

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 19th March 2019

Report of

Head of Planning

Contact Officer:

Kate Perry 0208 379 3853

Ward:

Highlands

Ref: 18/00478/FUL

Category: Full Application

LOCATION: 3 Uplands Park Road, Enfield, EN2 7PU

PROPOSAL: Demolition of existing dwellinghouse and redevelopment of the site including the erection of a part 2, part 3-storey block of 8 self-contained flats (4 x 2-bed, 4 x 3-bed), provision of associated surface car parking, landscaping, rooms in roof and vehicular access via The Grove (amended drawings)

Applicant Name & Address:

Mr Innes
Foxes Dale Ltd

Agent Name & Address:

Ms Georgina Holden
Divine Ideas (UK) Ltd
Legacy Business Centre
Suite 126
2A Ruckholt Road
London
E10 5NP

RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions.

1.0 Recommendation

1.1 That planning permission be granted subject to the following conditions:

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

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

2. 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:

OS Map	010
Existing Site Plan	100
Proposed Site Plan	200 Rev H
Proposed First Floor Plan	201 Rev G
Proposed Second Floor Plan	202 Rev G
Proposed Ground Floor Plan	205 Rev H
Proposed First Floor Plan	206 Rev E
Proposed Second Floor Plan	207 Rev E
Elevation 1 Streetview	210 Rev G
Elevation 3 Streetview	211 Rev G
Elevation 2 Streetview	212 Rev G
Elevation 4 Streetview	213 Rev G
Elevation 1 Detail	220 Rev G
Elevation 2 Detail	221 Rev G
Elevation 3 Detail	222 Rev G
Elevation 4 Detail	223 Rev G
Transport Statement July 2018	
Design and Access Statement December 2018	
Drainage Strategy January 2018	
Arboricultural Impact Assessment January 2018	
Sustainable Design and Construction Statement January 2019	

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

3. The development hereby approved shall only be laid out as 8 self-contained units comprising 4 x 2-bed, 4 x 3-bed as shown on drawing numbers 205 Rev H, 206 Rev E and 207 Rev E. There shall be no deviation from the number, size or mix of units from that approved without the prior approval in writing of the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to adopted parking standards.

4. No above ground works shall commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

5. No above ground works shall commence until detailed drawings at a scale of 1:20 detailing the proposed architectural features (including quoins, soldier courses, oriel windows, window frames and window reveals) have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

6. No above ground works shall 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 a satisfactory visual appearance and in the interests of highway safety

7. No post demolition excavation shall commence until details of existing planting to be retained and trees, shrubs and grass to be planted, and the treatment of any hard-surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: In the interests of visual amenity and to enhance the ecological value of the site in accordance with DMD79

8. The development shall be carried out in accordance with the submitted Tree Protection Plan (drawing 462.001) and method statement contained within the submitted Tree Report dated 29.1.2018

To protect the retained trees on site in accordance with DMD80

9. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved details before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

10. The development, excluding demolition and ground clearance, shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

11. Prior to the commencement of above ground works, details of the siting and design of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied.

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

12. The parking area forming part of the development shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development complies with Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

13. As per the approved plans, parking space 8 as identified on drawing 200 Rev H shall be solely used by flat 3.

Reason: In the interests of residential amenity

14. The glazing to be installed in the first-floor southern elevation and south facing rooflights of the new building shall be in obscured glass and fixed shut to a height of 1.7m above the floor level of the room to which they relate. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

15. The development shall not commence until a revised Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with our DMD Policy SuDS Requirements:

- a) Shall be designed to a 1 in 1 and 1 in 100-year storm event with the allowance for climate change
- b) Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential
- c) Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- d) The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact
- e) Clear ownership, management and maintenance arrangements must be established
- f) The details submitted shall include levels, sizing, cross sections and specifications for all drainage features

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

16. Prior to first occupation of the development approved, 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.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

17. The development hereby permitted shall be carried out strictly in accordance with the energy saving and water efficiency measures identified in the submitted Sustainable Design and Construction Statement dated January 2019 (ref: SDCS/UPR/201802-BC).

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met.

18. Prior to first occupation of the development details of balcony/ platform privacy screens to be installed in the development shall be submitted to and approved in writing by the Local Planning Authority. Once approved the privacy screens shall be installed and permanently retained.

Reason: In the interests of residential amenity

19. The development shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:

- a. A photographic condition survey of the public roads, footways and verges leading to the site.
- b. Details of construction access and associated traffic management.
- c. Arrangements for the loading, unloading and turning of delivery, construction and service vehicles.
- d. Arrangements for the parking of contractors' vehicles.
- e. Arrangements for wheel cleaning.
- f. Arrangements for the storage of materials.
- g. Hours of work.
- h. The storage and removal of excavation material.
- i. Measures to reduce danger to cyclists.
- j. Dust mitigation measures.
- k. Membership of the Considerate Contractors Scheme

The development shall be carried out in accordance with the approved construction management plan unless otherwise agreed by the Local Planning Authority.

Reason: To ensure construction does not lead to damage of the nearby public road network and to minimise disruption to the neighbouring properties.

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

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

21. As per drawing 200 rev H no gates shall be installed across the vehicular access or egress to the site.

Reason To maintain the free flow of traffic and in the interests of highway safety

22. Before first occupation of the development, a plan shall be submitted to and approved in writing by the Local Planning Authority to show the locations of proposed biodiversity enhancements. This should include, but is not limited to, the provision of 2 bird and 2 bat boxes and the planting of native wildlife friendly species. The development shall be carried out strictly in accordance with the approved plan.

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.

23. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

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

24. 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.

25. Prior to the occupation of the development details for the provision of a communal television systems/satellite dishes have been submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved detail.

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

Highways Informative

The construction of the vehicular access involves work to the public highway and can only be built by the Council's Highway Services team, who should be contacted on the footway crossing helpdesk (020 8379 2211) as soon as possible so that the required works can be programmed.

2 Note for Members

- 2.1 Although a planning application of this nature could be determined under delegated authority, due to the level of public interest, this application is reported to Planning Committee for determination at the request of Councillor Vince.
- 2.2 Members will recall that at the meeting of the Planning Committee on 26 February 2019, it was agreed to defer consideration of this application due to the availability of images to assist with the deputations.

3 Summary of Reasons for Recommendation

- 3.1 This is an application that would see the provision of good quality housing units on the site and an increase in family sized units. The proposed building would be of a form, design, scale and massing that respects the character of the area and the amenities of adjoining residents.
- 3.2 The key considerations in the determination of this planning application are:
 - The number of units and scale of development proposed
 - The size and massing of the proposed building and its impact on the character and appearance of the area
 - The impact of the development on the amenities of the occupiers of adjoining properties
 - Traffic generation, access and parking

4.0 Site and Surroundings

- 4.1 The application site is occupied by a 3-storey detached dwelling on the corner of Uplands Park Road and The Grove. There are single storey detached outbuildings to the northern side.
- 4.2 There are a large number of mature trees across the site some of which are protected by virtue of a Tree Preservation Order, although it is noted that permission was granted for the felling of two protected trees on the site.
- 4.3 The site does not contain a Listed Building and is not located within a Conservation Area.
- 4.4 The surrounding area is characterised by detached, semi-detached and terraced dwellings. There is also a block of flats opposite the subject site at number 20 Uplands Park Road. This comprises part 2, part 3-storeys.

5.0 Proposal

- 5.1 The application proposes the re-development of the site and the erection of a part 2, part 3-storey block of 8 self-contained flats (4 x 2-bed and 4 x 3-bed) including rooms in the roof, landscaping and amenity space.
- 5.2 The proposal would include surface car parking for 8 cars (including one disabled space and 3 with electric vehicle charging points) with vehicular access via The Grove and egress via Uplands Park Road. Pedestrian access and egress will be provided via The Grove.

6.0 Relevant Planning History

- 6.1 17/03145/PREAPP

Proposed redevelopment of site and erection of 9 flats, associated parking, cycle provision and landscaping.

7.0 Consultations

7.1 Statutory and non-statutory consultees

- 7.1.1 Tree Officer – No objection subject to conditions relating to landscaping and tree protection.
- 7.1.2 Transportation Officer – No objections subject to conditions.
- 7.1.3 Urban Design Officer – Application has been revised in line with Urban Design Officers comments.
- 7.1.4 SUDs Officer – No objection subject to conditions.

7.1.5 Thames Water - No objections subject to a condition to ensure that the piling methodology does not interfere with existing sewerage infrastructure.

7.2 Public

7.2.1 Consultations 68 neighbouring occupiers were notified in respect of the proposals. There have been three rounds of public consultation in response to the submission of revised drawings. The first round of consultation took place between 13.2.2018 and 6.3.2018, the second round took place between 24.7.2018 and 7.8.2018 and the third between 17.1.19 and 31.1.19. A total of 11 separate objections were received. Seven objections were received in response to the first round of public consultation and can be summarised as follows:

Public Response - Consultation round 1

- Development too high
- General dislike of proposal
- Increase in traffic
- Increase of pollution
- Loss of light
- Loss of parking
- Loss of privacy
- Noise nuisance
- Strain on existing community facilities
- Elderly people living on the street
- Noise
- Congestion
- Inadequate parking provision
- Affect local ecology
- Close to adjoining properties
- Conflict with Local Plan
- Inadequate access
- More open space needed on development
- Out of keeping with character of the area
- Over development
- Because of its size, scale, and massing this proposal represents an over-development of the site that would constitute a dominant and intrusive form of development in the street scene
- The façade is not in keeping with the existing houses in the road.
- Overlooks 5 Uplands park Road - in particular the Winter Gardens
- The wall of the new building is closer to the boundary with the adjacent house than the wall of the existing property
- Increase parking pressure on nearby roads
- Entrance on to The Grove is not acceptable – will make the quiet road much busier
- Too large for the proposed site and will change the nature of The Grove
- No provision of visitor car parking
- Increased pollution as additional congestion will result in cars not moving freely

7.2.2 The plans were amended in the following ways prior to the second round of public consultation (in summary):

- Boundary to the Grove amended to include a lower fence with a hedge behind to the section of the frontage alongside the building;
- Introduction of balconies to the upper units;
- Increased planting in front of ground floor windows to allow defensible space; between the windows and the pathway. This has involved moving the building slightly rearward;
- Materials amended;
- Dormer detail made more consistent;
- Enclosure of bike stores;
- Minor alterations to room size/ layouts to increase manoeuvrability;
- Raised planter beds introduced to improve SUDs;
- Bin store located away from the boundary of number 3

Public response - Consultation round 2 (3 responses received)

7.2.3 The following additional objections have been received in response:

- Inadequate parking provision – 1 space per unit is woefully inadequate
- General dislike of proposal
- Increase of pollution
- Loss of privacy
- Noise nuisance
- Over development
- Strain on existing community facilities
- More flats will ruin the area
- Increased congestion

7.2.4 The plans were amended in the following ways prior to the third round of public consultation:

- Garden spaces and layouts altered to provide private, directly accessible amenity space for all the 3-bed units. This has involved re-arrangement of the internal layout and addition of external staircase.

Public response – Consultation round 3 (6 responses received)

7.2.5 The following additional objections have been received in response

- Inadequate parking provision
- Loss of parking
- Overdevelopment
- No visitor parking
- This excludes any visitor cars for which there is no provision
- Underground parking should be provided
- Some of the proposed rear amenity space should be used for parking
- Will lead to additional parking on Uplands Park Road which will reduce the width of the road creating a hazard
- Pedestrians will have reduced visibility to cross safely – including elderly Residents
- Development will result in a significant number of additional vehicles
- Uplands Park Road is already a very busy thoroughfare particularly during rush hour

- People already park on the roads to visit the hospital
- Building work will be disruptive to existing residents
- Parking either side of the exit could make for dangerous conditions.

7.2.6 In addition, the Enfield Society have commented and raise concern in relation to overlooking from the front and rear of the 3 storey elements, loss of light and insufficient car parking. Concern about the impact on trees.

8.0 Relevant Policies

8.1 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 3.8 - Housing choice
 Policy 3.9 - Mixed and balanced communities
 Policy 3.10 - Definition of affordable housing
 Policy 3.11 - Affordable housing targets
 Policy 3.13 - Affordable housing thresholds
 Policy 5.1 - Climate change mitigation
 Policy 5.2 - Minimising carbon dioxide emissions
 Policy 5.3 - Sustainable design and construction
 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 7.4 - Local Character
 Policy 7.6 - Architecture

8.2 Core Strategy (adopted November 2010)

CP2 - Housing supply and locations for new homes
 CP3 - Affordable housing
 CP4 - Housing quality
 CP5 - Housing Types
 CP20 - Sustainable energy use and energy infrastructure
 CP21 - Delivering sustainable water supply, drainage and sewerage infrastructure
 CP22 - Delivering sustainable waste management
 CP25 - Pedestrians and cyclists
 CP30 - Maintaining and improving the quality of the built and open environment
 CP31 – Built and Landscape Heritage

8.3 DMD (November 2014)

DMD2 - Affordable Housing for Developments of less than 10 units
 DMD3 - Providing a mix of different size homes
 DMD6 – Residential Character
 DMD8 - General standards for new residential development
 DMD9 - Amenity Space
 DMD10 – Distancing
 DMD37 - Achieving High Quality and Design-Led Development

DMD44 – Heritage Assets
DMD45 – Parking Standards and Layout
DMD47 - New Roads, Access and Servicing
DMD49 - Sustainable design and construction statements
DMD50 –Environmental Assessment Methods
DMD51 - Energy efficiency standards
DMD81 - Landscaping

8.4 Other Policy

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Enfield Strategic Housing Market Assessment (2015)
Mayor of London's Housing Supplementary Planning Guidance (SPG) (2016)

9.0 **Analysis**

Principle

- 9.1 The proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and CP2 of the Core Strategy insofar as it would provide an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets. However, this position must be appraised in relation to other material considerations including: achieving an appropriate residential mix in keeping with the character of the area; adequate internal floor space and layout; servicing; parking provision and residential amenity.
- 9.2 In relation to the demolition of the existing building, the existing dwelling is not listed nor is the property located within a Conservation Area, and the existing dwelling is significantly fire damaged. Consequently, despite the architectural merit of the existing building, no objection is raised in principle to its demolition. The area is predominately residential in character and therefore continued residential use is appropriate.
- 9.3 The principle of providing flats on the site is also considered acceptable. The proposals do not cause harm to the established character and appearance of the area which is characterised by both single family dwellings and flats. It is noted that single family dwellings predominate. However, there is an existing block of flats on the opposite side of Uplands Park Road in close proximity to the subject site.
- 9.4 Policy DMD4 sets out that proposals that result in the loss of existing residential units, particularly family homes, that can still be used, with or without adaptation, will only be permitted if there is no net loss of residential floorspace as a result of the redevelopment. This proposal would result in a net increase in residential units and floorspace so is therefore considered to be consistent with this policy.

Housing Mix

- 9.5 With regard to housing mix, the Council's Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. Policy CP5 sets out a housing mix of 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses, (5-6 persons) and 20% 4+ bed houses (6+ persons) for market housing. As set out in Policy DMD3, developments of less than 10 units should contribute towards meeting targets by providing a mix of different size homes including family sized accommodation.

- 9.6 The current proposal would provide 4 x 2 bed 4-person units and 4 x 3 bed 5-person units. Given the limited scale of development this mix is considered appropriate and the development will contribute to the provision of family sized accommodation in line with DMD 3.

Density

- 9.7 Policy DMD6 states that development will only be permitted if it complies with the London Plan density matrix and the following criteria are complied with:
- a. The scale and form of development is appropriate to the existing pattern of development or setting, having regard to the character typologies.
 - b. The development delivers a housing output having regard to policies on housing mix;
 - c. A high quality of design and standard of accommodation is achieved, in line with policies in the London Plan, DMD 8 'General Standards for New Residential Development' and other design policies in the DMD;
 - d. The density of development has appropriately considered existing or planned transport capacity;
 - e. The density of development takes into account the existing and planned provision of local facilities such as shops, public and private open space, and community, leisure and play.
- 9.8 The site is located in a suburban area and has a PTAL of 2. In suburban areas the London Plan suggests a density range of between 150 and 250 habitable rooms per hectare and 35 - 65 units per hectare for areas where there are generally 3.8 – 4.6 habitable rooms per unit. Eight units are proposed with 28 habitable rooms (the separate kitchens are below 13 sqm and therefore are not counted as separate habitable rooms for the purposes of this assessment – DMD para 2.4.4). This would provide a density of 65 units per hectare and 227 habitable rooms per hectare. Whilst this is at the top end of the density levels of the London Plan density matrix, it does comply with the density requirements. Furthermore, density is not the sole instrument to be used to consider the appropriate intensity of development. Development needs to have appropriate regard to its surroundings and the character of the area. This is considered further below.

Impact on the street scene and the character of the area

- 9.9 London Plan policies 7.1 and 7.4 set out the design principles that all boroughs should seek to ensure for all development proposals. The policies state that all development proposals should have regard to the local context, be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation.
- 9.10 Policy DMD8 sets out the 'General Standards for 'New Residential Development' and policy DMD37 sets out criteria for 'Achieving High Quality and Design-Led Development' and aims to ensure that high standards of design are taken into consideration, with reference to the boundary treatment of the property, the use of materials and the proposals siting, layout, alignment, spacing, height, bulk and massing.
- 9.11 The current proposal is considered to be of an appropriate size and scale, given existing development in the area. The building would extend to a maximum of 3 storeys and would incorporate hipped roof elements, forward gables, dormers and 'tower'

features to both the principal elevations and the corner. This varied approach breaks up the overall scale and massing of the building and creates visual interest in the street scene when viewed from both Uplands Park Road and The Grove. The proposed materials and fenestration details are also considered acceptable and contribute to the overall cohesiveness of the building. The detailed design features such as quoins, soldier courses, oriel windows, the narrow window frames and window reveals contribute to the visual aesthetics.

- 9.12 In relation to the siting of the building, it would be set in from the boundary with Uplands Park Road by a minimum of 9m and from The Grove by a minimum of 3.5m. It would be set in from number 5 Uplands Park Road by a minimum of 2m. This spacing is considered to provide adequate setting for the building. Landscaping is indicated on the proposed plans but further details of this will be required by condition. The area in front of the building and facing Uplands Park Road will be largely used for surface car parking and access, although soft landscaping will be incorporated including new trees and hedges. Due to the extent of hard surfacing in this location it is considered that very high quality materials will be required in order to maintain this appearance and setting of the building. It is noted that the car parking spaces are indicated as grasscrete on the submitted plans. However, a condition will be added ensuring that details of all hard surfacing materials are submitted. Notwithstanding the grasscrete indicated it is considered that an alternative, high quality surfacing material may be more appropriate.
- 9.13 The Council's Urban Design Officer has reviewed the proposal and overall supports the development. However, in order to ensure a high quality development conditions have been recommended including the submission of materials and detailed drawings of the proposed design details to ensure a satisfactory outcome.

Residential Amenity

Light and Outlook

- 9.14 DMD8 sets out the Council's standards for new residential development. It states that development should "preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance". DMD11 applies to rear extensions to residential properties, but the policy directive is also relevant to the proposed development. It seeks to protect neighbours' light and outlook and requires that ground floor extensions do not exceed a 45-degree line as taken from the centre of the nearest adjoining ground floor windows and that first floor extensions do not exceed a 30-degree line as taken from the centre of the adjoining first floor windows.
- 9.15 The dwelling most affected by the current proposal would be number 5 Uplands Park Road. This property is located immediately to the south of the subject site. The proposed development would extend to the rear of this property however it would not breach a 45-degree line when measured from the nearest ground floor window and would not breach a 30-degree angle when measured from the nearest first floor window. The second floor of the development is set even further back and would not intercept the 30-degree angle. In light of this, the development would not result in an unacceptable loss of light or outlook for the immediately neighbouring property. In relation to sunlight, as the proposed building is located directly to the north of number 5, any impacts in this regard will be minimised. In addition, the building would be positioned a minimum of 2m from the common boundary with number 5 Uplands park Road which would prevent it appearing overly dominant. The front building line would be positioned behind the front building line of number 5 Uplands Park Road and

therefore no concerns are raised in relation to any potential impacts when viewed from the front windows of number 5.

Privacy

- 9.16 In terms of privacy, the development proposes balconies on its north eastern corner and on its western side at first and second floor. There is also a raised platform providing access to an external staircase. The balconies on the north eastern corner will be opposite numbers 14 and 16 Uplands Park Road at an oblique angle. They would be separated from these properties by a minimum of approximately 35m. This complies with the distancing standards set out in policy DMD10 which requires a minimum of 25m.
- 9.17 The balconies on the western side would result in some potential overlooking of the rear garden of number 5 Uplands Park Road. In order to ensure overlooking is minimised details of the privacy screens to the southern elevations of the balconies/ platform will be required by condition. Whilst the external staircase may also result in limited overlooking of the neighbouring site, given, its use by only one flat, and that it would only be used for access to the rear garden of this property, it is not considered to result in an unacceptable level of additional overlooking particularly given the suburban setting of the development where a certain level of overlooking must be expected.
- 9.18 Similarly, in relation to windows, whilst there would be additional windows in the front and rear elevations and a greater intensity of use. The separation distances between the nearest existing residential properties comply with policy DMD10 and the potential for additional overlooking from these windows is not considered out of context in the suburban setting.
- 9.19 In relation to side facing windows in the southern elevation, there is one side facing window at first floor which would serve a kitchen. In order to ensure this does not result in a loss of privacy it is recommended that this be obscure glazed and fixed shut unless 1.7m above internal floor level. Similarly, the three rooflights on the southern roof slope should be fixed shut and in obscure glass unless 1.7m above internal floor level. The windows and door at ground level are considered acceptable as they will face towards the common boundary fence and the side elevation of the neighbouring property. The obscure glazing at first and second floor can be secured by condition.

Standard of Accommodation

- 9.20 DMD6 and DMD8 require that residential developments meet or exceed the Nationally Described Space Standards and provide well-designed, flexible and functional layouts with adequately sized rooms, 2.5m floor-to-ceiling heights, and 20% glazing to all habitable rooms in accordance with the Mayor's Supplementary Housing Guidance.

Size, Design, Light and Outlook

- 9.21 The Nationally Described Space Standards require that the GIA of a 3-bedroom 5 person flat over 1 storey should be 86 sqm and over 2 storeys should be 93 sqm. The GIA of a 2-bedroom 4 person flat over one storey should be 70 sqm. The Internal floor areas of the proposed flats are as follows:

Flat 1 (3b5p – Ground Floor)	90.6 sqm
Flat 2 (3b5p – Ground and First Floor)	103 sqm
Flat 3 (3b5p – Ground Floor)	106 sqm

Flat 4 (2b4p – First Floor)	94 sqm
Flat 5 (3b5p – First Floor)	110 sqm
Flat 6 (2b4p – Second Floor)	72 sqm
Flat 7 (2b4p – Second Floor)	74.4 sqm
Flat 8 (2b4p – Second Floor)	83.1 sqm

- 9.22 The table above demonstrates that all the flats will exceed the space requirements set out in the Space standards. Furthermore, all habitable rooms will have access to natural light and ventilation and the flats will be dual aspect.
- 9.23 The internal stacking of the proposed rooms is considered acceptable. Building regulations will address issues of sound insulation to prevent undue noise and disturbance for future occupiers.

Amenity space

- 9.24 DMD9 sets out the Council's standards in relation to the provision of amenity space. The policy states that a 2 bed 4 person dwelling with no access to communal amenity space should provide 23 sqm and a 3 bed 5-person dwelling should provide 29 sqm. The amenity space should be good quality and not significantly overlooked by surrounding development.
- 9.25 The amenity space provision for the development is as follows:

Flat 1 (3b5p)	Private garden: 107 sqm
Flat 2 (3b5p)	Private garden: 78sqm
Flat 3 (3b5p)	Private garden: 104 sqm
Flat 4 (2b4p)	Balcony: 11 sqm
Flat 5 (3b5p)	Private garden: 174sqm
Flat 6 (2b4p)	Balcony: 5 sqm
Flat 7 (2b4p)	Balcony: 11 sqm
Flat 8 (2b4p)	Balcony: 11 sqm

- 9.26 All the 3 bed units will have private amenity space in excess of the required standards. It is noted that the garden for flat 5 will be accessed via an external staircase and will be located at the rear part of the site. However, whilst this is not ideal, it will have directly useable amenity space at the bottom of the steps where a 2m wide patio will provide a link to the main garden. Furthermore, the layout has been revised to allow direct overlooking of the garden from the relevant flat. On balance, this is considered acceptable. It is also acknowledged that some flats will be able to overlook the gardens of others and therefore the amenity space will not be entirely private. However, given the constraints of the site, the suburban setting and the relatively limited scale of the development, the level of overlooking is not considered excessive and would not be unacceptable in this context.
- 9.27 In relation to the 2 bed units it is acknowledged that the private amenity space proposed in the form of balconies would fall below the expected standards where no access to communal space is proposed. However, given the constraints and shape of the site the provision of useable communal amenity space would be very difficult to accommodate. It is considered more appropriate to have smaller but directly accessible and highly useable amenity space as proposed in this instance. Furthermore, it is noted that across the site average amenity space is 57.8 sq.m which exceeds the required policy average. On balance therefore, the shortfall in external amenity space for the 2 bed flats is not considered unacceptable and would

not justify the refusal of planning permission particularly given the other identified benefits of the scheme and the generous internal spaces proposed.

- 9.28 With regard to the parking arrangement and pedestrian access and the relationship with the ground floor flats it is noted that planting is proposed to provide a buffer to the ground floor forward facing windows of flats 1 and 3 to minimise any noise, disturbance and privacy impacts. Parking space 8 will also be allocated to flat 3 due to the proximity of this space to the amenity area of the flat. This is considered acceptable and to negate any potential adverse impacts.

Access, Parking and Servicing

Access

- 9.28 Vehicular access to the site will be provided via The Grove and egress via Uplands Park Road. The Council's Traffic and Transportation Officer has advised that the retention of the existing access points is acceptable as is the proposal to have a one-way working arrangement. Should planning permission be granted any extensions to the existing vehicle crossovers will need to be agreed with the Council's Highway Services team with any costs being met by the applicant. A directive will be added to any permission to advise the applicant of this.
- 9.29 A condition will be required to ensure that the access points remain gate free to prevent cars needing to stop on the highway/pavement to allow time for gates to open and close. This will minimise any highway safety impacts and disruption.
- 9.30 In relation to the pedestrian access, the proposal for separate access points from the public highway is acceptable. It is noted that there will then be a shared surface providing access to the main building entrance. Usually this approach would be resisted, however it is noted that different surfacing materials will be used to clearly delineate pedestrian and vehicle areas. Therefore, this approach, whilst not ideal, is broadly acceptable. A condition is recommended to ensure that details of hard surfacing are provided to ensure that the shared surfaces are clearly delineated.

Car Parking

- 9.31 Eight car parking spaces are proposed for the 8 flats (1 per unit). There will be 1 space sized suitably for disabled residents and 4 with electric vehicle charging points (2 active and 2 passive). This is in line with London Plan requirements.
- 9.32 In terms of parking provision, this does not exceed London Plan maximum standards, which for 2 bed properties is up to 1 space per unit and for 3 bed properties is up to 1.5 spaces per unit. The applicant has undertaken a validation exercise which, using car ownership data for the local area derived from the 2011 Census, demonstrated that the proposed 8 car parking spaces is consistent with actual demand from similar types of development. On-street parking surveys were also undertaken, which demonstrated that there is sufficient capacity in the local area to support occasional parking by visitors to the development. In light of this, whilst the concerns of local residents are noted, the level on site car parking provision is considered acceptable.

Trip Generation

- 9.33 The Transport Assessment which accompanied the application used an industry standard methodology to forecast vehicle trips to and from the site. This indicated

that there would be 8 arrivals and 7 departures on average per day. In the context of the site and the local highway network, this does not represent a significant change and so no significant concerns are raised in this regard.

Cycle parking

- 9.34 Twelve secure and covered cycle parking spaces are proposed to be located within the ground floor lobby of the building. This provision is in line with the requirements as set out in the London Plan and is acceptable.

Refuse and recycling

- 9.35 Facilities for the storage of refuse and recyclable materials are located within the lobby of the building with access provided directly to the front driveway. Traffic and Transportation have confirmed that the capacity and location of the receptacles is acceptable.

Construction Traffic

- 9.36 The location and site constraints mean that a Construction Management Plan should be provided. This can be secured by condition.

Sustainable Design and Construction

Energy

- 9.37 The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement has been provided with this application which demonstrates that a 35.04% CO₂ reduction will be achieved. Photovoltaics will be installed on the roof of the development to contribute to the required target. This is considered acceptable.
- 9.38 Details on water efficiency have also been provided which demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems. This shows consumption equal to or less than 105 litres per person per day.

Sustainable Urban Drainage (SUDs)

- 9.39 According to DMD61, all developments must maximise the use of, and where possible retrofit, sustainable urban drainage systems (SUDS).
- 9.40 The proposed development must incorporate SUDs in accordance with the quality and quantity requirements set out in the London Plan Drainage Hierarchy and the Development Management Document. The post-development runoff rate must be lower than the pre-development runoff rate and achieve greenfield runoff rates if possible.
- 9.41 SUDs details have been incorporated into the revised plans and a drainage strategy has been submitted. The SUDs officer has confirmed that the submitted information is acceptable in principle. However, a revised drainage plan is required incorporating details of the proposed raised planters. This can be secured by condition.

Biodiversity

- 9.42 Core Policy 36 of the Core Strategy seeks to protect, enhance, restore or add to biodiversity interests within the Borough, including parks, playing fields and other sports spaces, green corridors, waterways, sites, habitats and species identified at a European, national, London or local level as being of importance for nature conservation.
- 9.43 It is recommended that bird and bat boxes are incorporated in to the new development to enhance the ecological value of the site. Native wildlife friendly planting should also be included. This will be required by condition.

Trees

- 9.44 Policy DMD80 requires development proposals to retain and protect trees of amenity and biodiversity value on the site and in adjacent sites that may be affected by the proposals; ensure that the future long term health and amenity value of the trees is not harmed; and provide adequate separation between the built form and the trees including having regard to shading caused by trees and buildings.
- 9.45 An Arboricultural Impact Assessment has been submitted with this application. It notes that permission was granted on 10th March 2017 for the removal of two trees (1 x Sycamore and 1 x Willow) covered by TPO's and these have since been instructed for removal. There remains one tree with TPO status on the site, (a Horse Chestnut) and this will be unaffected by the development subject to the implementation of appropriate protection measures. The Council's Tree Officer has confirmed this view.
- 9.46 The proposal will also result in the removal of 4 low quality trees (category 'C') and one group of ornamental garden plantings. The Council's Tree Officer has not raised any objections to the removal.
- 9.47 In relation to retained category 'B' trees the submitted tree report confirms that these will all be protected during the works. A Tree protection Plan has been included within the submitted tree report and the Council's Tree Officer has confirmed that this is acceptable. A condition will be attached to ensure that the development is carried out in accordance with the approved tree protection measures.
- 9.48 A landscaping proposal will also be required by condition to ensure appropriate landscaping including trees of appropriate species and scale are incorporated in to the development.

Section 106 Contributions

- 9.49 The proposal is for less than 10 units and therefore no contribution is required towards S106.

Community Infrastructure Levy (CIL)

Mayoral CIL

- 9.50 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £20 together with a monthly indexation figure. CIL is only applicable for qualifying developments of more than 100 sq.m. The proposed development will exceed 100sqm and therefore is CIL liable.

Enfield CIL

- 9.51 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. The applicable CIL rate is £120 per square metre together with a monthly indexation figure.

10.0 Conclusion

- 10.1 The proposal will see the delivery of good quality additional housing units and an increase in family sized units in a building whose design, scale and massing respects the character of the area and the amenities of neighbouring residents. In light of the this, it is recommended that planning permission be granted subject to conditions.