

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 02 June 2020

Report of:

Head of Planning

Contact Officer:

Alex Johnson
Claire Williams
Andy Higham

Ward:

Jubilee

Application Number: 19/00278/FUL

Category: Major

LOCATION: 329 Hertford Road, London, N9 7ET

PROPOSAL: Redevelopment of site and erection of part 1 - 4 storey block of 16 self contained units comprising (9 x 1 bed units, 3 x 2 bed units, 2 x 3bed units and 2 x 4 bed units) with private and communal terraces together with A1 use commercial unit on the ground floor and associated parking.

Applicant Name & Address:

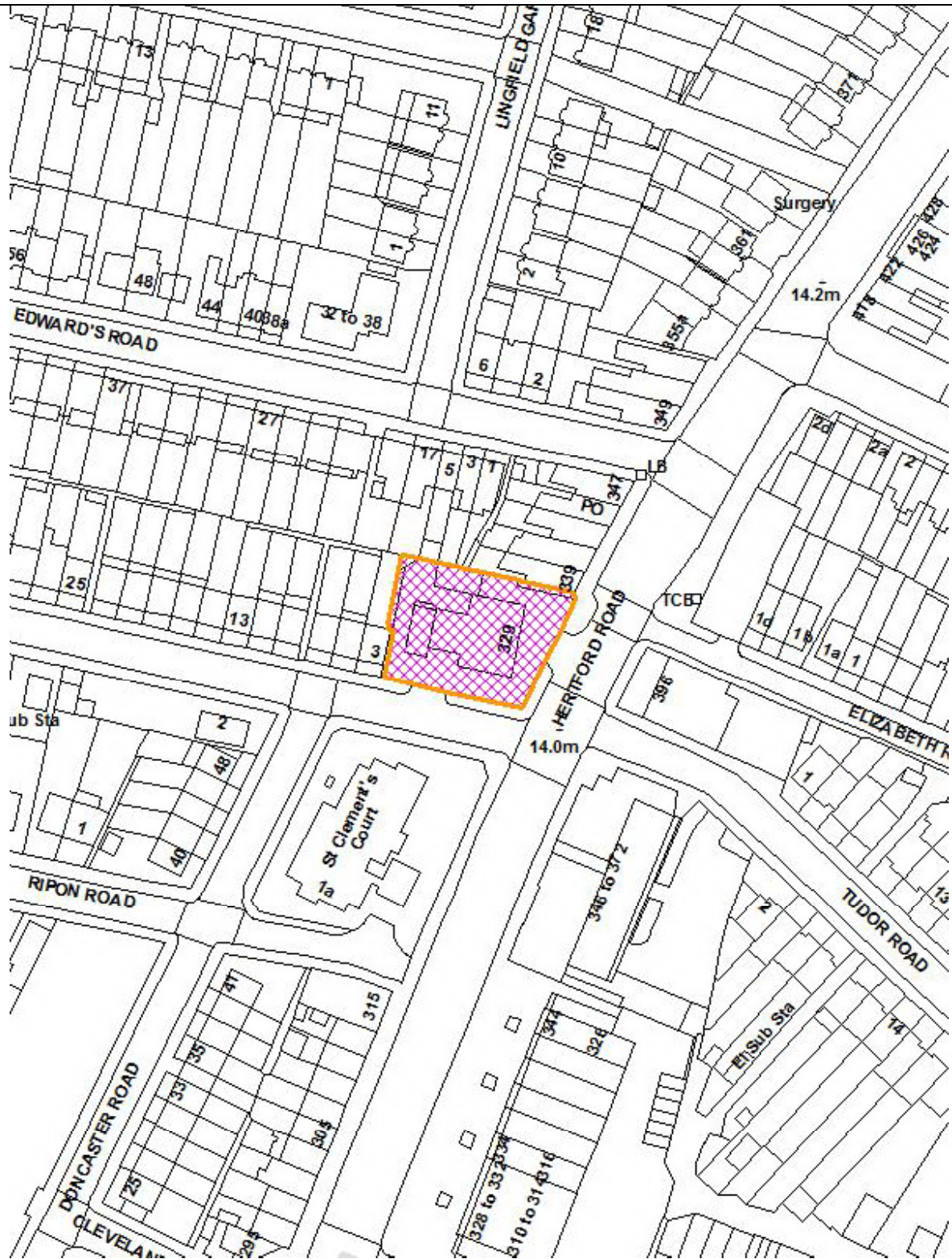
Mr M Kirupanathan
KT Investments Ltd
329, Hertford Road
London
N9 7ET

Agent Name & Address:

Mr John Thompson
W Griffiths
Falcon Chambers
Thomas Street
Llanelli
SA153JB

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

Ref: 19/00278/FUL LOCATION: 329 Hertford Road, London, N9 7ET,



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North



1.0 **Note for Members**

- 1.1 The application is reported to Planning Committee in accordance with the approved scheme of delegation as the proposal constitutes a “major” development. This application was heard by members at the Planning Committee on 26 November 2019 in which the scheme was deferred as members requested a daylight assessment and engagement with the Council’s Design Review Panel.

2.0 **Recommendation**

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

1. Time Limited Permission
2. Development to be carried out in accordance with approved plans and documents.
3. Demolition and Construction Management Plan
4. Contamination Assessment
5. Materials including details of doors and windows, balconies, privacy Screens, balconies and windows reveals.
6. Landscaping
7. SuDS Strategy
8. SuDS Verification Report
9. Energy Statement
10. Energy Performance Certificate
Energy Performance Certificate accompanied by a Built Energy Performance Assessment shall be submitted.
11. Potable Water
12. Acoustic Report
13. Construction Emissions
14. Full Details of Electric Car Charging Points
15. Subdivision
Commercial Unit shall not be subdivided
16. Commercial Unit – A1 Only
17. Commercial Unit – Hours of Use

18. Bat Survey
19. Biodiversity Enhancements
Details of bird and/or bat nesting boxes/bricks.
20. Waste and Recycling Strategy
21. No additional windows
22. External lighting
23. Green roofs
24. Site waste management plan
25. Rainwater recycling system
26. Enclosure
27. Details of surfacing materials
28. Details of the communal space layout and management

3. Executive Summary

- 3.1 The report seeks approval to a scheme involving the demolition of the existing petrol station and the re-development of the application site to deliver a mixed use development comprising of a ground floor commercial A1 unit, with part of the ground floor and first to fourth storey comprising of 16 residential units and associated underground car parking and cycle parking.
- 3.2 The reasons for recommending approval are:
 - i) The proposed development would be consistent with the objectives of national, regional and local planning policy in terms of supporting and securing sustainable growth and delivery of new housing stock within the borough;
 - ii) The development would provide a policy compliant offer of affordable housing in line with development plan objectives
 - iii) The development of the site would retain jobs on site within the borough in relation to the proposed ground floor A1 commercial unit;
 - iv) The development would improve the local environment
 - v) The existing site which is little architectural merit would be greatly improved and provide a visual upgrade to the immediate street scene and wider surrounding area;
 - vi) In comparison to the existing petrol station the new building would be significantly more sustainable and energy efficient;
 - vii) The development would create 13 on-site car parking spaces (including x2 disability spaces and x2 electric charging points) which would reduce impact upon on-street parking. 30 on-site cycle spaces

would also be created which would encourage sustainable methods of transport. As such the development is acceptable in terms of parking, traffic generation and servicing.

- viii) Following the Design Review Panel, the scheme has been amended to a more simplified design with the incorporation of varied materials.

4. Site and Surroundings

- 4.1 The site, measuring 0.0892ha, comprises an existing petrol station, associated car maintenance facilities and a shop unit associated with the station. The existing site is considered to be of little to no architectural merit.
- 4.2 The application site is a corner plot located on the junction of Hertford Road and Bridlington Road. Hertford Road comprises a number of small shops and other commercial units, the site is designated by the local plan policies map as being located within the designated Hertford Road local centre. Properties to the immediate east on Bridlington Road are residential in nature.
- 4.3 At present cars and vehicles using the petrol station facility enter and exit the site from access points on Bridlington Road and Hertford Road respectively.
- 4.4 The site has no designations within the Local Plan however the area of public green space to the rear is designated as Local Open Space.
- 4.5 The immediate surrounding area is largely characterised by residential and commercial uses with properties in a variety of different architectural styles.
- 4.6 The site does not contain any listed buildings and does not lie within a Conservation Area. The site falls within Flood Zone 1.

5. Proposal

- 5.1 The proposal is for the demolition of the existing buildings and the erection of a replacement part single, part 4 storey building comprising of a ground floor commercial unit and 16 residential units. Furthermore, the proposal would involve associated soft landscaping, provision of x30 cycle parking spaces and underground car parking: this would provide a total of 13 car parking spaces, 2 of which would be designated blue badge spaces and a further 2 with the provision for electrical vehicle charging.
- 5.2 The petrol station would cease to operate as a result of the proposed development though it is noted that a commercial unit proposed to be A1 use, would be provided at ground level which would retain a commercial presence on site. Furthermore, the commercial unit would retain employment opportunities and also provide a use commensurate with the local centre.
- 5.3 Following comments made by the Planning Committee and the Council's Place and Design Quality Panel on 13 February 2020, the development has been revised with the following amendments:
- The roof level has been simplified and reduced in bulk
 - Alterations to the material palette to provide more visual interest

- The elevation along Bridlington Road has been pulled back and simplified
- Improvements have been made to the lobby and entrance
- Slight revisions to the unit mix to accommodate the proposed changes stated above.

Original Proposed South and East Street Scene Elevations



Revised Proposed South and East Street Scene Elevations



6. Relevant Planning History

- 6.1 18/03932/PREAPP - Redevelopment of site and erection of 22 residential units and 1 commercial unit (FOLLOW UP TO 18/00120/PREAPP)..

The pre-application response is summarised as follows:

- The proposal was considered acceptable in principle;
- Some modifications to the design are encouraged to ensure some level of visual interest is achieved;
- Revisions to initial housing mix are required
- Architectural detail / interest needed for side elevations
- Simplified approach needed for eastern elevation and a more tidier approach with less clutter
- Revisions needed to residential unit layouts to promote dual aspect units and to clarify that each unit can accommodate standard furniture layouts.

6.2 18/00120/PREAPP - Redevelopment of site and erection of 22 residential units and 1 commercial unit- Response Issued

6.3 TP/04/2197 - Redevelopment of site by the erection of a 3-storey block of 12 flats (comprising 6 x 1-bed, 6 x 2-bed) and two retail units (Class A1) with associated basement car parking and vehicular access via Bridlington Road – Granted with Conditions

7. Summary of Key Reasons for Recommendation

- i) The principle of a mixed use commercial and residential development is supported at this location.
- ii) The development would contribute to and retain employment opportunities on site through the provision of the ground floor A1 unit.
- iii) The development provides an increase to housing stock in the borough for which there is an identified need.
- iv) The proposal delivers a policy compliant offer of affordable housing for which there is an identified need.
- v) The proposal offers a policy compliant standard and mix of residential units
- iii) The development is acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing building;
- iv) The development provides x13 car parking spaces and 30 cycle parking spaces (the existing site provides neither);
- v) The development does not have an unacceptable impact on neighbouring residential amenity
- viii) The sustainability credentials of the building will be improved by use of energy efficiency measures when compared to the existing petrol station.

8. Consultation

Public:

8.1 Consultation letters were sent to 306 neighbouring properties and a press advert was placed in the local newspaper. Site notices were also placed near the application site for a 21 day period. Following revisions to parking and servicing arrangements and a reduction in the number of residential units, neighbours were re-consulted for a further 14 day period. One comment of

objection was received in the first round of consultation raising the following points.

- Impacts upon parking
- Lack of landscaping
- Visual impact
- Increase in pollution
- Impact on neighbouring amenity

8.2 *Officer response:*

Following initial concerns regarding parking and servicing arrangements the scheme has been revised to provide underground parking and servicing arrangements on Bridlington Road. The Council's Transportation team have raised no objection to the proposal subject to conditions and financial contributions through a s106 agreement. The site will provide 13 formal parking spaces compared to the zero as is the current situation. Parking matters are discussed further within the main body of the report. It is acknowledged that the proposed development would have a greater footprint when compared to the existing petrol station though it is considered that as outlined in the report that the proposal is a substantially more positive building when compared with the existing.

8.3 Following engagement with the Council's Design Review Panel and submission of a daylight assessment, local residents were re-consulted. One further objection was received raising the following points:

- There is insufficient information to support the proposal
- There will be a 'double jeopardy' if development goes ahead with Covid-19 pandemic
- Concern in relation to noise, pollution and construction impacts

8.4 *Officer response:*

Sufficient documents in line with the validation checklist were provided for the application to be registered and assessed. Subsequent information provided has been sufficient for the scheme to be assessed against adopted planning policies. The government provides constant updates on working during COVID-19 that would have to be adhered to in the event of any approval. Construction impacts would be controlled through a condition requiring submission and approval of a demolition and construction management plan. Appropriate conditions are suggested as set out in section 2 of the report that cover noise, pollution and construction impacts. Furthermore, the Environmental Health Officer raised no objection to the scheme.

Place and Design Quality Panel

8.5 The scheme was also presented to the Council's Place and Design Quality Panel on 13 February 2020. In summary the panel advised of the following:

- The use of one brick type appears overwhelming and has overbearing colours for the palette of materials

- The top floor flat should be simplified to reduce the overall busy effect and also be possibly further set further back and expressed in a more simple manner to reduce the bulk of the proposal
- A more simplified approach is needed given the prominent corner location
- Recommended that the residential units above ground floor be pushed back to allow retail unit at ground floor be in line with neighbouring parade on Hertford Road.
- The entrance to the residential units should be celebrated and made more of a design feature.

External Consultees:

- 8.6 London Fire Brigade: No objection.
- 8.7 Thames Water: No objection.
- 8.8 Metropolitan Police – Designing out Crime: No objection – condition suggested.

Internal Consultees:

- 8.9 Transportation: No objection subject to the completion of a s106 agreement securing financial contributions for Cycle Enfield and for provision of a servicing bay on Bridlington Road.
- 8.10 Sustainable Drainage Systems (SuDS): SuDS strategy required and should be secured via condition
- 8.11 Environmental Health: No objections subject to conditions for noise insulation, a contamination assessment and construction emissions.
- 8.12 Urban Design: No objections subject to conditions for materials including brickwork, doors and windows, window reveals, balconies and balcony screens.

Following revisions to the scheme after the November 2019 committee Urban Design were re-consulted and have commented as follows:

- The design team have responded to the panels comments and simplified the top floor leading to a calmer overall appearance.
- The material pallet now shows a more varied and interesting colour scheme which, through bricks which vary in colour and tone, will lead to a less homogenous mass.
- The ground floor entrance to the flat access stairs and lifts is improved with a lobby and shorter approach.
- The elevation along Bridlington Road has been simplified and the building line pulled back to fit in with the terrace context.

9. Relevant Policies

- 9.1 London Plan (2016)

2.15	Town Centres
3.1	Ensuring equal life chances for all
3.3	Increasing Housing Supply
3.5	Quality and Design of Housing Developments
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 Individual Private Residential and Mixed Use Schemes
3.13	Affordable Housing Thresholds
4.1	Developing London's economy
4.7	Retail and Town Centre Development
4.8	Supporting a successful and diverse retail sector and related facilities and services
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
5.9	Overheating and cooling
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
5.14	Water Quality and Wastewater Infrastructure
5.15	Water Use and Supplies
5.17	Waste Capacity
5.21	Contaminated Land
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
6.13	Parking
7.1	Lifetime neighbourhoods
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.13	Safety, Security and Resilience to Emergency
7.14	Improving air quality
7.15	Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.19	Biodiversity and Access to Nature
8.2	Planning Obligations
8.3	Community Infrastructure Levy

9.2 The London Plan – Draft

The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed. The current 2016 (The London Plan consolidated with alterations since 2011) is still the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions. The significance given to it is a matter for the decision makers, but it gains more weight as it moves through the process.

Policies of particular relevance are Policy H1 (Increasing Housing Supply), Policy H2 (Small Sites), Policy H5 (Delivering Affordable Housing), Policy D2 (Delivering Good Design) and Policy SD6 (Town Centres)

9.3 Core Strategy (2010)

CP2	Housing Supply and Locations for New Homes
CP3	Affordable Housing
CP4	Housing Quality
CP5	Housing Types
CP9	Supporting community cohesion
CP17	Town Centres
CP18	Delivering Shopping Provision Across Enfield
CP20	Sustainable Energy Use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage And Sewerage Infrastructure
CP22	Delivering Sustainable Waste Management
CP24	The Road Network
CP25	Pedestrians And Cyclists
CP28	Managing Flood Risk Through Development
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP36	Biodiversity

9.4 Development Management Document (2014)

DMD1	Affordable Housing on Sites Capable of Providing 10 units or more
DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD25	Locations for New Retail, Leisure and Office Development
DMD28	Large Local Centres, Small Local Centres and Local Parades
DMD 37	Achieving high quality and design-led development
DMD 38	Design process
DMD 39	The design of business premises
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing

DMD 48	Transport assessments
DMD49	Sustainable Design and Construction Statements
DMD 50	Environmental assessment methods
DMD 51	Energy efficiency standards
DMD 53	Low and zero carbon technology
DMD 55	Use of roof space/ vertical surfaces
DMD 56	Heating and cooling
DMD 57	Responsible sourcing of materials, waste minimisation and green procurement
DMD 58	Water efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD 65	Air quality
DMD 66	Land contamination and instability
DMD 68	Noise
DMD70	Water Quality
DMD81	Landscaping

9.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- Planning Practice Guidance (PPG)
- Enfield Characterisation Study
- Manual for Streets
- Mayors Transport Strategy (May 2010)
- Revised Technical Standards for Footway Crossovers (April 2013)
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- London Plan Housing SPG
- London Plan Affordable Housing and Viability SPG
- London Plan Town Centres SPG
- London Plan The Control of Dust and Emissions During Construction and Demolition SPG
- London Plan Sustainable Design and Construction SPG
- Enfield S106 SPD

10. **Assessment**

10.1 The main issues arising from this proposal for Members to consider are:

1. Principle;
2. Affordable Housing;
3. Quality of Accommodation
4. Design
5. Impact upon Neighbouring Amenity
6. Transport
7. Refuse, Waste and Recycling;
8. SuDS;
9. Sustainability;
10. Biodiversity;
11. Crime and Safety
12. Planning Obligations; and
13. Community Infrastructure Levy.

Principle of Development

- 10.2 The existing petrol station is considered to be of little to no architectural merit and given that the application site is not designated as a heritage asset the loss of the existing building on site is not objected to. As such the principle of demolition is considered acceptable.
- 10.3 While there would be the loss of the shop unit associated with the petrol station, the development proposes a ground floor commercial A1 use unit with a floorspace of 260m², resulting in a gain of 213m² of commercial retail floorspace which would make a positive contribution to the vitality and viability of the local centre through the delivery of additional commercial floorspace in line with London Plan policy 2.15 and Development Management Document policy DM28.
- 10.4 The new development will allow for the provision of a new and better designed development that makes more efficient use of land as per paragraph 117 of the NPPF.
- 10.5 In terms of land use, London Plan Policy 3.3 recognises the pressing need for new homes in London and to provide a real choice of affordable housing for Londoners. At a local level policy CP2 of the Core Strategy outlines the need to deliver additional housing stock for Enfield residents to meet housing demand.
- 10.6 The proposal would be wholly consistent with the aforementioned policies. Furthermore, the comprehensive redevelopment of the site would raise the visual quality of the area and provide a strong corner plot development that can positively contribute to local place-making.
- 10.7 It is clear therefore that in principle, the redevelopment of the site is compatible with national, regional and local planning policy. As such, given the significant improvements that would occur as a result of the development together with there being no loss of employment, the application is supported in principle, subject to further assessment of any design, affordable housing, quality of accommodation, amenity and/or transport impacts.

Design and Appearance

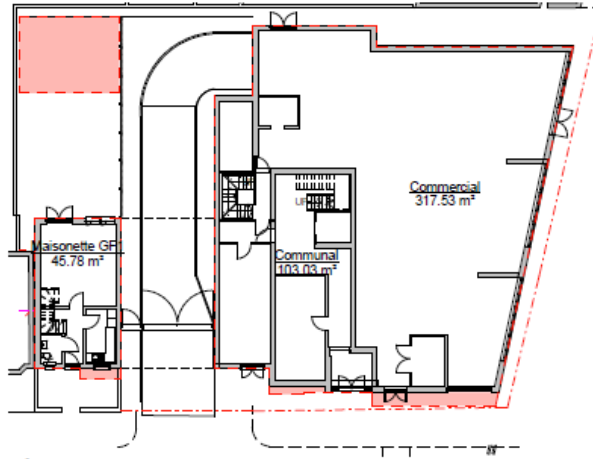
- 10.8 In terms of design, Core Strategy Policy 30 requires all developments to be high quality and design led, having special regard to their context.
- 10.9 Meanwhile Policy DMD 37 seeks to achieve high quality design and requires development to be suitable designed for its intended function that is appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.
- 10.10 London Plan Policy 7.4 has regard to local character and states in its overall strategic aim that 'development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings'. Policy 7.5 of the London Plan outlines a similar aim and seeks for proposals in public places to be 'Secure...easy to understand

and maintain, relate to local context, and incorporate the highest quality design'. Policy 7.6 of the London Plan sets out regional requirements in regards to architecture and states that development should 'incorporate the highest quality materials and design appropriate to its context'. The policy goes on to state that buildings and structures should 'comprise details and materials that complement...the local architectural character.'

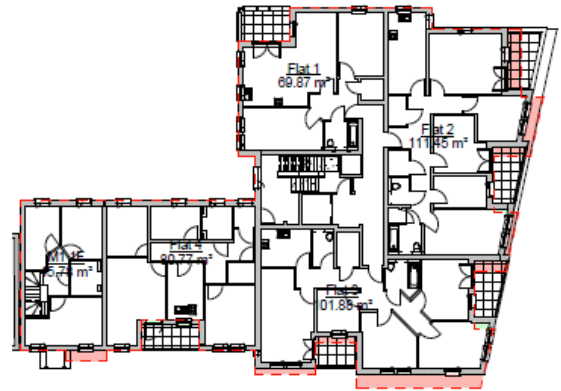
Legibility / Character

- 10.11 The existing site is a petrol station with an associated shop and facilities for car maintenance, which is the historic use of the application site. The existing site and structures on site are considered not to be of any architectural merit, furthermore the site is not designated within a conservation area nor as a local or statutory listed building. As such the loss of the existing building on site is not objected to in this instance.
- 10.12 The properties along Bridlington Road to the immediate east are two storey terraced dwellings. Hertford Road, which runs north and south of the application site comprises predominantly commercial units in the locality. It is noted that to the immediate south is a four storey residential block of flats. Officers therefore maintain that the proposed re-development of the site must be of a consistent scale, bulk and massing that would be in keeping with and sympathetic to the surrounding locality. Officers consider that the re-development of the application site has the potential to positively contribute to place-making in the locality. The images below highlight in red the areas of the scheme that have been amended.

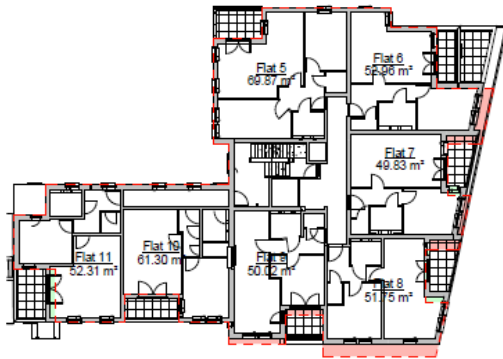




1 1-Ground



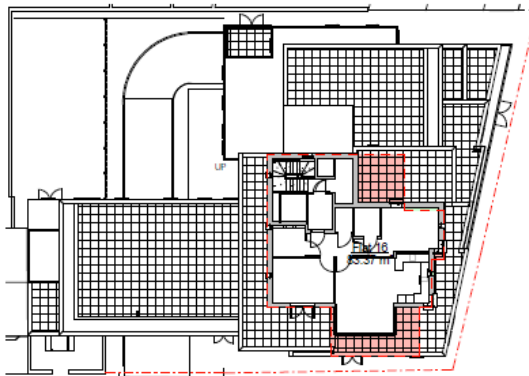
2 2-First



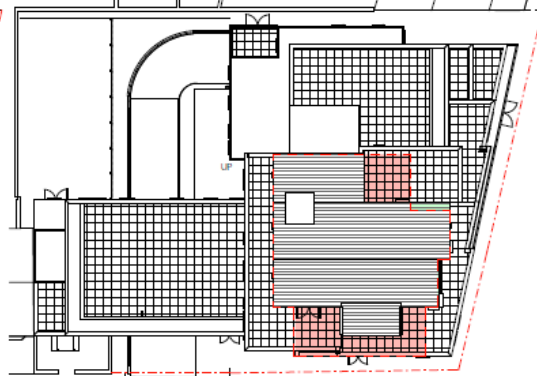
1 3-Second



2 4-Third



1 5-Fourth



2 6-Roof

Height, Bulk and Massing

- 10.13 The proposed development is a part single, part four storey development. The proposed building rises in height from the edges to increase to a four storey building in the corner of Hertford Road and Bridlington Road. The building has varying projections from the first to fourth storey which allow for visual interest and variation when viewed from the street scene,
- 10.14 The proposed building reduces its perceived bulk when viewed from the public realm through the introduction of shoulder / inset elements integrated into the design of the proposal which as well as offer visual interest also reduce the visual perception of bulk to be lessened. The proposed roof level also proposes a recess with sloping elements that add an interesting contrast to the square nature of the main building and help to break up the square nature of the building. It is considered the revisions made to the roof level appear more cleaner and simplified and are welcomed from a design perspective. It is considered that the staggered and stepped nature of the building allows for a suitable transition from the existing built form and building heights on Hertford Road and Bridlington Road. Revisions made to the scheme following deferral of the original proposal by Planning Committee are considered to result in a more simplified approach on Bridlington Road with the building line set back: this results in a form of development more sympathetic to its surroundings. It is also welcomed to see the substantial revisions have been made to the roof level unit which has a more clean, calmer and tidy appearance whilst also appearing less dominant.

Appearance

- 10.15 The proposed building would be a predominantly brick built development. Following deferral of the application in November 2019, the applicant and their team have worked proactively with officers to provide a more detailed and interesting materials palette. For reference a visual palette is shown below.



- 10.16 Further details on the materials can be secured through a condition to ensure that the proposed brickwork is of suitable quality and provide sufficient variation in tone and texture. The more varied material palette now proposed is a welcome improvement when compared with the proposal was last presented to Planning Committee. The support of the urban design team must also be acknowledged.
- 10.17 The development will also be installing new windows and balconies that are considered to be of an acceptable appearance in relation to the host building and the surrounding locality. To ensure that the proposed balconies and windows are of an acceptable design, it is necessary to impose a condition requiring submission of specifications of balconies, windows and window reveals to ensure a satisfactory standard of external appearance is delivered. A condition is suggested to ensure that details of all of the external materials are submitted to and approved in writing by the Council.

Summary of Design and Appearance

- 10.18 The revisions made to the proposed development since it was last presented to Planning Committee in November 2019 are welcomed. The proposed re-development of the site is considered to result in a more architecturally positive building when compared with the existing petrol station on site.

- 10.19 In light of this context, it is considered that the proposed building and works to the immediate surrounding area result in a much improved and better quality building and overall, the proposal is considered acceptable in terms of design and appearance.

Impact on Neighbouring Amenity

- 10.20 London Plan Policy 7.6 states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Policies DMD 6 and 8 ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment and the principles contained in this policy have been applied in this case given the relationship to residential properties. Furthermore, Policy CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.
- 10.21 The site is located in an area comprising residential and commercial properties. Officers consider a mixed use development comprising a ground floor commercial unit and x16 residential units would be commensurate within the locality given the location of the application site within a designated local centre.

Overlooking / Privacy

- 10.22 The proposed building will be of a considerably greater massing and bulk than the existing petrol station and there is a need to carefully consider the impacts of the increased built form and nature of the development upon neighbouring properties, particularly those on Bridlington Road.
- 10.23 To the immediate west is the property 3 Bridlington Road, which forms a terrace with Nos 5 and 7 Bridlington Road. It is considered it is these properties which potentially, would be most affected. It is felt that the development has been carefully designed to be stepped in building height to mitigate harm upon adjoining neighbours. It is also noted that the property 3 Bridlington Road does not comprise of any flank windows.
- 10.24 The proposed development does include any flank windows at ground, first or second floor level and as such these properties on Bridlington Road would not be subject to privacy or overlooking. It is noted that one flank window located on the western elevation is proposed at third and fourth level and this would face Bridlington Road, however given the building height in relation to the adjoining properties and the distancing of these windows in excess of 15m from these dwellings, it is considered these windows would not cause any harm to properties on Bridlington Road. It is noted that at third floor level the windows serve a landing, furthermore the windows from this elevation are screened by the landscaping in the communal garden area. At fourth floor level the flank window serves a stairwell, this window is set in excess of 17m from 3 Bridlington Road and as such is not considered to unacceptably impact this neighbour.
- 10.25 The properties opposite on Hertford Road are buffered by the road to prevent any harmful privacy or overlooking impacts. The block of flats to the

immediate south are considered to be buffered by the road on Bridlington Road. Therefore, the scheme would not result in any impact on the residential amenity of the occupiers of these units.

- 10.26 With regard to the effect upon properties on King Edward Road, it is noted that the proposed balconies looking onto this road are shown as being provided with 1.7m high privacy screens to offset any harmful impacts. It is noted that these properties are located in excess of 28m away from the proposed rear elevations of both the host building and adjoining neighbours. As such this separation distance is considered to prevent any harmful impacts upon properties on King Edward Road.

Noise

- 10.27 It is acknowledged that the new commercial unit could have noise impacts associated with it although the mixed composition of Hertford Road is an important consideration as is the fact there is an existing shop associated with the petrol station. Furthermore, there would not be vehicular noise of cars entering and existing when compared to the petrol station use. It is proposed that the commercial unit will be conditioned to restrict opening hours and for the use to be only for A1 and as a result, this would safeguard neighbouring amenity.
- 10.28 In relation to the proposed 16 residential units, it is acknowledged that there would be an increase in activity from these over the existing site but due regard has been given to the fact that the site is located in a designated local centre which is a noise rich environment. Furthermore, noise associated with the residential development would be commensurate with the use and also of Bridlington Road which is a residential street. No objections in relation to noise has been raised by the Environmental Health officer.
- 10.29 It is acknowledged that there would potentially be noise impacts upon properties in the locality during demolition and construction phases of the development, however these would be temporary in nature. To prevent any harmful noise and pollution impacts a condition requiring the submission and approval of a demolition and construction management plan to prevent any harmful impacts during these phases of the development would be imposed.

Daylight/Sunlight Impacts

- 10.30 The submitted drawings in the accompanying Design and Access Statement considers daylight and sunlight impacts associated with the proposed development and provides daylight lines to properties on King Edward Road. Following the deferral of the application in November 2019 the applicant provided a Daylight and Sunlight Assessment in support of their application.
- 10.31 The assessment considers the principles outlined within BRE guidance 'Site layout planning for daylight and sunlight: a guide to good practice'. The assessment considers the Vertical Sky Component, Annual Probable Sunlight Hours and Winter Probable Sunlight Hours.
- 10.32 Vertical sky component (VSC) is a 'spot' measure of the skylight reaching the midpoint of a window from an overcast sky. It represents the amount of visible sky that can be seen from that reference point, from over and around an obstruction in front of the window. That area of visible sky is expressed as a

percentage of an unobstructed hemisphere of sky, and, therefore, represents the amount of daylight available for that particular window. Annual probable sunlight hours (APSH) is a measure of sunlight that a given window may expect over a year period.

- 10.33 A total of 45 windows within 13 properties were assessed in the assessment. Four windows within 2 properties were found not to comply with the three above tests. Two of the windows were located at 339 Hertford immediately adjacent to the site, one of which faces north, both of which are already severely compromised by extract ducts rising from the A5 take-away unit below, neither windows serve habitable rooms, the side window is to an entrance hall and the rear window to a bathroom. Other windows on this property are not affected by the proposal.
- 10.44 The other two upper floor windows are located at 3 Bridlington Road. It is acknowledged that there would be a loss of sunlight to these windows, however the windows face 23 degrees of due north and as such already do not receive the required APSH.
- 10.45 It is considered that the gradual increase in building height along Bridlington Road would not result in any harmful daylight/sunlight impacts upon properties on this road. The four storey block of flats to the immediate south on the other side of Hertford Road are buffered from the road by daylight/sunlight impacts. The properties north on Hertford Road are not considered to be unacceptably impacted given the stepped nature and gradual increase in height to the corner junction of Hertford Road and Bridlington Road. On balance Officers consider that the submitted daylight and sunlight assessment clearly demonstrates that there would be no unacceptable harm upon neighbouring amenity in relation to daylight and sunlight impacts. Furthermore, the reductions to the overall bulk and massing are considered to reduce the impacts of the development on surrounding properties.

Summary

- 10.46 It is noted that the proposal would result in a considerable increase in built form when compared to the existing petrol station however, it is maintained that the proposed building has been carefully designed to offset unacceptable amenity impacts.
- 10.47 Notwithstanding the above a condition is recommended requiring full details in the way of sound insulation to protect residential properties from noise associated with the ground floor shop unit.
- 10.48 In light of the above the proposal is considered acceptable in terms of residential amenity impact subject to conditions as stated. The submitted Daylight and Sunlight Assessment is welcomed by officers and clearly demonstrates compliance against BRE and development plan policy guidance.

Quality of Accommodation

- 10.49 The London plan outlines the importance of delivering high standards of internal accommodation that meet the needs of occupants within Policy 3.5 and that these must be of the highest standard both internally and externally.

At a national level the DCLG space standards outlines minimum internal floorspace standards that all new residential dwellings must accord with. The Core Strategy states within policy CP4 states that *'High quality design and sustainability will be required for all new homes. New housing developments should take account of the design and construction policies and sustainable design and construction guidance set out in the London Plan'*. The supporting London Plan Housing SPG provides detailed guidance on furniture arrangements, internal daylight/sunlight and circulation, amongst other considerations. The table below makes an assessment of each of the proposed residential units.

Unit	Floorspace Required	Floorspace Proposed	Complies?
1 3b5p duplex	93sqm	93sqm	Yes
2 2b4p	70sqm	70sqm	Yes
3 4b7p	108sqm	111sqm	Yes
4 4b6p	99sqm	102sqm	Yes
5 3b4p	74sqm	81sqm	Yes
6 2b4p	70sqm	70sqm	Yes
7 1b2p	50sqm	53sqm	Yes
8 1b2p	50sqm	50sqm	Yes
9 1b2p	50sqm	52sqm	Yes
10 1b2p	50sqm	50sqm	Yes
11 1b2p	50sqm	50sqm	Yes
12 1b2p	50sqm	52sqm	Yes
13 1b2p	50sqm	50sqm	Yes
14 1b2p	50sqm	52sqm	Yes
15 1b2p	50sqm	50sqm	Yes
16 2b4p	70sqm	83sqm	Yes

10.50 As shown in the table above it is noted that each of the units accord with the minimum floorspace standards. Furthermore, it is noted that each of the units would offer a good functional, internal layout with all units being dual aspect that can accommodate practical furniture layouts in line with standard 25 of the London Plan Housing SPG.

Unit	Proposed Amenity Space (sqm)	Amenity Space Required (sqm)	Complies?
1 3b5p duplex	56	8	Yes
2 2b4p	7	7	Yes
3 4b7p	13.9	10	Yes
4 4b6p	11.4	9	Yes
5 3b4p	5.8	7	Yes
6 2b4p	7	7	Yes
7 1b2p	5.8	5	Yes
8 1b2p	6.5	5	Yes
9 1b2p	6.4	5	Yes
10 1b2p	5	5	Yes
11 1b2p	6.5	5	Yes
12 1b2p	7.3	5	Yes
13 1b2p	14.7	5	Yes
14 1b2p	6.9	5	Yes
15 1b2p	5	5	Yes
16 2b4p	96	9	Yes

10.51 In relation to private amenity space standards, officers have carefully considered the requirements of Policy DMD9 and standards 26 and 27 of the London Plan Housing SPG. Each of the units would be provided with acceptable provisions of amenity space in accordance with policy requirements, furthermore the development provides two communal amenity areas that have a footprint of 91.5sqm and 58.6sqm. Officers note that the residential units offer an acceptable standard of accommodation that would adequately meet the needs of future occupants in relation to ventilation, circulation and internal daylight/sunlight.

10.52 The proposed plans also demonstrate that the units can accommodate practical furniture and storage layouts. Officers have liaised with the agent acting on behalf of the applicant to secure a revision to flat 7 to allow for the insertion of an extra window which is to be high level, obscure glazed and

non-opening above 1.7m which will provide a more positive standard of accommodation for occupants of this unit which is considered a positive measure.

- 10.53 For the reasons stated above the proposed units are considered to offer an acceptable standard of accommodation that accords with the relevant development plan policy guidance.

Unit Mix

- 10.54 In relation to delivering a balanced mix of housing, Policy 3.8 of the London Plan seeks to provide a balanced mix of housing types that meet the needs of Londoners today. Policy DMD3 of the Development Management Document re-iterates a similar objective and seeks for Enfield to have a mix of homes that meet needs of the Strategic Housing Market Assessment 2015 which seeks for a balance between smaller unit types and family sized dwellings.

- 10.55 It is noted that the scheme when previously considered by the Planning Committee proposed a mix of 8 x 1 bed units, 3 x 2 bed units, 3 x 3bed units and x2 4 bed units to accommodate the aforementioned design revisions. The proposed mix now comprises of the following dwelling types

- 9 x 1 bed units
- 3 x 2 bed units
- 2 x 3 bed units
- 2 x 4 bed units

- 10.56 Whilst it is noted that there is a reasonably high provision of x1 bedroom units it is noted that 44% of units would be family sized, for which the two bedroom 4 person units are considered family units (in line with the draft London Plan). Given the location of the application site within a designated local centre, it is considered that on balance the proposed housing mix is acceptable.

Affordable Housing

- 10.57 Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing 10 or more units (16 residential units in this instance) it should be complying with 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.

- 10.58 The scheme proposes to deliver 50% of the residential units as affordable, resulting in 8 units being designated on site as affordable housing. The affordable housing offer complies with local planning policy as well as emerging London plan policy guidance within Policy H5. The proposed breakdown of affordable tenure is shown below

- x 8 market sale units
- x5 affordable rent units – comprising of x1 2-bedroom unit, x2 3 bedroom units and x2 4 bedroom units
- x3 shared ownership units – comprising of x2 1-bedroom units and x1 2 bedroom unit

- 10.59 It is noted that six of the affordable units are family sized units which is also considered a positive element of the proposal in line with Policies DMD1 and

CP3. The policy compliant offer of affordable housing is considered to be a positive element of the scheme that weighs significantly in favour of the proposal. This is recommended to be secured through a s106 agreement.

Transportation Impacts

- 10.60 DMD 45 relates to car parking, cycle provision and parking design. DMD 47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area and the current factory does not provide this. London Plan policy 6.13, DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function.
- 10.61 The Public Transport Accessibility Level (PTAL) of the site is 3 which indicates that there is moderate access to frequent public transport services. Hertford Road is designated as a classified road.

Car Parking

- 10.62 The proposal has been revised since its initial submission to provide underground car parking that will be accessed off Bridlington Road. The provision of car parking spaces is for the residential units and makes a provision of 13 spaces, 2 of which are to be designated as blue badge spaces and 2 are to have provision for car charging. This provision is considered acceptable in line with London plan parking standards subject to full details of electric car charging points prior to first occupation of the development. The London Plan requires within Policy 6.13 for 1 in 5 spaces provide active or passive electrical charging to encourage use of electrical vehicles. Officers maintain that the proposal has the capability to deliver a policy compliant level of electrical car charging through a condition.
- 10.63 It is noted that the proposed A1 unit will not have any parking and it remains likely that the unit will generate a parking demand. However it is noted that some parking could potentially be provided on the other side of the Cycle Enfield route. This could help mitigate against the lack of parking for the retail unit and has been agreed with the agent acting on behalf of the applicant to provide this through a s106 financial contribution of £15,621. This approach has been deemed acceptable by the Council's Transportation officer.

Cycle Parking

- 10.64 In terms of cycle parking, the visitor cycle parking is to be located in a dedicated area on Bridlington Road with provision for x30 spaces which accords with London plan standards for the residential units. However, whilst the cycle parking location and quantum is considered acceptable, it is recommended that further details on cycle parking, specifically secureness and where visitor and long stay cycle parking will be located within the allocated cycle parking area, is required via condition.
- 10.65 It is noted that no cycle parking is proposed for the retail unit, though it is noted that the agreed contribution of £15,621 to cycle Enfield is on balance considered to offset this.

Servicing

- 10.66 The residential units are proposed to be serviced from Bridlington Road. Officers note that it would be difficult to service from Hertford Road as the Cycle Enfield cycle lanes are not constructed, meaning that there would be no room to put in a loading bay. Any loading bay to the side would impact on parking provision and further reduce available spaces.
- 10.67 The scheme has been revised in negotiation to provide servicing along Bridlington Road. There is restricted parking and as a result this may need to be upgraded to a loading bay and a contribution of £5000 has been secured as an upgrade to a service bay through a s106 agreement. This is considered acceptable.

Summary

- 10.68 The above assessment demonstrates that the proposal would not result in an unacceptable impact in terms of traffic and transportation matters, and furthermore is not expected to result in any significant additional impact over and above the existing use as a petrol station. As such, subject to conditions requiring full details of cycle parking, electrical charging points and a s106 agreement for a loading bay on Bridlington Road and towards Cycle Enfield the proposal is considered acceptable in this regard.

Refuse, Waste and Recycling

- 10.69 Policy 5.17 of the London Plan requires suitable waste and recycling storage facilities in all new developments whilst Core Policy 22 supports the provision of a sufficient, well-located waste management facility and requires all new developments to provide on-site waste treatment, storage and collection throughout the lifetime of the development.
- 10.70 Meanwhile Policy DMD 57 notes that all new developments should make provision for waste storage, sorting and recycling, and adequate access for waste collection.
- 10.71 With regards to the new development and its waste management arrangements will be undertaken in the form of collection from the proposed servicing bay along Bridlington Road which will be secured through a s106 agreement. Whilst this is broadly acceptable, officers consider it necessary to impose a condition requiring the submission and approval of a site waste management plan to ensure that the development can deliver policy compliant waste and recycling storage arrangements for both the commercial and residential elements of the development.
- 10.72 Given the above the application is considered acceptable in terms of refuse, waste and recycling.

Sustainable Drainage / Flood Risk

- 10.73 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's

approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties.

- 10.74 DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 10.75 The proposal has been accompanied with a drainage strategy prepared by Bauder Ltd. The report outlines detailed specifications of the proposed blue roof. Whilst this is considered a positive element of the scheme it is acknowledged that Policy DMD61 requires major developments to provide more than one SuDS measure. It is noted that soft landscaping is proposed in the communal garden areas. Officers on balance consider that the scheme has the potential to deliver a policy compliant drainage system that accords with the development plan and that full details can be provided through a condition. As such the proposal is considered acceptable in this regard.

Sustainability

- 10.76 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and policies relevant to sustainability are set out throughout the NPPF. Further planning policies relevant to sustainability are set out in chapter 5 of the London Plan, which states that development proposals should make the fullest contribution to minimising carbon dioxide (CO₂) emissions in accordance with the following energy hierarchy:
- Be Lean: use less energy;
 - Be Clean: supply energy efficiency; and
 - Be Green: use renewable energy.
- 10.77 DMD Policy 49 requires the highest sustainable design and construction standards, having regard to technical feasibility and economic viability. These policies require new developments to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently and using energy generated from renewable sources (Core Strategy Policy 20 and DMD51), seeking zero carbon developments (DMD50), using decentralised networks where feasible (DMD52), and providing on-site renewable energy generation to make-up any shortfall where feasible (DMD53).
- 10.78 The proposal has been accompanied by an environmental statement and a sustainability appraisal prepared by Falcon Energy. The report summarises that the development will meet part L of the Building Regulations and deliver a 35% improvement in terms of energy efficiency. The assessment appraises various options and concludes that a solar PV panel is the most suitable option for the development for which full details are recommended to be secured through a condition as well as for an energy performance certificate to demonstrate energy sustainability.

Biodiversity

- 10.79 Through Policy 36 of the Core Strategy the Council commits to 'protect, enhance, restore or add to biodiversity interests within the Borough'. This is reaffirmed in the DMD policies 78 to 81.
- 10.80 The National Planning Policy Framework (NPPF) recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including the establishing of coherent ecological networks that are more resilient to current and future pressures. Paragraph 175 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should therefore be encouraged.
- 10.81 The application site is situated in a highly urbanised environment. The site is an existing Texaco petrol station. As a result, the site has little biodiversity or ecological value at present.
- 10.82 It is considered there would be a biodiversity enhancement as part of an overall landscaping scheme which is to be conditioned. The proposal allows for landscaping works on site primarily in the communal garden areas. Subject to a condition requiring biodiversity enhancements on site the proposal is considered acceptable.

Secure by Design

- 10.83 Following consultation with the Metropolitan Police Service (MPS) Designing out Crime team, the project has the potential to meet the criteria for Secured by Design Accreditation. The MPS have recommended a condition that the development shall achieve a certificate of compliance with the secured by design credentials. Officers note that the scheme may not be able to comply with all criteria for Secured by Design and as such other conditions will be attached requiring details of external lighting and enclosure to prevent any increase in crime and anti-social behaviour in the locality.
- 10.84 There are no grounds to refuse planning permission and sufficient measures are available to ensure development provides a safe residential and public environment.

11. Planning Obligations

- 11.1 The necessary Heads of Terms are:
- Affordable Housing
 - Contribution for Cycle Bay - £5000
 - Cycle Enfield Contribution - £15,621

12. CIL

- 12.1 CIL would be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and Enfield's adopted Community Infrastructure Levy Charging Schedule 2016. The payments would be chargeable on implementation of the development. The CIL figures will be provided in advance of the planning committee meeting.

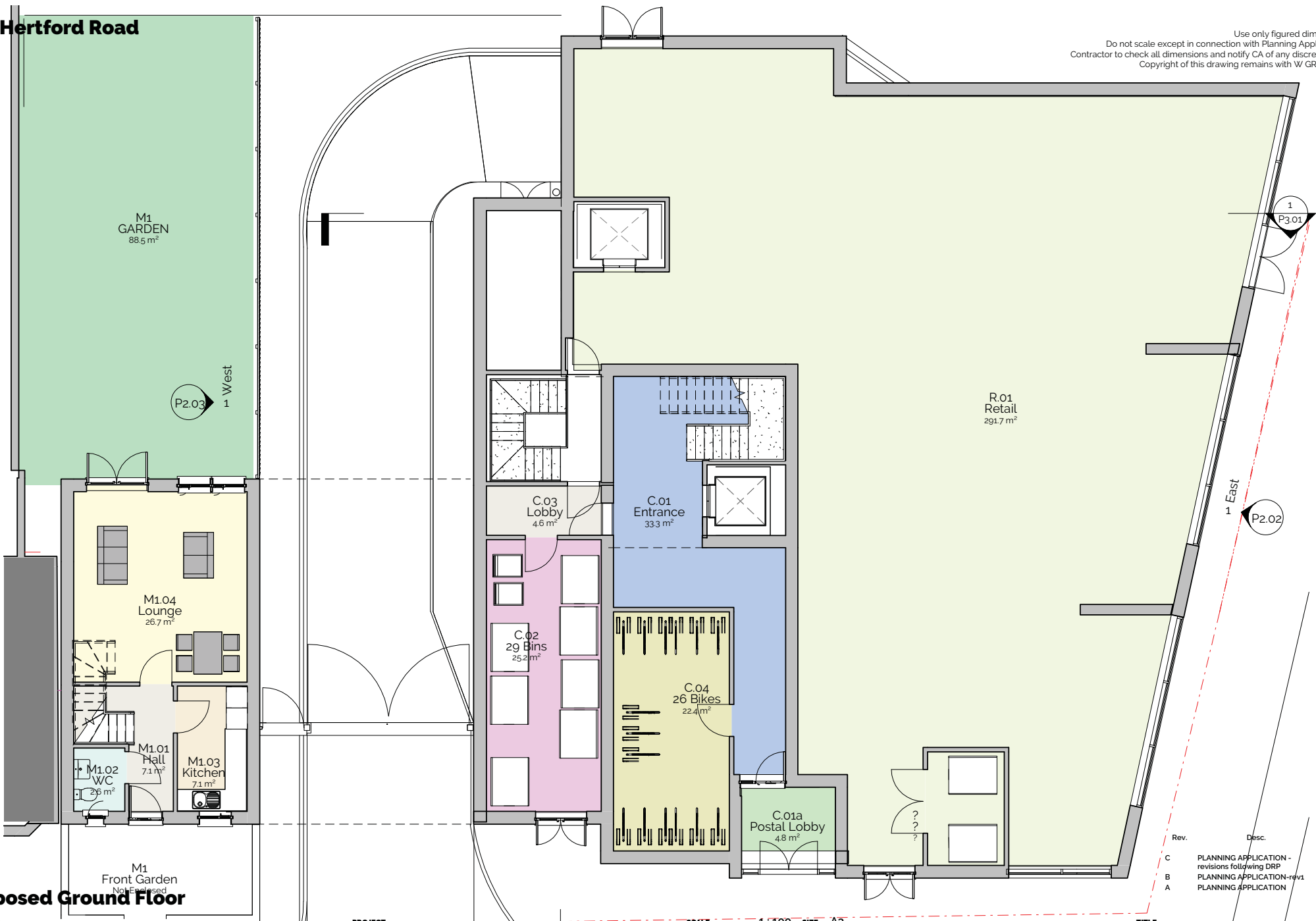
13. Conclusion

- 13.1 The proposed redevelopment of the application site is welcomed in principle, and the application has been considered with regard to the National Planning Policy Framework (NPPF) and its presumption in favour of sustainable development.
- 13.2 The proposed redevelopment is considered to make efficient use of a small site and make a contribution to overall housing stock in Enfield including its affordable housing stock. The development would also provide ongoing employment through retaining a commercial unit on site.
- 13.3 The proposal is considered acceptable in terms of land use, when considered against the surrounding context and local centre location. The proposal is also considered acceptable in terms of design, neighbour amenity impact, transport impact, proposed sustainability and energy reduction measures. This is subject to conditions and to an appropriate Section 106 (s106) agreement, the draft Heads of Terms of which have been agreed with the applicant. Officers consider that the revisions made together with the submission of a Daylight and Sunlight Assessment demonstrate the acceptability of the proposal in terms of design and impact upon neighbouring amenity.
- 13.4 This report shows that the benefits of the proposed development have been given due consideration and are sufficient enough to outweigh any perceived harm. In this respect the benefits are summarised again as follows:
- The land use is already established with the existing use and the proposal is considered in keeping in the locality;
 - The development contributes to and retain employment opportunities through retention of a commercial unit on site.
 - The development is a marked improvement in terms of design and architectural quality when compared to the existing petrol station
 - The development provides 13 formal car parking spaces and 30 cycle parking spaces and makes a positive contribution to the Cycle Enfield network through a s106 agreement; and also makes suitable servicing arrangements
 - The development is acceptable in terms of impact on neighbouring occupiers and the new building
 - The proposal offers a policy compliant standard of units and also offers 50% of the units to be affordable through a s106 agreement
 - The sustainability credentials of the building will be improved by use of measures such as solar panels and compliance with part L of the Building Regulations which is a marked improvement when compared to the existing petrol station.
- 13.5 Having regard also to the mitigation secured by the recommended conditions and Section 106 Agreement, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted subject to conditions and a s106 agreement.

329 Hertford Road

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Proposed Ground Floor

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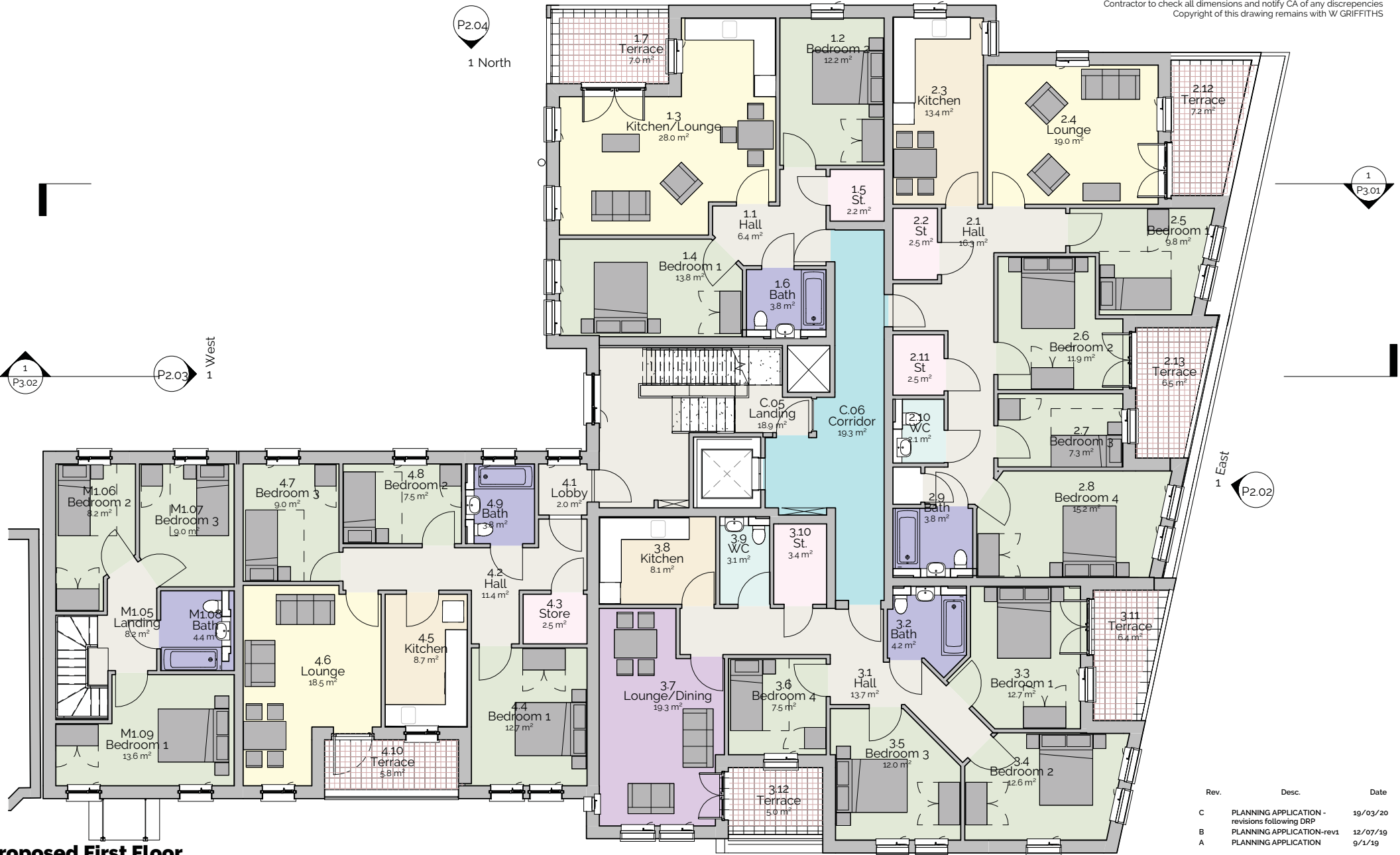
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TITLE
Proposed Ground Floor

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P1.01	C
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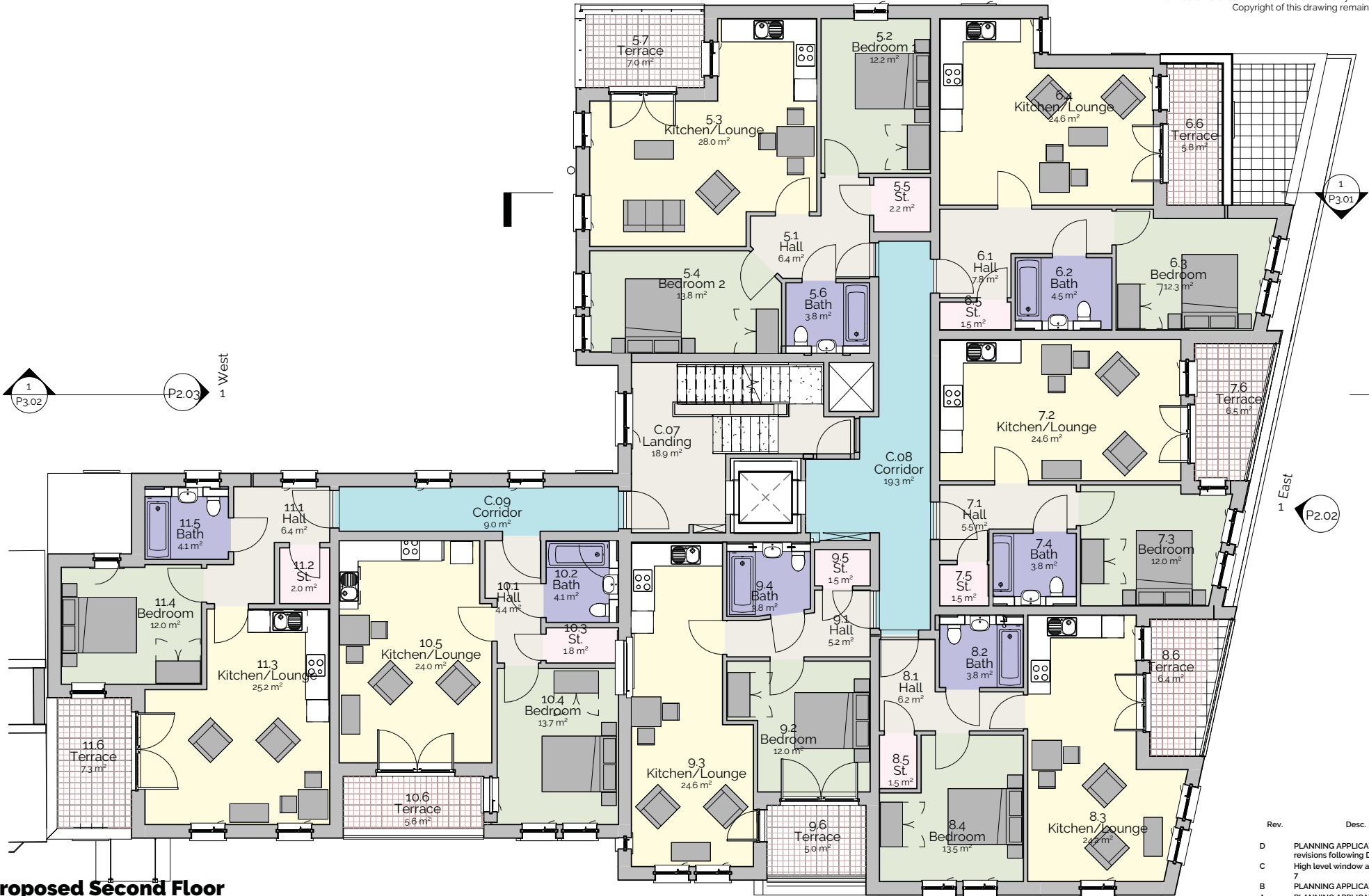


Proposed First Floor

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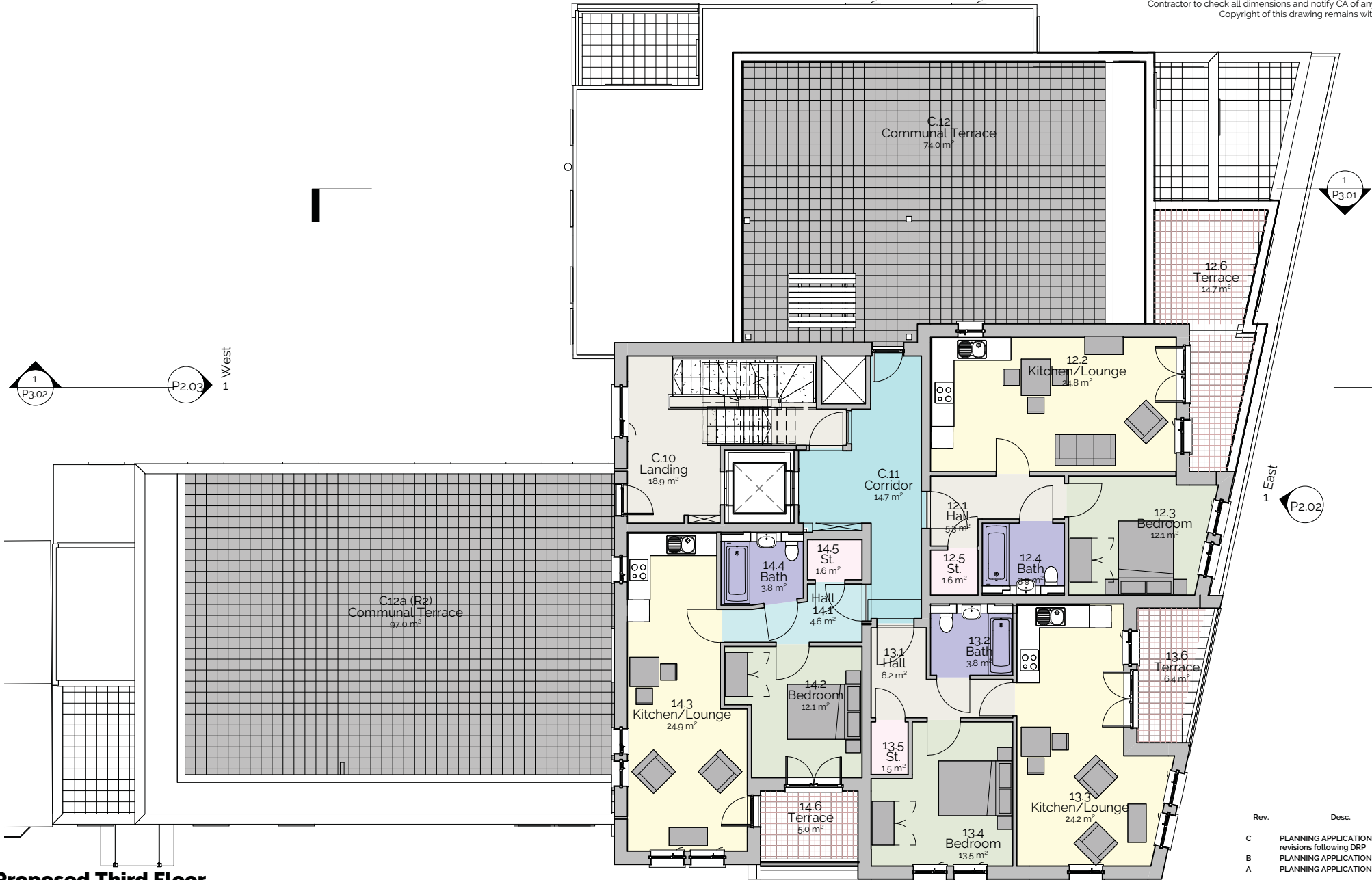


Proposed Second Floor

Rev.	Desc.	Date
D	PLANNING APPLICATION - revisions following DRP	19/03/20
C	High level window added to Flat 7	18/11/19
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

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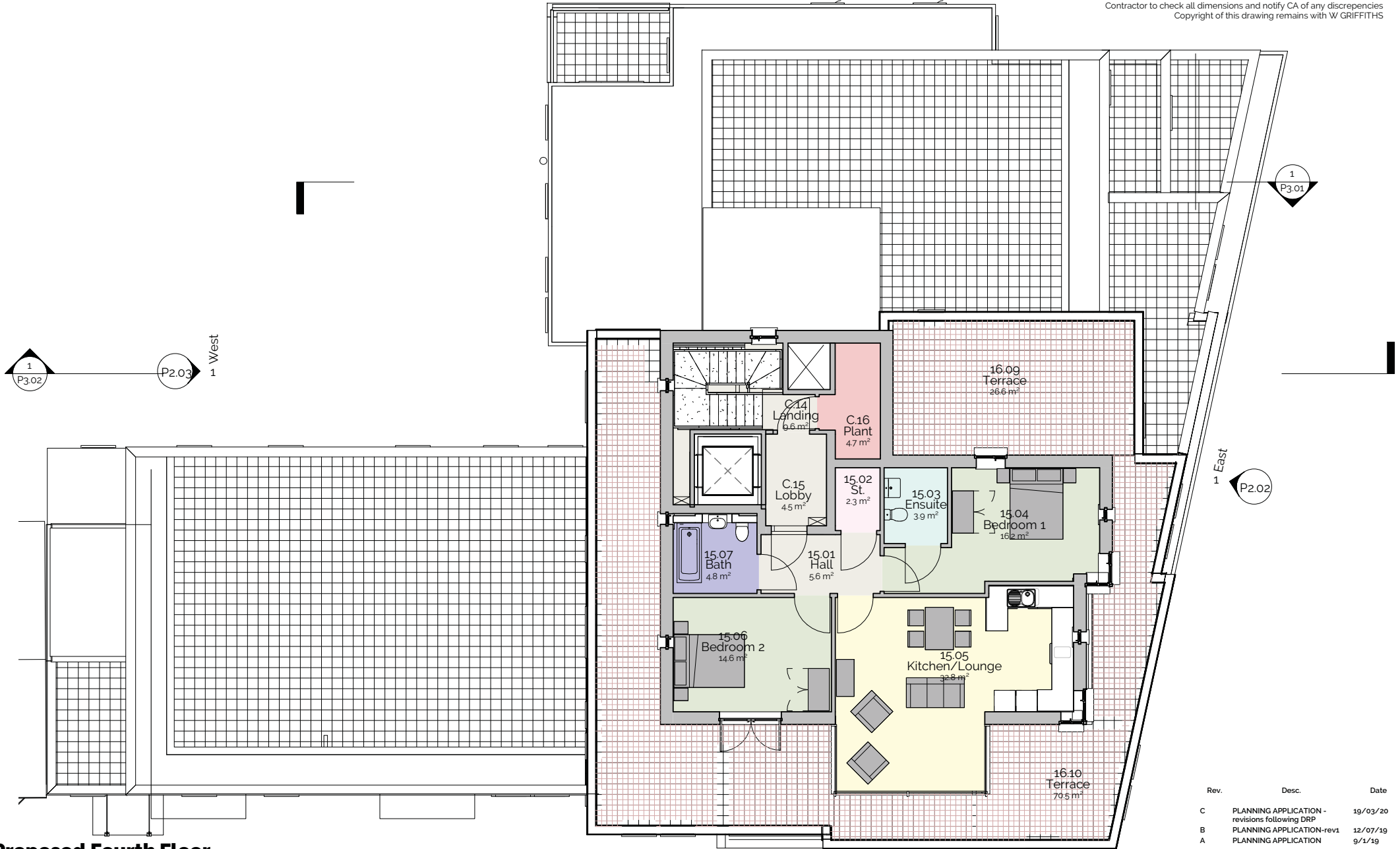


Proposed Third Floor

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

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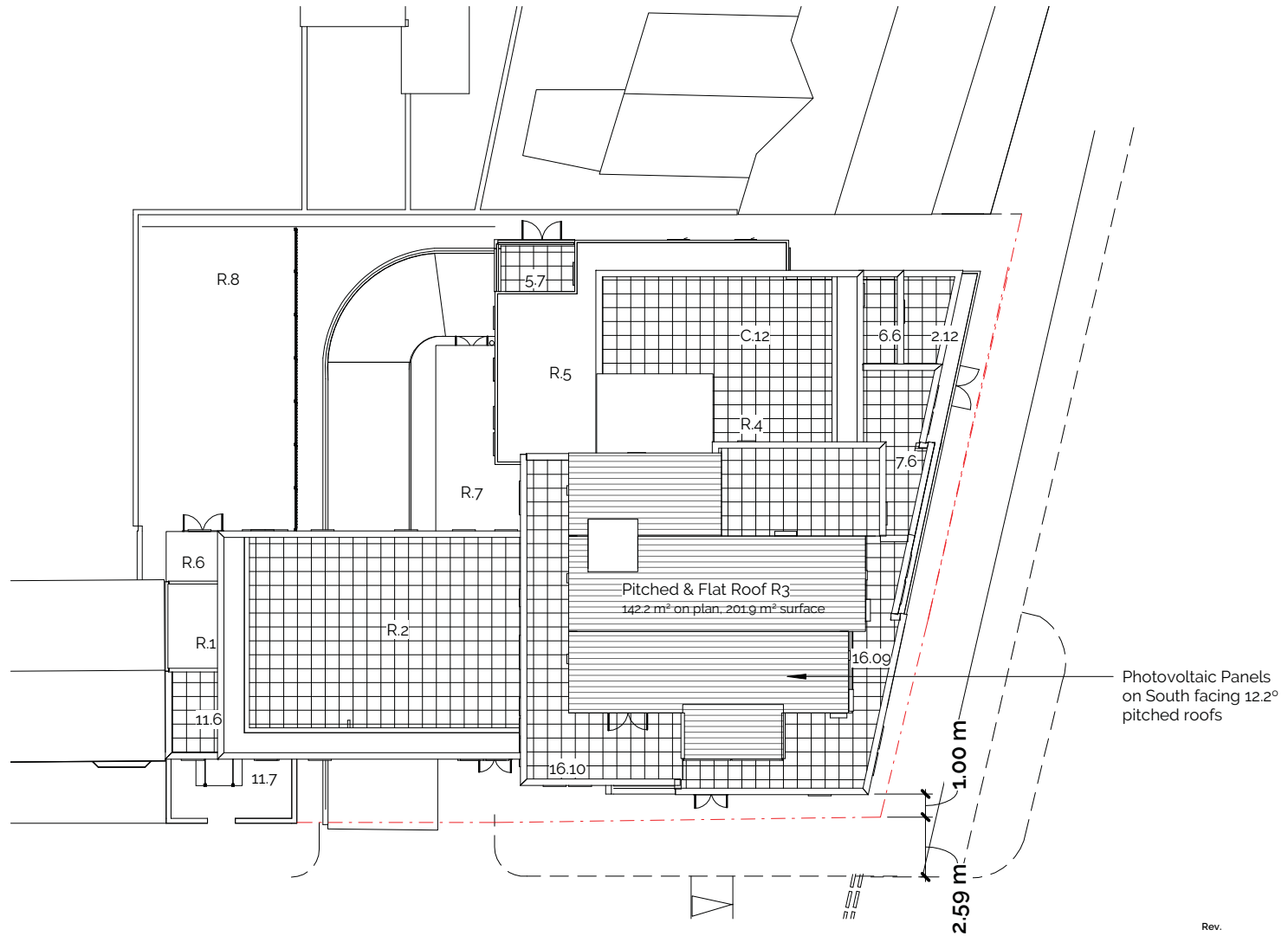


Proposed Fourth Floor

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
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A	PLANNING APPLICATION	9/1/19

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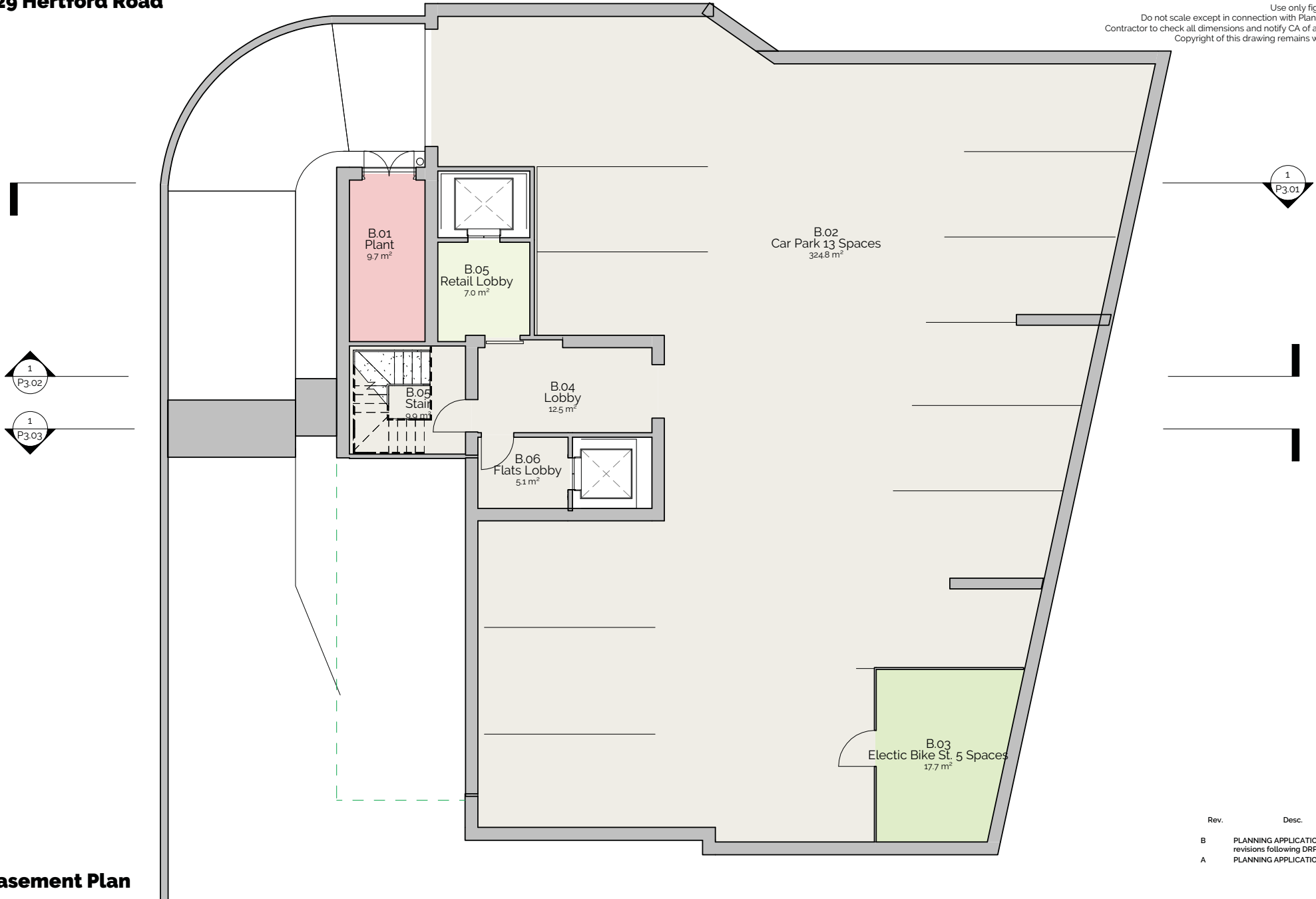


Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
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A	PLANNING APPLICATION	9/1/19

Roof Plan

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Basement Plan

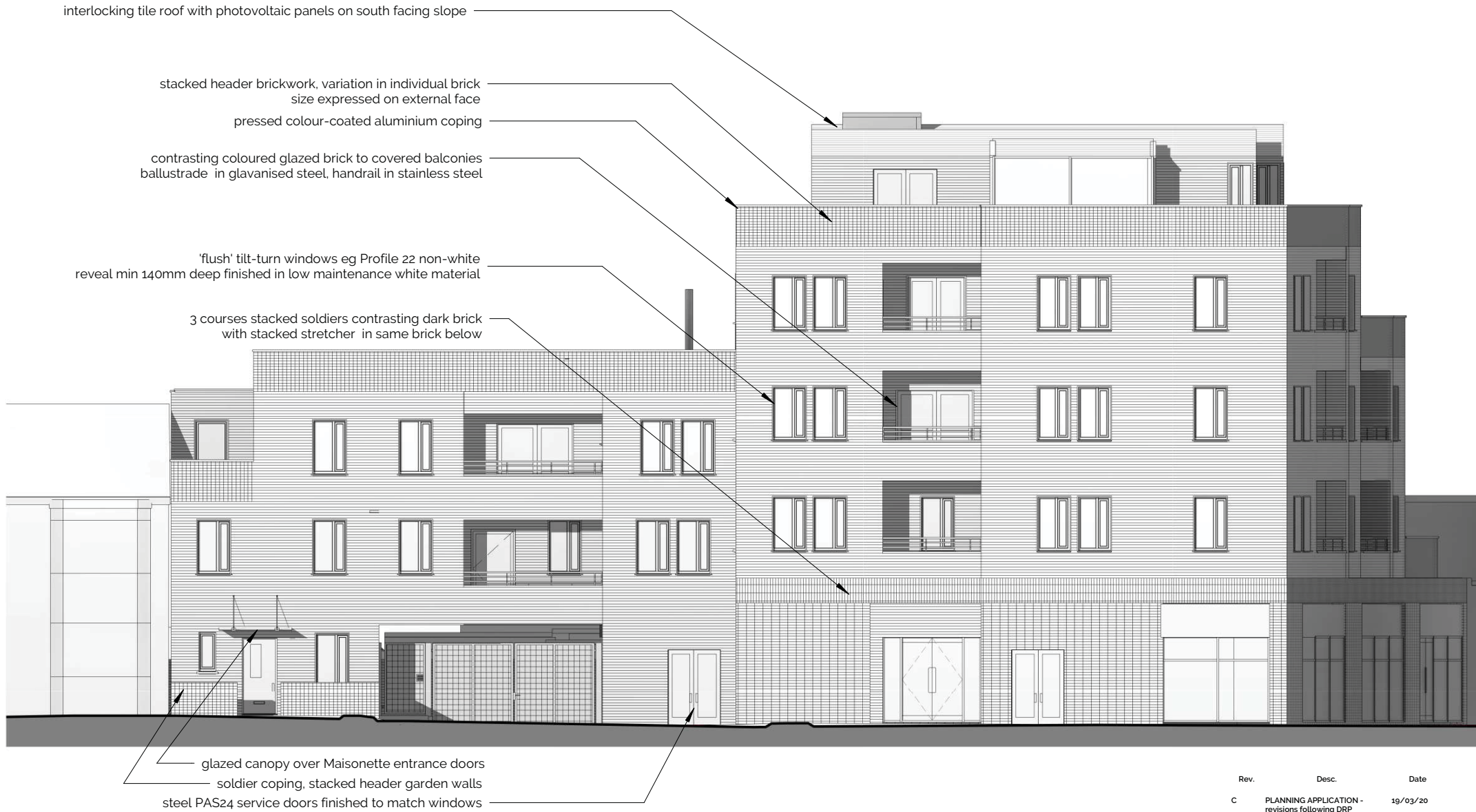
Rev.	Desc.	Date
B	PLANNING APPLICATION - revisions following DRP	19/03/20
A	PLANNING APPLICATION-rev1	12/07/19

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329 Hertford Road

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A	PLANNING APPLICATION	9/1/19

South Elevation

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Shopfront & signage design by others -
requires further Planning Application(s)

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C	PLANNING APPLICATION-rev1	12/07/19
B	Planning - view amended	19/2/19
A	PLANNING APPLICATION	9/1/19

East Elevation

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TITLE
East Elevation

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West Elevation

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TITLE
West Elevation

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P2.03	C
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North Elevation

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SCALE 1 : 100 **SIZE** A3
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TITLE
 North Elevation

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P2.04	C
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