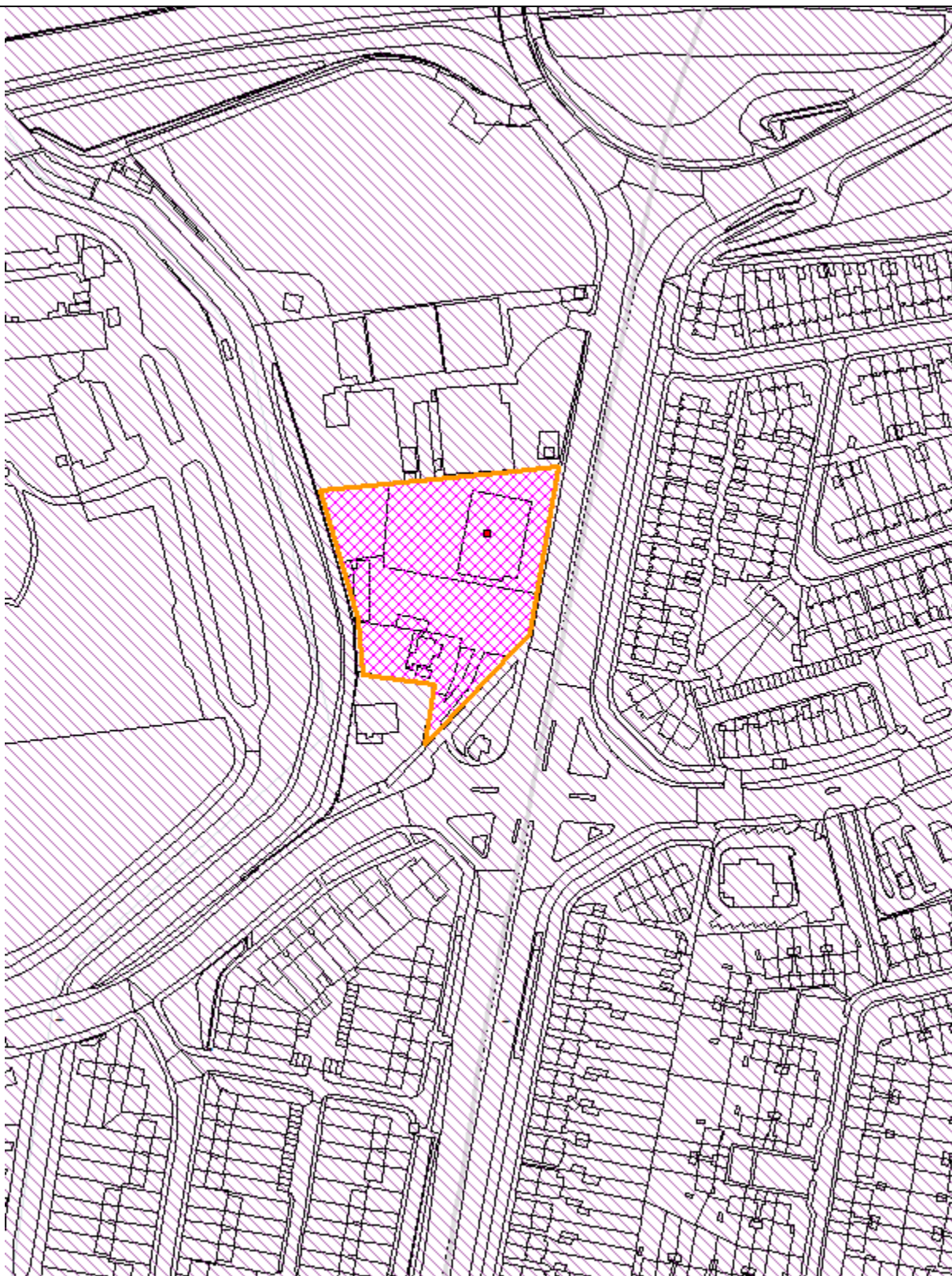


LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 18 th December 2018
Report of Assistant Director, Regeneration & Planning	Contact Officer: Andy Higham Kate Perry 0208 379 3853	Ward: Chase
Ref: 17/05528/FUL		Category: Full Application
LOCATION: Kingswood Nurseries, Bullsmoor Lane, Enfield, EN1 4SF		
PROPOSAL: 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.		
Applicant Name & Address: Mr David Fisher Howarth Homes 54 Oxford Road Uxbridge		Agent Name & Address: Mr Simon Hansard Ashby Design Limited 13 Arm and Sword Lane
ADDENDUM: It is recommended subject to the completion of a S106 Agreement to secure the obligations 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: 17/05528/FUL **LOCATION:** Kingswood Nurseries , Bullsmoor Lane, Enfield, EN1 4SF



ADDENDUM

1. EXECUTIVE SUMMARY

- 1.1 This report sets out the current position in respect of planning application 17/05528/FUL which was considered by the planning Committee on 28th August 2018.
- 1.2 The application is for the redevelopment of the site to provide 56 new residential units including 5 x 4 bed town house with garages, 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.
- 1.3 The application was deferred by Members due to concerns relating to the amount of on-site affordable housing proposed (18%). Since the original committee meeting Officers have been negotiating with the developer and 41% on-site Affordable Housing has now been agreed.

2. RECCOMENDATIONS

- 2.1 That Planning Committee resolve to GRANT planning permission subject to conditions and s106.

3. REASONS FOR RECOMMENDATIONS

- 3.1 Planning application 17/05528/FUL was deferred by Members at the 28th August Planning Committee. The sole reason for deferral was to allow officers time to further negotiate the proposed on-site affordable housing offer. All other considerations were outlined in the original committee report and were debated at the August meeting. The original committee report is attached to this addendum at Appendix 1. The recommendations and conditions remain the same as originally proposed. The S106 contributions outlined also remain and the only change now proposed relates to the quantum of on-site Affordable Housing.
- 3.2 The scheme was previously brought before Members with a proposed on-site Affordable Housing contribution of 18%. This was based on an already approved scheme for the development of this site which was granted by the Planning Committee in January 2017 (15/02745/FUL) where an 18% Affordable Housing provision was accepted.

ADDENDUM

- 3.3 The current proposal is very similar to the scheme already approved however Members considered that, given the policy direction of travel and the pressing need for Affordable Housing in the borough, the current scheme should seek a greater provision of Affordable Housing.
- 3.4 Since the meeting Officers have been in discussions with the developer and the housing association (Paradigm) and have sought to secure 40% Affordable Housing on-site which would comply with Council policy. After lengthy discussions surrounding grant funding for the development and how this would be impacted by an increase in Affordable Housing provision, the GLA have confirmed that the previously agreed grant can be applied to all affordable units across the scheme regardless of the increased S106. On this basis, the developer has agreed to the provision of 41% on-site Affordable Housing (23 units). The remaining 59% of dwellings (33 units) will be for private sale.
- 3.5 The proposed breakdown of Affordable Housing would be 23 affordable rented (12 x 1, bed, 6 x 2 bed and 5 x 3 bed) units.
- 3.6 In conclusion, the proposed development has been revised to include 41% on-site Affordable Housing. This would comply with the requirements of Core Policy 3 of the Core Strategy (2010) and policy DMD 1 of the Development Management Document (2014). Further, whilst the mix of proposed affordable units does not strictly comply with Core Policy 5 of the Core Strategy it does comply with policy DMD 3 of the DMD. Officers therefore recommend that planning permission be granted subject to conditions and S106.

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28th August 2018

Report of

Executive Director - Place

Contact Officer:

Andy Higham
Kate Perry
0208 379 3853

Ward: Chase

Ref: 17/05528/FUL

Category: Full Application

LOCATION: Kingswood Nurseries, Bullsmoor Lane, Enfield, EN1 4SF

PROPOSAL: 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.

Applicant Name & Address:

Mr David Fisher
Howarth Homes
54 Oxford Road
Uxbridge

Agent Name & Address:

Mr Simon Hansard
Ashby Design Limited
13 Arm and Sword Lane

RECOMMENDATION:

That subject to the completion of the S106 legal agreement, the Head of Development Management / Planning Decisions Manager, be authorised to **GRANT** planning permission subject to conditions.

1. Site and Surroundings

- 1.1 The site is an irregular-shaped parcel of land located on the northern side of Bullsmoor Lane, at its junction with the northbound lanes of the Great Cambridge Road (A10). The site is presently occupied by Kingswood Bungalow in the south-west corner, a series of pre-fabricated buildings in the north-east corner, an outbuilding adjacent to the western boundary occupied by a fibreglass business and a small brick building occupied by a veterinary practice, with the remainder of the site given over to hardstanding.
- 1.2 The existing access point from Bullsmoor Lane is sited approximately 12m from the junction with the A10. The New River is immediately to the west and beyond this, Capel Manor College, which lies within the Forty Hill Conservation Area and is designated Green Belt. The New River is also designated as a wildlife corridor / green chain.
- 1.3 Immediately to the south-west is No.263 Bullsmoor Lane, a detached 2-storey dwelling house with a vehicular access sited approximately 17m west of the access for the application site.
- 1.4 Immediately north of the site is Redgates Nursery. This site is occupied by several large greenhouses and a bungalow. Access is directly off the A10.
- 1.5 The area on the opposite side of Bullsmoor Lane to the south is characterised by two-storey, semi-detached and terraced properties. Properties on the eastern side of the A10 consist of 2-storey inter-war terraced dwellings with two pairs of semi-detached dwellings on the junction with the eastern arm of Bullsmoor Lane.

2. Proposal

- 2.1 The current proposal is a resubmission of a redevelopment scheme following the grant of planning permission in January 2017 under ref: 15/02745/FUL. The proposal therefore is for the redevelopment of the site to provide 56 new residential units as follows:
 - 5 x 4-bed town houses (with integral garages) and 7 x 2-bed and 2 x 3-bed houses; and
 - 2 x 4 storey blocks containing 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-contained flats.
- 2.2 The mix and number of units are the same as previously approved. The main change is that one large block fronting the A10 has been split in to 2 smaller blocks. Minor changes have also been made to the internal layouts, amenity space provision and elevational treatments. For the purposes of comparison, the site layouts for the current proposal and the previously approved scheme are shown below:



- 2.3 Members should note that the scheme currently before them is anticipated to be the first of a two-phase development. The second phase will include land to the north (Redgates Nursery) although no application has been submitted for this to date.
- 2.4 It should also be noted that there is a separate planning application pending consideration for redevelopment of the site immediately to the south – 263 Bullsmoor Lane (reference: 17/05227/FUL). This application is also reported on this Agenda for for consideration by the Planning Committee. This scheme is for 27 self-contained residential units in a part 3 storey, part 4 storey block. The applications have been submitted by different applicants and therefore it should also be noted that one or other of the schemes could be implemented independently and / or at different times.

3 Relevant Planning Decisions

- 3.1 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 (ref:15/02745/FUL).

Approved by the Planning Committee subject to conditions and a S106 legal agreement on 30 January 2017.

4. Consultations

4.1 Statutory and non-statutory consultees

Economic Development

- 4.1.1 It has been advised that an employment and skills strategy will be required, in accordance with the s106 SPD. This will be secured by way of legal agreement.

Environmental Health

- 4.1.2 No objections are raised because there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality.
- 4.1.3 However, the submitted acoustic report indicates that predicted internal noise levels from external sources exceed BS9233:2014. The night-time internal noise levels must be 30dB L(A)_{eq} 8-hours in bedrooms with a maximum L(A)_{max} of 45dB and daytime levels must be 35dB(A) in bedrooms and living rooms. The information submitted only provides enough attenuation to give 35dB(A) in bedrooms at night and 40dB(A) during the day. There also needs to be justification in terms of numbers or physical reasons as to why mechanical ventilation is not required on the eastern, northern or southern facades.
- 4.1.4 The contaminated land report is only a desktop assessment and it concludes that a site investigation is required, which will need to be secured by condition.
- 4.1.5 In addition, the site is in close proximity to a major road and therefore dust emissions must be controlled. This will need to be secured by condition.
- 4.1.6 A condition will also be required to ensure that all non-road mobile machinery of net power of 37kw and up to and including 560 kw used during the course of the whole development shall comply with the emission standards 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. This is because the whole of London is now a low emission zone for non-road mobile machinery.

SuDS Officer

- 4.1.8 The SuDs officer has confirmed that the outline drainage strategy is acceptable. Further details will be required as the scheme progresses and therefore conditions are recommended.

Traffic and Transportation

- 4.1.9 No objection to revised proposal due to the similarities to the previously approved scheme. However, the number of cycle parking spaces has been reduced to 74 spaces where 91 are required. Revised cycle parking can be required by condition.

Tree Officer

- 4.1.10 The tree officer has raised concerns in relation to the development and in particular that there needs to be a green buffer strip against the A10 boundary. The Tree Officer has raised objection to the development in this respect.

- 4.1.11 However, having regards to the previously approved scheme the landscaping proposals are not significantly different. Therefore, it is considered that refusal on this ground would be difficult to sustain. Conditions are recommended to ensure that the landscaping potential of the site is maximised. In particular, consideration should be given for further tree planting on the A10 boundary and the current landscape proposals should be enhanced.

Historic England (GLAAS)

- 4.1.12 It is advised that the site lies within an area of archaeological interest. The submitted Archaeological Desk-Based Assessment identifies a moderate potential for evidence of significant activity dating to the medieval and post- medieval period. A number of medieval manors lie within the vicinity of the application site and historic mapping show structures within the site from 1754 and later. It is considered that a condition should be imposed to secure a two- stage process of archaeological investigation.

Metropolitan Police Service

- 4.1.13 It has been requested that the development adopt the principles of “Secure by Design”. Conditions and an informative have been recommended.

Natural England

- 4.1.14 No objections – Advised that the scheme has the potential to include the following benefits (in summary):

Green Infrastructure

The site is with an area which could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.

Biodiversity Enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. This is in accordance with Paragraph 118 of the National Planning Policy Framework.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

Transport for London

- 4.1.15 No objection subject to a condition to increase the number of cycle parking spaces to 91 long stay and 1 short stay. They also require confirmation that no work will be required to the A10 and that no construction materials/lorries/skips will disrupt the

running of the adjacent trunk road. This can be part of a construction management plan which will be required by condition.

Thames Water

- 4.1.16 Thames Water have advised that with regard to sewerage infrastructure capacity, they would not have any objection to the planning application.

- 4.1.17 They recommend the following informatives/ conditions:

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

Condition: 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 water 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 water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

London Fire Brigade

- 4.1.18 The Brigade comment that there is no adequate turning facility in the vicinity of plot 5 where the access road appears to be a dead end. A turning facility should be provided in accordance with Building Regulations Approved Document B5.

The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended

sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.

- 4.1.19 In light of this response a draft Fire Strategy (and associated email dated 2.8.2018) have been submitted which identify potential solutions to the Fire Commissioners concerns. The applicant has agreed that a full fire strategy will be provided by condition and inspected/ discussed with the fire commissioner prior to the commencement of any works.

Urban Design

- 4.1.20 The Urban Design Officer raised some concerns in relation to the layout and design of the proposal. However, the officer had not had the opportunity to inspect the previously approved scheme. Given the similarities to the previous proposal it is considered that it would be unreasonable to expect significant amendments to the proposals at this stage.

5.0 Public Response

- 5.1 Consultation letters were sent to the occupiers of 95 adjoining and nearby properties in addition to the posting of site and press publicity. One objection has been received raising the following points (in summary):

- Increase in traffic and parking. Roads are already at grid lock during rush hour in particular and this development as well as others recently approved will make the situation worse.

6.0 Relevant Policy

6.1 The London Plan 2016

Policy 3.3	Increasing housing supply
Policy 3.4	Optimising housing potential
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity

Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

6.2 Enfield Core Strategy 2010

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP9:	Supporting community cohesion
CP13:	Promoting economic prosperity
CP16:	Taking part in economic success and improving skills
CP18:	Delivering shopping provision across Enfield
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

6.3 Enfield 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
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology

DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

6.4 Other Relevant Policy Considerations

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

7.0 **Analysis**

Principle

- 7.1 In broad terms, the proposal is consistent with the aims of the adopted London Plan, draft London Plan, NPPF and policies within the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London and the Borough. Planning permission has already been granted for a residential development on this site which has established the principle of development. However, it is equally important that all other relevant planning considerations which seek to ensure that appropriate regard is given to the loss of retail, loss of employment, 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.

Loss of Retail / Employment Use

- 7.2 The development will involve the loss of retail / commercial uses together with the veterinary practice. The loss has been previously accepted through the grant of the previous permission for a residential development in January 2017. There is no current activity on the site.
- 7.3 It is considered that the retail unit on the site, did not serve a local need as it was not a convenience shop. A range of shopping facilities will continue to be provided at the Bullsmoor Lane Local Shopping Parade, albeit on the eastern side of the A10. Therefore, in the context of Policy DMD 29 of the Development Management Document, the loss of the retail unit is considered acceptable.

- 7.4 The fiberglass business on the site is operating from a building which is in a poor state of repair and has also been recommended for demolition once the lease of the current occupier expires. Moreover, due to the limited size of the building (floor area and height) and there being no windows, the range of other potential operators would be very limited. The building is not considered viable for continuing employment use having regard to policy DMD22 of the Development Management Document.
- 7.5 A veterinary practice offers a specialised service for which people will travel, that is, it does not just serve a local need. There are several other established practices in the wider area (Hertford Road, A10, Rosemary Avenue, High Street Waltham Cross) which could be utilised. In this regard, the loss of the veterinary practice is considered acceptable.

Impact on Character of Surrounding Area

Density

- 7.6 An assessment of density must acknowledge the NPPF 2018 and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area. The site has a PTAL score of 1b, thereby suggesting that a level of density in the range of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location. A total of 236 habitable rooms are proposed on a site measuring approximately 0.708ha, equating to a density of approximately 333.3hrph.
- 7.7 It is recognised the scheme exceeds the suggested density range however; a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the quantum of development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below. It is noted however that this density of development was previously accepted through the planning permission granted in January 2017.

Design

- 7.8 The NPPF 2018 (section 12) 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 125 of the NPPF 2018 also confirms that design policies should “.....be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics.....”
- 7.9 At Paragraph 127, the NPPF states:

“Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- 7.10 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.
- 7.11 The immediate surrounding area is characterised predominantly, by residential developments to the east and south, glasshouses to the north, and Capel Manor College to the west. The proposal will introduce buildings which are more contemporary in design but of a type of housing that is typical to the area.
- 7.12 With regard to paragraph 127 of the NPPF, it is considered that the 2 blocks fronting the A10 will relate more sympathetically to the surrounding area than the one large block previously approved. The revised proposal, due to the separation into 2 blocks, would reduce the overall bulk and massing and present a less dominant feature in the street scene. As a result, the revised design is considered to represent an improvement when compared to the previously approved scheme and will integrate more appropriately into the surrounding context.
- 7.13 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 more bulky than the existing buildings on site, it is considered to be an improvement on the previously approved scheme. Furthermore, sufficient distancing is maintained to site boundaries so that the development does not appear overbearing.
- 7.14 The layout design is a response to the irregular shape of the development site, constrained by the New River, No.263 Bullsmoor Lane and the A10. The provision and siting of houses facing the New River opens up views into the site and would offer a more attractive setting to the New River than the existing view of the rear of the fiberglass manufacturing unit.
- 7.15 The appearance of proposed developments can be insensitively altered following occupation, through the implementation of householder permitted development

rights, such as the introduction of dormer windows, extensions, satellite dishes, the insensitive alteration of front gardens and the introduction of hard surfacing, albeit permeable and widened access points. It is considered appropriate to restrict permitted development rights, to enable a degree of control over any future alterations which individual occupiers may wish to introduce.

- 7.16 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 12).

Quality of Accommodation

- 7.17 To improve the quality of new housing, the new development must meet 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 to provide an adequate standard of living for future occupiers.
- 7.18 The development would exceed the minimum internal floor space standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. All habitable rooms have access to adequate outlook and daylight. In addition, none of the residential units are solely north facing, so all habitable spaces benefit from direct sunlight for at least part of each day.
- 7.19 The entrances to buildings would be level and the communal corridors would have a rational arrangement with the use of lifts and stair cores to service the flats.
- 7.20 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.
- 7.21 Overall, the proposed internal accommodation is considered to be of an acceptable standard in accordance with policies 3.5, 3.6 and 7.3 of the London Plan (2016), and the Mayor's Housing SPG.

Amenity Space Provision

- 7.22 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.
- 7.23 All of the proposed 2 bedroom and 3 bedroom houses would have 40sqm and 54sqm of private garden space respectively. In addition, the private flats would have private terrace/balcony provision in compliance with the requirements of Policy DMD9.
- 7.24 In addition to the private amenity space as outlined above, the scheme will also provide two areas of communal amenity space – a smaller courtyard area between the 2 blocks fronting the A10 (135 sqm) and a larger communal green in the south west corner of the site (432 sqm).

- 7.25 To maintain the quantity and quality of the private amenity space, it is recommended that a condition is imposed to restrict permitted development rights for extensions and outbuildings (Article 3 and Schedule 2, Part 1 Classes B & E).

Impact on Neighbour Amenity

Loss of Light

- 7.26 The nearest neighbouring residential unit is the bungalow to the south, No.263 Bullsmoor Lane, located immediately to the south of the proposed amenity space (between 10m and 14m) and retaining a minimum of 21m to the nearest building facade. This is slightly less than previously approved, however having regard to the level of distancing involved, it is considered that the proposed development should not unduly harm the existing amenity in terms of loss of light having regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.

Overlooking / Loss of Privacy

- 7.27 With regard to overlooking and loss of privacy, the level of distancing proposed together with proposed plantings along the boundary with No.263 Bullsmoor Lane is considered sufficient not to result in any undue overlooking and loss of privacy having regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
- 7.28 To prevent undue overlooking and a loss of privacy between the proposed units from the use of flat roofs, a condition can be considered restricting access to such roofs for amenity purposes which have not been designated as amenity areas.

Highway Safety

- 7.29 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

- 7.30 The maximum parking standards of the London Plan per unit are set out below, although it is advised that all developments in areas with a good PTAL score should be aiming for significantly less than 1 space per unit.

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

- 7.31 The site, as discussed above, is located in an area with a poor PTAL score (1b), therefore applying the London Plan standards, the scheme should be providing a maximum of 67.5 parking spaces.

- 7.32 Sixty seven parking spaces are proposed in total, inclusive of visitor parking spaces (6) and disability spaces (6). The town houses fronting the river have 1 space (within a garage) and 1 additional visitor space on the drive while all other homes have 1 space. The layout of the parking and the provision of the disability spaces will be secured by condition.

Cycle Parking

- 7.33 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 91 long-stay spaces and 1 short-stay space for the current scheme. The development is providing 74 bike spaces in total. This is below that previously approved and does not meet the required minimum standards. Revised details regarding cycle parking will be required by condition to ensure that the development meets the minimum standard. There is adequate space within the site for this to be achieved.

Trip Generation

- 7.34 The proposal is for the same number and mix of units as previously approved. The expected trip generation will therefore be the same as previously accepted and is considered to remain acceptable.

Access

- 7.35 Similarly, the access arrangement would remain the same as previously approved and in the absence of any material change in circumstances, no additional issues are raised.
- 7.36 It is noted however that the proposed scheme at 263 Bullsmoor Lane (ref: 17/05227/FUL) seeks to utilise the same access point from Bullsmoor Lane as the scheme currently being considered. This proposal is for 27 residential units and therefore if both schemes were built out, the use of the access would no doubt be intensified. TFL have inspected the scheme for 263 Bullsmoor Lane, having previously supported the approved permission at the subject site, and have not raised any objections. In light of this it is considered no objection can be raised on this issue.

Refuse and Recycling

- 7.37 Each of the eastern apartment buildings is provided with communal bin storage which is to be located inside each building with both internal and external access. This provision is designed in accordance with the council's waste and recycling storage planning guidance.
- 7.38 The houses and maisonettes are each provided with individual bin stores which are located to the front of each dwelling on the 2- and 3-bed houses adjacent to the front doors. The bin stores are located at the rear gardens of the 4-storey houses accessed via gates by the refuse collection team from the central mews street.
- 7.39 The bin stores for the houses have been designed to accommodate 3 bins for general waste (140l), Recycling (240l) and garden and food waste (240l). The 4-bed houses are also allocated space for a 240l general waste bin. These are all in accordance with the council's waste and recycling storage planning guidance.

- 7.40 The site has been designed so that a refuse vehicle can make a full circuit going north along the Eastern Avenue and south along the Central Mews. The apartments and maisonettes will have their refuse collected from the Eastern Avenue with only the mews houses and townhouses being collected from the Mews Street to limit the amount of time the refuse vehicle spends in this pedestrian friendly area. A tracking study confirms that there is acceptable clearance for a refuse truck to make this journey.

Electric Charging Points

- 7.41 Having regard to the requirement to provide 20% of the spaces for electric vehicle parking and a further 20% passive provision for future use, the details and provision of the active / passive charging points will be secured by condition.

Highways Mitigation

- 7.42 As per the previously approved scheme, should planning permission be granted, a range of measures would need to be secured through a S106 Agreement for highways improvements and improving sustainable modes of transport. These would include amendments to the junction onto Bullsmoor Lane; a PERS Audit and improvements identified within the audit; the provision of improved pedestrian/cyclist infrastructure and maintenance; and the provision in the immediate vicinity of the site as part of the Cycle Enfield project. It is estimated that the above measures may cost between £100,000 and £150,000.
- 7.43 In addition, consideration would need to be given to hours of collection/delivery during construction to avoid any potential conflict with school drop-off/pick-up times, particularly as Capel Primary School and the new STC are approximately 200m west of the site. These details can be secured by condition.

Housing Need

- 7.44 The Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure 20% of market housing is for three or more bedroom houses. The Council's most recent Strategic Housing Market Assessment (2015) continues to substantiate this position. The dwelling mix for this proposal is 21x1-beds, 17x2-beds, 13x3-beds and 5x4-beds.
- 7.45 The development provides an appropriate mix of units and suitable compensatory provision for the loss of the existing single family dwelling on the site. In this regard, it is considered that the development is consistent with Policies 3.8 and 3.14 of the London Plan, Core Policy 5 of the Core Strategy and DMD Policies 3 and 4 of the Development Management Document.
- 7.46 It is considered appropriate to secure the mix and size of units through an appropriately worded condition to ensure that any potential future changes are fully policy / standards compliant and appropriate levels of contributions have been secured.

Sustainable Design and Construction

Contamination

- 7.47 Potential contamination may be present due to the existing use of the site. In accordance with the advice of the environmental health officer, details of a scheme to

deal with the contamination of the site to avoid risk to health and the environment will be secured by condition.

Air Quality

- 7.48 The site sits adjacent on the juncture of the A10 with Bullsmoor Lane and is approximately 120m south of the junction (J25) with the M25. An air quality assessment has been provided which has assessed: construction phase impact (dust); road traffic impact; and an air quality neutral assessment.
- 7.49 The construction phase will have the potential to create dust, however, it is expected that any residual effects will be insignificant, subject to appropriate measures being secured.
- 7.50 It is concluded that concentrations of nitrogen dioxide (NO₂) and fine particulate matter (PM_{2.5}) will remain below the Air Quality Assessment Levels (AQALs) at all existing receptors in 2017, whether the scheme is developed or not.
- 7.51 The overall operational air quality impacts of the development are judged to be minor. This conclusion, which takes account of the uncertainties in future projections, in particular for nitrogen dioxide, is based on the impacts all being negligible.
- 7.52 Having regard to air quality, it is considered that the development would prove difficult to resist on this element.

Biodiversity / Ecology

- 7.53 Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 7.54 The proposal involves the demolition of existing structures on the site and the submitted Preliminary Ecological Appraisal has indicated that additional survey work will be required to determine whether bats and reptiles are present and would be affected by the development.
- 7.55 In relation to ecology, the majority of the site comprises of hardstanding and buildings, with some amenity lawn in the north-west corner. The trees to be removed are largely poor quality specimens. Replacement trees will be provided as per an agreed landscape plan. It is also considered subject to the proposed conditions including landscaping, the development would have an acceptable relationship to the New River ecological designations.
- 7.56 Further enhancements to the ecological value of the site will be achieved through the provision of green roofs, a Green, bird and bat boxes. Each of the aforementioned can be secured by condition.
- 7.57 Having regard to the above, the proposed development will not unduly impact upon the existing ecological value of the site but through measures proposed and to be secured by condition, will serve to enhance the value of the site in accordance with

policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

Trees

- 7.58 An Arboricultural Assessment has been provided to help inform the decision making process insofar as any potential impacts from the development proposal on trees within the site and immediately adjacent. The development site currently contains 38 trees and 2 groups.
- 7.59 All trees were categorised in accordance with BS5837:2012 to establish their condition, age and quality. Category A trees are of high quality, contribute to local amenity, and should be retained if possible. Category B trees are of moderate quality with an estimated life expectancy of at least 20 years. Category C trees are considered to be of low quality, with either a limited life expectancy, or very young trees with a stem diameter of not more than 150mm, or very little contribution to local amenity. Category U trees are ones in such a poor condition that they cannot realistically be retained as living trees.
- 7.60 Of the 23 individual trees and 2 groups identified to be removed, all but one is graded Category C. Eight of the aforementioned are also required to be removed due to safety reasons. It is however proposed to re-provide 43 trees and this is considered acceptable.
- 7.61 To ensure adequate provision is made for the protection of retained trees, the recommended Root Protection Areas (RPA) have been calculated in accordance with BS5837:2012 (and shown on the Tree Protection Plans) and recommendations outlined throughout the Arboricultural Assessment. A condition is recommended in relation to tree protection for the retained trees on site. An additional condition is proposed to secure details of a landscaping plan which, having regard to the comments provided by the Tree Officer, should provide enhancements above what is currently proposed.

Energy

- 7.62 The scheme has been estimated to achieve a carbon emission reduction of 35.14% beyond Part L of the 2013 Building Regulations through fabric efficiencies, air tightness levels and renewable energy provision in the form of roof mounted PV panels. A condition is therefore proposed to seek details of the PV panels, inclusive of a maintenance plan.

Drainage

- 7.63 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 DMD59 ("Avoiding and reducing flood risk") confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties.

- 7.64 Policy DMD 61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 7.65 The SUDs officer has reviewed and sought amendments to the submitted drainage strategy. The Strategy dated July 2018 is considered acceptable at the preliminary stage and further details can be required by condition.
Site Waste Management
- 7.66 Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London’s waste within London by 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition (“CE&D”) waste of 95% by 2020.
- 7.67 In order to achieve the above, London Plan Policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 7.68 An outline site waste management plan has been provided which indicates that the majority of waste will be managed on site in accordance with Core Policy 22 and the London Plan. A condition is proposed to secure this.

Viability

Affordable Housing

- 7.69 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). All sites should be Core Policy compliant, subject to viability and in this regard, 22 units within the scheme should normally be provided as affordable units. The previous proposal was independently assessed by a viability assessor and it was determined that a total of 12 affordable units could be provided (8 rented (5 x 3 bed duplexes and 3 x 1 bed) and 4 x 1 bed shared ownership).
- 7.70 Notwithstanding the affordable housing statement submitted with the current application (which refers to providing policy compliant 40% affordable housing provision), the applicant has subsequently confirmed that the proposal should be considered as per the approved scheme which was granted with an 18% provision of on-site affordable housing.
- 7.71 It is considered that given the similarities to the previous scheme in terms of the number and mix of units, the design of the development and the limited time which has passed since the previous approval (January 2017) the affordable housing offer should also be considered appropriate in this instance.
- 7.72 The units and tenure will need to be secured through a s106 legal agreement.

Education / Childcare

- 7.73 The scheme will be liable for an education and childcare contribution for the net increase of 55 units, in accordance with the Council’s S106 SPD 2016. Each new residential unit (regardless of unit size) will be liable for £2,535 per dwelling.

- 7.74 The total level of contributions sought for education and childcare is £139,425
- 7.75 This would need to be secured via a s106 legal agreement.

Employment and Training

- 7.76 Core Policy 16 of the Core Strategy confirms the commitment of the Council to promote economic prosperity and sustainability in the Borough through a robust strategy to improve the skills of Enfield's population. One initiative is, through the collaboration with the Boroughs of Haringey, Broxbourne, Epping and Waltham Forest is to promote skills training for local people.
- 7.77 Details of a Local Employment Strategy would be secured by legal agreement.
- 7.78 The Strategy should set out how the development will engage with local contractors / subcontractors, the number of trainees to be employed on site and the number of weeks training that will be provided.

Community Infrastructure Levy (CIL)

Mayoral CIL

- 7.79 The Mayoral CIL is collected by the Council on behalf of the Mayor of London.
- 7.80 The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (£20) and a monthly indexation figure.
- 7.81 The development is CIL liable for the construction of new residential floor space, less the existing floorspace to be demolished and the 12 affordable units which are eligible for relief.

Enfield CIL

- 7.82 On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure) will fund rail and causeway infrastructure for Meridian Water. As above, the development is CIL liable for the construction of new residential floor space, less the existing floorspace to be demolished and the 12 affordable units which are eligible for relief. The CIL rate applicable depends on the charging zone of the site. In this case, this equates to £40 per sq.m of net additional floorspace.

Section 106 / Legal Agreement

- 7.83 Section 106 contributions can still be sought for items of infrastructure that are required to make the development acceptable, but not identified on the Council's Regulation 123 list. A legal agreement will be required to secure the affordable housing and education contributions as set out above. A 5% monitoring fee will also be incurred as per the S106 SPD.
- 7.84 Having regard to the content above, it is recommended that should planning permission be granted, the following obligations / contributions should be secured through a legal agreement:

- The securing of 12 units in total for on-site affordable housing provision
 - 8 rented (5 x 3 bed duplexes and 3 x 1 bed)
 - 4 x 1 bed shared ownership
- £139,425 towards education and childcare provision
- £150,000 towards:
 - PERS Audit and improvements identified within the audit
 - the provision of improved pedestrian/cyclist infrastructure and maintenance provision in the immediate vicinity of the site as part of the Cycle Enfield project
 - Travel plan surveys and monitoring of the junction
 - Amendments to the junction
- Local Employment Strategy
 - Securing the local sourcing of labour
 - Securing the local supply of goods and materials
 - Securing on-site skills training
 - 5% monitoring fee

8.0 Conclusion

8.1 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 Policies 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
2. The proposed development due to its design, size, scale and siting, does not 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 loss of existing retail and commercial uses on the site will not detrimentally harm local provision having regard to Policies 4.4 & 4.8 of the London Plan, Core Policies 13 & 18 of the Core Strategy, Policies DMD22 & 29 of the Development Management Document.
4. 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.
5. 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.

6. 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.

9.0 **Recommendation**

- 9.1 That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 7.85 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to GRANT planning permission subject to the conditions as set out below:

1. Time Limited Permission
The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.
Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. Approved Plans
Unless required by any other condition attached to this Decision, the development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Proposed Block Plan	
Existing Block Plan	
Existing Site Plan (Topographical Survey)	387/17/PL1001
Indicative Site Sections	387/17/PL1007
Proposed Two Bedroom House Elevations (Plots 8-14)	387/17/PL10.05
Proposed Three Bedroom House Elevations (Plots 6 and 7)	387/17/PL 10.11
Proposed Four bedroom House Elevations (Plots 1-5)	387/17/PL 10.07
Proposed First Floor Plan (Plots 1-14)	387/17/PL10.02
Proposed Flat Elevations (Plots 15-35)	387/17/PL20.04
Proposed Flat Elevations (Plots 15-35)	387/17/PL20.03
Proposed Flat Elevations (Plots 36-56)	387/17/PL30.04
Proposed Flat Elevations (Plots 36-56)	387/17/PL30.03
Proposed Floor Plans (Plots 15- 35)	387/17/PL20.01
Proposed Floor Plans (Plots 36-56)	387/17/PL30.01
Proposed Ground Floor Plans (Plots 1-14)	387/17/PL10.01
Proposed House Street Scenes (Plots 1-14)	387/17/PL10.08
Proposed Roof Plan (Plots 1-14)	387/17/PL10.04
Proposed Rood Plan (Plots 15-35)	387/17/PL20.02
Proposed Roof Plan (Plots 36-56)	387/17/PL30.02
Proposed Second Floor Plan (Plots 1-14)	387/17/PL10.03
Proposed Site Layout Plan	387/17/PL1002
Site Location Plan	387/17/PL1000
Indicative Visuals	387/17/PL1005
Indicative Visuals	387/17/PL1006

Wheelchair Accessible Units	387/17/PL1004
Proposed Second Floor Plan (Plots 1-14)	387/17/PL10.03 A
Proposed Flat Elevations (Plots 15-35)	387/17/PL20.03 A
Air Quality Assessment – AQA Assessments	J0011/1/F1
Archaeological Desk-Based Assessment	
Biodiversity Report – Thomson Ecology	OHPG103/001
Planning Design and Access Statement – Howarth Homes PLC	
Flood Risk Assessment – Lanmor Consulting	170961/FRA/TS/KBL/01
Health Impact Assessment – HTA Design LLP	
Planning and Affordable Housing Statement – Progress Planning	
Sustainability and Energy Statement Rev A	
Environmental Noise Study – Stoneybridge Properties Ltd	
Site Waste Management Plan – Meyer Brown	
Transport Statement – Lanmor Consulting	170961/TS/MK/KBL/01
Stage 1 Road Safety Audit – M and S Traffic Limited	RW/JB/5408/01
Arboricultural Impact Assessment – GHA Trees	
Report on Tree Inspections – Broad Oak Tree Consultants Limited	
Arboricultural Implications Assessment for Proposed Redevelopment – Broad Oak Tree Consultants Ltd	
Preliminary Drainage Strategy July 2018 (170961/FRA/TS/KBL/01/C)	

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

3. **Mix / Size of Units**
 The development hereby approved shall only be laid out as 56 residential units (comprising 21 x 1-bed, 17 x 2-bed, 13 x 3-bed and 5 x 4-bed) as shown on the approved drawings listed in condition no. 2. There shall be no deviation from the number, size or mix of units from that approved without the prior approval in writing by the Local Planning Authority.
 Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s), in accordance with adopted Policy.

4. **Details of Materials**
 Notwithstanding any submitted plan or supporting documentation, prior to the commencement of development, construction details, for all external finishing materials visible on the building façades together with supporting photorealistic images of AVRs Level 3 standard for typical elevations of each building type shall be submitted to and approved in writing by the Local Planning Authority. The construction detail should include plan, elevations and sections at 1:5/1:10 scale, with appropriate annotation for all the elements seen in the detail. The development shall be constructed in accordance with the approved details.
 Reason: To ensure a satisfactory external appearance.

5. **Material Samples**
 Pursuant to the approval of construction details for the different elements of the façade under Condition 5 (Details of Materials), physical material samples (including sample panels where appropriate) and detail specifications for all external finishing materials visible on the building façades shall be submitted to and approved in writing by the Local Planning Authority. The sample panels shall remain on site for the duration of the construction of external works. The development shall be constructed in accordance with the approved details
 Reason: to ensure a satisfactory external appearance

6. Accessible / Adaptable Dwellings
No less than 100% of the units hereby approved shall be built in accordance with Requirement M4(2) of Building Regulations and shall be maintained as such thereafter. Prior to occupation evidence of compliance with Requirement M4(2) across the development shall be submitted to and approved in writing by the Local Planning Authority.
Reason: This optional national technical standard will ensure that the development allows for the future adaptability of the home to meet with the needs of future residents over their lifetime in accordance with Policy CP4 of the Core Strategy, DMD8 of the Development Management Document and Policy 3.5 of the London Plan.
7. Wheelchair Units
The units identified on the approved plans as wheelchair units shall be provided as wheelchair accessible dwellings and shall be designed in accordance with the requirements of the "Stephen Thorpe Wheelchair Housing Design Guide (2nd Edition)", unless otherwise agreed in writing by the Local Planning Authority.
Reason: In order to ensure that the new development achieves the highest standards of accessibility and inclusion having regard to adopted Policy.
8. Details of External Lighting
Details of any external lighting to be provided including the design, height and siting shall be submitted to the Local Planning Authority prior to installation shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall also include how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the western boundary of the site. The external lighting shall be provided prior to the occupation of the first residential unit and maintained at all times thereafter.
Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.
9. Details of Hard Surfacing
The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.
Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.
10. Parking / Turning Facilities
Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No. 387/17/PL1002 and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.
Reason: To ensure that parking and turning facilities are in accordance with adopted standards.
11. Disabled Parking
The number and location of the disabled parking/ blue badge spaces indicated on Drawing No. 387/17/PL1002 shall be provided in accordance with the approved plan and thereafter retained for this purpose.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for the development in accordance with adopted standards.

12. Private Vehicles Only - Parking Areas

The car parking spaces to be provided shall be kept available for the parking of private motor vehicles at all times. The parking spaces shall be used solely for the benefit of the occupants of the residential units of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

Reason: To ensure that the development complies with adopted Policy and to prevent the introduction of activity that would be detrimental to visual and residential amenity.

13. Electric Vehicle Charging Points

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

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

14. Details of Access and Junction

The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development, inclusive of the reinstatement of redundant footway crossings, have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before the development is occupied.

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

15. Gates

Any pedestrian entrance gates erected around the perimeter of the site shall be hung to open inwards.

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

16. Means of Enclosure

Details of the proposed means of enclosure around the site shall be provided to the Local Planning Authority for approval in writing. The fence shall be erected in accordance with the approved detail prior to first occupation.

Reason: To secure an acceptable design in the interest of visual amenity.

17. Construction Methodology / Traffic Management Plan

Demolition and construction shall take place in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;

- b) wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of any vehicle call up procedure;
- f) Coordination with other development projects in the vicinity;
- g) Hours of deliveries / collections, to avoid conflict with school drop-off/pick-up times (Capel Primary School)
- h) A Construction Management Plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved detail.
Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and to ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

18. Cycle Storage

Prior to first occupation, revised details shall be submitted to and approved in writing by the Local Planning Authority to include 91 long stay and 1 short stay cycle parking spaces to be provided throughout the development. The approved cycle storage shall be permanently maintained, kept free from obstruction and available for the parking of bicycles only.

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

19. Energy Efficiency

The energy efficiency of the development shall provide for no less than a 35% improvement in the total CO2 emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline measure, unless otherwise approved in writing. Prior to first occupation, confirmation shall be provided to the Local Planning Authority of the development meeting or exceeding the stated target.

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

20. Details of Zero / Low Carbon Technologies

Details of the zero / low carbon technologies to be used in the development (rooftop photovoltaic panels) shall be provided in accordance with details to be submitted to the Local Planning Authority for approval in writing and implemented prior to first occupation of the development and permanently maintained. The submitted detail shall demonstrate compliance with the approved renewable energy strategy and include the design, size, siting, and a maintenance strategy / schedule inclusive of times, frequency and method.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with adopted Policy.

21. No Additional Fenestration

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no external windows or doors other than those indicated on the approved drawings shall be installed in the development

hereby approved without the approval in writing of the Local Planning Authority.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

22. **Restriction of Permitted Development**
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any statutory instrument revoking and re-enacting or modifying that Order, no development under the following classes shall take place without the prior written approval of the Local Planning Authority:
- a) Article 3 and Schedule 2, Part 1 Classes A, B, C, D, E, F and H
 - b) Article 3 and Schedule 2, Part 2 Class B
- Reason: In order to protect the amenities of the adjoining occupiers, to ensure adequate amenity space is retained for each of the dwellings in accordance with adopted Policy, to maintain a satisfactory appearance to the development.
23. **Restriction of Use of Flat Roofs**
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any statutory instrument revoking, re-enacting or modifying that Order, unless otherwise indicated on the approved plans:
- a) No balustrades or other means of enclosure shall be erected on the roof(s).
 - b) No flat roofed area shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.
- Reason: To maintain an acceptable appearance and to safeguard the privacy of the occupiers of adjoining properties.
24. **SUDS 1**
Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (170961/FRA/TS/KBL/01/C), July 2018, prior to the commencement of any construction work, details of the final 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 shall include:
- Sizes, storage volumes, cross-sections, long-sections (where appropriate) and specifications of all the source control SuDS measures including green roofs, permeable paving and rain gardens
 - Final sizes, storage volumes, invert levels, cross-sections and specifications of all site control SuDS measures including the detention basin and underground tank. Include calculations demonstrating functionality where relevant (including area in m² draining into these features)
- 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

25. SUDS 2

Prior to occupation of the development, a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:

- 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

26. Tree Protection

The development (including demolition) shall be undertaken in accordance with the recommendations and Tree Protection Plan contained within the submitted 'Arboricultural Impact Assessment Report' and the submission of an approved Arboricultural Method Statement (inclusive of Arboricultural supervision programme) in accordance with BS5837: 2012. There shall be no deviation without the prior written approval of the Local Planning Authority.

Reason: To ensure that retained trees are not adversely affected by any aspect of the development.

27. Vegetation Clearance (Outside of Nesting Season)

All areas of trees, hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: Nesting birds are protected under the Wildlife & Countryside Act, 1981 (as amended), this condition will ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy

28. Landscaping

Notwithstanding any submitted plan or supporting documentation, no above ground works shall take place until full details of the landscape proposals have been submitted to and approved by the Local Planning Authority. Details shall include:

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

All landscaping in accordance with the approved scheme shall be completed/ planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting detail shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan. To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with adopted Policy.

29. Ecological Enhancement

Prior to occupation of the development 2 bat bricks/tiles and 8 bird bricks/tubes/boxes are to be designed into and around the new buildings under the supervision of a suitably qualified ecologist. Confirmation that the boxes have been installed, including a plan showing the location and type of boxes, with accompanying photographic evidence shall be submitted to the Council for approval in writing.

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

30. Biodiverse Roof

Details of the proposed green roof to be provided as part of the submitted Flood Risk Assessment shall be submitted to the Local Planning Authority for approval in writing. The submitted detail shall include [location], design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

The green roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape.

The green roof shall be implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the council.

Reason: To assist in flood attenuation and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted Policy.

31. Contamination
The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.
Reason: To avoid risk to public health and the environment.
32. Noise Attenuation
Notwithstanding the submitted acoustic report, development shall not commence until details have been submitted to the Local Planning Authority for approval in writing detailing attenuation measures to reduce predicted internal noise levels from external sources to not more than:
a. Night time levels of 30dB L(A)_{eq} 8-hours in bedrooms with a maximum L(A)_{max} of 45dB; and
b. Daytime levels of 35dB(A) in bedrooms and living rooms
Reason: In the interest of safeguarding the amenity of future occupiers of the development from excessive noise generated from external sources, having regard to the location of the site adjacent to the Great Cambridge Road (A10) and the M25 motorway.
33. Archaeology
A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.
B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.
C) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (B).
D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.
Reason: In the interests of safeguarding any archaeological heritage assets that may exist on the site and the publication of results, in accordance with Section 16 of the NPPF 2018.
34. Piling / Foundations
No development beyond the demolition of existing buildings on site or site clearance works shall take place within the proposed development site until a detailed scheme showing the complete scope and arrangement of the foundation design and ground works have been submitted to and approved by the Local Planning Authority.

Where impact piling is proposed, this shall not take place until a piling method statement (detailing the 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 water 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: In the interests of preventing harm to groundwater, to protect existing water infrastructure and to safeguard any archaeological heritage assets that may exist on the site.

35. Prior to the commencement of development a full Fire Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Fire commissioner. The agreed measures shall be implemented on site prior to the occupation of the development and permanently maintained.

Reason: In the interests of the safety of future occupiers

36. Construction Site Waste Management Plan

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

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

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

Secure By Design

37. Prior to carrying out above ground 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.

Reason: To ensure that the building adheres to the requirements of Secure by Design

38. 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.

Reason: To ensure that the development adheres to the requirements of Secure by Design

Informative

The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.



Key

- Trees to be retained where practicable
- Proposed Trees
- Plot Number
- Parking Allocation
- Amenity Space Size
- Change of road surface
- New soft landscaping (Indicative)
- Refuse Vehicle route
- Communal Refuse Collection Point

Proposed Site Layout Plan



New River

263

Bullsmoor Lane

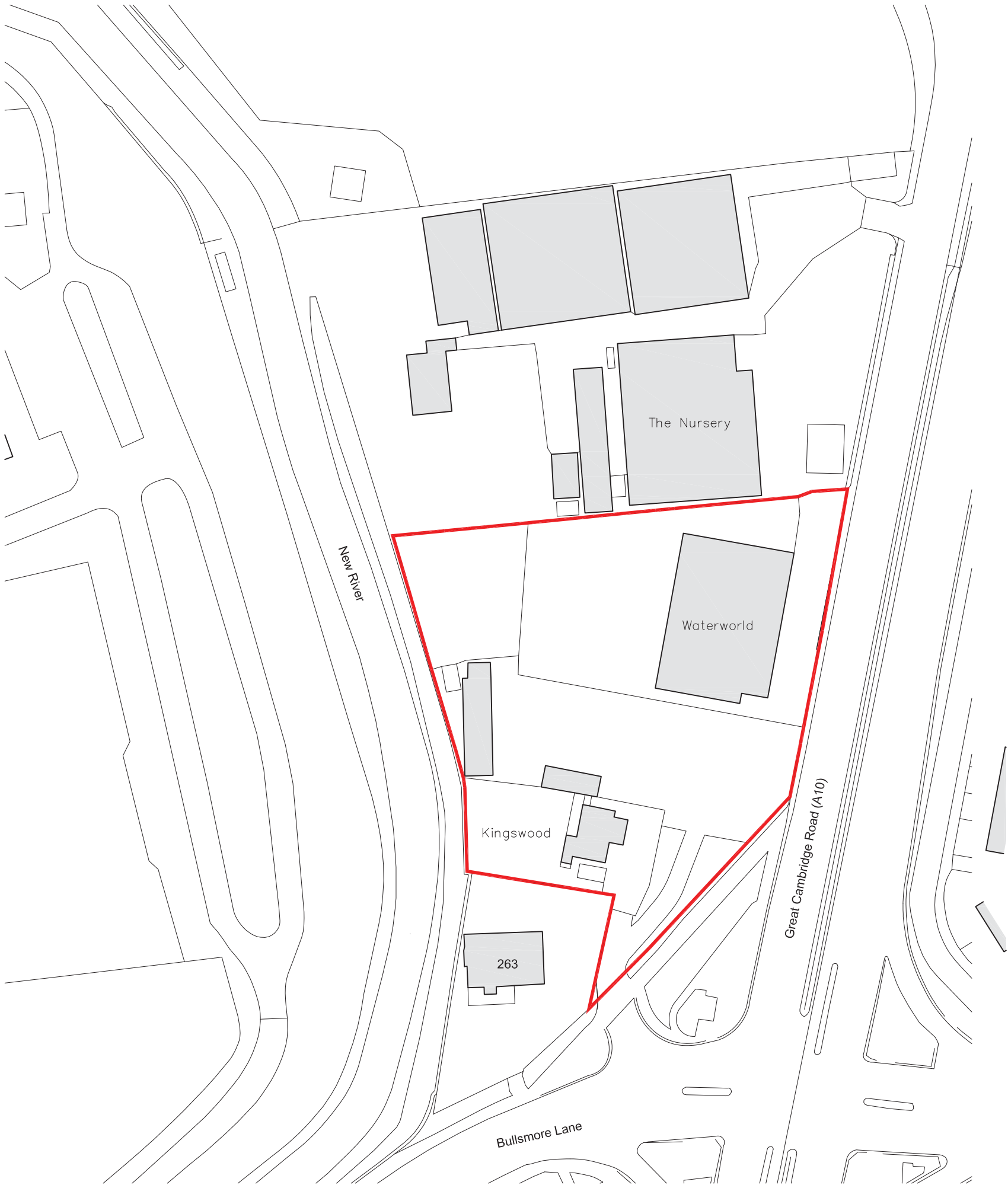
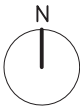
Cambridge Road (A10)

Kingswood Nurseries, Enfield

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Project
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Title
Site Location Plan
Scale
1:1000 @ A3

Date
September 2017

Drawn
LS

Checked
SRH

Drawing No.
387.17.PL1000

Revision

-



Indicative Section along eastern access road facing West



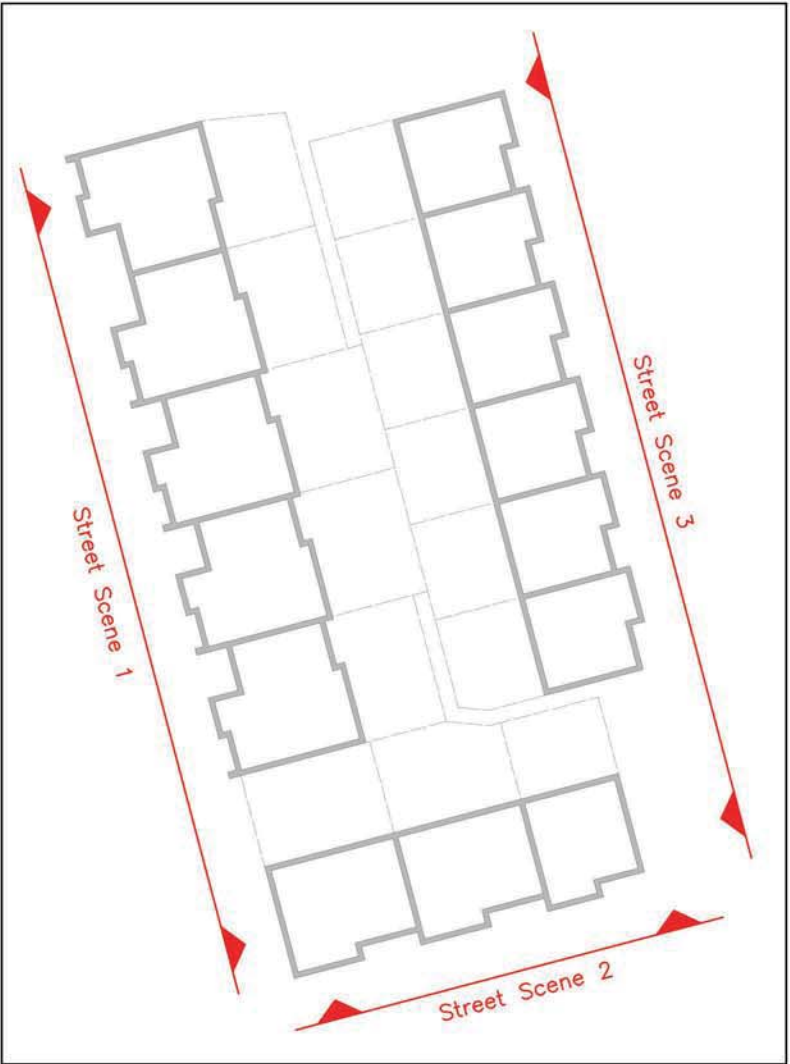
Indicative section along central mews facing West



Indicative section along North road facing South



Street Scene 1



Key Plan

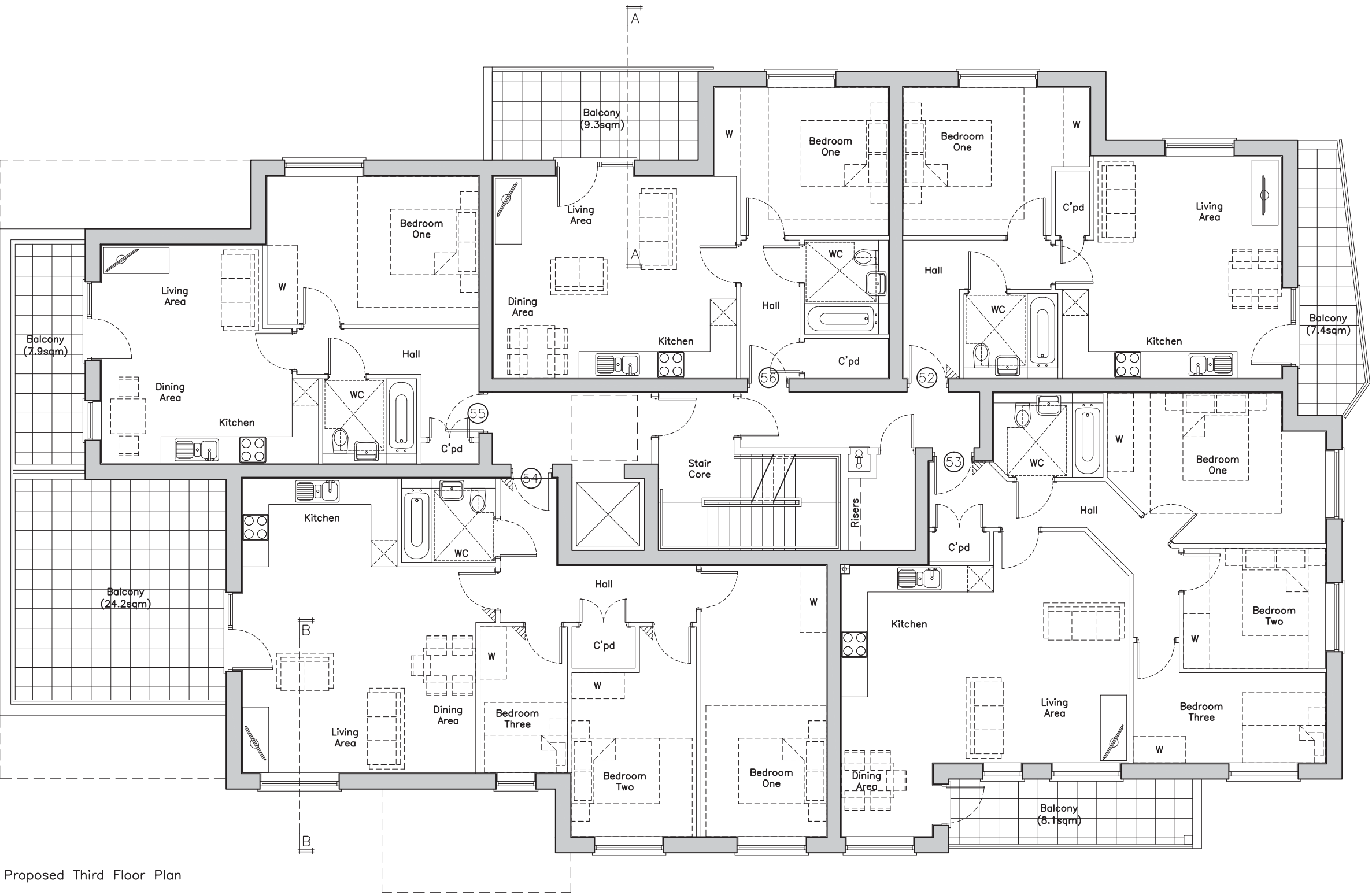
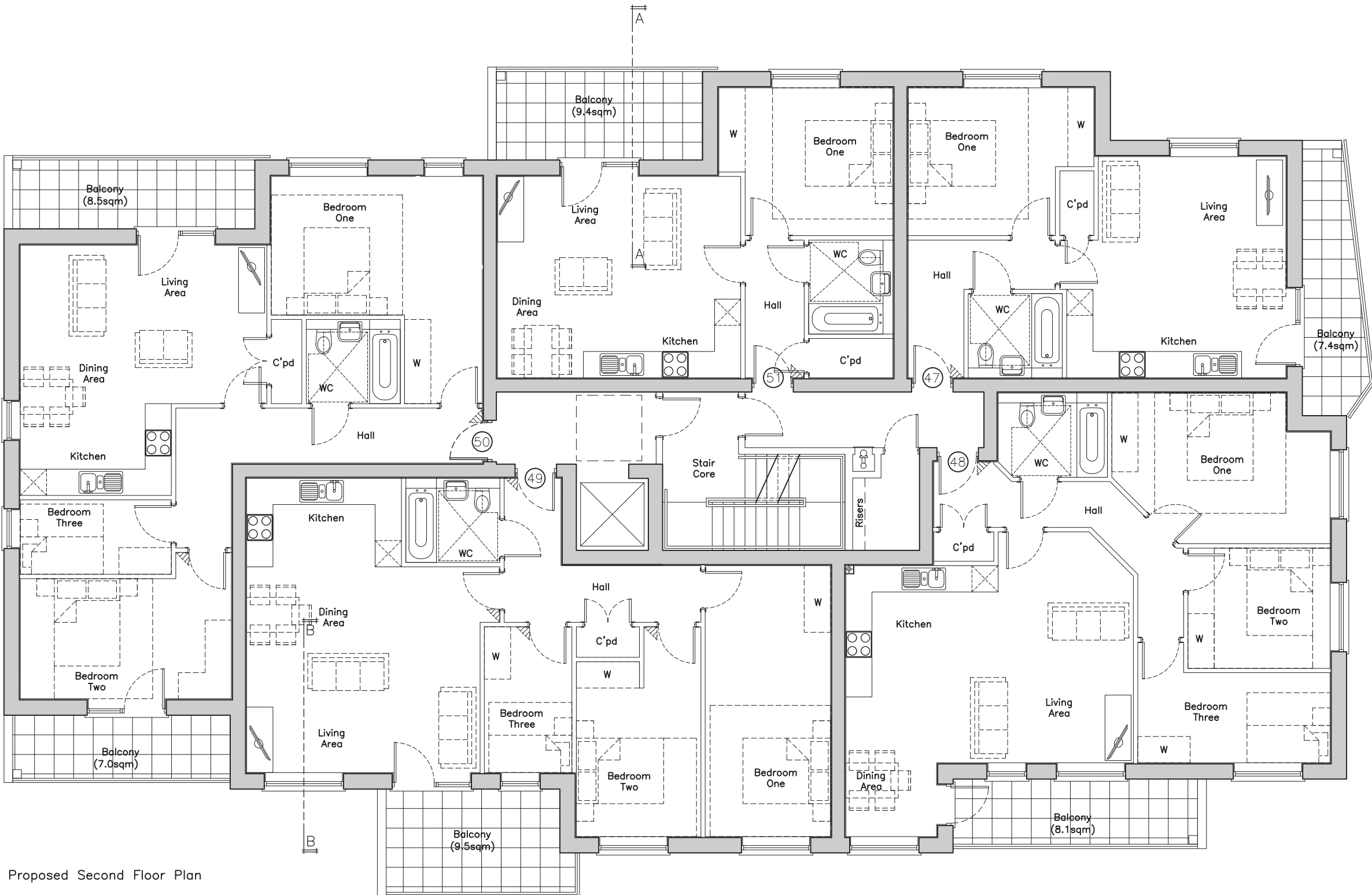
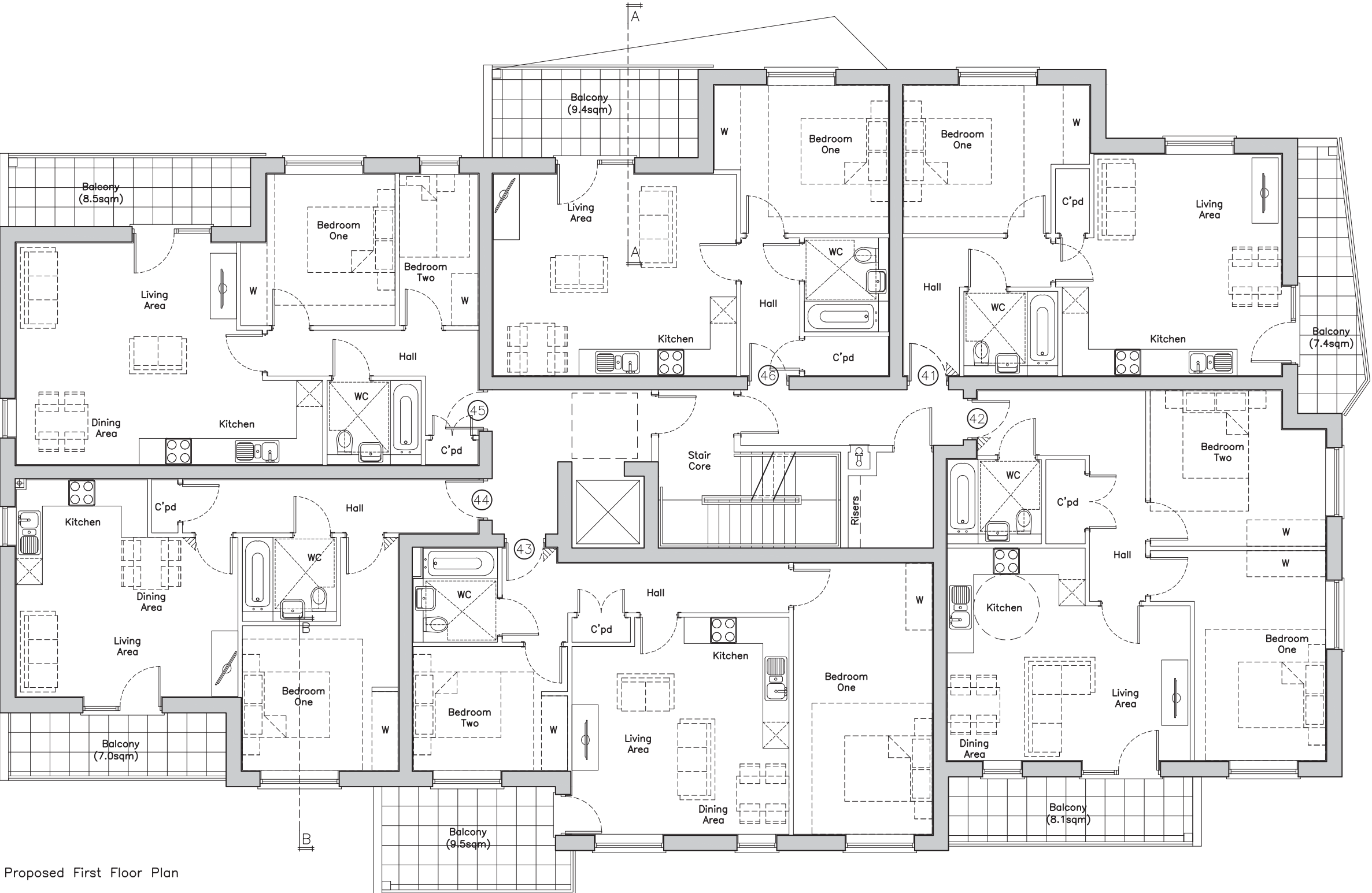
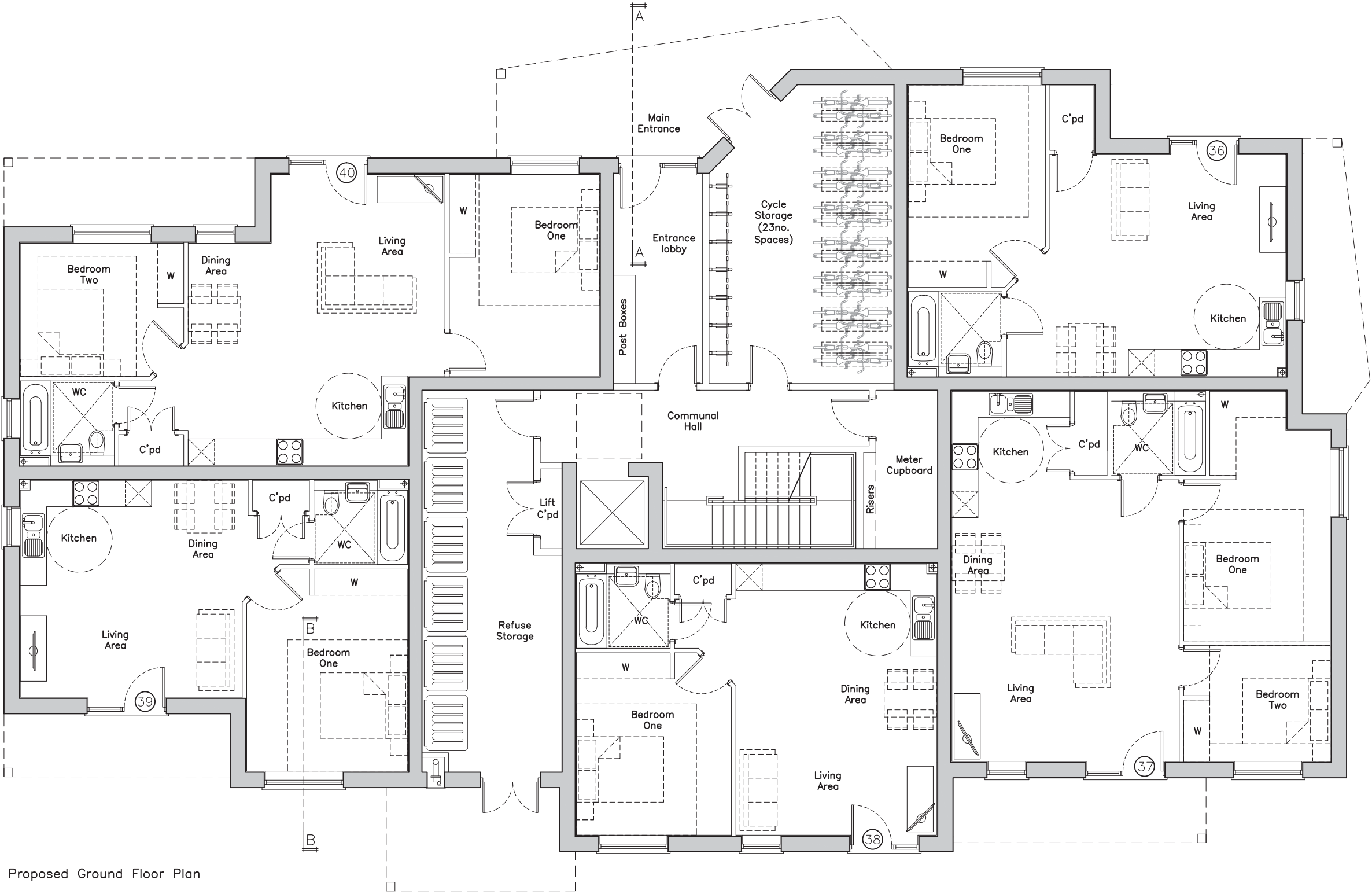


Street Scene 2



Street Scene 3

Proposed House Street Scenes (Plots 1-14)





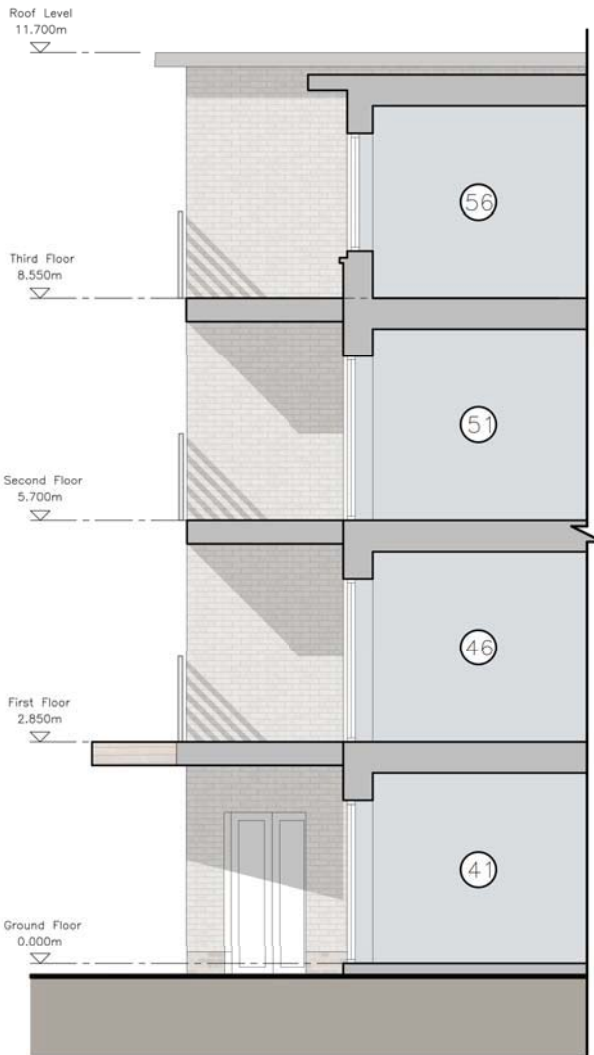
Proposed Ground Floor Plan (Plots 1-14)

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Section A-A



Side Elevation

Proposed Flat Elevations (Plots 36-56)



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Title
Proposed Flat Elevations (Plots 36-56)

Scale
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Date
December 2017

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Drawing No.

387/17/PL30.03

Revision

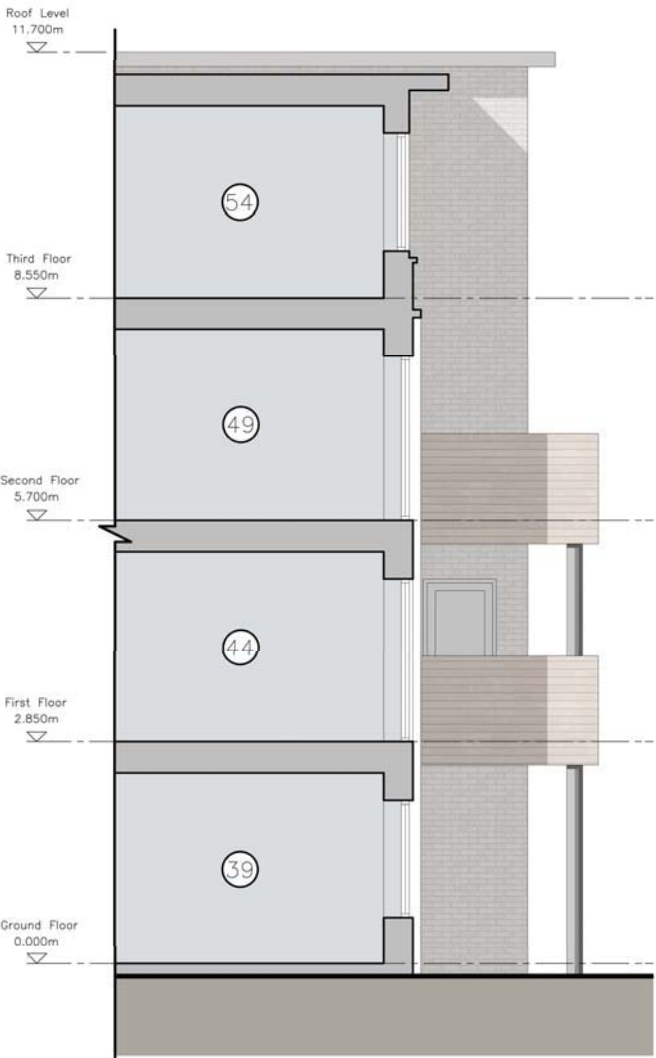
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Proposed Flat Elevations (Plots 36-56)



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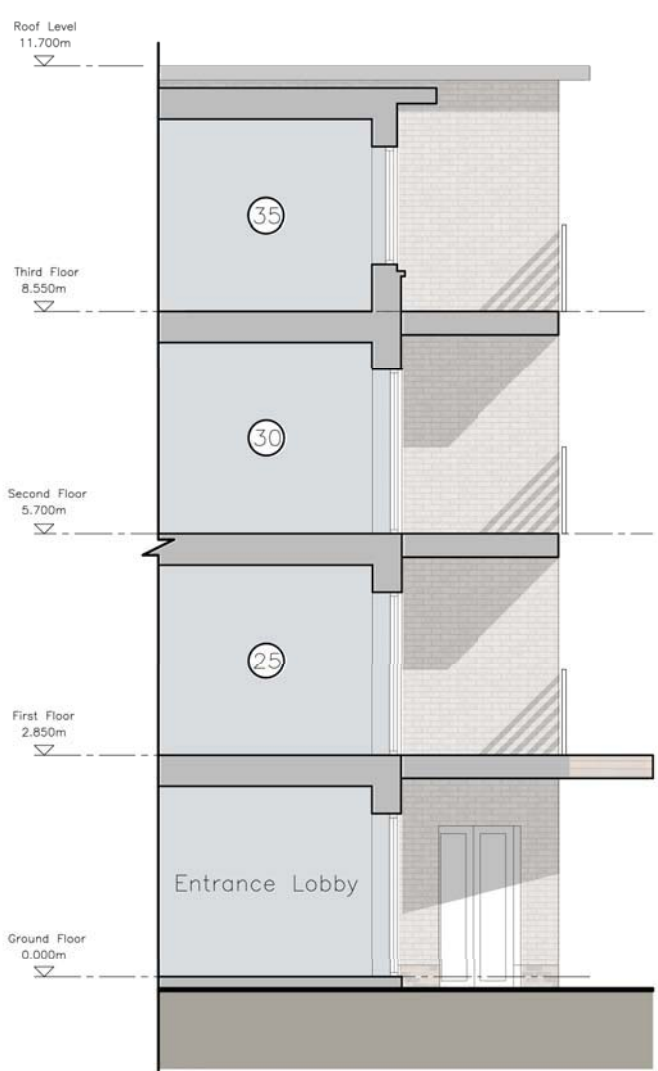
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Front Elevation



Section A-A



Side Elevation



Key Plan

Proposed Flat Elevations (Plots 15-35)



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Title
Proposed Flat Elevations (Plots 15-35)
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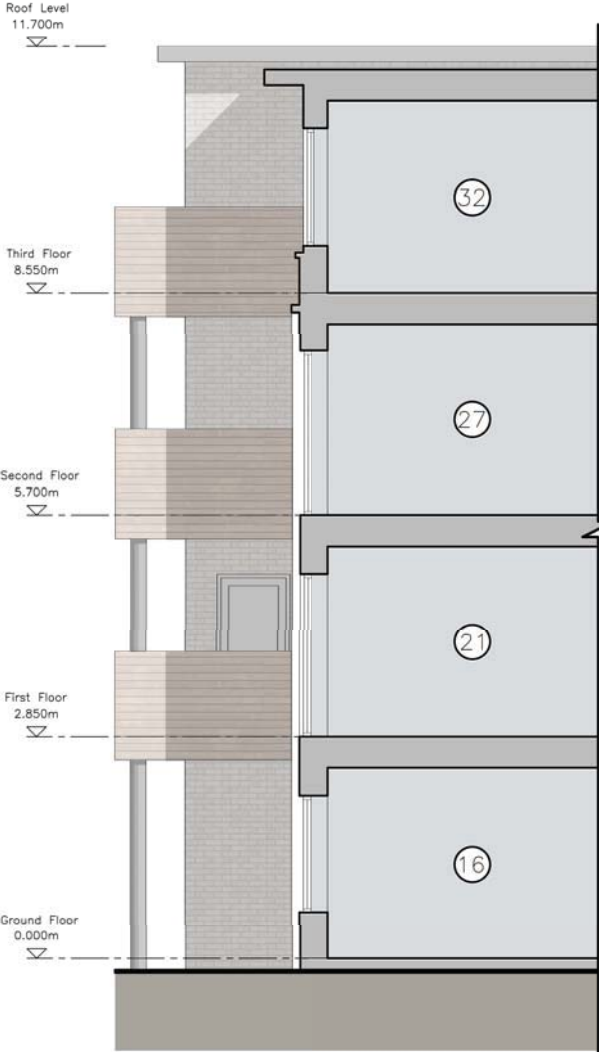
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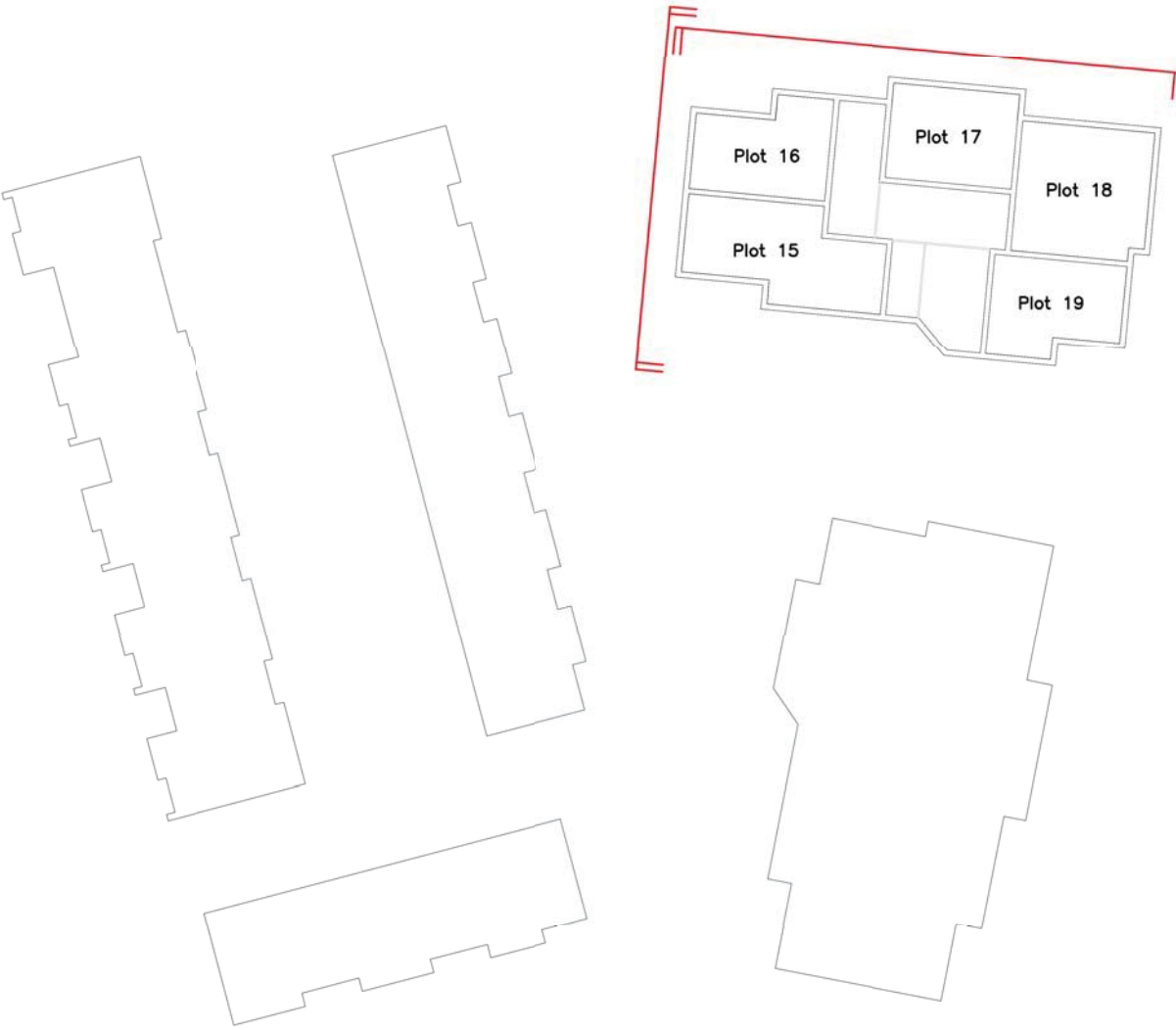
Rear Elevation



Section B-B



Side Elevation



Key Plan

Proposed Flat Elevations (Plots 15-35)



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Bullsmoor Lane, Enfield, EN1 4SF
Title
Proposed Flat Elevations (Plots 15-35)
Scale
1:100 @ A2
Date
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Drawing No.
387/17/PL20.04

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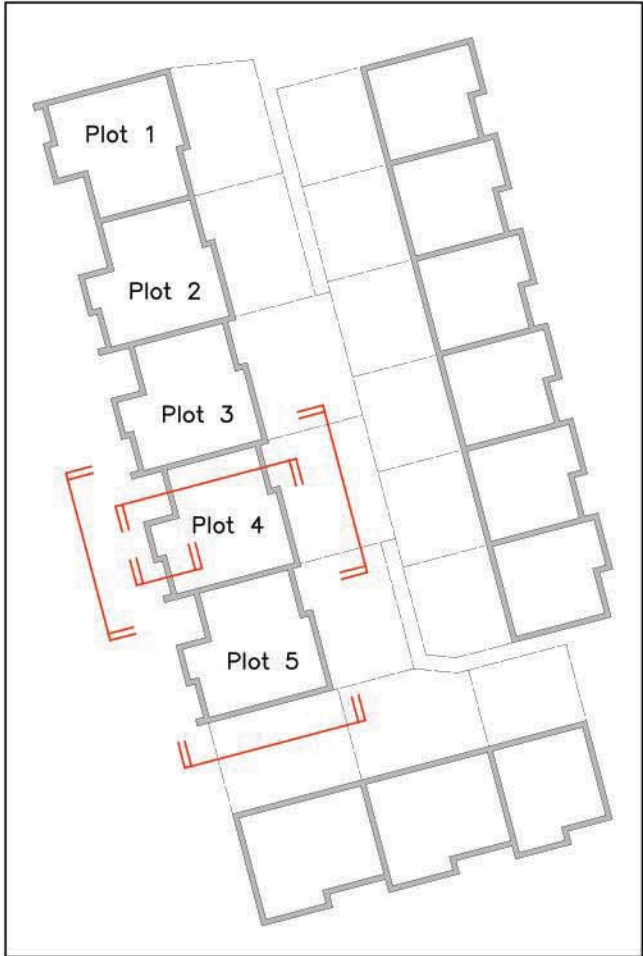
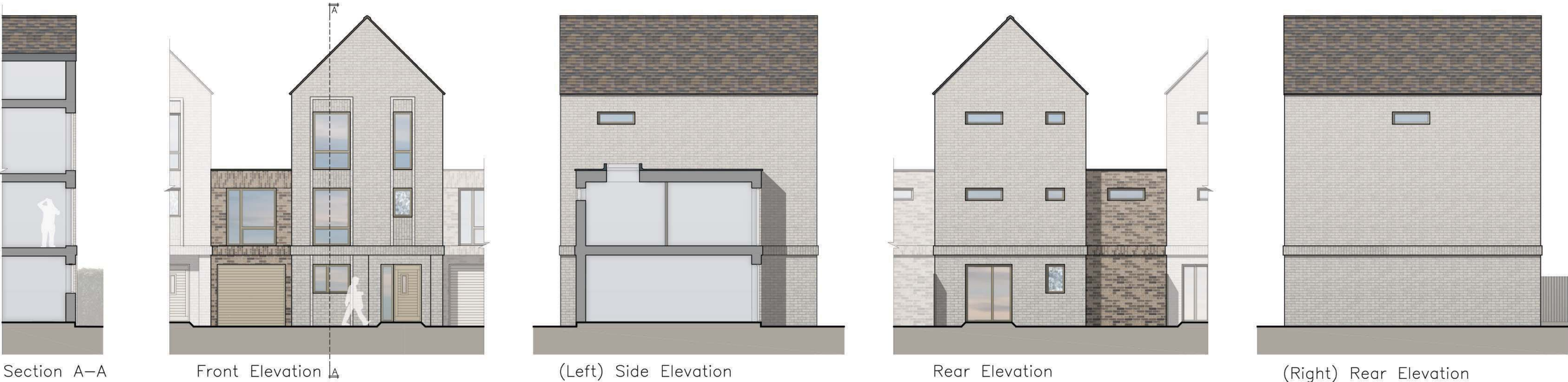
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Key Plan

Proposed Four Bedroom House Elevations (Plots 1-5)

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Proposed Four Bedroom House Elevations (Plots 1-5)

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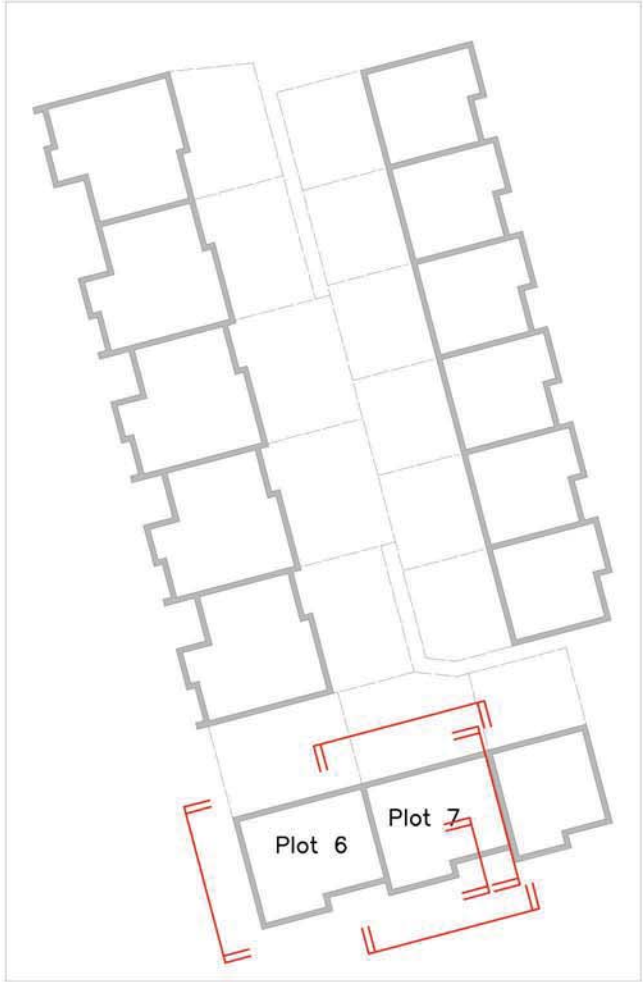
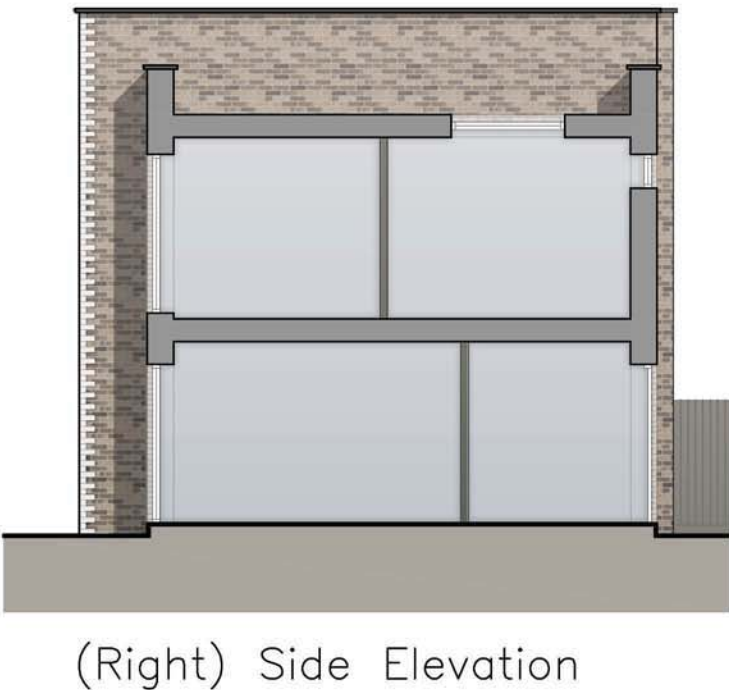
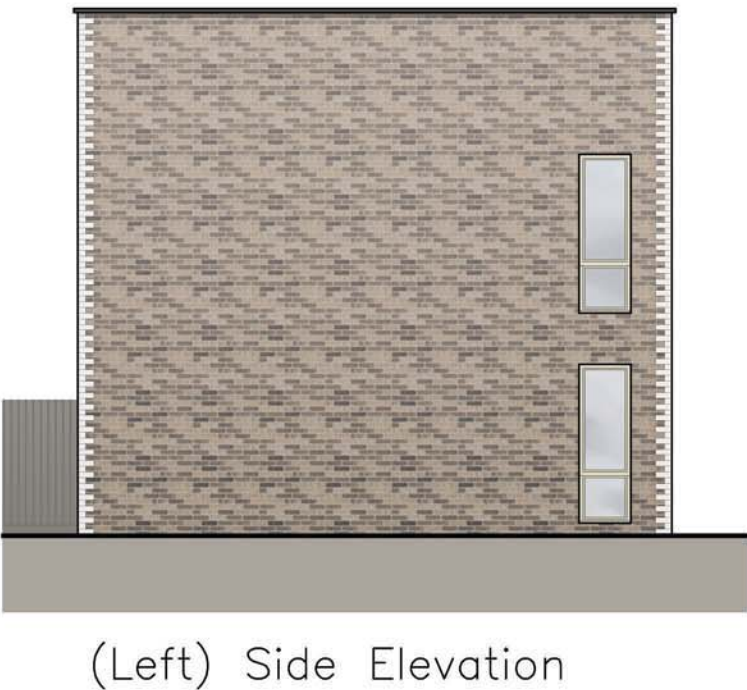
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Key Plan

Proposed Three Bedroom House Elevations (Plots 6 & 7)

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Proposed Three Bedroom House Elevations (Plots 6 & 7)

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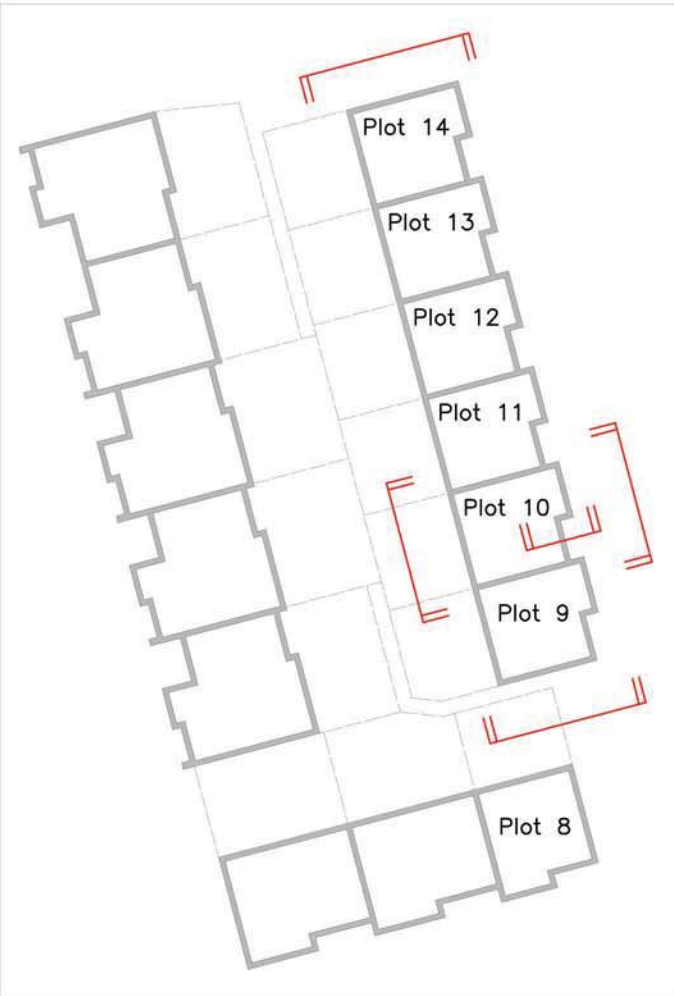
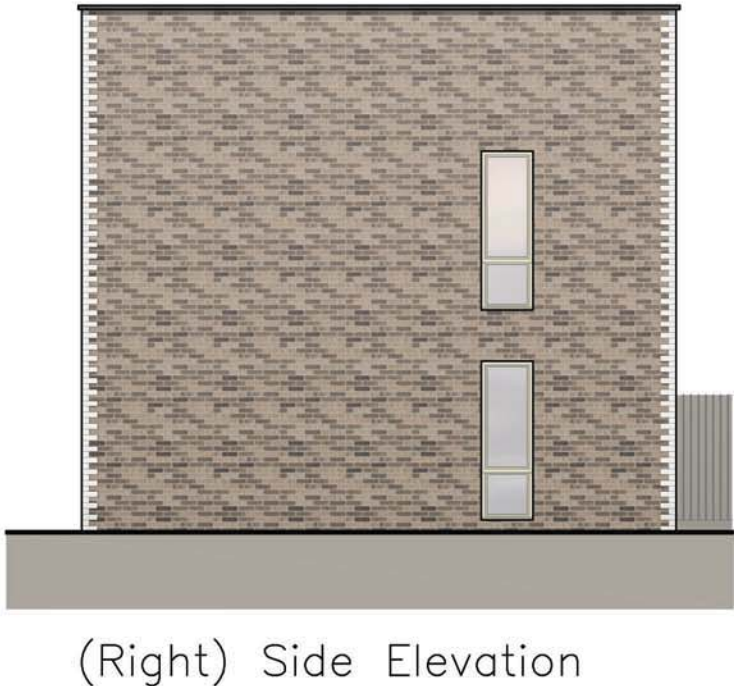
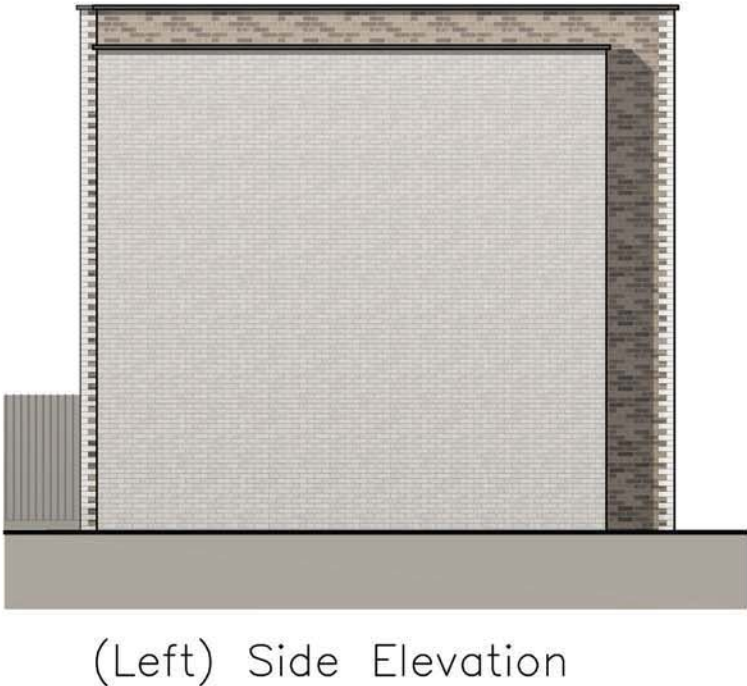
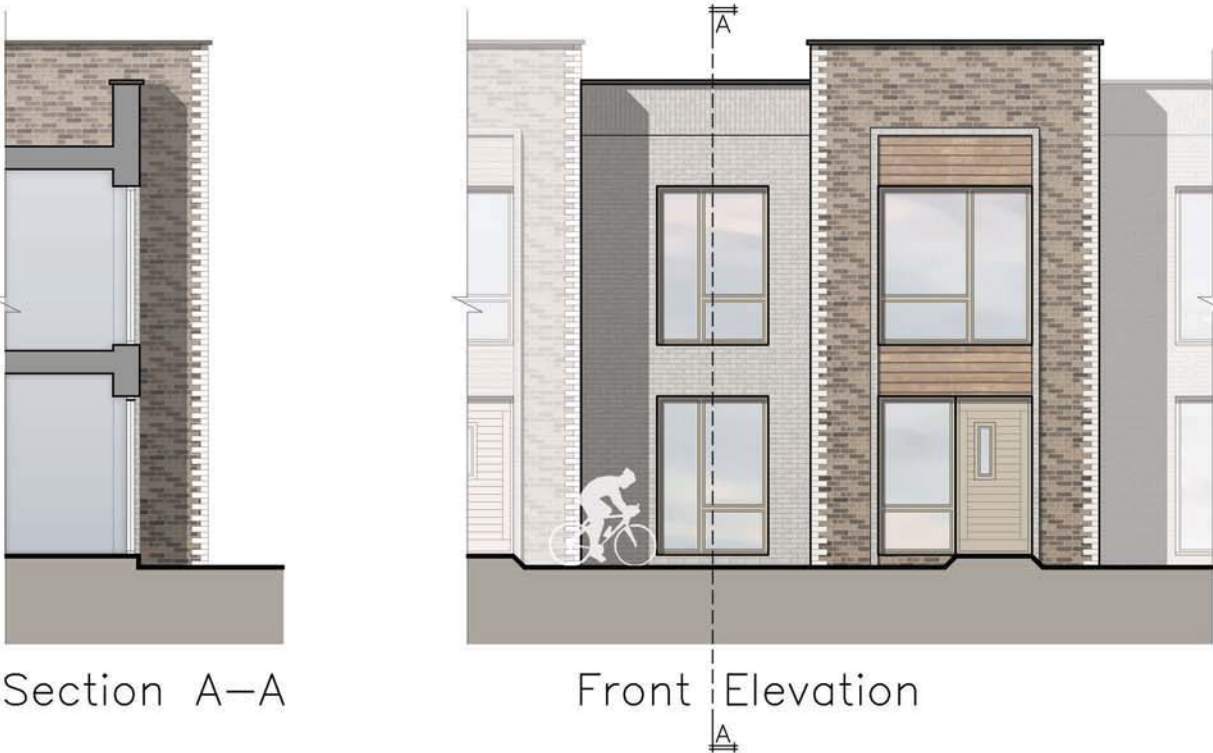
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Key Plan

Proposed Two Bedroom House Elevations (Plots 8-14)

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Title
Proposed Two Bedroom House Elevations (Plots 8-14)

Scale
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Date
September 17

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Revision
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