

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

**Date :** 1 May 2018

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

**Contact Officer:**  
Andy Higham  
Kevin Tohill  
Gary Murphy Tel: 0208 379 3640

**Ward:**  
Enfield Highway

**Ref:** 17/02599/FUL

**Category:** Full Application

**LOCATION:** 179 Hertford Road, Enfield, EN3 5JH

**PROPOSAL:** Redevelopment of site and erection of a part four, part five storey building to provide 3 commercial units at ground floor level and 25 self-contained flats above comprising (1 x studio, 6 x 1bed, 9 x 2 bed, 9 x 3 bed with balconies and first floor terrace together with associated parking, landscaping and amenity space.

**Applicant Name & Address:**

Mr H Gholizadeh  
White Gold Properties Ltd

**Agent Name & Address:**

CG Architects  
221 East Barnet Road  
Barnet

**RECOMMENDATION:**

That subject to the completion of a S106 Agreement to secure the obligations set out in this report, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions and completion of a S106 Agreement.

**Note to Members:**

The application is being brought to Planning Committee as it comprises a 'major' proposal, involving more than 10 residential units.

## **1. Site and Surroundings**

- 1.1. The application site is located on the eastern side of Hertford Road and is a vacant cleared site situated within the middle of an existing commercial parade. The Black Horse pub previously existed on site prior to its demolition.
- 1.2. The surrounding area comprises a mixture of commercial and residential uses. To the north and south are commercial uses, predominantly three storeys, some with residential uses on the upper floors. This is also the case on the opposite side (west) of Hertford Road. To the rear of the site (east) are playing fields and grounds associated with St James Church of England Primary School.
- 1.3. The site is not located in a Conservation Area, and does not relate to a Listed Building.
- 1.4. The site has a public transport accessibility (PTAL) rating of 2.

## **2. Proposal**

- 2.1. Redevelopment of site and erection of a part four, part five storey building to provide 3 commercial units at ground floor level and 25 self-contained flats above comprising (1 x studio, 6 x 1 bed, 9 x 2 bed, 9 x 3 bed with balconies and terrace together with associated parking, landscaping and amenity space.
- 2.2. The proposal includes 7 units of affordable housing, equating to 28% on site affordable provision. The affordable units would comprise x 5 social rented (3 x 2-bed and 2 x 3-bed) and x 2 shared ownership units (2 x 1-bed). This level of provision has been agreed as the maximum reasonable amount of affordable housing that can viably be delivered, this following a review of the applicants Financial Viability Assessment (FVA) by an external consultant on behalf of the Council.
- 2.3. A new part 4, and 5 storey mixed-use building is proposed. The top floor is of a reduced footprint, with setbacks on each side. At ground floor, three commercial units are proposed (Use Class A1). The upper floors (1-4) will comprise of 25 self-contained flats, and a communal podium level garden/amenity space at first floor.
- 2.4. Cycle parking is proposed internally (52 spaces), as well as 10 short stay cycle spaces on the frontage. Dedicated refuse storage is provided for at ground floor, with easy access gained from the existing service access that is adjacent. The ground floor undercroft area to the rear will accommodate 19 residents parking spaces (including 2 disabled bays), and five short stay visitor parking spaces can be accommodated within the slip road, along the site frontage. Access to the site will continue to be from Hertford Road
- 2.5. The existing slip road to the front of the site is within the applicant's ownership, however this is being offered over to the Council at no cost (subject to a s278 agreement) in order to facilitate this development. This land will provide the ability for a service road to service the development, whilst also allowing cycling improvements planned for the area as part of the Cycle Enfield project, and will also allow for improved pedestrian access. This offering up of land to the Council will be secured through s106 agreement.

### 3. Consultations

#### 3.1. *Neighbours*

Consultation letters were sent to 136 adjoining and nearby residents on 13 July 2017. In response, one objection has been received from the governors of the adjacent St James' CE Primary School.

##### 3.1.2 The proposal is objected to on the following grounds:

- Development is too high;
- Privacy wall at the rear will not protect against overlooking of the school;
- Not clear that the proposed green wall will be able to establish itself given its proximity to the boundary;
- Insufficient on-site parking proposed;
- Potential to block service road, which is an emergency access route for the school;
- Construction works may result in the shared access road being blocked;
- Concerned that the refuse storage is inadequate for this number of flats;
- What mitigation will there be against dust and dirt during construction phase? There is little detail provided; and
- What measures will be put in place to safeguard against noise during construction, given this is adjacent to the school's playing field and playground - with classrooms also approx. 30m away?

##### 3.1.3 A number of site notices directly outside and in the vicinity of the site were displayed on 1 August 2017, and the proposed development advertised in the press on 19 July 2017.

#### 3.2. *Internal*

##### 3.2.1. Traffic and Transportation

No objection has been raised in respect of parking or additional impacts on the road network. Some Concern expressed in respect of the arrangement for refuse collection, and Transport officers preference would be for the refuse storage to be sited towards the front of the building (internally) to allow for access and collection from the frontage, rather than the proposed arrangement that involves refuse vehicle access via the adjacent shared service road. In response the applicants have submitted a detailed Refuse Collection Strategy, and this could be conditioned as part of any approval.

It is requested that any consent be subject to conditions requiring the submission and approval of, further details of parking layout (including slip road parking), service road/slip road layout details, provision of electronic vehicle charging points (EVCP) and a Construction Logistics Plan.

Any permission should also secure the following contributions through s106 agreement;

- £7765 for Cycle Enfield infrastructure;

- £8070 for sustainable transport mitigation measures;
- £3723 for Travel Plan monitoring; and
- Land at the front to be offered to the Council for adoption at no cost for provision of a new slip road and Cycle Enfield infrastructure improvement works.

### 3.2.2. SuDS Officer

Following the submission of additional information, no objection subject to SuDS conditions, including the submission and approval of a detailed Sustainable Drainage Strategy, and Verification report.

### 3.2.3. Environmental Health

No objections, subject to conditions relating to mitigation against external noise sources (i.e. road noise), detailed site investigation for possible contamination and a Construction Management Plan.

### 3.2.4. Urban Design Officer

It is noted that considerable pre-application discussions have been undertaken with respect to the scale and massing of the proposals, with the application scheme reflecting previous advice to ensure the parapet height of the front elevation sat in line with the consistent and predominant ridge height of neighbouring buildings. Although the top floor extends above the predominant height of surrounding buildings, the further set back and reduction in footprint of the upper floor that has been undertaken significantly reduces its visibility from Hertford Road.

The simple, contemporary architectural approach is supported in principle. As is the use of two high quality contrasting bricks across elevations, with the top floor set back clad in a material to reflect its status as a recessive element within the overall proposal.

It is recommended that:

- The top floor set back, including the lift overrun, should be clad in a natural metal cladding e.g. standing seam zinc;
- A green roof is incorporated into the design of the set-back top floor;
- Samples of all external materials should be conditioned as part of any approval, with sample brickwork panels to be constructed on site to confirm the mortar finish and colour;
- All window reveals should be a minimum of 115mm, although this can be covered through condition requiring submission of a typical detail at minimum 1:10 scale; and
- In addition to the above, details of the shopfronts (including signage), glass balustrades, privacy screens, canopies, soffits and parapets should be conditioned as part of any approval.

### 3.3. *External*

#### 3.3.1. Crime Prevention Officer

No comments received.

#### 3.3.2. Thames Water

No objections in relation to sewerage or water infrastructure, subject to a condition detailing any piling works.

Along with consultee comments, the comments received from the public have been duly taken into consideration in weighing up the planning merits of the scheme.

## 4. **Relevant Planning History**

- 4.1. 16/03853/PADE (Prior Approval Not Required) - Demolition of detached 2 storey building.

## 5. **Relevant Policy**

- 5.1. The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

- 5.2. The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

#### 5.3. London Plan 2011 (FALP, March 2016)

|             |   |
|-------------|---|
| Policy 2.15 | Town centres  |
| Policy 3.1  | Ensuring equal life chances for all                                 |
| Policy 3.3  | Increasing housing supply   |
| Policy 3.4  | Optimising housing potential  |
| Policy 3.5  | Quality and design of housing development                           |
| 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 3.10 | Definition of affordable housing                                    |
| Policy 3.11 | Affordable housing targets  |
| Policy 3.12 | Negotiating affordable housing on schemes                           |
| Policy 3.13 | Affordable housing thresholds                                       |
| Policy 4.7  | Retail and town centre development                                  |
| Policy 4.8  | Supporting a successful and diverse retail sector                   |
| Policy 5.2  | Minimising carbon dioxide emissions                                 |
| Policy 5.3  | Sustainable design and construction                                 |
| Policy 5.7  | Renewable energy  |
| Policy 5.9  | Overheating and Cooling   |
| Policy 5.10 | Urban Greening  |
| Policy 5.11 | Green Roofs and Development Site Environs                           |
| Policy 5.12 | Flood risk management   |

|             |   |
|-------------|---|
| Policy 5.13 | Sustainable drainage                        |
| Policy 5.14 | Water quality and wastewater infrastructure |
| Policy 5.15 | Water use and supplies                      |
| Policy 5.21 | Contaminated land                           |
| Policy 6.9  | Cycling                                     |
| Policy 6.10 | Walking                                     |
| Policy 6.13 | Parking                                     |
| Policy 7.1  | Lifetime neighbourhood's                    |
| Policy 7.2  | An inclusive environment                    |
| Policy 7.3  | Designing out crime                         |
| Policy 7.4  | Local character                             |
| Policy 7.5  | Public realm                                |
| Policy 7.6  | Architecture                                |
| Policy 7.14 | Improving air quality                       |
| Policy 7.19 | Biodiversity                                |
| Policy 7.21 | Trees                                       |

#### 5.4. The London Plan draft for public consultation, December 2017

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The aim is for the plan to be examined in autumn 2018 and published a year later. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination.

#### 5.5. Enfield Core Strategy

|      |   |
|------|---|
| CP2  | Housing Supply and Locations for New Homes                                |
| CP3  | Affordable Housing  |
| CP4  | Housing Quality   |
| CP5  | Housing Types   |
| CP9  | Supporting community cohesion   |
| CP17 | Town Centres  |
| CP18 | Delivering shopping provision across Enfield                              |
| CP19 | Offices   |
| CP20 | Sustainable energy use and energy infrastructure                          |
| CP21 | Delivering sustainable water supply, drainage and sewerage infrastructure |
| CP24 | The road network  |
| CP26 | Public transport  |
| CP25 | Pedestrians and cyclists  |
| CP28 | Managing flood risk   |
| CP30 | Maintaining and improving the quality of the built and open environment   |
| CP32 | Pollution   |
| CP46 | Infrastructure Contribution   |

#### 5.6. Enfield Development Management Document

|      |   |
|------|---|
| DMD1 | Affordable Housing on Sites Capable of Providing 10 units or more |
| DMD3 | Providing a Mix of Different Sized Homes                          |
| DMD6 | Residential Character   |
| DMD8 | General Standards for New Residential Development                 |

|       |  |
|-------|--|
| DMD9  | Amenity Space                                      |
| DMD10 | Distancing   |
| DMD30 | Floorspace above Commercial Premises               |
| DMD32 | Managing the Impact of Food & Drink Establishments |
| DMD37 | Achieving High Quality and Design-Led Development  |
| DMD45 | Parking Standards and Layout                       |
| 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                     |
| DMD55 | Use of Roof Space                                  |
| DMD56 | Heating and Cooling                                |
| DMD58 | Water Efficiency                                   |
| DMD59 | Avoiding and Reducing Flood Risk                   |
| DMD60 | Assessing Flood Risk                               |
| DMD61 | Managing Surface Water                             |
| DMD62 | Flood Control and Mitigation Measures              |
| DMD64 | Pollution Control and Assessment                   |
| DMD65 | Air Quality  |
| DMD66 | Land Contamination                                 |
| DMD68 | Noise  |
| DMD69 | Light Pollution                                    |
| DMD70 | Water Quality                                      |
| DMD73 | Children's Play Space                              |
| DMD79 | Ecological Enhancements                            |
| DMD80 | Trees on Development Sites                         |
| DMD81 | Landscaping  |

#### 5.7. Other relevant policy/guidance

National Planning Policy Framework  
National Planning Practice Guidance  
Mayor's Housing SPG (2016)  
Mayor's Affordable Housing & Viability SPG (2017)

## 6. Analysis

6.1. This report sets out an analysis of the issues that arise from the proposals in the light of adopted strategic and local planning policies. The main issues are considered as follows:

- Principle of mixed-used development
- Housing provision, including affordable and tenure mix
- Design
- Siting, layout and massing
- Quality of proposed accommodation
- Impact on neighbouring amenity
- Parking, access and servicing
- Sustainability credentials
- Landscaping, biodiversity and trees
- Environmental considerations

### *Principle of Development*

- 6.2. Paragraph 17 of the NPPF sets out 'core planning principles', including that planning should "encourage the effective use of land by reusing land that has been developed previously, provided that it is not of high environmental value". These principles also include to "proactively drive and support sustainable economic development to deliver homes ..." The NPPF goes on to state that development proposals that accord with the development plan should be approved without delay.
- 6.3. The existing site has a nil use now that the previous pub building has been demolished.
- 6.4. Policy 3.3 of the current London Plan recognises the need for more homes in London to promote opportunity and choice in ways that meet their needs at a price that is affordable. Policy 3.4 promotes the optimisation of housing output within different types of location. Policy 3.8 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups. Housing should be provided across a range of different sizes and types taking account of the requirements of different user groups. Policy 3.9 supports the provision of mixed and balanced communities by tenure and income. Policy 3.12 seeks that the "maximum reasonable amount of affordable housing" be sought when negotiating on schemes.
- 6.5. Officers give significant weight to the planning merits of providing new homes (including a significant proportion of affordable homes), new commercial floorspace to enhance the vitality and viability of Hertford Road, to an enhanced public realm and to making efficient use of the land by providing these homes at a reasonably high density.
- 6.6. However, these planning merits must be balanced against all other relevant planning considerations which seek to ensure that appropriate regard is given to design, impact on the character of the area, impact on neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability and flooding.

### *Residential led mixed-use development:*

- 6.7. London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 798 new homes per year in Enfield between 2015 and 2025. The draft London Plan recently published proposes to increase this number to 1,876 for Enfield. Finding available and suitable sites to accommodate this housing growth is a challenge across the Borough, and the proposal for 25 units, on this previously developed site would make a welcome contribution to the Borough's housing targets, including meeting affordable housing need (28% of the units affordable). Additionally, the proposals would make effective and efficient use of previously developed land, in a sustainable location, which is consistent with National and local policy, and the residential element of this proposal is supported in principle.

### *Commercial units:*

- 6.8. It is proposed that three commercial units (Use Class A1) be provided, sized at 312sqm, 116sqm and 92sqm. These would front onto Hertford Road and will complement the existing commercial offer along this part of Hertford Road. The new commercial floorspace proposed would accord with policy.
- 6.9. To summarise, in broad terms, the principle of a mixed-use development that includes new residential units (with 28% affordable) to help meeting housing needs, and new A1 units would be appropriate in this location and is consistent with the policies within the London Plan, the Core Strategy and the Development Management Document which seek to support development that contributes to the strategic housing needs of Greater London and the Borough.

## **7 Density**

- 7.1. The proposed redevelopment of the site to provide higher density housing is supported in accordance with London Plan policy 3.3, and is supported by the NPPF and the recently published draft changes to the NPPF (March 2018) by making efficient and effective use of previously developed land, in a sustainable location.
- 7.2. Based on the characteristics the site can be regarded as having an 'urban' setting with a PTAL of 2, and is sized at 0.186 hectares. The density matrix in the London Plan (table 3.2) suggests an indicative range of 200-450 habitable rooms per hectare (hr/ha), and up to 170 units per hectare (u/ha) as being appropriate. The proposed 25-unit scheme equates to a density of 135 u/ha, and does not exceed the suggested range.

## **8 Housing Mix**

- 8.1. The National Planning Policy Framework requires local planning authorities to deliver a wide choice of high quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand.
- 8.2. The London Plan reinforces this, Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. New developments are required to offer a range of housing choices in terms of the mix of housing sizes and types. The London Plan sets a clear priority to create communities that are mixed and balanced by way of tenure, fostering social diversity, responsibility and identity (Policy 3.9). The London Plan goes on to seek to maximise affordable housing provision, with a 60/40 housing tenure split between social/affordable rent and intermediate rent or sale to create a balanced and affordable housing sector, with priority to be given to affordable family housing. The need for an appropriate housing mix to address local needs is further reinforced in Enfield policies CP3, CP5 and DMD3.
- 8.3. The proposal would create 25 residential units; comprising of 1 x studio, 6 x 1-bedroom flats, 9 x 2-bedroom flats and 9 x 3-bedroom flats. This includes seven affordable housing units (28%), and 36% of units will be family sized units.

- 8.4. The proposed housing mix broadly complies with policy on mix of tenure, with a 70% social rent (5 units) and 30% intermediate (2 units) split achieved for the affordable element. The emphasis on securing a significant proportion of units on site as affordable, with over 30% family units has been given weight. On balance, the proportion of affordable units (28%) is welcomed as this will help make a valuable contribution to the Borough's housing needs. The public benefit of this much needed affordable housing must be given appropriate weight when balancing the planning merits of the scheme, and any harmful impacts.

## **9 Affordable Housing**

- 9.1. Affordable housing comprises of social rented/affordable rented and intermediate housing provided to eligible households whose needs are not met by the market housing (London Plan Policy 3.10). Policy DMD1 confirms that development should provide the maximum amount of affordable housing, having regard to the borough-wide affordable housing target of 40%; and with a target tenure mix of 70% social / affordable rent and 30% intermediate, and that this should be subject to scheme viability.
- 9.2. London Plan Policies 3.11A, 3.11B and 3.12 require that boroughs maximise affordable housing provision, set an overall target in local plans for the amount of affordable housing provision needed over the plan period, and seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes. Enfield's Core Strategy Policy CP2 sets out that the Council will plan for the provision of approximately 11, 000 new homes for the period 2010 - 2025 and sets a target that 40% of new homes should be affordable on sites over 10 units, subject to scheme viability. Developers are required to provide development appraisals to demonstrate that each scheme maximises affordable housing output.
- 9.3. The proposal for 25 residential units (1 x studio, 6 x 1bed, 9 x 2 bed, 9 x 3 bed units) is supported by a Financial Viability Assessment, carried out by Savills, on behalf of the applicant. The conclusions of this FVA were that the scheme could not viably support a policy compliant level of affordable housing.
- 9.4. This position has been independently assessed on behalf of the Council by an external consultant, who has provided viability advice in relation to the original FVA submitted. The review undertaken raised some questions around comparable average sales values for residential units; breakdown of development costs and the Benchmark Land Value (BLV). It was concluded by the Council's consultant, that with CIL contributions, and a developer profit of 20% on GDV, the scheme could viably support 5 x social rented flats (3 x 2-bed and 2 x 3-bed) and 2 x shared ownership flats (2 x 1-bed). A rebuttal statement was then provided, in summary Savills did not agree with the suggested approach to comparable residential sales values, they did accept the findings of the review of the development costs, but did not accept the suggested approach to establishing the BLV.
- 9.5. Further discussion has subsequently been had between the Council's consultant, the applicants, and their consultants around the points queried above. The applicant has since accepted the position that the scheme can viably support seven affordable housing units, based on the mix set out

above. Though, some concern has been expressed by the applicant that they will find it difficult to find a Registered Provider who will be willing to take on these units, due to the relatively low number of units and the single core access. Officers did ask that this be evidenced, however no supporting information has been provided and it has been confirmed by the Council's consultant that the applicant's agent has accepted the position that it is viable to provide seven affordable housing units on site.

- 9.6. The Council is advised that the provision of seven affordable units on site is the maximum viable amount of affordable housing that can be provided on site.
- 9.7. Given the proposed affordable housing level (28%) falls below the Local Plan 40% target, as well as the London Plan target, and the inherent uncertainty associated with FVAs, it is recommended a post implementation review mechanism be secured in the s106 agreement. Such review to examine actual costs and values closer to practical completion of the scheme, any surplus or uplift generated could be used to secure additional contributions towards affordable housing.

## **10 Design**

- 10.1. Policy DMD37 of the DMD encourages achieving a high quality and design led development that should be suitable for its function and appropriate in its context with appropriate regard to its surroundings. Additionally, policy 7.4 of the London Plan specifies the need to respect the character of the surrounding area but also make a positive contribution to the places identity. This policy is re-iterated by CP30 of the Core Strategy which requires new development to be of a high-quality design and in keeping with the surrounding area, as well as the fundamental aims of the NPPF.

### *Siting and layout:*

- 10.2. A contemporary building, part 4 and 5-storey's high is proposed. This will have a frontage directly onto Hertford Road, and this new building will respect the established building line.
- 10.3. At ground floor this is set on back edge of pavement, and behind the slip road, which is no different to other buildings along this side of Hertford Road. A number of openings are proposed at ground floor which is to include large sections of glazing serving the new commercial units, and residential entrance. This will provide interest and activate the ground floor. Further details of the shopfront designs (including advertisements) will be secured through a general materials condition.
- 10.4. The building footprint and projection into the site is broadly in keeping with the existing neighbouring patterns of development, and deemed appropriate in this location.

### *Scale and Massing:*

- 10.5. The now demolished pub was a two-storey building set back from Hertford Road. The surrounding context is predominantly three stories, with pitched roofs.

- 10.6. The proposed scheme would be over five floors (including ground floor) and the top floor would be set in from all sides. The proposed fourth floor terminates at the same height as the neighbouring terraces ridge line, and the top floor (5<sup>th</sup>) is proposed to be on a reduced footprint, with setbacks on all sides which helps reduce its bulk, scale and massing. It is considered that this does respect the scale of buildings in the vicinity of the site.
- 10.7. The building does project rearwards of neighbouring properties either side, where residential uses exist above ground floor level. It has been demonstrated on plans submitted that the building footprint above ground floor level satisfies the 30-degree test, and by doing so it would not be considered to be unduly harmful in terms of loss of light or outlook for existing neighbouring residential occupiers.
- 10.8. The height, scale and massing proposed means this will be visible from the adjacent school grounds to the east, and the proposed building will be higher than surrounding buildings fronting Hertford Road.
- 10.9. In view of the site's location, the existing surrounding building heights and the detached nature of the building the site is considered appropriate for accommodating a building of the height and scale proposed, subject to an acceptable impact on neighbour amenity being maintained.
- 10.10. In order to further justify the proposed height, high standards of design and architecture are required so that the building makes a positive contribution to its environment; this is reinforced through London Plan policy 7.6. It is considered that this would be achieved with the current contemporary design, through its simple, yet well considered palette of materials, fenestration and the architectural detailing which helps to articulate the building and break down the scale and massing.

*Materials:*

- 10.11. A simple and well considered palette of materials is proposed so that this building sits comfortably in its setting. That is achieved through a predominant use of brick which reflects the local vernacular. The top floor, which is set back is to be treated in a different material in order to appear subservient to the rest of the building. Details of materials for this top floor are not confirmed, and this will be subject to condition. to help this appear sub-ordinate to the building below. Articulation of the building is achieved through the inclusion of recessed and projecting elements, external balconies, glass balustrades and window reveals.
- 10.12. On the whole the use of materials and articulation is well considered, and would result in a high-quality development, subject to conditions to ensure the quality and detailing would be delivered.

## **11 Quality of Residential Accommodation (proposed)**

- 11.1. All residential units (25 in total) meet or exceed the minimum space standards as set out in the London Plan, and the more recent nationally described space standards. This complies with London Plan policy, national space standards, and Enfield planning policies.

- 11.2. London Plan policies 3.8 and 7.2 seek to ensure that new development achieves the highest standards of accessible and inclusive design. The proposal will provide a minimum of 10% wheelchair accessible or adaptable units, whilst the remaining 90% of units will meet accessible and adaptable standards set out in Part M4(3) 'wheelchair user dwellings', and part M4(2) 'accessible and adaptable dwellings'. This provision will be secured by condition.
- 11.3. The layout and arrangement of units has allowed for the majority of units to be dual aspect units, ensuring good cross ventilation, daylight, sunlight and internal standards of accommodation,
- 11.4. In accordance with the Mayor's Housing SPG (2016) it has been confirmed that a minimum ceiling height of 2.5 metres for at least 75% of the gross internal area of the residential units can be achieved for all units.

*Window Distancing:*

- 11.5. Policy DMD10 sets out the minimum separation distances required between rear facing windows. The rearward facing windows within the development will be 15m off the boundary. As these are directed towards the adjacent school grounds then there would be no impact on residential amenity. The proposed side facing windows (floors 1-4) are secondary windows only, and face onto flank walls of neighbouring buildings. As such these do not give rise to loss of residential amenity either.
- 11.6. The objection received from the governors of the adjacent school raise concerns that the podium level communal amenity space will result in overlooking of the school fields and playgrounds. Initially a 1.8m high boundary treatment was proposed. This has been duly considered and the applicant was asked to amend this, and seeks to address this by installing a 2.5m high boundary treatment along the western edge of the amenity space. It is considered this height would be sufficient to reduce the potential for overlooking into the school grounds when residents are using the raised communal amenity space. Additionally, there are existing mature trees outside of the site and in the school curtilage close to the shared boundary. These will also provide further mitigation against overlooking of the school grounds.

*Residential Amenity Space/Play space:*

- 11.7. Policy DMD9 is of most relevance to amenity space, stating that all new development must provide good quality private amenity space that is not significantly overlooked by surrounding development, and that meets or exceeds the standards listed in the policy. In addition to the internal space proposed there is also a sufficient level of on site amenity space. Each unit is afforded access to either a private balcony, private terrace/garden ranging in size between 13sqm and 106sqm, or the communal courtyard. All balconies are sized to comply with the Mayor's Housing SPG. On balance the quantum, quality and combination of private and communal amenity space would be sufficient to meet the likely demands of future residents.
- 11.8. A children's play space area is accommodated within the communal amenity space, as required by the Mayor's Play and Informal Recreation SPG. Due to

the site constraints it may not be possible to fully comply with the Mayor's SPG, in any event further details will be required through condition.

## **12 Impact on Neighbouring Residential Amenity**

- 12.1. New development should not impact on the residential amenity of neighbouring residents. Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity.
- 12.2. To maintain a sense of privacy, avoid overshadowing and ensure adequate amounts of sunlight are available for new and existing developments policy DMD10 requires new development to maintain certain distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding development.
- 12.3. The nearest residential properties are those immediately to the south, situated at first floor level and above, within the commercial parade. Plans demonstrate that the proposed building footprint will meet the 30-degree test from these rearward facing windows, as such it is not considered that outlook would be unduly affected. There are no residential neighbours to the east, and those situated opposite the site will be a sufficient distance away, with a busy road in between. On balance the proposal would not unduly harm the amenity of surrounding residential occupiers.
- 12.4. In summary, it is considered that the proposed development would not be unduly harmful to the amenity of nearby residential occupiers, through reduced daylight and sunlight conditions, overlooking and loss of privacy, having regard to relevant London Plan policies, Enfield policies, BRE guidelines and the NPPF.

## **13 Traffic and Transportation**

- 13.1. The site has a PTAL of 2, which indicates 'poor' access to public transport services.
- 13.2. The subject site is on a classified road, but is not within an operational Controlled Parking Zone (CPZ), though there are parking and loading restrictions along Hertford Road.
- 13.3. The applicant has confirmed that a strip of land at the front of the site will be offered to the Council for adoption, at no cost. Transportation are supportive of this, and this is a welcomed benefit of the scheme that will allow the Council to provide a new service/slip road to serve the development, whilst also permitting cycling improvements proposed for the area as part of the Cycle Enfield project. The adoption of this slip road will also improve pedestrian access.
- 13.4. The application is supported by a Transport Assessment, and this demonstrates that although the residential component of the site will generate additional vehicular traffic in the peak hours, it is not thought that the overall increase in traffic generation will significantly affect the smooth flow of traffic on Hertford Road and the surrounding local highway network.

- 13.5. A draft Travel Plan has been submitted in support of the application. A framework Travel Plan should have objectives and measurable and achievable targets that will be used to quantify any modal shift to more sustainable modes of travel. Although the surrounding area is fairly well built up, the proposed development (both commercial and residential) will increase traffic by various travel modes in the local area. The Framework Travel Plan should establish existing trip generation by various travel modes, estimate the additional trips generated by the scheme and set out how to influence a shift in travel behaviour, to more sustainable travel modes. Targets should be set for the 1st, 3rd and 5th years post-occupation and show how a reduction from vehicular trips to more sustainable means of travel is achieved. Prior to commencement of the scheme, a Framework Travel Plan with defined targets should be provided, and will need to be reviewed following occupation, and this will be secured either through condition, or s106.

*Parking:*

- 13.6. The London Plan, Core Strategy and DMD policies encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example.
- 13.7. Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 13.8. London Plan policy 6.13 sets out maximum residential parking standards, and sets out that developments should aim for less than 1 space per unit for 1 and 2-bed units, and up to 1.5 spaces per 3-bed unit.
- 13.9. The proposal makes provision for 19 residential spaces (including 2 disabled spaces) within the site, this equates to a ratio of 0.76 spaces per unit. All of these spaces will be for the residential units, and officers have been advised by Transportation that this level of provision is in line with parking provision data obtained from the 2011 Census. It is considered that this level of parking will meet likely demand. No dedicated visitor parking is proposed, however there are plenty of opportunities to park nearby in existing pay-and-display bays, plus new visitor spaces can be accommodated in the new slip road that is to be provided, these spaces will help meet visitor demand as well as demand from proposed commercial units.

*Cycle Parking:*

- 13.10. The proposed development makes an allowance for 52 bikes, shown on the "Proposed Ground Floor Plan" layout. This is an acceptable number and accords with residential standards, and the location is secure and covered. Ten visitor cycle spaces will be provided on the frontage which is acceptable.

*Access, Delivery and Servicing Arrangements:*

- 13.11. Vehicular access currently exists direct from Hertford Road, where the access serves the existing shared service road. This will continue to serve the proposed development.
- 13.12. Pedestrian access to the residential units and the commercial uses will be from Hertford Road and will enable step free access. Part of the works to the new slip road will also incorporate pedestrian crossing points at either end.
- 13.13. Servicing and deliveries to the site which will primarily be for the commercial units are expected to take place from the shared slip road that will be provided directly outside the site, on Hertford Road. Transportation officers are satisfied that the slip road is large enough to accommodate vehicles servicing the commercial uses. Further details concerning the slip road works will need to be discussed and agreed with Transportation as this involves works that are to be adopted, and therefore will require a s278 agreement.
- 13.14. The nature and location of the proposal means the development does require the provision of a Construction Logistics Management Plan to minimise its impacts on the local road network. This will be secured by condition.
- 13.15. Refuse storage is shown in two separate locations for the residential and commercial uses. As set out above, Transportation officers would prefer to see the refuse storage located towards the front of the site so that it can be collected from Hertford Road. However, to do this and make the necessary internal/external alterations would have a detrimental impact on other aspects of the scheme. It would reduce the size of the commercial units, affecting their viability and attractiveness to prospective occupiers. It would also result in 'dead' frontage at ground floor. In urban design terms, it is far more preferable to have active ground floor frontages, and this would be reduced if the scheme were amended to incorporate an internal refuse store at the front of the site as you would end up with a section of 'dead' frontage.
- 13.16. The proposed refuse collection arrangement would see collection vehicles using the existing shared access. Collection vehicles would either reverse into the access road, from Hertford Road, or drive in forward gear and reverse out. Either way, this is no different to the existing servicing arrangement utilised by a number of existing commercial units in close proximity to the site. A Refuse Collection Strategy has been submitted, and this sets out further details, and this would be secured by condition.
- 13.17. In order to mitigate the impacts of the development, in addition to the aforementioned s278 highway works Transportation seek s106 contributions comprising of, £7765 for Cycle Enfield infrastructure; £8070 for sustainable transport mitigation measures and £3723 for Travel Plan monitoring (with the Travel Plan secured via condition).
- 13.18. In summary, the development is considered likely to have a negligible impact on vehicular traffic flows in the local area, subject to conditions and planning obligations. The transport impacts of the proposal are acceptable and in this respect the scheme complies with the relevant London Plan and Enfield policies and the guidance within the NPPF.

## **14 Energy and Sustainability**

- 14.1. London Plan policy 5.2 states that development proposals should make the fullest contribution to minimising carbon dioxide (CO<sub>2</sub>) emissions in accordance with the following energy hierarchy:
- Be Lean: use less energy;
  - Be Clean: supply energy efficiency; and
  - Be Green: use renewable energy.
- 14.2. Enfield's DMD policy 49 requires the highest sustainable design and construction standards, having regard to technical feasibility and economic viability. These policies require new developments to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently and using energy generated from renewable sources (Core Strategy Policy 20 and DMD51), seeking zero carbon developments (DMD50), using decentralised networks where feasible (DMD52), and providing on-site renewable energy generation to make-up any shortfall where feasible (DMD53).
- 14.3. A detailed Energy and Sustainability Statement supports the application, this seeks to demonstrate how the proposed scheme complies with the above aspects of both the London Plan and the Development Plan.
- 14.4. The proposed energy strategy seeks to reduce energy demand, and CO<sub>2</sub> emissions through the following:
- Energy efficiency measures
  - Efficient heating systems
  - Low air permeability
  - Heat recovery system
  - Energy efficient lighting
  - Renewable technologies (solar PV panels)
- 14.5. The energy strategy, based on the London Plan principals of Be Lean, Be Clean and Be Green, combined with highly efficient boilers and PV panels results in a 35% reduction in carbon dioxide emissions.
- 14.6. The proposal broadly complies with the energy and sustainability requirements, subject to planning conditions that will agree the final measures needed to achieve the necessary savings.

## **15 Biodiversity, Trees and Landscaping**

- 15.1. Policy DMD79 seeks the provision of on-site ecological enhancements and DMD81 sets out that developments must provide high quality landscaping that enhances the local environment and should add to the local character, benefit biodiversity, help mitigate the impacts of climate change and reduce water run-off.
- 15.2. The submitted Ecology Report indicates that the existing site is of limited value ecologically. It concludes that the site offers no foraging, commuting, resting or breeding habitat for any protected species or habitats.
- 15.3. Trees on site have been removed, these were removed at the time the pub was demolished. Details of replacement planting will be secured through a

general landscape condition. Opportunities for landscaping are limited on site, however the proposed development will include areas of landscaping within the amenity space at first floor level and a green wall. There are third party trees outside of the site, and conditions are attached to ensure there are measures in place to protect these during construction.

- 15.4. The amenity space at first floor (podium garden) will comprise of lawn, raised planters, a mix of planting, play area and seating. A 2.5m high boundary treatment is proposed at this level along the western edge, and it is proposed to incorporate a green wall. This will help provide screening of this level from the adjacent school grounds. Furthermore, it will soften the appearance of the development from the school grounds.

## **16 Noise conditions**

- 16.1. Potential noise impacts associated with the proposed uses are a material consideration. London Plan policy 7.5 aims to reduce noise and enhance soundscapes. DMD 68 states that developments that generate or would be exposed to an unacceptable level of noise will not be permitted. It states that developments must be sensitively designed, managed and operated to reduce exposure to noise and noise generation.
- 16.2. Environmental Health officers consider the development's location on a busy road has potential for road traffic noise to be harmful to prospective resident's amenity. To address this condition would be attached.

## **17 Contaminated Land**

- 17.1. The requirement to deal with contaminated land is set out in London Plan policy 5.21, and is reinforced by the NPPF. It is considered that there is potential for the site to include some contaminated ground. To address this, and ensure the site is suitable for end users pre-commencement conditions are recommended

## **18 Air Quality**

- 18.1. The proposal would introduce additional residential units to an area already comprising residential accommodation. In this respect the proposal is considered acceptable. Enfield policies CP32 and DMD64 seek to resist developments that would adversely impact on air quality, unless suitable mitigation measures can be achieved.
- 18.2. Environmental Health does not raise any concerns that the proposal would have a negative impact on existing air quality, subject to pre-commencement conditions being attached including the requirement for a Construction Management Plan, this must set out measures to mitigate against dust and emissions impacts and must be in accordance with the Mayor's SPG 'The Control of Dust and Emissions During Construction and Demolition'.

## **19 Sustainable Drainage / Flood Risk**

- 19.1. Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. DMD policy 61 states that all developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS). Any proposed SuDS measures

should be appropriate for the site conditions, seek to achieve greenfield run off rates as well as maximise the use of SuDS.

- 19.2. A Flood Risk Assessment (FRA) supports the application. This confirms the site as being within Flood Zone 1, meaning it is at the lowest risk of a flood event from fluvial or tidal flooding. It is classified as having a less than 1 in 1000 annual probability of flooding.
- 19.3. With regards to sustainable urban drainage (SuDS) officers have advised that notwithstanding the details set out in the preliminary drainage strategy (February 2018) a detailed SuDS plan would be required through condition. The submitted details would need to detail, the source control for the whole of the roof, specifications of proposed SuDS measures, a management plan for future maintenance. Prior to occupation a verification report would also need to be submitted to and approved in writing, demonstrating that the approved drainage/SuDS measures have been fully implemented. The details submitted shall also confirm what depth the water table is with respect to the basement floor level, this may be covered as part of the site investigation condition.
- 19.4. Thames Water have not raised concerns in relation to surface water drainage, or sewerage infrastructure capacity. A condition is recommended requiring further details of any piling works prior to commencement.

## **20 s106 Contributions**

- 20.1 Regulation 122(2)(a) of the 2010 CIL Regulations requires that any planning obligations must be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Having regard to this, and the content above it is recommended that should planning permission be granted, the following obligations / contributions should be secured through a s106 legal agreement:
  - Affordable Housing - provision of a minimum of 7 units as Affordable Housing dwellings;
  - A late stage viability review;
  - Local Employment and Skills Strategy - strategy to be submitted for approval prior to commencement of development;
  - Highways contributions;
  - Travel Plan monitoring fee; and
  - 5% monitoring fee for the financial contributions.

## **21 Community Infrastructure Levy (CIL)**

- 21.1. As of the April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.
- 21.2. The new GIA proposed as part of the development would be liable to a Community Infrastructure Levy contribution for both Mayoral CIL (£20 per

sqm) and Enfield CIL (£40 per sqm for residential and £60 per sqm for A1 uses).

21.3. This would result in a CIL contribution of £171, 420.00 (subject to indexation).

## **22 Conclusion**

22.1. The proposed development would deliver the following wider planning benefits:

- The delivery of both affordable (28%) and private housing in a sustainable location, which makes effective and efficient use of land, optimises the housing potential, helping to meet the Borough's housing needs;
- A high quality residential environment for all future occupiers. All of the new dwellings have been designed to meet the Mayor's London Housing Design Guide in terms of accessibility, size and layout, and achieve Lifetime Homes Standards;
- Redevelopment of existing vacant site, which will make a positive contribution to Hertford Road;
- Public realm improvements along Hertford Road, including new slip road;
- New commercial units to increase the offer along Hertford Road, and add to the vitality and viability of the area;
- High standards of urban design and architecture;
- Sustainable design which will result in low levels of carbon emissions; and
- A CIL contribution of £171, 420.00 towards local infrastructure, as well as s106 contributions to mitigate the impacts of the development.

22.2. Officers consider that on balance the scheme would make a positive contribution to Hertford Road. It would deliver much needed additional homes and much needed affordable housing. The development would be in general compliance with Council policy and there are no material considerations of sufficient weight that would suggest that the application should be refused. Officers are therefore recommending approval of the scheme in accordance with the presumption in favour of sustainable development as set out by the National Planning Policy Framework (NPPF).

## **23 Recommendation**

23.1. It is therefore recommended that planning permission be granted subject to securing the measures set out above through s106 legal agreement, and the following attached conditions. Members are being asked in considering the officer recommendation to grant planning permission to also grant delegated authority to officers to agree the final wording for these conditions and/or s106 Heads of Terms.

### **Conditions**

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

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

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

|              |                                     |
|--------------|-------------------------------------|
| 1139/10      | Location plan                       |
| 1139/11      | Block plan                          |
| 1139/12      | Proposed site plan                  |
| 1139/13      | Proposed basement floor plan        |
| 1139/14 RevC | Proposed ground floor               |
| 1139/15      | Proposed first floor plan           |
| 1139/16      | Proposed second floor plan          |
| 1139/17      | Proposed third floor plan           |
| 1139/18 RevA | Proposed fourth floor and roof plan |
| 1139/19 RevB | Proposed front and rear elevations  |
| 1139/20 RevC | Proposed flank elevations           |
| 1139/21 RevA | Proposed section                    |

Refuse Collection Strategy (dated 07.02.18) (report No; A102281)

Supporting information:

|          |          |
|----------|----------|
| 1139/22  | CGI view |
| 1139/23  | CGI view |
| 1139/24  | CGI view |
| 1139/25  | CGI view |
| 1139/26A | CGI view |

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

3.The development shall not commence beyond foundations 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.

4.The development excluding groundwork shall not commence until details of a landscaping plan detailing trees, shrubs and grass to be planted, details and specifications of any areas of green roof, the treatment of any hard-surfaced amenity areas, seating, and play space has been submitted to and approved in writing by the Local Planning Authority. The plan shall include a landscaping management plan so as to ensure the plantings are appropriately maintained. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance.

5.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 and dust suppression;
- 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.

6.The undercroft parking area forming part of the development shall not be used by customers associated with the commercial units hereby approved, and shall be laid out and completed prior to first occupation of any of the residential units.

Reason: To ensure that the development complies with Development Plan Policies and to promote highway safety.

7.The development excluding groundwork 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.

8.The residential units hereby approved 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 2016.

9.The development shall be carried out in accordance with the submitted Energy Statement prepared by ERS providing for no less than 35% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regulations 2010. The location and specification of the Low and Zero Carbon Technologies (including any renewable technologies), with details of ongoing servicing and maintenance strategy shall be submitted to and approved by the Local Planning Authority prior to installation. The development shall be carried out strictly in accordance with the details so approved, and all Low and Zero Carbon Technology shall be operational prior to occupation.

In the event that it is demonstrated to the Local Planning Authority that it is not technically feasible and economically viable to achieve no less than a 35% improvement in total CO2 emissions over Part L of Building Regs 2013, a financial contribution shall be made to off-set the identified short fall in accordance with the

formula set out in the S106 Supplementary Planning Document dated November 2016.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2016 and the NPPF.

10. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction, and available for the parking of cycles only thereafter.

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

11.(a) Prior to the commencement of development, a ground investigation survey shall be undertaken. Such investigation shall include an assessment of the extent of contamination and the measures to be taken to avoid risk to health and the environment. This shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing.

(b) 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 occupation of development.

In the event that any contamination is found during development of the site that was not previously identified it shall be reported in writing within 3 days to the Local Planning Authority. Development must be halted on the affected part of the site. A geotechnical assessment of the affected areas shall be undertaken and where necessary an additional remediation scheme, together with a timetable for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. The measures in the additional remediation scheme must then be implemented in accordance with the approved timetable.

Reason: To minimise the risk of pollution to the local environment given the potential for contamination on the site.

12. Prior to commencement of the development, details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining 20% active and 20% passive electric charging points shall be provided in accordance with London Plan standards to the Local Planning Authority for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to occupation of any of the units and permanently maintained and retained thereafter.

Reason: To ensure that the development complies with sustainable development Policy requirements of the adopted London Plan 2016.

13. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been

submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

14. Prior to commencement of the development further details of the front service road/slip road that is to be offered to the Council for adoption at no cost, including surfacing materials, details of pedestrian crossing facilities, dropped kerbs with tactile paving of at least 2m widths at both ends of the service road shall be submitted to and approved in writing by the Local Planning Authority. The service road shall be installed in accordance with the approved details prior to occupation and permanently maintained and retained, or in accordance with an alternative timescale to be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development complies with highway safety and provides appropriate access for pedestrians and other road users in accordance with requirements of the London Plan and policy 47 of the DMD.

15. Prior to the occupation of the development, a Travel Plan in accordance with 'Travel Plan Development Control Guidance' issued by Transport for London shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall operate in accordance with the agreed details.

Reason: In the interests of sustainability and to ensure that traffic generated from the site is minimised.

16. Prior to the commencement of development above ground floor details of the following:

- a. Schedule and sample of materials used in all elevations, should also include brick/cladding/fenestration sample board;
- b. Details of all windows and doors at scale 1:10, including window reveals;

Shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details thereafter.

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

17. No pipes or vents (including gas mains and boiler flues) shall be constructed on the external elevations unless they have first been submitted to the Local Planning Authority and approved in writing. Any pipes and vents shall be installed as approved.

Reason: Such works would detract from the appearance of the building and would be detrimental to the visual amenities of the locality.

18. Prior to installation details of the acoustic performance of any plant and an appropriate scheme of noise mitigation shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure acceptable residential amenity.

19. Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) and the remainder shall meet easily accessible/adaptable standards (Building Regulations M4(2)).

Reason: To ensure suitable facilities for disabled users and to future proof homes.

20. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with [local policy] and London Plan (2016) policies 5.3 and 7.14.

21. The development shall be constructed/adapted so as to provide sufficient airborne 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  $L_{Aeq,T}$ . The  $L_{AF Max}$  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 residents from noise and disturbance.

22. Evidence confirming that the development achieves a BREEAM (2014 version or relevant equivalent if this is replaced or superseded) rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the following formats and at the following times:

a. A design stage assessment, conducted by an accredited Code / BREEAM Assessor and supported by relevant BRE interim certificates for each of the units, shall be submitted at pre-construction stage within 3 months of commencement of superstructure works on site; and,

b. A post construction assessment, conducted by and accredited Code / BREEAM Assessor and supported by relevant BRE accreditation certificates for each of the units, shall be submitted following the practical completion of the development and within 3 months of first occupation.

In the event that the development cannot achieve a BREEAM 'Excellent', detailed evidence must be submitted to and approved in writing by the Local Planning

Authority and supported by a schedule of enhanced sustainability measures to be implemented on the site. If it can be demonstrated that the development cannot achieve a BREEAM 'Excellent' then the development must achieve no less than a 'Very Good' and certification of the same must be provided in accordance with parts (a) and (b) of this condition.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council including Policy DMD50 of the DMD and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2016 as well as the NPPF.

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

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

24. Prior to the occupation of the development, details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 80 litres per person per day unless it can be demonstrated to the Local Planning Authority that it is not technically feasible to do so.

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

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, DMD58 of the Development Management Document and Policy 5.15 of the London Plan.

25. Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (Flood Risk Assessment and Drainage Strategy) version 4.0, 1621B, February 2018, prior to the commencement of any construction work, details of the Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details submitted shall include:

- Sizes, storage volumes, cross-sections, and specifications of all the source control SuDS measures including green roofs, permeable paving, and rain gardens/ rain planters. Where appropriate, details and locations of RWPs discharging onto permeable paving
- Information on the overflow mechanism discharging to the surface sewer. The runoff rate should achieve greenfield runoff rates for 1 in 1 year and 1 in 100 year storm events (with the allowance of climate change) OR Qbar
- A Management Plan for future maintenance

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.

26. Prior to occupation of the development, a (short) 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:

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

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.

27. Prior to the commencement of the development hereby approved (including all preparatory work and groundwork), a scheme for the protection of the retained trees outside the site, in accordance with BS5837 (2012) including a tree protection plan (TPP) and an Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS shall include but are not limited to the following:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees
- c) Details of construction within the RPA or that may impact on the retained trees
- d) Tree protection during construction indicated on a TPP (including monitoring) and construction activities clearly identified as prohibited in this area.
- e) Boundary treatments within the RPA
- f) Methodology and detailed assessment of root pruning
- g) Arboricultural site supervision measures
- h) The method of protection for the retained trees

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies and to ensure the retention of, and avoid damage to, the retained trees.