

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

**Date:** 15<sup>th</sup> October 2019

**Report of**  
Head Of Planning

**Contact Officer:**  
Andy Higham  
David Gittens  
Joseph McKee

**Ward:** Cockfosters

**Ref:** 19/02830/FUL

**Category:** Full Application

**LOCATION:** 39A Camlet Way, Barnet, EN4 0LJ

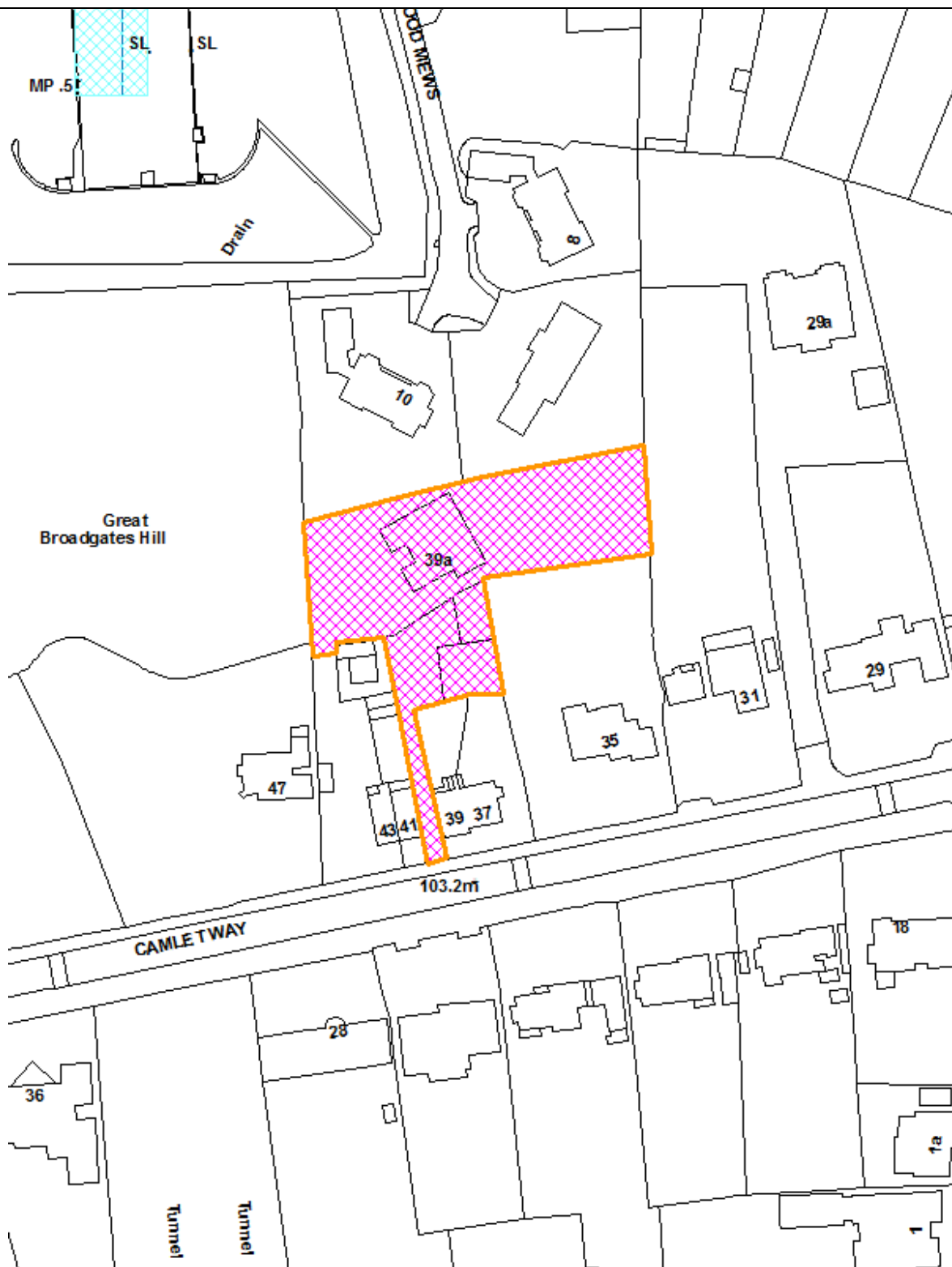
**PROPOSAL:** Demolition of existing 1no. 4-bedroom dwelling (C3) and erection of 4no. 4-bedroom (8 person) houses with basement level accommodation and associated works.

**Applicant Name & Address:**  
Mrs Sai Taurah  
Offshore Incorporations Centre  
Road Town  
Totola  
PO Box 957  
[saitaurah@gmail.com](mailto:saitaurah@gmail.com)

**Agent Name & Address:**  
Mr Alan Cox  
Alan Cox Associates  
224a High Street  
Barnet  
EN5 5S  
[alan@coxassociates.co.uk](mailto:alan@coxassociates.co.uk)

**RECOMMENDATION:** That the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions.

Ref: 19/02830/FUL LOCATION: 39A Camlet Way, Barnet, EN4 0LJ,



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Scale 1:1250

North



## **1. Note for Members**

- 1.1 Although a planning application for this type of development could be determined by planning officers under delegated authority, the application is being reported to the Planning Committee for determination at the request of Councillor Hayward who considers that the proposed development has not adequately addressed the previous reasons for refusal.

## **2 Recommendation / Conditions**

- 2.1 That 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.
  1. Materials  
Prior to the commencement of development, details of all materials to be used on all external finishes, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.  
Reason: To ensure a satisfactory external appearance.
  4. Window reveal depth  
No above ground works shall commence until detailed drawings at a scale of a maximum 1:20 detailing the proposed window reveal depths have been submitted to and approved in writing by the Local Planning

Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

5. Hard Surfaces

No above ground works shall commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure a satisfactory visual appearance and in the interests of highway safety

6. Refuse/recycling storage

The development shall not be occupied until details of bin storage enclosures are submitted to and approved by the Local Planning Authority

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

7. Cycle Parking

The cycle parking facilities shall be provided in accordance with the approved details, as shown on drawing no's. 479318-3 and 479318-9, before the development is occupied.

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

8. Energy Performance Certificate

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.



9. Final Sustainable Drainage Strategy

Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (19064/SuDS\_R01/RS), September 2019, prior to the commencement of any construction work, details of the final Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details shall include:

- a) Sizes, storage volumes, cross-sections, long-sections (where appropriate) and specifications of all the source control SuDS measures including green roofs, permeable paving and rain gardens
- b) Final sizes, storage volumes, invert levels, cross-sections and specifications of all site control SuDS measures including the detention basin and underground tank. Include calculations demonstrating functionality where relevant (including area in m<sup>2</sup> draining into these features)

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF

10. Groundwater Flood Risk Assessment

Prior to the commencement of any construction work, details of the groundwater level shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) Photos and a level to the depth of the groundwater table
- b) Measurement from the invert of proposed basement to the water table

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF

## 11. Suds Implementation Assurance

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 including level information (if appropriate)
- b) Photographs of the completed sustainable drainage systems
- c) Any relevant certificates from manufacturers/ suppliers of any drainage features
- d) A confirmation statement of the above signed by a chartered engineer

Reasons: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF

## 12. 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.

### 13. Construction Methodology

The 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
- h) 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.

### 14. 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:

- a) Target benchmarks for resource efficiency set in accordance with best practice
- b) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste.
- c) Procedures for minimising hazardous waste
- d) Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)

- e) Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

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.

15. 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.

16. Method of enclosure

The site shall not be occupied until detail of the means of enclosure is submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved details before the development is occupied.

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

17. Vehicular Parking Compliance Condition

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

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

18. Removal of Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or any statutory instrument revoking and re-enacting or modifying that Order, no development under the following classes shall take place without the prior written consent of the Local Planning Authority:

- a. Article 3 and Schedule 2, Part 1 Classes A, B, C, D, E and F

Reason: In order to protect the amenities of the adjoining occupiers, to ensure adequate amenity space is retained for each of the dwellings in accordance with adopted Policy, and to maintain a satisfactory appearance to the development.

- 19 The development shall not commence until the applicant submits details of a scheme of ecological enhancement methods inclusive of bat and bird boxes to be designed into the development.

Reason: To ensure development is in compliance with Policy DMD79 of the Enfield Development Management Document (2014).

**3. Executive Summary**

- 3.1 The application reflects advice provided at a pre-application (18/03224/PREAPP) stage, which was sought by the applicant post the refusal of 2no. planning applications affecting the re-development of the site; ref. 16/00877/FUL and 17/04406/FUL. By reason of development representing a contemporary and high-quality approach to architecture which of a low-rise scale, the development is considered an appropriate subservient back land re-development of the site.
- 3.2 The LPA considers the development to represent high-quality residential accommodation by reason of gross internal areas of all 4no. proposed units, exceeding by a significant amount, minimum floorspace standards as outlined within the DCLG's Technical Housing Standards (2015). Indeed, all units benefit from private amenity space which exceeds Local Plan requirements.
- 3.3 The site is somewhat constrained in that the topography of the land falls away to the north, therefore any development on site of an excessive scale, could appear overbearing and/or have an unacceptable adverse impact to the residential amenity of the occupiers of no's 9 and 10 Alderwood Mews (existing dwellings north of the application site). Indeed, the sole access to the site is off an existing

lane that runs between 39 and 41 Camlet Way measuring 3.86m in width and 32m in length. In view of the relatively small scale of the proposed development; which would not result in any significant increase to vehicular traffic, the Local Planning Authority (LPA) together with the Highways officers are satisfied that the reuse of this existing access, is acceptable. Indeed, a private arrangement for refuse/recycling collection is proposed by the applicant. This approach is only acceptable in particular site-specific circumstances. For reasons outlined within the body of this report, the approach is on balance acceptable noting the site constraints.

- 3.4 In order to ensure the proposed development satisfies in full, concern surrounding impact to neighbouring residential amenity, a significant difference between this application and those previously refused, is the introduction of basement level accommodation. This has been designed in a way which the LPA is satisfied, all accommodation has adequate levels of daylight/sunlight and privacy yet which results in what appears largely a part-single-storey, part two-storey development. Whilst proposed units; particular *plots 3 and 4* extend somewhat close to the boundary, this is solely at a single-storey level.
- 3.5 Whilst not prominent, the proposed development would be visible in private views from neighbouring residential property, which is normal for most residential development. However, considering the back land nature of the application site, the proposed development would not be highly visible from any public views. This is especially the case noting the flatted development in the process of being built out at no. 35 Camlet Way, which is significantly taller than the proposed development. It should be noted that, in itself, private views of any proposed development do not constitute a material consideration in the determination of any planning application.
- 3.6 As per the London Plan policy 3.13 and guidance in the DMPO (2015), the proposed development constitutes minor development and the LPA would not seek to secure financial obligations in the form of a S106 agreement from the applicant.

#### **4. Site and Surroundings**

- 4.1 The application site is located within the Cockfosters Ward in the north-west of the London Borough of Enfield. It is an irregular shaped site fronting the northern side of Camlet Way. The site measures 2204sqm and its northern boundary abuts that of no's 9 and 10 Alderwood Mews, to the east, abuts that of 31 Camlet

Way, to the west, 47 Camlet Way and to the south and south-west, 35 Camlet Way; which hosts a re-developed flatted development in the process of being built out and 37-43 Camlet Way; which front highway. The site is accessed from Camlet Way by a single-lane existing private laneway (32.4m in length) located between 39 and 41 Camlet Way. The site has quite heavy foliage throughout however the site is not subject to any Tree Preservation Orders.

- 4.2 The site as existing hosts 1no. two-storey (4-bed) dwelling within the central northern part of the site which is proposed to be demolished as part of the proposed re-development of the site. There are limited public views into the site noting land proposing to be re-developed is quite set-back from Camlet Way noting the laneway; and that the northern part of the site is located behind existing neighbouring dwellings fronting the northern side of Camlet Way.
- 4.3 The surrounding built context is varied in its age, scale and appearance however the area is an established residential area and is quite suburban in its appearance. The northern site boundary is 45.6m south of the southern boundary of the Hadley Wood designated Conservation Area. Development would not affect any local of statutory listed building.
- 4.4 Two existing vehicle garages are located outside of the red line of the application site that can only be accessed by the lane. These, are understood to be owned by the owners of existing dwellings fronting Camlet Way, south of the application site. These are to be retained and would not be affected by the development.

## **5 Proposal**

- 5.1 The development proposes 4no. (4-bedroom) dwellings of a contemporary appearance over 3-storeys with all units integrating basement, ground and first floor level accommodation.
- 5.2 Plot 1 is a part single-storey part two-storey (plus basement accommodation) detached dwelling located on the central eastern part of the site; close to the shared boundary of the site with no's.37 and 39 Camlet Way and that shared with 35 Camlet Way. Two-storey accommodation is proposed a minimum of 13.61m from the southern shared boundary and 9.15m from the eastern shared boundary of the site. The unit would benefit from 251sqm of private amenity space.
- 5.3 Plot 2 is also a part single-storey part two-storey (plus basement accommodation) detached dwelling located on the north-western part of the site.

The single-storey (northern) side elevation is located 2.84m (at the corner with eastern front elevation) and 1.77m (at the western elevation) from the shared boundary with 10 Alderwood Mews. Two storey accommodation is set back from this boundary by 8.38m. The unit benefits from 245sqm of private amenity space.

- 5.4 Plots 3 and 4 comprises of a semi-detached pair which are also part single-storey part two storey (plus basement accommodation) which are located on the north-eastern part of the site. The single-storey element of the proposal is located 1.45m from the shared northern boundary with no.9 Alderwood Mews. Two storey accommodation is set-back from this shared boundary by 5.18m. Plot 3 benefits from 223sqm of private amenity space and plot 4 benefits from 198sqm of private amenity space.
- 5.5 The proposed development integrates both PV solar panels and green roofs at a first-floor level across all roofs. Each dwelling is served by 2no. vehicular parking spaces and both hard and soft landscaping is proposed across the development site.

## 6. **Relevant Planning History**

### Application site

#### **Reference – 18/03224/PREAPP**

Development Description – Proposed redevelopment of site and erection of 4 x residential units.

Decision Type – Officer Level Advice Provided

#### **Reference – 17/04406/FUL**

Development Description – Redevelopment of site and erection of 2 x 3 bed single family dwellings and a block of 4 self contained flats comprising 4 x 3 bed with associated parking and landscaping.

Decision Level – Delegated

Decision Type – Refused

Decision Date – 18.12.2017

#### **Reference – 16/00877/FUL**

Development Description - Redevelopment of site and erection of 2 detached 5 bed single family dwellings together with garage and raised terraces.

Decision Level – Delegated

Decision Type - Refused

Decision Date – 19.05.2016



### 31 Camlet Way

**Reference – 17/02071/FUL**

Development Description – Redevelopment of site by the erection of a detached 2-storey, 6-bed dwelling house including rooms in roof, basement level with incorporating swimming pool, garage at front and associated landscaping.

Decision Level – Delegated

Decision Date – 10.07.2017

### 35 Camlet Way

**Reference – 16/05740/FUL**

Development Description – Minor material amendment to 14/02622/FUL to allow increase in building height by 700mm, increase of parking spaces, alterations to size of ground floor apartments, elevations to include feature windows, brick quoin and stone copping details, glazed balconies, removal of railings to side elevation, rooflights to replace dormer windows to side together with alterations to fenestration and other associated works.

Decision Level – Delegated

Decision Type – Granted

Decision Date – 07.02.2017

**Reference – 16/00201/FUL**

Development Description – Minor Material amendment to 14/02622/FUL to allow increase in building height by 700mm, increase in parking spaces and loss of residential floor space on basement level, amendments to size of ground floor apartments, alterations to elevations to include additional feature windows on gables, brick Quoin and stone coping details, railing on balconies replaced with glazing, brick/stone detailing on entrance to replace railings, splayed window detailing, railings removed on side elevation, insertion of 4 windows to side elevation, rooflights to replace dormer windows on side elevation, glass lantern added on roof to hide lift overhang, amended dormer detail, window proportions, front door detail to include double doors and chimney design.

Decision Level – Delegated

Decision Type – Granted

Decision Date – 13.04.2016

**Reference – 14/02622/FUL**

Development Description – Redevelopment of the site to provide 8 residential apartments (Class C3)

Decision Level – Granted  
Decision Type – Delegated  
Decision Date – 27.03.2015

## 7. **Consultation**

### 7.1 **Neighbour Notification**

7.2 13no. surrounding properties were notified of development (consultation period 13.09.2019). At the time of writing the report, **eight** objections were received from residents. A summary of the comments made within representations received is below:

- Inadequate access arrangement;
- Increase in traffic;
- Insufficient vehicular parking;
- Refuse collection;
- Out of character with surrounding dwellings;
- Overdevelopment of site;
- Right of way of access respectively in ownership of 37, 39 and 41 Camlet Way;
- Topography of site;
- Overlooking impact;
- Loss of privacy;
- Lack of tree screening between shared boundary; 39A and 31 Camlet Way;
- Proximity to northern boundary; shared with no's. 9 and 10 Alterwood Mews;
- Flood risk increase;
- Noise impact of intensified use;
- Excessive scale/massing
- More open space needed on development
- Impact to trees

### 7.3 **Statutory and Non-Statutory Consultees:**

7.4 Local Highways Authority: No objection. Comments integrated into body of report.

7.5 Borough Urban Design Officer – No objection. Comments integrated into body of report.

- 7.6 London Fire Brigade and Emergency Services – No comment
- 7.7 SUDS – No objection subject to appropriate conditioning requiring ground water flood risk assessment to ensure safety of basement level accommodation.
- 7.8 Building Regulations – Agreement with the applicant’s consultant.

## **8.0 Assessment**

The application is assessed in the context of the following policies:

### Relevant Planning Policies

#### London Plan (2016)

- 3.3 - Increasing housing supply
- 3.4 - Optimising Housing potential
- 3.5 - Quality and design of housing developments
- 3.9- Mixed and Balanced Communities
- 3.14 - Existing Housing Stock
- 5.1 - Climate change mitigation
- 5.2 - Minimising carbon dioxide emissions
- 5.3 - Sustainable design and construction
- 5.7 - Renewable energy
- 5.13 - Sustainable Drainage
- 5.14 - Water Quality and Wastewater Infrastructure
- 5.15 - Water Use and Supplies
- 5.16 - Waste Self Sufficiency
- 6.9 - Cycling
- 6.10 - Walking
- 6.13 - Parking
- 7.1 - Lifetime Neighbourhoods
- 7.3 - Designing out Crime
- 7.4 - Local Character
- 7.6 - Architecture
- 7.19 - Biodiversity and access to nature
- 7.21 - Trees and Woodland
- 8.3 - Community Infrastructure Levy

#### Core Strategy (2010)

CP2 - Housing supply and locations for new homes  
CP4 - Housing quality  
CP5 - Housing types  
CP20 - Sustainable energy use and energy infrastructure  
CP21 - Delivering sustainable water supply, drainage and sewerage infrastructure  
CP22 - Delivering sustainable waste management  
CP25 - Pedestrians and cyclists  
CP30 - Maintaining and improving the quality of the built and open environment  
CP32 - Pollution

#### Development Management Document (2014)

DMD2 - Affordable Housing for Development of Less than 10 units  
DMD3 - Providing a Mix of Different Sized Homes  
DMD5 - Residential Conversions  
DMD6 - Residential Character  
DMD7 - Development of Garden Land  
DMD8 - General Standards for New Residential Development  
DMD9 - Amenity Space  
DMD10 - Distancing  
DMD11 - Rear Extensions  
DMD14 - Side Extensions  
DMD37 - Achieving High Quality and Design-Led Development  
DMD45 - Parking Standards  
DMD49 - Sustainable Design and Construction Statements  
DMD51 - Energy Efficiency Standards  
DMD58 - Water Efficiency  
DMD61 - Managing Surface Water  
DMD68 - Noise  
DMD81 - Landscaping  
DMD Appendix 7 - London Plan parking and Cycle standards  
DMD Appendix 8 - Parking standards (parking dimensions)  
DMD Appendix 9 - Road classifications

#### Other Policy

National Planning Policy Framework (2019)  
National Planning Practice Guidance  
London Plan (2016)

Mayor of London Housing SPG (March 2016)  
DCLG Technical Housing Standards (2015)  
Enfield Strategic Housing Market Assessment Update (2015)  
Community Infrastructure Levy Regulations 2010  
LBE S106 SPD (November 2016)

- 8.1 The remainder of this report sets out the analysis of the issues that arise from the proposal assessed against National, London-wide and adopted local planning policies.
- 8.2 The following areas have been assessed with this report:
- Background History on Site
  - Principle of Development/Land Use Implications
  - Density
  - Dwelling Mix
  - Impact on Character, Design, Scale and Height Considerations
  - Quality of Accommodation
  - Highways, Access and Refuse
  - Trees and Landscaping
  - Sustainable Drainage
  - Ecology
  - Energy
  - Water Consumption

Background history on site:

- 8.3 The applicant sought pre-application advice (18/03224/PREAPP) stage, which was sought by the applicant post the refusal of 2no. planning applications affecting the re-development of the site; ref. 16/00877/FUL and 17/04406/FUL. The pre-application scheme was somewhat limited in detail however the proposal somewhat reflected that as proposed in scale and layout. Officers were generally quite positive about the development subject to technical information accompanying any future application and concluded the principle of “backland” development was likely acceptable noting the presence of the existing dwelling. Officers noted the basement storey design largely resolve the previous overbearing nature of development on site; especially on no’s 9 and 10 Alderwood Mews. It was noted the overall design approach was contemporary and may be appropriate within this withdrawn location away from the public realm.

8.4 Refused application 17/04406/FUL proposed 6no. dwellings on site across 3no. proposed buildings; 2no. (3-bedroom) detached dwellings and 4no. (3-bedroom) self-contained flats within a building on the north-east part of the site. The development proposed 681sqm of residential floorspace across all units. The buildings proposed were two-storey in height with dormer windows within most roof pitches. The approach to architecture was quite a traditional one with hipped- and pitched and part flat roofs. No basement level accommodation was proposed.

8.5 The LPA refused planning permission for the below reasons:

1. *The proposed subdivision of the site and the creation of two houses with garages due to their design, excessive size, scale, building footprint, bulk, massing, layout and proximity to the boundaries would be a dominant, obtrusive and overbearing form of development that would result in demonstrable harm to the open, spacious and suburban character and appearance of the site and area; and fail to respect the pattern of development that characterises the surrounding area. In this regard the development would constitute an unsustainable form of backland development that would be contrary to Policy 3.5 of the London Plan, Policy CP30 of the Core Strategy and Policies DMD6, DMD7, DMD8 and DMD37 of the Development Management Document and the NPPF.*
2. *The proposed development due to the topographical differences between the application site and the land to the north of the site, the proximity of the new dwellings to the northern boundary and its design, siting, excessive size, scale, building footprint, bulk and massing would result in the creation of an obtrusive, overly dominant, overbearing and incongruous form of development prejudicial to the residential amenity of No. 9 Alderwood Mews through a heightened sense of enclosure, oppressive outlook and actual and perceived overlooking to habitable rooms and rear gardens. This would fail to accord with Policy 7.6 of the London Plan, Policy CP30 of the Core Strategy and Policies DMD7, DMD8 and DMD11 of the Development Management Document.*
3. *The proposal, due to the lack of outlook to the north facing bedrooms of flats C1 and C2 would result in a poor outlook, lack of natural light and heightened sense of enclosure to the occupants of these rooms, giving rise to poor living conditions to occupiers of the property, precluding practical use and unable to meet with the reasonable demands of existing*

*and future occupiers. The proposal would be contrary to Policy CP4 of the Core Strategy, DMD 6, 8, 9 and 37 of the Development Management Document and Policy 3.5 including accompanying Table 3.3 of the London Plan, the London Housing SPG, the objectives of the NPPF and the Nationally Described Space Standard.*

- 8.6 Refused application 16/00877/FUL proposed 2no. (5-bedroom) detached dwellings on site with a total GIA of 868sqm. The dwellings were two-storey with accommodation at a third storey level within the roof form. The approach to architecture was quite traditional with Dutch gable detailing, fenestration patterns reflecting that on the period dwellings surrounding the application site and part hipped-and-pitched part flat roofs.
1. *The proposed subdivision of the site and the creation of two houses with garages due to their design, excessive size, scale, building footprint, bulk, massing, layout and proximity to the boundaries would be a dominant, obtrusive and overbearing form of development that would result in demonstrable harm to the open, spacious and suburban character and appearance of the site and area; and fail to respect the pattern of development that characterises the surrounding area. In this regard the development would constitute an unsustainable form of backland development that would be contrary to Policy 3.5 of the London Plan, Policy CP30 of the Core Strategy and Policies DMD6, DMD7, DMD8 and DMD37 of the Development Management Document and the NPPF.*
  2. *The proposed development due to the topographical differences between the application site and the land to the north of the site, the proximity of the new dwellings and garages to the northern boundary and its design, siting, excessive size, scale, building footprint, bulk and massing would result in the creation of an obtrusive, overly dominant, overbearing and incongruous form of development prejudicial to the residential amenity of No's 9 and 10 Alderwood Mews through a heightened sense of enclosure, oppressive outlook and actual and perceived overlooking to habitable rooms and rear gardens. This would fail to accord with Policy 7.6 of the London Plan, Policy CP30 of the Core Strategy and Policies DMD7, DMD8 and DMD11 of the Development Management Document.*
  3. *Insufficient information has been provided to confirm that there will be adequate provision for the retention and long term survival of the trees covered by a Tree Preservation Order on and adjacent to the site. The trees are prominent and offer valuable amenity within the local landscape*

*and the irrevocable damage to these trees caused by the development would be unjustifiable and unacceptable. The proposal would therefore be contrary to the NPPF, NPPG, London Plan policies 7.19 and 7.21, Core Strategy policy CP34 and DMD 80 of the Development Management Document.*

4. *A mechanism to secure the affordable housing and education contributions has not been advanced. This is contrary to Policies CP3, CP8 and CP46 of the Core Strategy (2010), Policy DMD2 of the Development Management Document (2014), Policies 3.10, 3.11, 3.12 and 3.13 of the London Plan, the Section 106 SPD and the National Planning Policy Framework (2012).*

#### Principle of Development/Land Use Implications

- 8.7 Development would be broadly compatible with policies 3.3 and 3.4 of the London Plan (2016) and Core Policies 2 and 5 of the Core Strategy insofar as it provides additions to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets.
- 8.8 However, the position must be qualified in relation to other material considerations including any proposed development being of an appropriate scale, design, density, representing good quality of residential accommodation, highways and access matters, impact to residential amenity, sustainable design and construction etc.
- 8.9 The proposed development involves the demolition of the existing dwelling, and an intensification of the residential use on site. Noting the predominant surrounding use is residential, and the presence of the existing dwelling on site, the principle of development is acceptable so long as development adequately complies with all relevant policy considerations; the primary areas as outlined above.
- 8.10 Development represents an intensification of the residential use of the site however does not propose any change of use. The application therefore does not result in any land-use related implications.



### Density

- 8.11 The London Plan Density Matrix (Table 3.2) outlines that where a site has a PTAL level of 0 to 1, high density could be interpreted as developing between 35 and 75 units per hectare. The LPA calculates the development density as somewhere in the region of 18 units per hectare. Development is therefore not considered dense, when compared against the adopted London Plan Density Matrix

### Dwelling Mix

- 8.12 The Council commissioned a Strategic Housing Market Assessment (SHMA). This formed part of the Council's evidence base for its Core Strategy, which was examined at Public Inquiry and found to be sound by the Secretary of State and subsequently adopted by the Council (2010).
- 8.13 Policy 3.9 of the London Plan requires a more balanced mix of tenures to be sought in all parts of London with the aim of achieving more mixed and balanced communities. Enfield's DMD 3, Providing a Mix of Different Sized Homes, require a mix of different sized homes.
- 8.14 Core Policy 5 of the Core Strategy (2010) seeks to ensure that "new developments offer a range of housing sizes to meet housing needs" and that the Policy should support the Council's plan for a Borough-wide mix of housing that reflects the needs and level of supply identified in the SHMA (2010). The 'Justification' in support of the Policy 5 of the Core Strategy is instructive, and in paragraphs 5.40 and 5.41 it is noted that the supply-to-need shortage is most acute for larger dwelling types and that is unlikely that the required supply can be met through new build completions. The Policy requires that the Council, over the lifetime of the Core Strategy, plans for a mix of housing that is 80% houses (mainly 3 and 4-beds) and 20% one and two-bed flats.
- 8.15 Policy DMD3 requires an approach to maximising the provision of family housing (3bed+). This is supported by Policy DMD5 (2.a.), which requires the compensatory provision of family accommodation to be provided with the conversion of existing family units.

- 8.16 The development defines minor development and proposes to replace 1no. existing family sized dwelling (defined as 3+ bedrooms) with 4no. 4-bedroom (8-person) dwellings. The dwelling mix is considered acceptable and adequately compliant with the spirit of London and Local Plan relevant policy objectives.

#### Impact on Character, Design, Scale and Height Considerations

- 8.17 Representations received objected on design of development on below grounds:
- Out of character with surrounding dwellings;
  - Overdevelopment of site; and
  - Excessive scale/massing.
- 8.18 The application proposes the demolition of the existing dwelling and construction of 3no. buildings - 2no. detached dwellings and 1no. semi-detached pair; 4no dwellings in total.
- 8.19 Previous development on site which was refused was somewhat different to that as proposed in terms of design and appearance.
- 8.20 Application 16/00877/FUL proposed 2no. large detached dwellings of a maximum height of approximately 9.3m to be located within the central part of the site; with *plot 2* being close to the northern boundary of the application site. Dwellings, by reason of their scaling and massing were concluded to result in demonstrable harm to the open, spacious and suburban character and appearance of the site and area.
- 8.21 Application 17/04406/FUL proposed the erection of 3no. buildings comprising 2no. detached dwellings and a building accommodating 4no. (3-bedroom) flats. In its site layout, the development somewhat reflected that as proposed under this current application however the flatted element of the development was proposed further to the east than plots 3 and 4 as proposed.
- 8.22 Dwellings proposed constitute 3-storey accommodation, with all having basement, ground and first floor level accommodation. From front elevations, dwellings appear part single-storey part-two-storey, with lightwells serving basement level accommodation on front elevations. Heights vary slightly across the site, noting the topography however single storey elements measure a maximum 3.42m in height. Two storey elements measure a maximum 6.84m in height. It is only to the rear of dwellings that through excavation, basement level accommodation is opened up and more visible. The development proposes a

contemporary approach to architecture with simplistic single-storey flat roof and parapet elements and feature gables integrating two-storey accommodation.

- 8.23 The LPA is supportive of the contemporary and simplistic approach to design. The Borough Urban Design Officer was consulted about the development and stated no objection to the general design rationale.
- 8.24 With regards to materiality, quite a natural palette is proposed with a light-yellow brick; resembling a London Stock Brick to be used on all elevations, natural slate on pitched roofs and green roofs at a first floor (flat-roof) level, powder coated aluminium for windows, both aluminium and timber to be utilised for doors and corten steel acting as an architectural feature; being integrated into porch areas and with first floor gable windows.
- 8.25 Whilst the surrounding area is suburban and residential in its character, there exists no overwhelming characteristics when thinking about design or scale; particularly when considering more contemporary development granted permission on both 31 and 35 Camlet Way. Generally, development is quite linear; fronting Camlet Way however this pattern is not regimented; noting the existing back-land development on site and the presence of no's. 9-10 Alderwood Mews. Noting this, there exists some degree of flexibility with regards to design rationale within this location. The low-rise nature of the proposed development is sensitive to the topography of site and the surrounding area (impact to neighbouring residential amenity assessed within relevant section of report) and public views of the site are very limited; noting the long access lane separating the site from Camlet Way. For reasons outlined, development is not considered to be at odds with the character of the surrounding area compliant with the outlined relevant policy framework.
- 8.26 Despite the proposed development reflects an increase in residential floorspace in comparison to previously refused schemes, owing to the proposing of basement level accommodation (which didn't form part of any previous application), the applicant is able to provide dwellings with an adequate internal floorspaces but which appear quite low-rise in their scale when viewed from private views from surrounding sites (which doesn't form a material consideration in the determination of a planning application). Indeed, in loose terms, the development somewhat reflects that as proposed under refused application 17/04406/FUL. However, owing to plots 3 and 4 being proposed further west; into the application site; any development close to the edge of the curtilage of the plot, is single storey only. For reasons outlined, development is not considered the overdevelopment of the site.

8.27 In conclusion, the proposed scale and design of development are considered acceptable and would integrate acceptably into the surrounding locality and the in compliance with policies DMD6, 8 and 37, CP30 of the Core Strategy and London Plan policies 7.4 and 7.6.

Quality of Accommodation

Representations received objected on design of development on below grounds:

- Lack of open space on development.

8.28 DMD 8 of the Enfield Development Management Document (2014), Policy 3.5 of the London Plan (2016), London Plan Housing SPG (2016) and the DCLG’s Technical Standards outline minimum space standards for new dwellings and required criteria for new residential accommodation to adhere to. See the below table which outlines dwelling floorspace areas:

Plot No	Bed/Person	DCLG Required Floorspace (sqm)	Proposed Floorspace (sqm)
Plot 1	4-bed/8-person	130	251
Plot 2	4-bed/8-person	130	229
Plot 3	4-bed/8-person	130	251
Plot 4	4-bed/8-person	130	251

8.28 The internal floorspace of each dwelling unit would considerably exceed minimum internal floorspace standards for a 4-bedroom (8-person) dwelling over 3-storeys. All bedrooms would exceed 11.5sqm and therefore constitute double bedrooms. All habitable rooms in spite of proposed basement accommodation would have adequate outlook, provision of natural light and adequate levels of privacy.

8.29 Each proposed unit would have private amenity space. Policy DMD 9 (Amenity space) provides the Council’s external amenity space standards. Standards only provide an average amenity provision guideline amount for a 4-bed (6-person) dwelling. See below the proposed provision:

Plot No	Bed/Person	Required Amenity Space (4-bed, 6-person) (sqm)	Provided Amenity Space (sqm)
Plot 1	4-bed/8-person	9	251
Flat 2	4-bed/8-person	9	245
Flat 3	4-bed/8-person	7	223
Flat 4	4-bed/8-person	5	198

8.30 Policy DMD 8 states that new residential development is required to have a well designed layout and Standard 29 of the London Housing SPG states that development should minimise the number of single aspect dwellings; especially units that are north facing.

8.31 Each unit has integrated storage areas, functional layouts and adequately sized rooms.

8.32 The proposed vegetable patches; integrated into plots 1 and 2, are encouraged however their inclusion doesn't hold much weight in the determination of this application noting it wouldn't be an enforceable condition for these to be maintained as such.

8.33 The overall residential offer from a quality of accommodation perspective is acceptable and complies with Policy 3.5 of the London Plan (2016), the London Housing SPG (2016), the DCLG's Technical Standards (2015) and Policies DMD 8 and DMD 9 of the Enfield Development Management Plan (2014).

#### Impact to Neighbouring Residential Amenity

8.34 Representations received which objected on the basis of development's impacts to residential amenity on the following grounds:

- Topography of site;
- Overlooking impact;
- Loss of privacy;
- Lack of tree screening between shared boundary; 39A and 31 Camlet Way;
- Proximity to northern boundary; shared with no's. 9 and 10 Alderwood Mews;

- Noise impact of intensified use;
- 8.35 Policy 7.6 of the London Plan states that developments should have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy CP30 of the Enfield Core Strategy seeks to ensure that new developments are high quality and design-led, having regards to their context. They should help to deliver Core Strategy policy CP9 in supporting community cohesion by promoting attractive, safe, accessible and inclusive neighbourhoods. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 8.36 The application is accompanied by a daylight and sunlight assessment (dated 20.06.19). which suggests that the most affected neighbouring property is the house at no.9 Alderwood Mews to the north-east of the application site. The daylight and sunlight consultant has undertaken the Vertical Sky Component (VSC) test. BRE Guidelines indicate that for a development to pass the test, an impacted window, with the development in place, should maintain at least 80% of the daylight levels experienced pre-development. All windows on the south-east (rear) elevation of no. 9 Alderwood Mews were tested. It was confirmed that all windows exceed the test by a significant amount; with only two windows; *window A* (ground floor) and *window L* (first floor), experiencing any reduction in daylight as a result of the proposed development. This reduction is calculated at a 0.1% reduction and therefore would be negligible. Impacts of the proposed development to sunlight levels received by windows in the rear elevation of no.9 were also tested. Results show that the proposed development would result in a maximum of 0.06 ratio reduction to sunlight access the most affected windows. This impact is considered less than negligible and compliant with BRE Guidelines.
- 8.37 The daylight/sunlight assessment tested windows within both the south-west (rear) and south east (side) elevation of no.10 Alderwood Mews. All results demonstrate that the impact of the development upon these windows would be minimal.
- 8.38 Policy DMD10 of the Development Management Document outlines that new development is required to maintain minimum distances between buildings; in order to avoid unacceptable adverse impacts to daylight, sunlight and overlooking. The policy outlines a minimum of 22 metres between rear facing windows and recommends the avoiding of side windows unless it can be demonstrated that overlooking and loss of privacy would be insignificant.

- 8.39 A window is proposed within the northern side elevation of plot four at a ground floor level, which is 16.5 metres from nearest windows within the south-eastern rear elevation of no.9 Alderwood Mews. However, noting the presence of the boundary wall and that the window is set-back from the boundary by 7.8 metres, this window would have no adverse impact to neighbouring residential amenity despite the topography of the site. The same window within adjoining plot 3, orientated south, is to be located 27 metres from the rear elevation of the built out flatted development at no.35 Camlet Way. Whilst the submitted proposed site plan (dwg. no. 479318-3) does not integrate on to it either the existing dwelling; or that as approved under application 17/02071/FUL, the closest proposed ground floor windows are 17 metres from the shared boundary and the closest first floor window, is 27 metres away.
- 8.40 Proposed plot 1 is to have integrated, windows on its northern side elevation; which look into the site. They serve the hallway and a bedroom. By reason of them being set-back within the private plot and not being directly overlooked by any facing window, the windows are acceptable and resulting occupiers would not be subjected to any unacceptable overlooking impact.
- 8.41 The LPA issued pre-application advice 14.01.19 (18/03224/PREAPP) post the refusal of the 2no. previous applications affecting the site. Within the pre-application response letter, officers recognised the steep changes in land levels on site; which means development of an excessive scale, could appear overbearing. The pre-application proposal in terms of layout, reflects largely, that as proposed under this application. Officers outlined that the proposing of basement level accommodation largely resolves the overbearing nature of previous schemes on the site and thus; would not likely appear unacceptably overbearing to occupiers of no's 9 and 10 Alderwood Mews. However, officers advised robust information be presented to the LPA in the event of any planning application, to ensure a thorough understanding of any development's impacts.
- 8.42 Outside of matters covered in instances where a LPA deems it required for contractors to enter into a Considerate Contractors agreement, noise from the construction of a development is not a material consideration in the determination of a planning application. The intensification of the residential use on site; considering the distances between proposed dwellings and surrounding neighbouring existing/approved, as such that development is not understood to result in any unacceptable impact to neighbouring amenity by reason of noise.

- 8.43 By reason of the utilising of basement level accommodation; thereby reducing the scaling and massing of the development, the development is not considered unacceptably overbearing to neighbouring occupiers in spite of the topography of the site. Distances of proposed windows from boundaries and from neighbouring elevations demonstrate that development would not result in any unacceptable overlooking impact also. The submitted daylight and sunlight assessment, demonstrates that the development would not result in any unacceptable adverse impact to neighbouring residential amenity.
- 8.44 For reasons outlined, development complies with the objectives of the NPPF, (2019), policy 7.6 of the London Plan (2016) and Policy CP30 of the Enfield Core Strategy (2010).

#### Highways, Access and Refuse

- 8.45 Representations received which objected on the basis of development's impacts on highways matters/refuse implications, were on the following grounds:
- Inadequate access arrangement;
  - Increase in traffic;
  - Insufficient vehicular parking;
  - Refuse collection;
- 8.46 Policy 6.3 of the London Plan requires that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies 6.9 (cycling), 6.10 (walking), 6.11 (tackling congestion) and 6.13 (parking). Policies DMD 45 and 47 of the Enfield Development Management Document (2014) provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.
- 8.47 London Plan Policy 6.13(e) suggests that within Outer London Boroughs, local policy should consider more generous standards (than those outlined within Table 6.2) in areas of low public transport accessibility (generally PTALs 0-1).



- 8.48 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 although also, considering other factors affecting the acceptable quantum of parking delivered on a site:
- a. The scale and nature of the development
  - b. The public transport accessibility (PTAL) of the site;
  - c. Existing parking pressures in the locality;
  - d. Accessibility to local amenities, and the needs of the future occupants of the developments.

### *Vehicular Parking*

- 8.49 The site has a PTAL level of 1A which represents very poor accessibility to public transport. The development proposes 8no. long-stay vehicular parking spaces. All 8no. long-stay are integrated charging technology for electric vehicles which exceeds the 20% recommended provision stipulated in the London Plan. Vehicular parking in its quantum is acceptable. The Local Highways Authority were consulted about the development and state no objection to the proposed level of car-parking noting the site's low PTAL Level.
- 8.50 Due to the small nature of the proposed development, development would not result in any unacceptable significant increase to vehicular traffic.

### *Access*

- 8.51 Submitted Proposed Site Plan (Dwg. No. 479318-3) shows the proposed site layout. The site is accessed from the north side of Camlet way along an existing lane; between 39 and 41 Camlet Way.
- 8.52 The existing access measures 3.86 metres in its width and 32 metres in its length (measured from GIS). Whilst relevant guidance encourages two-way vehicle movement (which would not be possible along the lane), the Local Highways Authority state noting the low volume of traffic (both pedestrian and cars), the continued use of the access is acceptable. It should be noted the lane would also serve the 2no. existing vehicular garages outside of the red line of the site, in the ownership of occupiers of existing dwellings fronting Camlet Way also. Notwithstanding, the LPA concludes that noting the lane is existing, and the small scale of development proposed, the access arrangement is on balance acceptable.

8.53 The London Fire Brigade/Emergency Services were consulted about the application however have provided no comment. The applicant's Building Control Consultant stated that the below measures are to be integrated into the design of the development:

- a) A dry rising main box at the site entrance (adjacent public highway).
- b) A horizontal above ground 100 mm diam. Dry main pipe running to the refuse store unit.
- c) A dry main cabinet with twin outlet breach adjacent the refuse store. Main system must be drainable.
- d) All locations in all houses to be within 45 metres of dry main outlet OTHERWISE house or houses beyond same to be fitted with sprinklers to BS 9251 throughout.

8.54 The Council's Building Control Officers have stated that the above proposed would meet the requirements of the Building Regulations. For the purposes of this planning application, the LPA has no evidence to suggest that the access arrangements the safety of any end occupier; nonetheless, a separate building control application would require thorough assessment of the matter.

*Cycle Parking*

8.55 Submitted Proposed Site Plan outlines a shed located within each rear garden to include provision for cycle parking. Noting the spacious nature of the proposed development and that all units have private secure garden areas, this approach is on balance acceptable.

*Refuse Provision*

8.56 Submitted Proposed Site Plan outlines that all dwellings have independent refuse/recycling storage enclosures within the communal area of the site for the storage of bins.

8.57 The applicant outlines within the submitted Design & Access Statement that a private refuse collection company is provide all refuse services on behalf of the occupants rather than any Council collection being utilised. The applicant has submitted a swept path analysis plan (dwg. no. 10955-001) to demonstrate that a refuse collection vehicle (measured at a length of 6.623 metres) can turn with the site and enter/egress the site in a forward gear. The information is sufficient at

demonstrating that a small/medium refuse vehicle would be capable of manoeuvring within the site.

- 8.58 The principle of a private refuse/servicing management arrangement is only acceptable in circumstances where it is demonstrated; for site specific circumstances, why this represents the most appropriate solution. The approach is somewhat discouraged as it is difficult for the LPA to enforce upon non-compliance with a private arrangement. Notwithstanding, in this instance, noting the limitations of the access arrangement, and that the LPA does not wish to promote a significant number of bins on the junction; for reasons of both visual amenity but also highways safety, the private arrangement is concluded appropriate in this instance.

#### Trees and Landscaping

- 8.59 The applicant has submitted an Arboricultural Impact Assessment (dated 05.10.17 and updated 10.04.19). The document outlines the development proposal would require the removal of eleven trees (pg. 12 of document outlines tree numbers). The submitted document also includes a Tree Protection Plan which outlines root protection areas, and temporary protection measures are to be integrated.
- 8.60 The site neither lies within any conservation area nor is the site affected by any trees with Tree Preservation Orders (TPOs). The Borough Tree Officer was not consulted on the application. Notwithstanding, there was no objection by the LPA to the previous version of the document submitted with application 17/04406/FUL. The tree protection plan would be appropriately conditioned should the application be supported and is acceptable in compliance with Policy DMD80 within the Development Management Document (2014).

#### Sustainable Drainage

- 8.61 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (Managing flood risk through development) confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments Policy DMD 61 (Managing Surface Water) expects a Drainage Strategy will be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet policy requirements.

- 8.62 The applicant has submitted a Sustainable Drainage Strategy (Ref. 19064/SUDs\_R01/RS Revision P1 dated 15/05/19) with the application. The document outlines the approach to integrating mitigation measures to aid drainage of the site. The document outlines that the development results in a reduction to the amount of the site covered with impermeable surfacing. As existing, 900sqm of the site is covered by impermeable hard surfacing, this is reduced to 670sqm as a result of the proposed development. The applicant also proposed 270sqm of green roofs across the site. All first floor level flat roof areas are to be green sedum roofs. Should the development be granted planning permission, further detail about the green roofs would be required. The above measures are compliant with Policy DMD59; *Avoiding and Reducing Flood Risk* of the Development Management Document (2014).
- 8.63 Should the application be granted planning permission, a condition would be placed on the decision, requiring prior to the commencement of development, the applicant submit to the LPA and have approved, a ground water flood risk assessment to ensure the basement accommodation is safe from flooding and development does not impede ground water flows.

#### Ecology

- 8.64 *Bat Emergence and Re-Entry Surveys* document (prepared by ARBTECH Consultants, final draft dated 07.08.19) accompanies the application. The methodology for assessing the existing dwelling's scope for bat roosting was assessed by a desk study and a field study including both an internal and external survey. Bats were heard however no emergence or re-entry activity was recorded at times tested. The report concludes whilst it is unlikely there is current roosting within the existing building, that appropriate bat boxes be designed into the all of the proposed buildings. The submitted information is adequate and the mitigation measure suggested, concluded appropriate.
- 8.65 A compliance type condition would be applied to the decision notice should planning permission be granted to ensure the applicant integrate ecological enhancement measures into the redevelopment of the site inclusive of the integration of bird and bat boxes in compliance with Policy DMD79; *Ecological Enhancements*, of the Development Management Document (2014).

## Energy

- 8.66 Policy 5.2 of the London Plan (2016) expects development proposals to make the fullest contribution to minimising carbon dioxide emission and Enfield Core Strategy Policy CP4 sets a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. Policy DMD 50 (Environmental Assessment Methods) required the proposed Development to achieve Code Level 4 (or equivalent rating if this scheme is updated) where it is technically feasible and economically viable to do so. The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction over Part L of Building Regulations (2013) is required.
- 8.67 The applicant has submitted an Energy Statement (prepared by Energy Test Ltd. Dated 23.04.19) which outlines the development will exceed Part L of Building Regulations (2014) and achieve a 35% CO2 reduction. Should the development be granted planning permission, the LPA would require a condition which shows at the stage of practical completion, this reduction has been at least achieved or exceeded.

## Water Consumption

- 8.68 Policy DMD 58 (water Efficiency) expects new residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day.
- 8.69 The applicant has submitted an Energy Statement (prepared by Energy Test Ltd. Dated 23.04.19) which outlines that the 105 litre per person per day level will not be exceeded. This is acceptable and should the development be granted planning permission, a compliance condition would be recommended to ensure the development does not exceed the level outlined.

## **9. Section 106 Agreement**

### *Affordable housing contribution*

- 9.1 Chapter 5 (Delivering a Sufficient Supply of Homes) of the updated NPPF (2019) expects residential developments to provide a size, type and tenure of housing needed for different groups in the community, forming a core element of housing provision reflected in planning policies.

- 9.2 Policy 3.13 (Affordable Housing Thresholds) of the adopted London Plan (2016) states Boroughs are encouraged to seek a lower threshold through the LDF process where this can be justified in accordance with guidance, including circumstances where this will enable proposals for larger dwellings in terms of floorspace to make an equitable contribution to affordable housing provision.
- 9.3 Following the Court of Appeal decision on 11 May 2016, policies CP3 of the Core Strategy and Policy DMD2 of the Development Management Document are now defunct and do not sit within the scope of the National Policy exemptions. As per the London plan policy 3.13 and guidance in the DMPO (2015) which has yet to be formally revised the development site is considered to represent a minor residential development. Noting this, the LPA would not seek to secure financial obligations in the form of a S106 agreement from the applicant.

## **10. CIL Financial Contribution Payable**

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

### *Mayoral CIL*

- 10.2 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £60 together with a monthly indexation figure. It is noted as of the 1<sup>st</sup> of April 2019 Mayoral CIL has increased to £60/m<sup>2</sup>.
- 10.3 Mayoral community infrastructure levy (CIL) is payable, based on the submitted CIL Form, on the basis of 536sqm of additional gross floor area, which from 1 April 2019 will be calculated at £60 per sqm:

$$536 \times £60 = £ 32, 160. 00$$

### *Enfield CIL*

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

- 10.5 The Council CIL payment should therefore be as follows based on the estimated net additional gross floorspace in the submitted CIL form:

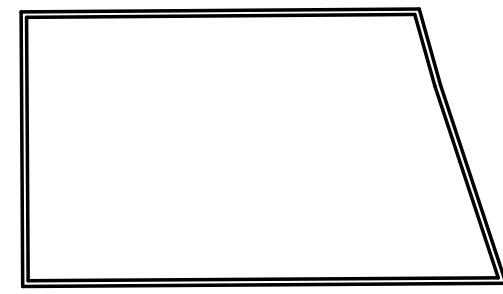
$$536 \quad \times 120 = \text{£ } 64, 320. 00$$

## **11. Conclusion**

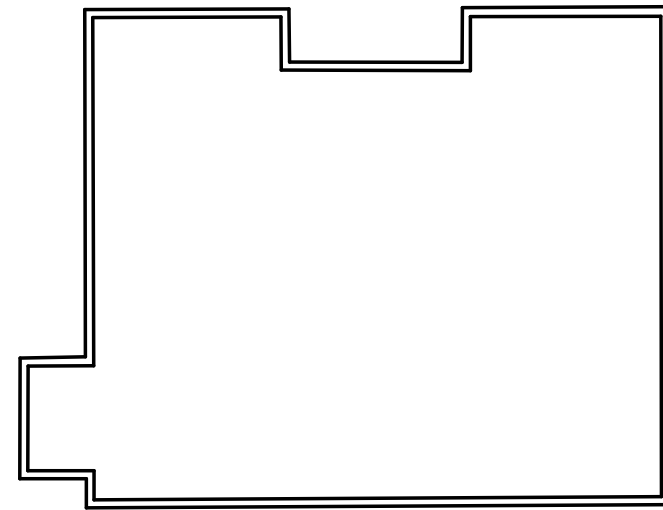
- 11.1 The LPA concludes the applicant has adequately overcome the reasons for refusal attached to previously refused applications affecting the site and the proposed development is acceptable for reasons outlined within this report; subject to appropriate conditions. The application largely reflects the submitted pre-application scheme and the applicant has front loaded technical detail which results in a robust submission.



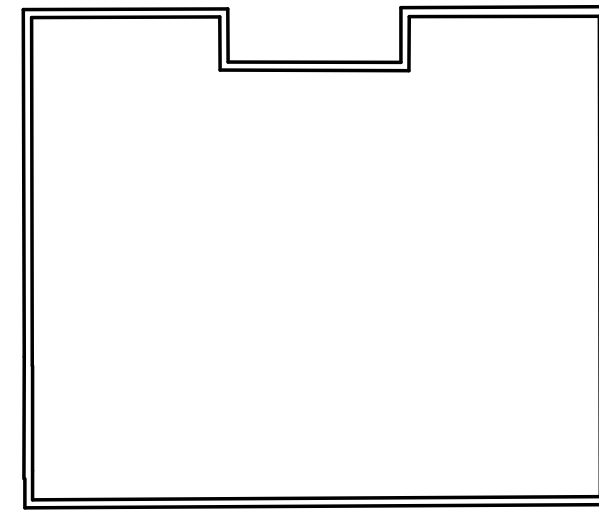
TOTAL GIFA FOR ALL BUILDINGS ON SITE- 446.8M2



EXISTING GARGE (1:200) 79M2



EXISTING GF (1:200) 183.9M2



EXISTING LGF (1:200) 183.9M2

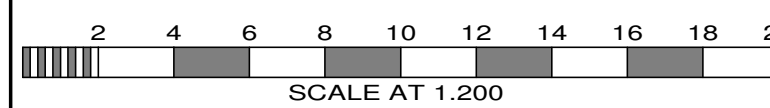
PLANNING



EXISTING LOCATION PLAN (1:1250)

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SITE AREA 2204M2



No.	Date	By	Comments
Revisions			

Site Address  
**39A CAMLET WAY  
 BARNET  
 EN40LJ**

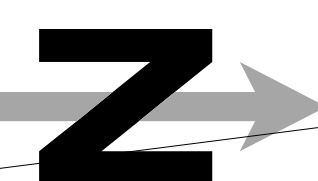
Job Title  
**DEMOLITION OF EXG  
 HOUSE AND GARAGE  
 AND ERECTION OF 4 HOUSES**

Drawing Title  
**EXISTING SITE PLAN**

Scale 1:200 @ A | Date 05/18 | Drawn by AJC

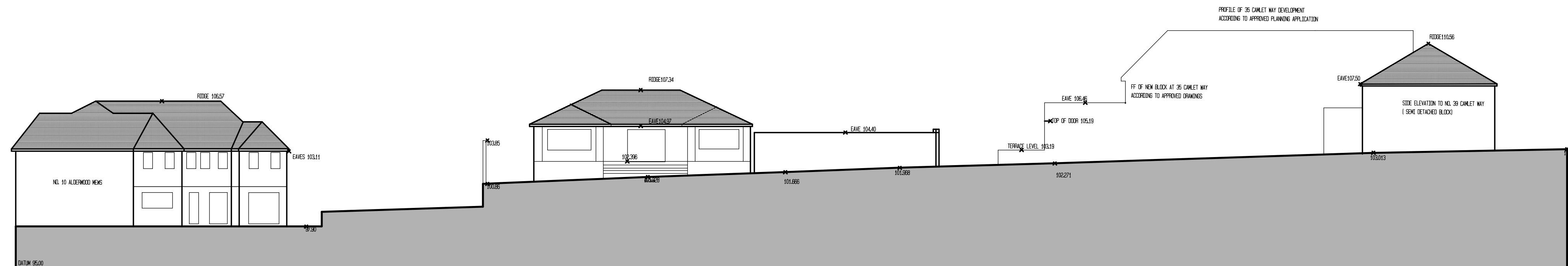
**Alan Cox**  
 associates  
 Architectural & Planning Consultants  
 TEL: 020 - 8440 - 7777  
 FAX: 020 - 8364 - 9556

Org.No. 479318-1 | Rev.

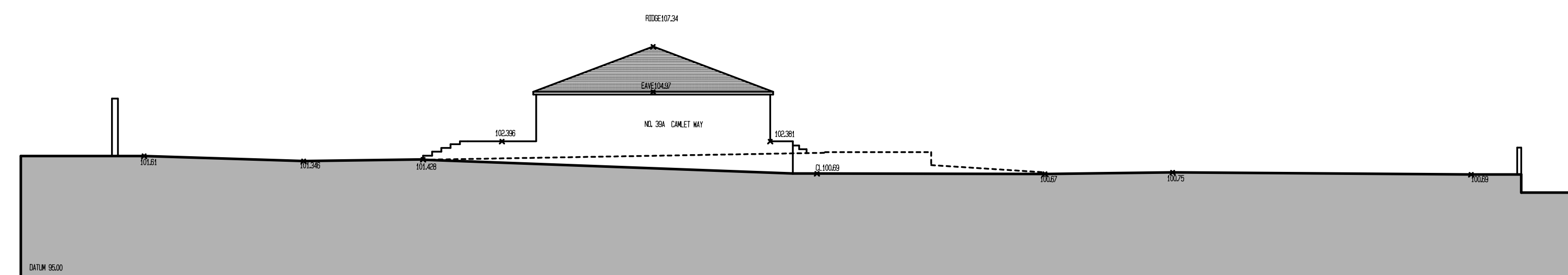


EXISTING SITE PLAN (1:200)  
 EXISTING HARD STANDING ON SITE INCLUDING EXG BUILDINGS/ ACCESS ROAD - 1050M2

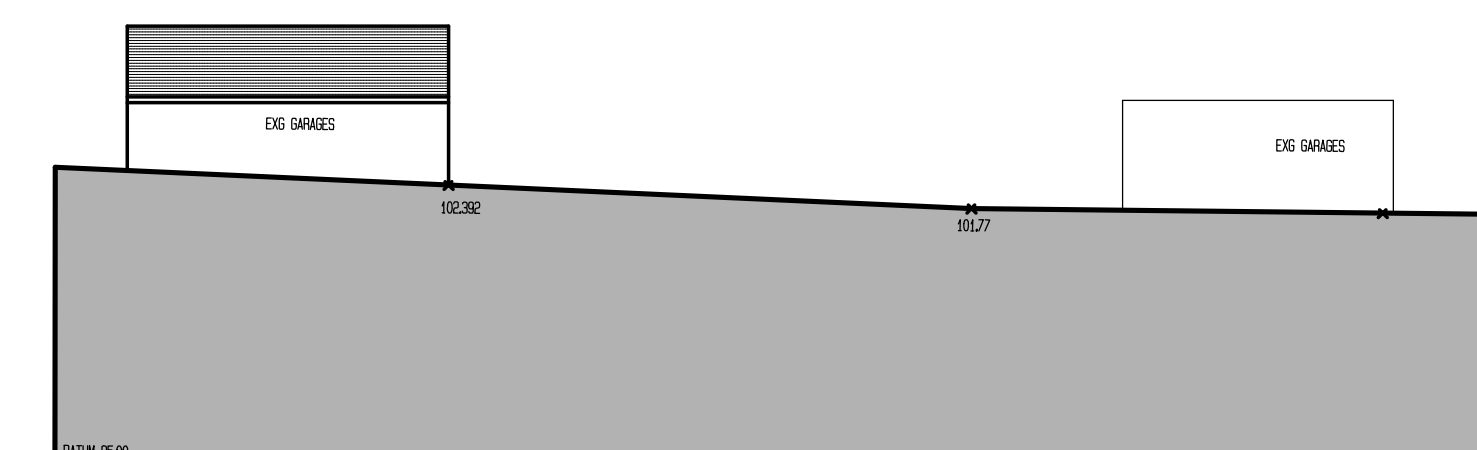




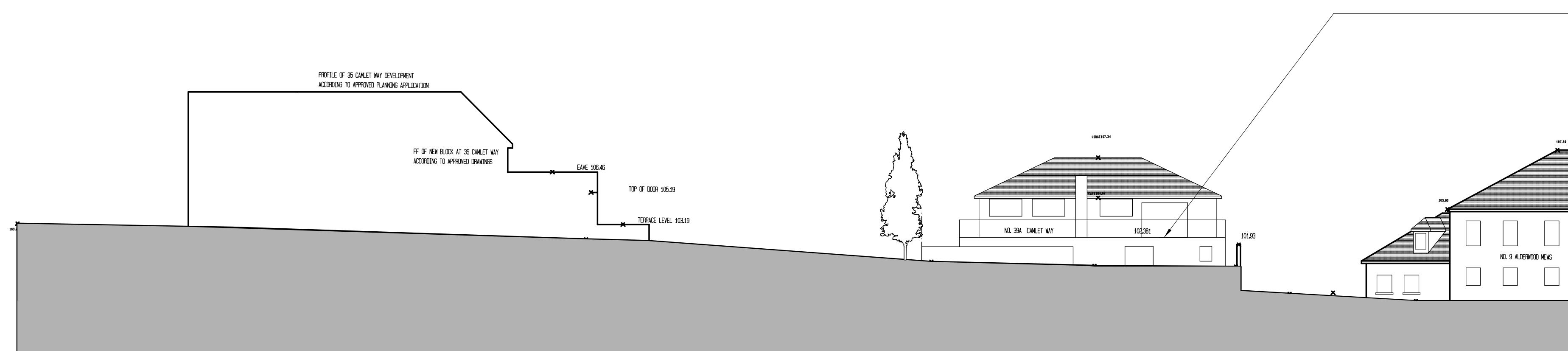
SECTION AA



SECTION BB



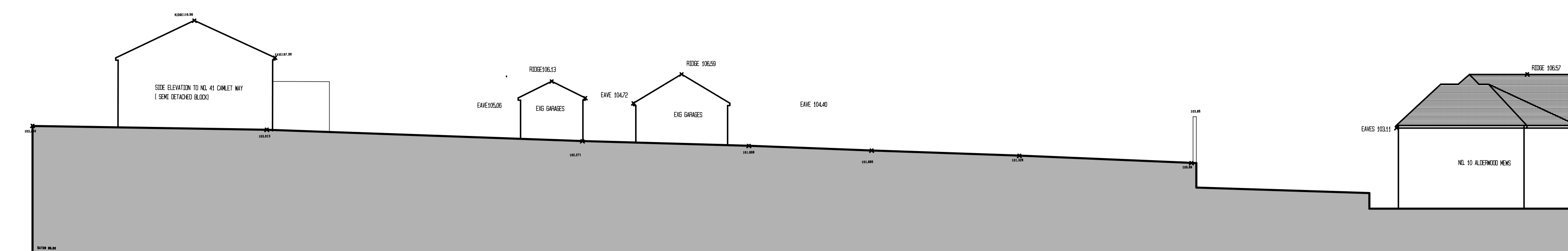
SECTION CC



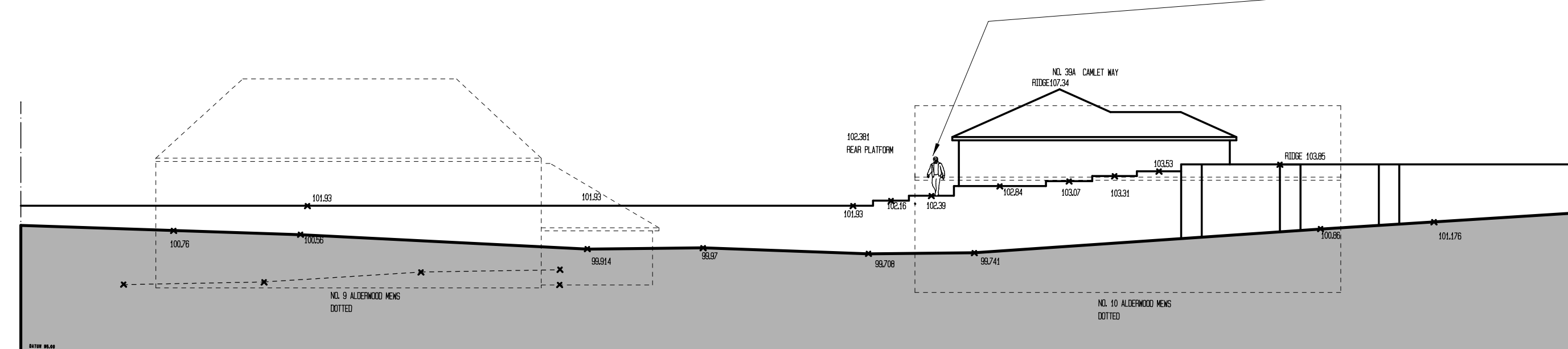
SECTION DD



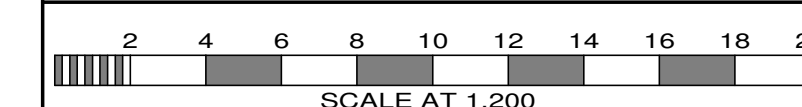
EXISTING OVERLOOKING FROM THE RAISED PLATFORM OF 39A CAMLET WAY



SECTION EE



SECTION FF



No.	Date	By	Contents

Revisions

Site Address  
**39A CAMLET WAY  
 BARNET  
 EN40LJ**

Job Title

**DEMOLITION OF EXG  
 HOUSE AND GARAGE  
 AND ERECTION OF 4 HOUSES**

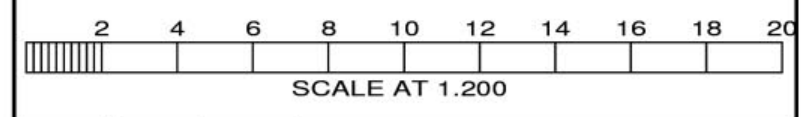
Drawing Title  
**EXISTING SITE SECTIONS**

Scale 1:200 @ A1 Date 05/18 Drawn By AJC

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Org.No. 479318-2 Rev.





No.	Date	By	Contents
Revisions			

Site Address  
**39A CAMLET WAY  
 BARNET  
 EN40LJ**

Job Title  
**SINGLE STOREY REAR  
 EXTENSION AND INTERNAL  
 ALTERATIONS**

Drawing Title  
**PROPOSED SITE PLAN**

Scale **1:200 @ A1** Date **05/18** Drawn By **AJC**

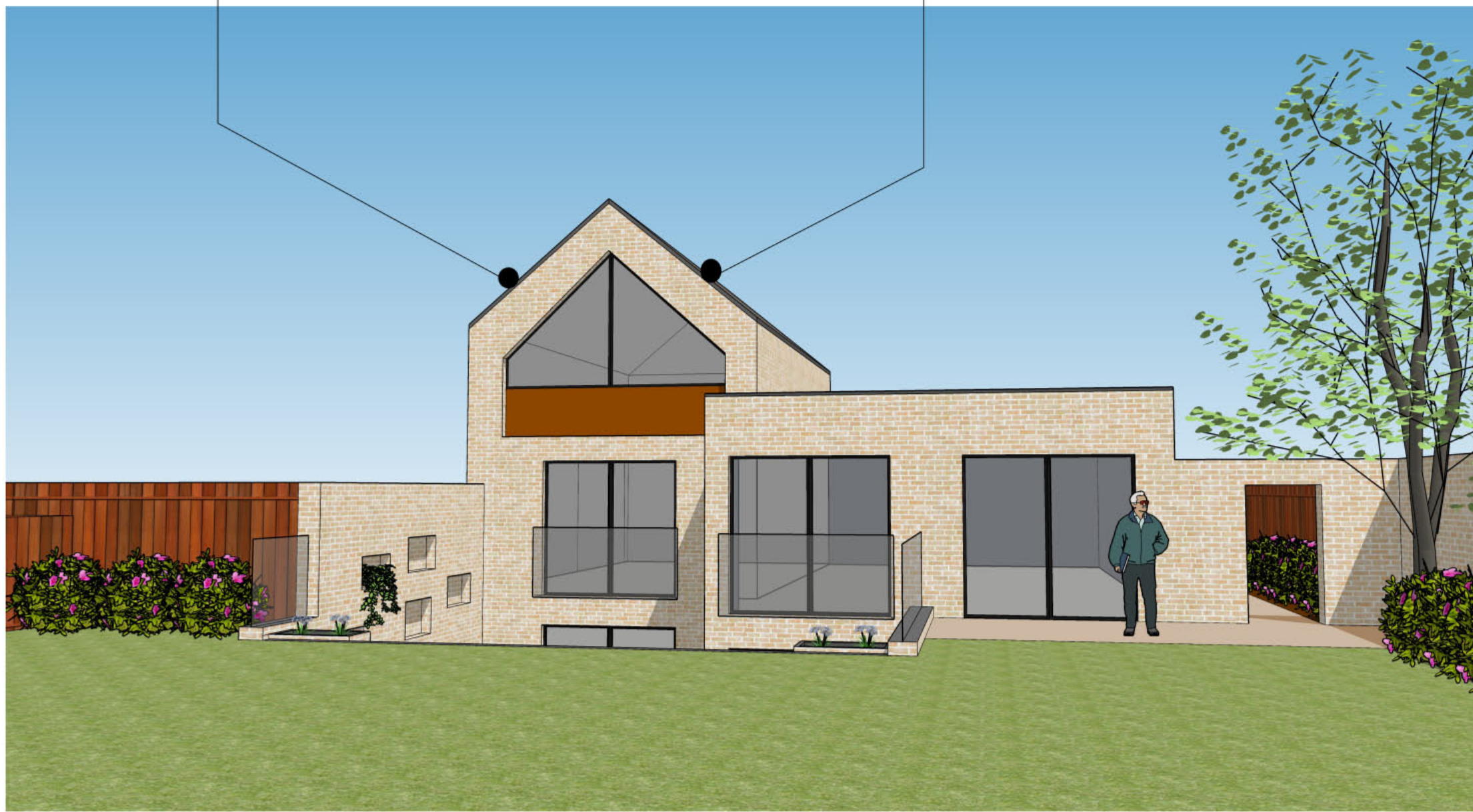
**Alan Cox  
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Orig. No. **479318-3** Rev.



PITCHED ROOFS REFERENCES COTTAGES AT FRONT OF SITE AND EXG GARAGES WITHIN SITE

GREY SLATE TILES



PLOT 1 CGI

LIGHTWELLS



PLOT 2 CGI

EXG WALL ALONG BOUNDARY TO ALDERWOOD MEWS TO BE RETAINED

LANDSCAPING BY OTHERS

PERMEABLE SHINGLE



PLOT 3 CGI

CORTEN PANNELLING



GREEN SEDUM ROOFS TO ALL FLAT ROOFS

CREEPER PLANTS IN BRICK WALL

STEPS UP TO GARDEN

PLANTERS BUILT INTO STEPS

CGI SHOWING LIGHTWEL (TYPICAL)



No.	Date	By	Contents
Revisions			

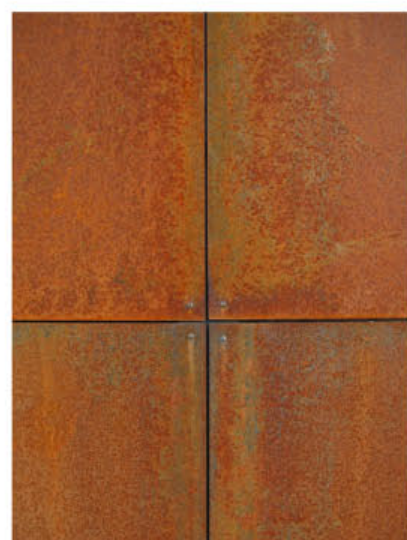
Site Address  
 39A CAMLET WAY  
 BARNET  
 EN40LJ

Job Title  
 DEMOLITION OF EXG HOUSE AND GARAGE AND ERECTION OF 4 HOUSES

Drawing Title  
 INDICATIVE CGI WITH MATERIAL PROPOSAL

Scale: NTS Date: 04/19 Drawn By: AJC

MATERIAL PALLET



CORTEN PANELS REPRESENT THE NATURAL FEEL OF THE SITE. THE EARTH COLOUR OF THE STEEL ENHANCES THE BROWN WOOD OF THE TREE TRUNKS WITHIN THE LANDSCAPING



MOTTLED BAIGE LIGHT BRICKS COMPLIMENT THE SCHEME AT NO. 35 CAMLET WAY AND CONTRAST WITH THE NEUTRAL COLOURS OF THE CORTEN, WINDOWS AND ROOF TILES



GREY SLATE ROOF TILES REFLECT THE HOUSES FRONTING CAMLET WAY



PERMEABLE SHINGLE TO NEW ACCESS AREA AND PERMEABLE PAVING TO DRIVEWAY TO BE CONFIRMED BY WAY OF CONDITION WITH SUDS SCHEME BY SPECIALIST

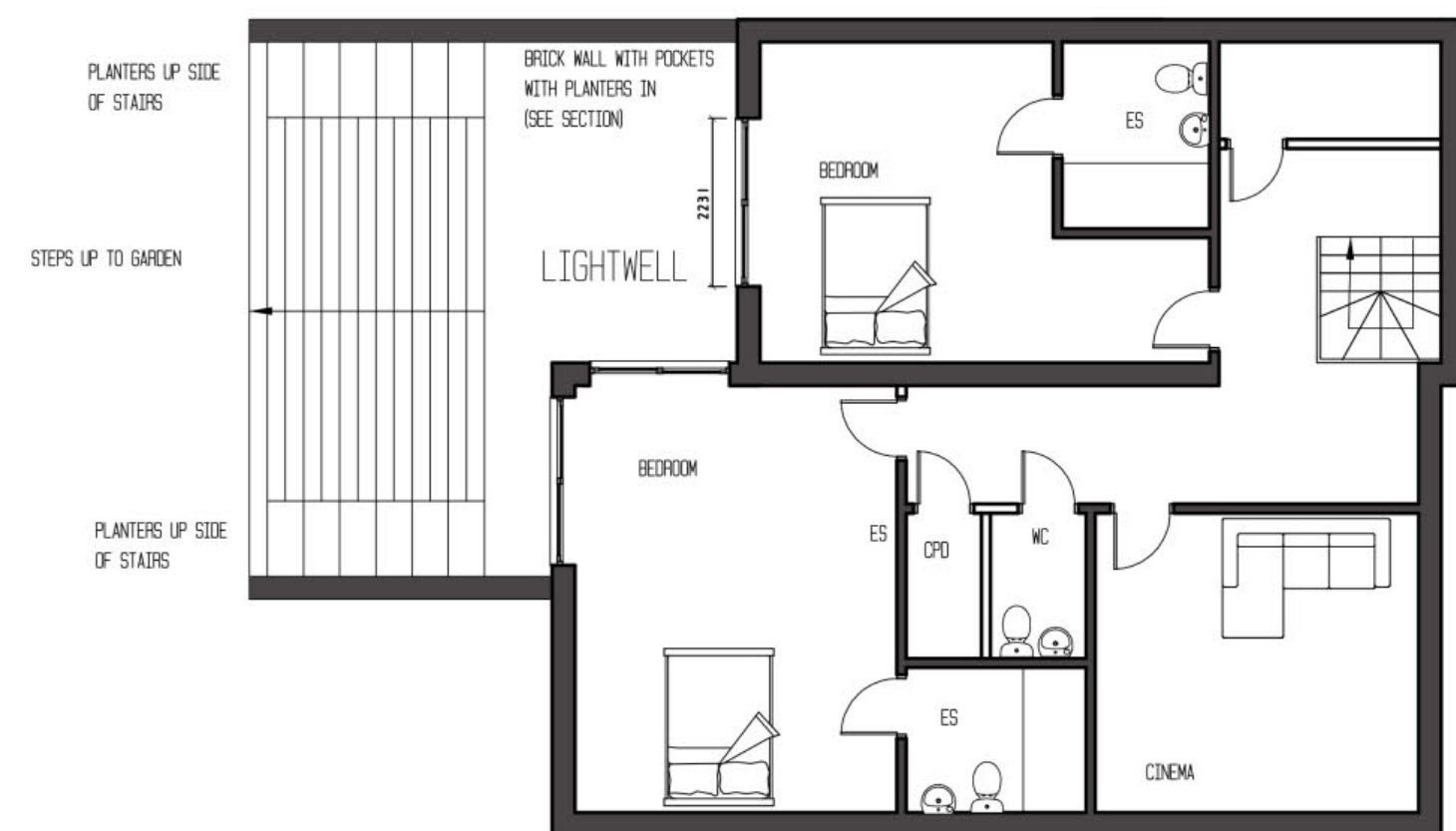
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Org.No. 479318-4 Rev.

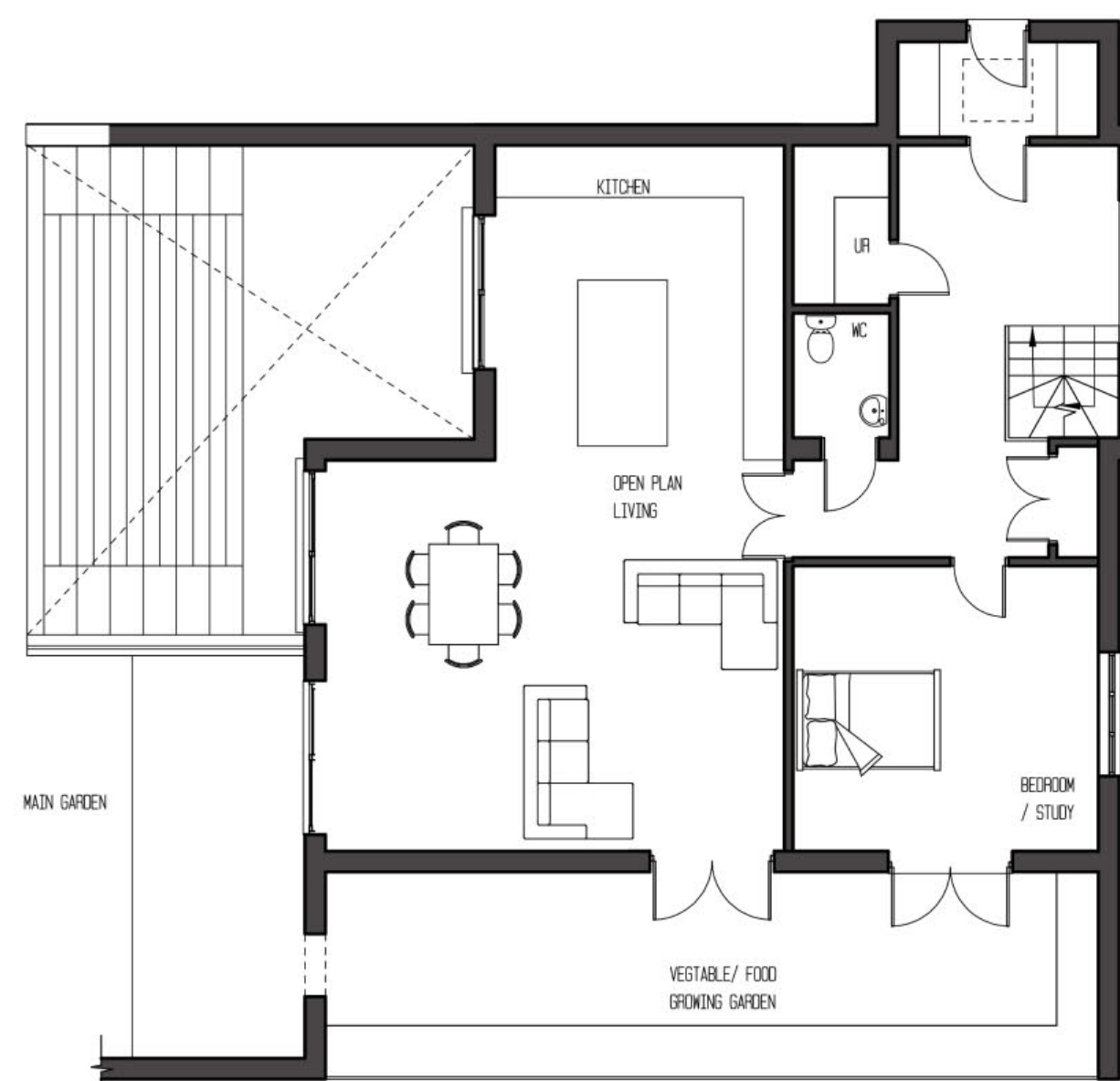


PLANNING

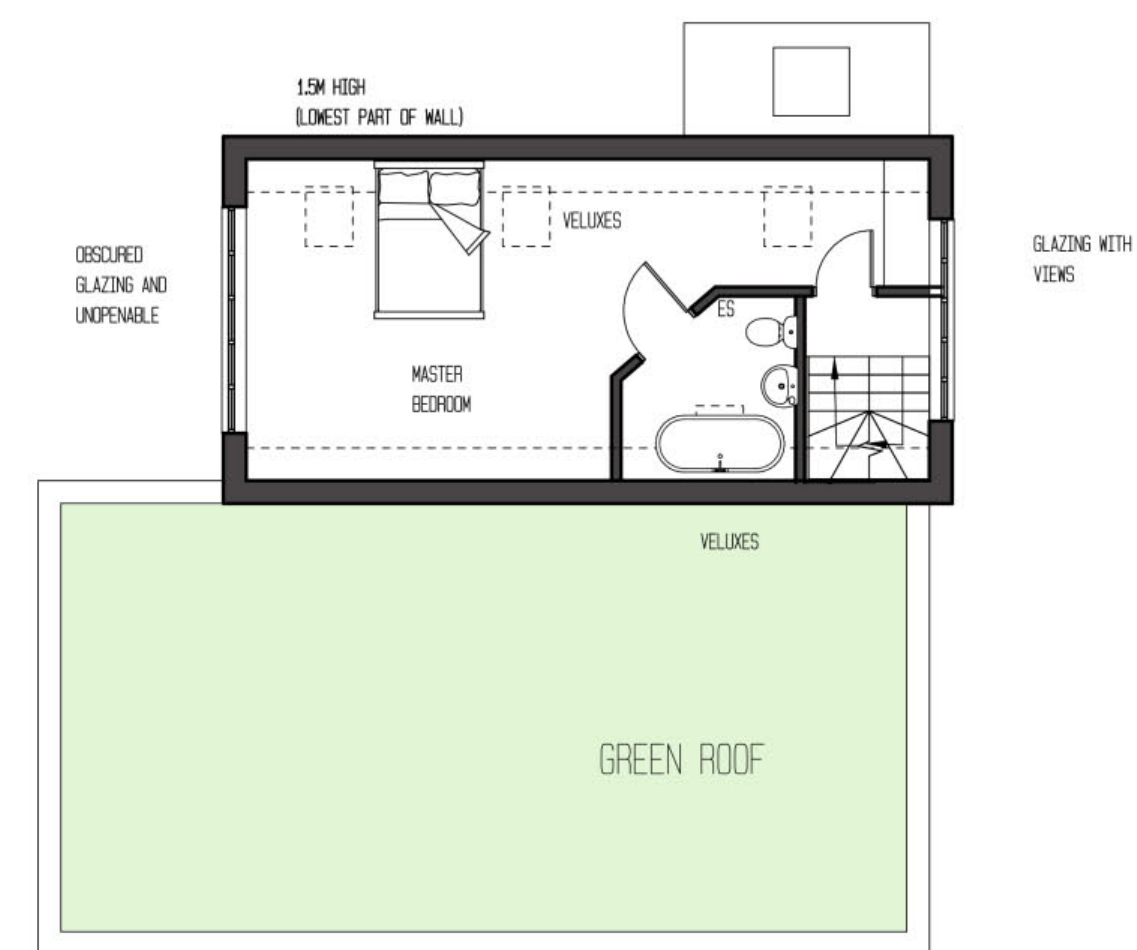
GIFA (251M2)



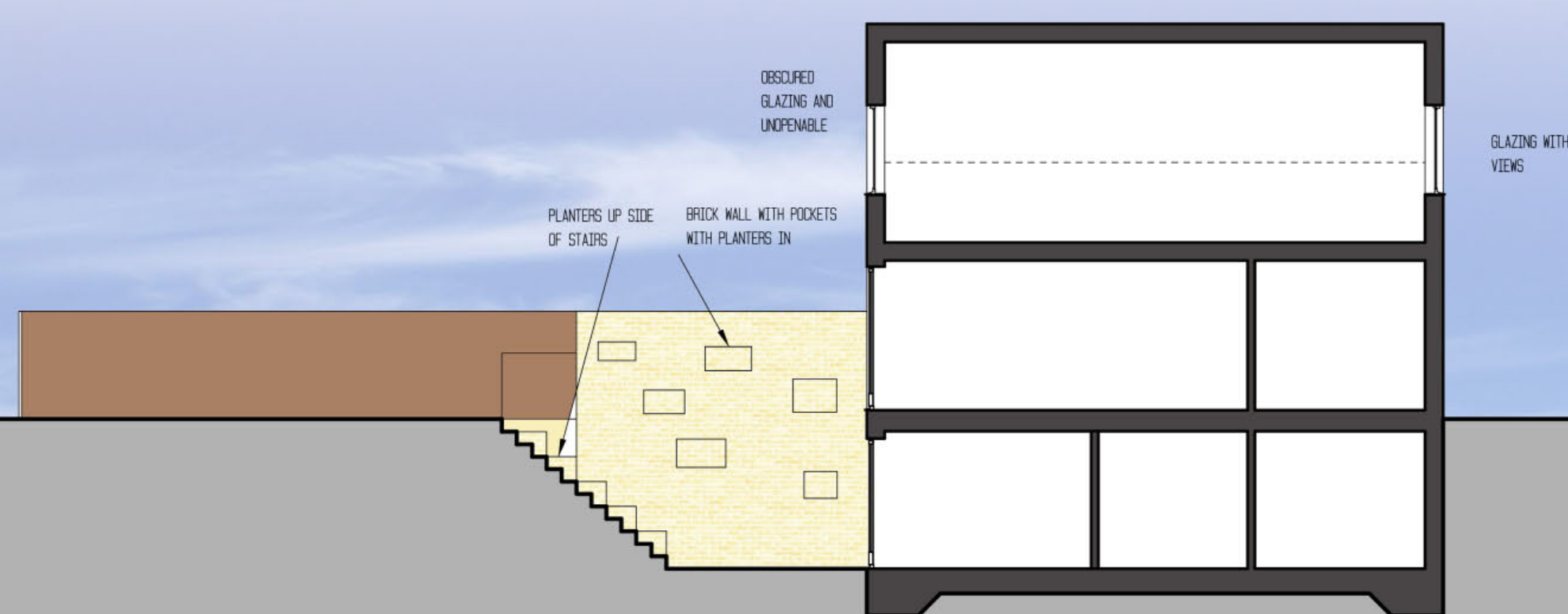
BASEMENT PLAN (104M2)



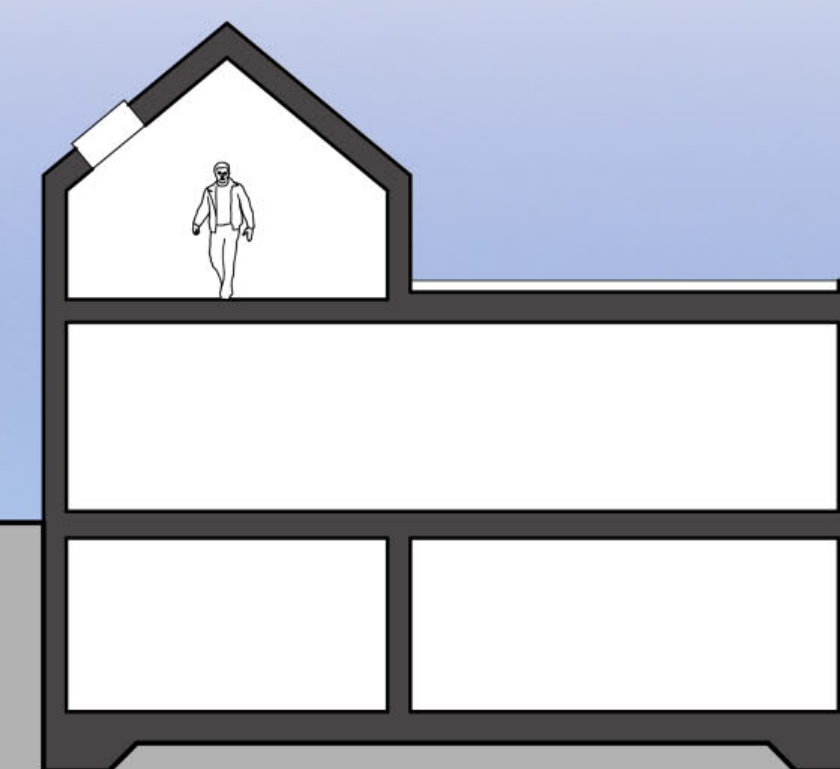
GROUND FLOOR PLAN (109M2)



FIRST FLOOR PLAN (38m2)



LONG SECTION



SHORT SECTION



SIDE ELEVATION (FACING GARDEN)

REAR ELEVATION (FACING FOOD GARDEN)

SIDE ELEVATION (FACING INTO SITE)

FRONT ELEVATION (FACING DRIVEWAY)

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Site Address  
 39A CAMLET WAY  
 BARNET  
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Job Title  
 DEMOLITION OF EXG  
 HOUSE AND GARAGE  
 AND ERECTION OF 4 HOUSES

Drawing Title  
 PROPOSED DETAILS  
 PLOT 1  
 Scale 1:100 @ A1 Date 04/19 Drawn by AJC

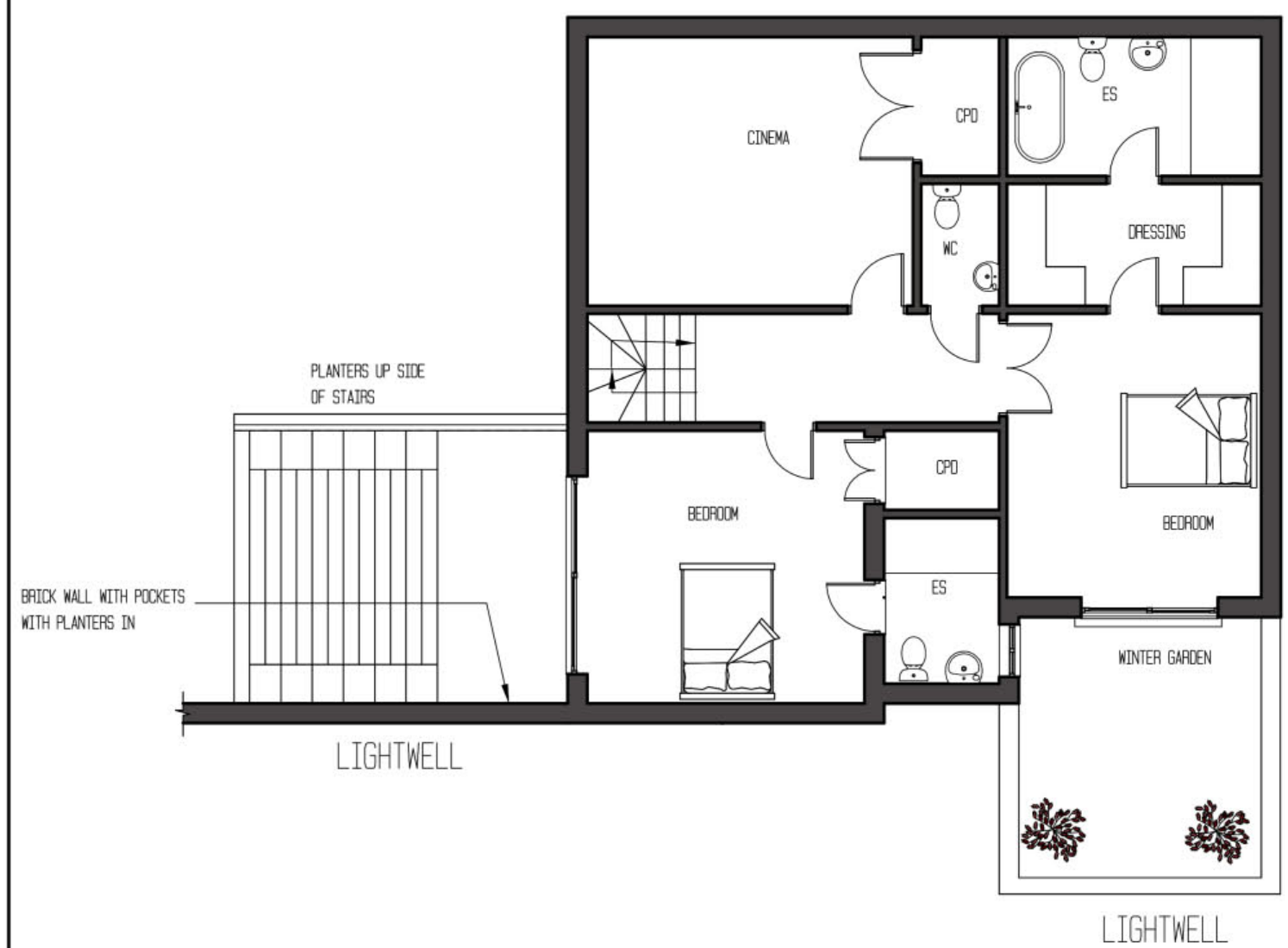
**Alan Cox**  
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Org.No. 479318-5 Box

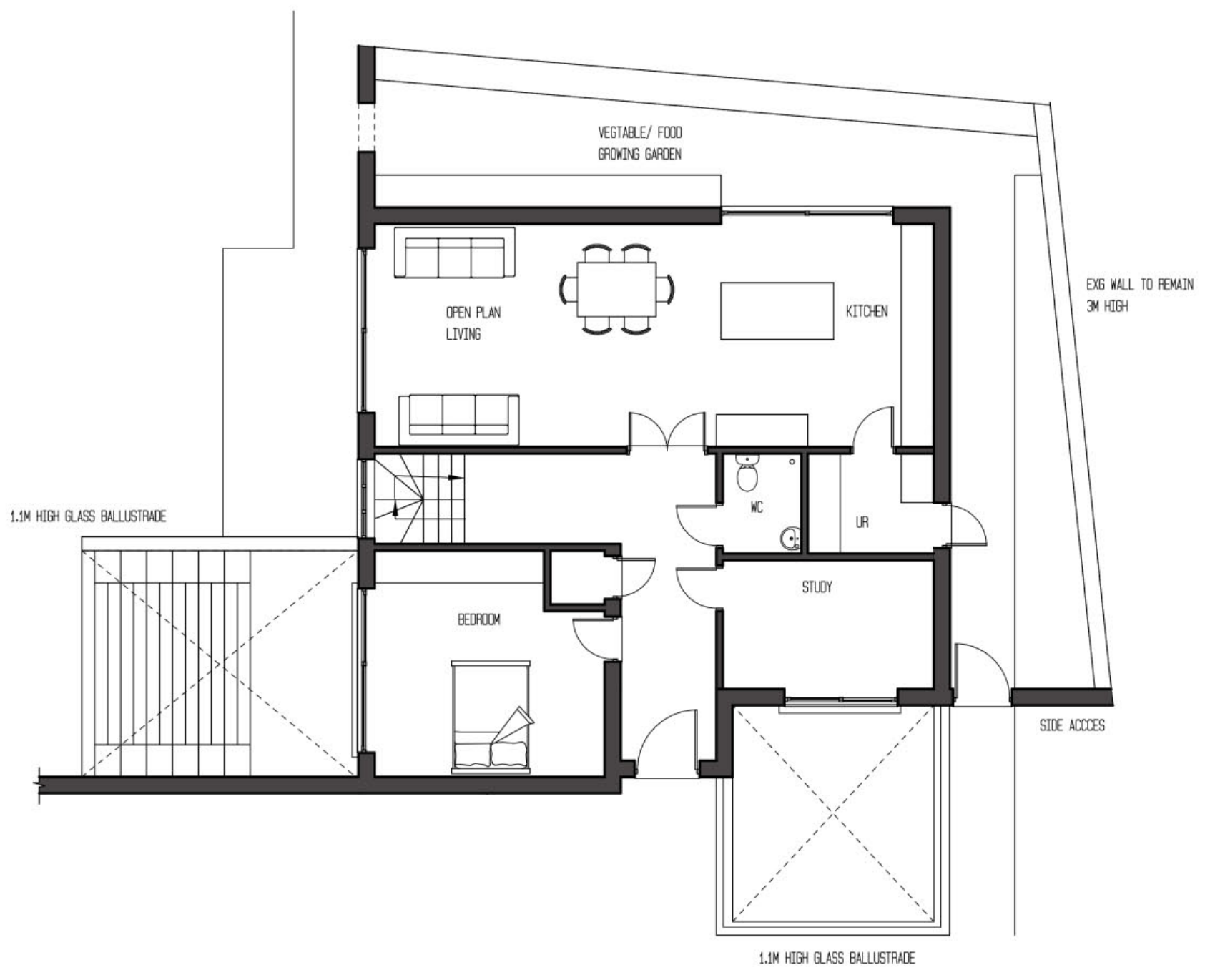


PLANNING

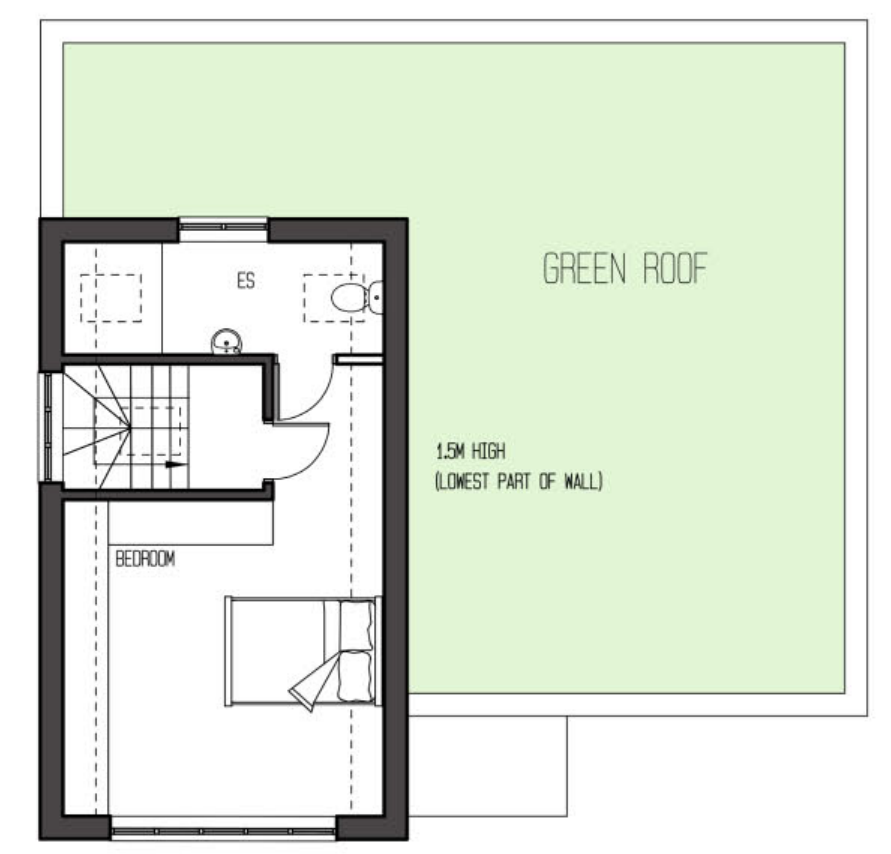
GIFA (229M2)



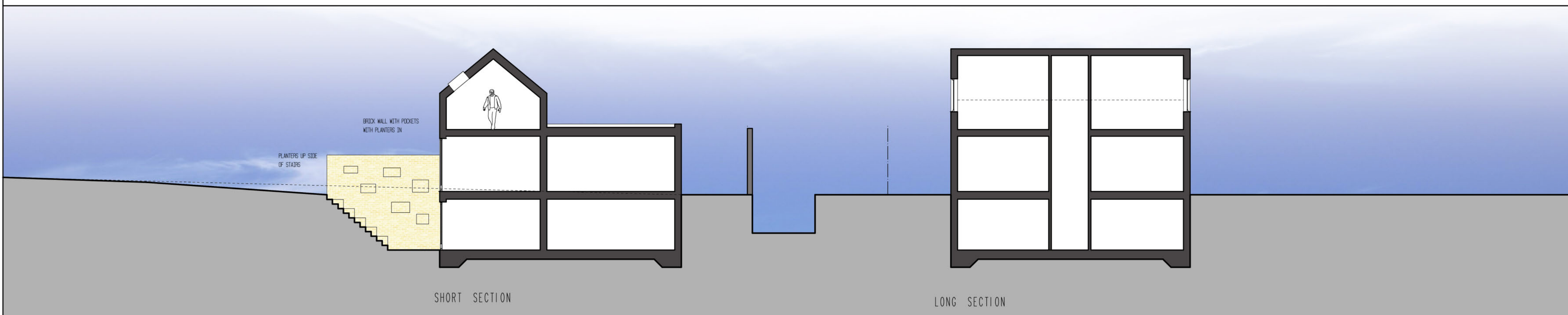
BASEMENT PLAN (98M2)



GROUND FLOOR PLAN (98M2)

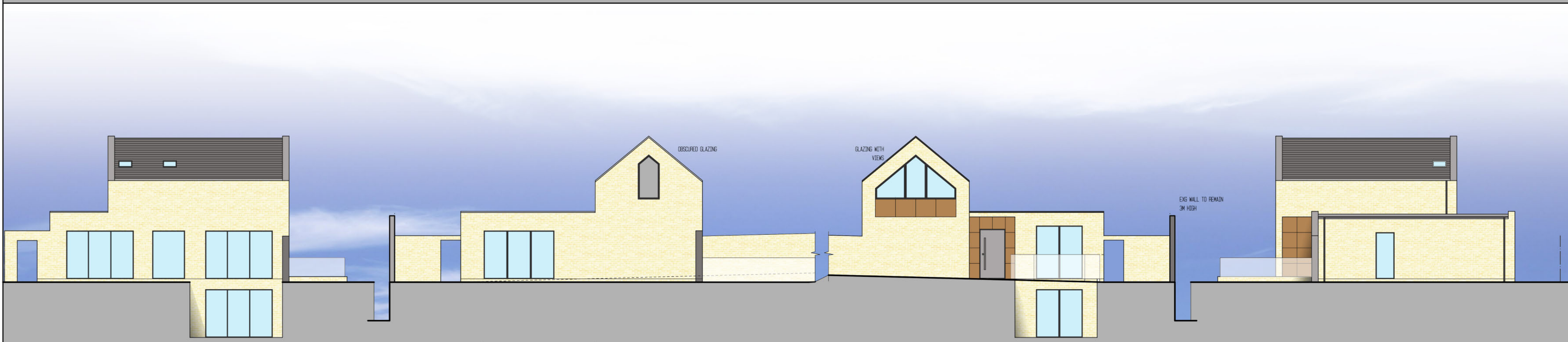


FIRST FLOOR PLAN (32M2)



SHORT SECTION

LONG SECTION



SIDE ELEVATION (FACING GARDEN)

REAR ELEVATION (FACING FOOD GARDEN)

FRONT ELEVATION (FACING DRIVEWAY)

SIDE ELEVATION (FACING BOUNDARY)

No.	Date	By	Contents
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Site Address  
 39A CAMLET WAY  
 BARNET  
 EN40LJ

Job Title  
 DEMOLITION OF EXG  
 HOUSE AND GARAGE  
 AND ERECTION OF 4 HOUSES

Drawing Title  
 PROPOSED DETAILS  
 PLOT 2  
 Scale 1:100 @ A1 Date 04/19 Drawn by AJC

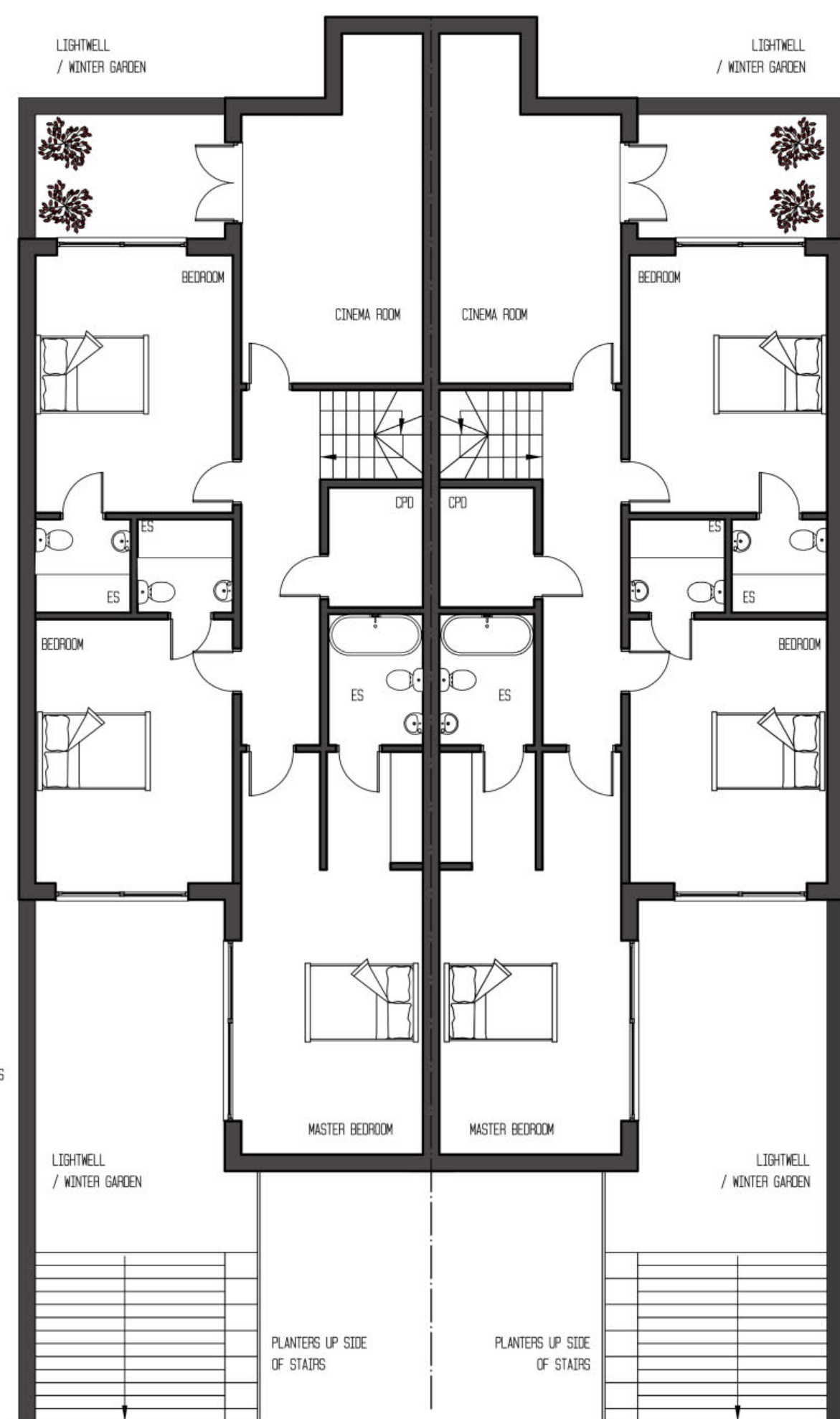
**Alan Cox**  
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Org.No. 479318-6 Box

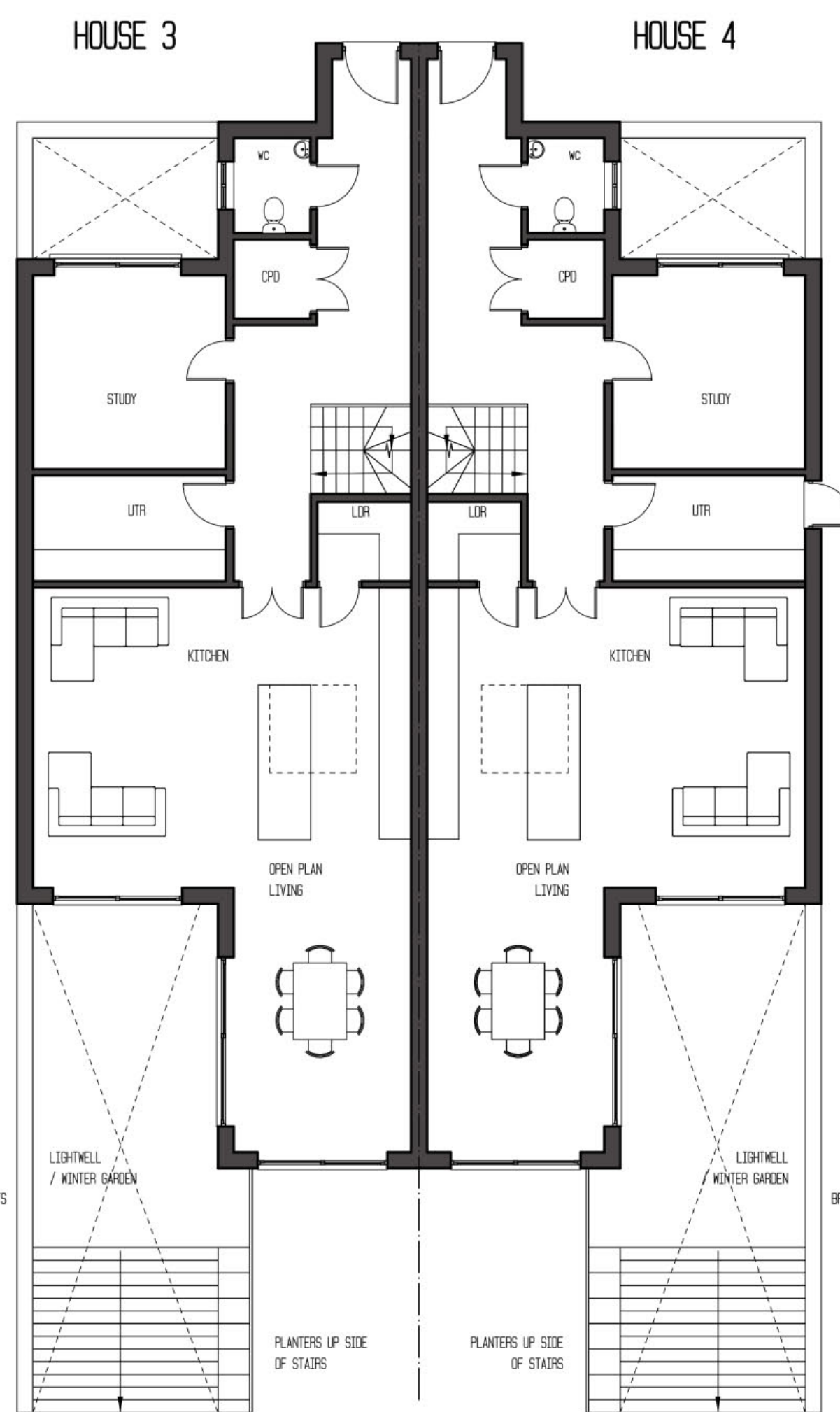


PLANNING

GIFA (251M2 PER HOUSE)



BASEMENT PLAN (111M2 PER HOUSE)



GROUND FLOOR PLAN (111M2 PER HOUSE)



BASEMENT PLAN (29M2 PER HOUSE)



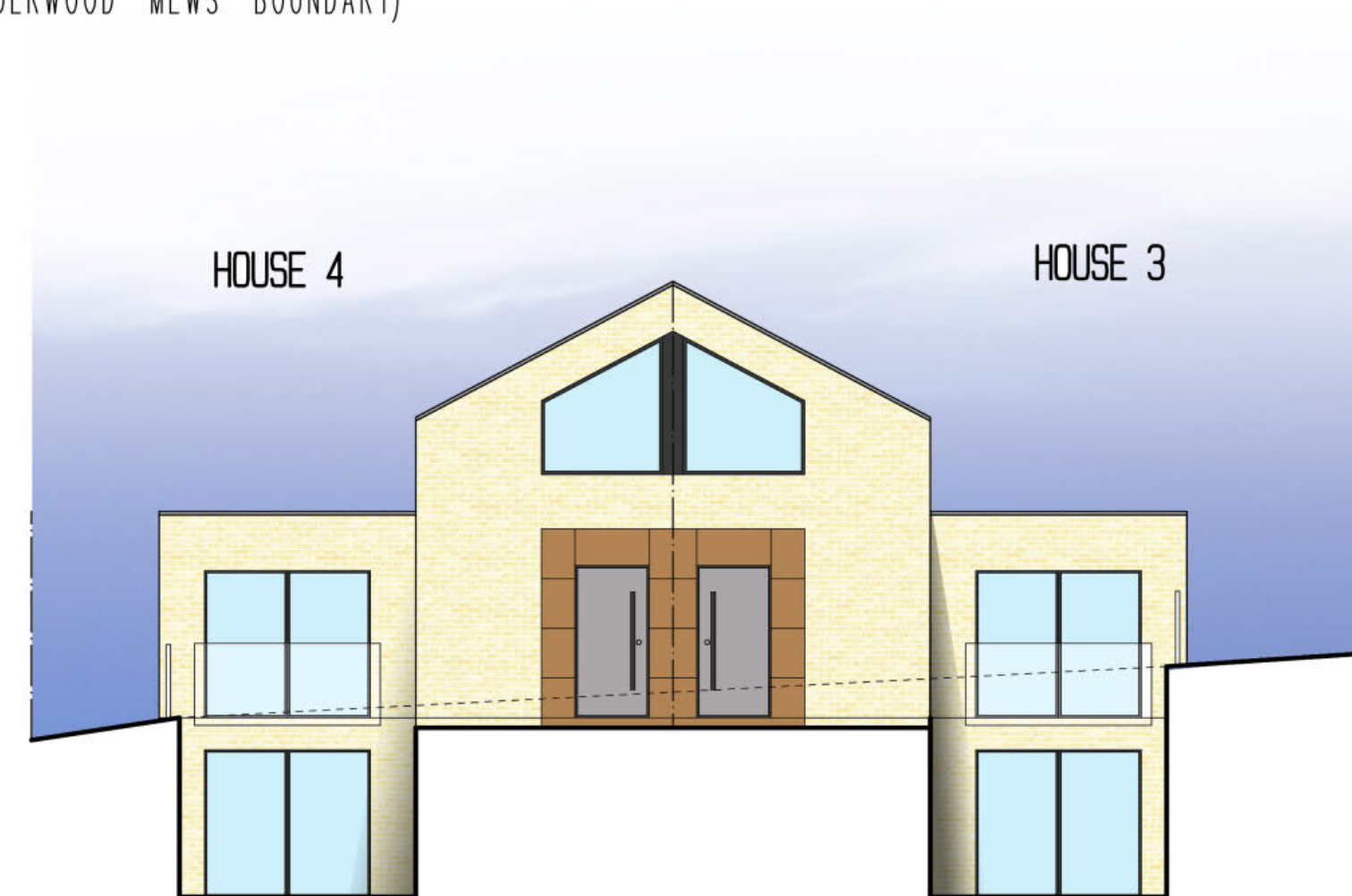
REAR ELEVATION (FACING GARDEN)



REAR ELEVATION (FACING ALDERWOOD MEWS BOUNDARY)



REAR ELEVATION (FACING 35 CAMLET WAY)



REAR ELEVATION (FACING GARDEN)

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Site Address  
 39A CAMLET WAY  
 BARNET  
 EN40LJ

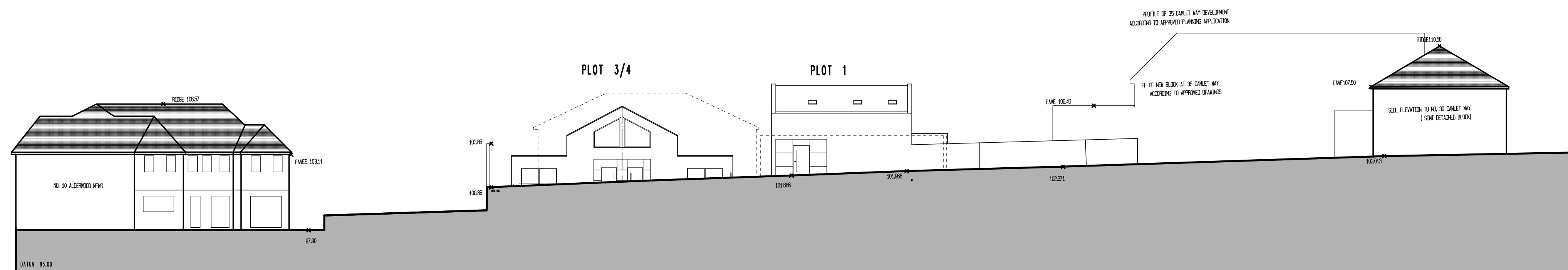
Job Title  
 DEMOLITION OF EXG  
 HOUSE AND GARAGE  
 AND ERECTION OF 4 HOUSES

Drawing Title  
 PROPOSED DETAILS  
 PLOT 3/4  
 Scale 1:100 @ A1 Date 04/19 Drawn by AJC

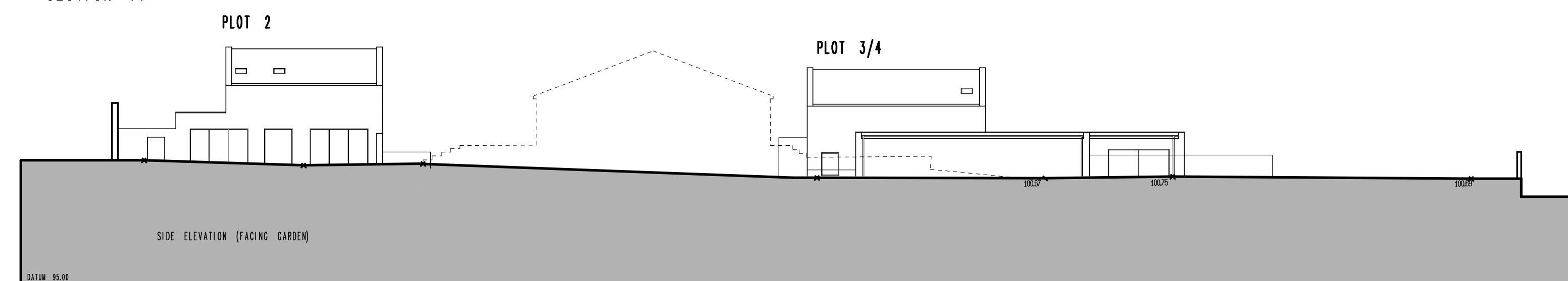
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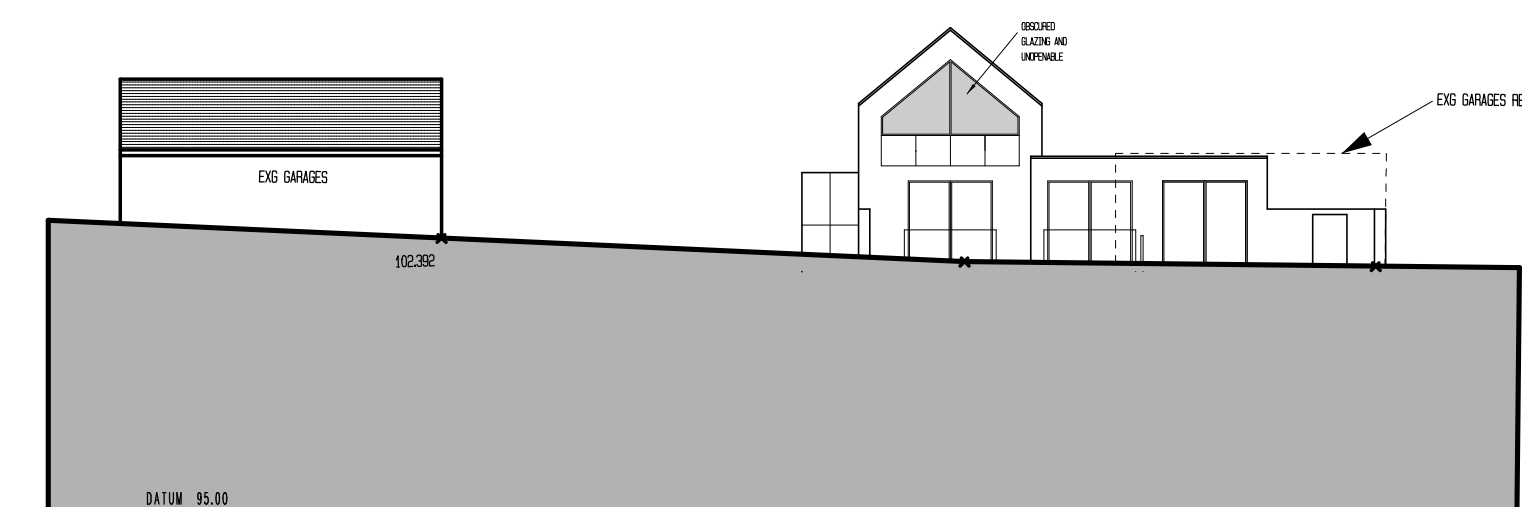




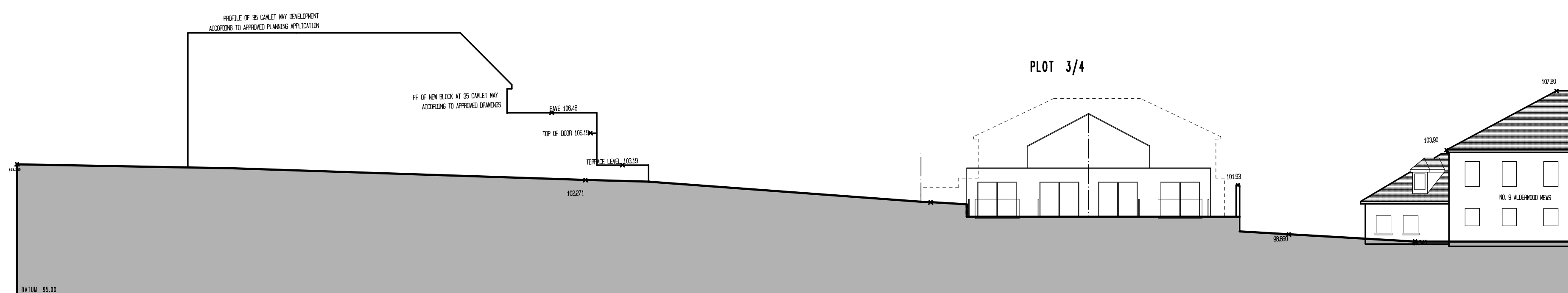
SECTION FF



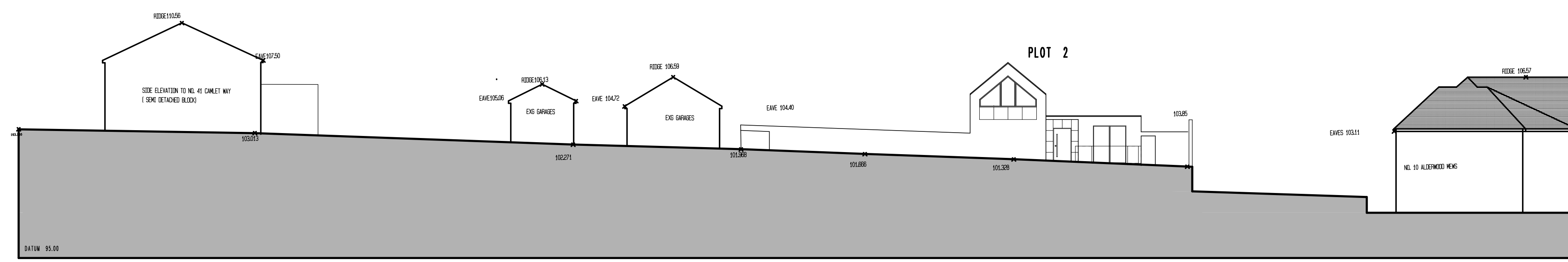
SECTION GG



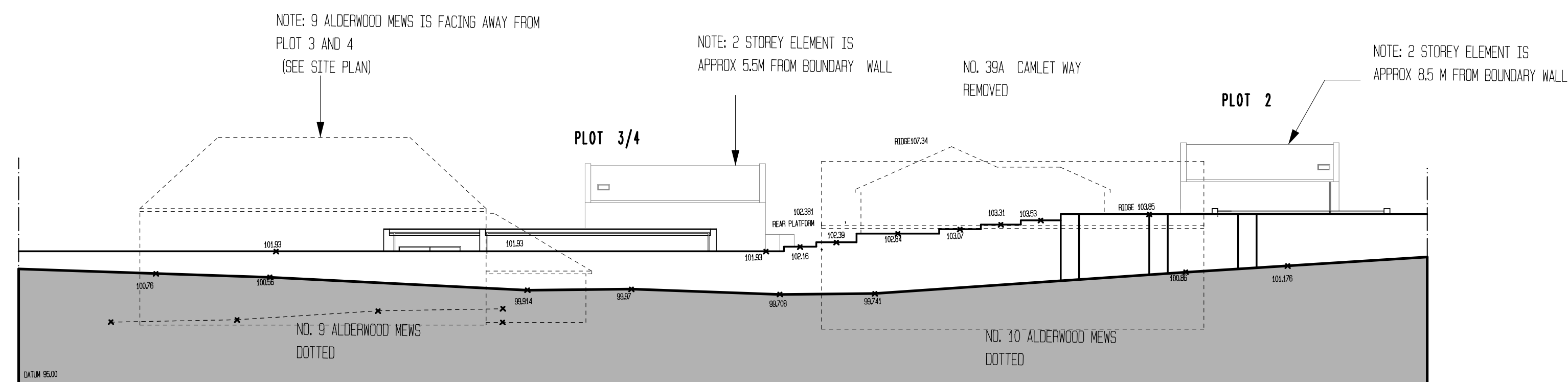
SECTION HH



SECTION II



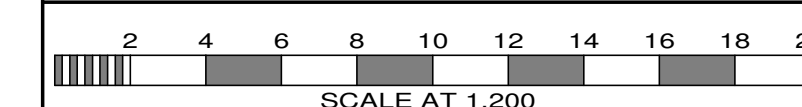
SECTION JJ



SECTION KK



NOTE: LARGE AMOUNT OF TREES BETWEEN NO.9/10 ALDERWOOD MEWS AND APPLICATION SITE TO BE RETAINED



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Revisions			

Site Address  
**39A CAMLET WAY  
 BARNET  
 EN40LJ**

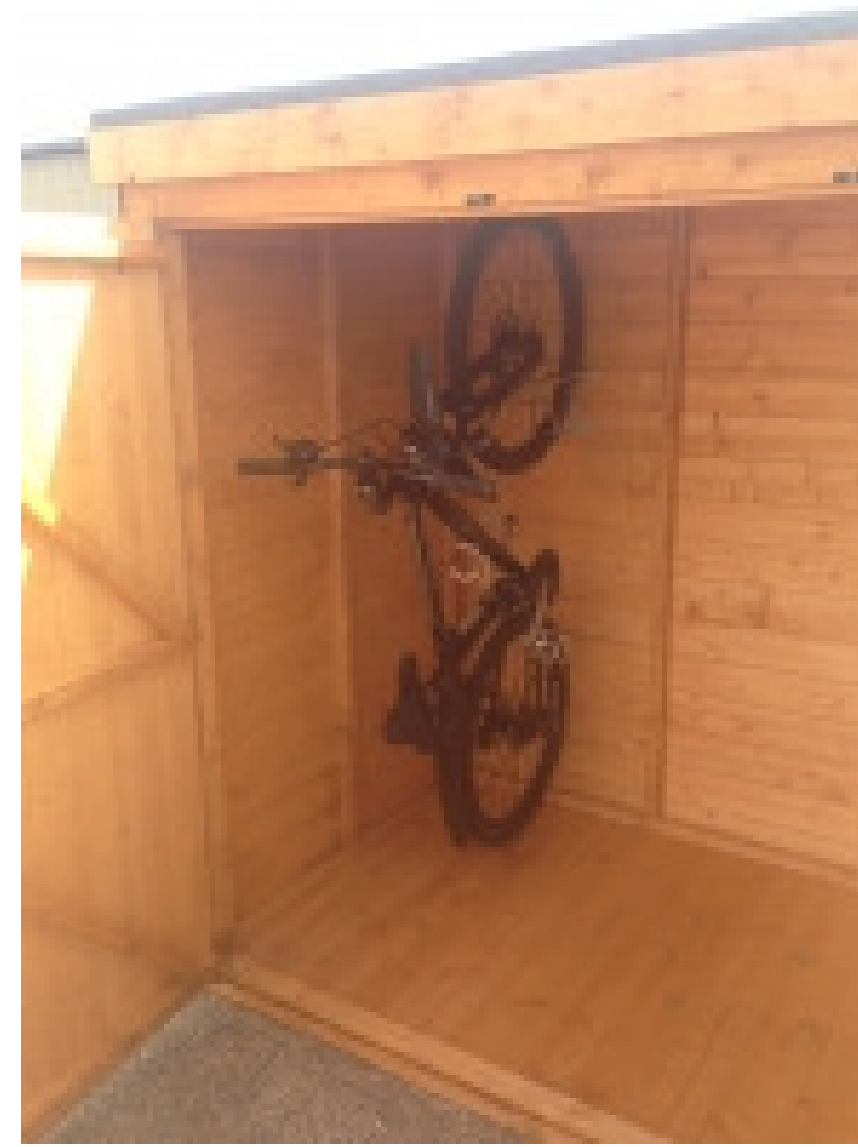
Job Title  
**DEMOLITION OF EXG  
 HOUSE AND GARAGE  
 AND ERECTION OF 4 HOUSES**

Drawing Title  
**PROPOSED SITE SECTIONS**

Scale 1:200 @ A1 Date 04/19 Drawn By AJC

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SECURED BY DESIGN HANGER SHED

LARGE SHED WITH ROOM FOR 4 BICYCLES

EACH HOUSE HAS A DESIGNATED AREA FOR REFUSE/ RECYCLING/ FOOD WASTE / GARDEN WASTE  
 EACH SPACE ALLOWS FOR 240 LITRE BINS (4N0) AND WILL BE COLLECTED BY A PRIVATE REFUSE VEHICLE



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Revisions			

**Site Address**  
 39A CAMLET WAY  
 BARNET  
 EN40LJ

**Job Title**  
 DEMOLITION OF EXG  
 HOUSE AND GARAGE  
 AND ERECTION OF 4 HOUSES

**Drawing Title**  
 REFUSE/RECYCLING DETAILS  
 BIKE STORAGE

**Scale** NTS    **Date** 04/19    **Drawn by** AJC

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**Org.No.** 479318-9    **Rev.**