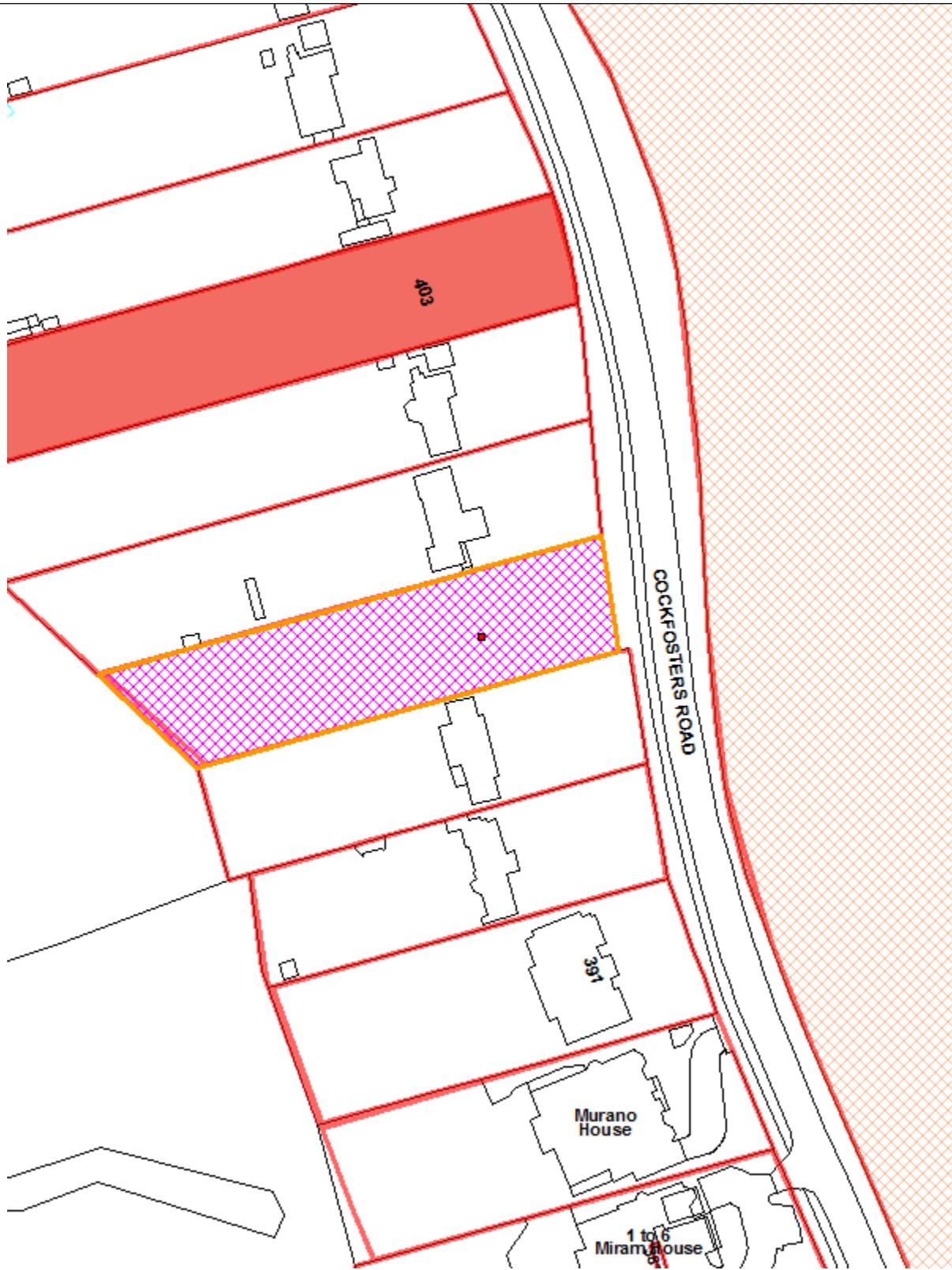


<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date:</b> 29 October 2020
<b>Report of:</b> Head of Planning	<b>Contact Officer:</b> Andy Higham David Gittens Kate Perry	<b>Ward:</b> Cockfosters
<b>Application Number:</b> 20/00353/FUL		<b>Category:</b> Major
<b>LOCATION:</b> 397 Cockfosters Road, Barnet, EN4 0JS		
<b>PROPOSAL:</b> Redevelopment of site and erection of part 2, part 3 storey building with lower ground level (basement) to provide 11 self-contained flats with solar panels, terraces and balconies and associated landscaping and parking.		
<b>Applicant Name &amp; Address:</b> Mr Georgiou 397 Cockfosters Homes Ltd	<b>Agent Name &amp; Address:</b> Peter Case GML Architects Unit 3 1-4 Christina Street London EC2A 4PA United Kingdom	
<b>RECOMMENDATION:</b> GRANT subject to S106 Agreement and Conditions		

Ref: 20/00353/FUL    LOCATION: 397 Cockfosters Road, Barnet, EN4 0JS,



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Scale 1:1250



## **1. Note for Members**

- 1.1 This planning application is categorised as a “major” planning application and in accordance with the scheme of delegation, is reported to Planning Committee for determination.

## **2. Recommendation / Conditions**

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

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

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

2. Unless required by any other condition attached to this Decision, the development hereby permitted be carried out in accordance with the following approved plans and documents:

PA01 Existing Site Plan  
PA02 Site Photographs  
PA03 Site Survey  
PA04 Existing Floor Plans  
PA05 Existing Elevations  
PA06 Existing Street Scene  
PA10 Proposed Lower Ground Floor Plan  
PA11 Proposed Ground Floor Plan  
PA12 Proposed First Floor Plan  
PA13 Proposed Second Floor Plan  
PA14 Roof Plan  
PA20 Proposed Front Elevation (East)  
PA21 Proposed Side Elevation (North)  
PA22a Proposed Rear Elevation (West)  
PA23 Proposed Side Elevation (South)  
PA24 Proposed Detail (Front)  
PA25 Proposed Detail (Rear)  
PA30 Proposed Sections  
PA40 Proposed Street Elevations and Precedents  
Design and Access Statement  
Ecology Report  
Basement Impact Assessment  
Construction Traffic Management Plan  
Bat Survey  
Demolition Statement  
SUDs Strategy  
Borehole Log report

Site Waste Management Plan  
Arboricultural Impact Assessment  
Arboricultural Method Statement  
Planning Statement  
Energy Statement  
Transport Statement and TRICs Data

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

3. The development hereby approved shall only be laid out as 11 flats (2 x 1-bed, 7x 2-bed and 2 x 3-bed) as shown on Drawing Nos. PA10, PA11, PA12 and PA13. There shall be no deviation from the number, size or mix of units from that approved unless written permission is otherwise granted by the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s), in accordance with adopted Policy.

4. No development above existing ground level shall commence until details of the external finishing materials to be used shall be approved in writing by the Local Planning Authority. A schedule of materials and their use in the approved scheme is required and samples made available on site. A photograph showing all samples to be inspected must be submitted. The development shall be constructed in accordance with the approved details

Reason: To ensure a satisfactory external appearance.

5. Details of any external lighting to be provided including the design, height and siting shall be submitted to the Local Planning Authority prior to installation. In addition, details regarding how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be provided prior to the occupation of the first residential unit and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

6. The development shall not 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 that the development does not prejudice highway safety and a satisfactory appearance.

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

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

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

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

9. No above ground works shall commence until the details and design of the secure and fully enclosed cycle parking identified on drawing PA11 has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before it is occupied, and the facility retained for the life of the building.

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

10. Prior to the occupation of the development the electric vehicle charging points identified on drawing PA11 shall be installed and thereafter permanently maintained for the lifetime of the development.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

11. No above ground works shall commence until details (inclusive of elevational treatment) of the refuse storage / recycling facilities shall be submitted to the Local Planning Authority for approval in writing. The facilities shall be constructed in accordance with the approved detail prior to first occupation.

Reason: In the interests of visual amenity

12. The development shall be carried out in accordance with the energy saving measures identified in the submitted energy statement (dated June 2018).

To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

13. The development shall be carried out in accordance with the submitted Sustainable Drainage Strategy (revision C) dated July 2018

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the site and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy

14. Having regard to condition 13, prior to the commencement of development, detailed designs, including cross sections and specifications, of the proposed SUDs measures to be incorporated in the development as identified in the approved SUDs Strategy and which shall include source control SuDS measures used upstream of the detention basin shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the site and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy

15. No above ground works shall commence until details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day, unless otherwise approved in writing.

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

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

16. No works or development shall take place until full details of the landscape proposals (including the size and specification of a minimum of 2 new trees to be planted in the front garden area as indicated on drawing PA11) have been submitted to and approved by the Local Planning Authority.

Details shall include:

- a. Planting plans;
- b. Written specifications (including cultivation and other operations associated with plant and grass establishment);
- c. Schedules of plants and trees, to include native, wildlife friendly species and

large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities);

d. Implementation timetables;

e. Wildlife friendly plants and trees of local or national provenance; and

f. How the Landscaping conforms with the Drainage Strategy.

All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting detail shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan. To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with adopted Policy.

17. Prior to commencement of demolition works a method statement agreed between an appropriately qualified ecologist and demolition contractor must be submitted to and approved in writing by the Local Planning Authority. Demolition works shall be undertaken under the supervision of an appropriately qualified ecologist [full member of IEEM and or a Natural England Bat licence holder with experience of supervising demolitions where there is a risk of bats being present] following the approved method statement which is to include the careful removal of tiles by hand, and the procedure to follow should bats or signs of bats be found. If evidence of a bat roost is found works shall cease until a licence from the Statutory Nature Conservation Organisation for development works affecting bats has been obtained and a copy submitted to and approved in writing by the council.

Reason: To ensure that protected species are not adversely affected by the demolition in line with wildlife legislation.

18. Prior to the commencement of above ground works, details of the siting and number of bat bricks/tiles and bird bricks/tubes/boxes designed into and around the new building and trees, under the supervision of a suitably qualified ecologist, shall be submitted to the Local Planning Authority for approval in writing. Confirmation of installation, prior to first occupation, together with accompanying photographic evidence shall be submitted to the Local Planning Authority.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

19. All areas of trees, hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: Nesting birds are protected under the Wildlife & Countryside Act, 1981 (as amended), this condition will ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy

20. The development shall be carried out in accordance with the submitted Site Waste Management Plan (Ref: 19180BR/swmp-001/RS/WM) dated February 2020.

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19 of the London Plan.

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

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

22. Prior to the occupation of the development, and notwithstanding the privacy screen details indicated on the submitted plans, full details of the proposed privacy screens for all the flats shall be submitted to and approved in writing by the Local Planning Authority. For the ground floor terraces this shall include details of the height of the screens relative to neighbouring land levels and boundary treatments.

Reason: In the interests of residential and visual amenity

23. Prior to the occupation of the development, a communal garden management and maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. The requirements of the management and maintenance plan shall be implemented following occupation of the development and shall continue to operate for the lifetime of the development.



Reason: To ensure the communal amenity space to the rear of the site is managed and maintained so as to encourage its use by future occupiers in line with policy DMD 9.

24. The glazing serving the flank elevations of the development hereby permitted shall be fixed shut and in obscured glass with an equivalent obscuration as level 3 on the Pilkington Obscuration Range unless 1.7m above internal floor level. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

25. The area annotated as 'permeable paving – maintenance access only' on drawing PA11 and PA22a shall only be used for the identified purpose and at no time shall it be used for general access or for amenity purposes.

Reason: In the interests of residential amenity

26. The parking area(s) 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.

27. The development hereby approved shall be carried out fully in accordance with the submitted Construction Traffic Management Plan.

Reason: In the interests of highway safety and residential amenity.

28. The development shall be constructed so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am – 11pm in bedrooms, living rooms and dining rooms and 30 dB(A) in bedrooms from 11pm – 7am measured as a LAeq,T. The LAF Max shall not exceed 45dB in bedrooms 11pm – 7am more than 10 times during the night time period. Prior to the commencement of above ground works, a scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority. The scheme of mitigation shall include mechanical ventilation where the internal noise levels exceed those stated in BS8233: 2014 with the windows open. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To prevent undue noise and disturbance to future residents.

29. No development shall take place until a Construction Management Plan, written in accordance with the Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition' detailing how dust and emissions will be managed during demolition and construction work shall be submitted to the local planning authority for approval. Once approved the Construction Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To protect the local amenity from demolition/construction dust

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

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

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

- 2.2 It is also requested that authority to finalise the wording of conditions under the above headings, is given to the Head of Development Management to ensure they reflect any issues raised by Planning Committee and / or any reported updates to the meeting.

### **3.0 Executive summary**

- 3.1 Planning permission is sought for a new residential development comprising the demolition of the existing detached dwelling house and the erection of 11 self-contained flats (2x 1-bed, 7 x 2-bed and 2 x 3-bed).
- 3.2 The proposal is a revision to planning permission approved last year (ref: 18/04386/FUL) which was for 9 residential units. The only difference with the current proposal is that a basement/ lower ground level is now proposed providing 2 additional flats. This will not materially change the appearance of the approved development in the street scene as the basement will only be visible at the rear.
- 3.3 The reasons for recommending approval are:

- i) The proposed development will appear acceptable in the street scene and would be in keeping with recent planning permissions for similar developments in Cockfosters Road and the wider area;
- ii) Surrounding residents would not suffer an unreasonable loss of amenity as a consequence of the proposed development;
- iii) The proposal would contribute towards much needed housing within the borough, including additional family sized accommodation;
- iv) The proposal would provide adequate car parking, access and servicing provision;
- v) The proposal presents an opportunity to enhance biodiversity on the site;
- vi) The proposal would incorporate key sustainability initiatives in ecology, waste management, water, health and wellbeing, materials, pollution and surface water management in the design of the proposed development.

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

- 4.1 The site is located on the western side of Cockfosters Road on an irregular rectangular plot of land. It is a relatively expansive site approximately 25 metres wide and 100 metres deep and has a measured area of approximately 2500sqm or 0.25 hectares.
- 4.2 The property has a large front driveway and a large rear garden that stretches down towards the golf course that runs across at the bottom of the site. There is a significant fall in levels on the site from front to back of approximately 7 metres over the 100 metre depth of the site.
- 4.3 The surrounding area is predominantly residential in nature and is characterised by large family houses on large expansive plots. However, as can be seen in the planning history section of this report, there have been a significant number of approved developments in the road over recent years for block of flats. A number of these have been constructed and now form part of the identified character of the area.
- 4.4 The site is not located in a Conservation Area and does not contain a Listed Building.

#### **5.0 Proposal**

- 5.1 The proposal is for the demolition of the existing dwelling and the construction of a 3-storey plus basement flat roofed building with parking to the front of the site.
- 5.2 The development would result in the creation of 11 flats – 2 x 1-bed, 7 x 2-bed and 2 x 3 bed.
- 5.3 Surface car parking for 11 cars would be provided at the front of the site along with cycle and refuse storage.
- 5.4 The proposal would retain the existing vehicle crossover to the north of the site, with a separate pedestrian access to the side.

## **6.0 Relevant Planning Decisions**

### Application Site

- 6.1 18/04386/FUL  
Redevelopment of site and erection of part 2 part 3 storey building to provide 9 self- contained flats comprising 1 x 1-bed, 6 x 2-bed and 2 x 3-bed with solar panels, raised terraces and balconies and associated landscaping and parking (Revised Plans).  
Granted with conditions 25.7.2019

### 359 Cockfosters Road

- 6.2 P12-02220PLA  
Demolition of existing dwellinghouse and garage, and erection of 8 x 3-bed flats within a 2-storey building incorporating accommodation within the roof space, front, side and rear dormer windows, front and rear roof terraces, basement parking, gated entrance and detached concierge building to front.  
Granted with conditions 16.7.2013

### 379 Cockfosters Road

- 6.3 P12-01695PLA  
Redevelopment of site to provide a part 2, part 3-storey block of 10 self-contained flats (9 x 3-bed and 1 x 2-bed) with rooms in roof with dormer windows to all elevations, basement parking and access ramp and access to Cockfosters road.  
Granted with conditions 21.10.2013

### 381 Cockfosters Road

- 6.4 17/02323/FUL  
Redevelopment of site and erection of 2 storey block of 9 self-contained flats comprising 8 x 2 bed and 1 x 3 bed with basement level, terraces and balconies, installation of lift and associated parking and landscaping.  
Granted with conditions

### 383 Cockfosters Road

- 6.5 17/00459/FUL  
Demolition of existing building and erection of a 2.5 storey block of 12 x 2-bed and 2x 1-bed self-contained flats with accommodation and car parking at basement level and associated works  
Granted with conditions 7.9.2017

### 387 Cockfosters Road

- 6.6 P13-03013PLA  
Demolition of existing dwellinghouse and erection of a 2-storey block of 6 x 2 bed self-contained flats, incorporating accommodation in basement and roof space,

rear balconies and terraces, basement car parking, provision of associated surface car parking together with detached refuse building to front of site.  
Granted with conditions 9.6.2014

### 389 Cockfosters Road

- 6.7 TP/09/1683  
Redevelopment of site to provide a detached 2-storey block of 6 flats (comprising 5 x 2-bed and 1 x 3-bed) with rooms in basement and roof, basement parking and access ramp and rear terrace/ balcony to ground, first and second floor levels.

### 391 Cockfosters Road

- 6.8 19/04385/FUL  
Redevelopment of site and erection of 2 storey building to provide 14 self-contained flats with accommodation in roof space, basement level and associated parking and landscaping.  
  
Pending consideration

## **7.0 Consultations**

*Statutory and Non-Statutory consultees*

### Internal

- 7.1 Traffic and Transportation – No objections subject to conditions to secure cycle parking, electric vehicle parking and a Construction Management Plan.
- 7.2 SUDs – No objections subject to conditions in relation to provision of cross-sections of source control SuDS measures used upstream of the detention basin and SUDs verification.
- 7.3 Environmental Health – No objections subject to conditions relating to sound insulation, construction management (in relation to dust) and details relating to the power of non-road mobile machinery.

### External

- 7.4 None

## **8.0 Public**

- 8.1 Seven neighbouring occupiers were notified. The consultation period ended 28.3.2020. 2 responses were received. The following comments were made (in summary):

- Affect local ecology

- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate parking provision
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Loss of light
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Out of keeping with character of area
- Over development
- Plot is too narrow for a basement. Other flatted developments in the road have wider plots and therefore basements don't come so near the boundaries with neighbouring properties.
- The basement construction is too close to the boundaries and will damage neighbouring properties.
- Will cause below groundwater to disperse to neighbouring sites
- The additional car parking has removed the greenery and open space to the front which will cause additional surface water problems.
- The parking spaces are too tight.
- The front and rear building lines are way beyond what has previously been granted and will lead to the building appearing overbearing.
- The 45- and 30-degree angle rules have not been considered.
- This is just greedy.
- Existing planning permission is inappropriate – this is worse.
- The applicants should be satisfied with the planning permission they have already obtained.
- Over development.
- Overbearing
- Noise disturbance
- Unacceptable scale and massing
- Lack of parking, particularly visitor parking could lead to dangerous parking practices on the road and verge
- Potential for flooding
- Adverse impact on roe deers and badgers

## **9.0 Relevant Policy**

### **9.1 The London Plan (2016)**

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing
- 3.13 Affordable housing thresholds
- 3.14 Co-ordination of housing development and infrastructure
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Water self-sufficiency
- 5.18 Construction, excavation and demolition waste
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

## 9.2 The London Plan – Intend to Publish

Following an Examination in Public into the submission version of the Plan and modifications, in December 2019 the Mayor published his Intend to Publish London Plan. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies.

In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.

Whilst the published London Plan (2016) remains part of Enfield's Development Plan, given the advanced stage that the Intend to Publish version has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State's Direction). The following policies are considered particularly relevant:

D4: Delivering good design  
 D5: Inclusive design  
 D6: Housing Quality and Standards  
 D7: Accessible Housing  
 D12: Fire Safety  
 D14: Noise  
 H4: Delivering Affordable Housing  
 H10: Housing Size Mix  
 GG1: Building Strong and Inclusive Communities  
 GG2: Making the Best Use of Land  
 GG3: Creating a Healthy City  
 GG4: Delivering the Homes Londoners Need  
 G1: Green Infrastructure  
 G5: Urban Greening  
 G6: Biodiversity and access to nature  
 G7: Trees and woodlands  
 SI1: Improving air quality  
 SI2: Minimising Greenhouse Gas Emissions  
 SI3: Energy Infrastructure  
 SI5: Water infrastructure  
 SI7: Reducing waste and supporting the circular economy  
 SI12: Flood risk management  
 SI13: Sustainable drainage  
 T2: Healthy Streets  
 T3: Transport capacity, connectivity and safeguarding  
 T5: Cycling  
 T6: Car Parking

### 9.3 Core Strategy (2010)

SO4 New homes  
 SO5 Education, health and wellbeing  
 SO8 Transportation and accessibility  
 SO10 Built environment  
 CP3 Affordable Housing  
 CP4 Housing Quality  
 CP5 Housing Types  
 CP9 Supporting Community Cohesion  
 CP20 Sustainable Energy Use and Energy Infrastructure  
 CP21 Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure  
 CP30 Maintaining and improving the quality of the built and open environment  
 CP32 Pollution  
 CP46 Infrastructure contributions

### 9.4 Development Management Document (2014)

DMD 2 Affordable Housing on Developments of less than 10 units.  
 DMD 3 Providing a Mix of Different Sized Homes  
 DMD 5 Residential Conversions



DMD 6	Residential Character
DMD 7	Development of Garden Land
DMD 8	General Standards for New Residential Development
DMD 9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD45	Parking Standards and Layout
DMD47	New Road, Access and Servicing
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessments Method
DMD51	Energy Efficiency Standards
DMD52	Decentralised Energy Networks
DMD53	Low and Zero Carbon Technology
DMD55	Use of Roofspace/ Vertical Surfaces
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD64	Pollution Control and Assessment
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD79	Ecological Enhancements
DMD80	Trees on development sites
DMD81	Landscaping

## 9.5 Other Relevant Considerations

National Planning Practice Guidance  
National Planning Policy Framework  
National Design Guide  
Enfield Characterisation Study  
London Housing Supplementary Planning Guidance.  
S106 SPD

## 10.0 **Analysis**

### Planning Background

- 10.1 Planning permission was granted (subject to conditions) under planning reference 18/04386/FUL for the redevelopment of the site and the erection of a part-2 part-3 storey building to provide 9 self-contained flats comprising 1 x 1-bed, 6 x 2-bed and 2 x 3-bed with solar panels, raised terraces and balconies and associated landscaping and parking.
- 10.2 The current proposal represents a revision to the approved scheme whereby an additional lower ground/ basement level has been added to the development. The development above ground level will remain as previously approved although amendments have been made to the front driveway layout to

accommodate additional parking and cycle parking. The lower ground / basement level will provide for 2 additional flats.

10.3 The principle issues for consideration under this application are:

- Principle of the Development
- Density, Scale and Mix
- Design and Impact on Character and Appearance
- Impact on Residential Amenity
- Standard of Accommodation
- Amenity Space
- Highways, Access, Car parking and Servicing
- Sustainability
- S106 and CIL

#### Principle of the Development

10.4 The principle of redeveloping this site for residential purposes has already been established through the grant of planning permission which must be given significant weight in the assessment of the current proposal. The proposal would be compatible with Policies 3.3 and 7.5 of the London Plan, Policy GG4 of the Intend to Publish London Plan and Core Policy 2 of the Core Strategy insofar as it would provide an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets. However, this position must be appraised in relation to other material considerations including: ensuring the development in terms of form and design is acceptable, achieving an appropriate residential mix as well as adequate internal floor space and layout; servicing; parking provision and residential amenity.

#### Housing Mix

10.5 In terms of housing mix, the Council's Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. Policy CP5 sets out a preferred housing mix of 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses, (5-6 persons) and 20% 4+ bed houses (6+ persons) for market housing.

10.6 The current proposal would provide 2x1 bed, 7x2 bed (4 person) and 2x3 bed units. In percentage terms, this represents 18% 1 bed flats, 64% 2-bed (4 person) flats and 18% 3 bed flats.

10.7 In relation to units suitable for family accommodation, on face value, this would represent an under provision although reflects that previously accepted when granting planning permission. However, given that 7 of the units proposed are larger 2 bed flats with amenity space, it is appropriate to consider their potential as family units to meet a range of housing needs within the context of a flatted development. As a result, the mix is considered acceptable.

### Scale / Density

- 10.8 The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan in particular encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity. Furthermore, the Intend to Publish version of the London Plan which must be given significant weight in this regard, does not include a policy on density with the emphasis on the development being appropriate to the character and appearance of the area albeit, it is noted that the site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 1a, which would suggest that a density of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location.
- 10.9 Forty-four habitable rooms are proposed on a site measuring approximately 0.25ha, equating to a density of approximately 176hrph. The scheme therefore sits within the density range. However, as identified above, adopted and emerging policy (intend to Publish London Plan D3) acknowledges a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the proposed development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

### Design

- 10.10 There is clear guidance on the approach to the matter of design including the published National Design Guide. The NPPF (section 12) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. London Plan Policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. This is reflected in the emerging London Plan in Policies D4, D5 and D6 Design should contribute towards creating “a positive relationship between urban structure and natural landscape features...” Policy DMD 37 (Achieving High Quality and Design Led Development”) confirms the criteria upon which application will be assessed. However, it also recognised there is a degree of subjectivity in the assessment of acceptable design.
- 10.11 Cockfosters Road traditionally comprised large 1930s era dwelling houses or mock Tudor dwellings, although in more recent years, grandiose neo-Georgian dwellings/ blocks of flats have tended to dominate (see planning history section of this report). The current application proposes a more modern approach to design; a similar approach to that which was previously adopted and accepted at No. 383 Cockfosters Road and more recently, when granting planning permission

- at this application site in 2019 to which significant weight must be given. Mindful of the advice provided by the NPPF with regards to not imposing architectural styles or tastes, the more modern design, of which similar is already evident in the street scene, is considered acceptable.
- 10.12 From the front elevation, the building would be no greater in height than the existing house. It would have a flat roof which would not exceed the ridge height of the existing property and the top floor would be set in by 1.6m from the southern elevation and 1.4m from the northern elevation. The top of the first floor would relate to the eaves height of the existing property to the south and would provide a visual relationship with the neighbouring property despite being very different architecturally.
- 10.13 In terms of massing and proximity to boundaries, the proposed building would be sited a minimum of approximately 2.3m from its common boundary with No.395 Cockfosters Road. To the north, it is approximately 1.8m from the common boundary with No.399 Cockfosters Road. In relation to the rear (western) boundary, shared with the golf club, the level of distancing is approximately 46m, and is commensurate with more recent developments.
- 10.14 It is acknowledged that the building would appear larger in scale and massing than the building it would replace due to the flat top design and the depth of the building. However, it would be well set back from Cockfosters Road and, as the land falls away quite significantly from the road, it will not appear visually dominant or unduly imposing in the street scene.
- 10.15 In terms of the basement, this would not be visible when viewed in the street scene. The proposal takes advantage of the natural drop in ground levels from the front to the back of the site and the basement level would only be visible from the rear. Nevertheless, the development is considered to have an acceptable overall appearance
- 10.16 In relation to the palette of materials, it is proposed to construct the ground and first floors with London stock brick which will match the predominant building materials used in the area. The use of bricks in a diaper pattern on the flank elevations helps to break up a façade that would otherwise appear very bland. The second floor will be finished in stone cladding which will add further visual variation and interest to the elevations and help to minimise the perceived massing.
- 10.17 It is noted that the appearance of a flatted development in particular, can be blighted by the appearance of numerous satellite dishes and television antennae. To mitigate this, it is considered appropriate to seek detail, via condition, of a communal satellite dish and television antenna.
- 10.18 Taking all the above into consideration and having regard to the concerns raised by neighbouring occupiers in respect of the design and appearance of the building, it is considered that the proposal is acceptable.

#### Quality of Accommodation

10.19 To improve the quality of new housing, new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments), Policy H10 of the London Plan (Intend to Publish), and the Mayor’s Housing SPG (because the Mayor considers the size of new housing to be a key strategic issue) and, the nationally described space standards (which is concerned with internal space standards only).

10.20 The respective size of the units is set out below:

<b>Flat No.</b>	<b>Proposed Occupancy</b>	<b>Adopted Minimum Standard (sqm)</b>	<b>Proposed Floor Area (sqm)</b>
1	1b2p	50	70
2	2b4p	70	104
3	3b5p	86	98
4	2b4p	70	83
5	2b4p	70	92
6	2b4p	70	97
7	3b5p	86	98
8	2b4p	70	92
9	2b4p	70	74
10	2b4p	70	72
11	1b2p	50	58

10.21 As the table demonstrates, all the flats the meet the minimum space requirements. In terms of individual rooms, the minimum floor areas for single bedrooms and double / twin bedrooms is 7.5 sqm and 11.5sqm respectively. Rooms in each unit exceed the minimum standard. At ground, first and second floor, all habitable room have front or rear facing primary windows and access to natural light and ventilation.

10.22 Ideally, both the 3 bed units would be at ground floor level to provide maximum access and external amenity space. As proposed only one is (and the other at first floor) but given the lift access, this is considered acceptable.

10.23 The two basement flats would be single aspect and would have rear (west) facing windows. This may lead to restricted light penetration to the eastern side of these units. However, given the westerly aspect, the generous rear terraces and glazing, and the open plan layout of the proposed units, this arrangement is not considered unacceptable.

#### Amenity Space

10.24 Policy DMD9 provides the standards for the level of private amenity space needed for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the minimum, although regard must

also be given to the character of the area. In this case 5sqm is required for the 1 bed 2 person flats, 7sqm is required for the 2 bed 4 person flats and 8 sqm is required for the 3 bed 5 person flats.

- 10.25 Proposed private amenity space (in the form of balconies/ terraces) has been provided for each flat. Private amenity space is defined as open space which is accessible only to and screened for the purposes of the resident/residents of the dwelling. It does not include space used for purposes such as access roads, driveways, garages/car ports/car parking spaces, outdoor storage areas; or landscaped areas which provide a setting for the development such as front gardens.
- 10.26 A minimum standard of provision is necessary to ensure that any amenity space provided is functional. It is acknowledged that providing private amenity space as part of a flatted development may present different challenges than housing schemes due to the higher numbers of units which are accommodated and distributed across different storeys on the site. However, both types of development still need to offer access to good quality amenity space. For flats, the functions of amenity space can be divided between separate private areas.
- 10.27 The overall quality and design of amenity space is also important to how successfully it functions, screening to facilitate privacy, accessibility, sunlight to allow for prolonged usage and management arrangements can help to create a space which is attractive and inviting therefore promotes the use of the space for leisure and relaxation. Amenity space must be capable of being used by residents, accessible for maintenance purposes, and it should not be severed from the development.
- 10.28 In this case, ten of the eleven flats have adequate private amenity space to the rear. At ground and lower ground floor, flats 1, 2 and 3, 4 and 5 all have rear facing terraces which exceed the required space standards and provide functional and useable amenity space. It is noted that the lower ground floor terraces will be overlooked by the terraces to the ground floor flats above. This is not considered an ideal relationship. However, on balance, is not considered unacceptable given the limited number of units affected.
- 10.29 The ground floor flats also have some additional space to the front. However, given its location this space is considered of limited quality and therefore it has not been included in the private amenity space calculation. However, the front spaces do provide a setting for the flats and a barrier to the car parking which is beneficial to the scheme overall.
- 10.30 At first floor the amenity space for all flats apart from flat 8 (2b4p) meet the required minimum standard. Flat 8 has a small shortfall of 1.5 sqm (5.5sqm are provided whereas the standard requires 7sqm). However, the external amenity space provided is west facing, regularly shaped and functional. Furthermore, the internal living space of this flat well exceeds the minimum space requirement for a unit of this size. The extent of private balcony has been constrained in order to minimise any perceived amenity impacts on the neighbouring property and therefore, on balance, the shortfall is not considered unacceptable in this case

and the accommodation in its totality will provide acceptable living standards for future occupiers.

- 10.31 Flat 11 (1b2p) on the second floor only has a forward-facing balcony. Given it is positioned well above the proposed parking area and would not be overlooked this is considered to provide a satisfactory level of amenity for future occupiers. The amenity area exceeds the space requirement for a flat of this size.
- 10.32 All the flats would have access to a large area of communal amenity space at the rear which backs on to Hadley Wood Golf Course and the Green Belt. The communal amenity space would be accessed via a pedestrian route along the northern boundary. This does not provide direct access to the garden and therefore in order to encourage the use of the rear communal space it is recommended that a condition be attached to require a management and maintenance plan for the communal amenity space to the rear of the site. It is considered that if the space is maintained to a high standard it is more likely to be used by residents. The availability of this communal is also a consideration when looking at the acceptability of the private amenity space available to individual flats.

#### Neighbouring Amenity

- 10.34 Policy DMD 8 and DMD11 seeks to 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. In addition, Policies 7.4 of the London Plan and CP30 of the Local Plan seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.
- 10.35 In this case, the properties most affected by the proposed development would be the immediately neighbouring properties at Nos 395 and 399 Cockfosters Road. Objections have been raised by both these neighbouring occupiers (summarised in section 8.1 of this report).
- 10.36 In relation to No. 395 Cockfosters Road, this property is already positioned behind the front building line of 397 Cockfosters Road by approximately 9m and therefore the existing dwelling already breaches a 30 degree and 45 degree angle from the front windows of the neighbouring property. The current proposal would be positioned on the same footprint as the existing dwelling. However, the built form is different, and the key consideration is whether the design, scale and massing of the new building would have an unacceptably greater impact than the existing hipped crown roof dwelling in terms of access to light and outlook and whether it would appear unacceptably overly dominant.
- 10.37 The flat roof at first floor would measure 1m higher than the existing eaves height. The second floor would be set in a minimum of a further 0.5m and would extend vertically to the same height as the existing hipped crown roof. On balance, therefore this is considered to have no greater impact than the existing building in relation to number 395 Cockfosters Road. In particular, the relative orientation of the buildings is such that access to sunlight will not be unduly

- adversely affected. This relationship was previously accepted when granting planning permission for the redevelopment of this site
- 10.38 At the rear, the new building would not breach a 45 degree angle from number 395 Cockfosters Road at ground floor level. At first floor, the 30 degree angle will be intercepted slightly. However, given the separation (approximately 9m when measured along the angle line) the limited breach in the 30 degree angle is unlikely to have an unacceptable impact. This relationship was previously accepted when granting planning permission for the redevelopment of this site.
- 10.39 It is noted that objections state that the building proposed is larger than the previously approved application and that it will extend further to the front and rear of the site. However, this is not the case above ground level. Above ground level the building will be the same as the previous approval and therefore is considered not to have a greater impact. The basement will be largely contained below the ground level of the neighbouring sites and will not have a greater impact on neighbours in terms of loss of light or outlook, and nor will it appear overly dominant.
- 10.40 With regard to privacy, there are no primary habitable room windows in the flank elevation towards 395. A condition is recommended to ensure that windows in the flank elevation are non-opening and obscure glazed unless 1.7m above internal floor level. The proposal will also involve the addition of terraces and balconies to the front and rear of the property. Concern has been raised that at the rear these will result in unacceptable overlooking of the neighbouring site and in particular their private amenity area. Having regard to this concern, the ground floor terraces step down to minimise any perceived overlooking impacts. Along the boundary with No 395, it has been confirmed on drawings PA11 and PA22a that this area will be for maintenance access only and will not provide regularly used amenity space. It is recommended that this be secured by condition. Balconies at first and second floor are set in from the boundaries and are aligned with the flank elevations of the building to minimise overlooking. The proposed balcony at second floor to flat 9 is a Juliet balcony to reduce perceived impacts.
- 10.41 It is recognised that due to the number of prospective occupiers and the balconies proposed a greater sense of overlooking is likely to result for the immediately neighbouring occupiers. However, this can be mitigated through the provision of privacy screens which will prevent direct views into the immediately neighbouring sites. It is recommended that screen details and their implementation and retention be secured by condition. It is noted, that notwithstanding the privacy screens identified on the submitted plans, in some cases greater screening may be required to the southern and partial western boundaries. These revised details can be agreed at the condition stage. Again, this relationship was previously accepted when granting planning permission for the redevelopment of this site
- 10.42 In relation to the impact on No. 399 Cockfosters Road, this property is located to the north of the application site and contains a 2 storey detached dwelling with a linked single storey outbuilding in the rear garden. The building proposed at 397 Cockfosters Road has been designed so as not to breach a 45 degree angle



from the nearest front or rear ground floor windows of this property. At first floor the 30 degree angle will be breached by the side wall of flat 6. However, this would be positioned at least 12.5m away when measured along the angle line and given the distance and limited nature of the breach is not considered unacceptable. This relationship was previously accepted when granting planning permission for the redevelopment of this site

- 10.43 In relation to privacy, no habitable flank windows are proposed. A condition is recommended to ensure that any flank windows are obscure glazed and non-opening unless 1.7m above internal floor level. As with the relationship with number 395 Cockfosters Road, revised details of privacy screens will be required by condition to ensure that there is no direct overlooking of primary amenity space and views are restricted to long views down the garden.
- 10.44 With regard to concerns raised about additional noise and disturbance, it is acknowledged that the proposed development will intensify the use of the site. However, given the spacing and separation to neighbouring properties and the overall size of the subject site, the quantum of development proposed is not considered unacceptable in this context. Furthermore, it will contribute to much need housing (including family accommodation) which will contribute to the strategic housing needs of the borough. A construction management plan has been provided which demonstrates how impacts will be minimised during the construction period. It is recommended that compliance with the submitted construction management plan be required by condition.

Highway Safety

- 10.45 Policy 6.3 of the London Plan and Policies T3 and T4 of the Intend to Publish 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 relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access /servicing.

*Parking / Traffic Generation*

Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

- 10.46 The maximum parking standards of the London Plan are set out above, although it is advised that all developments in areas with a good PTAL score should be aiming for significantly less than 1 space per unit. The site is located in an area with a poor PTAL score (1a) and therefore applying the London Plan standards, it is considered the scheme should be providing a maximum of 11 parking spaces.

- 10.47 Eleven surface car parking spaces are proposed on the site frontage which complies with the London Plan maximum standards. Furthermore, one of the parking spaces is designed for people with disabilities and the plans show Electric Vehicle charging in accordance with London Plan requirements - 20% of the parking spaces have Electric Vehicle charging points with passive provision for future provision for a further 20%.
- 10.48 In relation to cycle parking, drawing number 4791/PA11 confirms that a total of 24 cycle parking spaces including 2 visitor spaces will be provided. This complies with London Plan requirements. It is recommended that further details in relation to the cycle storage (elevational treatment and security) be required by condition.
- 10.49 Having regard to trip generation, whilst the proposed redevelopment into flats may result in an increase in vehicular movements, Traffic and Transportation have advised that given the limited level of development and that this is a predominantly residential area, the slight increase in residential vehicular movements will not have an unacceptable impact.

#### *Access and Servicing*

- 10.50 The site is currently served by one existing vehicle crossover towards the northern end of the site frontage. The current application proposes no changes to this existing arrangement. An automated gate is proposed which will be set back by 5m from the rear of the footway, which will allow for a car to wait off the highway while the gate is opening. A junction visibility assessment of the vehicle access shows 90m visibility in either direction which is acceptable.
- 10.51 In relation to pedestrian access, two separate pedestrian accesses are proposed. One of these would be stepped but the other along the northern boundary is step free and would provide pedestrian access for wheelchair users and buggies.
- 10.52 Storage for refuse and recycling is shown on the submitted plans. The storage would be located on the site frontage outside the vehicular access gate. Traffic and Transportation have advised that this is acceptable. It is recommended that elevational details be required by condition.

#### Climate Change - Sustainable Design and Construction

#### *Biodiversity / Ecology*

- 10.53 Policy 7.19 of the London Plan ("Biodiversity and access to nature") and Policy G6 of the London Plan (Intend to Publish) requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 confirms that all developments should be seeking to protect, restore, and enhance sites while Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.

- 10.54 The proposal involves the demolition of an existing dwelling house. An ecological survey has been conducted whereby it has been concluded that the existing dwelling has a moderate potential for bats. As bats are a protected species by law a condition is recommended that prior to commencement of demolition works a method statement is submitted and approved by the Local Planning Authority in association with Natural England. If evidence of bat roosts are found a licence from the Statutory Nature Conservation Organisation for development works affecting bats must be obtained and a copy submitted to and approved in writing by the Council.
- 10.55 Consideration has also been given to the potential for the site to host other protected species. The submitted ecological report identifies that the site has low potential for reptiles and great crested newts and moderate potential for breeding birds and badgers. In order to ensure these species are protected it has been recommended that a precautionary approach to vegetation clearance be undertaken including that vegetation clearance be undertaken outside the bird nesting season (March- August inclusive). This can be secured by condition.
- 10.56 In terms of ecological enhancements, the submitted ecology report identifies that additional bird nesting and bat roosting provision could be incorporated into the design proposals – these include the incorporation of bird boxes and bat boxes within the development. Bat roosting opportunities could be provided through tree mounted bat boxes and there are a range of bat boxes available which be selected to suit the development and bat species in the locality. Additionally, tree and shrub planting should be incorporated into the landscape proposals to compensate for any removal to facilitate the works. Planting will also include a high proportion of native species and be of local provenance where possible, carefully selected to ensure they contain species suitable for the area.
- 10.57 Having regard to the above, the proposed development will not detrimentally impact upon the existing ecological value of the site, and through measures proposed and to be secured by condition, will serve to enhance the value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document. This approach was previously accepted when granting planning permission for the redevelopment of this site.

#### *Trees/ Landscaping*

- 10.58 Policy DMD 80 requires the retention and protection of trees of amenity and biodiversity value on a site and in adjacent sites that may be affected by proposals while Policy DMD 81 ensures development must provide high quality landscaping that enhances the local environment.
- 10.59 There are no trees on the site which are protected by way of a Tree Preservation Order. However, there is a net loss of soft landscaping/green infrastructure at the front of the property which will reduce ecosystem benefits. This landscaping has been reduced further from the scheme previously approved due to the need to provide two additional parking spaces and other additional servicing

requirements as a result of providing two additional flats. However, the landscaping will include the planting of two new trees and additional soft landscaping toward the front of the site and the existing boundary hedge will be retained. This will soften the appearance of the development when viewed from the front. On balance, this is considered acceptable. It is recommended that the species and specification of the new trees and additional soft landscaping be agreed by condition.

### *Energy*

- 10.60 Policy DMD 51 sets out the Council's energy efficiency standards. All developments will be required to demonstrate how the proposal minimises energy-related CO2 emissions in accordance with the following energy hierarchy:
- a. Maximising fabric energy efficiency and the benefits of passive design;
  - b. Utilising the potential for connection to an existing or proposed decentralised energy network in accordance with DMD 52 'Decentralised Energy Networks';
  - c. Demonstrating the feasibility and use of low or zero carbon technology in accordance with DMD 53 'Low and Zero Carbon Technology'; and, where applicable,
  - d. Financial contributions
- 10.61 Paragraph 148 states that the planning system should support the transition to a low carbon future in a changing climate and help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 10.62 An Energy Statement has been submitted with this application which demonstrates that an energy saving of 37.3% over part L of building regulations (2013) can be achieved – in excess of the 35% reduction required by Council policy. The use of photovoltaic panels on the roof of the development will contribute towards exceeding the energy saving requirement. It is recommended that a condition be attached to ensure that the development is carried out in accordance with the recommendations of the report.

### *Sustainable Urban Drainage (SUDs)*

- 10.63 London Plan policies 5.12 and 5.13 and Policy SI13 of the London Plan (Intend to Publish) 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 while Policies DMD59 ("Avoiding and reducing flood risk") confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere. Furthermore, it states 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. DMD61

("Managing surface water") also requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.

- 10.64 It has been confirmed that the submitted strategy is acceptable in principle. It has been recommended that further details, including cross-sections of the proposed SUDs features, are required by condition.
- 10.65 In relation to the proposed basement, borehole logs were submitted which confirm that the development site is unlined with clay so the risk of groundwater flooding to the basement is low.

#### *Water Efficiency*

- 10.66 Policy DMD58 requires all residential developments to achieve as a minimum, water use of no more than 105 litres per person per day. A condition is recommended to secure this.

#### *Site Waste Management*

- 10.67 Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020.
- 10.68 In order to achieve the above, London Plan policy 5.18 and Policy S17 of the London Plan (Intend to Publish) confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.
- 10.69 Details of a construction waste management plan can be secured through an appropriately worded condition

#### **11.0 S106 Contributions**

- 11.1 The current proposal will result in a net gain of 10 residential units and therefore is liable to contribute towards affordable housing in line with adopted policy and the Council's S106 SPD. A viability assessment has been submitted with the application which has been subject to independent review. It has subsequently been agreed that a financial contribution of £320,000 towards offsite affordable housing can be reasonably made and this has been accepted by the Applicant. This will be secured via a S106 Agreement.

#### **12.0 Community Infrastructure Levy (CIL)**

- 12.1 Both Enfield CIL and the Mayor of London CIL would be payable on this scheme to support the development of appropriate infrastructure.

12.2 Enfield falls within Mayoral Community Infrastructure Levy Band 2 and therefore qualifying development will be liable to pay £60/sqm. For Enfield, the site lies within the area liable for the higher rate residential CIL payment of £120/sqm in accordance with the adopted Community Infrastructure Levy Charging Schedule (2016).

### **13.0 Conclusion**

13.1 Planning decisions on applications must be made in accordance with the provisions of the “development plan” having regard to any other material considerations. In this case, significant weight must also be given to the scheme which previously received planning permission under ref: 18/04386/FUL

13.2 The reasons for recommending approval of this application are:

- The proposed development will appear acceptable in the street scene and would be in keeping with recent planning permissions for similar developments in Cockfosters Road and the wider area;
- Surrounding residents would not suffer an unreasonable loss of amenity as a consequence of the proposed development;
- The proposal would contribute towards much needed housing within the borough, including additional family sized accommodation;
- The proposal would provide adequate car parking, access and servicing provision;
- The proposal presents an opportunity to enhance biodiversity on the site;
- The proposal would incorporate key sustainability initiatives in ecology, waste management, water, health and wellbeing, materials, pollution and surface water management in the design of the proposed development.

13.3 Having regard to the above assessment it is recommended that planning permission be granted subject to conditions and a S106 Agreement.