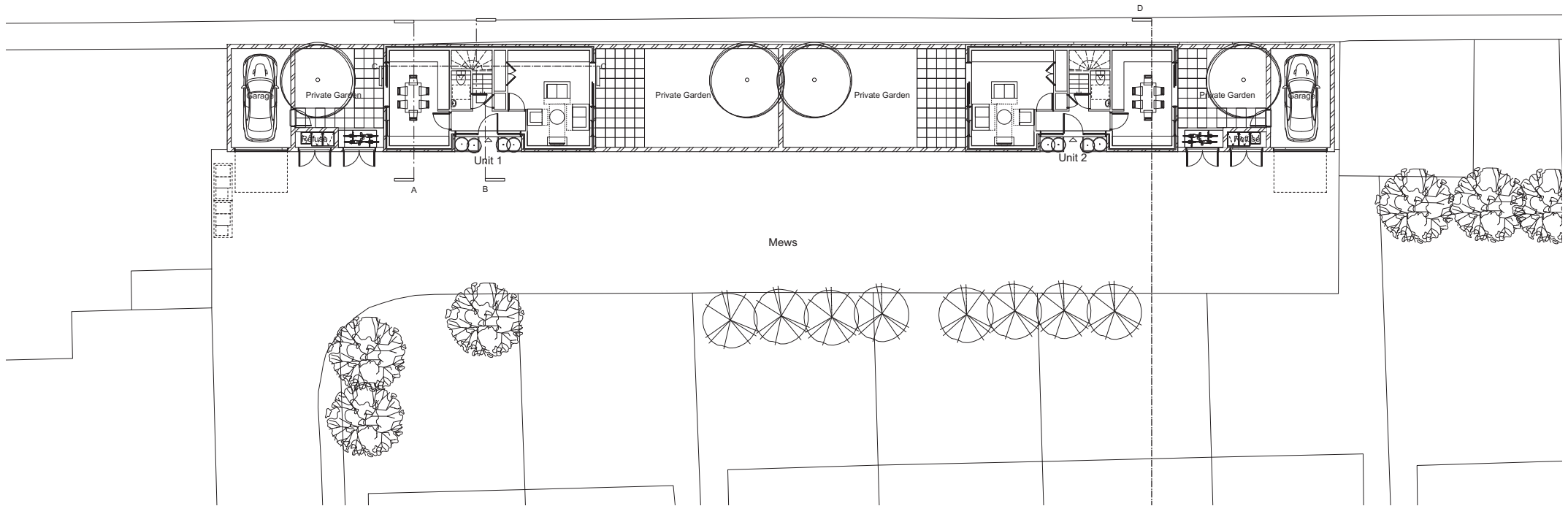
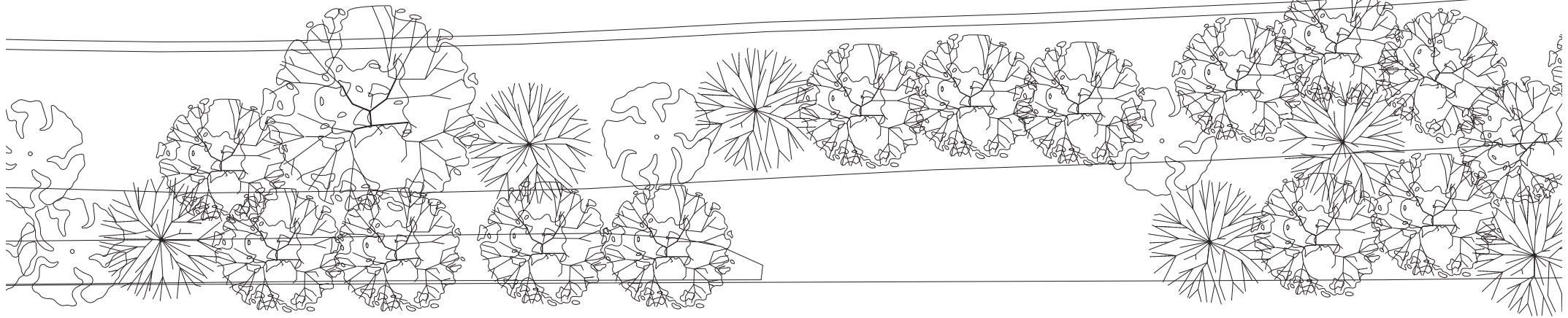
13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no outbuildings, extensions, additional fenestration to buildings shall be erected without the prior approval in writing of the Local Planning Authority.

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.

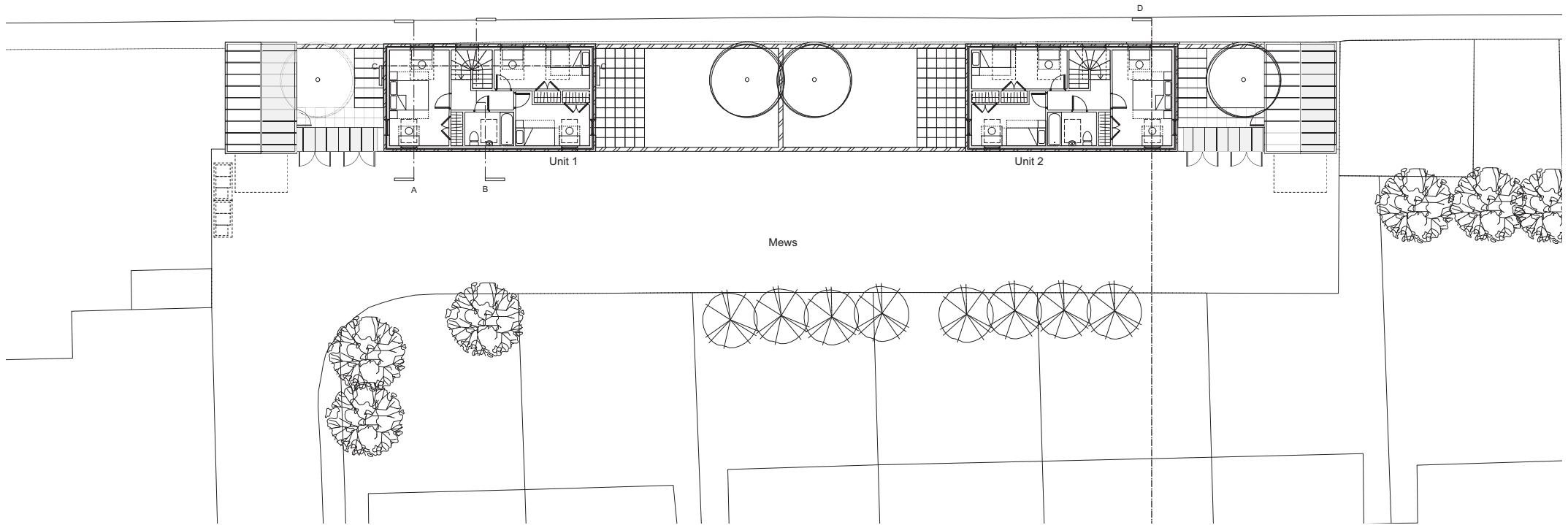
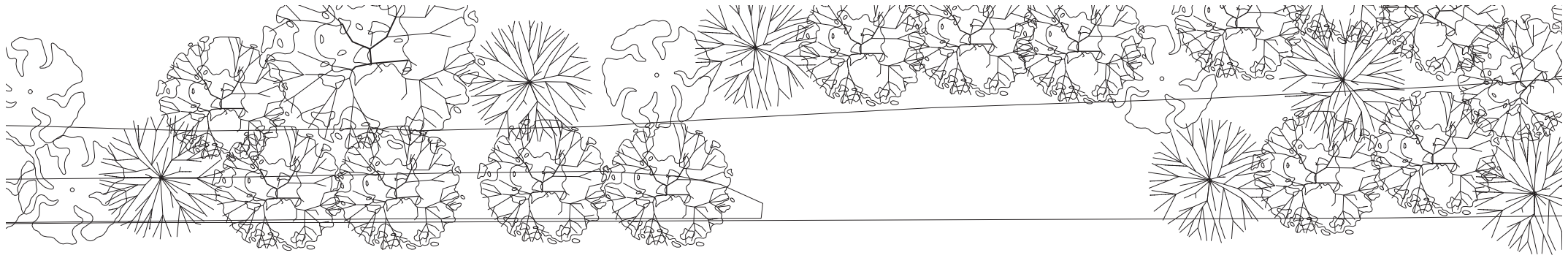
Restriction in use of garage

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the detached garages hereby permitted shall only be used for purpose incidental to the enjoyment of the proposed dwelling houses hereby permitted.

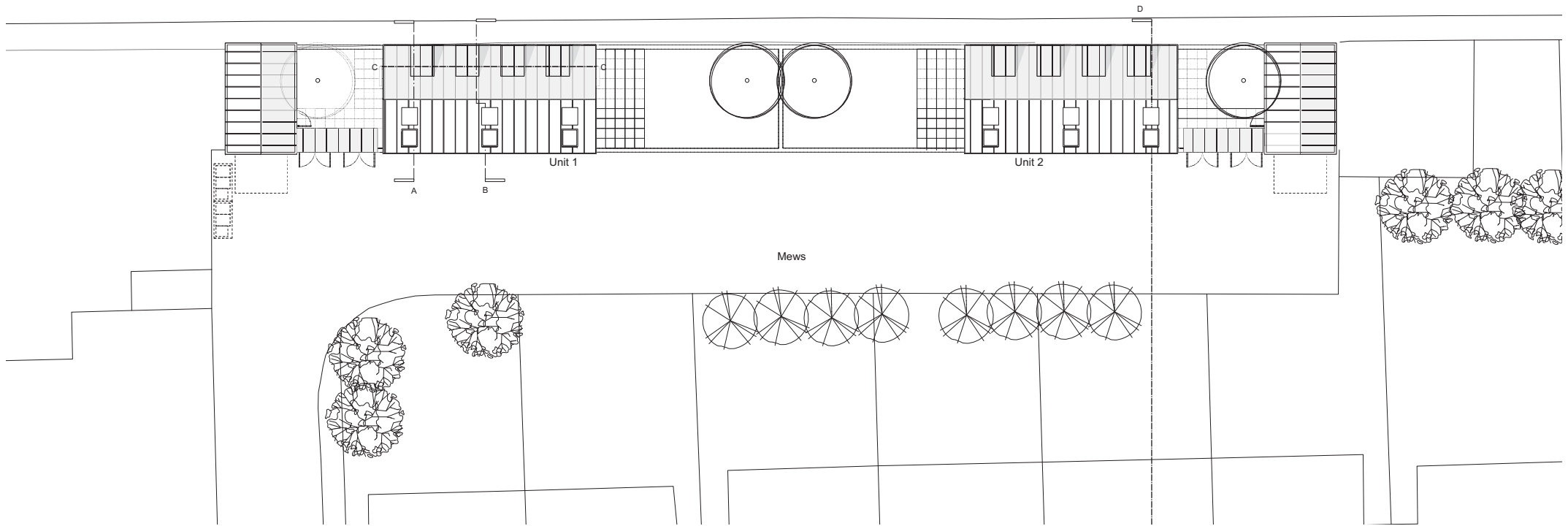
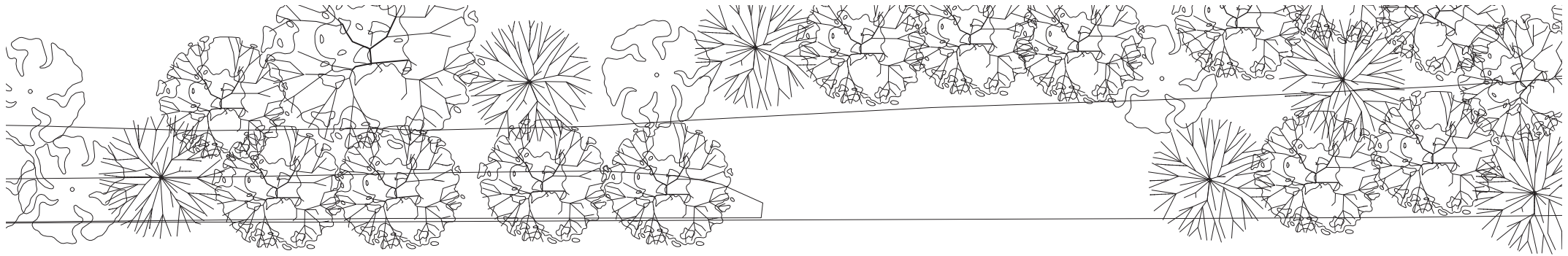
Reason: In the interests of proper planning and to ensure the garage is not used for habitable or business purpose.



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L	LEGAL	Conveyancing or other legal purposes

REVISIONS

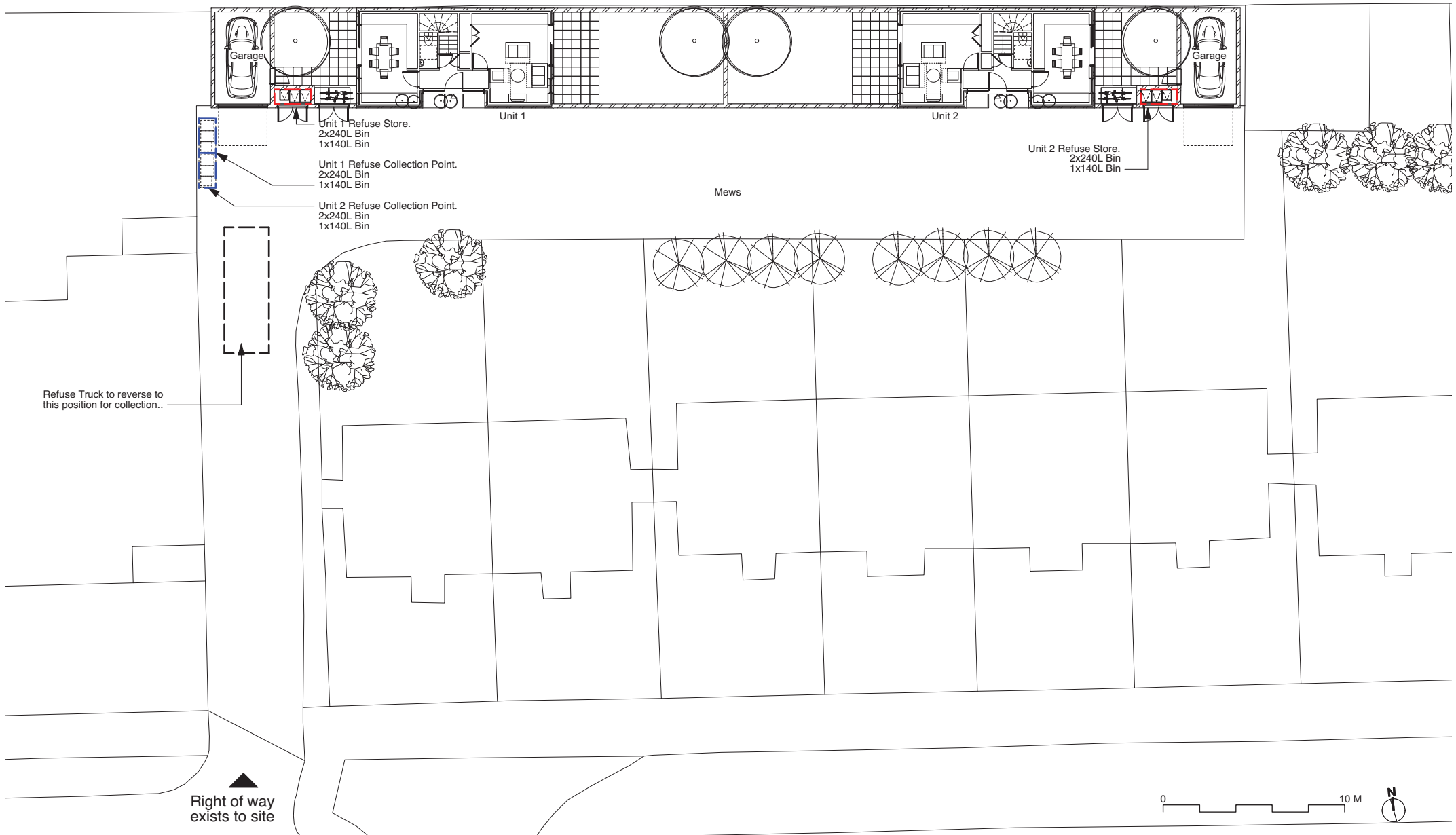
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JOB TITLE
**164-206 Bramley Road
 London N14**
 DRAWING TITLE
**Roof plans
 As Proposed**

DRAWN DATE SCALE
 NE July 2016 1:200 @ A3
 JOB NR DRAWING - ISSUE - REVISION
3943 GA 105-PL-1



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JOB TITLE

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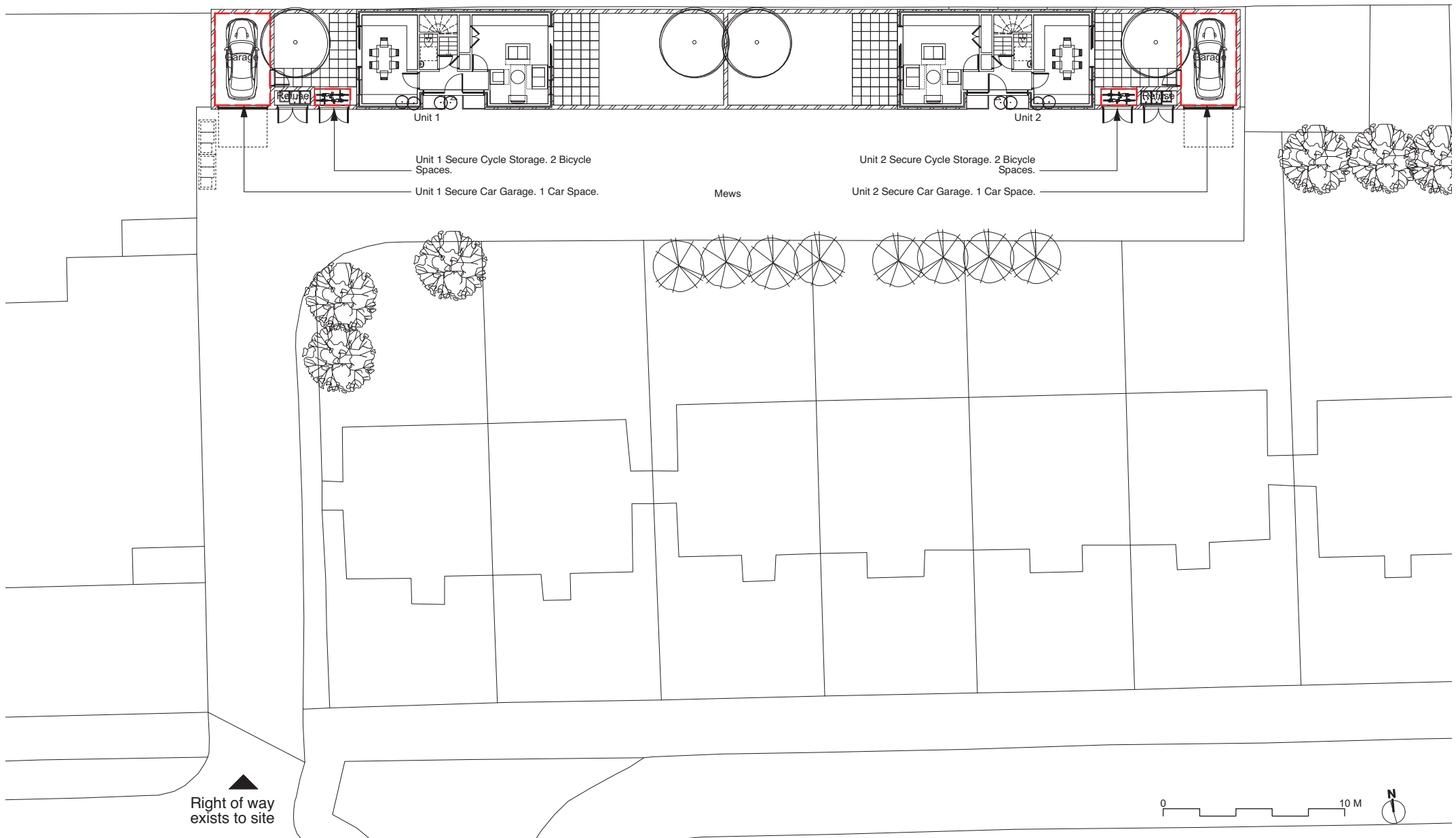
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**Waste Management Plan
As Proposed**

DRAWN DATE SCALE
NE July 2016 1:200 @ A3

JOB NR DRAWING - ISSUE - REVISION

3943 GA 203-PL-1



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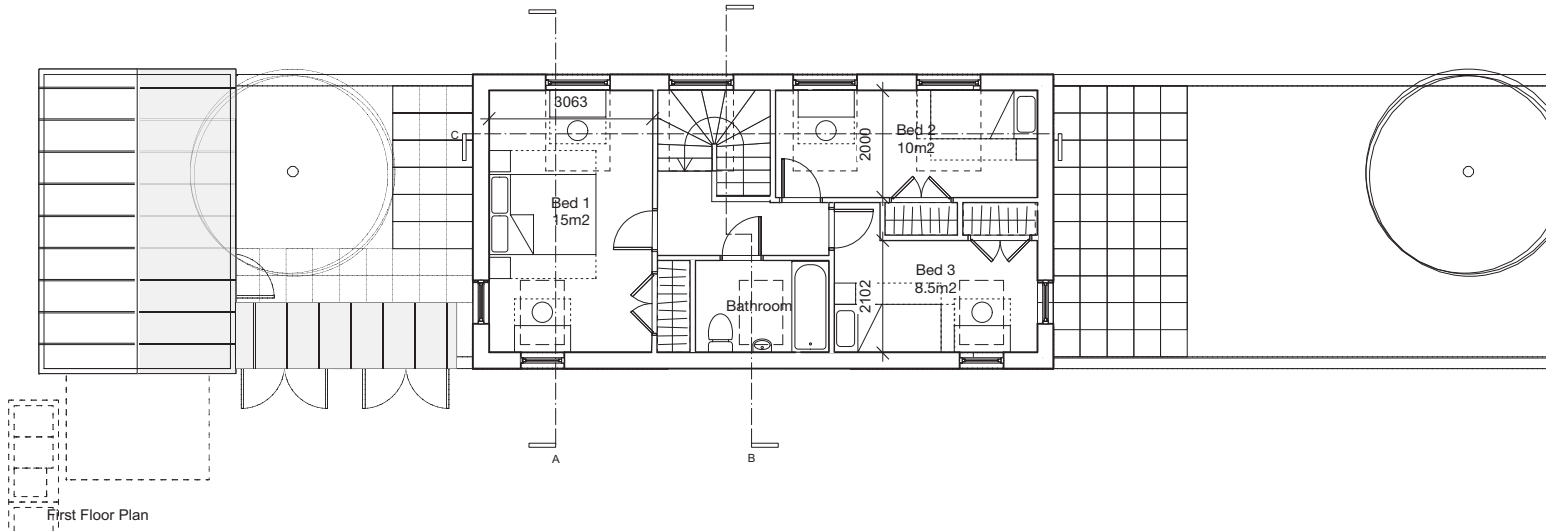
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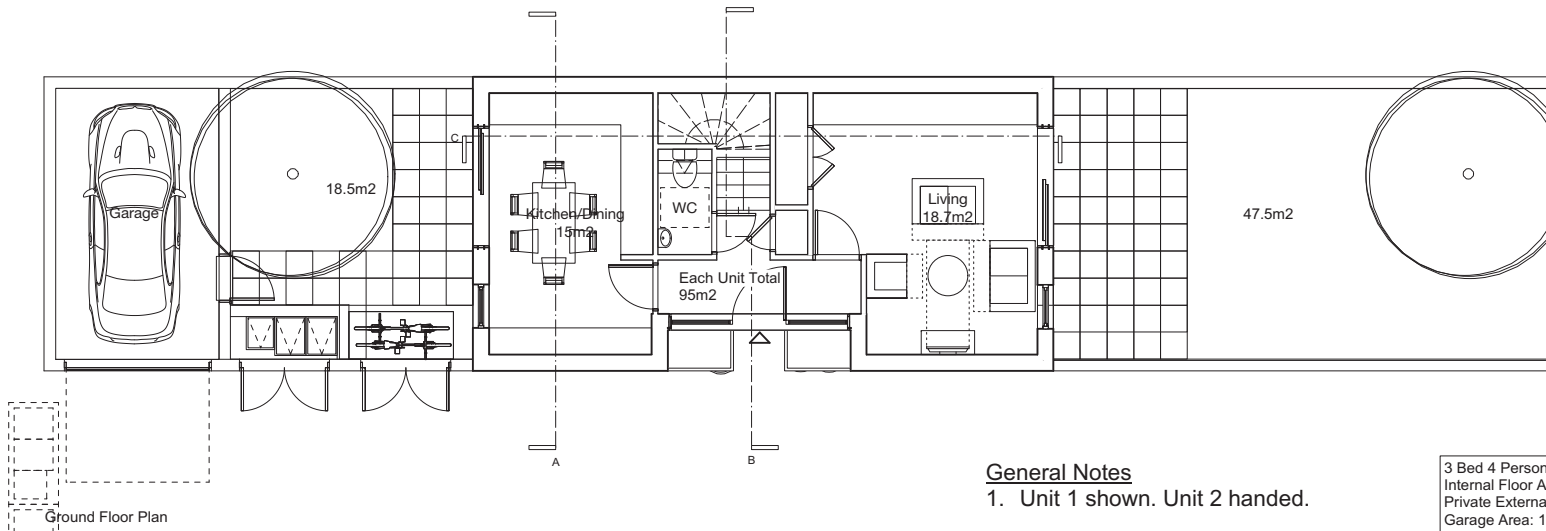
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JOB TITLE
**164-206 Bramley Road
London N14**
DRAWING TITLE
**Parking & Cycle Store
As Proposed**

DRAWN DATE SCALE
NE July 2016 1:200 @ A3
JOB NR DRAWING - ISSUE - REVISION
3943 GA 204-PL-1



First Floor Plan



Ground Floor Plan

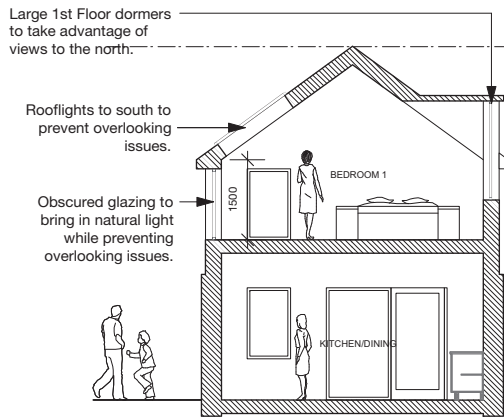
General Notes

1. Unit 1 shown. Unit 2 handed.

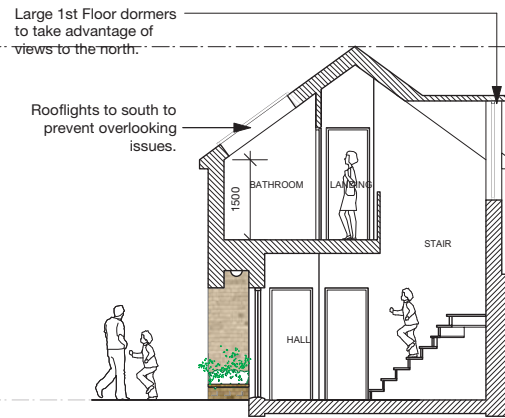
3 Bed 4 Person Mews
 Internal Floor Area: 95 sqm
 Private External Area: 66 sqm
 Garage Area: 15.5 sqm



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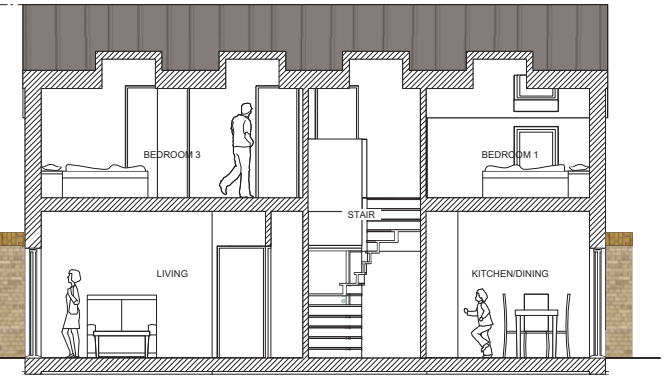
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Scale: 1:100



2 Section B
Scale: 1:100

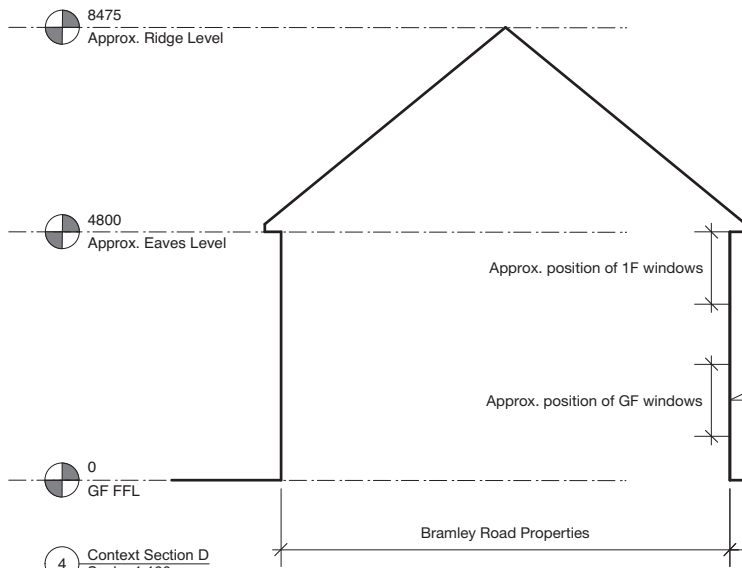
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GF FFL
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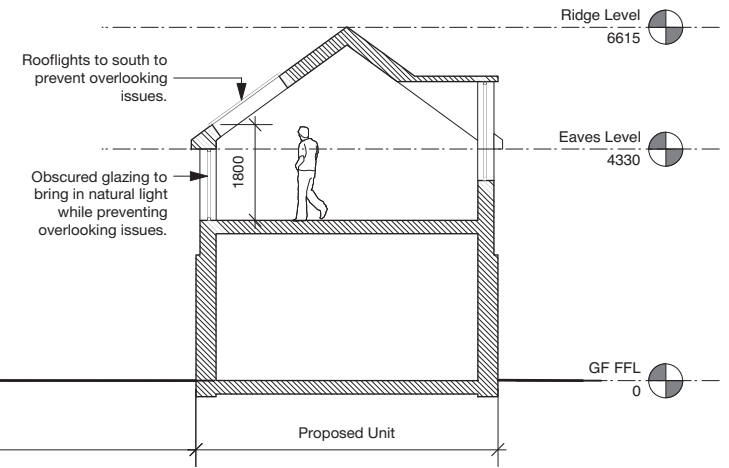


3 Section C
Scale: 1:100

0 5 M



4 Context Section D
Scale: 1:100



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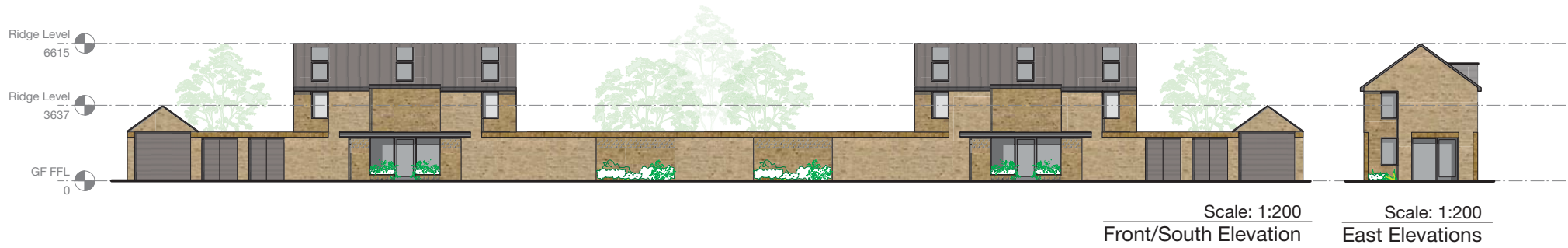
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E office@hainesphillips.co.uk

JOB TITLE

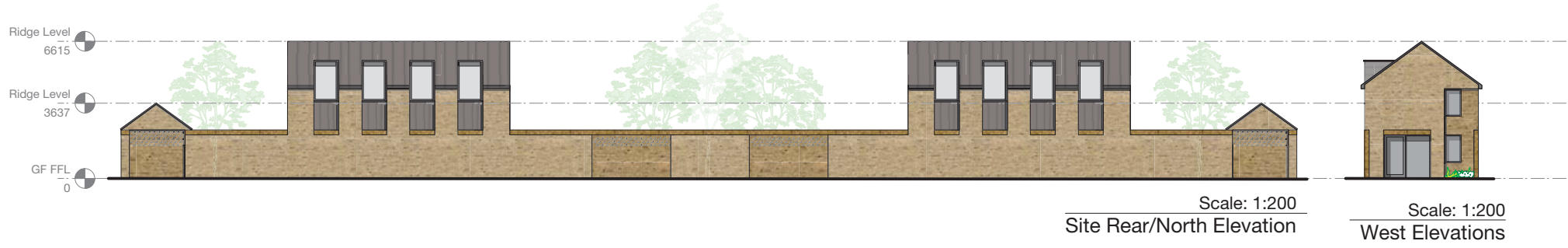
164-206 Bramley Road
London N14

DRAWING TITLE
Sections As Proposed

DRAWN DATE SCALE
IG Aug 2016 1:100 @ A3
JOB NR DRAWING - ISSUE - REVISION
3943 GA 401-PL-1



Scale: 1:200
Front/South Elevation Scale: 1:200
East Elevations



Scale: 1:200
Site Rear/North Elevation Scale: 1:200
West Elevations



Scale: 1:100
Units Rear/North Elevation

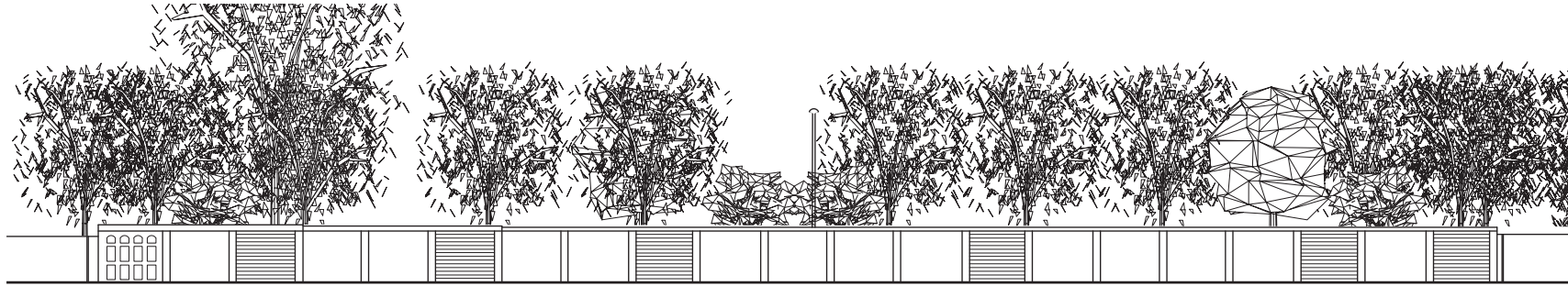


Scale: 1:100
West Elevations (east handed)

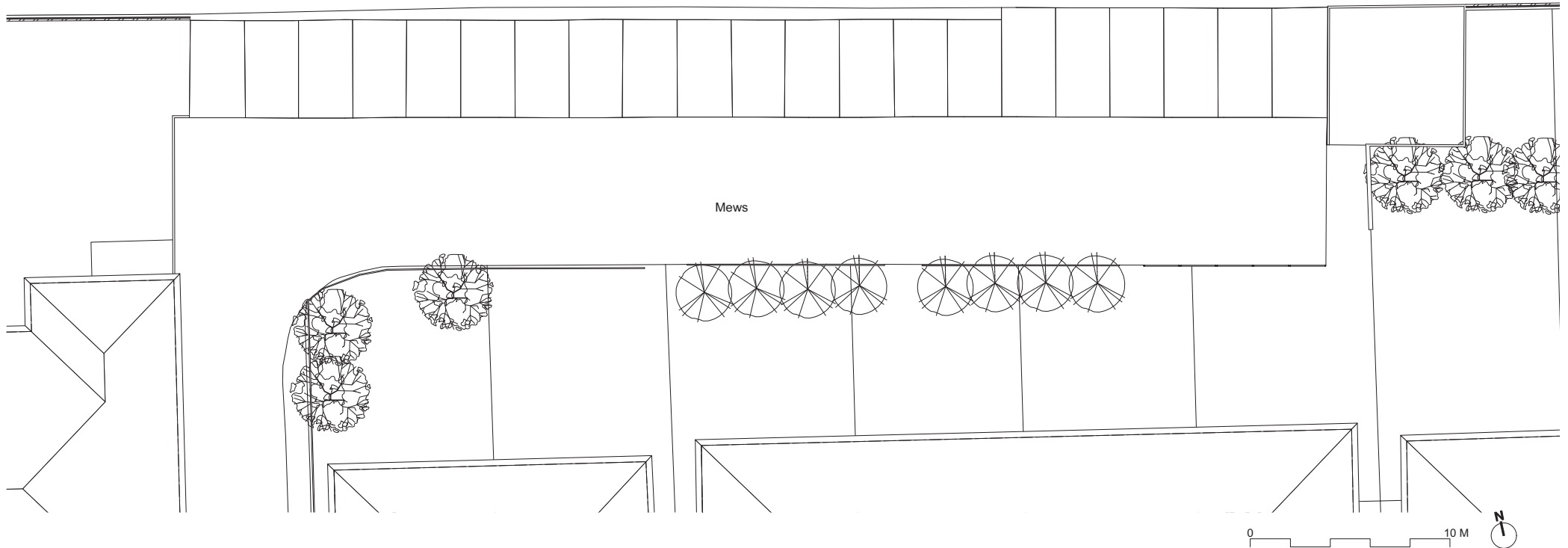


Scale: 1:100
Units Front/South Elevation

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Elevation from Mews



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