

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 27 August 2019

Report of
Head of Planning

Contact Officer:
Andy Higham
Claire Williams
Eloise Kiernan
Tel No: 020 8379 2180

Ward:
Winchmore Hill

Ref: 19/00201/FUL

Category: Full Application

LOCATION: 465-469 Green Lanes, London, N13 4BS

PROPOSAL: Redevelopment of the site to provide 15 residential units (including the re-provision of 1 existing 1 bed flat fronting Green Lanes) comprising 2 individual blocks, Block 1 -Three storey block of 3 flats comprising (1x1 bed, 1x2 bed and 1x3 bed) with balconies to first and second floor and Block 2 a Part 3, Part 4 storey block of 11 flats comprising 4x1 bed, 5x2 bed and 2x3 beds with balconies to front and rear, construction of a new access way off Green Lanes, off street parking, detached Bike/Bin store and associated landscaping.

Applicant Name & Address:

Andora Homes Ltd
5 Corbar Close
Enfield
EN4 0JL
United Kingdom

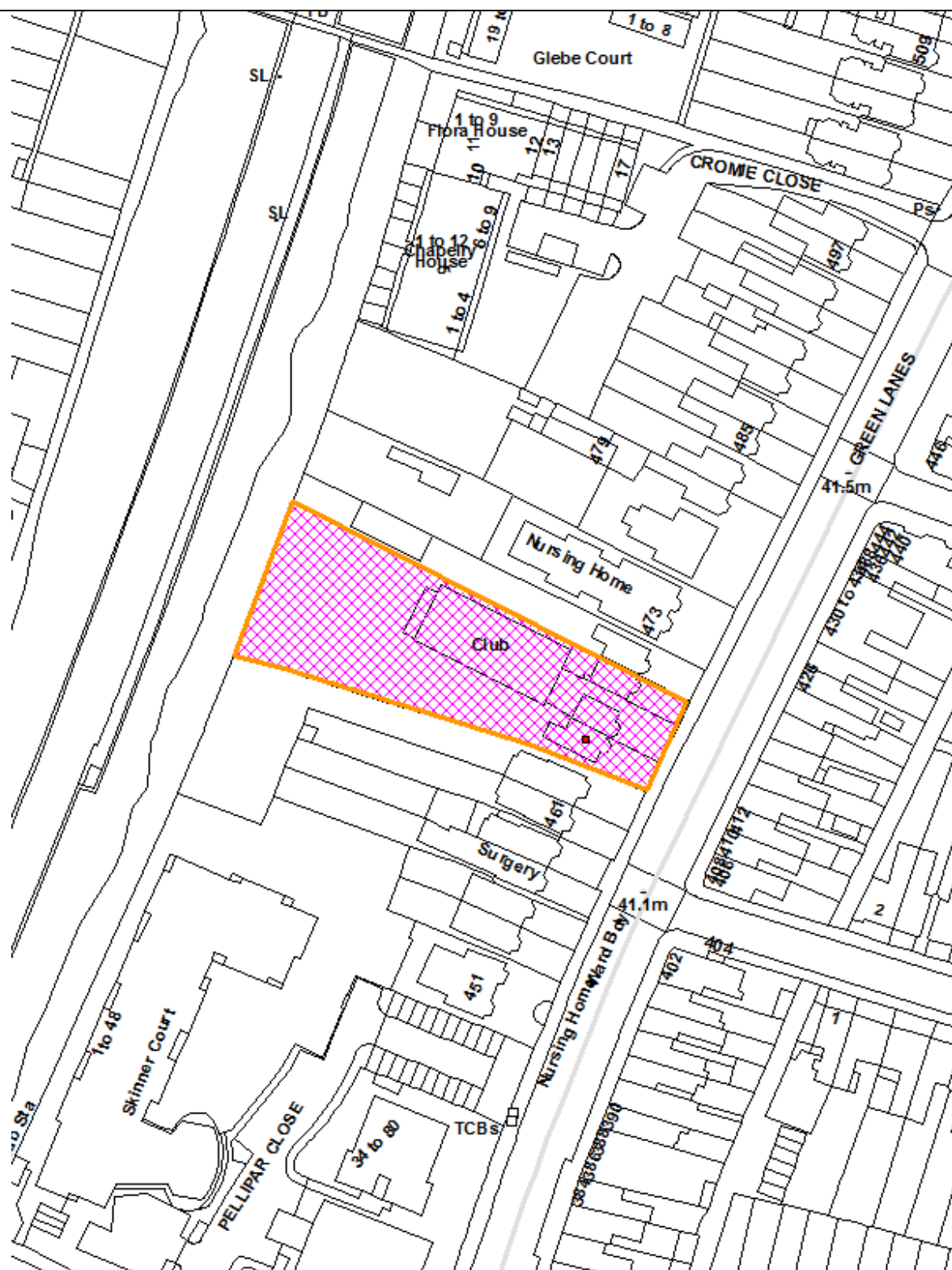
Agent Name & Address:

Mrs Carolyn Apcar
Apcar Smith Planning
Kinetic House
Theobald Street
Borehamwood
Herts WD6 4PJ
United Kingdom

RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions and the completion of a S106 legal agreement.

Ref: 19/00201/FUL LOCATION: 465-469 Green Lanes, London, N13 4BS,



1. Note for Members

- 1.1 The application has been brought to the Planning Committee because it constitutes a major development scheme. The Planning Committee resolved to grant planning permission subject to the completion of a S106 legal agreement and conditions for an identical scheme on 27 June 2017.

2. Recommendation/Conditions

- 2.1 That subject to the completion of a S106 legal agreement, the Head of Development Management/Planning Decisions Manager, be authorised to GRANT planning permission subject to the following conditions:

1. Time Limit

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. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

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

3. Materials

Prior to the commencement of development above ground, full details and materials of the external finishing to be used shall be submitted to and approved in writing by the Local Planning Authority. A schedule of materials and their use in the approved scheme is required and samples made available on site. A photograph showing all samples to be inspected must be submitted. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

4. Contamination

Prior to commencement, a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the occupation of development.

Reason: To avoid risk to public health and environment.

5. Contamination

If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect against risks arising from contamination

6. Control of Dust and Emissions

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

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

Reason: To protect local amenity and air quality in accordance with London Plan policies 5.3 and 7.14

7. Surfacing Materials

Prior to the commencement of development above ground, full details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings shall be 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 highways safety.

8. Enclosure

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 detail 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.

9. Landscaping

Prior to the commencement of development above ground, full details (including species, numbers and sizes) of trees, shrubs and grass to be planted on the site shall be submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details. The landscaping scheme shall include the following landscaping and biodiversity enhancements:

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

Reason: To provide a satisfactory appearance and to ensure the development provides the maximum possible provision towards the creation of habitats in accordance with Policies CP36 of the Core Strategy, DMD77, DMD80 and DMD81 of the Development Management Document and Policy 7.19 of the London Plan.

10. Biodiversity

Prior to the commencement of development, a full reptile survey and bat survey and an updated ecological report with details of biodiversity enhancements for the site shall be carried out by a suitably qualified ecologist. The recommendations are to be followed in full. A report detailing the results of the surveys, and the ecologist's recommendations, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To minimize the impact of the development on the ecological value of the area and to ensure that the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with policies CP36 of the Core Strategy, DMD76, DMD78 and DMD79 of the Development Management Document and 7.19 of the London Plan, as well as the advised outlined within the National Planning Policy Framework and the Biodiversity Action Plan.

11. Trees

Prior to the commencement of development above ground, an Arboricultural Impact Assessment (BS5837:2012) to fully consider the impacts on any existing trees, an arboricultural method statement and a tree protection plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of visual amenities and to ensure that appropriate landscaping and tree species are retained, as well as ensuring that trees are protected during development, having regard to policies DMD80 and DMD81 of the Development Management Document.

12. Refuse Storage & Recycling Facilities

The development excluding demolition and groundwork shall not commence until details 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 or use commences.

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

13. Cycle parking spaces

The development excluding demolition and groundwork shall not commence until details of the siting, number and design of secure/covered cycle parking spaces (26 long stay and 1 short stay) have been submitted to and approved in writing by the Local Planning Authority. This shall include details of cycle storage where possible within the private garden areas on the ground floor in addition to an additional cycle parking storage to the front communal area. The approved details shall thereafter be installed and permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

14. Obscured Glazing

The glazing to be installed on the side elevation of Block B shall be in obscured glass with an equivalent obscuration as level 3 on the Pilkington Obscuration Range and fixed to a height of 1.7 metres 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. Access

The development excluding demolition and ground work shall not commence until full details of the proposed undercroft access including points a – d are submitted to and approved in writing by the Local Planning Authority:

- a. Details of the access ramps;
- b. The treatment to the front driveway area of Number 469 including details of retaining walls and boundary treatments to 467 and 471 Green Lanes;

- c. Details of a Priority/ Waiting arrangement to allow for safe two-way vehicle movement, prioritising vehicles entering the site; and
- d. Details of the Pedestrian Access path and its separation from the undercroft vehicular access.

These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

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

16. Construction Methodology

That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- a. arrangements for wheel cleaning;
- b. arrangements for the storage of materials;
- c. hours of work;
- d. arrangements for the securing of the site during construction;
- e. the arrangement for the parking of contractors' vehicles clear of the highway;
- f. The siting and design of any ancillary structures; and
- g. A construction management plan written in accordance with the 'Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition' detailing how dust and emissions will be managed during demolition and construction work.

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

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

17. External Lighting

The development, excluding groundwork and demolition shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

18. Energy Statement

Notwithstanding the submitted energy statement, prior to the commencement of above ground works, an updated energy statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall provide for no less than a 35% reduction on the total CO2 emissions

arising from the operation of a development and its services over Part L of Building Regs 2013.

The location and details of renewable technology to be installed along with the maintenance and management strategy for their continued operation shall be submitted to and approved by the Local Planning Authority.

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

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

19. EPC's

Following practical completion of works a final Energy Performance Certificate shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

20. SuDS

The development shall not commence until a 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; and
- 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 and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise

opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.

21. SuDS

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

- a. As built drawings of the sustainable drainage systems;
- b. Level surveys of completed works;
- c. Photographs of the completed sustainable drainage systems;
- d. Any relevant certificates from manufacturers/ suppliers of any drainage features;
- e. A confirmation statement of the above signed by a chartered engineer.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy and Policies 5.12 & 5.13 of the London Plan and the NPPF.

22. Electric Parking Bays

The development shall not be occupied until details confirming that i) three electric parking bays will be provided, and ii) all remaining bays (nine) will be passive electric bays. The development shall be carried out in accordance with the approved details and retain in perpetuity unless otherwise agreed with the Local Planning Authority.

Reason: To promote sustainable transport measures and to ensure that the provision is in accordance with London Plan standards.

23. Green Roofs

Prior to the commencement of the superstructure details of a biodiversity (green/brown) roof(s) to be installed shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- a. Biodiversity based with extensive substrate base (depth 80-150mm);
- b. Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

The biodiversity (green/brown) roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

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

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible

provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

24. Site Waste Management Plan

Notwithstanding the approved documents, the development shall not commence until a revised Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. 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.
- iii. Procedures for minimising hazardous waste
- iv. 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)
- v. 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

In addition, 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 Policy DMD57 of the Development Management Document and Policies 5.17, 5.18, 5.19, 5.20 of the London Plan.

25. Rainwater Recycling System

The development shall not commence until details of a rainwater recycling system has been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policies DMD58 and DMD61 of the Development Management Document and Policy 5.15 of the London Plan.

26. Clearance of vegetation during bird nesting

No areas of hedges, scrub or similar vegetation where birds may nest shall be cleared outside of the bird nesting season (March-August inclusive). Should clearance during the bird-nesting season be unavoidable, a suitably qualified ecologist shall assess the areas to be removed prior to clearance, and if any active nests are recorded then no further works shall take place until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely impacted by the development, in accordance with policy CP36 of the Core Strategy and the National Planning Policy Framework

27. Considerate Constructors

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.

28. Water Efficiency

Prior to occupation details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day as stated in the pre-assessment accompanying the scheme. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

3. Executive Summary

- 3.1 This application is identical to planning application reference number 15/05516/FUL. The Planning Committee resolved to grant planning permission subject to the completion of a S106 legal agreement and conditions on 27 June 2017. The decision was issued on 14 August 2018.
- 3.2 There have been no material changes on the application site and all other aspects of the development remain as per the previously submitted scheme. The key difference is the updated viability assessment, which confirms that an onsite or off-site contribution towards affordable housing would make the proposed development unviable. Officers consider it necessary to secure two review mechanisms through a S106 agreement to capture future affordable housing on the site, having regard to the Mayor of London's Affordable Housing and Viability SPD. The S106 would also capture a financial contribution towards healthy streets and sustainable transport and education, as well as a business, employment and skills strategy.
- 3.3 The proposed development is of an acceptable design to integrate satisfactorily within the site and surrounding area. It would contribute an additional 14 units to the Boroughs housing stock, including 3 additional family units within a relatively accessible part of the Borough.

- 3.4 Having due regard to the updated National Planning Policy Framework, officers have fully reviewed the proposal having regard to biodiversity, landscaping and sustainability and attached appropriate conditions to achieve a highly sustainable form of development within the Borough in line with planning policy requirements.

4. Site and Surroundings

- 4.1 The application site is 465-469 Green Lanes, London, N13 4BS. The site is located on the western side of Green Lanes a short distance south of the crossroads junction with Hedge Lane and Bourne Hill. The site is predominantly flat lying, rectangular in shape though widens at the rear towards the rail tracks boundary. At present to the front the site consists of three Victorian style properties 465 and 467, a pair of semi-detached properties and 469 which forms the next pair of semi-detached properties with Number 471 Green Lanes, this does not form part of the application site. Number 465-469 appear to be laid out each as 2 residential flats over ground and first floor level. This has been confirmed by lawful development certificates in recent years individually for each property.
- 4.2 To the rear of 465-469 sits a single storey warehouse style building with a part mezzanine level. From inspections on site this building is dilapidated with the roof having fallen in. The recent planning history on this building show historically it was a snooker club however more recently it has been used as a Private social club and casino but has been closed down in recent years as a result of security and licensing issues. This building was accessed between Number 467 and 469.
- 4.3 The surrounding area is mixed in nature. This side of Green Lanes is predominantly residential, made up of original houses or properties that are converted into flats. There is an office building next door at Number 471 and the Conifers Nursing home is further north on Green Lanes. To the west the site is bound by the railway line and to the east and west are extensive deep gardens. There is a bungalow towards the end of the rear garden of Number 471 flanking the site to the north.
- 4.4 The site is not located in a Conservation Area and is not listed. The site has a PTAL rating of 3. The site is not located within a controlled parking zone and it is relatively flat lying. It has a total site area of approximately 2500 sqm or 0.25 hectares. The site is located within a wildlife corridor.

5. Proposal

- 5.1 The applicant seeks full planning permission for the re-development of the site to provide 15 residential units (including the re-provision of 1 existing 1 bed flat fronting Green Lanes) comprising 2 individual blocks, Block 1 -Three storey block of 3 flats comprising (1x1 bed, 1x2 bed and 1x3 bed) with balconies to first and second floor and Block 2 a Part 3, Part 4 storey block of 11 flats comprising 4x1 bed, 5x2 bed and 2x3 beds with balconies to front and rear, construction of a new access way off Green Lanes, off street parking, detached Bike/Bin store and associated landscaping.
- 5.2 For access reasons this will involve the demolition of Number 469 for the creation of a vehicular and pedestrian access to the two blocks at the rear.

- 5.3 Behind the front building line two separate residential blocks of flats are proposed. Block 1 is the smaller block towards the front of the site. This would be mainly 2 storeys high with a recessed third floor level and would accommodate 3 flats (1x1 bed, 1x2 bed and 1x3 bed). This block would be 17m wide with a stepped depth and it would be 8.5m high. It would be set 10m from the rear garden boundary of the original property at Number 465 and a distance of approximately 21 metres from the original rear wall of Number 465. The building would be set 15m obliquely from the rear elevation of Number 463 to the south.
- 5.4 The second larger block, Block B would be set to the western end of the site closer to the railway line. This block would be part 3 to part 4 storeys in height. It would be 23 metres in width with a stepped front and rear elevation with an average depth of approximately 15 metres. It would be set on average 1.5m from the southern end of the site and 7.5m from the northern end of the site and an average of 5m from the rear western end of the site that flanks the railway line. The building would have a height of 9m for the 3 storey section with the raised parapet and 11.5m to the top of the 4th floor. The building is to be proposed in a mixture of buff brick, render, glazed balconies and aluminium materials.
- 5.5 In addition to the new proposed access under the undercroft of Number 469 12 car parking spaces are proposed inclusive of 1 disabled space. The remainder of the site would consist of the access road, private and communal garden spaces and landscaped areas in front of both blocks. There would be a single storey building in the northwest corner that would operate provide 26 cycle parking spaces and a refuse store for 4x1100l bins.
- 5.6 Planning Committee members resolved to grant the original planning permission (reference no. 15/05516/FUL) subject to conditions and a S106 to secure an offsite contribution towards affordable housing, education and local highway works and appropriate conditions on 27 June 2017. The site has since been sold on to Andorra Homes and the resubmission is identical to the approved scheme with the exception of any off site or on site affordable housing provision, and as such the key consideration thereby relates to a reassessment of viability matters, as well as any further considerations pertaining to appropriate contributions in light of the recently revised National Planning Policy Framework (2019).

6. Relevant planning history

- 6.1 15/05516/FUL - Redevelopment of the site to provide 15 residential units (including the re-provision of 1 existing 1 bed flat fronting Green Lanes) comprising 2 individual blocks, Block 1 -Three storey block of 3 flats comprising (1x1 bed, 1x2 bed and 1x3 bed) with balconies to first and second floor and Block 2 a Part 3, Part 4 storey block of 11 flats comprising 4x1 bed, 5x2 bed and 2x3 beds with balconies to front and rear, construction of a new access way off Green Lanes, off street parking, detached Bike/Bin store and associated landscaping – granted subject to an S106 to secure affordable housing, education and highway improvements and appropriate conditions on 14 August 2018.
- 6.2 P1200069PLA: Change of use from D2 snooker hall to social club /function hall sui generis (RETROSPECTIVE) -Refused and Dismissed at Appeal.

- 6.3 15/00247/CEU: 465 Green Lanes. Use of premises as two self-contained flats.
- Granted 18.03.2015.
- 6.4 15/00248/CEU: 467 Green Lanes. Use of premises as two self-contained flats
- Granted 18.03.2015.
- 6.5 15/00249/CEU: 469 Green Lanes. Use of premises as two self-contained flats
- Granted 20.05.2015.

7. Consultation

7.1 Statutory and non-statutory consultees

Internal

- 7.2 Traffic and Transportation – No objection subject to conditions and a s106 agreement securing financial contribution towards highway works.
- 7.3 Environmental Health - No objection subject to conditions.
- 7.4 Housing - A minimum of 6 units should be provided towards affordable housing, 4 as social or affordable rent and 2 as intermediate.
- 7.5 SuDS –No objection subject to the submission of further information through a condition.
- 7.6 Tree officer –No objection raised subject to additional information.

External

- 7.7 Thames Water - No objection.
- 7.8 Environment Agency - No objection.

Public

- 7.9 The 21 day public consultation period started on the 19th February 2019 and concluded on the 12th March 2019. Site notices were posted close to the site on 5 March 2019. The application was also advertised in the local paper. There were no comments received from any members of the public.

8. Relevant Planning Policies

8.1 Development Management Document

- | | |
|-------|---|
| DMD1 | Affordable Housing on site capable of providing 10 or more units. |
| 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 |
| DMD47 | New Roads, Access and Servicing |
| DMD49 | Sustainable Design and Construction Statements |

DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD64	Pollution Control and Assessment
DMD68	Noise
DMD69	Light Pollution
DMD76	Wildlife Corridors
DMD77	Green Chains
DMD78	Nature Conservation

8.2 Core Strategy

SO2	Environmental sustainability
SO4	New homes
SO5	Education, health and wellbeing
SO8	Transportation and accessibility
SO10	Built environment
CP2	Housing supply and locations for new homes
CP3	Affordable housing
CP4	Housing quality
CP5	Housing types
CP6	Meeting particular housing needs
CP8	Education
CP9	Supporting community cohesion
CP16	Taking part in economic success and improving skills
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22	Delivering sustainable waste management
CP24	The road network
CP25	Pedestrians and cyclists
CP28	Managing flood risk through development
CP30	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP36	Biodiversity
CP46	Infrastructure Contribution

8.3 London Plan (2016)

3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing development
3.6	Children and young people's play and informal recreation facilities
3.8	Housing choice
3.9	Mixed and balanced communities
3.10	Definition of affordable housing
3.11	Affordable housing targets
3.12	Negotiating affordable housing on schemes
3.13	Affordable housing thresholds
4.1	Developing London's economy
4.4	Managing industrial land and premises
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.7	Renewable energy

- 5.8 Innovative energy technologies
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Building London's neighbours and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland

8.4 Other Relevant Policy

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (2019)

8.5 Other Material Considerations

- The Mayors Housing Supplementary Planning Guidance (2016)
- Section 106 Supplementary Planning Document (SPD) (2016)
- Enfield Strategic Housing Market Assessment (2015)
- Nationally Described Space Standards
- Mayor of London's Affordable Housing and Viability Supplementary Planning Document (SPD) (2017)
- The Draft London Plan (published on 29 November 2017)

9. **Analysis**

9.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development;
- Scale and Density;
- Design and Impact on the Character of the Surrounding Area;
- Neighbouring Residential Amenity;
- Standard of Accommodation and Proposed Mix of Units;
- Private Amenity provisions;
- Traffic, Parking and Servicing Issues;
- Contamination;
- Affordable Housing and other S106 Contributions;
- Sustainable Design and Construction;
- Trees and Biodiversity; and
- Sustainable Drainage Systems (SuDS).

9.2 Principle of the Development

- 9.2.1 Policy DMD 7 states that the Council seeks to protect and enhance the positive contribution gardens make to the character of the Borough. Development on garden land will only be permitted if all of the following criteria are met:
- 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
 - f. The proposals would provide appropriate access to the public highway.
- 9.2.2 The proposal involves development within a backland location. Policy DMD7 highlights the importance that gardens make to the contribution of the character of the borough. However, in this instance the site has previously been developed and the dilapidated building remains in place. In addition, at approximately 2500 sqm it is a substantial site that is capable of accommodating development. The gardens of properties to the north have been developed in various ways, including the existing bungalow, as such the proposal would not disturb the character and appearance. No. 469 Green Lanes currently serves as 2 x 1-bed flats; however one flat would be replaced as well as a net gain of 14 residential units, including four family units within a relatively accessible location within Palmers Green. On that basis, the principle of development is therefore considered acceptable subject to further considerations as outlined below.
- 9.2.3 Additionally, it was noted that this is the resubmission of an identical scheme ref. 15/05516/FUL, which the Planning Committee resolved to grant planning permission in June 2017. The previously granted scheme thus is a material consideration with appropriate weight, however additional regard must be given to any other relevant matters such as any material change in policy direction during this time, which includes the revised National Planning Policy Framework (2019).

9.3 Density and Scale

Density

- 9.3.1 Density assessments must acknowledge new guidance outlined in the NPPF and particularly the London Plan, which encourage greater flexibility in the

application of policies to promote higher densities, although they must also be appropriate for the area.

9.3.2 Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. From assessment of the plans, it is considered a total of 40 habitable rooms would be provided on the site. In addition to this there would be 5 existing 1 bed flat in the original properties to the front retained which would include for an additional 10 habitable rooms. The site area which is of 0.25 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 3 in a suburban location, an overall density of between 150-250 hr/ha and 35-65u/ha may be acceptable. Upon calculating the density of the proposed development against this density matrix, based on habitable rooms per hectare this development would equate to 200 hr/ha and 56u/ha, which fall within the specified range.

9.3.3 Therefore these results show that from a density perspective this proposal would be mid-range and thereby within a recognisable density threshold for the area.

9.3.4 However, density should be considered alongside other planning requirements such as suitability of the site, scale of building/s and standard and quality of accommodation proposed. In this case due to the tightness of the site neighbouring amenity would also be a primary consideration.

9.4 Scale, Design, Character and Impact on the Surroundings

9.4.1 The application proposes two blocks, Block 1 being a part 2, part 3 storey building of 3 flats and Block 2 a part 3, part 4 storey building to accommodate 11 flats.

9.4.2 The previous scheme involved several revisions to improve the overall design in regard to the proposed bulk, scale and prominence of the fourth floor, the original large hipped roof and the fact the original application sought to leave a gap in the front Green Lanes street scene.

9.4.3 These matters were addressed and have been retained within the design of the current scheme. This scheme does not seek to make any changes to the design of the scheme. The scheme proposes a contemporary design concept with a recessed cladded 3rd and 4th floor levels to reduce bulk and height of the buildings within the street scene at Green Lanes. Additionally, the overall design to no. 469 incorporates the original Victorian façade including hipped roofline to integrate satisfactorily and provide a frontage within the established street scene.

9.4.4 Additionally, the two rear blocks again feature a contemporary appearance of an acceptable scale, bulk and massing. It is therefore concluded that from a design perspective, the buildings are appropriately designed to fit into the context of the site. Additionally, the contrast in materials between brick, render, the metal cladding, glazed balconies and aluminium would allow for

both blocks to have an acceptable appearance and create an element of visual interest.

- 9.4.5 From the perspective of scale it is considered that Block 1 is comparable in scale to the other buildings in the area. Block B to the rear of the site is a large building for a backland location standing at 4 storeys in height. However due regard is given to the site's expansive depth and width, the scale of neighbouring rear gardens and existing back land development. As outlined below it is considered that the site could accommodate the development without detrimentally impacting upon neighbouring amenities. The building is located at the furthest most end of the site and is reasonably well set in from neighbouring common boundaries and set at a distance in excess of 45 metres from the rear elevation of Number 463 and in excess of 50m from the rear elevation of Number 463.
- 9.4.6 In addition from the perspective of the front street scene it is considered that both proposed blocks would have a relatively limited impact on the Green Lanes street scene, due to the fact that the first-floor level of no. 469 is being re-provided and as such both blocks would be essentially screened from view within the front street scene.
- 9.4.7 In conclusion, the proposed design, scale and character are considered acceptable as it would integrate acceptably into the adjoining locality and the Green Lanes street scene having regard to policies DMD6, 8 and 37, CP30 of the Core Strategy and London Plan policies 7.4 and 7.6.

9.5 Neighbouring Amenity

- 9.5.1 From the perspective of neighbouring amenity, it is considered that the key properties impacted on by the development would be the original properties at no's 463-469 Green Lanes and no. 471a Green Lanes (bungalow in rear garden of no. 471).
- 9.5.2 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 designed, 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.

Original Properties 463-469 Green Lanes

- 9.5.3 Whilst 465-469 are within the applicant's ownership the impact on the amenity of future residents remains a consideration. From the back of Block 1 there is a distance of 10m to what will be formed as a new rear garden boundary serving Number 465 and 467. In addition to this the distance between rear facing windows is approximately 21m and overall it is considered there is adequate distance to ensure upon sufficient privacy between facing windows.

Officers are satisfied that it has an acceptable relationship with these properties.

9.5.4 Number 463 adjacent to the application site has a slightly deeper outrigger resulting in a separation distance of approximately 16 metres between Block 1 and Number 463. However, this would be set obliquely at an angle to Block 1 and it is considered there would be sufficient privacy retained. Block 1 would be set at distances of 1.2m and 3m away from the rear garden boundary of Number 463. Whilst this would normally represent an imposing structure in most instances due to the expansive depths and width of the gardens that are backing on from these properties there is a considerable sense of space and openness, having examined the relationship on site and the separation of Block 1 from the rear of Number 463, it is considered that there would not be an unacceptable impact on the amenity of the occupiers having regard to policies DMD6, DMD8 and DMD10 of the DMD. There are no side facing windows on Block 1 to create unacceptable overlooking onto the rear garden of no. 463.

9.5.5 At the western furthest end of the site Block 2 is set stepped at an average distance of 1.5m from the rear garden boundary of no. 463 Green Lanes and at a distance in excess of 40m from the rear facing wall of no. 463. As referred to earlier in the report regard is given to the fact that at 4 storeys in height within this backland location, this building is relatively large. However due to the sense of space, depth, width and relationship between the plots it is considered this building can be acceptably accommodated on this site. Having assessed this proposal on site and given the fact that it is close to the rear garden boundaries, at the distance in excess of 40m away from no. 463 it is considered that enough of space and distancing is created so Block B would not unacceptably overlook or become too overbearing onto the rear garden of no. 463. At present similar to many properties on this section of Green Lanes, no. 463 appears to be split in flats. The garden to the rear is substantial and stretches down towards the railway lines alongside no. 465 and then doglegs to the left towards Skinners Court to the south. It is a very substantial garden area however is relatively unkempt, overgrown and it appears that only the immediate patio area to the rear of no. 463 is used. Whilst this would not be a determining factor, officers have analysed the application thoroughly on site and overall the impact onto no. 463 and the expansive rear garden is considered acceptable on balance.

471a Green Lanes - Bungalow in rear garden of Number 471

9.5.6 No. 471a is unusual in its setting in that it is a standalone bungalow house set to the rear of no. 471 Green Lanes. It appears to be accessed via the side of Green Lanes and from examinations on site appears to be in residential use. There does not appear to be any planning history on record but from checking mapping and aerial records it appears to have been in place for a number of years and for the purposes of this application it has been regarded as a lawful structure. This single storey bungalow is sandwiched in between the application site and the Conifers nursing home to the north and is positioned towards the lower end of the site approximately 30m down the garden. From

examinations on site the occupants appear to use the area to the front and rear of the bungalow as amenity space.

- 9.5.7 Due to the separation distance, Block 1 would have a limited and acceptable impact.
- 9.5.8 Block 2 would be set 7.5m from the side boundary with no. 471a Green Lanes at part three, part four stories in height. Officers have examined this relationship on site and it is considered the impact is acceptable. There are no side facing windows in Block 2 that would create privacy issues to the south facing windows on no. 471a and all windows in Block 2 with the exception of one ground level hall window are facing east-west 90 degrees away from no. 471a. Block 2 would be more visually prominent in terms of outlook from these ground level windows, however at the moment the outlook from these windows is onto a high boundary line and therefore poor at present. Whilst Block 2 would be obviously visible from these windows there is a considerable gap between Blocks 1 and 2 and in addition to the distance that Block 2 is set away from the boundary overall officers are satisfied there is an acceptable impact in terms of outlook onto the occupiers of no. 471a. Similarly, whilst Block 2 in particular would be visibly noticeable from the rear and front garden areas of no. 471a, it is considered it is adequately positioned away from the boundary line of this property to not appear too visually imposing. Regarding daylight and sunlight whilst Block B has the potential to block some sunlight from these south facing windows it would only be for a relatively short period in the late afternoon. The proposed buildings are set far enough away and there is sufficient gap between Blocks 1 and 2 and to the rear of Block 2 to allow enough direct light into no. 471 Green Lanes.
- 9.5.9 The communal bin and cycle store is proposed to the rear of no. 471a. However, there is a slight drop in ground levels of about 300mm at this section of the site with no. 471a sitting at a higher land level. As a result, the eaves level of this store would be approximately 2m on the boundary line with a low level hipped roof that slopes away. Having examined this relationship on site it is considered there is an acceptable impact from this structure onto the amenities of the occupiers of no. 471a.
- 9.5.10 In conclusion all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to all adjoining occupiers.

9.6 Standard of Accommodation and Proposed Mix of Units

Standard of Accommodation

- 9.6.1 Policy 3.5 of the London Plan 2016 and Policies DMD 5 and DMD 8 of the 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 reflects the Nationally Described Space Standards.
- 9.6.2 The application proposes 5x1bed, 6x2 bed and 3x3 bed flats, 14 in total, in addition to the re-provision of the 1 bed flat at first floor level within no. 469.

- 9.6.3 Policy 3.5 of the London Plan specifies that 1 bed flats should have a minimum floor area of 50sqm, 2 bed flats should have a minimum internal floor area of 61 square metres, with 2 bed 4 persons at 70sqm, 3b4p flats at 74 sqm or 3b6p flats at 86 sqm. All units have been measured and verified and are above the required London Plan standards for the respective units. All units would have useable, flexible and accessible layouts and all room sizes are acceptable with regards to living/diners and single and double bedrooms. All units would be dual aspect and a second stair core has been added to accommodate better individual access but also to facilitate the dual aspect units. All units would have adequate outlook, provision of natural light and good levels of privacy.
- 9.6.4 Additionally, the one bedroom flat to be re-provided at first floor level would be a like for like replacement of the existing 1 bed first floor flat. This arrangement is considered acceptable.

Housing Mix

- 9.6.5 DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough.
- 9.6.6 The Council's dwelling mix ratios are as follows:
- 1 and 2-person flats - 20%
 - 2 bed flats - 15%
 - 3 bed houses - 45%
 - 4 + bed houses - 20%
- 9.6.7 The development provides the following dwelling mix:
- 5 x 1b2p (35%)
 - 6 x 2b (1 x.2b3p and 5 x 2b4p) (combined 42%)
 - 3 x 3b 4 or 5p (23%)
- 9.6.8 Having regard to the access requirements and the building envelope, 3 family units are considered to fit comfortably into the scheme, having regard to the confines of the site and the numbers of flats that could be reasonably accommodated at each respective floor. Additionally, 5 x 2 bed 4 person flats are proposed as part of the scheme which could feasibly accommodate smaller families, one of these units would also have direct access to the rear garden area.
- 9.6.9 It is therefore considered that the proposed mix of units and standard of accommodation are considered acceptable, having regard to adopted policies.

9.7 Private Amenity

- 9.7.1 Policy DMD9 specifies the requirements for private and communal amenity space for such developments.
- 9.7.2 Each of the proposed flats would be served by its own private amenity areas. The ground floor flats would benefit from their own policy compliant rear gardens along with front facing terraces. The remaining 10 flats would benefit from individual terraces and balconies all of which are policy compliant having

regard to Policy DMD9. A communal garden area of 100sqm in area is also proposed as part of the development.

- 9.7.3 The amenity provisions proposed are therefore considered acceptable, having regard to policy DMD9 of the DMD.

9.8 Traffic and Transportation

- 9.8.1 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.

- 9.8.2 The proposed 12 car parking spaces for the additional 14 flats taking into account the moderate PTAL rating of 3 within the area and the reasonable access to public transport is acceptable. This would represent a parking ratio of 86%. It is acknowledged that the existing forecourt parking would be lost to accommodate the new undercroft access, however only 1x1 bedroom flat is to be re-provided over the undercroft and in this instance the lack of car parking is considered acceptable. Additionally, one disabled parking space and three electric bays should be provided and secured by appropriate condition. The proposed parking spaces meet the specified standard of 4.8m x 2.4m and the proposed layout of the spaces would allow vehicles to access and egress in a forward gear, which is considered acceptable.

- 9.8.3 With regards to access the property (front of No.469 Green Lanes) already has a dropped kerb that can be retained to accommodate vehicle crossover into the site. The proposed vehicle undercroft is 4.8m wide which is acceptable for a single vehicle exit and entrance point. This would not allow for 2 way vehicle movement, however it is considered that a priority waiting restriction can be put in place at the rearmost end of the undercroft, where the access road widens out to 6m in width. This could prioritise vehicles entering the site over those exiting to avoid any congestion for cars entering the site from Green Lanes. This can be dealt with via planning condition in addition to the exact details of the undercroft, retaining walls and treatment to the front of the site to allow for the access. Turning to pedestrian access, this measures approx. 1.50m wide, which is considered acceptable given site constraints, and is in line with Manual for Streets guidance. There is proposed pedestrian access throughout the site although it is noted that footways are not shown to the western side units. This is due to the lack of width available to maintain the 6.0m turning space for vehicles, however there is still an opportunity to provide overrun areas to improve the environment for pedestrians. These should be secured by an appropriate condition, however details will be clarified with Traffic and Transportation and verbally updated at Planning Committee.

- 9.8.4 Additionally, in line with the London Plan (March 2016), 20% of the total parking spaces should be provided as active electric vehicle (EV) charging points; with a further 20% (2.4 spaces) passive EV charging spaces. This level of provision should be distributed across the whole parking area.

- 9.8.5 From assessing the proposed Autotrack plans, vehicular access for the councils refuse truck and a fire engine can also be achieved. Refuse vehicles can access and turn within the site, confirmed by the Autotrack plans submitted in the TA for a large refuse vehicle. The refuse storage is located to the rear of

the site in the large turning head provided for the refuse vehicle. It is acknowledged that this is not the most efficient use of the hard standing, however it would allow easy and safe refuse collection.

- 9.8.6 The location and number of bins to the rear of the site within the turning head, and cycle storage in general is considered acceptable. Additionally, the site would provide a total of 26 bike spaces with a visitor space. The provision of 13 double stacked spaces is considered acceptable, although there should be one short stay space provided as well, however this could be secured by an appropriate condition.
- 9.8.7 Having regard to the Council's approach to mitigate against an increase in vehicular, cycle, and pedestrian trips generated by the development, a S106 contribution towards sustainable transport and healthy streets would be required. This would be used for resident's membership upon occupation for car club, oyster card, Cycling Campaign membership, and administration/promotional materials, and is based on the number of units and bedrooms.
- 9.8.8 Additionally, as mentioned above, there may be a requirement for "keep clear" markings across the access. These could be implemented via either S278 or by LBE Highways. These options, and the requirement, should be clearly set out in the S106 Agreement, however, will be further discussed with highway officers and verbally reported at Planning Committee.
- 9.8.9 Subject to the aforementioned conditions and S106 contributions towards highway works and health streets, the application is considered acceptable from a highway perspective.

9.9 Contamination

- 9.9.1 The revised NPPF refers to the need to enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 9.9.2 Having regard to past uses at the site, there is the potential for contamination at the site, which could pose a potential risk to human health. Environmental Health were consulted and have no objections to the proposed development subject to appropriate conditions to deal with the potential for contamination at the site as well as the control of dust and emissions, having regard to policies 5.3 and 7.14 of the London Plan, DMD64 of the DMD and CP32 of the Core Strategy.

9.10 s106 Contributions

- 9.10.1 Policies 8.1 and 8.2 of The London Plan (2016) seek to ensure that development proposals make adequate provision for both infrastructure and community facilities that directly relate to the development. Developers will be expected to meet the full cost of facilities required as a consequence of development and to contribute to resolving deficiencies where these would be made worse by development. In accordance with the S106 SPD and the comments received in respect of this application, the development should

Affordable Housing

- 9.10.2 Having regard to policies DMD1 of the Development Management Document and CP3 of the Core Strategy, as the site is proposing 10 or more units (14 and re provision of one existing unit) it should be complying with a borough wide target of achieving 40% affordable housing and a mix of tenures to reflect a borough wide target of 70% social rent and affordable rent and 30% Intermediate. This would reflect 6 units on this site as affordable housing.
- 9.10.3 The previous scheme ref. 15/05516/FUL was granted subject to a S106 legal agreement, which included an offsite contribution of £570,800 towards affordable housing following the assessment of a viability statement.
- 9.10.4 Since the previous planning permission was granted, the site has since been sold on and subsequently purchased by Andora Homes. As part of the application, the applicant has submitted a revised viability assessment, which concludes that the scheme would not be viable to contribute towards on-site affordable housing nor an off-site site contribution. The submitted report sets out that the residual land value is lower than the agreed benchmark value and therefore the landowner would not release the land for development.
- 9.10.5 Policy DMD1 states that affordable housing negotiations should take into account a number of issues including development viability. The viability assessment was independently reviewed and assessed by an independent and experienced commercial consultant, BNP Paribas, and concluded that the submitted appraisal is robust, and a financial contribution or on site provision of affordable housing would make the scheme unviable. This is due to an increase in build costs and changes to the site value benchmark. It has also been acknowledged that the existing clubhouse which is in a poor, dilapidated condition would require significant expenditure in order for the building to be in a lettable condition.
- 9.10.6 Although no affordable housing would be secured at this moment in time due to viability issues, to enable affordable housing to potentially be secured on site or through a financial contribution, an early and late stage review mechanism will be secured through a s106 agreement in line with the Mayor of London's Affordable Housing and Viability SPD. The approach to review mechanisms has been designed to assess changes in gross development values and build costs. The heads of terms for the S106 will include an early review that will be triggered if an agreed level of progress on implementing the permission has not been reached after two years of the planning permission being granted or as a time agreed with the LPA. The aim of an early review is to incentivise delivery of the development. A late stage review will be triggered once 75% homes are sold or let or at a point agreed by the LPA. The benefits of late stage reviews are that they are based on values achieved and costs incurred. The outcome of a late stage review will typically be a financial contribution towards off site affordable housing contribution.

Employment Skills

- 9.10.7 Having regard to the Councils Section 106 Supplementary Planning Document (November 2016), it is considered that appropriate regard towards Business, Employment and Skills are required.

- 9.10.8 Discussions are being undertaken with the relevant department, and an appropriate employment and skills strategy will be required and secured by S106, however appropriate details will be verbally reported at Planning Committee.

Education Contributions

- 9.10.9 Having regard to policy CP46 of the Core Strategy and the councils S106 SPD, this application would also be required to provide education contributions towards local schools in the area.
- 9.10.10 This application proposes 14 units which would equate to a contribution of £35,490 towards off site education contributions.

Other S106 Contributions/ Head of Terms

- 9.10.11 Following a review of the viability of the scheme in addition to the S106 allowance for education and Mayoral and borough CIL, a contribution towards healthy streets and sustainable transport is considered appropriate. However, the finite details of this will be agreed with highways officers and incorporated into the final S106 Agreement and further details of the amount required would be verbally reported at Committee.
- 9.10.12 Additionally, a S106 Management fee would be required, in line with the S106 SPD. The fee will be used for S106 administration, monitoring and management purposes only.

9.11 Sustainable Design and Construction

- 9.11.1 The revised National Planning Policy Framework (2019) places an increased emphasis on responding to climate change, having regard to long-term implications for flood risk, coastal change, water supply, biodiversity and landscape, and the risk of overheating from rising temperatures. New development can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards and increase the use and supply of renewable and low carbon energy and heat. The NPPF states that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.
- 9.11.2 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and 51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 9.11.3 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2013 to be a 35% improvement over Part L of current Building Regulations
- 9.11.4 It was noted that an Energy and Sustainability Statement (dated 12 November 2015) has been submitted, however as this was prepared in 2015,

it is considered out of date and therefore an appropriate condition would be attached to secure a revised Energy Statement in light of the updates to the National Planning Policy Framework.

9.11.5 Policy DMD52 all major development should connect to or contribute towards existing or planned decentralised energy networks (DEN) supplied by low or zero carbon energy. Proposals for major development which produce heat/ and or energy should contribute to the supply of decentralised energy networks unless it can be demonstrated that this is not technically feasible or economically viable. It is noted that there may be the possibility for the site to connect to a planned decentralised energy network such as Ladderswood or Meridian Water. However, internal discussions are being undertaken with the relevant department and an update will be verbally reported at Planning Committee.

9.11.6 Policy DMD55 requires all development to maximise the use of roof and vertical surfaces for Low and Zero Carbon Technology / Living Walls / Green Roofs. A condition will be attached to any permission.

9.11.7 Policy DMD58 (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. This could be secured by an appropriate condition.

9.12 Biodiversity and Trees

9.12.1 The revised National Planning Policy Framework (2019) has referred to biodiversity and specifies that all new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure. Additionally, it states the need to enhance the local environment by minimising the impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

9.12.2 Policy CP36 of the Core Strategy states that the Council will seek 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. The site is located within a wildlife corridor and policy DMD76 of the DMD states that development that falls within or abuts a wildlife corridor will only be permitted if the proposals protect and enhance the corridor.

9.12.3 It is noted that an Ecological Report (July 2015) has been provided which includes an extended Phase 1 Habitat Survey. The survey specifically refers to the need for bat and reptile surveys, as well as an Ecological Mitigation Plan to increase habitat opportunities across the site for both protected and non-protected species. The Ecological Survey refers to the incorporation of underground bumble bee boxes, bird boxes, insect hotels, a stag beetle logger at the site as well as the requirement for bat surveys and a full reptile survey. The proposal would include the demolition of an existing building and snooker hall. There are suspected bat roosts of unknown type and bats could

also be using the west of the site to commute along the railway line. It is considered that an appropriate condition is required to include a revised Ecological Report and the specified bat and reptile surveys to safeguard the existing wildlife at the site. An appropriate condition would also be attached to secure a green/brown roof to enhance the biodiversity at the site.

- 9.12.4 The Council's tree officer has stated that there are a large number of trees on and off-site that may provide constraints to this development. Policies DMD80 and DMD81 of the Development Management Document refer to trees on development sites. It is noted that these matters were not identified within the previously granted scheme, however trees are a significant material consideration to all development applications and thus appropriate conditions have been attached relating to an Arboricultural Impact Assessment to standard BS5837:2012 and landscaping to provide adequate greenery and safeguard existing trees on site where applicable.

9.13 Sustainable Drainage System (SuDS)

- 9.13.1 The revised NPPF states that all major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:
- a) Take account of advice from the lead local flood authority;
 - b) Have appropriate proposed minimum operational standards;
 - c) Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
 - d) Where possible, provide multifunctional benefits.
- 9.13.2 Policy DMD61 of the DMD specifies that a drainage strategy would 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 development must maximise the use of, and where possible, retrofit Sustainable Drainage Systems (SuDS).
- 9.13.3 The Council's SuDS officer provided comments relating to drainage and further details have been secured by appropriate conditions, having regard to policies CP28 of the Core Strategy, DMD60 and DMD61 of the DMD and 5.12 & 5.13 of the London Plan as well as the advice contained within the NPPF.

9.14 CIL

- 9.14.1 The development shall pay the following CIL contributions upon commencement of development. The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sq.m. The net gain of the new created floor area is 912 sq.m, inclusive of the 14 units and the communal staircase area.

Mayoral CIL

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

- 9.14.3 This would result in a Mayoral CIL contribution of $912 \text{ sq.m} \times £60 = £54,720 \times 336/223$ (BCIS CIL Index Formula) = £82,448.07.
- 9.14.4 On 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.
- 9.14.5 This would result in a Borough CIL contribution of $912 \text{ sq.m} \times £120 = £109,440 \times 283/336$ (BCIS CIL Index Formula) = £92,177.14.

7. Conclusion

- 7.1 The proposed development would have an acceptable impact to the character and appearance of the site and surrounding area as well as an acceptable relationship with adjoining neighbours. It would provide for 3 additional family units and 14 additional residential units in a relatively accessible part of the borough.
- 7.2 The proposed development would not be detrimental to neighbouring amenity or have an unacceptable impact on highway function and safety. The proposed development would improve biodiversity and sustainable construction to mitigate and adapt towards climate change.
- 7.3 Subject to appropriate conditions and the completion of a S106 Legal Agreement which will include review mechanisms to capture any potential increase in affordable housing on the site, it is recommended that planning permission is granted.

APCAR SMITH PLANNING

Chartered Town Planning Consultants

EXPLANATORY BACKGROUND DOCUMENT

**465-469 GREEN LANES
LONDON
N13 4BS**

JANUARY 2019

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This Statement accompanies a planning application by Andora Homes Limited for the redevelopment of the site to provide 15 residential units. This includes the re-provision of an existing 1 bedroom flat fronting Green Lanes with the remainder of the development being in two blocks. Block 1 is a three storey block of 3 flats (1 x 1 bed, 1 x 2 bed and 1 x 3 bed). Block 2 is a part three/part four storey block of 11 flats (4 x 1 bed, 5 x 2 bed and 2 x 3 bed units). The redevelopment incorporates the construction of a new access way off Green Lanes, off-street car parking, with bicycle and refuse/recycle storage in a detached building.

The application is identical to permission Ref: 15/05516/FUL, the decision letter for which is dated 13 September 2017. That permission is subject to a Section 106 Agreement dated 13 August 2018.

The Agreement included for an affordable housing contribution split into two parts. Part 1 was for the sum of £285,400 which is due to be paid upon commencement of development. Part 2, also for £285,400, is due to be paid on occupation of the 5th dwelling. The Agreement included a provision for a Viability Appraisal Review to be submitted once 50% of the dwellings have been sold. Any additional profit identified by this Review is to be shared between the Council and the owner with 60% payable to the Council towards the affordable housing contribution. No more than 65% of the dwellings can be occupied until the Review has been concluded and the Additional Affordable Housing Contribution, if required, has been paid to the Council.

In addition to these affordable housing contributions the Section 106 Agreement included a requirement for a contribution of £35,490 towards education, £43,480 towards transport initiatives and a monitoring fee of £32,490. The education and transport contributions, like Part 1 of the affordable housing contribution, are required to be paid upon commencement of development.

This previous application had been submitted by the former owner of the site, Kuros Consultants Limited. Prior to the completion of the Section 106 Agreement they had exchanged to sell the site to a developer who was intending to implement the planning permission. Provided is a letter dated 10 January 2019 from Kuros Consultants Limited. Their letter explains that, unfortunately, the intended purchaser pulled out of the purchase, primarily as a result of the financial contribution towards affordable housing which was considered to render the development unviable.

The site has now been sold to Andora Homes Limited (with the exception of that part of the Green Lanes frontage not affected by the proposals

themselves – the pair of semi-detached properties comprising 465/467 Green Lanes). This application is submitted by Andora Homes. It is for precisely the same form of development as previously approved with the same plans and supporting statements. The only difference in terms of submitted documentation is this statement and a fresh Viability Appraisal. The intended purpose of this application is to seek to have the affordable housing contribution reconsidered on the basis of the Viability Assessment that has now been undertaken by Bidwells.

The plans on which basis the application is submitted are as listed on the grant of planning permission and are as follows:

- Drwg No 983/50 Site Location Plan
- Drwg No 983/51 Site Plan as Existing
- Drwg No 983/52 Rev A Site Plan as Proposed
- Drwg No 983/53A Block Plan as Proposed
- Drwg No 983/54 Rev A Block 1 Plans and Elevations as Proposed.
- Drwg No 983/55 Rev A Block 2 – Plans as Proposed
- Drwg No 983/56 Rev A Block 2 Elevations as Proposed
- Drwg No 983/57 Rev B Site Section AA and Elevation as Existing and Proposed
- Drwg No 983/58 Rev A Street Elevation BB as Existing and Proposed
- Drwg No 983/59 Existing Site Photographs
- Drwg No 983/60A Visualisation 1
- Drwg No 983/61 Rev A Visualisation 2
- Drwg No 983/62 Rev A Aerial Views as Existing and Proposed
- Drwg No 983/63 Bicycle Store and Refuse/Recycling Store Details
- Drwg No 983/64 Rev A Site Elevation CC as Proposed
- Drwg No 983/65 Visualisation 2
- Drwg No 983/66 Ground and First Floor Plans as Existing
- Drwg No 983/67 469 Green Lanes as Proposed

A typographical error has been noticed on the decision letter. This refers to Drwg No 983/59 Rev A. However no Rev A was ever submitted.

This application is accompanied by the following supporting statements which were also considered by the Council as part of their determination of Application Ref 15/05516/FUL:

- Design and Access Statement

- Ecological Appraisal
- Energy and Sustainability Statement
- Lifetimes Homes Statement
- Noise and Vibration Assessment
- Outline Drainage Strategy
- Planning Statement
- Refurbishment Demolition Survey
- Site Waste Management Plan
- Transport Statement

The previously submitted reports in respect of viability are not included with this application. Instead the Applicant has instructed Bidwells to review matters afresh regarding viability. Their statement, assessing the economic viability of the extant scheme, is submitted with this application. This is the only document that differs from those previously submitted and found to be acceptable by the Local Authority when planning permission was granted.

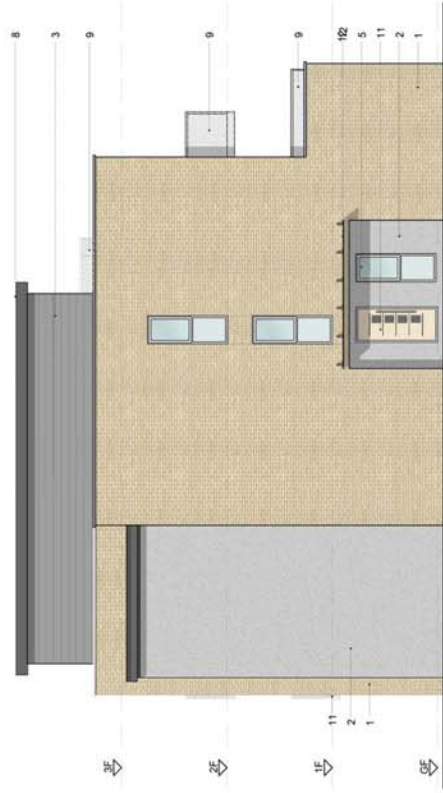
As can be seen Bidwells demonstrate that the extant permission generates a negative residual land value and concludes that it cannot be considered viable in the current market. As they refer even when the affordable housing contribution is reduced to zero the extant scheme can only generate a residual land value of £142,938. This remains £857,062 below the Viability Benchmark Value previously agreed at £1 million. As Bidwells refer the Applicant is prepared to absorb this deficit in anticipation that market conditions will improve sufficiently over the lifetime of the project to enable the scheme to generate the target profit of 20% on GDV. They therefore conclude that a zero affordable housing contribution satisfies the test set out in local and national planning policy and should therefore be considered acceptable to the Local Authority.

To enable the matter of viability to be completely reconsidered it is necessary to resubmit this full planning application with all documentation once again and to pay the full application fee to the Local Authority. However with the exception of matters in respect of affordable housing contribution there has been no change. There has been no change on the ground – either on the application site or in the surrounding area. Nor has there been any change in planning policy other than the revised National Planning Policy Framework which was published in July 2018. The latter does not affect matters in respect of affordable housing/affordable housing contributions other than for non-major applications (ie; applications of less than 10 dwellings) and therefore this revised policy document does not affect matters relevant to this planning application.

Given that Bidwells demonstrate that the proposed development will not be viable with any contribution towards affordable housing it is hoped that the Local Authority will once again grant planning permission but with no requirement for there to be a financial contribution towards affordable housing.



BLOCK 2 - Elevation A as Proposed



BLOCK 2 - Elevation B as Proposed



BLOCK 2 - Elevation C as Proposed



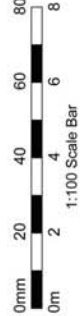
BLOCK 2 - Elevation D as Proposed

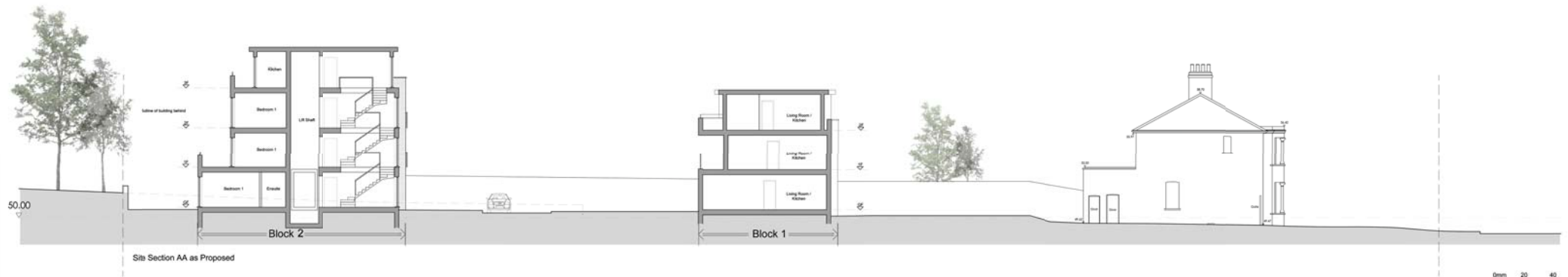
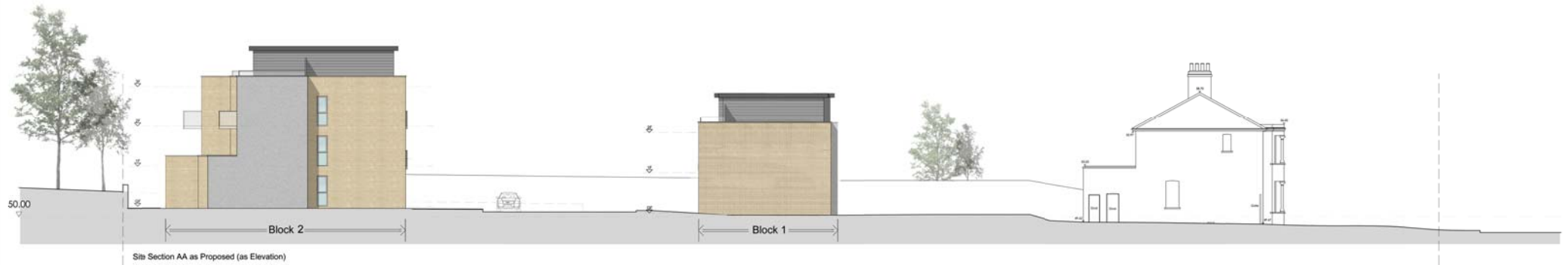


MATERIALS KEY:

- Yellow facing brickwork in cavity construction
- K Rend external render, colour: off-white
- Cedral weatherboard, colour: light grey
- Composite light grey powder-coated aluminium insulated panel
- White uPVC framed window with top hung opener
- White uPVC framed glazed door
- White powder-coated aluminium framed glazed bi-folding door
- Grey aluminium roof to penthouse
- Metal balcony with glass balustrade
- Glass Juliette balcony with metal handrail
- Timber painted entrance door
- Glass/Metal entrance canopy
- Obscure glass screening panel

- Yellow facing brickwork
- Glass balustrade
- K Rend external render, colour: off-white
- Cedral weatherboard

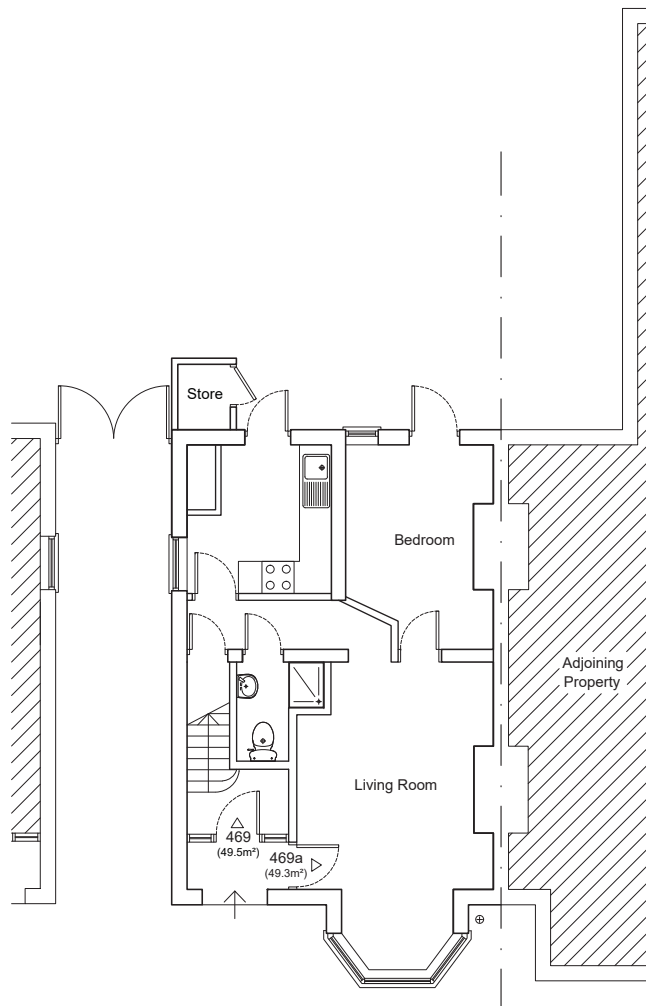




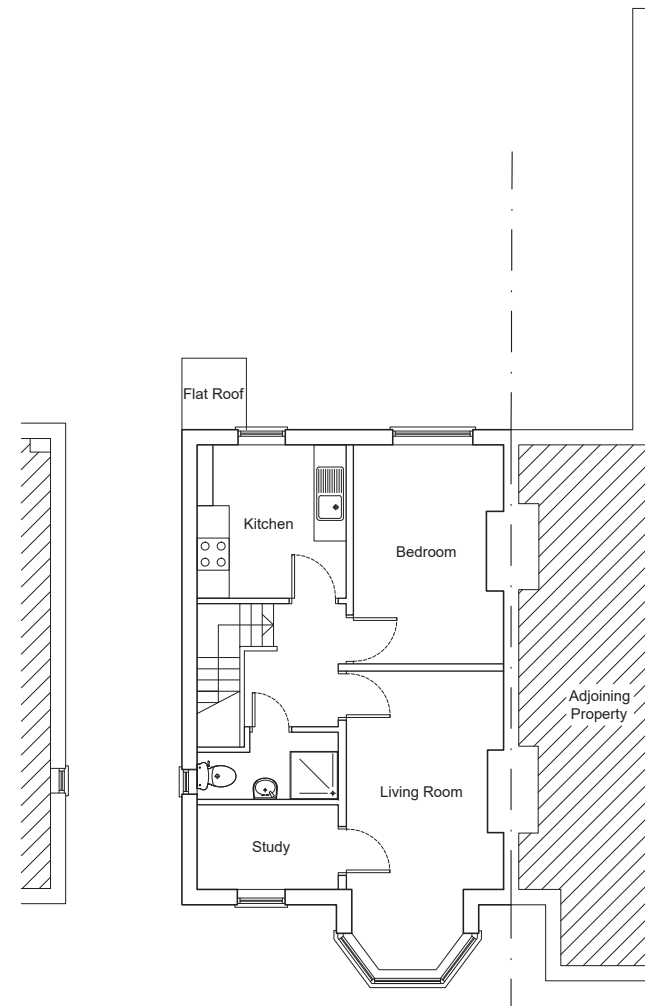
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m
1:100 Scale Bar

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<p>© CCA 221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8448 5100 Fax: 020 8448 5170</p>	<p>Date 465-469 Green Lanes London N13 4BS</p>	<p>Title Site Section AA & Elevation as Existing and Proposed</p>
<p>Client Kuros Consultants</p>	<p>Scale 1:100 @ A0 Date June 2016</p>	<p>Drawn Rev. 983/57 B</p>



Ground Floor Plan as Existing



First Floor Plan as Existing

CGA architects

221 East Barnet Road,
Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170

Client:

Kuros Consultants

Site:

465-469 Green Lanes
London
N13 4BS

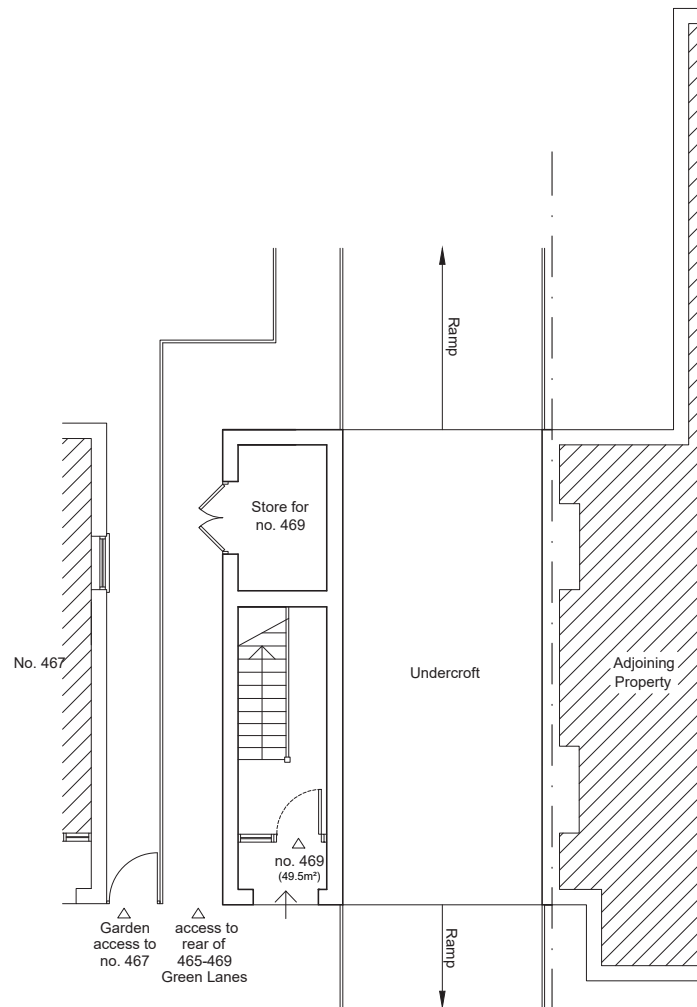
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469 Green Lanes
as Existing

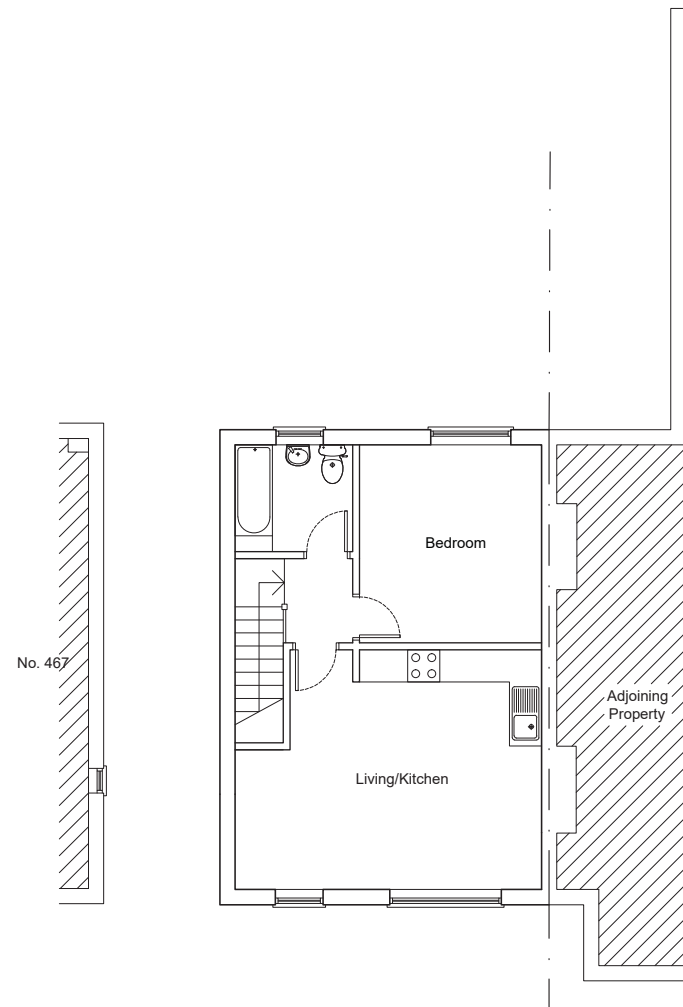
Scale: 1:100 @ A3

Date: June 2016

Dr. No.	Rev.
983/66	#



Ground Floor Plan as Proposed



First Floor Plan as Proposed

CGA architects

221 East Barnet Road,
Barnet, Herts EN4 8QS
Tel: 020 8449 5100
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Client:

Kuros Consultants

Site:

465-469 Green Lanes
London
N13 4BS

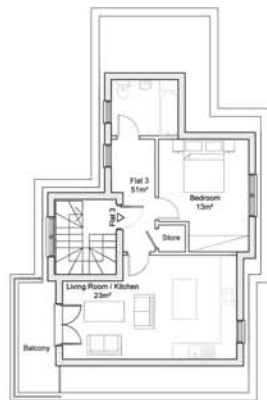
Drawing Title:

469 Green Lanes
as Proposed

Scale: 1:100 @ A3

Date: June 2016

Dr. No.	Rev.
983/67	#



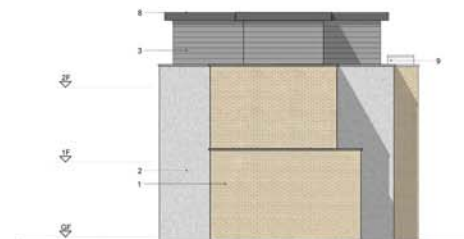
Second Floor Plan as Proposed



Roof Plan as Proposed



BLOCK 1 - Elevation A as Proposed



BLOCK 1 - Elevation B as Proposed



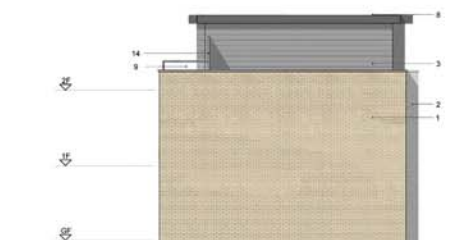
Ground Floor Plan as Proposed



First Floor Plan as Proposed



BLOCK 1 - Elevation C as Proposed

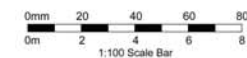


BLOCK 1 - Elevation D as Proposed

MATERIAL KEY:

- | | |
|--|---|
| 1 Yellow facing brickwork in cavity construction | 9 Metal balcony with glass balustrade |
| 2 K Rend external render, colour: off-white | 10 Glass Juliette balcony with metal handrail |
| 3 Cebrail weatherboard, colour: light grey | 11 Timber painted entrance door |
| 4 Composite light grey powder-coated aluminium insulated panel | 12 Glass/Metal entrance canopy |
| 5 White uPVC framed window with top hung operable | 13 Obscure glass screening panel |
| 6 White uPVC framed glazed door | |
| 7 White powder-coated aluminium framed glazed bi-folding door | |
| 8 Grey aluminium roof to penthouse | |

- Yellow facing brickwork
- Glass balustrade
- K Rend external render, colour: off-white
- Cebrail weatherboard



No scaled dimensions to be taken from this drawing. All dimensions to be site checked.

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Site:
465-469 Green Lanes
London
N13 4BS

Title:
Block 1 - Plans and
Elevations as Proposed

Client:
Kuros Consultants

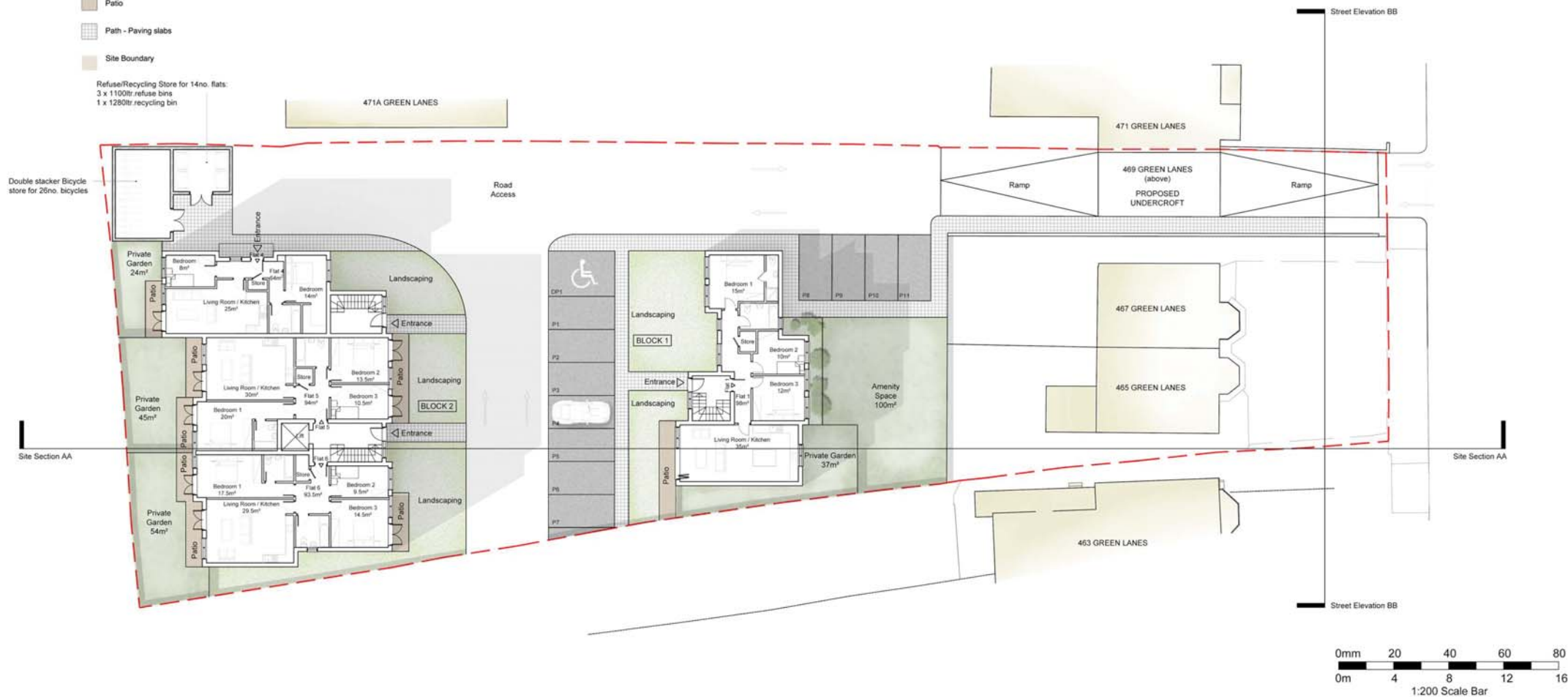
Scale: 1:100 @ A1
Date: June 2016

Drawn:
Rev:
Org. No: 983/54
A

KEY:

-  Landscaping
-  Grass
-  Parking - Tarmac
-  Patio
-  Path - Paving slabs
-  Site Boundary

Refuse/Recycling Store for 14no. flats:
3 x 1100ltr refuse bins
1 x 1280ltr recycling bin



0mm 20 40 60 80
0m 4 8 12 16
1:200 Scale Bar

No scaled dimensions to be taken from this drawing. All dimensions to be site checked.

CGA architects
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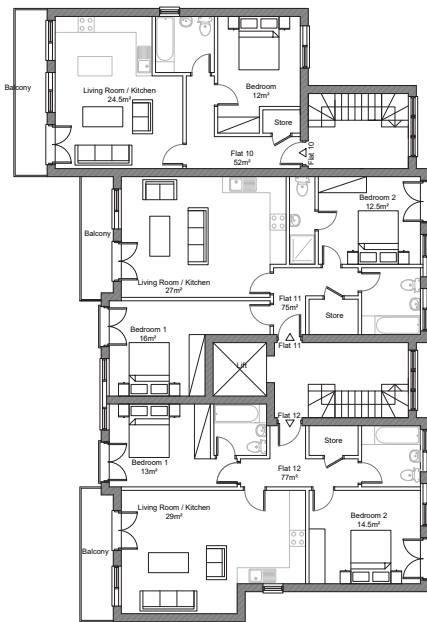
Site:
465-469 Green Lanes
London
N13 4BS

Title:
Site Plan as Proposed

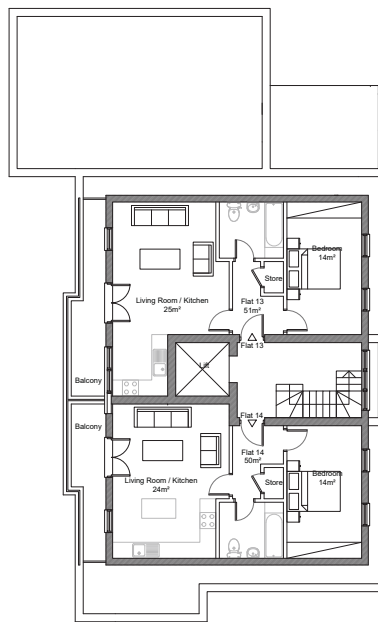
Client:
Kuros Consultants

Scale: 1:200 @ A2
Date: June 2016

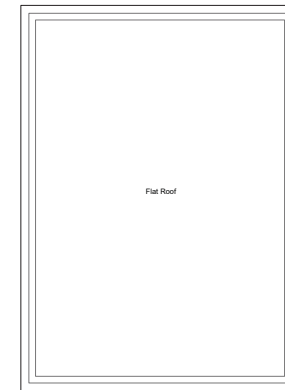
Org. No.
983/52
Rev.
A



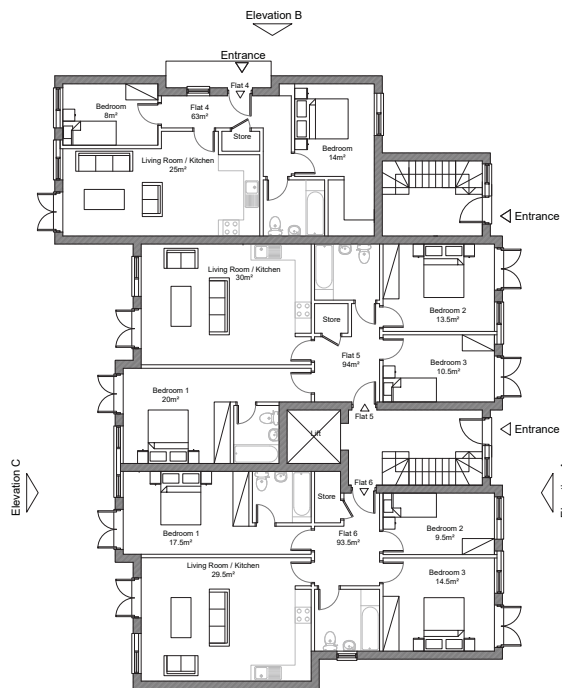
Second Floor Plan as Proposed



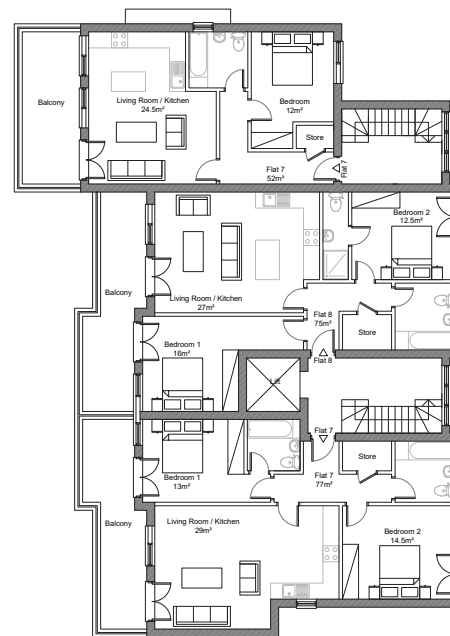
Third Floor Plan as Proposed



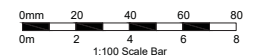
Roof Plan as Proposed



Ground Floor Plan as Proposed



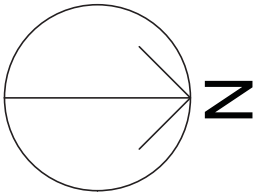
First Floor Plan as Proposed



No scaled dimensions to be taken from this drawing. All dimensions to be site checked.

<p>CGA architects</p> <p>221 East Barnet Road, Barnet, Herts EN4 8QS</p> <p>Tel: 020 8449 5100 Fax: 020 8449 5170</p>	<p>Site:</p> <p>465-469 Green Lanes London N13 4BS</p>	<p>Title:</p> <p>Block 2 - Plans as Proposed</p>
<p>Client:</p> <p>Kuros Consultants</p>	<p>Scale: 1:100 @ A1</p> <p>Date: June 2016</p>	<p>Drawn:</p> <p>Rev. A</p>

No scaled dimensions to be taken from this drawing. All dimensions to be site checked.



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Client:
Kuros Consultants

Site:
**465-469 Green Lanes
London
N13 4BS**

Drawing Title:
Site Location Plan

Scale:	1:1250 @ A4
Date:	Sept. 2015
Dwg. No.	983/50
Rev.	#



CGA architects

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Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170

Client:

Kuros Consultants

Site:

465-469 Green Lanes
London
N13 4BS

Drawing Title:

Visualisation 2

Scale: **Not to Scale**

Date: **June 2016**

Drg. No. **983/65** Rev. **#**