

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 29 August 2017

**Report of**  
Assistant Director,  
Regeneration & Planning

**Contact Officer:**  
Andy Higham  
Liz Sullivan  
Sean Newton  
Tel No: 020 8379

**Ward:** Cockfosters

**Ref:** 17/00459/FUL

**Category:** Major Dwellings

**LOCATION:** 383 Cockfosters Road, Barnet, EN4 0JS

**PROPOSAL:** Demolition of existing building and erection of a 2.5 storey block of 14 x 2-bed self-contained flats with accommodation and car parking at basement level and associated works

**Applicant Name & Address:**

Empyrean 383 Ltd/Hadley Property  
Consultancy  
C/O agent

**Agent Name & Address:**

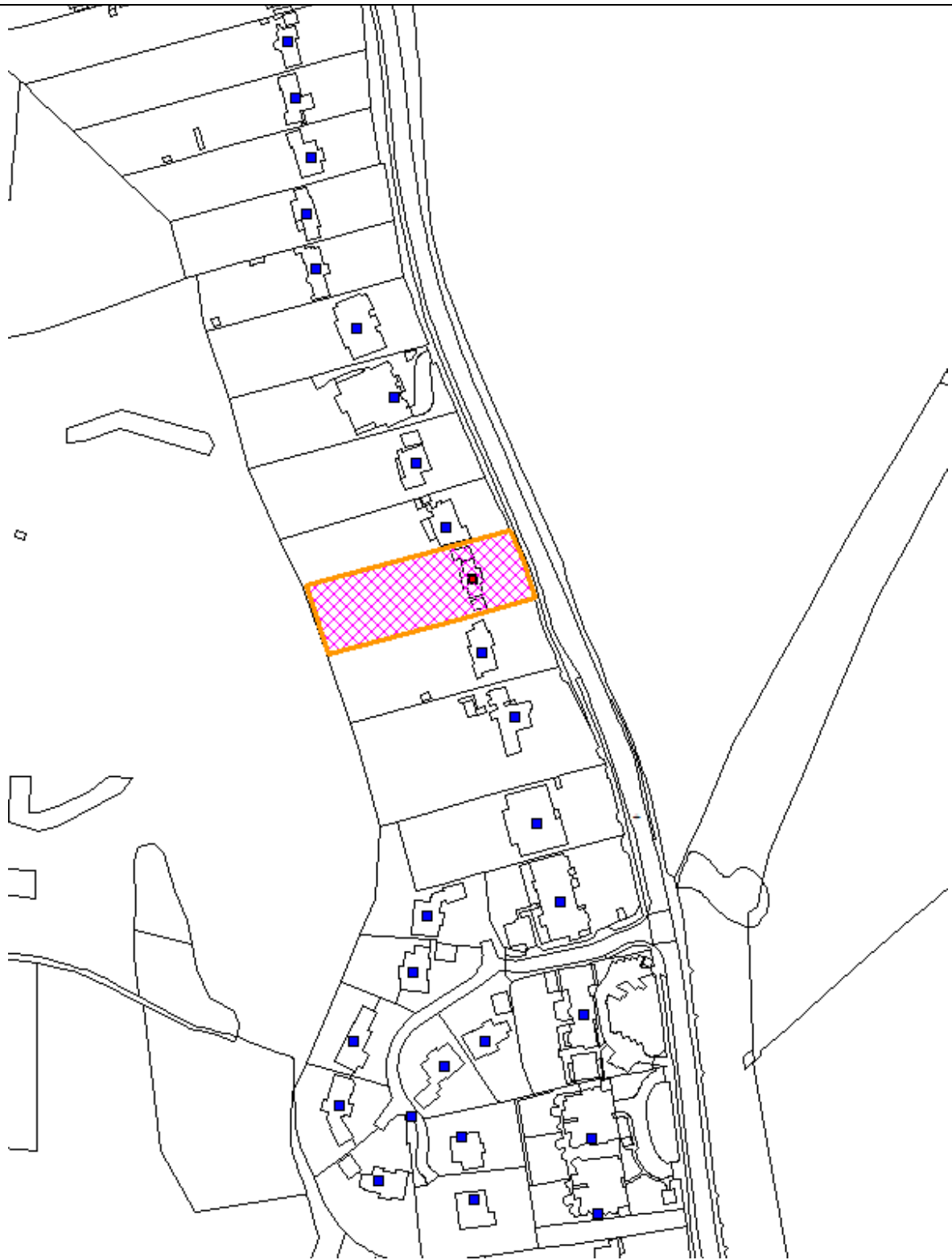
Nick Makasis  
GML Architects  
Unit 3  
1-4 Christina Street  
London  
EC2A 4PA  
United Kingdom

**RECOMMENDATION:**

That subject to the securing of a Legal Agreement to secure the obligations as set in the report, planning permission be **GRANTED** subject to conditions

**Note for Members:**

Ref: 17/00459/FUL LOCATION: 383 Cockfosters Road, Barnet, EN4 0JS,



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Scale 1:1250

North



## **1. Site and Surroundings**

- 1.1. A large detached dwelling located on the western side of Cockfosters Road. Immediately to the south, the redevelopment of No.381 Cockfosters Road is underway.
- 1.2. The dwelling has benefited from numerous extensions which has resulted in the existing built form which at ground floor level, spans the width of the plot. The existing rear garden beyond the extensive patio area, extends approximately 50m towards the heavily vegetated shared boundary with the Hadley Wood Golf Club. There are a number of mature trees within the garden.
- 1.3. The prevailing character is one of large detached dwelling houses or flatted developments set well back from the road frontage. The majority of front gardens have been completely paved over to provide parking.

## **2. Proposal**

- 2.1. Permission is sought for the demolition of existing building and erection of a 2.5 storey block of 12 x 2-bed and 2 x 1-bed self-contained flats with accommodation and car parking at basement level and associated works.

## **3. Relevant Planning Decisions**

- 3.1. P14-02130PLA - Redevelopment of the site to create 9 flats (6x2-beds,3x3-beds) and associated parking – granted with conditions on 28/04/2017.

## **4. Consultations**

### **4.1. Statutory and non-statutory consultees**

#### Traffic and Transportation

- 4.1.1. Objections are raised over the level of parking provision and their arrangement, the gradient of the access ramp, and access to the basement cycle store.

#### Environmental Health

- 4.1.2. It has been advised that there are no objections. However, being sited near to a main road, a condition is required to ensure that sufficient mitigation is provided to reduce the impact of noise on potential residents.

#### Tree Officer

- 4.1.3. No objections are raised subject to securing an appropriate landscaping scheme by condition.

#### Waste Services

- 4.1.4. It has been advised that there are no comments to be made.

## Thames Water

- 4.1.5. It is advised that with regard to waste water, due to the close proximity of the public sewers, TW approval is required for development within 3m of a public sewer. No objections are raised in relation to sewerage infrastructure capacity.

## Duchy of Lancaster

- 4.1.6. It has been advised that the covenants do not apply to the property and the Duchy has no continuing interest.

## 4.2. **Public Response**

- 4.2.1. Letters were sent to the occupiers of 10 adjoining and nearby properties. No comments have been received.

## 5. **Relevant Policy**

### 5.1. The London Plan

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.17	Waste capacity
Policy 5.18	Construction, Excavation and Demolition Waste
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 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology

- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 7.19 Biodiversity and access to nature

## 5.2. Core Strategy

- CP2: Housing supply and locations for new homes
- CP3: Affordable housing
- CP4: Housing quality
- CP5: Housing types
- CP9: Supporting community cohesion
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP26: Public transport
- CP28: Managing flood risk through development
- CP30: Maintaining and improving the quality of the built and open environment
- CP31: Built and landscape heritage
- CP32: Pollution
- CP36: Biodiversity
- CP46: Infrastructure contributions

## 5.3. Development Management Document

- DMD1 Affordable Housing on Sites Capable of Providing 10 Units or More
- DMD3 Providing a Mix of Different Sized Homes
- DMD4 Loss of Existing Residential Units
- DMD6 Residential Character
- DMD8 General Standards for New Residential Development
- DMD9 Amenity Space
- DMD10 Distancing
- DMD37 Achieving High Quality Design-Led Development
- DMD38 Design Process
- DMD44 Preserving and Enhancing Heritage Assets
- DMD45 Parking Standards
- DMD47 New Roads, Access and Servicing
- DMD48 Transport Assessments
- DMD49 Sustainable Design and Construction Statements
- DMD50 Environmental Assessment Methods
- DMD51 Energy Efficiency Standards
- DMD53 Low and Zero Carbon Technology
- DMD54 Allowable Solutions
- DMD55 Use of Roof Space / Vertical Surfaces
- DMD56 Heating and Cooling
- DMD57 Responsible Sourcing of Materials
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing Surface Water
- DMD65 Air Quality
- DMD68 Noise
- DMD69 Light Pollution
- DMD70 Water Quality

DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

#### 5.4. Other Relevant Policy Considerations

National Planning Policy Framework  
 National Planning Practice Guidance  
 LBE S106 SPD  
 Enfield Strategic Housing Market Assessment (2010)  
 Community Infrastructure Levy Regulations 2010

### 6. **Analysis**

#### 6.1. Principle

6.1.1. In broad terms, the proposal is consistent with the aims of the London Plan and policies within the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London and the Borough. However, it is equally important that all other relevant planning considerations which seek to ensure that appropriate regard is given to design, the character of the area, neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability, are given appropriate consideration.

#### 6.2. Impact on Character of Surrounding Area

##### *Density*

6.2.1. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan in particular encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 1a, therefore the London Plan suggests that a density of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location.

6.2.2. Fifty habitable rooms are proposed on a site measuring approximately 0.277ha, equating to a density of approximately 180hrph.

6.2.3. The scheme is just above the midpoint of the suggested density range which suggests that an appropriate level of density is being achieved. Given the context of the site and surroundings, it is considered appropriate that the development is not achieving the maximum value of the density range. However, as identified above, adopted policy acknowledges a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the proposed development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

##### *Design*

- 6.2.4. There is clear guidance on the approach to the matter of design. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development but Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 further advises that “*decision should not impose architectural styles or particular tastes... [nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness*” while paragraph 61 advises that “*...decisions should address...the integration of new development into the natural, built and historic environment*”.
- 6.2.5. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” Policy DMD 37 (Achieving High Quality and Design Led Development”) confirms the criteria upon which application will be assessed. However, it also recognised there is a degree of subjectivity in this assessment of acceptable design.
- 6.2.6. Cockfosters Road traditionally comprised of large 1930s era dwelling houses or mock Tudor dwellings, although in more recent years, grandiose neo-Georgian dwellings/ blocks of flats have tended to dominate. Mindful of the advice provided by the NPPF with regards to not imposing architectural styles or tastes, the overall design is more modern and is considered acceptable.
- 6.2.7. Whilst from the front elevation the building would be no greater in height than the existing with its hipped roof, at the rear, due to the change in ground levels, and as depicted on Drawing No.10734/PL.104, the building would have the appearance of a 3 / 4 storey structure. There would be long distance views from the golf course to the rear, however due to the extensive level of tree plantings within the golf course and along the common boundary, the building will not appear as a four-storey structure as the lower levels will not be visible over the top or through the trees. It is considered that the rear elevation despite its elevational appearance on the submitted plans, will not appear any more dominant than existing developments in the immediate vicinity of the site.
- 6.2.8. In terms of massing and proximity to boundaries, the proposed building would be sited approximately 2.5m from its common boundary with No.381 Cockfosters Road, with a further 4m to the building under construction. To the north, it is approximately 2.5m from the common boundary with No.383 Cockfosters Rd, with a further 1.2m to that dwelling. The levels of distancing to those boundaries increases into the site due to the stepped nature of the design. In relation to the rear (western) boundary, shared with the golf club, the level of distancing is approximately 46m, and is commensurate with more recent developments.
- 6.2.9. In addition, the proposed pallet of materials is an acknowledgement of the predominant building materials in the area. The use of glazed bricks in a diaper

pattern on the flank elevations, together with the introduction of high-level windows helps to break up a façade that would otherwise appear very bland.

6.2.10. The appearance of a flatted development in particular, can be blighted by the appearance of numerous satellite dishes and television antennae. To mitigate this, it is considered appropriate to seek details of a communal satellite dish and television antenna.

6.2.11. Taking all the above into consideration, the proposed density, having regard to the adopted London Plan standard as discussed above, is considered to be appropriate for the site and for the area. With regard to massing and distancing, there is sufficient distancing being retained between the boundaries and the buildings and overall it is considered that the development would not appear overbearing from the public footway and surrounding area.

#### *Quality of Accommodation*

6.2.12. To improve the quality of new housing, new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments), the Mayor’s Housing SPG (because the Mayor considers the size of new housing to be a key strategic issue) and, the nationally described space standards (which is concerned with internal space standards only).

6.2.13. The minimum size of individual flats is dependent on the occupancy level. The respective size of the units are set out below:

Flat No:	Proposed Occupancy	Adopted Minimum Standard (sqm)	Proposed Floor Area (sqm)	Amenity Space
1	2b3p	61	73	16
2	2b4p	70	115.2	40
3	2b4p	70	92	60
4	2b4p	70	101.5	30
5	2b4p	70	82	40
6	2b4p	70	104	48
7	1b2p	50	68	32
8	2b4p	70	106	12
9	2b4p	70	103	11
10	2b4p	70	110	12
11	2b4p	70	123	9
12	2b4p	70	92	58
13	2b4p	70	104	65
14	1b2p	50	61	13

6.2.14. Turning to individual rooms, the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 8sqm and 12sqm respectively, although “7.5sqm and 11.5sqm are generally regarded as the smallest respective benchmarks”. The combined floor areas for living / dining / kitchen space is 27sqm (4p). Rooms in each unit exceed the minimum standard.

#### *Amenity Space Provision*



6.2.15. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Proposed private amenity space (in the form of balconies / terraces) exceed the minimum standard of 7sqm. In addition to the private amenity space as outlined above, the scheme will also be providing approximately 1200sqm of communal amenity space at the rear. On this element, the scheme is considered acceptable.

6.3. Impact on Neighbour Amenity

6.3.1. Distancing levels to No.385 Cockfosters Road to the north and the building under construction at No.381 Cockfosters Road to the south have been provided above. This level of distancing is considered acceptable and should not lead to conditions prejudicial to neighbour amenity in terms of loss of outlook, light, overlooking and loss of privacy. The development is therefore considered to have sufficient regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

6.4. Highway Safety

6.4.1. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.

*Parking / Traffic Generation*

Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

6.4.2. The maximum parking standards of the London Plan are set out above, although it is advised that all developments in areas with a good PTAL score should be aiming for significantly less than 1 space per unit. The site, as discussed above, is located in an area with a poor PTAL score (1b) therefore applying the London Plan standards, the scheme should be providing a maximum of 14 parking spaces.

6.4.3. Twenty-eight parking spaces are proposed within the basement and three will be at surface level to be used as visitor parking. The applicant's rationale being that each occupier would have two vehicles in this remote location. Of the parking spaces within the basement, it isn't clear which spaces will be disabled persons parking but this can be conditioned. In addition, whilst tandem parking is not ideal, providing that each tandem pair is allocated by unit, this does not provide any further concerns about being 'boxed in'. A car park management plan should therefore be secured.

6.4.4. Having regard to the requirement to provide 20% of the spaces for electric vehicle parking and a further 20% passive provision for future use, the details and provision of the active / passive charging points would be secured by condition, as the submitted plans do not indicate these.

6.4.5. In relation to cycle parking, the London Plan requires 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). This equates to 26 long-stay spaces and 1 short-stay space for the current scheme. As proposed, 32 spaces are proposed within the basement in a 2-tier cycle store and 4 spaces are proposed at surface level. The level of provision is considered acceptable and details will be secured by condition. With regard to the basement cycle spaces, access to the cycle store is not ideal as any cyclist would need to push their way through 4 doors to reach the store. This should be reviewed. A proposed condition to secure details of a car parking management plan should be sufficient to address this.

#### *Access and Servicing*

6.4.6. The site is currently served by two footway crossings, located near to the northern and southern boundaries. The proposal will seek to utilise the northern access point, therefore a condition will need to be imposed in relation to the reinstatement of the dropped kerb near to the southern boundary. The re-use of the existing access point is acceptable in principle, however to enable two-way movement, this should be increased to 4.8m in width. A revised plan could reasonably be secured by condition.

6.4.7. The pedestrian access from the footway is shown adjacent to the internal access road, and an additional footpath leads to the refuse store.

6.4.8. Ideally, a vehicle access ramp should not have a gradient greater than 1:10, although the maximum drive gradient is 1:6. Where the gradient exceeds 1:10, suitable transition zones should be incorporated. The gradient for the proposed ramp is 1:8.9, decreasing to 1:20 near the top of the ramp. This is considered acceptable.

6.4.9. The width of the access ramp at 4.50m is insufficient for two-way vehicle movements given the bend. Access into/from the basement car park will therefore need to be controlled in some way, with the details of a signalling/control system to be secured by condition.

6.4.10. Having regard to the above, it is considered that the development makes acceptable provision for parking and servicing and is unlikely to lead to conditions prejudicial to the free flow of traffic or highway safety, having regard to Policy 6.13 of the London Plan and DMD Policies 28 and 45 of the Development Management Document.

#### 6.5. Housing Need

6.5.1. Section 6 of the NPPF (Delivering a wide choice of high quality homes) provides guidance on housing delivery and the quality and location of new houses. Paragraph 47 of the NPPF aims to “boost significantly the supply of housing” through the use of an evidence base and an annually updated supply of specific deliverable sites with a 5% buffer. Paragraph 48 confirms that local planning authorities should make allowance for windfall sites in the five-year supply if there is compelling evidence that such sites have consistently become available, although it is advised that this should not include residential gardens. Housing applications are to be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites (para.49). Paragraph 53 advises that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

- 6.5.2. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure that with regard to market housing, 45% are 3+bedroom houses and 20% is 4+bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.5.3. The findings of Ecotec's research, Enfield Strategic Housing Market Assessment (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with 3+bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner-occupied market housing sector is for family sized housing.
- 6.5.4. The earlier findings of Fordham's Research, Enfield Council Housing Study (September 2005) corroborate Ecotec's findings. The research showed there was an absolute shortage of four bedroom properties in the owner-occupied sector, which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation. This is confirmed with data in the Monitoring Report and Housing Trajectory 2015 ("Monitoring Report") which was reported to the Local Plan Cabinet Sub-Committee on 3 March 2016.
- 6.5.5. In relation to housing supply, the London Plan 2011 housing target was originally planned to cover a 10 year period from 2011/12 to 2020/21 and required Enfield to provide 5,600 additional dwellings, some 560 per year (the previous target from 2006/07 to 2016/17 was 3,950 additional dwellings). The most recent housing trajectory report, confirms that since 2012, there has been a cumulative shortfall in housing delivery versus the annual target of 560, with the cumulative shortfall for the year 2015/16 being 164 dwellings. The borough must identify a supply over the next five years (2016/17 to 2020/21) of 4,190 (798 per annum plus the 5% buffer).
- 6.5.6. Having regard to the above, whilst sufficient land has been identified to meet with the Council's housing targets, the policy requirement is not to just meet with the target but to exceed it (policy 3.3, London Plan). In this regard, whilst not providing a 3-bed as in the previous scheme, the development is providing five more units than previously approved.

## 6.6. Sustainable Design and Construction

### *Biodiversity / Ecology*

- 6.6.1. Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.6.2. The proposal involves the demolition of an existing dwelling house and there are mature trees within the site which could offer opportunities for bat roosts. A survey has been conducted whereby it has been concluded that the existing dwelling has a low potential for bats and that no further surveys are required. Moreover, the detached brick shed (with cement tiles) and trees were all considered as having low potential for roosts.

- 6.6.3. Consideration has also been given to the potential for the site to host other protected species. There are no water bodies in the vicinity, no evidence of badger activity and no suitable habitat for GCNs, stag beetles, dormice and hedgehogs.
- 6.6.4. Most the site is amenity lawn with trees at the rear having some amenity and biodiversity value, although overall it is concluded that the site has low value for biodiversity. While the submitted Ecology Survey concludes that the development offers minimal ecological enhancement, it does recommend the addition of bird and bat boxes in the existing mature trees at the rear of the site. This should be augmented with provision on the building itself, which can be secured by condition.
- 6.6.5. Having regard to the above, the proposed development will not detrimentally impact upon the existing ecological value of the site but through measures proposed and to be secured by condition, will serve to enhance the value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

#### *Trees*

- 6.6.6. The front of the site is devoid of any vegetation and the majority of the trees to be retained are at the bottom of the garden, at some distance from the proposed building. As no tree will be affected, it is therefore not necessary in this instance to impose any condition in relation to protection or methodology. It is noted that current stark appearance of the front of the property will be improved by way of some soft landscaping, which will be secured by condition.

#### *Energy*

- 6.6.7. An *Energy Statement* has not been submitted with the application because it was considered that this could be a matter dealt with by condition should planning permission be granted (an Article 12 Notice of the DMPO was submitted). An Energy Statement will be secured by condition to ensure that adopted targets are met.

#### *Drainage*

- 6.6.8. London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties. DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 6.6.9. The drainage strategy is not clear therefore a condition is proposed to secure these details.

#### *Water Efficiency*

- 6.6.10. Policy DMD58 requires all major residential developments to achieve as a minimum, water use of no more than 80 litres per person per day. A condition will be imposed to secure this.

### *Site Waste Management*

- 6.6.11. Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020.
- 6.6.12. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 6.6.13. Details of a construction waste management plan can be secured through an appropriately worded condition

### 6.7. Viability

- 6.7.1. Members should note the extant permission on the site. With that scheme, the developer had initially proposed a contribution which was not considered acceptable, however in order to realise any greater value and to enable the local authority to claw back some money on any surplus achieved above what had been stated, it was agreed that the local authority would be entitled to 50% of the excess of the final gross development threshold without any cap on that payment. Whilst overage clauses are a standard provision in S106 Agreements, the approach taken with the extant scheme differed in that the Agreement was 100% overage, that is, no upfront payments would be secured and the Council would only have received money once the scheme started to exceed the gross development value. This approach was adopted solely because the scheme had stalled for a considerable length of time over the issue of contributions. There was a possibility that once development costs and sales had been taken into account, the Council may not have received any payment.

### *Affordable Housing*

- 6.7.2. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to "decent and appropriate housing in their borough" (para.5.17 Core Strategy). The development results in the net increase of 13 residential units and a total GIA of 2191sqm, with a net increase of 1610sqm. The development is therefore required to make contributions in accordance with adopted policies, subject to viability.
- 6.7.3. Following a viability review and extensive negotiations, it has been concluded that the scheme is able to make an off-site contribution of £400,428.58. This will need to be secured via a S106 Agreement.

### *Education / Childcare*

- 6.7.4. Core Policy 8 sets out the education infrastructure requirements of the borough, with the Monitoring Report confirming the increase in the number of primary (930 additional places in 2012/13, 2315 additional places in 2013/14) and secondary school places (1006 additional places 2014/15). Core Policy 46 confirms that infrastructure contributions for learning and skills facilities is one of the priorities while the supporting text at para.7.3.1 of the S106 SPD also confirms that contributions will be sought on all residential developments.

- 6.7.5. The scheme will be liable for an education contribution for the net increase of 13 residential units in accordance with section 9 of the S106 SPD. This confirms a flat rate of £2,535 per dwelling. This equates to a contribution of £32,955.

#### Community Infrastructure Levy (CIL)

##### *Mayoral CIL*

- 6.7.6. 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 an Outer London weighting (£20) and a monthly indexation figure (283 for August 2017). The development is CIL liable for the construction of 1610sqm of new residential floor space, which equates to £40,863.68.

##### *LBE CIL*

- 6.7.7. The Council introduced its own CIL on 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. Enfield has identified three residential charging zones and the site falls within the highest charging rate zone (£120/sqm). The LBE CIL applicable is £199,545.99

#### 6.8. Section 106 / Legal Agreement

- 6.8.1. Having regard to the content above, it is recommended that should planning permission be granted, the following obligations / contributions, as discussed above, should be secured through a legal agreement:
- An off-site affordable housing contribution
  - Education contribution
  - 5% management fee for the financial contributions

### **7. Conclusion**

- 7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Policies 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  2. The proposed development due to its design, size, scale and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
  3. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect, complies with Policy 7.6 of the London Plan, Core

Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect, complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59, 61 & 69 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

## **8. Recommendation**

- 8.1. That subject to the securing of a Legal Agreement to secure the obligations as set out above, planning permission be GRANTED subject to conditions.

1. Time Limited Permission

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: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Plans – Revised

Unless required by any other condition attached to this Decision, the development hereby permitted shall be carried out in accordance with the following approved plans and documents:

PA001 THE LOCATION PLAN  
PA003 TOPO SURVEY PLAN  
PA004 TOPO SURVEY PLAN WHOLE SITE  
PA008 MASSING COMPARISON  
PA009A Proposed Wide Context Plan  
PA010A Proposed Ground Floor  
PA011A Proposed Lower Ground & Ground Floor  
PA019A Proposed 1st & 2nd Floor  
PA020A Proposed Front Elevation  
PA021A Proposed Front Elevation / Section Through Parking  
PA022A Proposed Rear & Side (South) Elevation  
PA023A Proposed Side (North) Elevation and Section A-A  
PA025A Materials and Precedent

Design & Access Statement  
Ecology Assessment  
Demolition Statement  
Glazed and Stock Mixture

Reason: In the interest of proper planning and for the avoidance of doubt.

3. Mix / Size of Units

The development hereby approved shall only be laid out as 14 flats as shown on Drawing Nos.PA011a and PA012a. There shall be no deviation from the number, size or mix of units from that approved unless written permission is otherwise granted by the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s), in accordance with adopted Policy.

4. Details of Materials

5. Details of External Lighting

Details of any external lighting to be provided including the design, height and siting shall be submitted to the Local Planning Authority prior to installation. In addition, details regarding how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the wooded boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be provided prior to the occupation of the first residential unit and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

6. Details of Hard Surfacing

7. Parking Management Plan

A Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority before any above ground works is commenced on site. The Plan should include:

- a. A scaled car parking plan with clearly marked out bays (inclusive of all disabled bays);
- b. Allocated and unallocated surface/basement spaces;
- c. Management of visitor parking;
- d. Provision for unobstructed access to the basement cycle store; and
- e. Details of a signal system to control traffic on the ramp.

The development shall only be carried out in accordance with the approved Car Parking Management Plan. The parking shall be provided solely for the benefit of the occupants of the development and their visitors and for no other purpose.

Reason: In the interests of highway safety.

8. Electric Vehicle Charging Points

Prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting and design of plugs, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be provided to the Local Planning Authority for approval in writing.

All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently maintained and retained.



Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

9. Details of Access and Junction

No above ground works shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development, inclusive of the reinstatement of redundant footway crossings, 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 the development is occupied.

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

10. Gates

Any vehicular entrance gates erected shall be automatic to prevent stopping vehicles obstructing the footway, they shall be hung to not open outwards, and shall be set back a minimum distance of 5m from the carriageway edge. Pedestrian gates shall be hung to open inwards.

Reason: To avoid the unnecessary obstruction of the public highway in the interests of highway safety.

11. Construction Methodology

Development shall not commence until a Construction Methodology has been submitted to the Local Planning Authority for approval in writing. The detail shall include:

- a. a photographic condition survey of the roads, footways and verges leading to the site;
- b. wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c. the estimated number and type of vehicles per day/week;
- d. details of any vehicle holding area;
- e. details of the vehicle call up procedure;
- f. arrangements for the parking of contractors' vehicles;
- g. hours of work;
- h. Coordination with other development projects in the vicinity;
- i. 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 detail.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and 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.

12. Cycle Storage

Prior to above ground works commencing, details of the above ground and basement bicycle parking spaces as indicated on Drawing Nos.PA/009a and PA/011a, shall be submitted to the Local Planning Authority for approval in writing. The cycle storage shall be provided in accordance with the approved

detail prior to first occupation and shall thereafter be permanently maintained, kept free from obstruction and available for the parking of bicycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel and in accordance with adopted policy.

13. Details of Refuse Storage & Recycling Facilities

Prior to above ground works commencing, details (inclusive of elevational treatment) of the refuse storage / recycling facilities shall be submitted to the Local Planning Authority for approval in writing.

The facilities shall be constructed in accordance with the approved detail prior to first occupation.

Reason: In the interest of visual amenity.

14. Energy Strategy

No superstructure works shall commence until an Energy Strategy has been submitted to the Local Planning Authority for approval in writing. The Energy Strategy shall include the following detail:

- a. How the chosen strategy complies with the energy hierarchy of the London Plan;
- b. how the development will provide for no less than a 35% improvement in the total CO<sub>2</sub> emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline measure;
- c. the renewable energy technologies considered and discounted / adopted; and
- d. details of chosen renewable energy technology including design, size, siting, technical specification, and management plan

The development shall only be undertaken in accordance with the approved Energy Strategy.

Reason: To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

15. SuDS 1

The development shall not commence until a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal 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 DMD Policy SuDS Requirements. The Drainage Strategy shall include the following details:

- a. Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change
- b. Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential
- c. Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- d. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact

- e. Clear ownership, management and maintenance arrangements must be established
- f. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features
- g. How the chosen strategy conforms to the Landscape Strategy

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF.

#### 16. SUDS 2

Prior to first occupation, 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. This report must include:

- a. As built drawings of the sustainable drainage systems including level information (if appropriate)
- b. Photographs of the completed sustainable drainage systems
- c. Any relevant certificates from manufacturers/ suppliers of any drainage features
- d. A confirmation statement of the above signed by a chartered engineer

Reason: To ensure that the drainage strategy has been fully implemented in the interest of managing surface water as near to the source as possible.

#### 17. Water Efficiency

No above ground works shall commence until details of the internal consumption of potable water have been 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 80 litres per person per day, unless otherwise approved in writing.

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 in accordance with policy 5.15 of the London Plan, CP21 of the Core Strategy and DMD58 of the Development Management Document.

#### 18. Ecological Enhancements

Prior to commencement of above ground works, details of the siting and number of bat bricks/tiles and bird bricks/tubes/boxes designed into and around the new buildings and trees under the supervision of a suitably qualified ecologist shall be submitted to the Local Planning Authority for approval in writing. Confirmation of installation, prior to first occupation, together with accompanying photographic evidence shall be submitted to the Local Planning Authority.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

#### 19. Landscaping

No works or development shall take place until full details of the landscape proposals have been submitted to and approved by the Local Planning Authority. Details shall include:

- a. Planting plans;
- b. Written specifications (including cultivation and other operations associated with plant and grass establishment);
- c. Schedules of plants and trees, to include native, wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities);
- d. Implementation timetables;
- e. Wildlife friendly plants and trees of local or national provenance; and
- f. How the Landscaping conforms with the Drainage Strategy.

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 detail 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 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. 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 adopted Policy.

## 20. Construction Site Waste Management Plan

Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Site Waste Management Plan shall include as a minimum:

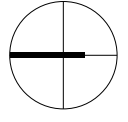
- a. Target benchmarks for resource efficiency set in accordance with best practice;
- b. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
- c. Procedures for minimising hazardous waste;
- d. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
- e. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
- f. No less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19 of the London Plan.

21. Satellite dish / TV Antenna

No superstructure works shall commence until details for the provision of a communal television system/satellite dish have been submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved detail.

Reason: To mitigate the possibility of numerous satellite dishes being installed on the building hereby approved, in the interests of the visual appearance of the development, in particular, and the locality in general.



REVISION:

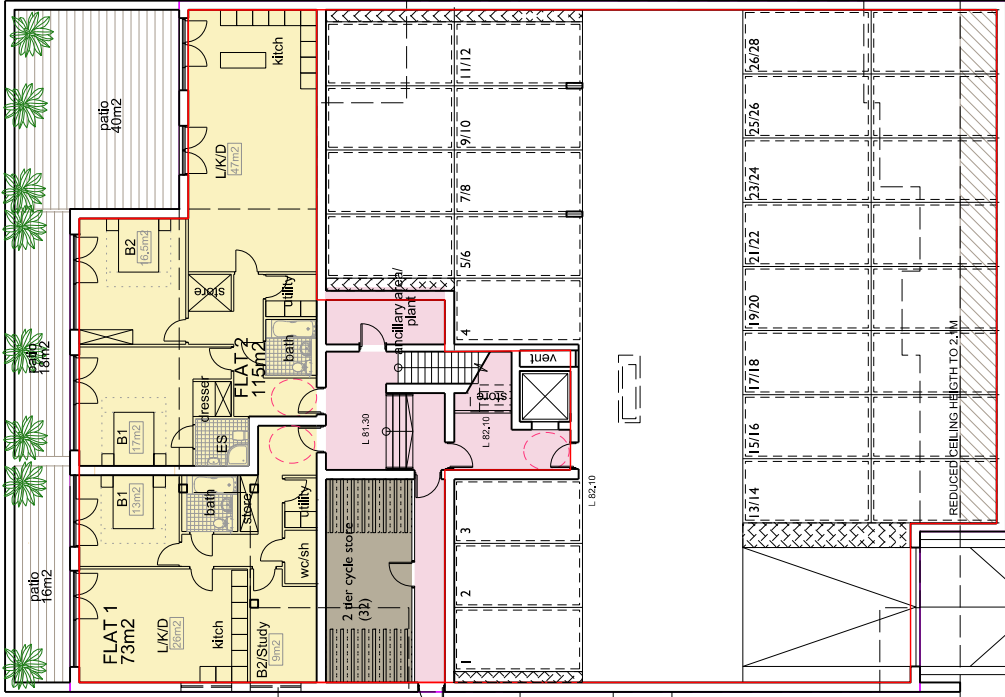
A 29.03.17 REVISED TO COMMENTS

Unit 3, 1-3 Christina Street, London EC2A 4PA

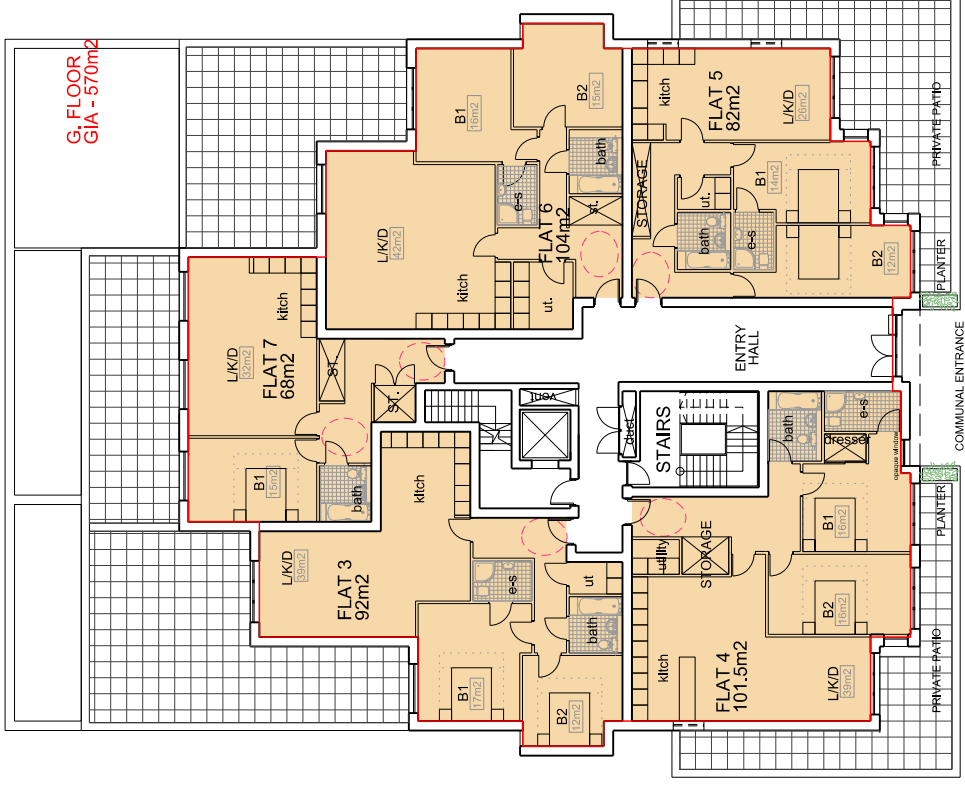
PROPOSED WIDE CONTEXT PLAN



**BASEMENT**  
GIA - 813m<sup>2</sup>



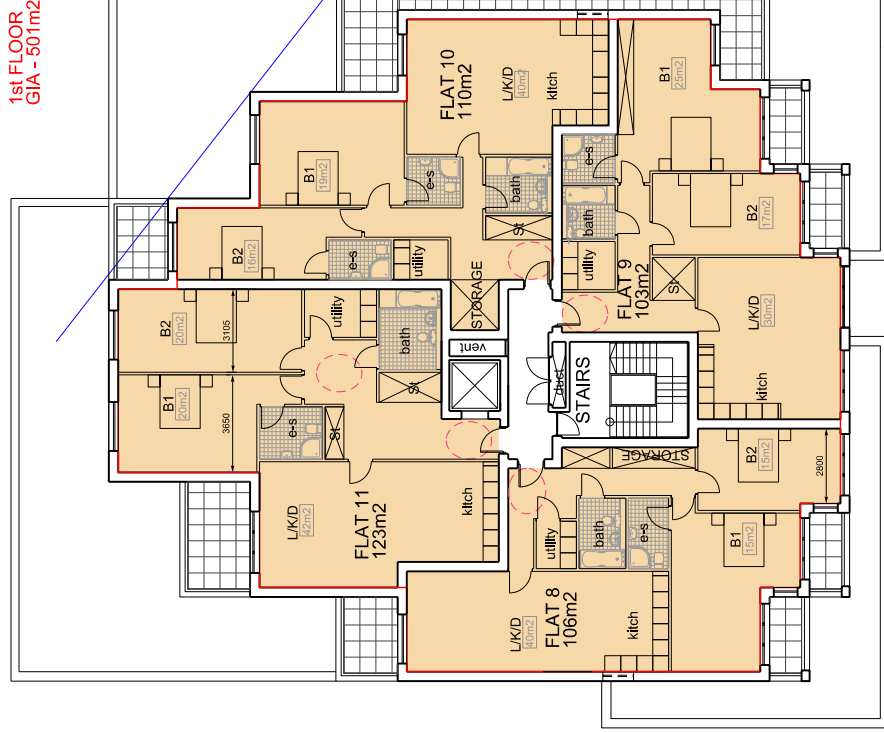
PROPOSED BASEMENT PLAN



PROPOSED GROUND FLOOR PLAN

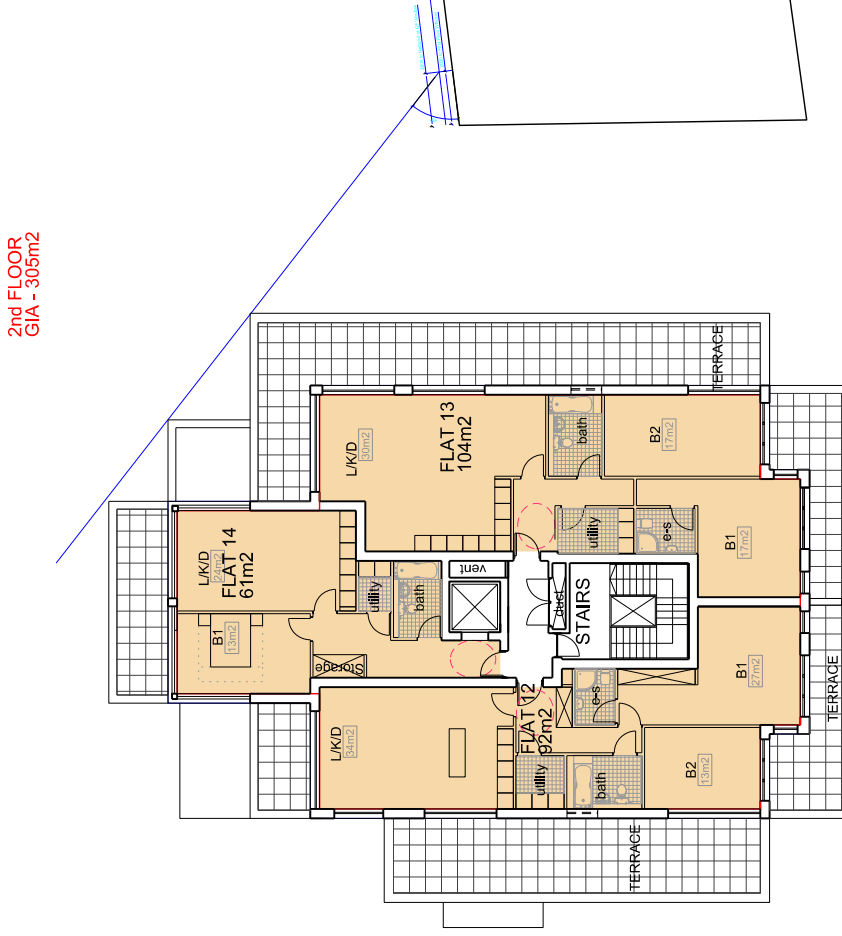


A 29.03.17 REVISED TO COMMENTS



1st FLOOR  
GIA - 501m<sup>2</sup>

PROPOSED 1ST FLOOR PLAN



2nd FLOOR  
GIA - 305m<sup>2</sup>

PROPOSED 2ND FLOOR PLAN

REVISION:

A 29.03.17 REVISED TO COMMENTS

G M L Architects

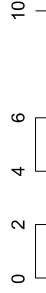
Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlarchitects.co.uk

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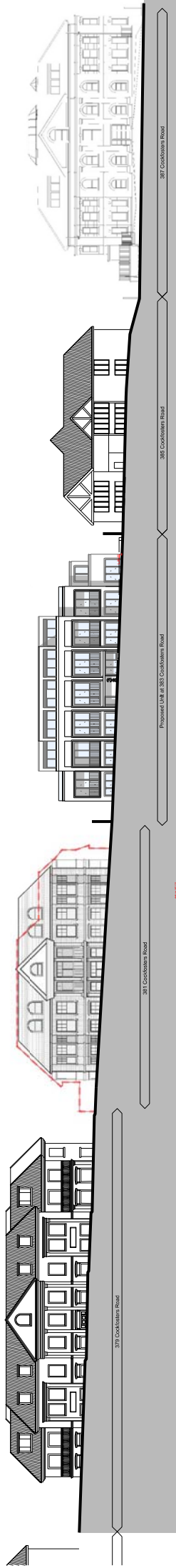
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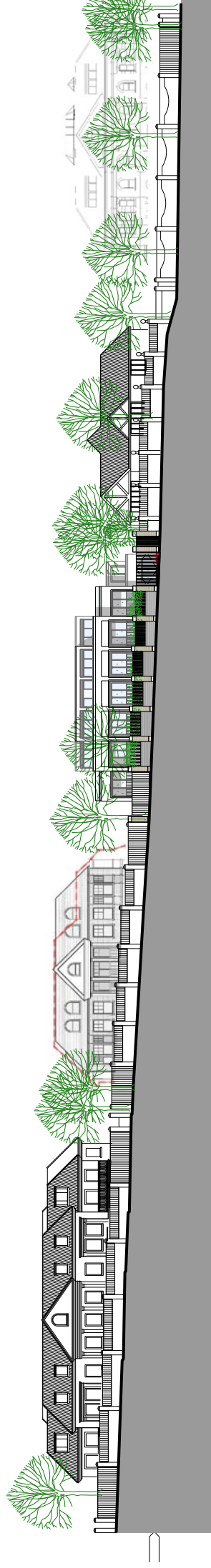
FEASIBILITY PLAN  
1ST & 2ND FLOOR PLAN







PROPOSED FRONT ELEVATION WITH CONTEXT



PROPOSED FRONT ELEVATION WITH BOUNDARY FENCE

REVISION:

A 29.03.17 REVISED TO COMMENTS

**G M L Architects**

Tel: 020 7729 9595 Fax: 020 7729 1801 info@gmlearchitects.co.uk  
1400 @A3 4523/PA019A

Unit 3, 1-3 Christina Street, London EC2A 4PA

PROPOSED FRONT ELEVATION  
CONTEXT-COCKFOSTERS ROAD

