

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 27th August 2019

Report of
Head of Planning

Contact Officer:
Andy Higham
David Gittens
James Clark

Ward:
Highlands

Ref: 18/03845/FUL

Category: Full Application

LOCATION: No 20, 22, 24 And 26 Drapers Road, Enfield, EN2 8LU

PROPOSAL: Partial demolition of No 20 Drapers Road in association with the sub-division of rear gardens assigned to dwellings 20, 22, 24 and 26 to facilitate the erection of 5 x 3-bed townhouses with private amenity space, on-site parking and new formal access to Draper Road.

Applicant Name & Address:

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Agent Name & Address:

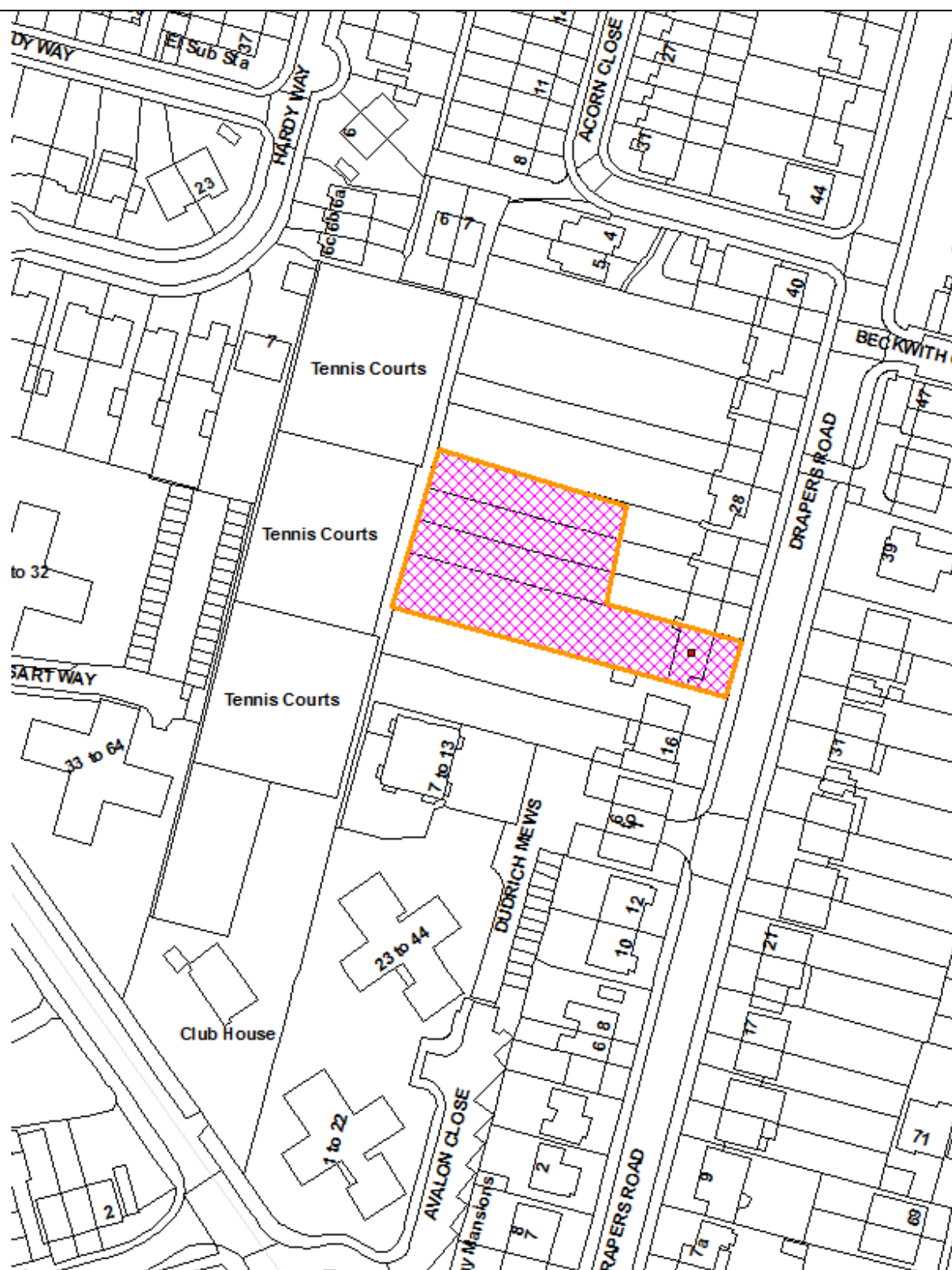
Mr Paul Samson
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RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations as set out in 7.59 of this report, the Head of Development Management /the Planning Decisions Manager be authorised to **GRANT** planning permission subject to planning conditions.

Note for Members:

The planning application would fall within the Enfield planning delegated powers schedule. In this instance the planning application has been brought on behalf of a member of staff responsible to the Assistant Director of the Council, therefore shall be determined by the planning Committee.

Ref: 18/03845/FUL LOCATION: 20, 22, 24 And 26 Drapers Road, Enfield, EN2 8LU,



1.0 Executive Summary:

- 1.1 The proposed planning application is referred to Planning committee on account of the submission being brought on behalf of a member of staff responsible to the Assistant Director of the Council, therefore shall be determined by the planning Committee under the adopted Enfield scheme of delegation (adopted 17th October 2017) as per exceptions to the delegated authority under Appendix 1, part 8 as per below,

“Applications submitted by or on behalf of a Councillor (or their spouse/partner) or by any member of staff (or their spouse/partner) responsible to the Assistant Director (Regeneration & Planning) of this Council. Private applications made by or on behalf of a Director, the Assistant Director (Regeneration & Planning) and the Chief Executive of this Council and their respective spouses/partners; or other members of staff who regularly attend Planning Committee”.

- 1.2 The proposed development seeks planning approval to subdivide the rear portions of gardens serving No 20, 22, 24 and 26 Draper Road and erection 5 x 3 bedroom two storey dwellings formed in a terrace with habitable accommodation on three floors. Access to the proposed site from Draper Road would be created via the demolition of the single storey side attached garage at No 20 Draper Road. The new access to Draper Road would be subject to the widening of the existing drop kerb from the site to Draper Road and the insertion of additional double yellow lines on derby Road to limit on-street parking provision.
- 1.3 The proposed development is subject to a s106 legal agreement pertaining to the provision of obligations related to the TMO (Traffic Management Order) and TRO (Traffic regulation Order) affecting Draper Road.

2.0 Site and Surroundings:

- 2.1 The subject site is located mid-way down the road located on the west side of Draper Road. Draper Road is formed of a mix of architectural

designs of properties including rows of houses circa 1920-1930s semi-detached and terraced dwellings. Flatted developed is present on the street representing more contemporary development on both west and east sides of the street. The application properties of No 20, 22, 24, 26 form part of a terrace with No 20 and No 26 Draper road representing the end of terrace dwellings with No 20 demolishing its single storey side attached vehicle garage and the single storey rear projection, as part of the proposed development.

- 2.2 The wider location and built form is formed of properties with short gardens and development to the rear, as present on Acorn Close leading off Draper Road between properties No 40 and No 42 Draper Road. The west of the site is formed of six (6) tennis courts. The proposed development site would form a rectangular shape behind the dwellings fronting Draper Road with access via a 5m-6m width channel leading from Draper Road. The proposed site is currently garden land ancillary to the C3 use of the dwellings with some mature trees located on site.



- 2.3 The site is not within a Conservation Area and nor are do any of the donor dwellings of No 20, 22, 24 and 26 Draper Road listed buildings. There are no listed buildings in close proximity to the site. The site has a PTAL Level

2, representing an average/poor access to public transport. Permit parking is not in operation on Draper Road but a permit-controlled area starts at the end of the road at the junction with Holtwhites Hill. Double yellow lines are present on entrances to the flatted developments on Draper Road.

Proposed Entrance to site:



3.0 Proposal:

- 3.1 The proposal seeks planning permission for partial demolition of No 20 Drapers Road in association with the sub-division of rear gardens assigned to dwellings No 20, No 22, No 24 and No 26 to facilitate the erection of 5 x 3-bed townhouses with private amenity space, on-site parking and new formal access to Draper Road.
- 3.2 The proposed five dwellings would form a terrace with each dwelling containing habitable floorspace over all three floors, cumulatively providing approximately 123m² of floorspace. The dwellings would have mansard roof forms and gardens projecting approximately 14m in depth to the boundary of the site. Ten (10) on site car parking spaces would be provided with one space located on the frontage of each dwelling and five located on a designated row opposite the houses including 2no spaces able to facilitate disabled parking bays.

- 3.3 Access to the backland site would be provided following the demolition of the existing single storey garage and rear addition serving and attached to No 20 Draper Road respectively. The existing crossover access to the site of No 20 Draper Road would be widened as part of the development alongside the addition of double yellow lines to permit access via council refuse vehicles, larger commercial delivery vehicles and emergency services. The financial obligations associated with the TMO and TRO required to provide the double yellow lines would form the contents of the s106 legal agreement.
- 3.4 Changes to the original scheme included:
- Removal of the dormer windows on the mansard roof facing the properties (donor) on Draper Road.
 - Formation of segregated footpath between Draper Road and the site
 - provision of a dedicated refuse storage at the end of the footpath.
 - Agreement to Under take TRO and TMO to create extended yellow lines and enlarged/widened access to the backland site.
 - Reduction in the number of bedrooms within each dwelling to 3 x bed opposed to 4 x bed
 - Re-location of cycle storage
- 3.5 Further information is provided later in the report pertaining to the amendments agreed on site.

4.0 Relevant Planning History:

No 20 Draper Road

- 4.1 Reference - 14/02591/HOU
Development Description - Single Storey rear extension.
Decision Level – Delegated
Decision Date – Granted 20/08/2014
- 4.2 Reference - TP/01/0453
Development description - Two Storey side, single storey rear extension

Decision Level – Delegated
Decision Date – Granted 17/05/2001

No 24 Draper Road

- 4.3 Reference - TP/09/1396
Development Description – Single storey rear extension
Decision Level – Delegated
Decision Date – 13/11/2009

Enforcement History

- 4.4 No enforcement history exists on site

5.0 Consultation:

- 5.1 *Neighbours:* 73 surrounding properties (21 days expired 8th November 2018) were notified by letter on the 15th October 2018. Following revisions to the proposed landscape, access and elevational/floor plans of the five dwellings, neighbours were re-notified by letter on the 14th of December 2018. A formal 21day consultation period was permitted for neighbouring consultees to reply. At the time of writing the report, four objects were received by the Council which are summarised below,

- Close to adjoining properties
- Development too high
- General Dislike of proposal
- Inadequate access
- Increased traffic
- More open space needed on development
- Strain on existing community facilities
- Over development
- Out of keeping with character of area
- Loss of privacy

Officer Comments

- 5.2 The concerns raised by neighbouring properties shall be covered in the report however the principle concerns are related to privacy parking and access issues. It is noted one objection quoted the front facing top floor windows would overlook the rear gardens. In direct relation to this comment the principal elevation of the houses would be approximately 38.5m from the rear elevations of No 20-26 Draper Road and even further from properties on either side of the development site. Nevertheless, the front mansard windows have been removed as part of the revised design to reduce privacy concerns.
- 5.3 In relation to boundary fencing and access to the site the concerns shall be addressed in detailed information required at pre-commencement planning condition stage and via the obligations within the s106 legal agreement.

5.4 Statutory and Non-Statutory Consultees:

Internal Consultations:

- 5.4.1 Transportation & Transport – The provision of parking spaces and secure cycle storage is acceptable. Transport and highways conditions shall be applied. The client will be required to undertake a TMO and TRO with the Highway Authority as part of a s106 legal agreement to secure the works to the access to the site. (refer to the transport section for further detailed information)
- 5.4.2 SUDs – The inclusion of permeable and other water retention controls on site alongside the submitted document and plan reference (Proposed Site SUDS Plan (Ref 2087 15 Rev b)) are considered acceptable and meet requirements for satisfactory SUDs drainage on site. The inclusion of water gardens on site are considered to provide an acceptable level of drainage on the site (please see the submitted drainage section for further information). Conditions shall be applied to the scheme to clarify certain elements of the development.

- 5.3.3 Tree officer – No objections to the loss and re-provision of trees on site subject to a robust landscape condition.
- 5.3.4 Environmental Health – No Objection to the development, pre-commencement planning conditions to be applied to the site to prevent harm.

External Consultations:

- 5.3.5 Thames Water – No response

Officer comments

The consultation responses have directed and facilitated the changes to the development and applicable conditions have been added to secure policy compliant development to mitigate harm to neighbouring amenity levels.

6.0 Relevant Planning Policies:

6.1 London Plan (2016)

- 3.3 Increasing housing supply
- 3.4 Optimising Housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.14 Existing Housing Stock
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

- 5.7 Renewable energy
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.16 Waste Self Sufficiency
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

6.2 Core Strategy (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
- CP32: Pollution
- CP46: Infrastructure contributions

6.3 Development Management Document (2014)

DMD3: Providing a Mix of Different Sized Homes
 DMD6: Residential Character
 DMD7: Development of Garden Land
 DMD8: General Standards for New Residential Development
 DMD9: Amenity Space
 DMD10: Distancing
 DMD37: Achieving High Quality and Design-Led Development
 DMD45: Parking Standards
 DMD46: Vehicle Crossovers and Dropped Kerbs
 DMD47: Access, New Roads and servicing
 DMD49: Sustainable Design and Construction Statements
 DMD51: Energy Efficiency Standards
 DMD58: Water Efficiency
 DMD61: Managing Surface Water
 DMD68: Noise
 DMD78: Nature
 DMD80: Trees on Development Sites
 DMD81: Landscaping
 DMD Appendix 7 - London Plan parking and Cycle standards
 DMD Appendix 8 - Parking standards (parking dimensions)
 DMD Appendix 9 - Road classifications

- 6.4 Other Policy
- National Planning Policy Framework (2019)
 - National Planning Practice Guidance
 - Mayor of London Housing SPG (March 2016)
 - Enfield Strategic Housing Market Assessment Update (2015)
 - Community Infrastructure Levy Regulations 2010

7.0 Analysis:

- 7.1 This report sets out the analysis of the issues that arise from the proposal assessed against National, Regional and adopted strategic and local planning policies. The originally submitted plans have been amended and modified as per below.

Amendments to original plans

- 7.2 Following discussions between the applicant and the Council the following amendments have been submitted and considered within the scope of the originally submitted planning application and the Council has re-notified neighbouring properties for further comment.

Changes to the original scheme included:

- Removal of the dormer windows on the mansard roof facing the properties (donor) on Draper Road.
- Formation of segregated footpath between Draper Road and the site
- Provision of a dedicated refuse storage site at the end of the footpath.
- Agreement to enter into a TRO and TMO to permit extended yellow lines in order to allow safe access from Draper Road to the access channel via the enlargement/widening of access to the backland site.
- Reduction in the number of bedrooms within each dwelling to 3 x bed opposed to 4 x bed

The proposed changes to the initial scheme are considered to provide suitable and appropriate access for all vehicles and satisfactory privacy levels for future occupier and surrounding neighbouring residents.

- 7.3 The main issues are considered as follows:

- Principle of development
- Density of Development
- Design and appearance
- Dwelling Mix
- Standard of accommodation
- Impact on neighbouring amenity
- Traffic and transport implications
- Sustainable drainage
- Energy & security
- Other matters (affordable housing)

Principle of Development:

- 7.4 The principle of new residential development on the site is acceptable meeting the strategic housing needs of Greater London and increasing the housing stock of the Borough in accordance with the National Planning Policy Framework (NPPF) and the Policy CP5 of the Enfield Core Strategy (2010). However, the development must also be judged on its own merits and assessed in relation to material considerations including the impact on the character of the area and the attainment of appropriate scale, design, amenity space, parking provision, residential amenity and privacy, to achieve a development that integrates appropriately into their surroundings.
- 7.5 The proposed development of the site would result in the subdivision and development of garden land in a predominantly residential location with no designated land constraints. Development of garden land is assessed under planning policy DMD 7 (Development of Garden Land) based on the following criteria below,
- a. The development does not harm the character of the area;*
 - b. Increased density is appropriate, taking into account the site context in terms of its location, accessibility and the provision of local infrastructure;*
 - c. The original plot is of a sufficient size to allow for additional dwellings which meet the standards in DMD 8 'General Standards for New Residential Development', (and other design policies);*
 - d. The individual plot sizes, orientation and layout created are appropriate to, and would not adversely impact on the residential amenity within the development, or the existing pattern of development in that locality;*
 - e. An adequate amount of garden space is retained within both of the individual plots in accordance with the minimum amenity space standards (DMD 9 'Amenity Space'), and the role of each space is enhanced to contribute towards other plan objectives such as biodiversity; green*

corridors and networks; flood risk; climate change; local context and character; and play space; and

f. The proposals would provide appropriate access to the public highway.

- 7.6 The criteria permitting development of garden land are directly interlinked to other aspects of the assessment within the committee report, including but not limited to, design and access aspects of development. The development site is considered to meet the principle requirements outlined in Policy DMD 7 parts (a) – (e) and therefore considered appropriate and in accordance with planning policy.

Dwelling Mix:

- 7.7 Policy 3.8 of the London Plan 2016 and Policy CP5 of the Core Strategy (2010) seeks to ensure that new developments offer a range of housing sizes to meet housing needs. The proposal would be in accordance with these policies in addition to Policy 3.3 of the London Plan and Policy CP2 of the Core Strategy, insofar as it would maintain the Borough's housing stock.
- 7.8 The proposed scheme provides 5 x 3 bedroom dwellinghouses on site, such residential units are in high demand in the borough and would go towards meeting the borough housing stock mix targets. The proposed dwelling mix is therefore acceptable.

Impact of the development on the character of the location

Character and urban grain

- 7.9 The London Plan (2016) policy 7.6B states that all development proposals should be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation. Policy CP30 of the Core Strategy requires new development to be of a high-quality design and in keeping with the

character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable and has regard for and enhances local character. As stated in para 7.6 policies pertaining to design and character must be read in conjunction with policy DMD 7.

- 7.9 The location is formed of terraced properties on the west side of Draper Road, semi-detached on the east side and flatted sites resulting from more contemporary redevelopment. The fore-mentioned property types provide a strong building line and frontage to Draper road. The location is also characterised by a number of more contemporary flatted and historic backland development as per the photograph below. The proposed backland/garden development would not be out of keeping or uncharacteristic of the progression of development in the location. Therefore in isolation the principle character impacts of the proposed development would not be at odds with the wider pattern and urban grain to the rear of draper road. Therefore parts (a) and (b) of Policy DMD 7 would be accorded with .

- a. The development does not harm the character of the area;*
- b. Increased density is appropriate, taking into account the site context in terms of its location, accessibility and the provision of local infrastructure;*



Red square – denotes development site
Blue square – denotes historic backland development

Access to backland development off Draper Road



Example backland development



Design and appearance of development

- 7.10 The proposed five (5) dwellings would form a three storey mansard terrace facing east/west, sitting to the rear of the rear extremes of the garden of No 20-26 Draper road. Each dwelling would project approximately 9.1m in depth and 5.4m in width, with 14m deep gardens representing a high quality layout and functional. The inclusion of a mansard roof form at second floor level are not generally characteristic of the location or Enfield in general. The prevailing building typologies in the borough are pitched roofs. Nevertheless, it is important to acknowledge the proposed row of mansard terrace would be unapparent from the street and would only be visible in a single static position from Draper south of the proposed new access entry point.
- 7.11 The NPPF (2019) states in Para 124 (Section 12), good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Para 131 continues states, *“in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”*.
- 7.12 The mansard roof dwellings are considered attractive and reflect the form, massing and pattern of openings and features such as porches. The principle elevations have no windows and therefore reduce the perception of height of the dwellings. Traditional dormer windows have been added to the rear mansard elevation which are not visible from public or private views with the exception of the tennis courts to the rear.



- 7.13 In summary the appearance, massing, scale and openings are policy compliant meeting part (b) of Policy DMD 8 expecting development to “be of an appropriate scale, bulk and massing. The 38 metre separation between the proposed terrace row and donor properties of No 20-26 Draper Road provide a more than adequate distance allowing as distinct variance in the style to be acceptable.

Site layout and access

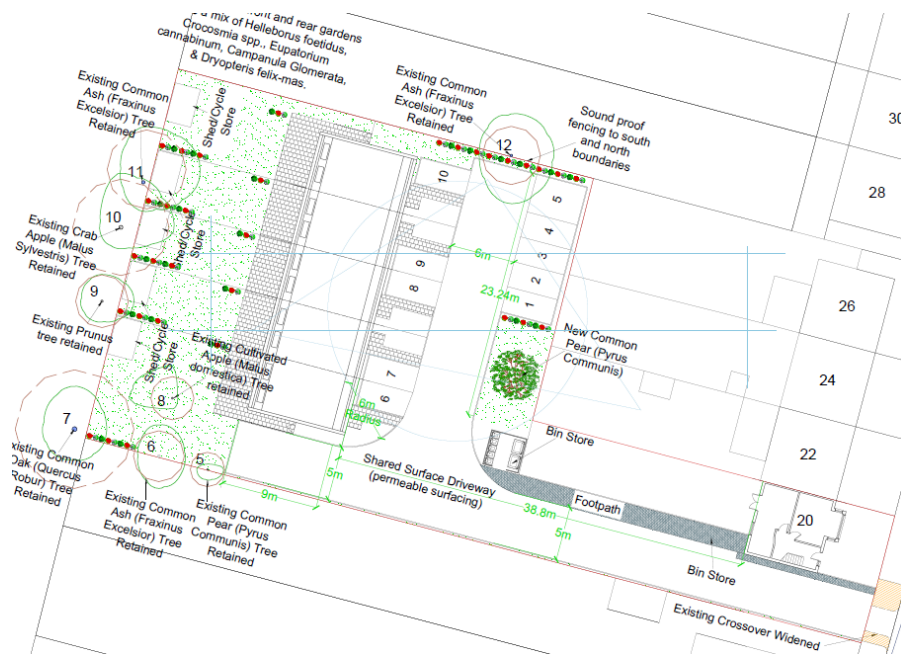
- 7.14 To facilitate access to the proposed backland site the single storey garage attached to No 20 Draper Road would be demolished and extensions to

the existing crossover undertaken alongside double yellow line extensions on Draper Road (to be discussed in the transport section of the report). The access would provide a road (privately managed) 5m in width creating an inverted “T” access road within the site, incorporating a segregated pedestrian walkway access. The access road would serve five (5) parking spaces located at the rear boundaries of No 24-26 Draper Road and the frontage of the terrace. Appropriate landscaping of the site in accordance with the submitted SUDs strategy would form part of a pre-commencement planning condition. In conclusion, the form and functionality of the access proposed is considered acceptable and would meet part (h) of Policy DMD 8 *“provide adequate access, parking and refuse storage which do not, by reason of design or form, adversely affect the quality of the street scene”*. The development would accord with part (f) of Policy DMD 7 stating “the proposals would provide appropriate access to the public highway”.

- 7.15 The new access from the Draper Road would create another formal vehicle opening on the street. As fore-mentioned in the report Draper Road has examples of other backland development creating new accesses and therefore the proposed modest access point in this location would not be out of keeping or character with the wider location.

Changes to No 20 Draper Road

- 7.16 Demolition of the single storey side attached garage and rear extension on No 20 Draper Road would permit the access road to open up the rear gardens for development. The partial demolition of non-original additions to No 20 Draper road would revert the dwellings back to its original built form. No adverse impacts would be caused to the streetscene as a result of the demolition of the functional attached garage. Policy DMD 47 (Access and serving Development) provides further policy context to the principle of new access and shall be assessed later in the report under transport considerations.



Standard of Accommodation

- 7.17 Policy 3.5 of the London Plan 2016 and Policies DMD 5 and DMD 8 of the Enfield Development Management Document (2014) set minimum internal space standards for residential development. The Nationally Described Internal Space Standard applies to all residential developments within the Borough and the London Plan Housing SPG adopted in 2016 has been updated to reflect the Nationally Described Space Standards.
- 7.18 In addition to the minimum floorspace requirements, new development is expected to 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.

Table of proposed floorspace for individual flats:

Flat No	Bed/person	Required Floorspace (m ²)	Provided Floorspace (m ²)
House 1	3 Bed/5 Person	99m ²	123m ²
House 2	3 Bed/5 Person	99m ²	123m ²
House 3	3 Bed/5 Person	99m ²	123m ²
House 4	3 Bed/5 Person	99m ²	123m ²
House 5	3 Bed/5 Person	99m ²	123m ²

7.19 The internal floorspace of each dwelling unit would exceed the minimum National internal floorspace standards and all habitable rooms within the proposed flats would have adequate outlook, provision of natural light and good levels of privacy.

7.20 Each proposed unit would have private amenity space at ground floor. Policy DMD 9 (Amenity space) provides the Council's external amenity space standards. The standards below are for dwelling units with access to communal amenity space.

Flat No	Bed/person	Required Floorspace (m ²)	Provided Floorspace (m ²)
Flat 1	3 Bed/5 Person	44m ²	90m ² (Approx)
Flat 2	3 Bed/5 Person	44m ²	70m ² (Approx)
Flat 3	3 Bed/5 Person	44m ²	70m ² (Approx)
Flat 4	3 Bed/5 Person	44m ²	70m ² (Approx)
Flat 5	3 Bed/5 Person	44m ²	140m ² (Approx)

7.21 Considering each dwelling shall have direct access to private amenity space, the amenity space is not overlooked externally, is functional, safe and significantly beyond the minimum requirement the Council is satisfied the provision of amenity space complies with Policy DMD 9. The overall quality of accommodation within the five (5) units is considered acceptable and complies with Policy 3.5 of the London Plan and Policies DMD 8 and DMD 9 of the Development Management Plan (2014).

7.22 Following the demolition of single storey elements of No Draper Road 20 the internal floorspace would be reduced to approximately 88m² however this quantum is above the minimum 79m² required for a new 1 x 2 bed

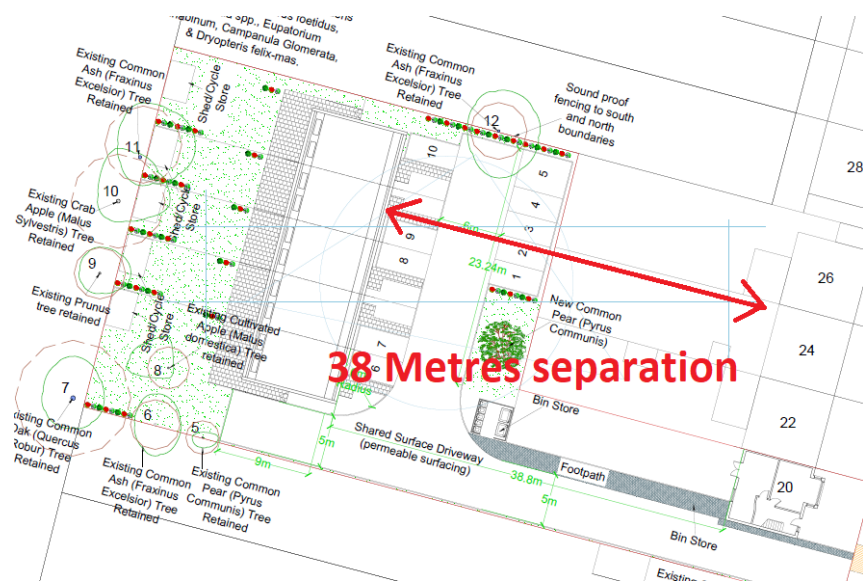
dwelling and the site of No 20 Draper would retain good levels of accommodation.

Impact on neighbouring amenity

- 7.23 Policy 7.6 of the London Plan states that developments should have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy CP30 of the Enfield Core Strategy seeks to ensure that new developments are high quality and design-led, having regards to their context. They should help to deliver Core Strategy policy CP9 in supporting community cohesion by promoting attractive, safe, accessible and inclusive neighbourhoods. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

Impact on No 20-26 Draper Road

- 7.24 The distance between the habitable windows on the proposed row of terraces and the rear elevations of No 20 – 26 would be approximately 38m as illustrated on the plan below. Policy DMD 10 (Distancing) expects new development to maintain a distance of 22m between facing windows at two storey level. The proposed 38m far exceeds the minimum distance and the overlook of the gardens assigned to No 20-26 Draper Road would also be negligible. Each of the dwellings would retain a good size garden approximately 19m in depth by 6m in width, providing approximately 115m². The LPA is satisfied the standard of accommodation would not be harmed by the proposed development.



Impact on No 18 Draper Road

- 7.25 The LPA does not consider No 18 Draper Road would have any detrimental impacts to its outlook or privacy however the north flank boundary would border the boundary with the access road. The LPA recognise there is the potential for security impacts and therefore it is proposed that a robust boundary condition is applied to the scheme to secure the site and seek confirmation of the secure by design criteria as follows:

“The specific security needs of the site/development shall be submitted to and approved in writing by the Local Planning Authority. The works as agreed shall be fully implemented prior to first occupation of any of the units and thereafter retained and maintained as such for the lifetime of the development”.

Impact on No 28 Draper Road

- 7.26 No 28 Draper Road forms the bookend of the next run of terrace on Draper Road heading northward and would have the same 38m separation distance between the first floor habitable windows with the benefit of the windows not being aligned. Outlook, privacy and overall existing levels of amenity would be preserved following the development.

Impact Tennis courts

- 7.27 The tennis courts to the rear are designated as open space and as such future development on the tennis courts would be strongly resisted. While unconfirmed the tennis courts are likely to operate until 9.30-10.00pm with floodlights and therefore future conflict should be avoided between the balance of freedom to play and amenities of future occupiers.

Vehicle Parking & Cycle provision

- 7.28 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 cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11) and parking (Policy 6.13). Policies DMD 45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.
- 7.29 Policy DMD 45 seeks to minimise car parking and to promote sustainable transport options. The Council recognises that a flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets.

Car parking proposals will be considered against the standards set out in the London Plan and:

- a. The scale and nature of the development*
- b. The public transport accessibility (PTAL) of the site;*
- c. Existing parking pressures in the locality;*

d. Accessibility to local amenities, and the needs of the future occupants of the developments.

- 7.30 The site has a PTAL level of 2, representing a lower level of public transport. The proposed development provides ten (10) parking spaces for the 5 x 3 bed dwellinghouses, presenting an over provision. The maximum standards for the size of dwellings is 7.5 spaces rounded up to eight (8). Accounting for a visitor space, the site provides in excess of one car parking space above the maximum. In this instance the additional space does not harm the layout or compromise other aspects of the development and is therefore acceptable in this instance.
- 7.31 Secure cycle parking is provided to the rear of each dwellings designated garden area. The proposed two end of terrace properties have good side access arrangements providing ease of access. The middle three dwellings parking would be accessed through the dwelling. Ideally a designated bike storage unit would be provided on site, nevertheless, the proposed arrangement shall be subject to a pre-occupation condition finalising the final appearance of the secure units.
- 7.32 The quantum of on-site parking and appropriate access arrangements shall provide acceptable provision of on-site parking to prevent increased demand for vehicle spaces on Draper road meeting the criteria in Policy DMD 45. In line with the London Plan (March 2016), 20% (3 spaces) of the total ten (10) parking spaces shall be provided with active electric vehicle (EV) charging points; with a further 20% (3 spaces) passive EV charging spaces. This level of provision should be distributed across the whole parking area and shall form a pre-commencement planning condition ****. In addition to the condition above the boundary treatment to the rear of the donor sites No 20-26 shall be designed to prevent noise transmission via sound insulation boarding, secure via a planning condition.

Access and movement within the development site

- 7.33 Policy DMD 46 seeks to ensure that proposals for new vehicular crossovers do not adversely affect traffic flow and road safety, lead to

increased pressures on on-street parking or affect the character of the area. Policy DMD 47 seeks new access, new roads and serving to be suitable for pedestrians, cyclists and appropriately sited vehicular access and serving configuration whereby there is no adverse impact on highway safety and the free flow of traffic. Policy DMD 47 states:

“New development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.

New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists.

New development will only be permitted where adequate, safe and functional provision is made for:

1. Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development; and
2. Emergency services vehicles (following guidance issued by the London Fire Brigade & Building Regulations); and
3. Operational needs for existing residents, visitor and user “drop-off” and “pick-up” areas (e.g. for parents at nurseries and schools) as appropriate to the functioning of the development and the safety and free-flow of traffic.

- 7.34 The site currently has an existing crossover (drop kerb) as per the photo below. As part of the development the existing single storey garage would be demolished and the drop kerb widen to permit both safe access and access for all vehicles such as refuse and emergency vehicles. The wider location is characterised by crossovers and in design and character terms the proposed retention and extension of the crossover is not objected to in this regard in accordance with policy DMD46.

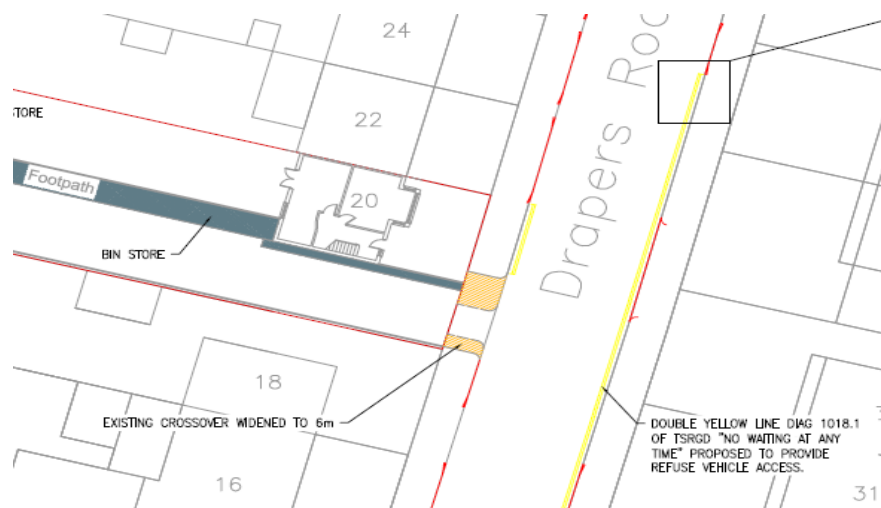
Existing crossover at No 20 Draper Road



- 7.35 The applicant and the LPA have negotiated an access arrangement whereby the new access into the development site from Draper road permits safe and uninhibited access for refuse vehicles and delivery vehicles alongside maintaining pedestrian and highway safety. The site layout has been designed to allow the safe turning and reserving of the 11m length of the refuse trucks utilised by Enfield Council's refuse management team (swept path plans have been submitted). The layout within the site permits entry and exit in forward gear and allows refuse operatives to collect the waste/refuse directly from a collection point. The access from Draper Road The layout and vehicle movement within the development site is considered policy compliant with parts of Policy DMD 47.

- 7.36 The newly created access from Draper Road to the backland site shall be formed of a 50m unadopted road, 5m in width with the addition of a segregated 1.2m pedestrian walkway. In order to allow refuse collection, emergency (fire) access and larger delivery truck access to the site, the creation of yellow lines directly adjacent and opposite the development site access to Draper road are required. The location of the double yellow lines are provided on the illustration below for clarification.





7.37 In order to facilitate the enlarged and improved access to the backland site, a s106 legal agreement has been agreed with the applicant obligating the payment of fees and costs associated with the implementation of a TMO (Traffic management Order) and TRO (Traffic Regulation Order). The installation of the yellow lines will require consultation by the Highways Authority with local residents. Subject to and pending the decision of the consultation outcome a TRO shall seek to implement the extension of the yellow lines.

7.38 In association with the creation of double yellow lines at the entrance of the site (pending success of the TMO) a separate application to the Highway Authority via a s278 would be required to create the extended crossover access point. The following condition would be applied to the planning approval alongside the s106 legal agreement.

“Prior to commencement of works above or below ground, the applicant will seek with the council to provide extended the double yellow line provision on Draper road to facilitate access to the site for delivery/refuse and other wide load vehicles”.

7.39 The segregated 1.2m walkway from Draper road to the backland site and 5m (width) vehicular access are both highway and planning policy

compliant. It is acknowledged the proposed footpath is not 1.2m in width in its entirety from Draper road to dwellings sitting however the portion below 1.2m in this instance is considered acceptable with limited harm to future pedestrian access. The 5m width would permit two cars to pass each other at slow speed and the 1.2m would allow safe pedestrian access to the site. In summary the access to the site from Draper Road and internal access and movement within the site meet the requirements within Policy DMD 47 of Development Management Document (2014) and “manual for streets”. The details of the access and parking have been assessed by the councils Highway officer and are considered acceptable subject to suitable and appropriate planning conditions.

Refuse Storage on site

- 7.40 A central refuse storage unit shall be located at the end of the access road when viewed from Draper Road providing a refuse point for future occupiers. The detailed bin storage details are provided in plan reference 2087-12 Rev b. The central refuse location reduces furniture from the frontage of each site and improves the efficiency of refuse operatives accessing site on account of the central point of collection. A pre-occupation compliance condition shall be applied to the development to secure the erection of the refuse point.

Construction Management Plan

- 7.41 The applicant has provided a Construction Management Plan as part of the submission, subsequently assessed by the highway officer. While many of the principles in the document are acceptable, a “more detailed CMP should be conditioned, to include details such as frequencies of deliveries, maximum size of vehicles expected, and turning space within the site”.

Sustainable Drainage

- 7.42 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments Policy DMD 61 (Managing Surface Water) expects a Drainage Strategy will be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet policy requirements.
- 7.43 The applicant has submitted a conceptual surface water Strategy report (Dated September 2018 - prepared by innervision design) and a detail SUDs plan of the site (Ref 2087-15 Rev b) providing clarification of the works and changes to be undertaken as part of the associated SUDs strategy. The details submitted have been assessed against, but not limited to the requirement to meet the 1 in 100 year surface water flood risk mitigation measures. The councils SUDs officer considers the sustainable drainage strategy to be acceptable and therefore shall form a compliance planning condition.

Trees & Landscaping

- 7.44 Policy DMD 80 (Trees on development Sites) expects all development that involve the loss of or harm to trees of significant amenity or biodiversity value will be refused. The development site includes a reasonable level of tree coverage and represents a consideration in the assessment of the development of the site. The applicant has provided the following reports and plans to illustrate the existing condition and location of trees on the site.
- The applicant submitted Arboricultural Method Statement (prepared by David Archer Associates, Dated March 2018)

- Arb Method Statement (Prepared by Arbtech AMS Dated October 2018)
- Tree plan RPA (Prepared by Arbtech AIA 01 - Dated October 2018)
- Tree protection plan incl barriers (Prepared by Arbtech Ref AIA 01 Dated October 2018)

7.45 The councils tree officer has reviewed the submitted documents and makes the following assessment,

“The trees to be removed should not be considered a constraint to development having either low amenity value, of poor condition or growing in an unsuitable location for safe useful viability”.

The tree officer raises no objection to the proposed development with regard to arboricultural considerations however pre-commencement conditions shall be applied to the site include an updated tree protection plan and arboricultural method statement detailing a robust methodology for the protection of the third-party owned trees in adjacent sites throughout the duration of the development. The condition shall include but not be limited to clarification of the RPA area and utilisation of fencing to protect the third part trees.

7.46 The proposed scheme includes the addition of a replacement tree and other landscaping layouts both hardstanding and soft in nature. Boundary treatments between the units and the surrounding site will need to be addressed prior to commencement and shall form a pre-commencement condition.

Energy

7.47 Policy 5.2 of the London Plan (2016) expects development proposals to make the fullest contribution to minimising carbon dioxide emission and Enfield Core Strategy Policy CP4 sets a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. Policy DMD 50 (Environmental Assessment Methods) required the proposed Development to achieve Code Level 4 (or equivalent rating if

this scheme is updated) where it is technically feasible and economically viable to do so. The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction over Part L of Building Regulations (2013) is required.

- 7.48 The applicant has provided a no energy report to confirm the CO2 emission levels on site upon completion of development but following discussions with the planning officer, solar panels are to be placed on the roof of each dwelling (see plan ref 2087-09 Rev b) elevated at a shallow angle to remove visibility from ground level. The utilisation of solar panels along with maximising a fabric first design are the most appropriate and practical on-site forms of reducing CO2 emissions in line with policy targets. The requirement for an energy report clarifying the fore-mentioned target shall form part of a pre-commencement planning condition.

Water:

- 7.49 Policy DMD 58 (water Efficiency) expects new residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. The applicant has provided no reports or documents to confirm how the proposed development will implement water efficiency measures to achieve usage of less than or equal to 105 litres/person/day for residential developments and incorporate water saving measures and equipment. A condition shall be applied to secure the water usage on the development site.

Security

- 7.50 The site of the proposed terrace would only be accessible via the 50m access road and while no security gate is proposed the degree of natural surveillance from the host dwellings and surrounding properties would create an acceptable level of passive surveillance and security without the

need for structural security requirements. Nevertheless, the council shall seek via a planning condition pertaining to the enclosure of the site to include provision of security lights and anti-climb fencing as part of the enclosure details on the site.

Section 106 Agreements

Affordable housing contribution

- 7.51 Chapter 5 (Delivering a sufficient supply of homes) of the updated NPPF (January 2019) expects residential developments to provide a size, type and tenure of housing needed for different groups in the community”, forming a core element of housing provision reflected in planning policies”.
- 7.52 Policy 3.13 (Affordable housing Thresholds) of the adopted London Plan 2016 States Boroughs are encouraged to seek a lower threshold through the LDF process where this can be justified in accordance with guidance, including circumstances where this will enable proposals for larger dwellings in terms of floorspace to make an equitable contribution to affordable housing provision.
- 7.53 Following the Court of Appeal decision on 11 May 2016, policies CP3 of the Core Strategy and Policy DMD 2 of the Development Management Document are now defunct and do not sit within the scope of the National Policy exemptions. Only development of 10 or more dwellings as per the updated NPPF (Adopted January 2019) shall seek affordable housing.

CIL Financial Contribution Payable

- 7.54 The development shall pay the following CIL contributions upon commencement of development.

Mayoral CIL

7.55 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £60 together with a monthly indexation figure. It is noted as of the 1st of April 2019 Mayoral CIL has increased to £60/m².

7.56 Mayoral community infrastructure levy (CIL) is payable, based on the submitted CIL Form, on the basis of 683 sqm of additional gross floor area net of the existing houses, which from 1 April 2019 will be calculated at £60 per sqm:

$$615 \text{ sqm} \times £60 = £ 36,000$$

Enfield CIL

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

7.58 The Council CIL payment should therefore be as follows based on the estimated net additional gross floorspace in the submitted CIL form:
 $683 \text{ sqm} \times £120 \text{ per sqm} = £ 73,800.00$

7.59 The planning approval is subject to a signed s106 legal agreement requiring the applicant to undertake a submission to the Highway Authority for obligations and undertakings related to a TRO and TMO subject to an obligation fee of £2500 for each aspect TRO and TMO. Once the obligations within the s106 legal agreement are satisfied the application can commence. A pre-commencement condition has been added to the planning approval.

8.0 Conclusion

8.1 The design, sitting, massing, standard of accommodation and impact on neighbouring amenity are considered acceptable to adopted Enfield planning policy within the Core Strategy (2010) and Development

Management Document (2014). The concerns with the access arrangements from Draper Road are addressed via the obligations laid out in the accompanying s106 legal agreement and appropriate spacing and layouts within the site itself have been resolved. Appropriate pre-commencement and occupation planning conditions shall be applied to the site to address energy, landscaping and tree protection aspects of the development amongst compliance conditions.

9.0 Recommendation

That, **PLANNING PERMISSION BE GRANTED subject to a s106 legal agreement and planning conditions;**

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

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

2. The development hereby approved shall only be laid out as 5 self-contained units comprising 5 x 3-bed dwellinghouses as shown on the approved drawings. There shall be no deviation from the number, size or mix of units from that approved without the prior approval 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.

- 3 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:

Plans/drawings

Location Plan (Ref 2087 07 Rev d)
Proposed Ground, First and second floor Plans - (Ref 2087-08 Rev b)
Proposed Front, Rear, side elevations (Ref 2087- 09 Rev b) (Including solar panels)
Proposed site Plan (Ref 2087- 10 Rev d)
Proposed Bike sheds (Ref 2087 - 11)
Bin Store (Ref 2087-12 Rev b)
Proposed elevations (Ref 2087-13 Rev b)
Proposed Roof Plan (Ref 2087 - 14 Rev a)
Proposed Site SUDS Plan (Ref 2087 15 Rev b)
Existing elevations and floorplans No 20 (Ref 2087-16 Rev a)
Proposed Elevations of No 20 Draper (Ref 2087 -17 Rev c)
Existing & Proposed Streetscene (Ref 2087 18 Rev a)
Proposed Access (Ref 2087-19)
Swept Path Analysis (Ref SK01)
Position of Proposed Double Yellow Line Waiting Restriction (SK02)

Supporting documents

Design & Access Statement (Dated 01/10/2018)
Arb Method Statement (Prepared by Arbtech AMS Dated October 2018)
Tree plan RPA (Prepared by Arbtech AIA 01 - Dated October 2018)
Tree protection plan incl barriers (Prepared by Arbtech Ref AIA 01 Dated October 2018)
Flood Risk Map (Dated 20/09/2018)
Conceptual Surface water Strategy report (Prepared Innervision Design Ltd Dated September 2018)
Tree Survey (Prepared Arbtech Dated 18 September 2018)
Detailed Tree survey (Prepared by Arbtech Dated September 2018)
Tree Constraints Map (prepared by Arbtech Ref TCP 01)

Reason: To ensure the development proceeds in accordance with the approved plans.

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. Prior to commencement of works above or below ground, the applicant will seek with the council to provide double yellow lines adjacent and opposition the site of access to the development site of Draper Road to facilitate access to the site for delivery/refuse and other wide load vehicles. The requirement forms part of the s106 legal agreement linked to the planning application.

Reason: To ensure refuse and delivery vehicles have uninhibited access to the site and damage to the public road network is not caused.

6. Prior to commencement (Notwithstanding demolition and clearance of the site) 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. Prior to commencement (Notwithstanding demolition and clearance of the site) details of the 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.

- 8 The parking area forming part of the development site (spaces labelled 6 to 10 inclusive) shall only be used for the parking of private motor vehicles directly linked to residents of the development 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

- 9 Prior to occupation a detailed parking plan clearly illustrating Nationally recognised (4.8m x 2.4m) parking space dimensions for the ten (10) proposed spaces on site shall be provided to the local planning authority.

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

- 10 Prior to the first occupation of the 5 x 3 bedroom dwellings, the hereby approved external details of the refuse collection point shall be erected and ready for use 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.

- 11 Prior to commencement (Notwithstanding demolition and clearance of the site) No works or development 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) Details of enclosure and boundary treatments on sites, to include sound insulation material, anti-climb
- (f) Details of all hardstanding (permeable) materials
- (g) Position and sitting of external security lights

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.

The boundary treatment and forms of enclosure shall be erected prior to the first occupation of the development and retained in perpetuity. Changes to the boundary treatment are required to be agreed in writing by 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.

12. No development whatsoever shall take place in relation to the development hereby approved including site clearance and investigations as well as preparatory work, until a scheme for the protection of the retained trees on the boundary and adjacent third party trees (the tree protection plan) and the appropriate working methods (the arboricultural method statement) in accordance with Clause 7 of British Standard BS5837 - *Trees in Relation to Construction - Recommendations* has been agreed in writing by the local planning authority. The approved measures shall be implemented prior to the commencement of site clearance, preparatory work and development and shall be retained for the entirety of the construction period.

If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, having regard to Core Policies 30 and 36 of the Core Strategy.

13. Prior to commencement an energy report shall be provided to the local planning authority confirming 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.

Reason: To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan (2016) and the Policy CP4 of the Enfield Core Strategy and policy DMD 50 of the Enfield Development Management Plan (2014).

14. Prior to first occupation of the development approved, a verification report

demonstrating that the approved drainage / SuDS measures outlined in submitted conceptual surface water Strategy report (Dated September 2018 - prepared by innervision design) and a detail SUDs plan of the site (Ref 2087-15 Rev b) 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.

15. 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.

16. 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.

17. Prior to any commencement ((Notwithstanding demolition and clearance of the site) details of the internal consumption of potable water shall be submitted to the Local Planning Authority for approval in writing. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day, unless written permission is otherwise granted.

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

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

18. No loading or unloading of goods including fuel, by vehicles arriving at or departing from the premises shall be carried out other than within the curtilage of the site.

Reason: To avoid obstruction of the surrounding streets and to safeguard the amenities of adjoining properties.

Informatives

1. The following British Standards should be referred to:

- a) BS: 3882:2015 Specification for topsoil
 - b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
 - c) BS: 3998:2010 Tree work – Recommendations
 - d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
 - e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
 - f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
 - g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
 - h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
 - i) BS: 8601:2013 Specification for subsoil and requirements for use
2. The applicant is reminded all highway works must form part of a section 278 signed with the Highway Authority

Site photos

Crossover opposite No 20-24 Draper Road



Development on Draper Road to the North of the site



Static views of site between No 20 and No 18 Draper Road

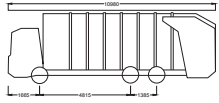


Rear of No 28-32 Draper Road



Rear of donor sites on Draper Road





Paul Samson
Chartered Surveyors

Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Existing House
Proposed Site Access

Date:
Nov. 18

Drawn:
BS

Drawing Number:
2087 - 19

Scale:
1:100

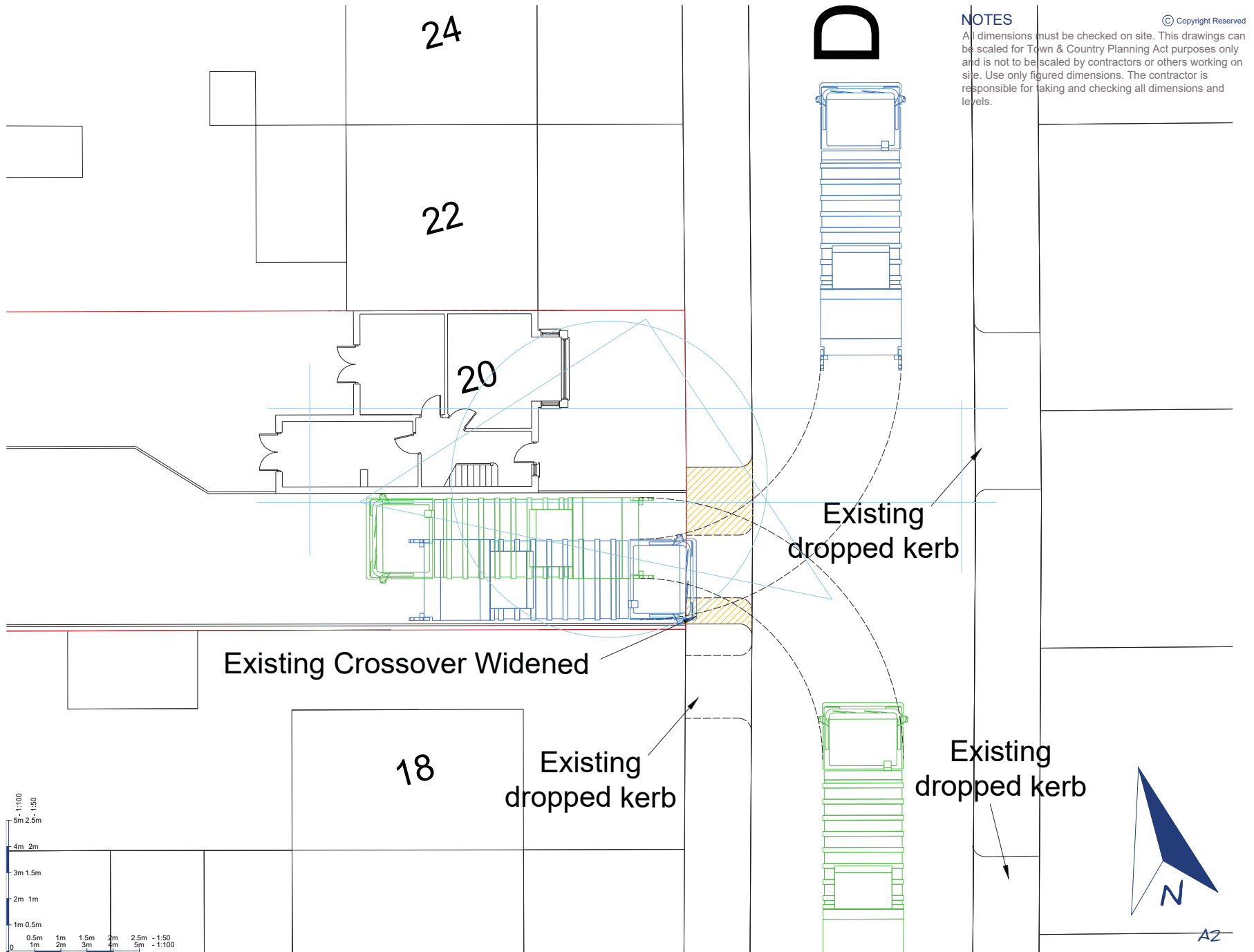
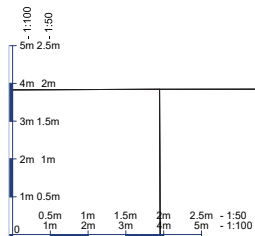
Revisions:

Paul Samson
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A2

Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Proposed Bin Store
Plan and Elevations

Date:
Dec. 18

Drawn:
BS

Drawing Number:
2087 - 12b

Scale:
1:50

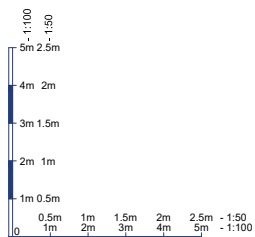
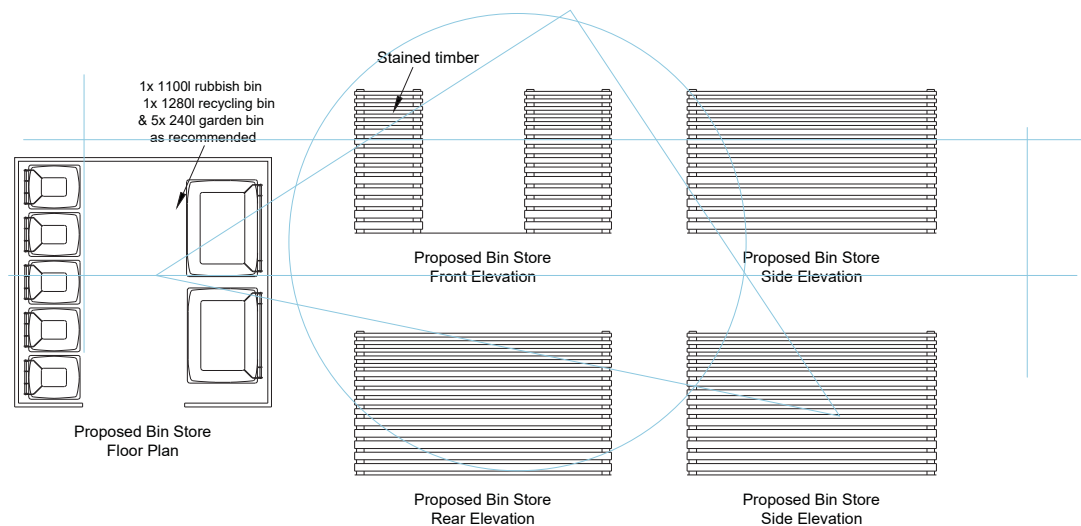
Revisions:

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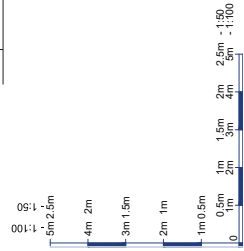


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 Paul Samson Chartered Surveyors	Site Address: Land at 20 Drapers Road Enfield EN2 8LU	Project: Proposed Town Houses Existing House Existing & Proposed Street Scene	Date: Dec. 18	Drawn: BS	Drawing Number: 2087 - 18a	Revisions:	Paul Samson Chartered Surveyors Glasgow Stud Burnt Farm Ride Enfield Crews Hill EN2 9DY T: 0208 350 6070 E: plansam@plansam.co.uk
							 RICS The Royal Institution of Chartered Surveyors

Paul Samson
Chartered Surveyors

Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Existing House
Existing Floor Plan & Elevations

Date:
Oct. 18

Drawn:
BS

Drawing Number:
2087 - 16a

Scale:
1:100

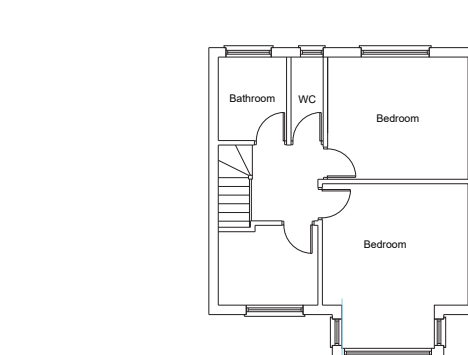
Revisions:

Paul Samson
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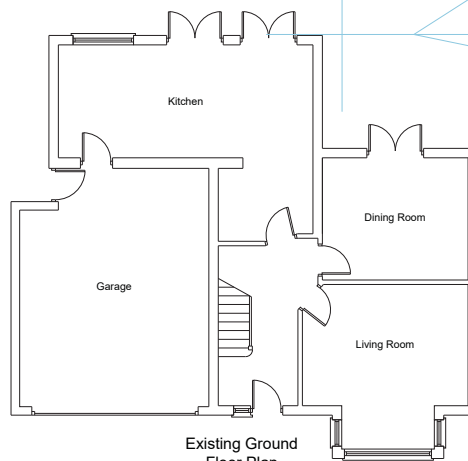
Glasgow Stud
Burnt Farm Ride
Enfield
Crews Hill
EN2 9DY



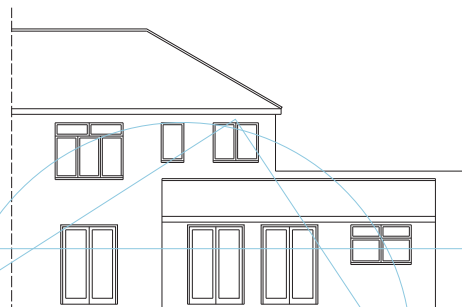
T: 0208 350 6070
E: plansam@plansam.co.uk



Existing First Floor Plan



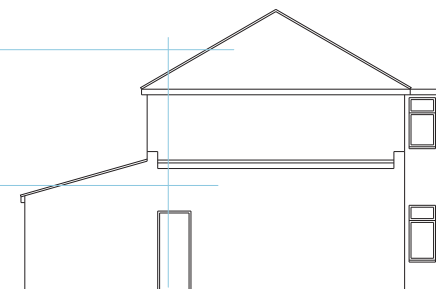
Existing Ground Floor Plan



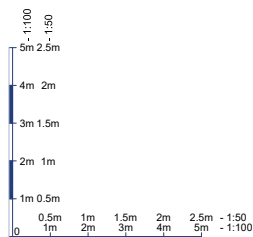
Existing Rear Elevation



Existing Front Elevation



Existing Side Elevation



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Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Existing Site Plan 1:200
Location Plan 1:1250

Date:
Sep. 18

Drawn:
BS

Drawing Number:
2087 - 07d

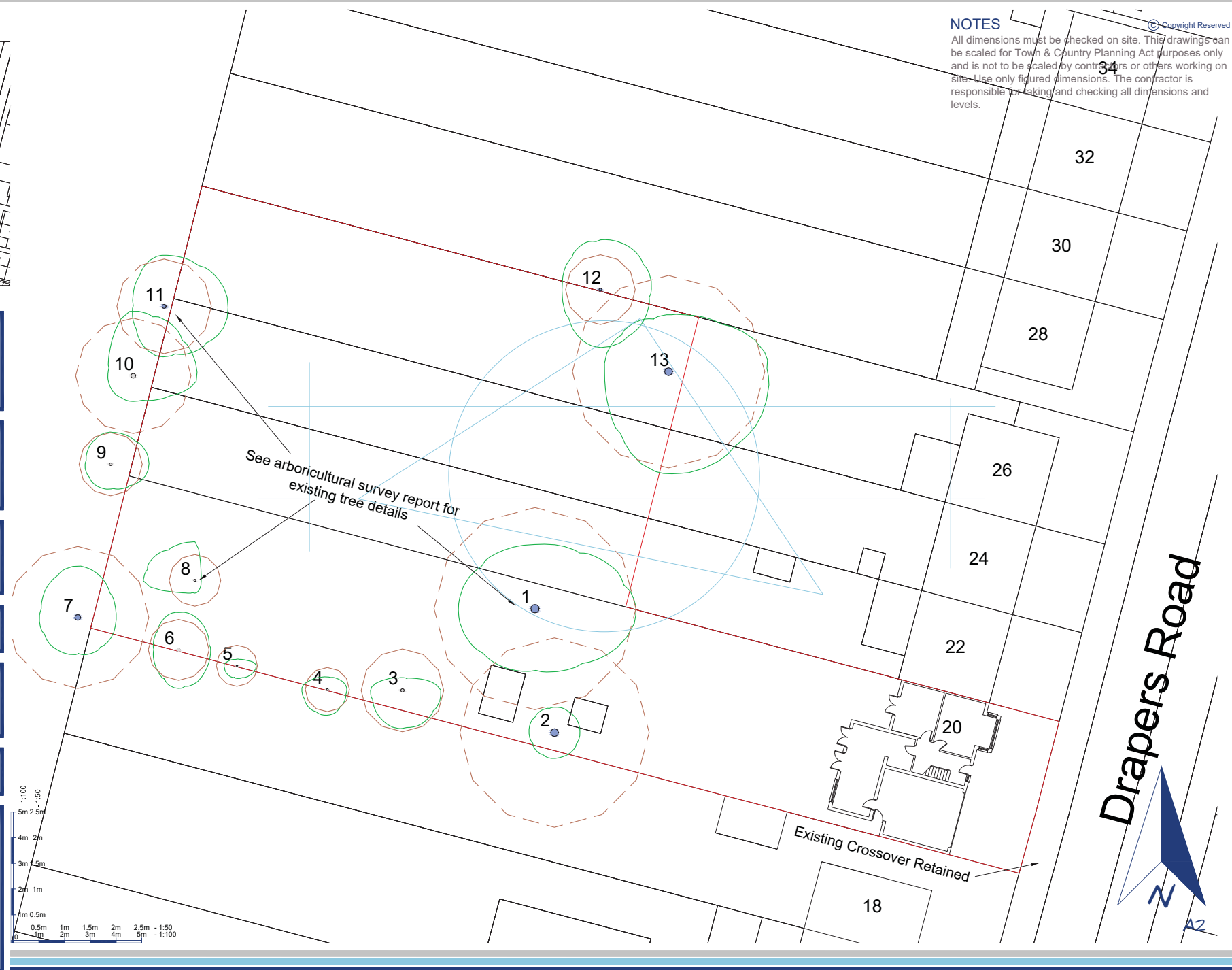
Scale:

Revisions:

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Paul Samson
Chartered Surveyors

Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Proposed Cycle Stores
Plan and Elevations

Date:
Jul. 18

Drawn:
BS

Drawing Number:
2087 - 11

Scale:
1:50

Revisions:

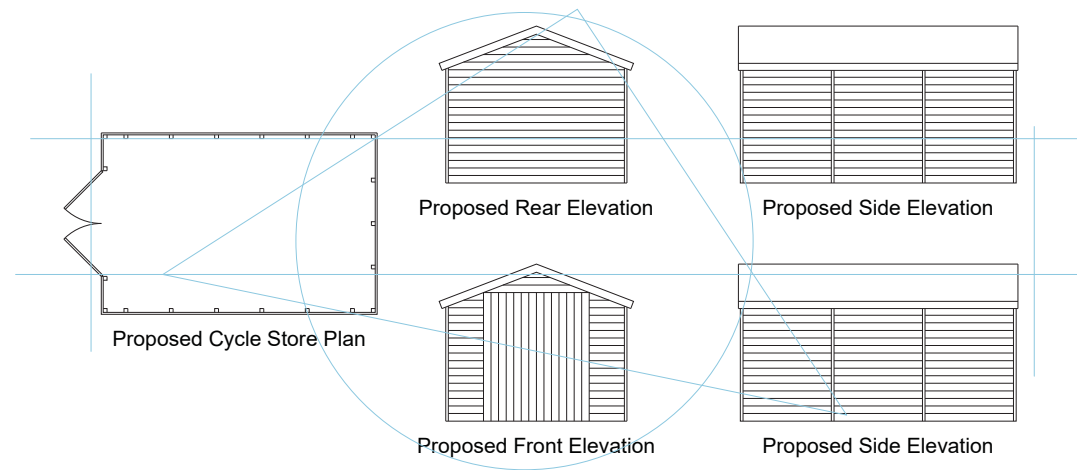
Paul Samson
Chartered Surveyors

Glasgow Stud
Burnt Farm Ride
Enfield
Crews Hill
EN2 9DY



RICS

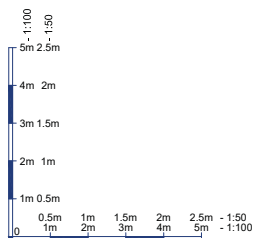
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Paul Samson
Chartered Surveyors

Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Proposed Front & Rear Elevations

Date:
Dec. 18

Drawn:
BS

Drawing Number:
2087 - 09b

Scale:
1:100

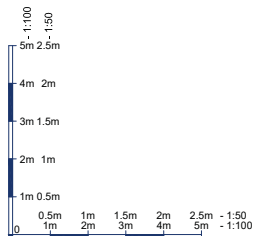
Revisions:

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Chartered Surveyors

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Burnt Farm Ride
Enfield
Crews Hill
EN2 9DY



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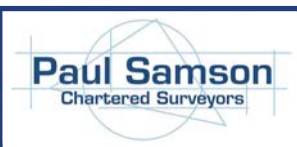
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Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Existing House
Proposed Floor Plan & Elevations

Date:
Dec. 18

Drawn:
BS

Drawing Number:
2087 - 17c

Scale:
1:100

Revisions:

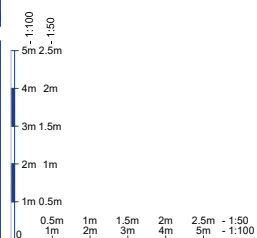
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Chartered Surveyors

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Burnt Farm Ride
Enfield
Crews Hill
EN2 9DY



RICS

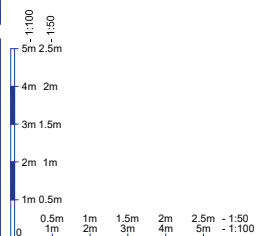
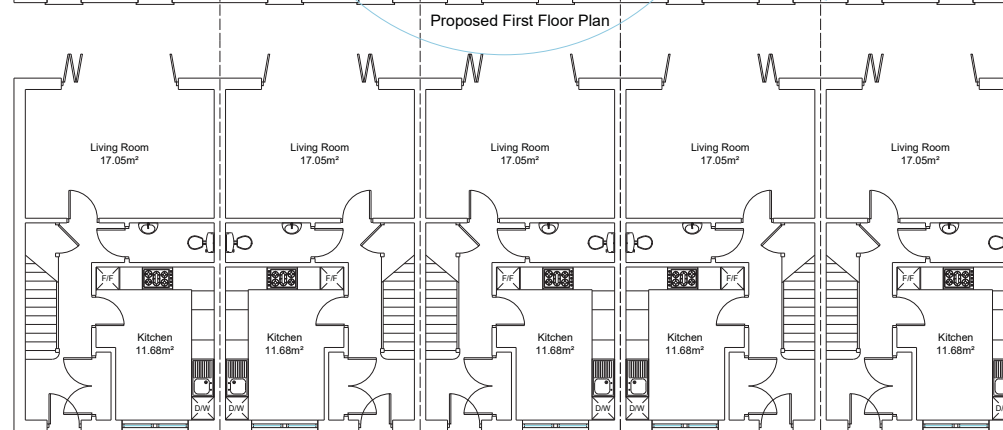
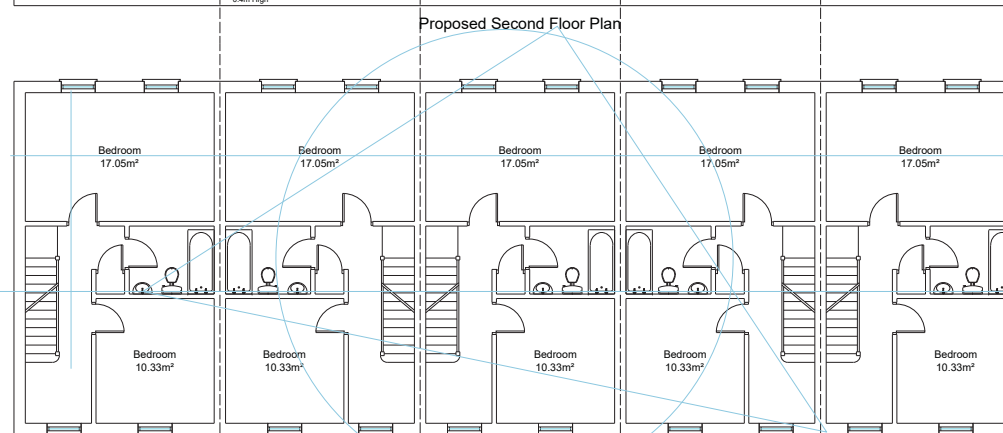
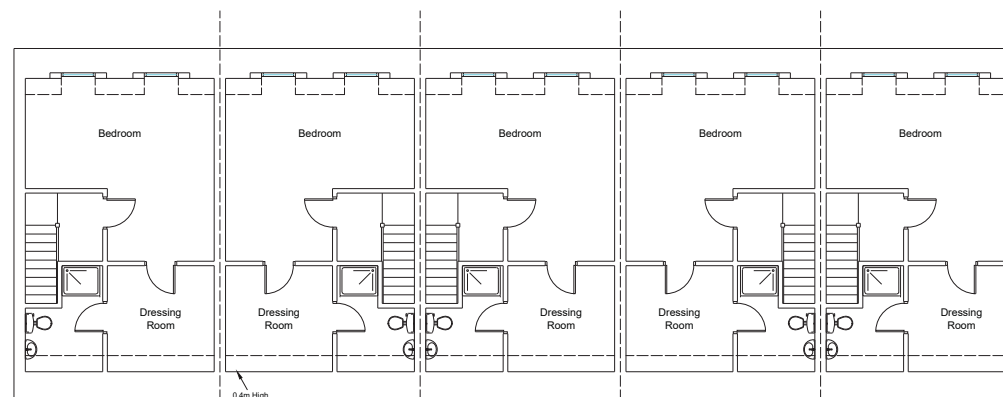
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Chartered Surveyors

Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Proposed Floor Plans

Date:
Dec. 18

Drawn:
BS

Drawing Number:
2087 - 08b

Scale:
1:100

Revisions:

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Chartered Surveyors

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Chartered Surveyors

Site Address:

Land at 20 Drapers Road
Enfield
EN2 8LU

Project:

Proposed Town Houses
Proposed Roof Plan

Date:

Dec. 18

Drawn:

BS

Drawing Number:

2087 - 14a

Scale:

1:100

Revisions:

Paul Samson
Chartered Surveyors

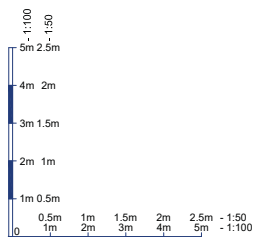
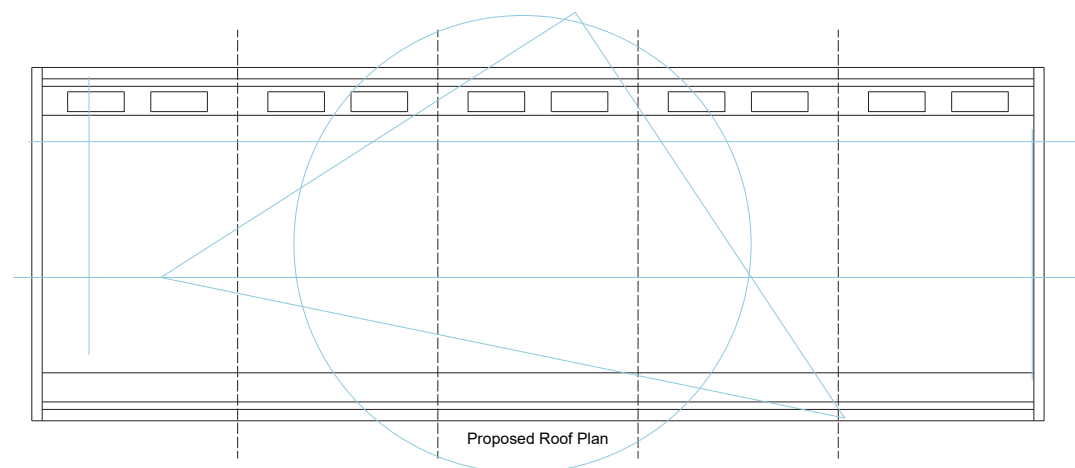
Glasgow Stud
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Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Proposed Site Section
Through New Town Houses

Date:
Dec. 18

Drawn:
BS

Drawing Number:
2087 - 13b

Scale:
1:200

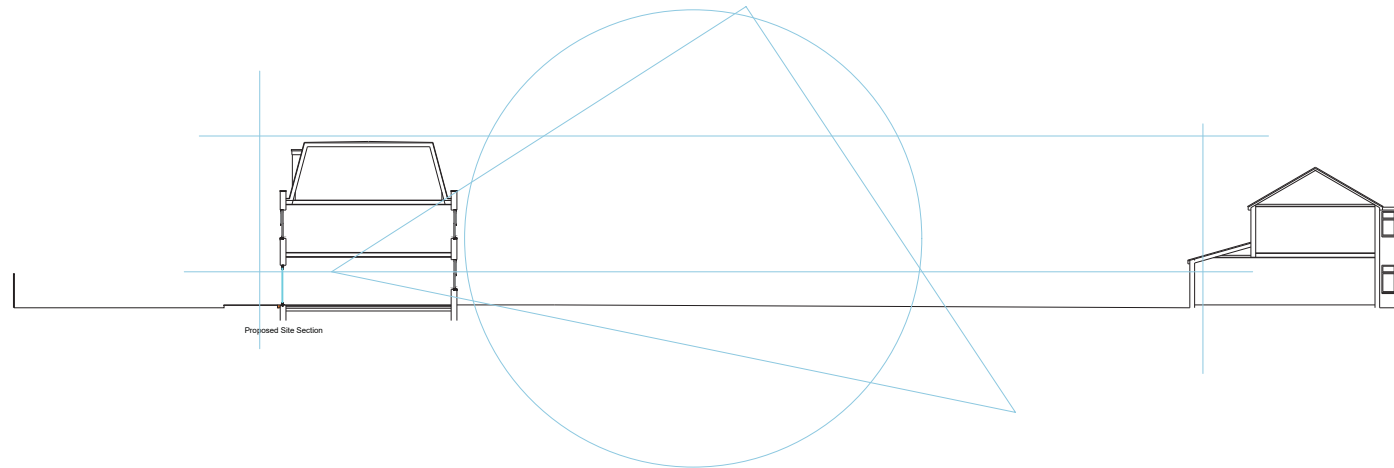
Revisions:

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Enfield
Crews Hill
EN2 9DY



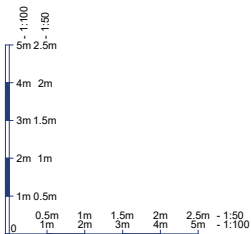
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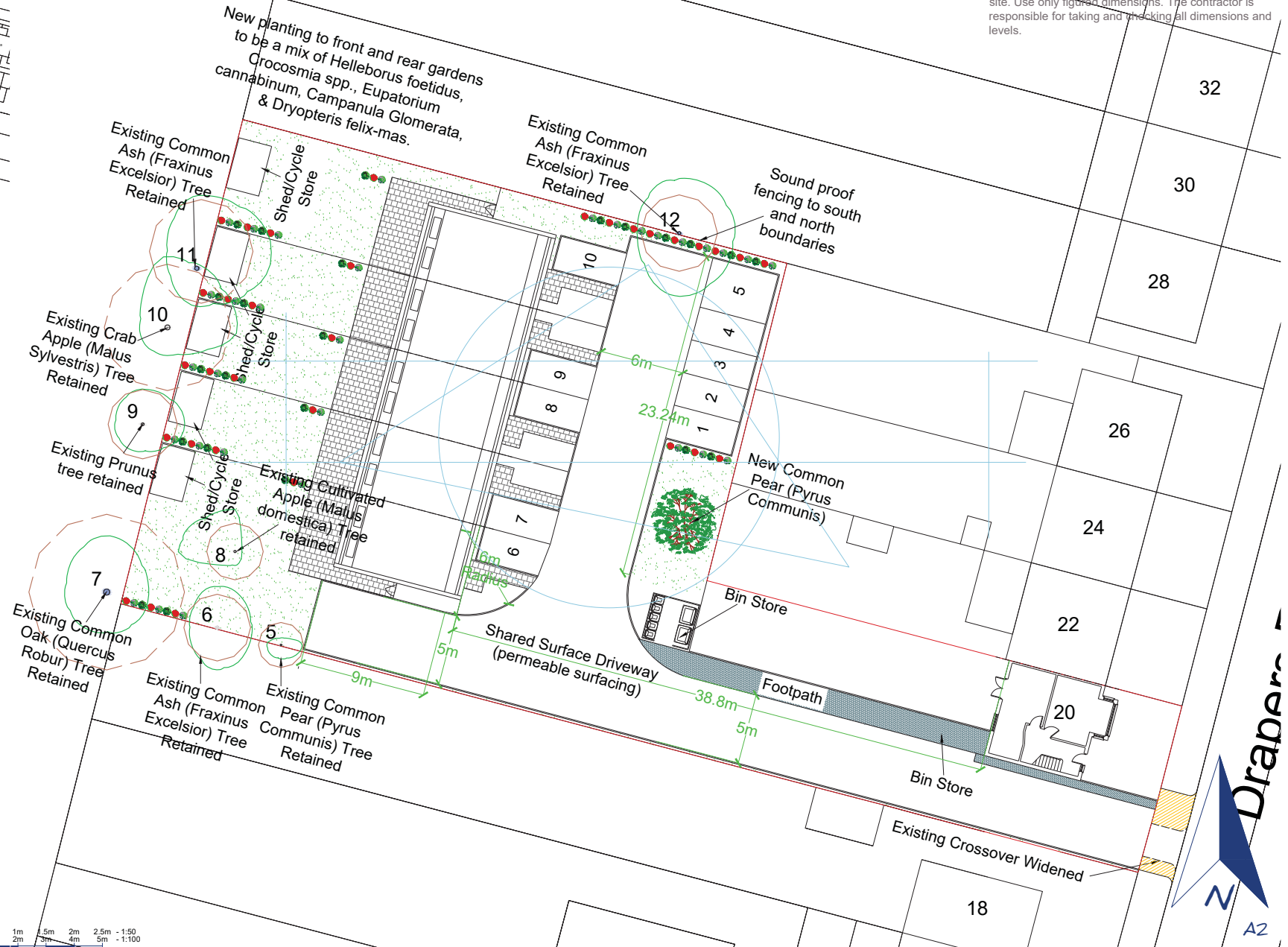


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Chartered Surveyors

Site Address:
Land at 20 Drapers Road
Enfield
EN2 8LU

Project:
Proposed Town Houses
Proposed Site Plan
Showing SUDs Details

Date:
Dec. 18

Drawn:
BS

Drawing Number:
2087 - 15b

Scale:
1:200

Revisions:

Paul Samson
Chartered Surveyors

Glasgow Stud
Burnt Farm Ride
Enfield
Crews Hill
EN2 9DY

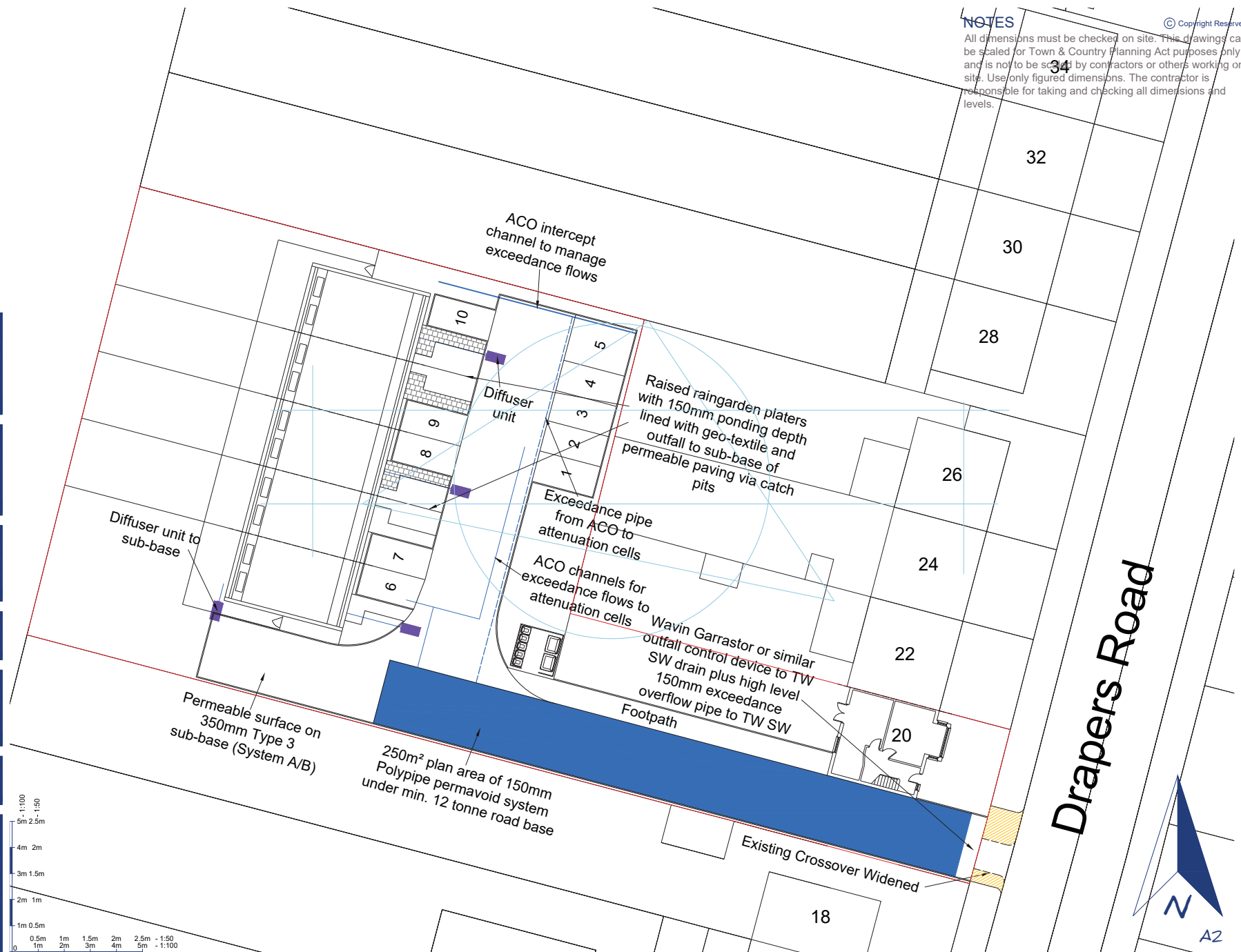


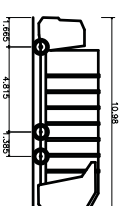
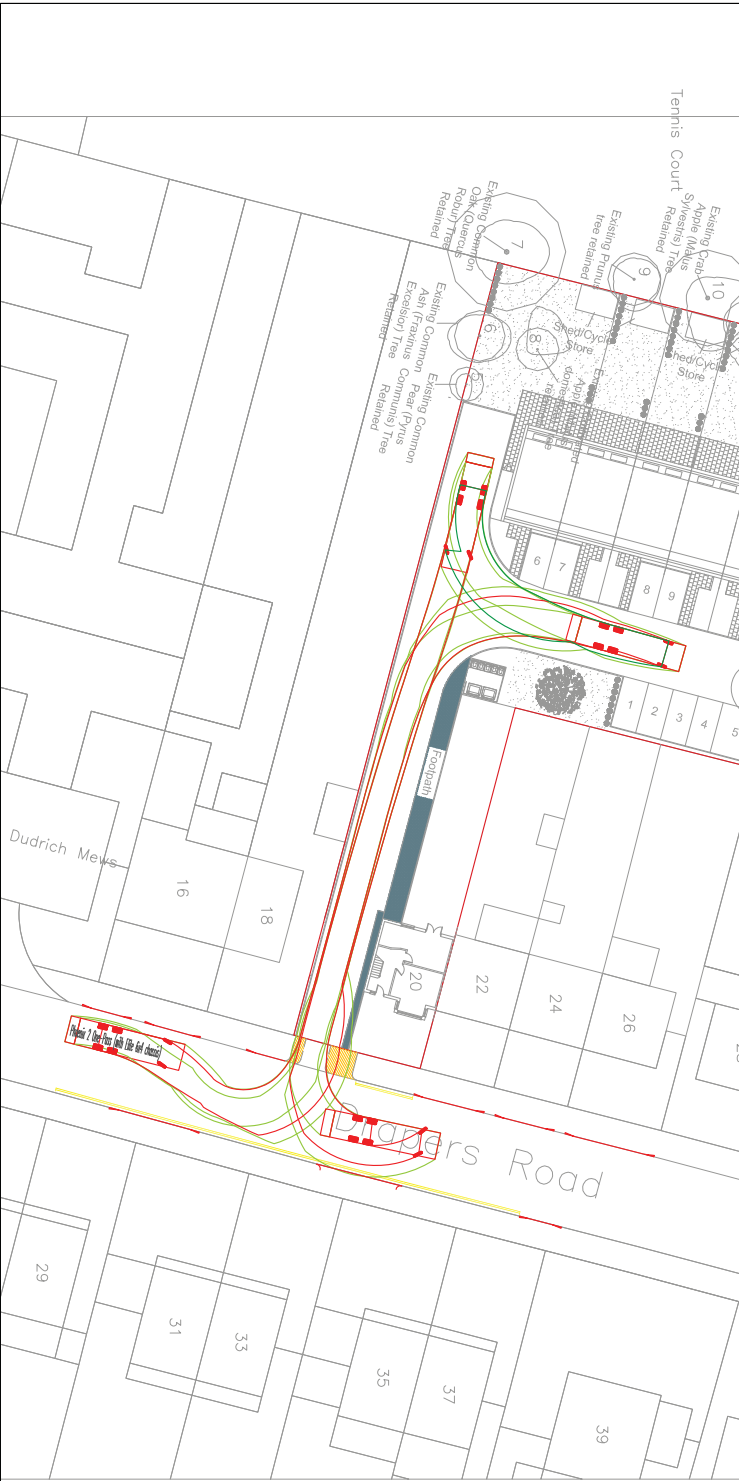
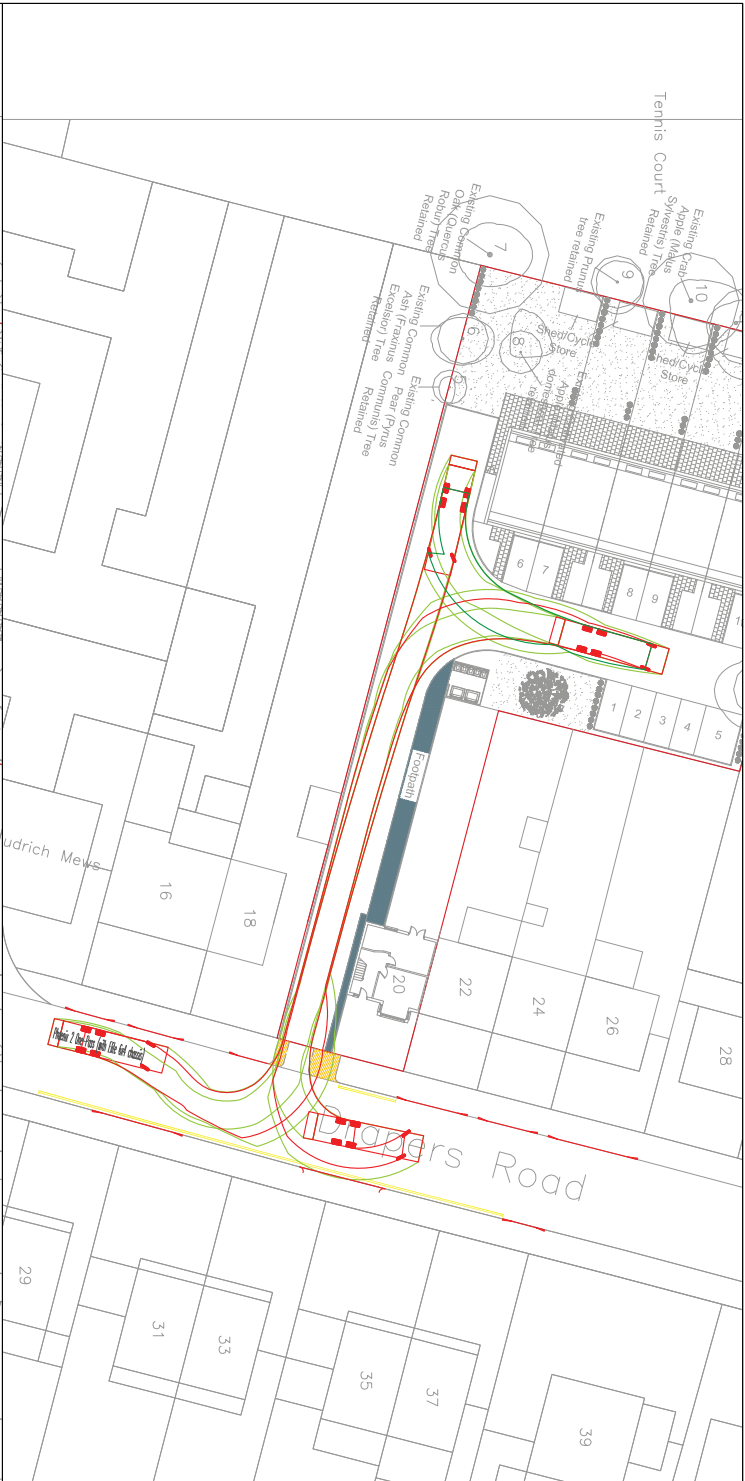
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Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall length 10,980mm
Overall width 2,375mm
Min. Body Height 1,725mm
Min. Body Ground Clearance 1,304mm
Lock Width 2,100mm
Lock to Kerb turning Radius 9,100mm

REV	DATE	BY	DESCRIPTION	CHK	APP
-----	------	----	-------------	-----	-----

DRAWING STATUS:

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Tel: 01920 871777
www.easip.co.uk

CLIENT:

ARCHITECT:

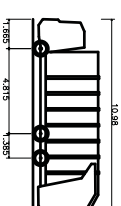
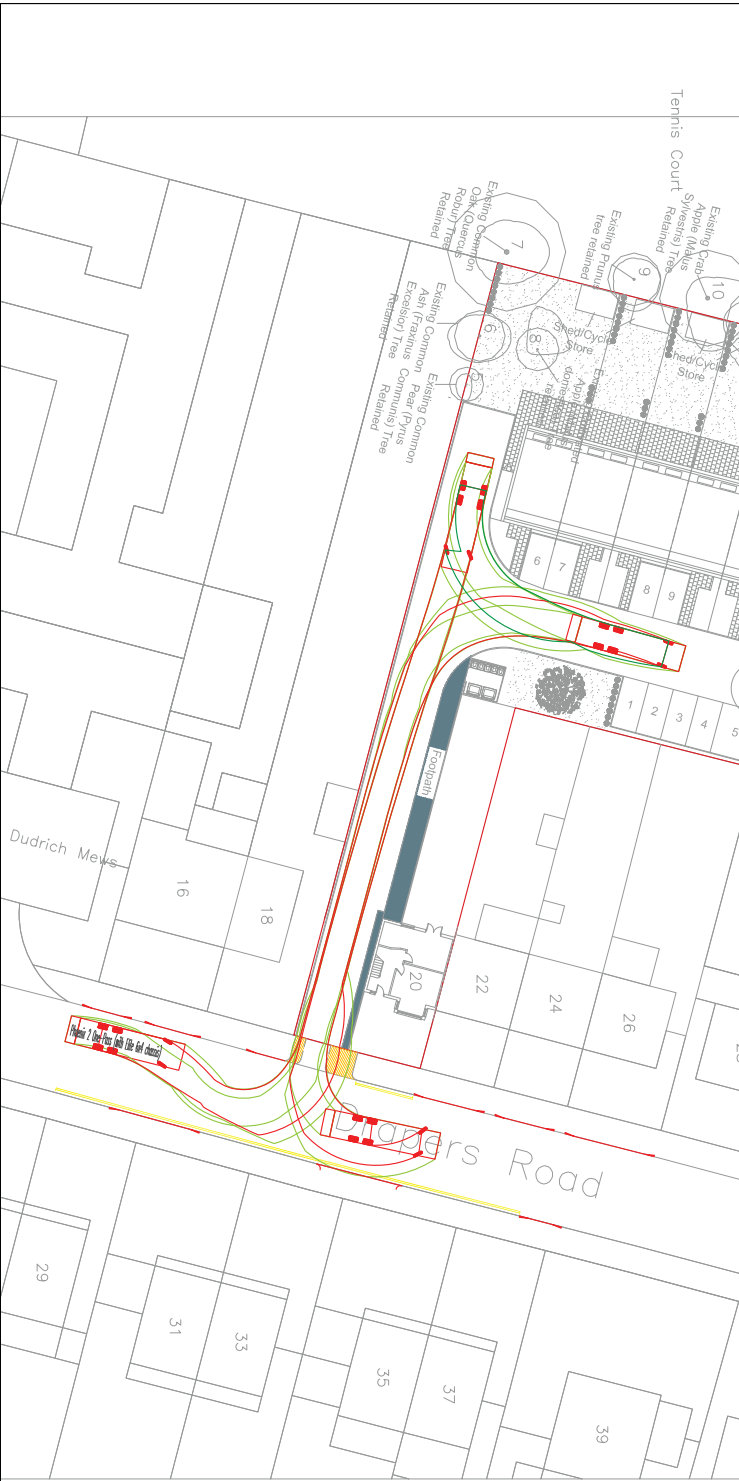
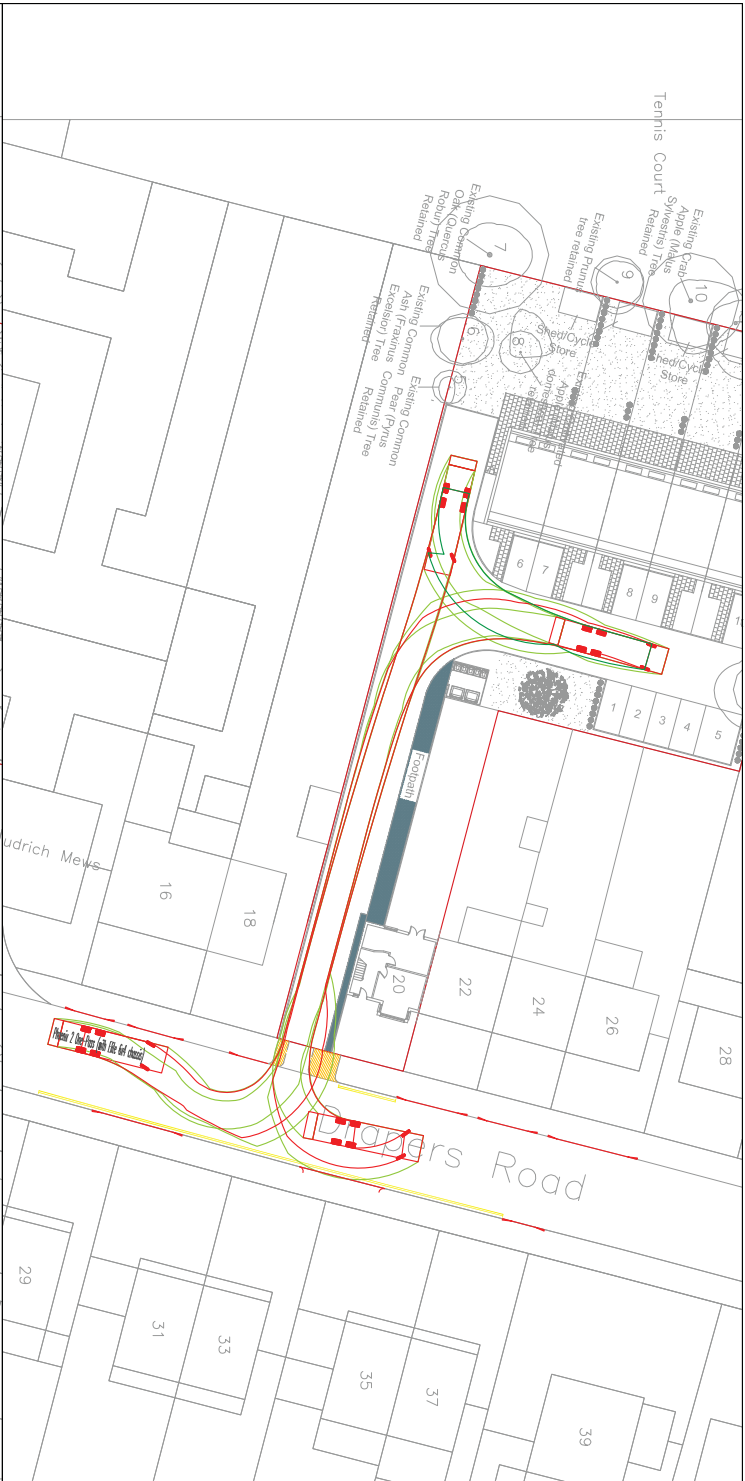
PROJECT:

LAND BEHIND 20 DRAPERS LANE,
ENFIELD

TITLE:

SWEPT PATH ANALYSIS

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:500	EC	19/12/2018
PROJECT No:	DRAWING No:	
2031	SK01	



Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall length 10,980mm
Overall height 3,725mm
Min. Body Ground Clearance 0,304m
Lock Width 2,000mm
Kerb to Kerb turning Radius 9,000mm

REV	DATE	BY	DESCRIPTION	CHK	APP
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ARCHITECT:

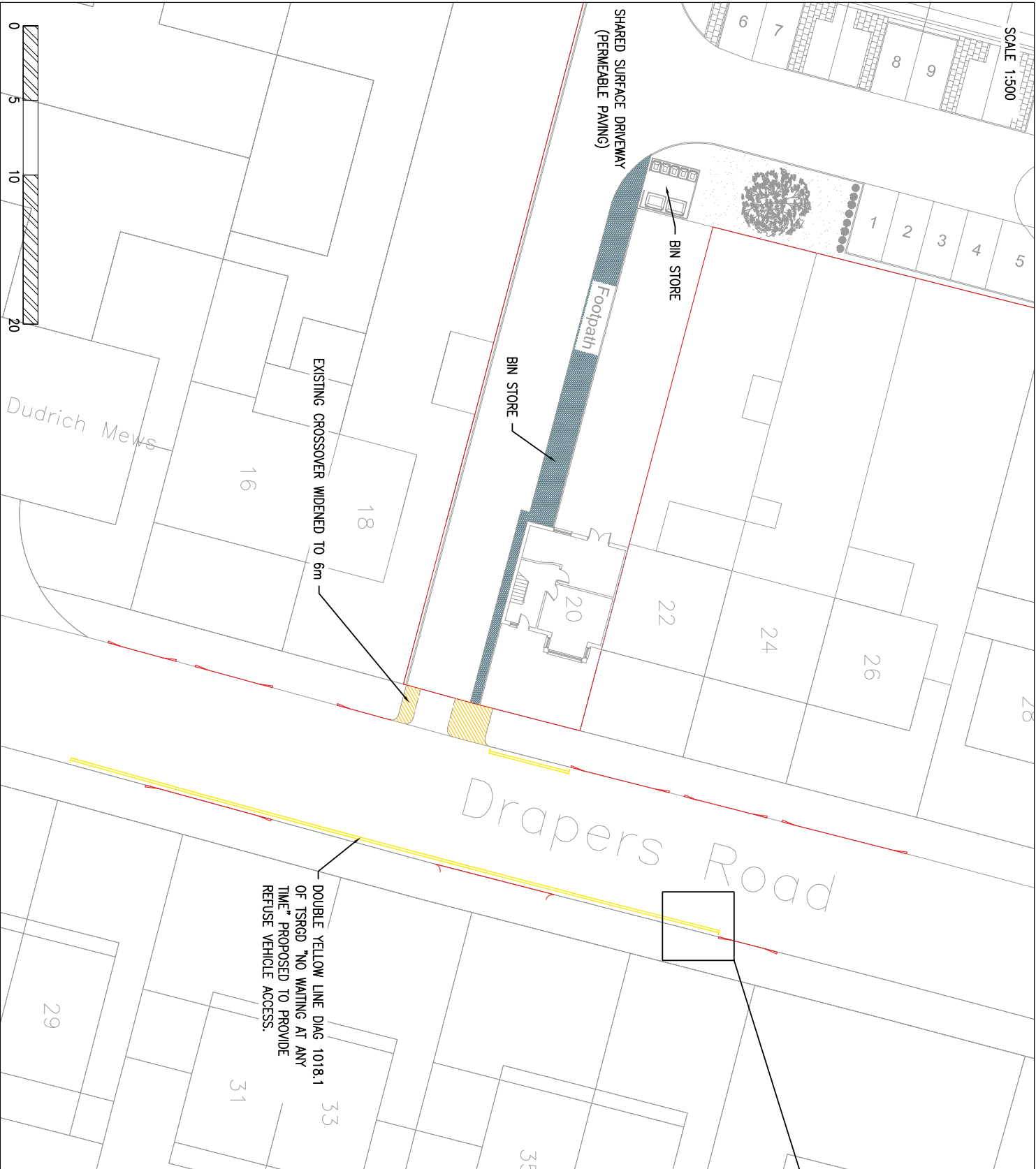
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LAND BEHIND 20 DRAPERS LANE,
ENFIELD

TITLE:

SWEPT PATH ANALYSIS

SCALE ● A3: 1:500	DESIGN-DRAWN: EC	DATE: 19/12/2018
PROJECT NO: 2031	DRAWING NO: SK01	



KEY:

- NO WAITING AT ANY TIME
- POSITION OF DROPPED KERBS FOR VEHICLE ACCESS

SCALE 1:50

KERB LINE

REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					
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Tel: 01920 871777
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CLIENT:

ARCHITECT:

PROJECT:

LAND BEHIND 20 DRAPERS LANE,
ENFIELD

TITLE:

POSITION OF PROPOSED DOUBLE YELLOW
LINE WAITING RESTRICTION

SCALE @ A3:	DESIGN-DRAWN:	DATE:
SEE VIEWPORTS	EC	19/12/2018
PROJECT No:	DRAWING No:	
2031	SK02	