

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 10 April 2018

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
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Ward:
Bush Hill Park

Ref: 17/02566/FUL

Category: Full Application

LOCATION: 8 Oakwood Parade , Queen Annes Place, Enfield, EN1 2PX

PROPOSAL: Redevelopment of site and erection of a 3 storey block of 9 self-contained flats comprising (7x1 bed and 2x2 bed) involving rooms in roof, associated landscaping , amenity space and parking.

Applicant Name & Address:
Quanta Homes Ltd
c/o Agent

Agent Name & Address:
Mr Michael Calder
250 Avenue West
GREAT NOTLEY
CM77 7AA

RECOMMENDATION: That the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions and the signing of an appropriate s106 agreement.

1. Site and surroundings

- 1.1 The application site is addressed as 8 Oakwood Place on Queens Anne's Place Enfield, EN1 2PX. At present the site is occupied by the Bush Batteries services a small car mechanics type business that services vehicles and repairs cars and there also appears to be an element for the sales of car parts and car batteries etc. From examining the proposal on site it did appear that the business was closed up. The building is single storey with a shop frontage that faces onto Queens Anne's Place but also has a frontage to the side pedestrian access path. There is a vehicular access to the side of the premises to an undercroft garage structure and a rear car parking area. The site is relatively flat when viewed from Queen Annes Place and has a reasonably sized rear yard parking area although there is a significant difference in apparent levels of the site when viewed from First Avenue with the obvious rise in the street level on First Avenue with the bridge over the railway lines.
- 1.2 The surrounding area is located in the Bush Hill Park Conservation Area and the site is situated immediately north of the rail line and Bush Hill Park Station to the south. The area is generally mixed in character and appearance. Adjacent the site is an attractive 2 storey building with a flat roof that accommodates a D2 dance studio and residential accommodation overhead. To the immediate north a parade of single storey units starting with the Fitness Station building starts and carries around the bend on Queens Anne's Place where it then links into a 3 storey commercial parade with commercial units on the ground floor and either offices or residential accommodation over the upper floors. To the west on the opposite side of Queens Anne's Place the parade again continues and Dryden Road is then accessed off Queens Anne's Place which is predominantly categorised by attractive 2 storey houses. As stated earlier to the immediate east bounding the site are the railway lines and Bush Hill Park station with the Bush Hill Park Hotel and St Mark Parade immediately adjacent to the station.
- 1.3 The site has a PTAL rating of 3, and has an area of approximately 475sqm of 0.0475 ha.
- 1.4 Along with being located in the Bush Hill Park Conservation Area is the site also on a stretch of the street regarded as a local parade.

2. Proposal

- 2.1 A number of amendments have been made to the application and the applicant now seeks planning permission for redevelopment of site and erection of a 3 storey block of 9 self-contained flats comprising (7x1 bed

- and 2x2 bed) involving rooms in roof, associated landscaping, amenity space and parking.
- 2.2 In physical terms a 3 storey building is proposed with a part gable end and part hipped roofs with the 2nd floor (3rd storey accommodation) located within part of the roof space. Due to the difference in land levels the building would appear as 3 storeys from Queens Anne's Place but then two storeys when viewed from the south on First Avenue.
 - 2.3 The building would also encompass the majority of the site fronting almost directly onto the Queens Anne's Place frontage and also out onto the adjacent pedestrian pathway and stairwell leading from First Avenue and it would be set back from the southern boundary line with First Avenue and the eastern boundary with the rail-line to the immediate east.
 - 2.4 7x1 beds and 2x2 beds flats are now proposed with their own self-contained balconies and terraces as amenity space. 6 car parking spaces would be accommodated for on site for the 9 flats which would be accessed through an undercroft secured by a cast iron double gate off Queen Anne's Place. The vehicles would be parked beneath the main part of the building and cycle parking would also be accommodated for within this main undercroft part of the building.
 - 2.5 Pedestrian access to the residential flats would be direct from the street to the ground floor flat and then to the side via the communal entrance to the upper floors via a communal lobby, stairwell and lift. There is a communal refuse storage area for 15x 1100L bins on the Claremont Street frontage accessed directly from Claremont Street.

3. Relevant planning history

- 3.1 AD/95/0064: Installation of 2 non-illuminated post mounted company signs. (Retrospective). Granted with Conditions.
- 3.2 CAC/03/0013: Demolition of existing buildings and redevelopment of site by the erection of a 2-storey building to provide a ground floor retail unit and 4 x 1-bed flats with associated car parking at rear. (Revised scheme) Granted with Consent.
- 3.3 CAC/03/0006: Demolition of existing buildings, erection of two storey building comprising of retail unit, 1 x one bed flat on ground floor and 3 x one bed flats at first floor level. Withdrawn
- 3.4 16/03689/PREAPP: Proposed 3-storey block of 8 residential units with private amenity space.

Pre-Application advice given and the issues identified were:

- Little information with regards elevation given and scale of building appear too much on the plot;
- Not enough amenity space for each individual unit;
- No car parking proposed for the site would not be acceptable;
- A number of issues raised with regards to the standard of accommodation particularly with the ground floor units and the lack of privacy; and
- Any future application would need to pay attention to the character and appearance of the area with regards, scale, character and physical appearance of the building.

4. Consultation

There were two public consultations carried out on this application, the first on the 5th of July which expired on the 26th of July. In the period since the applicant had agreed to an Extension of time on the application to resolve a number of issues that officers raised. Following this period of negotiation and amended plans been received a second public consultation was carried out on the amended scheme between 18th of January and the 1st of February. The response's to both of these public consultations from internal and external parties are outlined and summarised as below:

4.1 1st Consultation - 5th July to 26th of July 2017.

Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 Traffic and Transportation raise no objections to the application on grounds of car parking and general traffic generation. The site is located in a CPZ therefore transport officers have advised that the application should be subject to a S106 Permit Free arrangement restricting future occupiers gaining parking permits. The details submitted in relation to cycle parking are currently considered insufficient and in addition further details would be required to the in relation to the proposed access and the operation of the gates. It is however considered this could be secured via a planning condition.

Environmental Health

- 4.1.2 No objections subject to conditions in relation to sound insulation, contamination and the proposed flue.

Tree Officer

4.1.3 No objections subject to a condition making sure the applicants adheres to the advice in the submitted tree report.

4.2 Public Consultations

4.2.1 44 neighbouring properties were consulted. 2 Site notices were posted close to the site. The application was also advertised in the local paper.

4.2.2 1 Objections have been received from local resident in the area summarised as follows as below:

- Concerns about overlooking, loss of light raised from the neighbouring occupier of the Fitness Station; and
- Not enough information given on the plans.

4.2.3 Bush Hill Park Conservation Group: Objection summarised as follows:

- Overdevelopment of the site. Applicant has taken design reference from parade 90 metres away out of context with immediate single storey parade;
- Not demonstrated heights in relation to the surroundings correctly;
- The parade is rich in detail. Deep bracketed eaves, corbelled brickwork, bay windows, chimneys, shop fronts and the like. The proposal is a weak pastiche.
- The Group is particularly unhappy with the gaping entrance to the car park; it is ugly;
- The Group consider the proposed building will be out of keeping and appear as an isolated book end. Studying the attached photographs, you can see how far away the site is from the parade. The seven businesses plus station etc will appear squeezed between two dominant properties;
- The Group regards the proposal as overdevelopment. Nine small flats crammed into an awkwardly shaped site does not improve nor enhance the conservation area. Looking at the individual floor plans the sheer density and awkwardness of the layout is readily apparent;
- There is no amenity space whatsoever if one discounts the miniscule balconies and the two tiny communal terraces. That alone must fail planning criteria;
- In the absence of scale and dimensions it is not possible to judge whether domestic rubbish containment and its removal is adequately provisioned. There appears to be an awkward looking bin store to the left of the entrance way. On such small-scale

drawings rainwater goods, meter housings, satellite provision and the like has not been shown; and

- Regarding the proposed loss of the building can the Group direct you to the appeal decision regarding 7 Queen Annes Place (15/05785/FUL). Here, regarding this single storey property (one of the seven mentioned above) the inspector refused the appeal on the grounds it would entail the loss of the original shopfront. The Group believes there is a direct correlation with this application.

4.3 2nd Consultation - 18th January to 1st February.

Statutory and non-statutory consultees

Traffic and Transportation

4.3.1 No further comments provided.

Environmental Health

4.3.2 No further comments provided.

4.4 Public Comments

4.4.1 44 neighbouring properties were consulted. 2 Site notices were posted close to the site. The application was also re-advertised in the local paper.

4.4.2 Bush Hill Park Conservation Group

- The Group still maintained the application was an overdevelopment of the site out of character with the immediate surroundings;
- The Group continues to see the proposed building as an isolated bookend, separated by seven low profile business premises and station, from the shopping parade it is holding up as a comparator. The overall architectural grain of the area is quite different from that proposed;
- The Group has notes that the main entrance for all the flats is off the passage way leading to the public staircase. You will observe that entrance to the upper flats require one to transverse the parking access zone before reaching the staircase;
- The amenity space is again miniscule and fragmented supplemented by scattered balconies. This is further evidence of too much development on too small a site;
- The current design has improved from the twin gabled frontage previously proposed although the group still objects on design grounds;
- Architectural license seems to have been taken regarding the garage entrance. The street elevation appears to show five bi-folding doors

covering what was a gaping opening (in the previous application). This looks impractical and unworkable and hides what is a serious issue. It underscores how cramped the site is such that the car park has to be accessed through a huge opening in the key façade thus reducing the domestic ground floor footprint by half; and

- The drawings are not a factual representation of what will be seen from Oakwood Parade. Setting aside the tree, neatly positioned to obscure the nearly right-angled turn to the passage, the building's width will end at the right hand side of the garage entrance. The true width, as seen from the street, will be much less. This will highlight the out of scale relationship of height to width.

4.4.3 Bush Hill Park Residents Association

- Our view was that the application was unacceptable primarily because of the massing of the development. The revised plans do not change our opinion;
- We note that the amended design has changed the street scene; particularly when looking from Oakwood Parade. What has not changed is the size of the proposal;
- The building simply does not fit in with the scale of the properties that are its neighbours. The proposed building will tower over the largely single storey buildings on that side of the road. It is wrong to draw from distant buildings as a reason to justify the proposed scale;
- The proposal is overdevelopment. It is still nine tiny flats squeezed into the site. There is no real amenity space save for a ribbon of lawn. The garage entrance, accessed from Oakwood Place, is misleading. As shown it looks like five bi-folding door; that is not practical;
- The Group understands that the NPPF requires development to respect the immediate locality. Clearly, this proposal does not; and
- In summary the amended design is still unacceptable because of the development of this size on such a small site; a veritable quart into a pint pot.

5. **Relevant Policy**

5.1 London Plan

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing development
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing

- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on schemes
- 3.13 Affordable housing thresholds
- 4.1 Developing London's economy
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's neighbours and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage Assets and archaeology
- 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
- CP6 Meeting particular housing needs
- CP8 Education
- CP9 Supporting community cohesion
- CP16 Taking part in economic success and improving skills
- 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
- 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 Contribution

5.3 Development Management Document

DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD17	Protection of community facilities
DMD37	Achieving High Quality and Design-Led Development
DMD44	Conserving and enhancing heritage assets
DMD47	New Roads, Access and Servicing
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD78	Nature Conservation

5.4 Other Relevant Policy

- National Planning Policy Framework

5.5 Other Material Considerations

- The Mayors Housing SPG (2012)
- Section 106 Supplementary Planning Document (Nov.2015)
- Enfield Strategic Housing Market Assessment (2010)

6. **Analysis**

6.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development
- Scale and Density
- Design and Impact on the Character of the Surrounding Area
- Impact on the setting of the heritage assets
- Neighbouring Amenity

- Standard of Accommodation and Proposed Mix of Units
- Private Amenity provisions
- Traffic, Parking and Servicing Issues
- Affordable Housing and other S106 Contributions
- Sustainability
- Tree Issues

6.2 Principle of the Development

6.2.1 The proposal would be compatible with Policies 3.3 and 3.4 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets.

6.2.2 There is a significant need for additional housing in the borough and in this case this application is considered to be an efficient use of the site, proposing a mix of smaller size 1 and 2 bed units on a relatively constrained site but also within what must be regarded as a relatively sustainable location directly opposite Bush Hill Park station along with being adjacent to a number of bus routes. From a broader planning perspective, it is considered that these are the types of principal locations where such residential developments should be encouraged.

Loss of the Commercial Use on the site

6.2.3 Throughout the process of the application and through discussion with the applicant, officers have requested that there should be retention of a commercial style unit on the ground floor. With regards to this Local parade policy DMD28 is the most relevant where it encourages the retention of specifically A1 uses and their associated commercial frontages. The applicant has submitted evidence to corroborate that the current business on the site has been closed and has been struggling financially. In addition to this it has been made clear to officers that the use on the site is not actually A1, it is a sui generis garage use therefore the specific wording of policy DMD28 would not be relevant. The applicant has also submitted a supporting letter from a commercial agent in the area that states the potential for alternative uses of the site the condition of buildings, the limitation of the site servicing areas, limitations of onsite parking and the size of the site would render the buildings/site unattractive to other commercial users, retail operators or any vehicle based uses. The letter confirms the abundance of other available commercial buildings and sites locally, which would be more costs effective and attractive to commercial operators seeking space within the Borough.

- 6.2.4 All of this information has been taken into consideration and on balance officers do not consider that there would be strong enough grounds to refuse the application on grounds of the loss of the current commercial use on the site taking into account the benefits proposed of the scheme for the net gain in housing on a sustainably located site next to the train station.
- 6.2.5 From a conservation perspective, earlier iterations have been submitted showing a commercial frontage for the ground floor flat to try to match in with the parade but with the ground floor use being a residential flat. Officers have assessed this and on balance and have advised that if the scheme is to be supported as solely residential then visually it should appear as so. Officers have advised the applicant to take reference to the most attractive buildings in the parade and in this case specifically the red brick building next door. Overall it was considered that a commercial frontage would appear forced and pastiche within a solely residential scheme. In addition, officers have assessed the proposal on site and ultimately do not consider that the appearance of the current frontage and that of the immediate neighbouring differentiating frontages area of a sufficient design appearance worth replicating.
- 6.2.6 These design issues will be referred to later in the report, but from the perspective of the principle of the development the proposal should be supported.

6.3 Density

- 6.3.1 Density assessments must acknowledge 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.
- 6.3.2 Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. The site has a site specific PTAL rating of 3 and is located in what could be regarded as a mixed suburban to urban type location specifically with the existence of the train stations and the immediacy of the commercial parades in the area and the existence of 3 storey buildings in the immediate and outlying area. The guidance in (Table 3.2) of the London Plan would suggest a density of between 150 - 450 hr/ha may be acceptable. The amended scheme proposes 9 units (7x1 beds and 2x2 beds) and 20 habitable rooms which would give a density of approximately 434 hr/ha. This is within, albeit at the higher end of the recommended range of the urban threshold.

6.3.3 However, it should be noted that this method of calculating density is not the sole basis of any assessment to determine if the quantum of development is acceptable on the site. Consideration must also be given to the scale of building, its relationship with the neighbouring development and the pattern and scale of development in the local area, the standard and quality of accommodation proposed and the impact on neighbouring amenity. In this instance, consideration also needs to be given to the impact of the development on the setting of the Bush Hill Park Conservation Areas.

6.4 Scale, Design, and Potential Impact on the Surrounding Conservation Area

6.4.1 Good design is central to all objectives of the London Plan in particular policies 7.1 - 7.6. Policies CP4 (Housing Quality) and CP 30 Maintaining & Improving the Quality of the Built Environment are also relevant as well as Policy 37 of the Development Management Document. In addition, the National Planning Policy Framework (NPPF) paragraph 56 attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

6.4.2 DMD 44 states that applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will be refused. In addition, the design, materials and detailing of development affecting heritage assets or their setting should preserve the asset in a manner appropriate to its significance. The DMD carries on to state that development affecting listed and locally listed buildings and buildings identified as making a positive contribution to the character of the area, and buildings affecting their setting, should normally use appropriate traditional historic materials and detailing. Mass-produced modern materials, such as uPVC and concrete roof tiles, will not normally be appropriate within the Conservation Area.”

6.4.3 It should be noted that there has been significant discussion with officers with regards this development at both pre-application stages where a number of designs and options were referred to, which has now carried on and further evolved under this current live application. Due regards has been given to the fact of the objections that have been received from the local residents association and Bush Hill Conservation Group. However, on balance of all material considerations officers are now satisfied that a stage has been reached where the current scheme should be supported.

6.4.4 It is acknowledged that the site is within the Conservation Area and is also a relatively key and noticeable site both on the approach south on Queen Anne’s Place and also on the approach in either direction to and from the

bridge on First Avenue. Due regards has been given to the fact that the buildings immediately to the north from the Fitness station to the end of that adjoining section of the parade are only single storey in height. In addition due regard has been given to the immediate neighbouring 2 storey red brick building. Whilst this proposed building would be noticeably higher than both adjoining neighbours having assessed this proposal on site officers are satisfied that the proposal due to the significant arrangement of amendments and significant reduction in overall height no longer causes such harm to the Conservation Area to warrant refusal taking into account the benefits the scheme proposes and the net gain in housing.

6.4.5 Whilst it is acknowledged that there is only a single storey parade of units to the north, it is not considered that the proposed site needs to be restricted in scale by the fact this is in place. In many ways upon viewing this section of the parade, this area is largely underdeveloped in comparison to the stronger 3 storey frontages further north on the parade. It is considered that this proposal can act as a catalyst for development along this section of the parade where generally higher buildings of greater density could be accommodated for especially so close to the railway line. The applicant has paid reference to the architectural detailing of the neighbouring two storey building adjacent, however having viewed this building on site through the assessment of the application it actually appears bare and unfinished principally with the lack of a hipped roof in a similar manner to that proposed on this application and the general prevailing character of the area. Were an application to ever come forward to install a hipped roof on this building to match others in the area it would likely to be looked upon favourably by officers. In addition, whilst it is acknowledged that the single storey buildings to the north are in place, they are located on much thinner plots and are generally of varied appearance and architectural quality. Whilst the main 3 storey building on Queens Anne's Place are separated further north of the site, from the outset officers have advised the applicant to pay more reference to these buildings than those immediately adjacent especially the single storey commercial buildings. The applicant's scheme has referred to and used a varied mix of architectural elements on the neighbouring building principally the immediate two storey red brick building next door, the Listed Building on the corner of Dryden Road and the best elements from the 3 storey commercial parade to the north.

6.4.6 All of these elements referenced, have allowed the scheme to evolve and whilst due regard has been given to the fact that whilst it is immediately higher than the neighbouring buildings, officers are satisfied that from a design perspective and its architectural appearance that it is suitable on the site subject to further scrutiny of the materials and specific detailing by planning conditions. The overall design appearance of the building is

considered acceptable and it is considered that the use of differing materials to break up the elevations with red brick, hanging tiles, timber windows and the detailing around the windows along with slates on the roof will allow the scheme to sit acceptably within the context of the site and the conservation area as a whole.

6.4.7 In addition on the First Avenue streetscene, it is also considered that the scheme will bring more visual interest to this section of the street by developing a relatively dead frontage along with bringing an element of visual interest and natural visual progression and increase in building height especially on the approach to the railway bridge in a southerly direction on First Avenue.

6.4.8 In conclusion the design, scale, character and impact on the character of the conservation area associated with this proposed development is considered acceptable. It would integrate acceptably into both adjacent streetscenes and the surrounding area and provide for a viable development on the site creating a net gain in housing in a sustainable location. As such the proposal is considered to be acceptable having regard to policies DMD 6, 8, 37 and 44, CP30 and CP32 of the Core Strategy and London Plan policies 7.4, 7.6 and 7.8 of the London Plan.

6.5 Neighbouring Amenity

6.5.1 From the perspective of neighbouring amenity, it is considered the proposal is also acceptable. The immediate neighbouring buildings have blank flank walls with no windows in the side elevations that the proposed building development could impact upon. Whilst due regard has been given to the fact that concerns have been raised from the neighbouring occupier in the gym building adjacent there are no windows in the side elevation that could be affected. In addition to this the part of the scheme on that elevation proposes no windows directly facing the neighbouring parade, therefore future development on that site were it to come forward would not be impacted upon by the proposed scheme.

6.5.2 In conclusion all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to both immediate neighbouring properties and all other buildings are sufficiently separated from the site to not be affected.

6.6 Standard of Accommodation, Private Amenity and Unit Mix

Standard of Accommodation

6.6.1 The application proposes 7x1 bed, 2x2 bed 9 residential units in total.

- 6.6.2 Policy 3.5 of the London Plan specifies that 1 bed flats should have a minimum floor area of 50sqm, 2 bed flats should have a minimum internal floor area of 61 square metres, with 2 bed 4 persons at 70sqm.
- 6.6.3 All units have been measured and verified and are above the required London Plan standards for the respective units. From assessing the plans all units would have useable and accessible layouts and all room sizes are acceptable with specific regards to living/diners and single and double bedrooms. Amended plans have been submitted with the application and all units would be dual aspect as a result with no sole north facing flats. All flats would be readily accessible via the communal pedestrian entrance, stairwell and lift. Whilst the communal entrance would be accessible through the undercroft car park area which is not an ideal situation, Flat 1 has to be located on the opposite side of the building to ensure that there is an area of defensible space to the front of its windows and door for security reasons. While this is not ideal, due to the constraints of the site, this is considered to be acceptable subject to a condition requesting details of lighting to ensure that this area is adequately lit. All the flats and rooms proposed would generally have good forms of outlook from their respective rooms.
- 6.6.4 It is noted that there is no communal amenity space due to the overall plot coverage and the constraints of the site, however each of the flats is accommodated with its own self-contained balcony that would accommodate a usable level of amenity space for the each flat respectively. These balconies are in accordance with the minimum requirements for at least a 6m balcony or terrace space as outlined in the London Plan and also outlined with the council's own policy relevant policy DMD 9.

Housing Mix

- 6.6.5 DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough with family sized accommodation (3 bed or larger) is the greatest area of need.
- 6.6.6 It is acknowledged that the proposal is not fully compliant with this policy, however the scheme has evolved over a number of months to get to this stage. Originally much larger two bedrooms units and a Number of 3 bedroom units were proposed, however their scale and size simply made the building too large bulky and dominant on the site. In addition to this originally there were 3 flats proposed on the ground floor, however there was a requirement for car parking on the site and also a number of the flats originally proposed were directly up against the public highway frontage and had no form of defensible space. Along with the reduction of

the scale of the building officers did not consider that 3 bedroom flats over the upper floors with only small balcony spaces as amenity would provide for good standard of living accommodation for family units. As such whilst not specifically policy complaint officers have advised taking into account the constraints of the site, but also its location near the rail line and the access to public transport and principally the Bush Hill Park station that smaller units in this instance would be more suitable opposed to family units.

6.6.7 Taking all of this into account it is considered there are mitigating circumstances in this instance to overcome this policy requirement for a higher proportion of family units.

6.6.8 In conclusion, the proposed mix of units and overall standard of accommodation is considered acceptable.

6.7 Traffic and Transportation

6.7.1 With regards to the highways issues in relation to the application the councils Traffic and Transportation department have commented on the application. In general, there have been no objections raised in relation to the application.

6.7.2 Pedestrian access between the main entrance to the flats, the street, cycle parking and bin stores should be clarified as it appears to be shared with vehicles. With the scale of the proposals a separate and lit pedestrian footpath/route, measuring between 1.2-1.5m in width, should be provided to meet the requirements of the London Plan Policy 6.10 Walking and Enfield DMD 47 which states that: "All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities." It is considered the finalised details of this pedestrian entrance the details of lighting should be secured by a planning condition.

6.7.3 There have been no objections raised to the application on grounds of traffic generation or parking. It is not considered that the scale of the scheme and the sites good accessibility would create a level of traffic activity that would warrant refusal. In addition, transport officers have advised that the 6 parking spaces proposed for the 9 flats along with the results of the applicants parking surveys shows that there is overspill parking availability in area. Whilst the CPZ is only for one hour per day Traffic and Transport Officers have requested that the development should it be approved should be subject to a S106 Permit Free Arrangement. Traffic and Transportation Officers have also requested that a sustainable transport contribution, however tariff style contributions are no longer permitted by government policy legislation for minor schemes of this scale.

6.7.4 At this stage there are insufficient details with regards to cycle parking, however there is space in the undercroft area for further cycle parking and this can be secured by a planning condition.

6.7.5 There have been no comments provided on the amended access point to the site for vehicles via the proposed undercroft and new vehicular access to the site. This would be located on the corner of the site, however from viewing it on site, it appears this would be located at a safe point where there would be good pedestrian visibility of passing pedestrians on street. The access is proposed to be secured with a new double height metal railing gate. Details of this will be secured via condition but the applicant has suggested that this gate would be remotely controlled by resident's key fobs with the gate opening internally. This is a reasonably quiet section of the street from the perspective of traffic and this arrangement is considered acceptable subject to conditions and details of the proposed gate. A new crossover would need to be created along with the need to move the current streetlight and the stopping up of the existing crossover. These items are all considered acceptable and there is also the potential to create a further 2 parking bays on street running perpendicular to the footpath as a result of closing up the existing crossover. The principle of all these highways amendments are considered acceptable and will be addressed via one highways related access condition.

6.7.6 Subject to all the conditions outlined in this report it is considered that the application is acceptable from a highways perspective.

6.8 S106 Contributions

Affordable Housing

6.8.1 The development proposed comprises 9 units with a floor area of 655 sq m and therefore no contribution is sought.

Other S106 Contributions/ Head of Terms

6.8.7 The following transport contributions will be required as part of the development:

- Restriction from occupiers of the development obtaining car parking permits in the surrounding CPZ.

6.9 Sustainable Design and Construction

Lifetime Homes

- 6.9.1 The London Plan and Core Strategy confirm 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.
- 6.9.2 The scheme appears to meet as much as possible the 16 criteria for Lifetime Homes. However, confirmation of this should be secured by condition.

Energy / Energy efficiency

- 6.9.4 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2010-2013 to be a 25% improvement over Part L of current Building Regulations. 'Zero carbon' homes are homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on-site (in line with policy 5.2B). The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere (in line with policy 5.2 E).
- 6.9.5 In line with the implementation date for previous increases in the London Plan carbon dioxide targets and improvements to Part L of the Building Regulations, 'zero carbon' housing was implemented from 1st October 2016. The subject scheme was submitted after this deadline and hence is subject to the provisions of this Policy.
- 6.9.6 The applicant has submitted an Energy Statement which confirms that a 25% improvement over Part L of current building regulations will be achieved. This is considered acceptable and compliant.

6.10 Mayors CIL

- 6.10.1 The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sq.m. The net gain of the new created floor area is 467 sq.m, inclusive of the 9 units and the communal staircase area.
- 6.10.2 This would result in a Mayoral CIL contribution of $467 \text{ sq.m} \times \text{£}20 = \text{£}9,340$ x 313/223 (BCIS CIL Index Formula) = **£13,109.50**.
- 6.10.3 This would result in a Borough CIL contribution of $467 \text{ sq.m} \times \text{£}120 = \text{£}56,040$ x 313/274 (BCIS CIL Index Formula) = **£64,016.49**.

7. Conclusion

- 7.1 In conclusion it is considered that this development proposal is acceptable. It would have an acceptable impact to the character and appearance of the site and surrounding Conservation Area. It will provide for 9 additional residential units as a whole in a relatively accessible and sustainably located part of the borough close to a station and other public transport modes
- 7.2 It is considered that its scale, bulk and design appearance is acceptable and is considered to complement the Conservation Area and the proposed development would also have an acceptable impact on neighbouring amenity.
- 7.3 It is considered that on balance of all considerations the proposal development would not create an unacceptable impact to highway function and safety that warrants refusal.
- 7.4 In conclusion, officers consider the application acceptable, subject to the conditions outlined as below and the completion of the s106 Legal Agreement.

8. Recommendation

- 8.1 That planning permission be approved subject to the following conditions and the signing of an appropriate s106 agreement:
1. C51 Time Limited Permission - 3 years.
 2. C60 Approved Plans
 3. C07 Details of Materials

The development excluding demolition and groundwork shall not commence until details of the external finishing materials including the brick and cladding materials and details of the, windows, balconies and winter gardens to be used have been submitted to and approved in writing by the Local Planning Authority. This should include specific details including 1:20 details (with 1:5 sections) of windows, doors and balconies. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

4. C09 Details of Hard Surfacing

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

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

5. C10 Details of Levels

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.

6. C11 Details of Enclosure

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.

7. Details of Access and Highways Works

The development shall not commence until details of the necessary highway alterations associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be the following:

1. Details of the Stopping up of the Existing Crossover and Associated alterations to the public highway including details of the provision of 2 new on street parking spaces on street as a result of closing this existing crossover.

2. Details of the New crossover/ vehicle access to the site and details for the relocation of the street light.
3. Details of the Mechanism of the New Access gate opening inwards to ensure that it will be safe and create no impact to highway function and safety.

They should be carried out in accordance with the approved details before development is occupied or the use commences and the applicant/ developer will have to pay for these costs including any costs associated with amending and consulting upon Traffic Regulation Orders.

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

8. C17 Details of Landscaping

The development excluding demolition and groundwork shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

9. C19 Details of Refuse Storage & Recycling Facilities

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

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

10. C59 Cycle parking spaces

The development excluding demolition and groundwork shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. This shall include details of cycle storage where possible within the private garden areas on the ground floor in addition to an additional cycle parking storage to the front communal area. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

11. Construction Methodology

That development shall not commence until a construction methodology 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. 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.

12. External Lighting

The development excluding groundwork and demolition shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

13. Lifetime Homes Standards

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.

14. Energy Statement

The development shall be carried out in accordance with the Energy Statement prepared by DAP Architecture.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

15. EPC's

Following practical completion of works a final Energy Performance Certificates shall be submitted to an approved in writing by the Local Planning Authority prior to occupation of the development.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

16. Contamination

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 protect public health from contamination.

17. Sound Insulation

The development shall be constructed/adapted so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am – 11pm in bedrooms, living rooms and dining rooms and 30 dB(A) in bedrooms from 11pm – 7am measured as a LAeq,T. The LAF Max shall not exceed 45dB in bedrooms 11pm – 7am. A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to development taking place. The scheme of mitigation shall include mechanical ventilation where the internal noise levels exceed those stated in BS8233: 2014 with the windows open. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To protect future occupants from noise and disturbance.

18. Electric Vehicle Charging Points

Prior to occupation, details of electric vehicular charging points (EVCPs) including siting shall 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 submitted to and approved in writing by the Local Planning Authority. All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently retained.

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

19. Sustainable Urban Drainage Systems

Prior to commencement of the development a sustainable urban drainage strategy shall be submitted. This should include:

- A plan of the existing site
- A topographical plan of the area

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

Reason: In the interest of Sustainable Urban Drainage measures and to reduce the potential of flooding associated with the development.