

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 28 August 2018

Report of

Executive Director - Place

Contact Officer:

Andy Higham
David Gittens
James Clark
Tel: 0208 379 4206

Ward:

Chase

Ref: 17/05227/FUL

Category: Full Application

LOCATION: 263 Bullsmoor Lane, Enfield, EN1 4SF

PROPOSAL: Redevelopment of site and erection of part 3, part 4 storey block of 27 self-contained flats comprising 4 x 1 bed, 12 x 2 bed and 11 x 3 bed with associated parking and landscaping. (revised description)

Applicant Name & Address:

JB Building
25 Tudor Hall
Brewery Road
Hoddesdon
EN11 8FP
UK

Agent Name & Address:

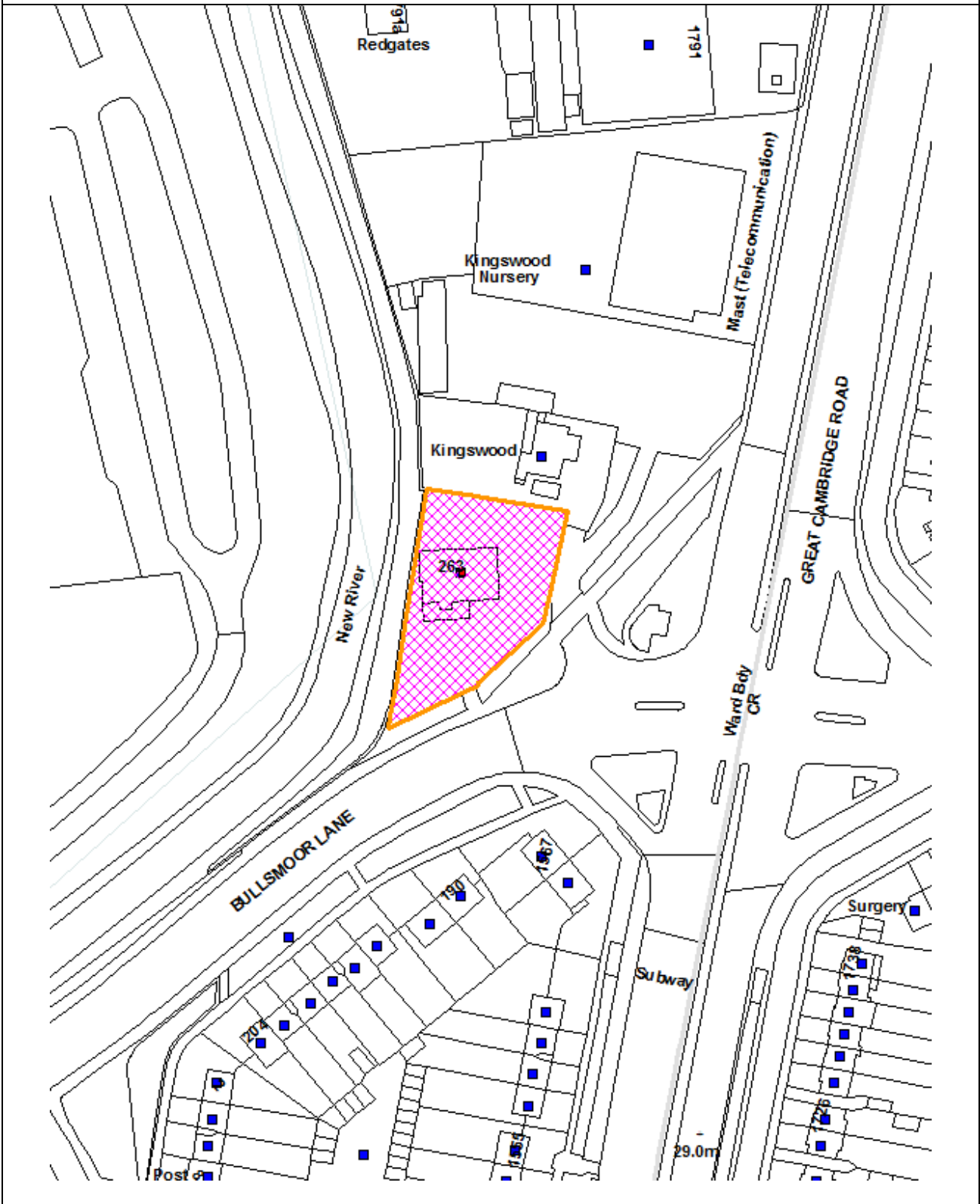
Mr Domenico Padalino
DPA London Ltd
25 Tudor Hall
Brewery Road
Hoddesdon
EN11 8FP
UK

RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 6.9 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions.

Note for Members:

The application has been brought to the Planning Committee because the planning application is for the erection of 10 or more residential units

Ref: 17/05227/FUL LOCATION: 263 Bullsmoor Lane, Enfield, EN1 4SF,



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The application site is a single storey chalet bungalow with direct access via a crossover to Bullsmoor Lane. The site is bordered on the eastern side by “the Great Cambridge Road” and on the southern side by of Bullsmoor Lane. To the north of the site the land is a large expanse of gravel area previously used for car parking in direct association with the historic operation of Kingsland/Waterworld Nursey and small residential property. The site is bordered to the west by the “New” river and open space beyond the river forming part of the metropolitan Green Belt. The site is relatively isolated and cut off from the surrounding context by Bullsmoor lane and Great Cambridge Road (A10). The surrounding context is formed of principally residential two storey properties.
- 1.2 The area not located in a conservation area or is a listed building. The site is not within a flood risk area (referenced from the environment agency flood map) or have any other land use designation. However, the New River is designated a green chain corridor and a Site of Borough Importance of Nature Conservation.
- 1.3 The site has a PTAL Level of 1b and is considered to be poorly served by public transport.

2.0 Proposal

- 2.1 Planning permission is sought for a redevelopment of the site and erection of part 3, part 4 storey block of 27 self-contained flats comprising 4 x 1 bed, 12 x 2 bed and 11 x 3 bed with associated parking and landscaping. (revised description)
- 2.2 The development would form an “L” block facing on to the river and set back from both Bullsmoor Lane and the Great Cambridge Road frontages. The building would project 43.4m in depth and the shorter “limb” of the L shape building would project 28.2m. The longer and shorter limbs will project to a height of 13.4m and 13.6m respectively. The development would include the excavation of a basement level to provide 39 car spaces accessed from the front of the building facing on to Bullsmoor Lane.
- 2.3 The building shall have a brick appearance with two types of brick, a white and grey mix. The fourth storey shall be encased in green copper panels. The grounds in front and along the boundary of the site shall be landscaped.

2.4 Changes to the original scheme include:

- An additional storey added to the shorter limb of the proposed residential block providing additional floorspace
- Ground floor extension to the south-east corner of the “longer limb”
- A greater quantity of floorspace provided to Units 7, 16, 17 and 20, subsequently an increasing the overall quantity of floorspace within the development and alter the dwelling mix and internal layout.
- The change in dwelling unit provides 4 x 1 bed, 12 x 2 bed and 11 x 3 bed
- Modest external alterations

2.5 An application for the redevelopment of adjoining land is reported elsewhere on this agenda under ref: 17/05528/FUL

3.0 Relevant Planning History

Application site

3.1 Reference - TP/95/0112

Development description – Erection of detached 6-bedroom house with integral double garage involving the demolition of existing house.

Decision Level – Delegated and approved

Decision Date – 11/04/1995

Surrounding Site

3.2 Site address – Kingswood Nurseries (Off Bullsmoor Lane)

Reference - 15/02745/FUL

Development description - Redevelopment of the site to provide 56 new residential units in 2 blocks, Block 1 - 5 x 4-bed town house with integral garage and 7 x 2-bed and 2 x 3-bed houses with roof terraces, Block 2 - 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-contained flats with cycle and bin stores at ground floor, new access roads, 67 car parking spaces and associated landscaping.

Decision level – Planning committee, Granted subject to a s106 agreement

Decision Date – 08/10/2015

3.3 Reference - 17/05528/FUL

Development description - Redevelopment of the site to provide 56 new residential units including 5 x 4-bed town house (with integral garage), 7 x 2-bed houses, 2 x 3-bed houses and two blocks providing 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-

contained flats. Provision for cycle and bin stores, new access roads, car parking spaces and associated amenity spaces and landscaping.

Development level – Planning Committee

Decision Date – Pending

3.3 Reference - 18/00487/CND

Development description - Details submitted pursuant to planning application ref: 15/02745/FUL comprising of construction methodology / traffic management plan (17) and vegetation clearance (outside of nesting season) (28) in respect of redevelopment of the site to provide 56 new residential units in 2 blocks, Block 1 - 5 x 4-bed town house with integral garage and 7 x 2-bed and 2 x 3-bed houses with roof terraces, Block 2 - 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-contained flats with cycle and bin stores at ground floor, new access roads, 67 car parking spaces and associated landscaping.

Decision Level – Delegated & Refused

Decision Date – 02/04/2018

4.0 **Consultation**

4.1 Statutory and Non-Statutory Consultees:

4.2 Traffic and Transportation:

No objections to the development following the resubmitted and updated information. Transport and highways conditions shall be applied. There will be a requirement to enter in to a s278 agreed as part of the s106 legal agreement to secure the works to the access to the site.

4.3 Transport for London (TfL)

TfL are satisfied with the cumulative impact of both development on the right turn in. However, a Delivery and Servicing Plan and Detailed Construction Logistics Plan should be secured by condition/pre-commencement condition respectively. TfL should be consulted on the discharge of these conditions.

4.4 Urban Design Officer:

The design team note many of the windows serving the flats will open on to the Great Cambridge Road (A10), albeit set back but nonetheless would be in proximity whereby noise could cause a concern. The outlook toward the A10 would also not be ideal or optimum. The provision of the main access to the basement

car parking is also not ideally located due to the view from surrounding views and free movement within the site. While changes could be undertaken the proposed use of brick for the main body of the building and the copper panels at roof level are supported. The external materials would be conditioned, and samples requested to ensure that the detailed design is of high quality.

Case Officer response: Additional changes to the positioning of the building could be undertaken however the broad scale, massing and relationship with the site context is considered to accord with planning policy.

4.5 Environmental Health: No objection as there is unlikely to be negative environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.

- The air quality report demonstrates that the development should not be exposed to concentrations of nitrogen dioxide and PM10 above objective levels set-out in the Air Quality Standards Regulations 2010.
- The acoustic report puts forward suitable glazing and alternative ventilation to ensure the internal noise levels set out in BS8233:2014 are met. The glazing and passive ventilation performances stated in the report must be met to ensure internal noise levels due to external sources are suitable.

Condition to be attached if acceptable,

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 GLAs 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 London Plan policies 5.3 and 7.14

4.6 SuDS Officer: FRA submitted but further information required which will be addressed by condition. However it is noted:

- Source control SuDS measures (such as permeable paving, rain gardens, green roofs and rain planters) will be used for roof runoff and hardstanding areas (to ensure the development follows the SuDS Management Train)
- Above ground attenuation will be maximised before below ground attenuation is utilised (in line with the London Plan Drainage Hierarchy)
- Greenfield runoff rates will be achieved for 1 in 1 year and 1 in 100 year (plus climate change) events OR Qbar
- The landscaping strategy will be revised to reflect the SuDS Strategy

4.7 Design Out Crime Officer: Conditions were suggested for the proposal to be designed to achieve Secure by Design accreditation and an informative for the applicant to seek advice from the Metropolitan Police Service Designing Out Crime Officers.

(1) I request that prior to carrying out above grade works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full 'Secured by Design' Accreditation.

The development shall only be carried out in accordance with the approved details.

(2) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.

4.8 Waste Services: No objection. Condition to be applied to clarify the appearance and details of the refuse on site.

4.9 Trees: No objection. There appears to be reasonable scope for an adequate landscape plan including tree planting and the proposed green roof and walls, however, no detail has been submitted and given the poor air quality of the area it is suggested that the landscape details should be submitted prior to a decision in order that it can be demonstrated appropriate green infrastructure can be realistically achieved so as to mitigate poor air quality and enhance amenity and eco-system service benefits. A condition to require a two stage process of archaeological investigation and an informative has been suggested.

4.10 Education: Any comments received will be reported at the meeting.

4.11 Public:

Letters were sent to 96 adjoining and nearby residents and a press notice was posted in the "Enfield independent" newspaper. No comments or objections have been received prior or after the conclusion of the response deadline on the 10/01/2018.

5.0 Relevant Planning Policies

5.1 London Plan (2016)

- 3.1 Ensuring Life Chances for All
- 3.4 Optimising Housing potential
- 3.3 Increasing housing supply
- 3.5 Quality and design of housing developments
- 3.7 Large residential developments
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.14 Existing Housing Stock
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban Greening
- 5.11 Green Roofs and development site environs
- 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
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing Traffic Flow and Tackling Congestion
- 6.12 Road Network Capacity
- 6.13 Parking

- 7.1 Lifetime Neighbourhoods
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.18 Protecting local open space and addressing local deficiency
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

5.2 Core Strategy (2010)

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

5.3 Development Management Document (2014)

- DMD1 Affordable Housing on Sites Capable of Providing 10 Units or More
- DMD3 Providing a Mix of Different Sized Homes
- DMD4 Loss of Existing Residential Units
- DMD6 Residential Character

DMD8 General Standards for New Residential Development
DMD9 Amenity Space
DMD10 Distancing
DMD22 Loss of Employment Outside of Designated Areas
DMD37 Achieving High Quality Design-Led Development
DMD38 Design Process
DMD45 Parking Standards
DMD47 New Roads, Access and Servicing
DMD48 Transport Assessments
DMD49 Sustainable Design and Construction Statements
DMD50 Environmental Assessment Methods
DMD51 Energy Efficiency Standards
DMD53 Low and Zero Carbon Technology
DMD54 Allowable Solutions
DMD55 Use of Roof Space / Vertical Surfaces
DMD56 Heating and Cooling
DMD57 Responsible Sourcing of Materials
DMD58 Water Efficiency
DMD59 Avoiding and Reducing Flood Risk
DMD60 Assessing Flood Risk
DMD61 Managing Surface Water
DMD65 Air Quality
DMD68 Noise
DMD69 Light Pollution
DMD70 Water Quality
DMD72 Open Space Provision
DMD73 Children's Play Space
DMD78 Nature Conservation
DMD79 Ecological Enhancements
DMD81 Landscaping

5.4 Other Policy

National Planning Policy Framework
National Planning Practice Guidance
Mayor of London Housing SPG (Nov 2012)
Draft London Plan 2018
LBE S106 SPD
Enfield Strategic Housing Market Assessment (2010)
Community Infrastructure Levy Regulations 2010

6.0 Analysis

6.1 This report sets out the analysis of the issues that arise from the proposal assessed against National, Regional and adopted strategic and local planning policies. The main issues are considered as follows:

- Principle of development
- Density of Development
- Design and appearance
- Dwelling Mix
- Standard of accommodation
- Impact on neighbouring amenity
- Traffic and transport implications
- Sustainable design and construction
- Viability - Affordable housing provision

Principle of Development

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

Impact on Character of Surrounding Area

6.3 The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 advises that “*decision should not impose architectural styles or particular tastes...[nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or*

reinforce local distinctiveness” while paragraph 61 advises that “...*decisions should address...the integration of new development into the natural, built and historic environment*”.

- 6.4 London Plan policy 7.1 (“Lifetime Neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...” Policy DMD37 (“Achieving High Quality and Design-Led Development”) confirms the criteria upon which applications will be assessed.
- 6.5 The immediate surrounding area is characterised predominantly by residential developments to the east and south on opposite side of the Great Cambridge Road (A10) and Bullsmoor Lane respectively. The two roads are busy and A10 is a main trunk road in and out of London. The residential properties on the east side of the A10 are in excess of a 100m from the site of the development. The distance and nature of the A10 and Bullsmoor Road provide a significant physical and contextual barrier in the location providing some flexibility to the applicant of both massing and design of development. The area to the north of the site has now been levelled, including the demolition of a modest residential property and the Kingswood nursesey.

Density of Development

- 6.6 The development site has a total area of 1363m². The provision of 4 x 1 bed, 12 x 2 bed and 11 x 3 equates to 88 habitable rooms and when calculated against the site area would produce 645.6 habitable rooms per hectare. This is above the level of density normally considered appropriate on a site with a low PTAL level of 1b unless there are mitigating circumstances. It must also be recognised that an assessment of density must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, albeit remaining appropriate for the area.
- 6.7 With a PTAL score of 0-1b, a guide density level would normally be in the range of 150-200 habitable rooms per hectare (hrph). However, in this instance, given the site circumstances, it is considered there is significant flexibility in the interpretation of what constitutes an acceptable density level for a high quality and well designed development scheme and a numerical assessment of density

should be seen as one factor to consider in assessing whether the site is capable of accommodating the quantum of development being proposed. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

- 6.8 The density of residential development proposals should also balance the need to ensure the most efficient use of land whilst respecting the quality and character of existing neighbourhoods and accessibility to transport and other infrastructure.
- 6.9 Furthermore, in this instance, the current scheme must be considered in partnership with the approved development on the adjacent site of Kingswood Nursery (currently under another assessment). The approved application on the site of Kingswood Nursery would have a total of 236 habitable rooms on a site measuring approximately 0.708ha, equating to a density of approximately 333.3hrph. When the two sites are considered together, a total of 324 habitable rooms on a combined 8443m² site would produce 384.7 hrph. While the Council acknowledges the density would be above the London Plan density range measured against the PTAL level of the site, it is considered the site context and individual nature of the location would merit a development that is of greater density than the London Plan range.

Design and appearance

- 6.10 The proposed part three, part four storey building would be erected in a “L” shape will introduce a building that is more contemporary in design and greater massing than the surrounding typology. However, its location at this major junction, the relative isolation of the site and the quality of the built surroundings, does not give rise to any substantive concerns to the resultant integration of the proposed scale and design. Furthermore, the recent planning permission (reference 15/02745/FUL) for development on land immediately to the north (Kingswood Nurseries) is a significant material consideration in terms of the design and massing considered acceptable on the site and includes the erection of four residential blocks with flat roofs, closely resembling the appearance and scale of the proposed residential blocks on the host site.
- 6.11 The position of the residential block is built up against the New River New along the western boundary creating an open area at the front of the site to allow access to the basement car park. The “set back” nature of the principle massing

of the building within the site will create a modest disconnect with the surroundings and make the vehicular entrance a more prominent feature than optimum in design terms. Nevertheless, the shape and position of the buildings would form an openness to the site and not impose upon the surrounding lower density residential properties. The projecting balconies and three storey features with different external brickwork would act to break up the principal elevation and provide visual interest. It is also considered the development would afford an acceptable relationship to the New River subject to landscaping / means of enclosure conditions.

- 6.12 No samples of external materials have been submitted with the planning application and neither the planning application nor the submitted revised Design and Access Statement have provided any description of external materials. Nevertheless, the submitted 3D images provide a broad illustration of the type of materials to be utilised. The body of the three storey portion of the building would be white/cream brick and the projecting columns would be grey/matt finish bricks. The fourth floor would be clad in a green copper material. Above the main entrance the central feature would have a fin exterior. The use of brick is welcomed and the two-colour contrast is positive. The copper cladding at four storey level is not objected to in isolation however would be create a boxy appearance at the top of the building. The only reservation could be associated with the proposed use of light renders in terms of the location adjacent to the A10 but final details of the materials can be agreed through a condition.
- 6.13 The proposed density, having regard to the adopted London Plan standard as discussed above, could be considered acceptable if all other material planning considerations are also acceptable. With regard to massing and distancing, although the proposal will introduce a scheme which is significantly more bulky than the existing, sufficient distancing is maintained to the nearest dwelling house and to boundaries so that the development does not appear overbearing and would have an acceptable siting within the street scene.
- 6.14 Having regard to all of the above, it is considered that the proposed scheme, by reason of its design, size, scale and siting has sufficient regard to the prevailing form and pattern of development., having regard to Policies 7.1, 7.4 & 7.6 of the London Plan, Policy 30 of the Core Strategy, Policies DMD 6, 8, 14 & 37 of the Development Management Document and with national guidance contained in the National Planning Policy Framework (in particular Section 7).

Dwelling Mix

- 6.15 Policy 3.8 of the London Plan and Policy CP5 of the Core Strategy (2010) seeks to ensure that new developments offer a range of housing sizes to meet housing needs. The proposal would be in accordance with these policies in addition to Policy 3.3 of the London Plan and Policy CP2 of the Core Strategy, insofar as it would maintain the Borough's housing stock.

The findings of Ecotec's research, *Enfield Strategic Housing Market Assessment* (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (i.e. 3+ bedrooms). This is equivalent to a need for 1,667 family sized homes of which nearly 40% is for four bedroom homes over a period of two years.

- 6.16 Policy DMD 3 (Providing a mix of different sized Homes) provides further policy weight and context to the need to provide a range of unit sizes within major new development. "Development on sites capable of accommodating 10 or more dwellings, in particular, should meet the targets. Development of less than 10 units should contribute towards meeting these targets by providing a mix of different sizes homes, including family sized accommodation".
- 6.17 The proposed 27 residential units would be broken in the following dwelling mix 4 x 1 bed, 12 x 2 bed and 11 x 3 bed. Core Strategy Policy 5 provides the outline (see below) for the expected breakdown of the housing types in the borough.

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

- 6.18 The proposal dwelling mix measured against the policy compliant dwelling mix breakdown is illustrated below

	1 & 2 bed units (1-3 persons) (%)	2 bed units (4 person) (%)	3 bed units (5-6 persons) (%)	4+ bed unit (6+ persons) (%)
Proposed dwelling mix	59% (15% if based on only 1 bed units)	0% (44% if based on 2 bed units)	41%	0%
Policy compliant breakdown	20%	15%	45%	20%
Deficiency	+44 (-5%)	-15% (+29%)	-4%	-20%

- 6.19 The table above illustrates the proposed dwelling mix for the 27 units fails to comply with the expected dwelling as set out within the Core Strategy Policy CP5 and Development Management Document Policy 3. Dwelling mix is an important material consideration in determining whether a development is acceptable. Nevertheless, the site context and optimum for development must be also considered. The site is located close to the busy A10 and Bullsmoor Lane roads, flank by the river and the new major development site to the north. It is therefore accepted it is not ideal for larger family units, categorised as 4+ bedroom units. The proposed two bedroom units are all capable of accommodating three people. The Council would expect a greater proportion of two bedroom four person units opposed to two bedroom three person units, however some flexibility is considered appropriate in this instance.

Standard of accommodation

- 6.20 To improve the quality of new housing, the new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments) and the Mayor's Housing SPG in terms of the GIA of individual units and individual rooms because the Mayor considers the size of new housing to be a key strategic issue.
- 6.21 Table 1 below demonstrates that the proposed GIA for each proposed unit will meet with or exceed the respective adopted minimum standard. The scheme is therefore considered acceptable with regards to this element.

Table 1

GROUND FLOOR			SECOND FLOOR		
Unit 1	1 Bedroom	52.5 m ²	Unit 17	2 Bedroom	70 m ²
Unit 2	3 Bedroom	81.5 m ²	Unit 18	3 Bedroom	106 m ²
Unit 3	3 Bedroom	77 m ²	Unit 19	3 Bedroom	96 m ²
Unit 4	2 Bedroom	62.5 m ²	Unit 20	3 Bedroom	86 m ²
Unit 5	2 Bedroom	64 m ²	Unit 21	2 Bedroom	64 m ²
Unit 6	2 Bedroom	62.5 m ²	Unit 22	2 Bedroom	62.5 m ²
Unit 7	3 Bedroom	75 m ²	Unit 23	2 Bedroom	61 m ²
Unit 8	2 Bedroom	62 m ²	Unit 24	3 Bedroom	76 m ²
FIRST FLOOR			THIRD FLOOR		
Unit 9	1 Bedroom	52.5 m ²	Unit 25	1 Bedroom	50 m ²
Unit 10	3 Bedroom	81.5 m ²	Unit 26	1 Bedroom	52 m ²
Unit 11	3 Bedroom	77 m ²	Unit 27	3 Bedroom	79 m ²
Unit 12	2 Bedroom	62.5 m ²			
Unit 13	2 Bedroom	64 m ²		1 Bedroom	4
Unit 14	2 Bedroom	62.5 m ²		2 Bedroom	12
Unit 15	2 Bedroom	61 m ²		3 Bedroom	11
Unit 16	3 Bedroom	86 m ²			
			<hr/> Tot Units 27		

6.22 Turning to individual rooms, paragraph 2.3.22 of the Mayor’s Housing SPG, advises that the preferred minimum floor areas for single bedrooms and double/twin bedrooms is 7.5sqm and 11.5sqm respectively. The combined floor areas for living / dining / kitchen space are dependent upon occupancy level. Each unit meets with or exceeds the minimum standards.

6.23 The proposed units would all have adequate circulation and the principle living rooms would have reasonable access to direct and ambient light levels. The positioning of the “L” shape residential block does result in a portion of the flats suffering from poor direct light and outlook principally at the ground floor due to

the north facing and boundary treatment respectively affected the units. However, on balance, this is not of sufficient concerns to justify refusing permission on this ground.

- 6.24 Units 3, 4, 11 and 12 would receive adequate levels of amenity and the bedrooms suffering the disadvantage in terms of the levels of available amenity would be secondary windows that experience the least quantitative levels of occupancy time within a habitable unit. The residential development as a whole benefits from unhindered southern and western views with excellent levels of direct sunlight.
- 6.25 No daylight/sunlight report measuring the ADF has been submitted with the planning application as would generally be expected for such a major scheme. Nevertheless, as previously stated the majority of the proposed units would appear to receive adequate to good levels of both direct and ambient daylight and sunlight levels. Thus, in this instance the quality of the proposed accommodation in terms of daylight and sunlight received by future occupiers is considered to be acceptable. Therefore, taken cumulatively the overall quality of amenity provision to the proposed residential units within the residential block is considered to be acceptable to Policy 3.5 of the London plan and DMD 8 (General Standards for new residential Development) of the development Management Plan

Amenity Space Provision

- 6.26 Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Table 3 below demonstrates with regard to private amenity space, each unit proposed will meet with or exceed the respective adopted minimum standard.
- 6.27 In addition to the private amenity space as outlined above, the scheme will also be providing approximately 208m² of communal amenity space at roof level. The individual levels of private amenity space assigned to each residential unit are illustrated in the table below. Each residential unit is provided with some form of external amenity space and in combination with the roof top communal space is considered to be adequate and accord with relevant policy.

Table of private amenity space

GROUND FLOOR		GIA	AMENITY
Unit 1	1 Bedroom	52.5 m ²	7 m ²
Unit 2	3 Bedroom	81.5 m ²	19 m ²
Unit 3	3 Bedroom	77 m ²	40 m ²
Unit 4	2 Bedroom	62.5 m ²	34 m ²
Unit 5	2 Bedroom	64 m ²	42 m ²
Unit 6	2 Bedroom	62.5 m ²	27 m ²
Unit 7	3 Bedroom	75 m ²	20 m ²
Unit 8	2 Bedroom	62 m ²	9 m ²

FIRST FLOOR		GIA	AMENITY
Unit 9	1 Bedroom	52.5 m ²	5 m ²
Unit 10	3 Bedroom	81.5 m ²	9 m ²
Unit 11	3 Bedroom	77 m ²	13.5 m ²
Unit 12	2 Bedroom	62.5 m ²	13 m ²
Unit 13	2 Bedroom	64 m ²	6 m ²
Unit 14	2 Bedroom	62.5 m ²	8.5 m ²
Unit 15	2 Bedroom	61 m ²	19 m ²
Unit 16	3 Bedroom	86 m ²	8 m ²

SECOND FLOOR		GIA	AMENITY
Unit 17	2 Bedroom	70 m ²	9.5 m ²
Unit 18	3 Bedroom	106 m ²	25.5 m ²
Unit 19	3 Bedroom	96 m ²	27 m ²
Unit 20	3 Bedroom	86 m ²	13 m ²
Unit 21	2 Bedroom	64 m ²	6 m ²
Unit 22	2 Bedroom	62.5 m ²	8.5 m ²
Unit 23	2 Bedroom	61 m ²	16 m ²
Unit 24	3 Bedroom	76 m ²	16 m ²

THIRD FLOOR		GIA	AMENITY
Unit 25	1 Bedroom	50 m ²	7 m ²
Unit 26	1 Bedroom	52 m ²	7.5 m ²
Unit 27	3 Bedroom	79 m ²	18.5 m ²

1 Bedroom	4
2 Bedroom	12
3 Bedroom	11
<hr/>	
Tot Units	27

1 Proposed Schedule of accommodation
1:100

6.28 In relation to the quality of the space, it is recognised that the outlook from the principle habitable rooms located on the proposed ground floor units would have an uncomfortable proximity and modest distance to the boundary fence to the site. In order to mitigate the impact of the proximity of the boundaries and the subsequent poor outlook, green walls are to be conditioned to soften the impact. This is considered acceptable subject to a suitable level of planting and a long-term management plan being secured, by condition. Following acceptable

boundary treatments and mitigation factors to be secured by planning condition the quality and quantity of external amenity space is considered to be acceptable.

Impact on Neighbouring Amenity

- 6.29 The site is isolated within its surroundings flanked on three sides by Bullsmoor Lane, A10 and the New River on the southern, eastern and western site boundaries respectively. The northern boundary and site beyond is currently open with a gravel surface recently cleared of all structures. The current site context provides limited scope for harmful impact associated with erection of the proposed part three, part four storey residential building.
- 6.30 While planning policy assesses the impact of development on the existing context of a location and site, it is noteworthy to mention the adjacent major development given planning approval under reference 15/02745/FUL and the amended scheme which is under consideration elsewhere on this agenda. These approved plans show the area of the development adjacent to the southern boundary and northern boundary of the site would provide communal open space and therefore raise no concerns regarding the future residential amenity of properties in this development.
- 6.31 No daylight/sunlight report has been submitted with the planning application as would generally be expected for such a major scheme. While a daylight/sunlight report would provide clarification and technical evidence in relation to whether neighbouring occupiers would suffer unreasonable loss of light judged against the 2011 BRE guidelines. As previously stated the isolated site context is not considered to warrant a daylight/sunlight report.
- 6.32 The proposed development is not considered to result in harmful impacts to the neighbouring amenity levels of surrounding residential properties in accordance with Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

Traffic and Transportation impacts

- 6.33 Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 & 47 provide the

criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.

Parking

- 6.34 The proposed basement level shall provide 36 parking spaces, 30 of the parking spaces shall be allotted to future occupiers and four (4) of the spaces shall be for visitors and two (2) disabled parking spaces. Assessed against the London Plan maximum standards within the parking addendum (see table below), the quantity of car spaces assigned against the dwelling mix of 4 x 1 bed, 12 x 2 bed and 11 x 3 bed would be acceptable and provide acceptable levels of parking for the future development. Traffic & Transportation have assessed the dimensions and access arrangements of each parking space and consider the spaces to meet National standards. All other parking spaces have a dimension of 2.4m x 4.8m, a minimum clearance width of 6m is achieved behind all parking bays enabling easy access and exit from the car park in line with standards.

London Plan Maximum Parking standards (Addendum)

Maximum residential parking standards			
number of beds	4 or more	3	1-2

Residential parking provision

Type of Unit	Parking Ratio	Number of Units	Parking Provision
1 Bed	Up to 1 Space	4	4
2 Bed	1 space	12	12
3 Bed	1.5 space	11	17
Resident parking			33

- 6.35 In line with the London Plan (March 2016), 20% (**7 spaces**) of the total parking spaces should be provided as active electric vehicle (EV) charging points; with a further 20% (**7 spaces**) passive EV charging spaces. This level of provision should be distributed across the entire site.

Traffic generation and quantity of Vehicle Movement

- 6.36 The impact of a 27 residential unit development upon the traffic flow of Bullsmoor Lane is of concern, especially alongside the planning approval for 56 units on the Kingswood site directly to the north of the site with both proposing to use the same access to Bullsmoor Lane. This concern focuses on the number “right turn” exits from the site and the overall intensification of vehicle movements as a result of development. The applicant has provided a TRIC (trip rate information computer system) to provide clarity on the level of vehicular use and the intensification of the site (see table below). In terms of right turn traffic, based on a combined total of 84 units (27 + 56) the assessment expects the overall development to generate approximately 3 arrivals in the AM peak and 11 arrivals in the PM peak all assumed to be right turn movements. The proposed combined developments will generate approximately 1 right turn movement every 20 minutes during the AM peak hour and approximately 1 every 5-6 minutes during the PM peak hour. In this regard, the proposed right turn at a length of 18m provides sufficient length for 3 cars waiting to turn right at any one time. Such a volume of vehicle use to and from the site therefore considered to be acceptable.

MM Flats Privately Owned_Cars Only			84 Units			
Weekday						
Time	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
0800-0900	0.034	0.118	0.152	3	10	13
1700-1800	0.132	0.056	0.188	11	5	16
Daily	1.078	1.013	2.091	91	85	176

Access

- 6.37 The site is currently accessed by both a single vehicle crossover and a larger primary crossover that is located outside the redline boundary and is principally the access point to the Kingswood Nursery location.
- 6.38 The applicant has provided swept paths illustrating access and tracking in to the basement parking. Whilst the principle of the single vehicle access point is acceptable, details of the ramp including gradient width of access should be provided. The design of the basement car park and ramp should be in line with the standards set out in the “Institution of Structural Engineers (June 2002), guidance on the Design recommendations for multi-storey and underground car

parks, 3rd Edition". The detailed design of the ramp shall be reserved by planning condition prior to commencement of development, alongside surface materials, lighting design and relevant landscaping design will be conditioned as a pre-commencement planning condition. TfL have assessed the revised information and have been consulted directly by the applicants appointed Highway/Transport consultant. As a result, TfL have confirmed they are satisfied with the level of details provided and the cumulative impact of the development taking into account the concerns regarding the right hand turn movements. Subject to relevant pre-commencement transport conditions applied to the development, no objection is raised..

Pedestrian Access

- 6.39 A Road Safety Audit Stage 1 has been commissioned by "Entran Traffic Management Consultants" dated 21/04/2018. The report builds on the initial concerns from the Traffic and Transportation department and has provided additional mitigating data. TfL have assessed the Road Safety Audit and are satisfied with the assessment.

Cycle storage & access

- 6.40 In relation to cycle parking, the London Plan requires 1 space per 1-bed unit and 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). This equates to 50 long-stay spaces and 4 short-stay spaces for the current scheme. The development is providing 57 cycle spaces in total located in five separate locations (including the basement) utilising Sheffield stands around the development. The detailed appearance and form of Cycle storage provision will be secured by planning condition.

Sustainable Transport Package

- 6.41 As part of the redevelopment of the site, each new unit shall be entitled to a sustainable transport package up to the value of £124 which shall include an Oyster card per bedroom and 3 years of London Cycling Campaign Membership per bedroom. The applicant will be responsible for promoting the sustainable transport package and managing delivery. Confirmation will be required that the package has been offered to all first occupiers of residential units. This should be via an independent audit undertaken at the applicant's cost. Where there is evidence that the package has not been offered, the applicant will be required to make a £124 per unit contribution to the Council to support delivery of

sustainable transport measures. The total sustainable transport contribution which will be sought via S106 is £3,345.

Other transport matters

- 6.42 The proposed site shall be subject to a CLP (Construction Logistics Plan) to be a pre-commencement planning condition. The highway works to facilitate access to the site, improve the junction from Bullsmoor Lane and create cycle lane infrastructure as part of cycle Enfield Project access to Bullsmoor Lane would require a financial contribution of £72,321. The associated cost would form part of a s106 agreement.

Site Waste Management

- 6.43 A loading bay is proposed on Bullsmoor lane at the location of the existing crossover access to the site. The existing crossover access shall be reinstated as part of the development (forming part of the s278 Highways agreement) on the site. The loading bay is in close proximity to the location of the refuse collection and storage point at the extreme south-west of the site. The refuse storage unit shall be enclosed and has been located approximately four (4) metres from the nearest residential unit. The final appearance and contents shall be conditioned as a pre-commencement planning condition.
- 6.44 The bin storage area shall be conditioned and the correct quantity of bins to serve the future occupiers of the 27 residential units shall be provided. Further details to be covered by condition.

Sustainable Design and Construction

Energy

- 6.45 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD 53 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency. An Energy Statement (dated December 2017) prepared by BriaryEnergy has been submitted in order to assess the quantity of Carbon capture on the site and the feasibility of a range of technologies to install.

- 6.46 The report concluded “solar Photovoltaic panels” would provide the required reduction in CO₂ emissions, energy at the lowest capital cost and provide a benefit to the occupier in terms of fuel savings. If 3.5kWp of PV were installed to the roof (Southerly facing at 30° pitch) will provide further carbon reductions of 6.5%, and further reduce energy demand by 3.0%. The overall carbon reduction will be 19.4%, in excess of targets set out in Enfield Core Strategy.
- 6.47 The submitted plans do not illustrate where the solar panels are to be located however the flat roof of the fourth floor accommodation would be likely to accommodate the proposed solar panels. A planning condition would be applied to the scheme to provide full details of the type and form of the solar panels alongside the formal location and angle of incline.

Contamination

- 6.48 The applicant has submitted no desktop contamination report for the site. However, noting the site was previously occupied by a residential dwelling and there being no apparent history of operational uses on the site that have potentially caused heavy metals or other potential harmful materials to be embedded into the ground, no contamination report is considered necessary. The Councils own Environmental Health officer has provided no objection to the lack of a contamination report and therefore the planning application is considered to be in accordance with Policy DMD 66 (Land contamination and instability).

Noise

- 6.49 Policy DMD 68 (Noise) expects development to be sensitively designed, managed and operated to reduce exposure to noise and noise generation. Particular regard should be applied to building design (positioning of facades and section of materials), layout of uses and rooms and sound insulation. Development involving noise sensitive uses close to sources of significant noise will only be permitted if mitigation measures reduce noise to an acceptable level to safeguard the amenity of future occupiers.
- 6.50 Applications must be accompanied by a noise assessment to demonstrate that occupiers/users will not be exposed to unacceptable levels of noise, having regard to relevant noise exposure categories noise standards and corresponding advice
- 6.51 The site is in close proximity to the Great Cambridge Road (A10) and therefore above average background noise levels are present for a prolonged period of

time throughout the day and night. The applicant has provided a report prepared by Syntegra Consulting, dated November 2017 that provides an assessment of Façade sound insulation. The report has assessed prospective rooms in proposed Units 2, 7 ,8 ,18 & 26 on the site but it appears some of the proposed units closest to the A10 have not been assessed. Nevertheless, the council's Environmental Health officer has no objection to the noise impact on the units. The acoustic report puts forward suitable glazing and alternative ventilation to ensure the internal noise levels set out in BS8233:2014 are met. The glazing and passive ventilation performances stated in the report must be met to ensure internal noise levels due to external sources are suitable. A condition shall be applied to the scheme that prior to occupation a revised acoustic design statement will be conditioned to confirm noise levels would be below the national regulations.

Air Quality

- 6.52 The applicant has provided an Air Quality Assessment prepared by gem Air Quality Ltd, dated December 2017, Reference AQ1047. The air quality report demonstrates that the development should not be exposed to concentrations of nitrogen dioxide and PM10 above objective levels set-out in the Air Quality Standards Regulations 2010. The report states mitigation measures can be applied (see table 22 of the submitted report) to prevent harmful and excessive airborne dust. No objection is raised by the Environmental Health officer and therefore the report is considered to be acceptable subject to the implementation of the identified mitigation.

Water:

- 6.53 Policy DMD 58 (Water Efficiency) expects new residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. The applicant has provided no reports or documents to confirm how the proposed development will implement water efficiency measures to achieve this. Therefore a condition shall be applied to the development site

Sustainable Urban Drainage

- 6.54 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's approach to

flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD 61 (Managing Surface Water) expects a Drainage Strategy will be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet the following requirements:

- 6.55 **Sustainability** - SuDS measure(s) should be appropriate having regard to the proposed use of site, site conditions/context (including proximity to Source Protection Zones and potential for contamination) and geology.
- 6.56 **Quantity** - a. All major developments must achieve greenfield run off rates (for 1 in 1 year and 1 in 100 year events).
b. All other development should seek to achieve greenfield run off and must maximise the use of SuDS, including at least one 'at source' SuDS measure resulting in a net improvement in water quantity or quality discharging to sewer in-line with any SuDS guidance or requirements.
- 6.57 **Quality** - a. Major developments must have regard to best practice and where appropriate follow the SuDS management train by providing a number of treatment phases corresponding to their pollution potential and the environmental sensitivities of the locality.
b. Measures should be incorporated to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- 6.58 **Functionality**
a. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact.
b. Clear ownership, management and maintenance arrangements must be established.

The applicant has yet to submit a SUDs report therefore I cannot make in depth comment at this stage. The Councils SUDs officer has confirmed a preliminary SuDS Strategy is required including

- The depth to the groundwater mAOD in relation to FFL (Finished Floor Level mAOD).
- Infiltration and geological data.
- The buildings need to be set back by at least 8m from the River

Further information on this SuDs design is awaited but a condition will be imposed to ensure this issue is adequately addressed.

Section 106 Agreements

6.59 Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to “decent and appropriate housing in their borough” (para.5.17 Core Strategy). Policy CP3 of the Core Strategy, Policy DMD2 of the Development Management Document and the S106 SPD (adopted November 2016) require developers to make appropriate provision for affordable housing in accordance with adopted policy.

6.60 The submitted viability information has been assessed by the Councils independent viability assessor in order to ascertain the quantity of affordable housing that can be provided on site. This confirmed that based on the development viability information 5 units could be provided on site.

4 x affordable rented: 2 x 2 bed and 2 x 3 bed
1 x shared ownership 1 x 2 bed

This equate to 18.5%.

6.61 It should also be noted that an education contribution of £65,910.00 is generated by the development.

CIL

Mayoral CIL

6.62 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure.

A contribution of £57,575.16 is therefore required.

Enfield CIL

6.63 On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.

6.64 The applicable CIL rate is be £120 per square metre together with a monthly indexation figure. The contribution required is £246,120.

6.65 These figures are liable to change when the CIL liability notice is issued.

7. Conclusion

7.1 Having regard to all of the above, it is considered that, planning permission should be granted for the following reasons:

1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Polices 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
2. The proposed development due to its design, size, scale and siting, does not unduly detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework, and with guidance contained within the National Planning Policy Framework.
3. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

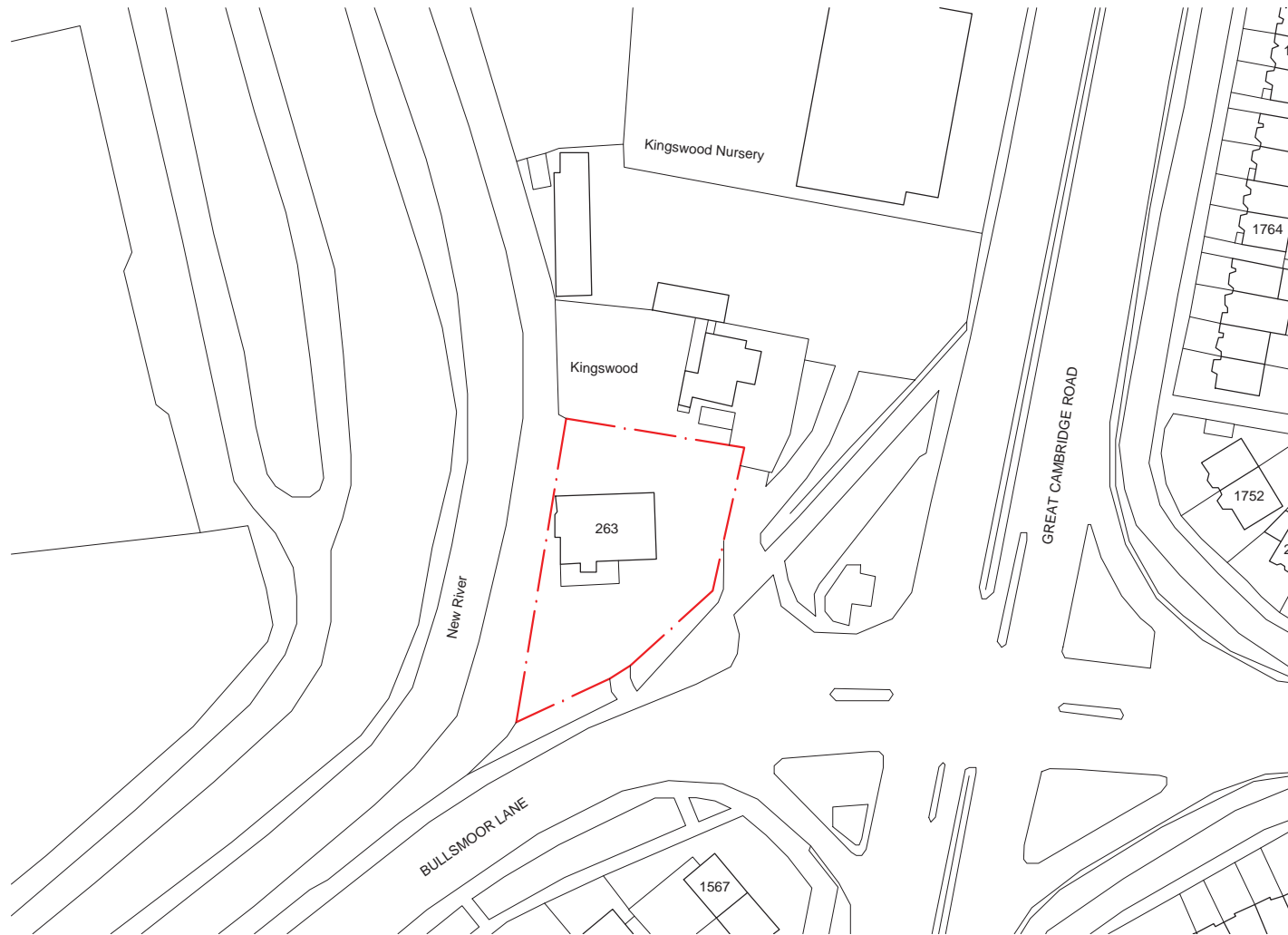
5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

8.0 Recommendation

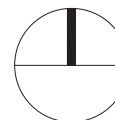
- 8.1 That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 6.9 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions:

1. Time limit
2. Development in Accordance with Approved Plans
3. Details of external finishing materials including samples and sample panels – details of brick bond, pointing, mortar mix, window details, window reveals, dormers, chimney stacks, canopy, stair core
4. Surfacing materials
5. Details of enclosure including the boundary treatment to introduced between the pedestrian access and the disabled parking bays
6. Details of levels
7. Access roads and junctions
8. Disabled parking spaces – correct size
9. Electric charging points
10. Soft landscaping including replacement trees
11. Refuse storage
12. Cycle parking spaces
13. Wheel washing
14. Construction traffic management plan
15. Travel plan
16. EPC
17. Energy Statement
18. BREEAM
19. Green procurement plan
20. Green roof feasibility study
21. CCS
22. Details of a written scheme of archaeological investigation

23. Potable water
24. Rainwater recycling system
25. SuDS Drainage Plan
26. No clearance during birds nesting
27. Biodiversity enhancements
28. External lighting
29. Green/ Brown roof/ living wall
30. Tree protection plan
31. Site waste management plan
32. No additional fenestration
33. Restricted PD - Additions



1 **Location Plan**
1:1250



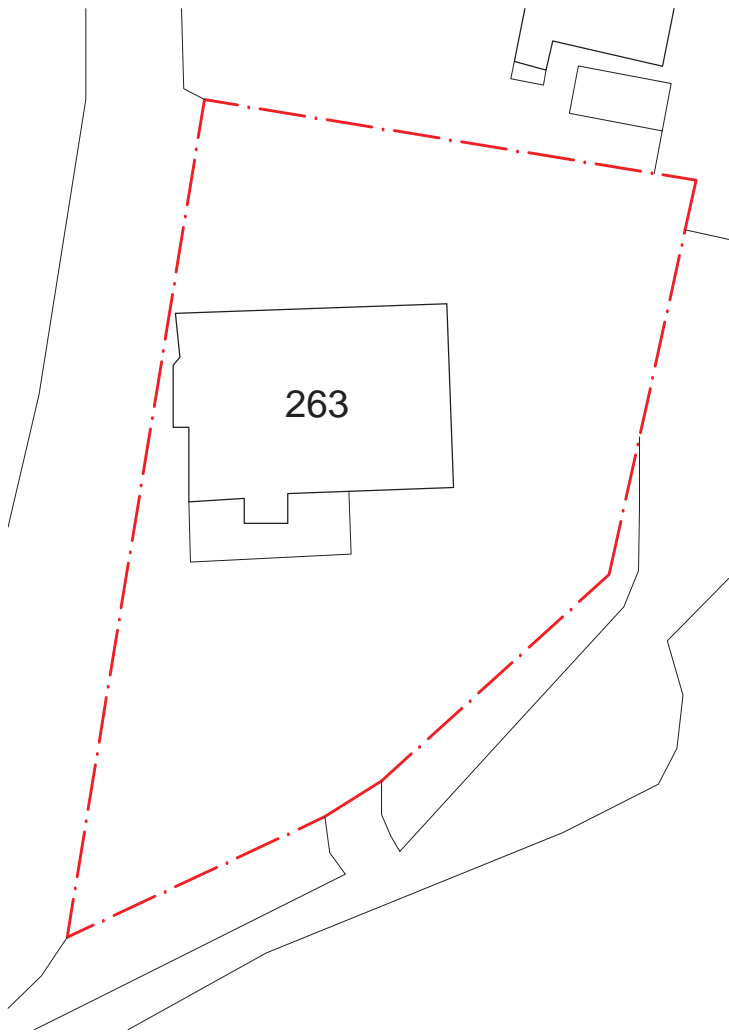
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INTERIOR DESIGNERS
PARTY WALL SURVEYORS
PLANNING CONSULTANTS**

Hertfordshire Office
25 Tudor Hall
Brewery Road
Hoddesdon, Herts
EN11 8FP

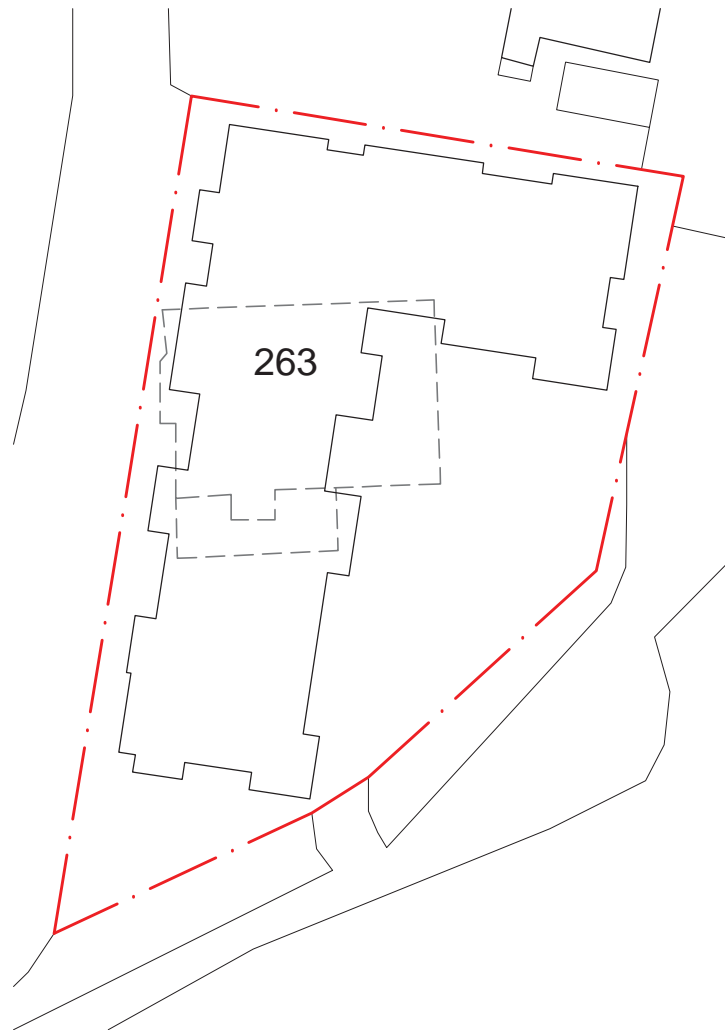
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9 Devonshire square
London
EC2M 4YF

01992 469001
info@dpa-architects.co.uk
www.dpa-architects.co.uk

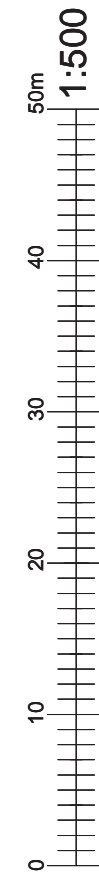
Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bulls Moor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Location Plan
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:1250@A4
Drawing No.	1281_300
Date	November 2017
Revisions	E_20180814



1 Existing Block Plan
1:500



2 Proposed Block Plan
1:500



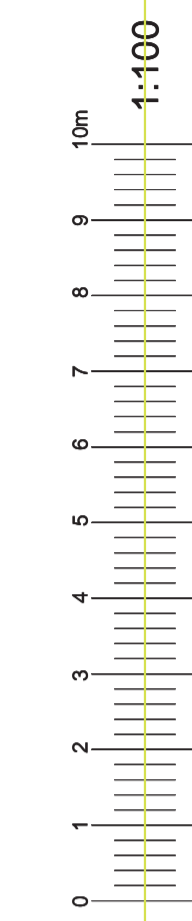
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PARTY WALL SURVEYORS
PLANNING CONSULTANTS**

Hertfordshire Office
25 Tudor Hall
Brewery Road
Hoddesdon, Herts
EN11 8FP

London Office
9 Devonshire square
London
EC2M 4YF

01992 469001
info@dpa-architects.co.uk
www.dpa-architects.co.uk

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Drawing Title	Block Plan
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:500@A4
Drawing No.	1281_301
Date	November 2017
Revisions	E_20180814



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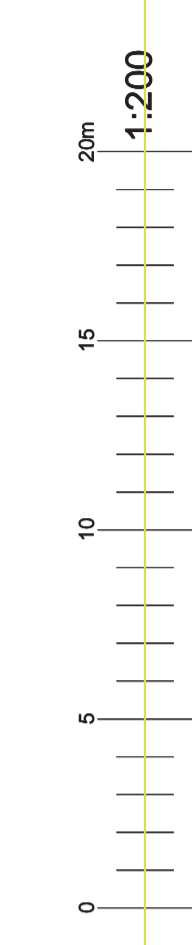
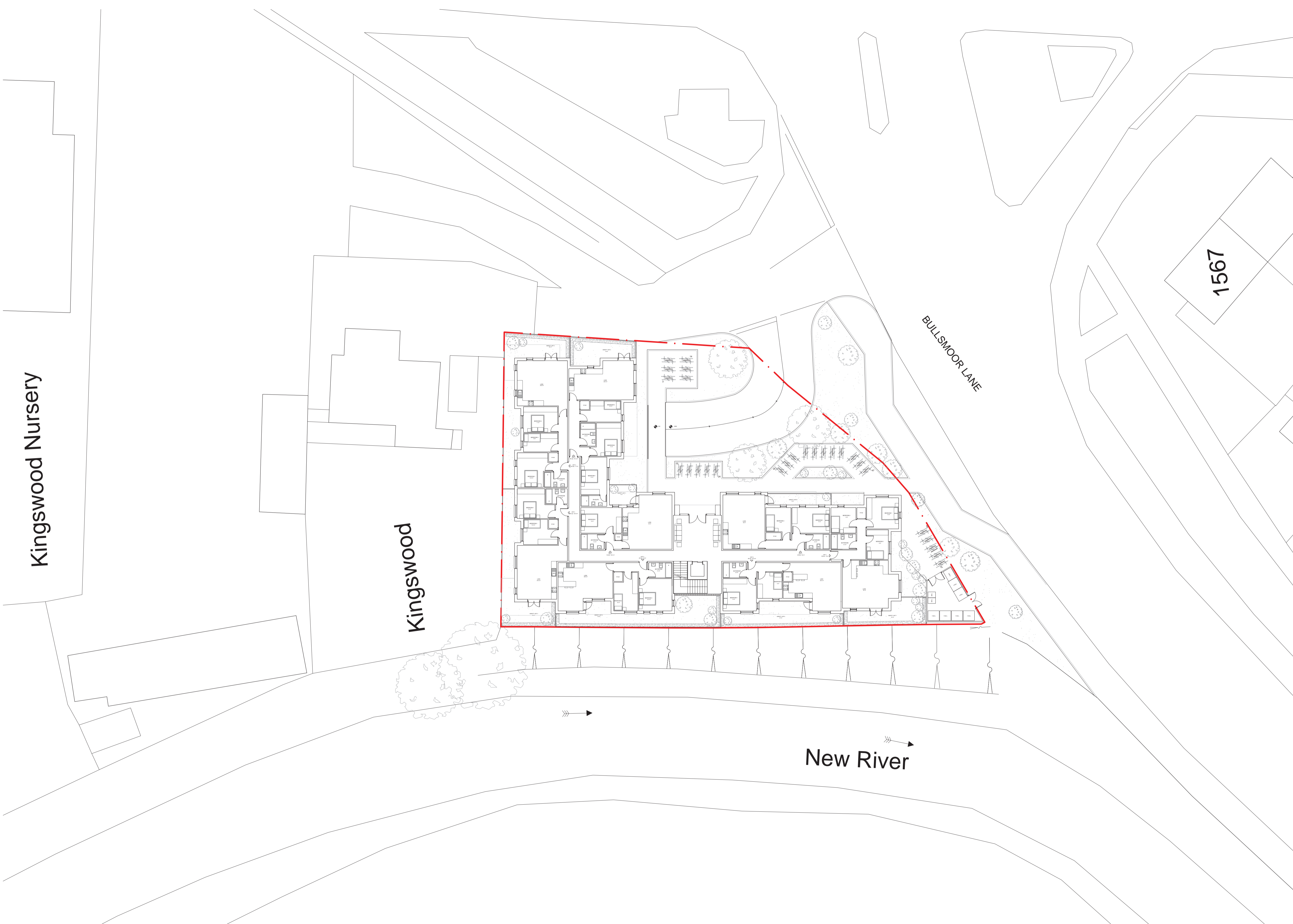
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 25 Tudor Hall
 Brewery Road
 Hoddesdon, Herts
 EN11 8FP

London Office
 9 Devonshire square
 London
 EC2M 4YF

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 info@dpa-architects.co.uk
 www.dpa-architects.co.uk

Client	Mr Jack Harvey & Mr Barry Memer
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Existing Site Plan
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100@A1
Drawing No.	1281 302
Date	October 2017
Revisions	E_20180814

1 Existing Site Plan
1:100



Kingswood Nursery

Kingswood

BULLSMOOR LANE

1567

New River

1 Proposed Site Plan
1:200

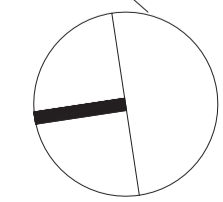
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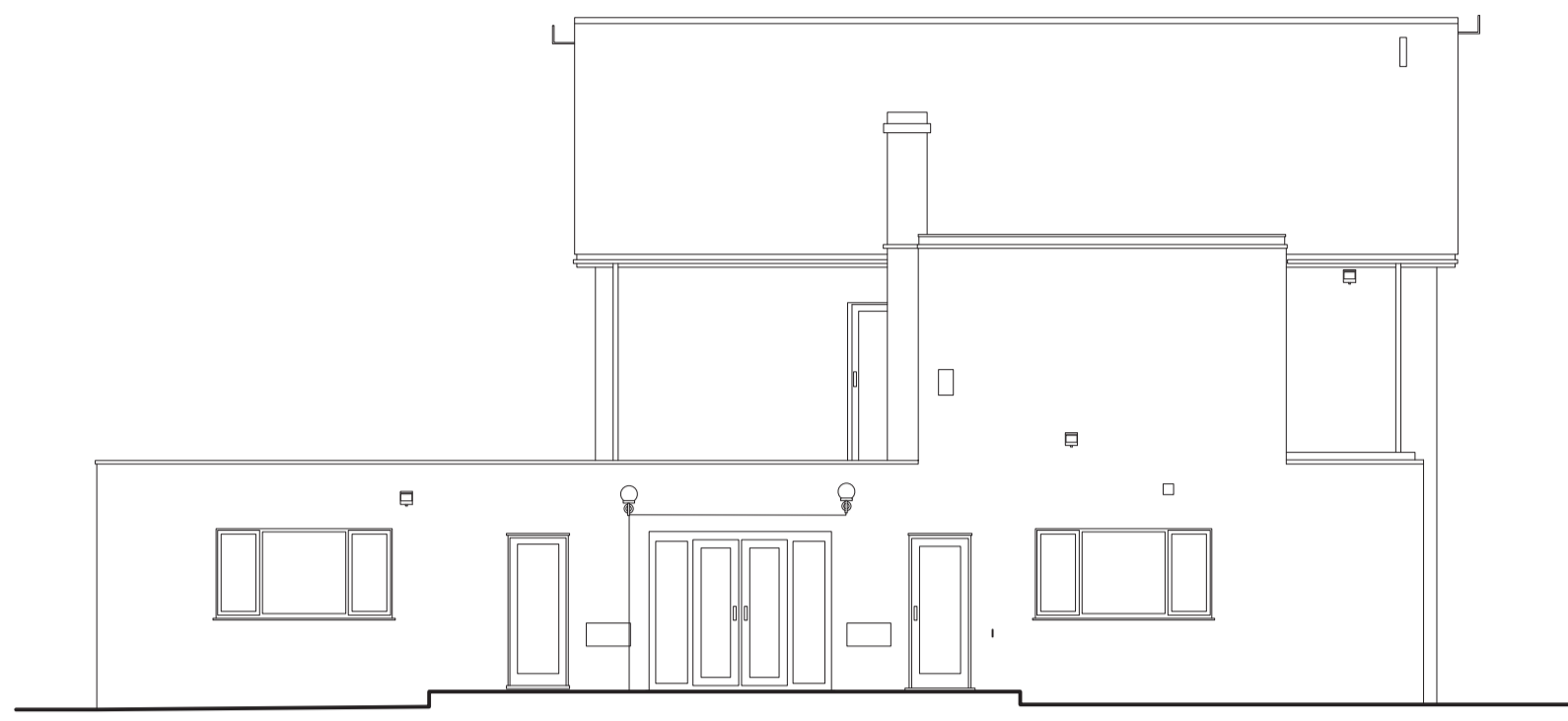
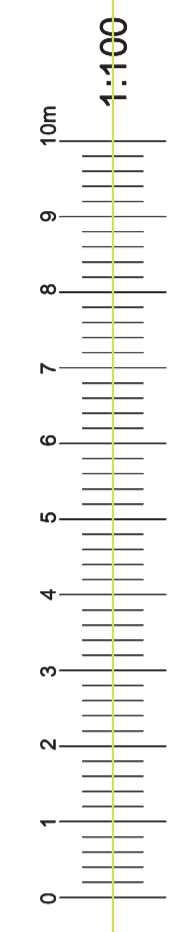
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EN11 8FP

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Drawing Title	Proposed Site Plan
Drawn	AD
Checked by	DP
Issued for	Planning Application
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Drawing No.	1281 303
Date	November 2017
Revisions	A_20180418 B_20180810 C_20180813 E_20180814





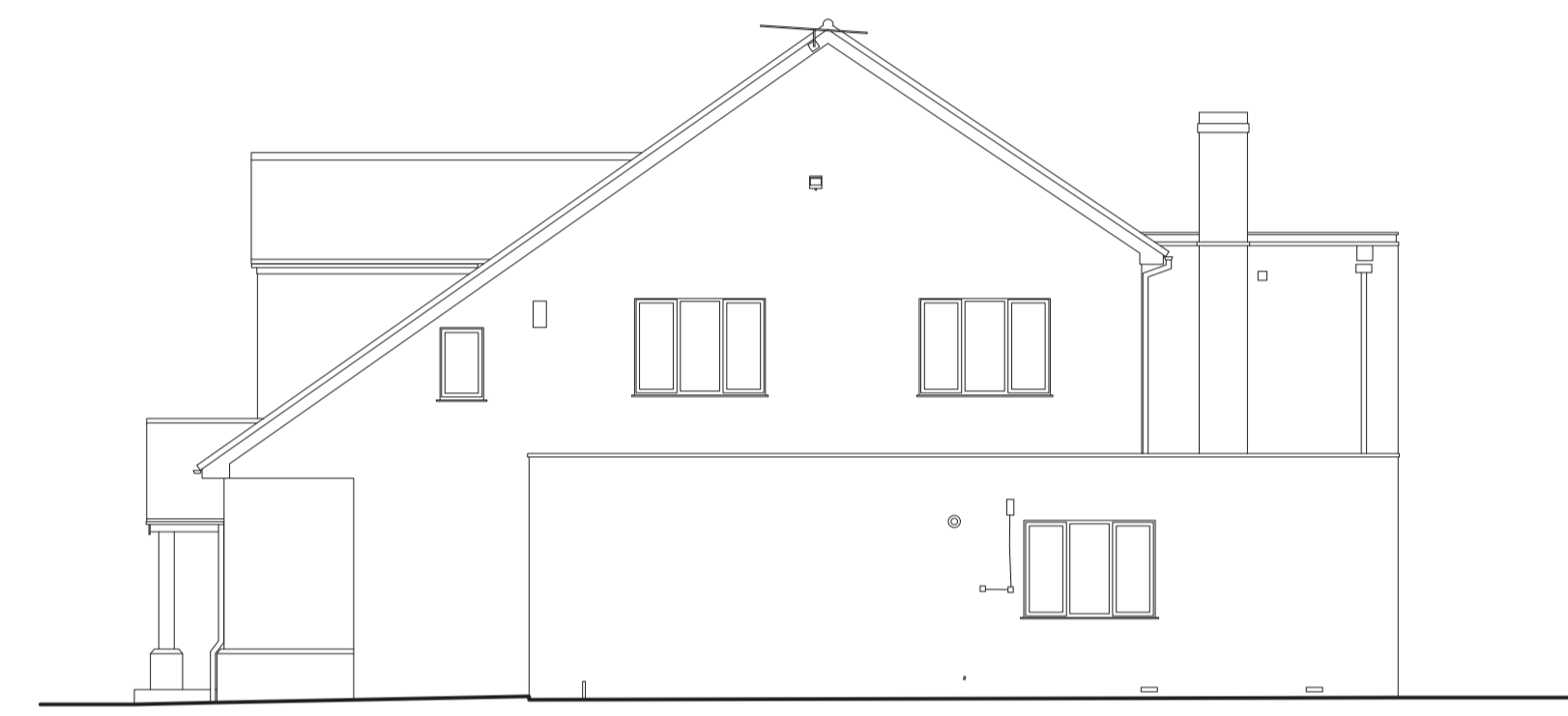
4 Existing Rear Elevation
1:100



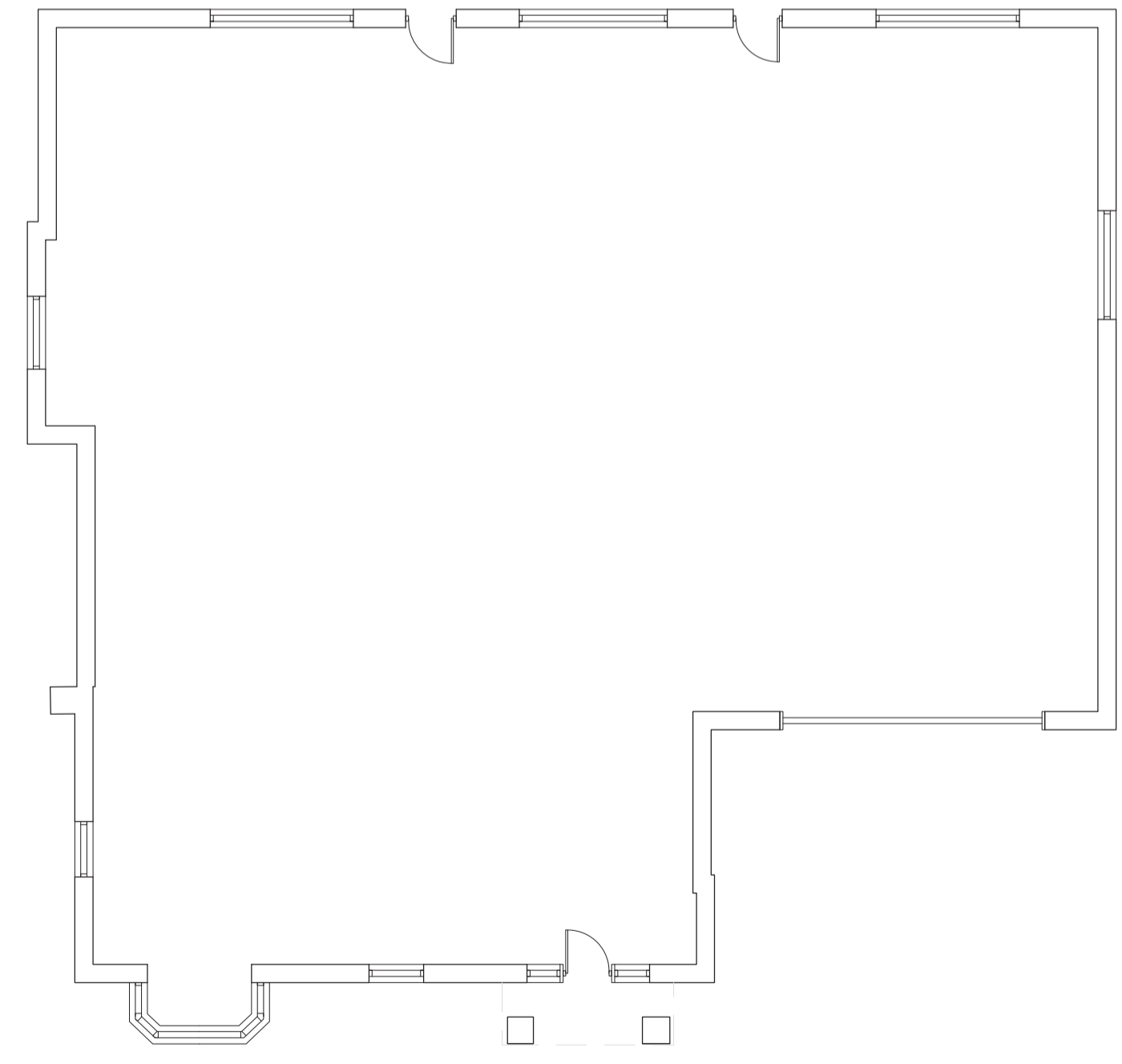
6 Existing Side Elevation
1:100



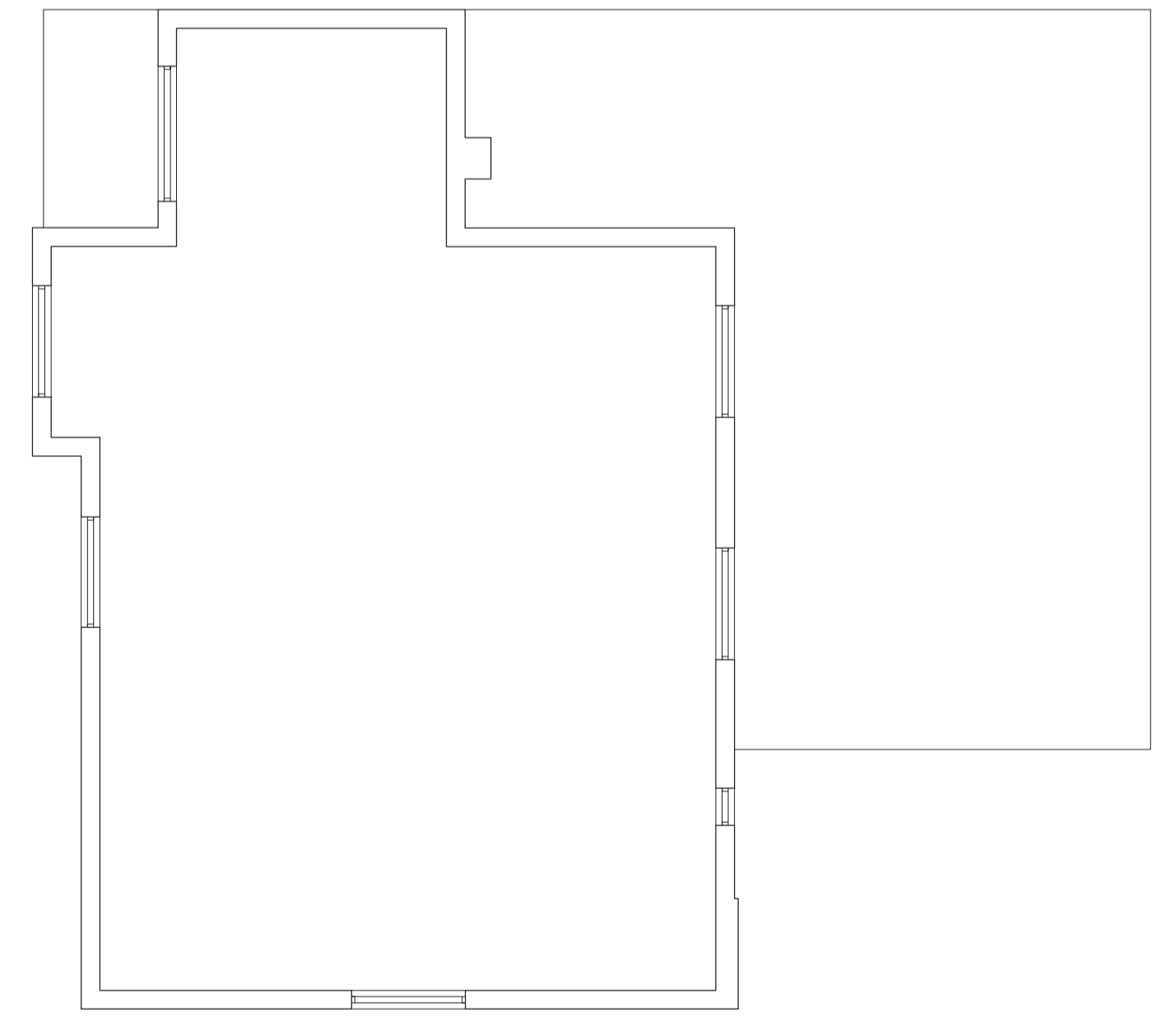
3 Existing Front Elevation
1:100



5 Existing Side Elevation
1:100



1 Existing Ground Floor Plan
1:100



2 Existing First Floor Plan
1:100

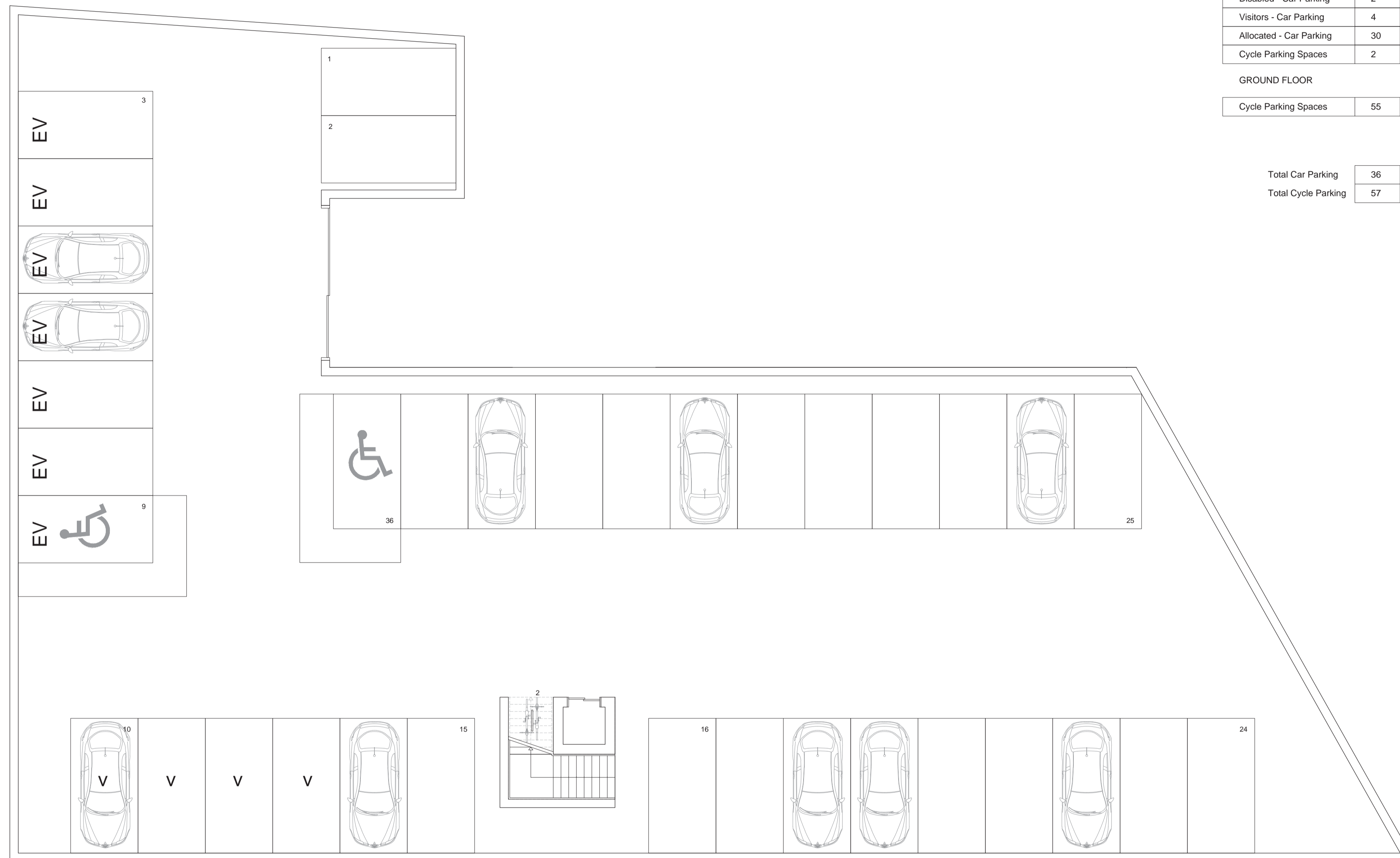
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EN11 8FP

London Office
9 Devonshire square
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RIBA 01992 469001
info@dpa-architects.co.uk
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Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Existing Plans and Elevations
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100@A1
Drawing No.	1281 304
Date	October 2017
Revisions	E_20180814



UNDERGROUND	
Disabled - Car Parking	2
Visitors - Car Parking	4
Allocated - Car Parking	30
Cycle Parking Spaces	2

GROUND FLOOR	
Cycle Parking Spaces	55

Total Car Parking	36
Total Cycle Parking	57

1 Proposed Underground Parking
1:100

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PLANNING CONSULTANTS

Hertfordshire Office
25 Tudor Hall
Brewery Road
Hoddesdon, Herts
EN11 8FP

London Office
9 Devonshire square
London
EC2M 4YF

RIBA 01992 469001
info@dpa-architects.co.uk
www.dpa-architects.co.uk

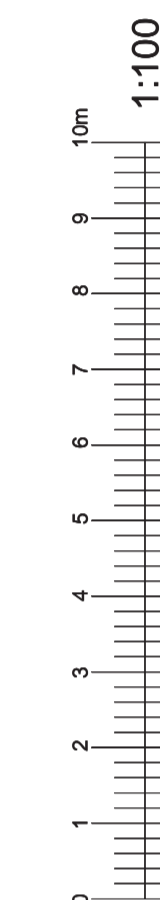
Client	Mr Jack Harvey & Mr Barry Memer
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Underground Floor
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100@A1
Drawing No.	1281 305
Date	November 2017
Revisions	A_20180418 B_20180515 C_20180810 E_20180814



UNDERGROUND	
Disabled - Car Parking	2
Visitors - Car Parking	4
Allocated - Car Parking	30
Cycle Parking Spaces	2

GROUND FLOOR	
Cycle Parking Spaces	55

Total Car Parking	36
Total Cycle Parking	57



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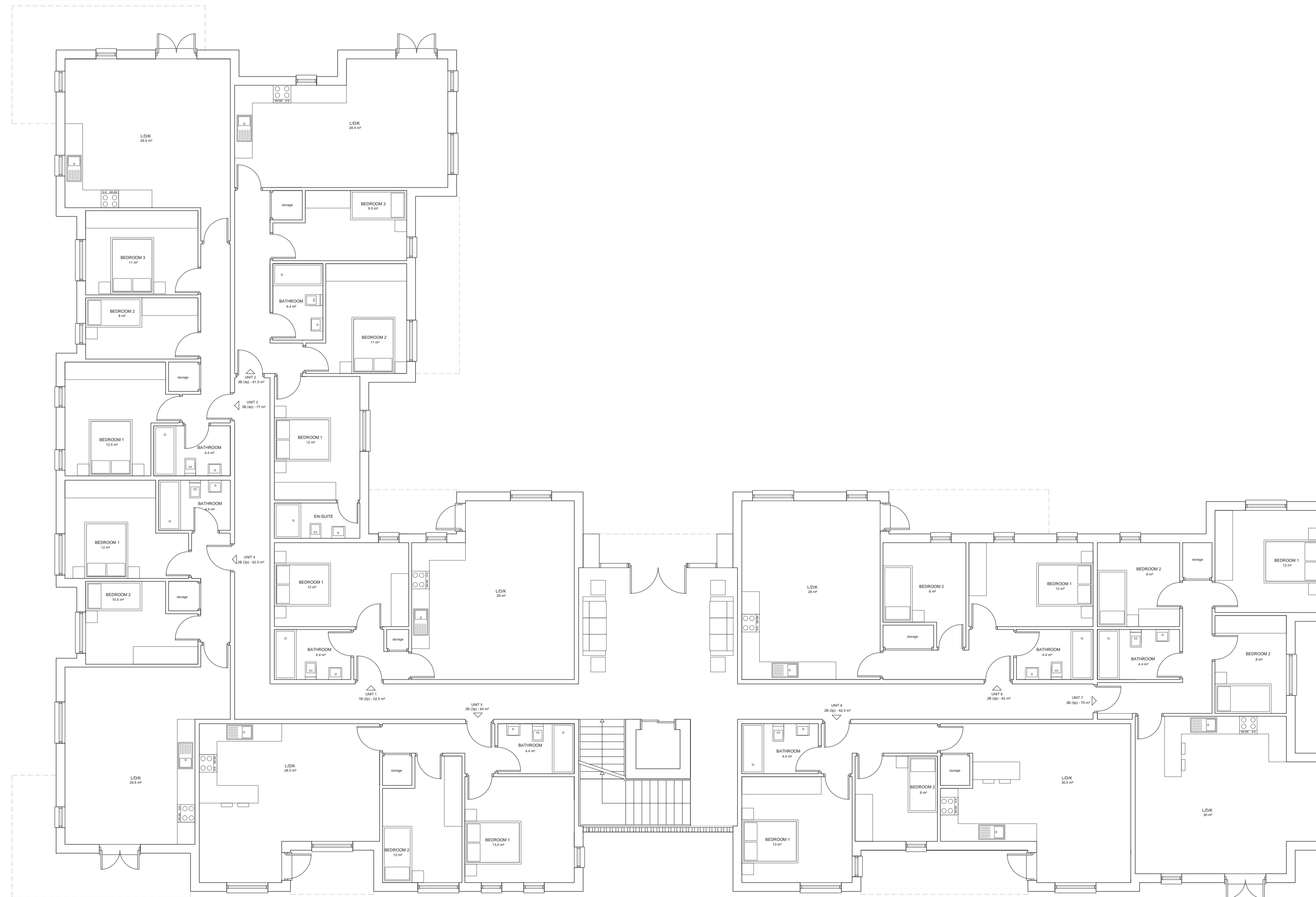
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Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Ground Floor
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100@A1
Drawing No.	1281 306
Date	November 2017
Revisions	A_20180418 B_20180810 C_20180813 E_20180814

1 Proposed Ground Floor
1:100



2 Proposed Front elevation
1:100



1 Proposed Ground Floor
1:100

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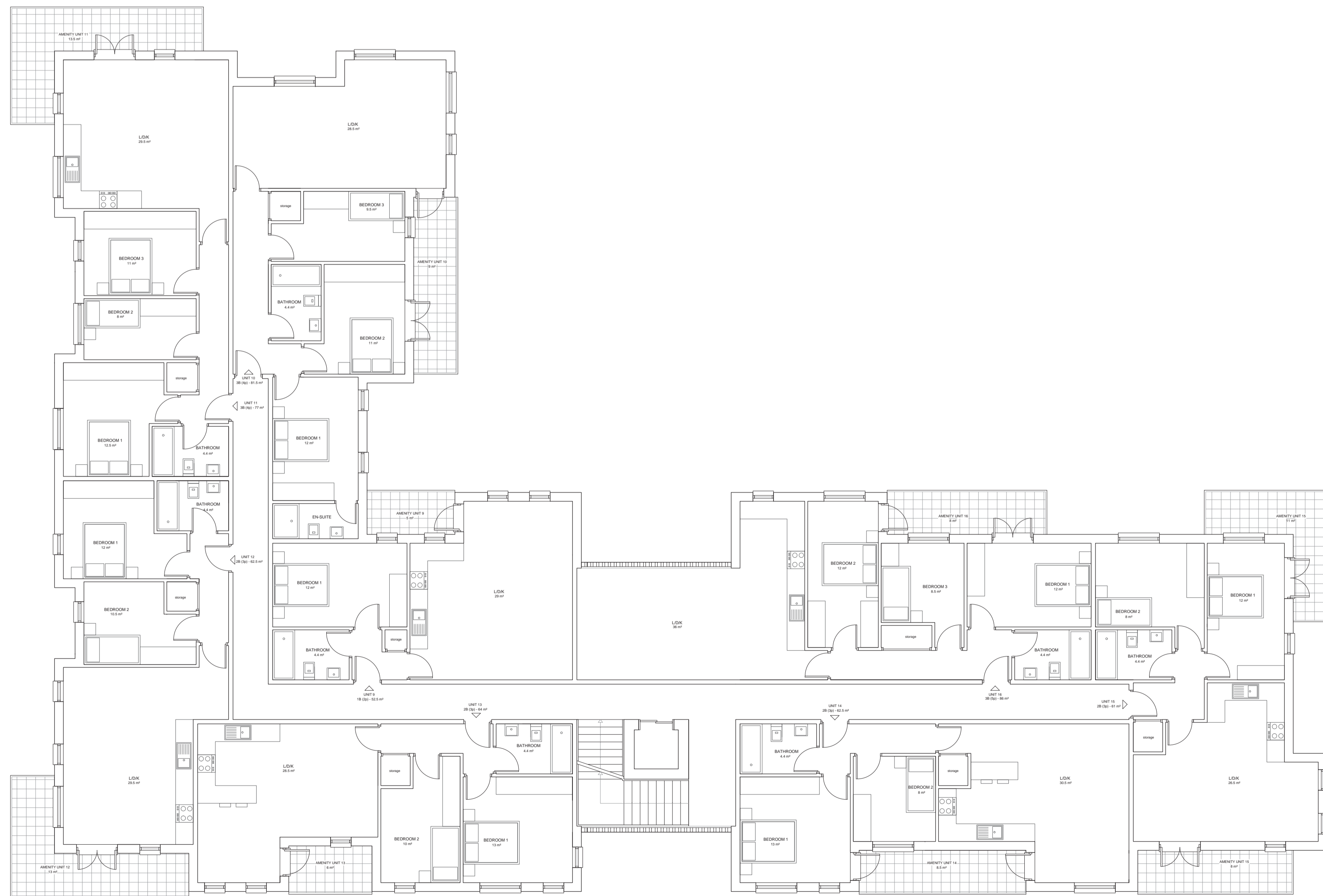
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London
EC2M 4YF

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Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Ground Floor and Front Elevation
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100@A1
Drawing No.	1281 306a
Date	November 2017
Revisions	A_20180418 B_20180810 E_20180814



2 Proposed Side Elevation
1:100



1 Proposed First Floor
1:100

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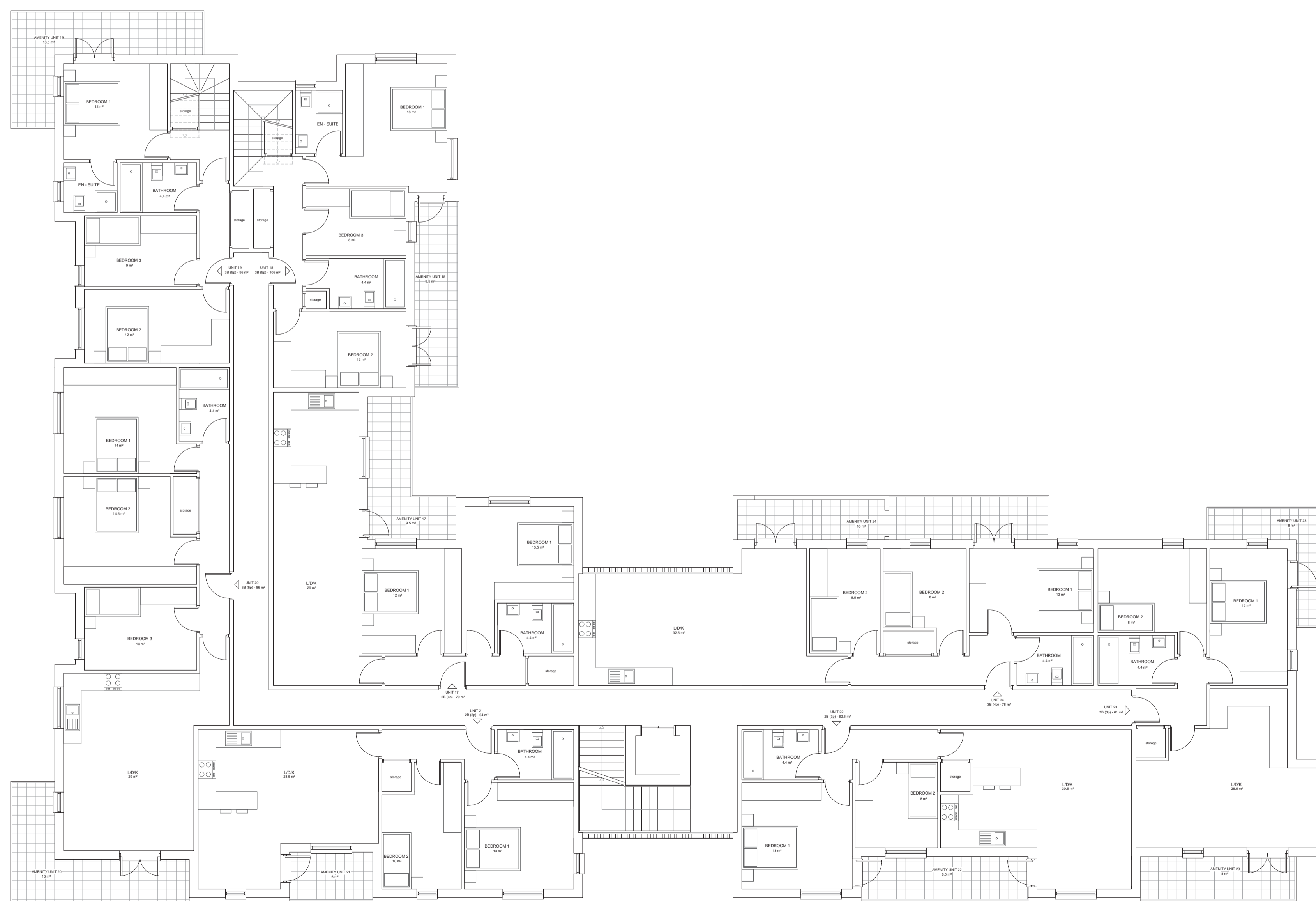
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9 Devonshire square
London
EC2M 4YF

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Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed First Floor and Side Elevation
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100 @ A1
Drawing No.	1281 307
Date	November 2017
Revisions	A_20180418 B_20180810 E_20180814



② Proposed Rear Elevation
1:100



① Proposed Second Floor
1:100

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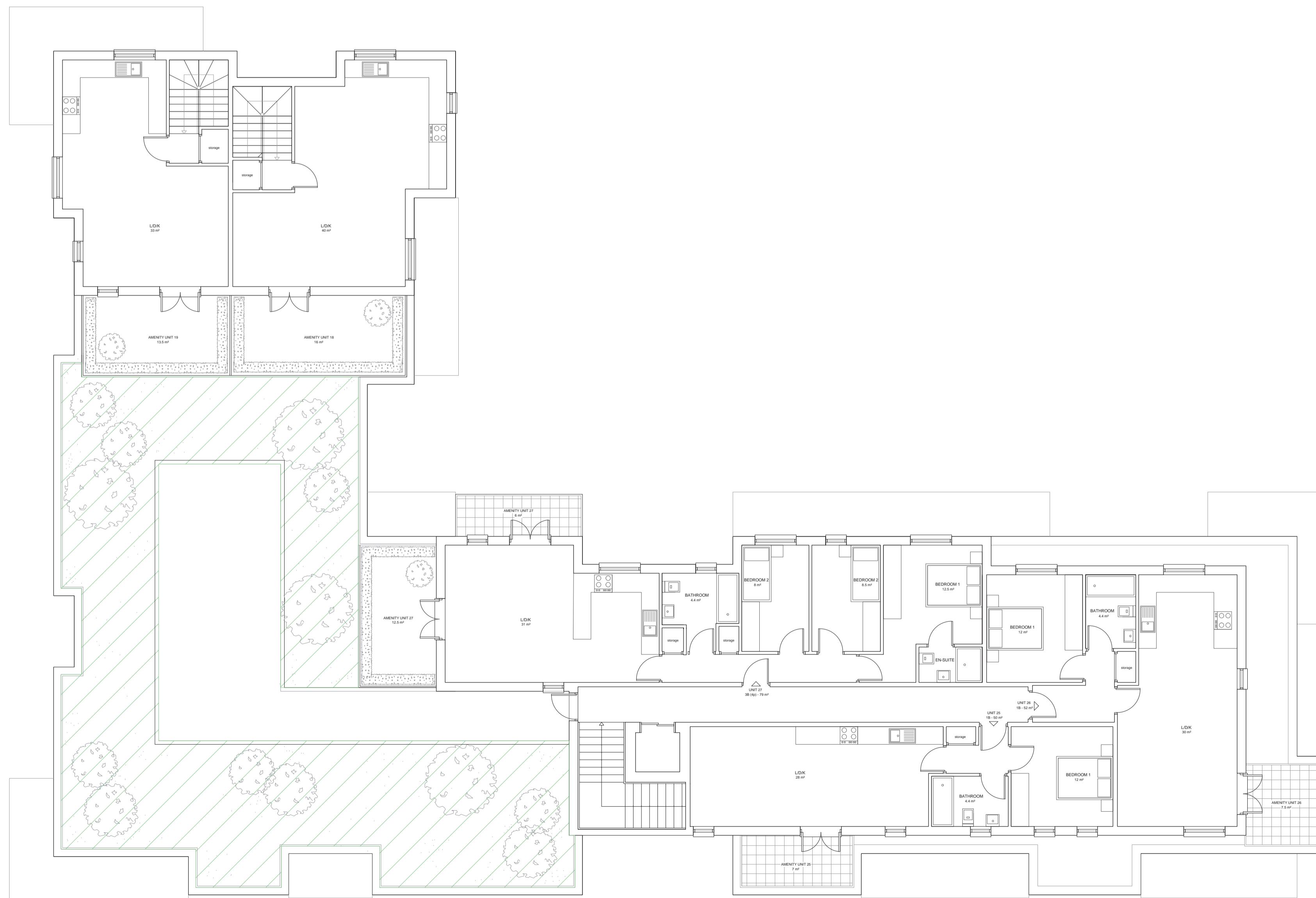
London Office
9 Devonshire square
London
EC2M 4YF

RIBA 01992 469001
info@dpa-architects.co.uk
www.dpa-architects.co.uk

Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Second Floor and Rear Elevation
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100 @ A1
Drawing No.	1281 308
Date	November 2017
Revisions	A_20180418 B_20180810 E_20180814



2 Proposed Side elevation
1:100



COMMUNAL
Roof Floor : 154 m²
total : 154 m²

1 Proposed Second Floor
1:100

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Hertfordshire Office
25 Tudor Hall
Brewery Road
Hoddesdon, Herts
EN11 8FP

London Office
9 Devonshire square
London
EC2M 4YF

RIBA 01992 469001
info@dpa-architects.co.uk
www.dpa-architects.co.uk

Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Third Floor and Side elevation
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100 @A1
Drawing No.	1281 309
Date	November 2017
Revisions	A_20180418 B_20180810 E_20180814

GROUND FLOOR		GIA	AMENITY
Unit 1	1 Bedroom	52.5 m ²	7 m ²
Unit 2	3 Bedroom	81.5 m ²	19 m ²
Unit 3	3 Bedroom	77 m ²	40 m ²
Unit 4	2 Bedroom	62.5 m ²	34 m ²
Unit 5	2 Bedroom	64 m ²	42 m ²
Unit 6	2 Bedroom	62.5 m ²	27 m ²
Unit 7	3 Bedroom	75 m ²	20 m ²
Unit 8	2 Bedroom	62 m ²	9 m ²

FIRST FLOOR		GIA	AMENITY
Unit 9	1 Bedroom	52.5 m ²	5 m ²
Unit 10	3 Bedroom	81.5 m ²	9 m ²
Unit 11	3 Bedroom	77 m ²	13.5 m ²
Unit 12	2 Bedroom	62.5 m ²	13 m ²
Unit 13	2 Bedroom	64 m ²	6 m ²
Unit 14	2 Bedroom	62.5 m ²	8.5 m ²
Unit 15	2 Bedroom	61 m ²	19 m ²
Unit 16	3 Bedroom	86 m ²	8 m ²

SECOND FLOOR		GIA	AMENITY
Unit 17	2 Bedroom	70 m ²	9.5 m ²
Unit 18	3 Bedroom	106 m ²	25.5 m ²
Unit 19	3 Bedroom	96 m ²	27 m ²
Unit 20	3 Bedroom	86 m ²	13 m ²
Unit 21	2 Bedroom	64 m ²	6 m ²
Unit 22	2 Bedroom	62.5 m ²	8.5 m ²
Unit 23	2 Bedroom	61 m ²	16 m ²
Unit 24	3 Bedroom	76 m ²	16 m ²

THIRD FLOOR		GIA	AMENITY
Unit 25	1 Bedroom	50 m ²	7 m ²
Unit 26	1 Bedroom	52 m ²	7.5 m ²
Unit 27	3 Bedroom	79 m ²	18.5 m ²

1 Bedroom 4
2 Bedroom 12
3 Bedroom 11

Tot Units 27



Proposed Schedule of accommodation



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25 Tudor Hall
Brewery Road
Hoddesdon, Herts
EN11 8FP

London Office
9 Devonshire square
London
EC2M 4YF

01992 469001
info@dpa-architects.co.uk
www.dpa-architects.co.uk

Client Mr Jack Harvey & Mr Barry Merner

Site address 263 Bullsmoor Lane,
Enfield,
EN1 4SF

Project Description Erection of a part - three storey /
part - four storey block of 27 flats

Drawing Title Proposed Schedule

Drawn AD

Checked by DP

Issued for Planning Application

Scale

Drawing No. 1281 310

Date November 2017

Revisions
A_20180418
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E_20180814

AMENITY SPACE

GROUND FLOOR		MINIMUM	PROPOSED	SURPLUS
Unit 1	1 Bedroom	5 m ²	7 m ²	2 m ²
Unit 2	3 Bedroom	7 m ²	19 m ²	13 m ²
Unit 3	3 Bedroom	7 m ²	40 m ²	33 m ²
Unit 4	2 Bedroom	6 m ²	34 m ²	28 m ²
Unit 5	2 Bedroom	6 m ²	42 m ²	36 m ²
Unit 6	2 Bedroom	6 m ²	27 m ²	21 m ²
Unit 7	3 Bedroom	7 m ²	20 m ²	13 m ²
Unit 8	2 Bedroom	6 m ²	9 m ²	3 m ²

FIRST FLOOR		MINIMUM	PROPOSED	SURPLUS
Unit 9	1 Bedroom	5 m ²	5 m ²	/
Unit 10	3 Bedroom	7 m ²	9 m ²	2 m ²
Unit 11	3 Bedroom	7 m ²	13.5 m ²	6.5 m ²
Unit 12	2 Bedroom	6 m ²	13 m ²	7 m ²
Unit 13	2 Bedroom	6 m ²	6 m ²	/
Unit 14	2 Bedroom	6 m ²	8.5 m ²	2.5 m ²
Unit 15	2 Bedroom	6 m ²	19 m ²	13 m ²
Unit 16	3 Bedroom	8 m ²	8 m ²	/

SECOND FLOOR		MINIMUM	PROPOSED	SURPLUS
Unit 17	2 Bedroom	6 m ²	9.5 m ²	6 m ²
Unit 18	3 Bedroom	8 m ²	25.5 m ²	17.5 m ²
Unit 19	3 Bedroom	8 m ²	27 m ²	19 m ²
Unit 20	3 Bedroom	8 m ²	13 m ²	5 m ²
Unit 21	2 Bedroom	6 m ²	6 m ²	/
Unit 22	2 Bedroom	6 m ²	8.5 m ²	2.5 m ²
Unit 23	2 Bedroom	6 m ²	16 m ²	10 m ²
Unit 24	3 Bedroom	7 m ²	16 m ²	9 m ²

THIRD FLOOR		MINIMUM	PROPOSED	SURPLUS
Unit 25	1 Bedroom	5 m ²	7 m ²	2 m ²
Unit 26	1 Bedroom	5 m ²	7.5 m ²	2.5 m ²
Unit 27	3 Bedroom	7 m ²	18.5 m ²	11.5 m ²

TOTAL AMENITY EXCEEDING 265 m²



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London Office
 9 Devonshire square
 London
 EC2M 4YF

01992 469001
 info@dpa-architects.co.uk
 www.dpa-architects.co.uk

Client Mr Jack Harvey & Mr Barry Merner

Site address 263 Bullsmoor Lane,
 Enfield,
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Project Description Erection of a part - three storey /
 part - four storey block of 27 flats

Drawing Title Proposed Amenities

Drawn AD

Checked by DP

Issued for Planning Application

Scale

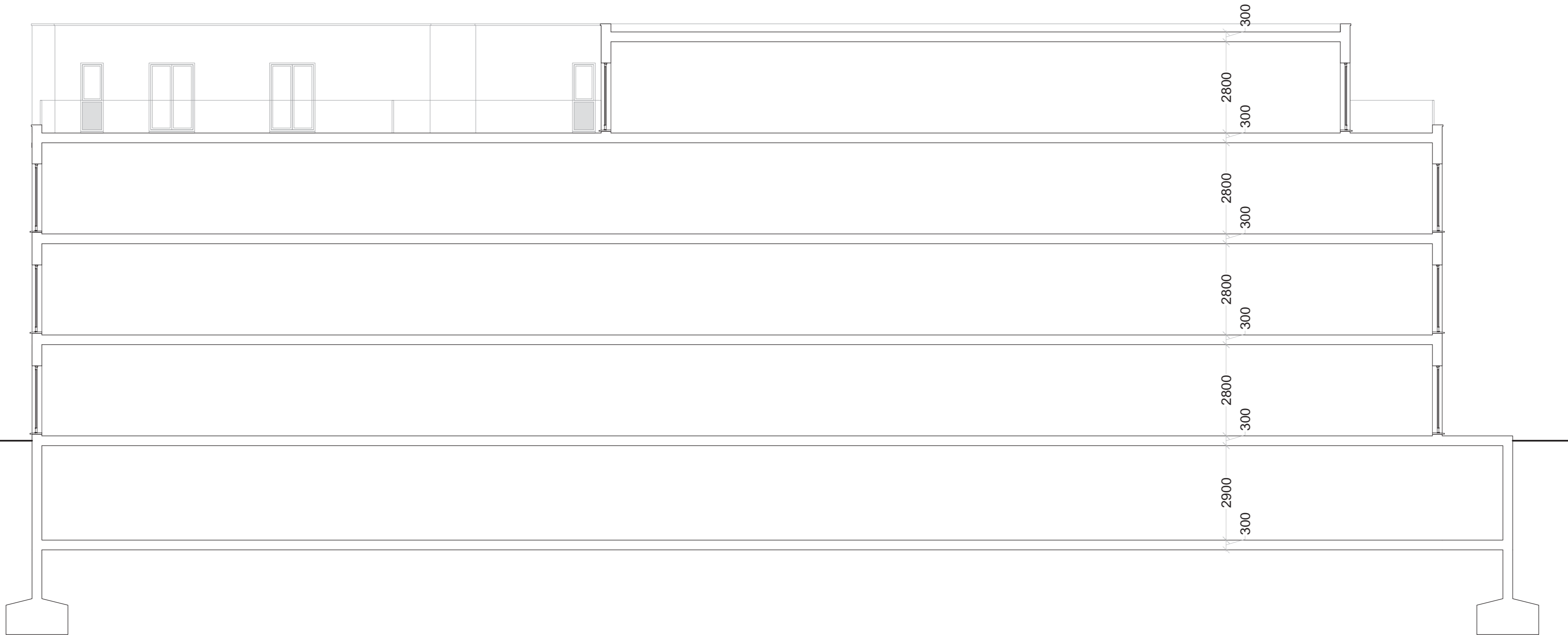
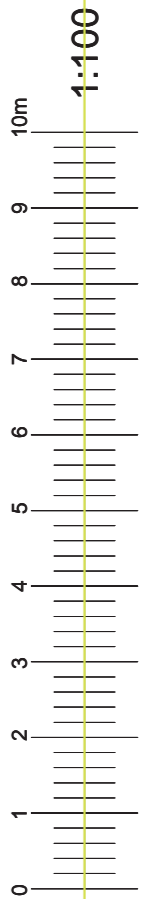
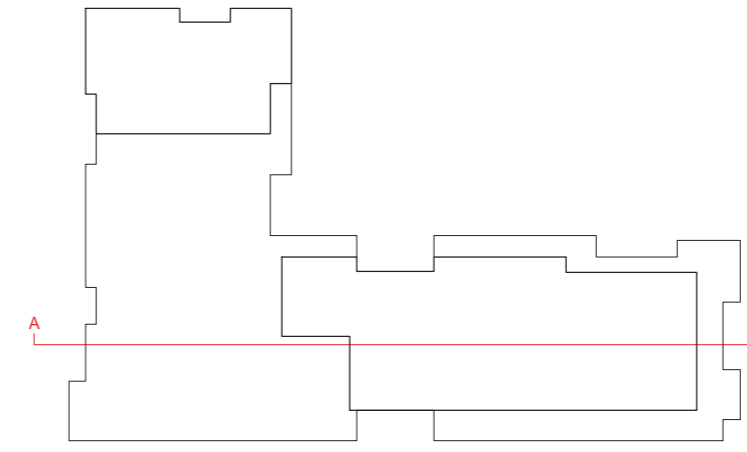
Drawing No. 1281 310a

Date August 2018

Revisions E_20180814



Proposed Amenities



1 Proposed AA Section
1:100

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 Hoddesdon, Herts
 EN11 8FP

London Office
 9 Devonshire square
 London
 EC2M 4YF

01992 469001
 info@dpa-architects.co.uk
 www.dpa-architects.co.uk

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Site address	Erection of a part - three storey / part - four storey block of 27 flats
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Section
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	1:100@A2
Drawing No.	1281 311
Date	August 2018
Revision	E_20180814



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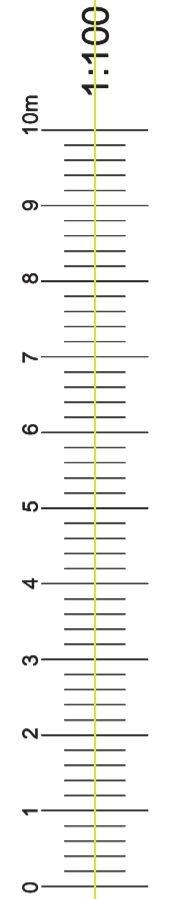
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 25 Tudor Hall
 Brewery Road
 Hoddesdon, Herts
 EN11 8FP

London Office
 9 Devonshire square
 London
 EC2M 4YF

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Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Front View
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	@A1
Drawing No.	1281 312
Date	June 2018
Revisions	E_20180814

1 Proposed Front View



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 25 Tudor Hall
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Client	Mr Jack Harvey & Mr Barry Merner
Site address	263 Bullsmoor Lane, Enfield, EN1 4SF
Project Description	Erection of a part - three storey / part - four storey block of 27 flats
Drawing Title	Proposed Front View
Drawn	AD
Checked by	DP
Issued for	Planning Application
Scale	@A1
Drawing No.	1281 313
Date	June 2018
Revisions	E_20180814

1 Proposed Front View