
Grovebury Court, Enfield, N14 4JR

Accompanying Statement

Permitted Development Class A- February 2024



Introduction

A Introduction

This statement has been prepared to accompany an application under Part 20 Class A of the Permitted Development Regulations to determine whether Prior Approval is required, and for the granting thereof, for the proposed works on the site of Grovebury Court, Enfield, N14 4JR

It is proposed:

- To erect a 1 storey extension accommodating 5 self-contained flats (5 x 1 bed flats)
- To increase the existing cycle parking and waste storage facilities

This document explains and justifies the principles and concepts pertaining to the design and access of the proposed developments and alterations.

Sections 1 and 2 outline the existing building's significance and site conditions, assessment of these conditions, design considerations and site proposals, along with a description of the detailed development proposal.

Section 3 addresses transport, parking and waste management matters.

This document should be read in conjunction with the associated drawing package.

Section 1

Context

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Context

Site Context

1.1 Site Location

The application site is in the London Borough of Enfield located to the west side of Chase Road and is accessed via Grovebury Court.

Grovebury Court is a residential estate comprising two separate buildings, this application refers to the L shaped 3 storey brick building fronting Chase Road. The flat roof building to the west does not form part of this application.

The wider site allows for vehicle access, parking, bin storage and attractive soft landscaping.

The site is not located in a conservation area, nor sits adjacent to any listed building.

The site lies in Flood Zone 1.

1.2 Site Context

Directly east of the site is Wolfson Hillel Primary School, to the north, south and west is predominantly residential with semidetached houses and a number of blocks of flats.

Following Chase Road north is Oakwood station and south is Southgate station both on the Piccadilly Line and Oakwood Park is an eight minute walk away.

The existing building is comprised of 15 flats.



Context

Existing Building



Various views of the site showing context

Context

Planning Context

1.3 Planning Context

There have been a few relevant applications made on the site including the application building.

Grovebury Court; Building A

Prior Approval Application REF: 21/04160/PRA

The construction of one additional storey of residential floorspace immediately above the top floor of the principle part of the building, providing a total of 5 new Flats...plus 8 new cycle parking spaces. - Approved under appeal - REF: APP/Q5300/W/22/3302732. See approval in Appendix

Grovebury Court; Building B

Prior Approval Application 21/04161

The construction of one additional storey to provide a total of 6 new Flats - Approved Jan 2022

Garages Adjacent to Grovebury Court;

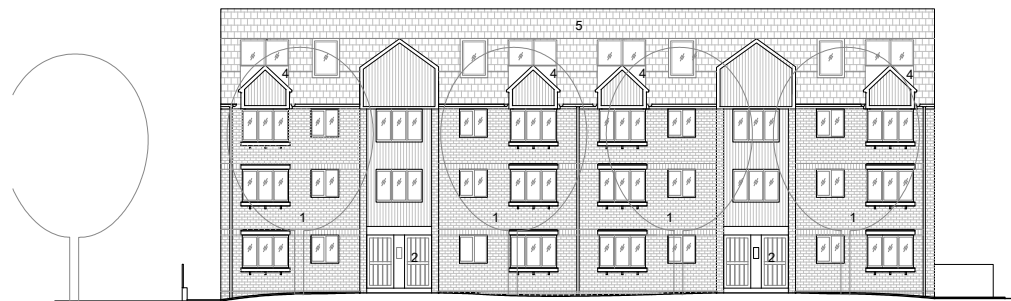
Planning Application 20/01200/FUL

Redevelopment of garages to create 4 x 3 storey dwelling houses with associated parking. - Approved September 2020

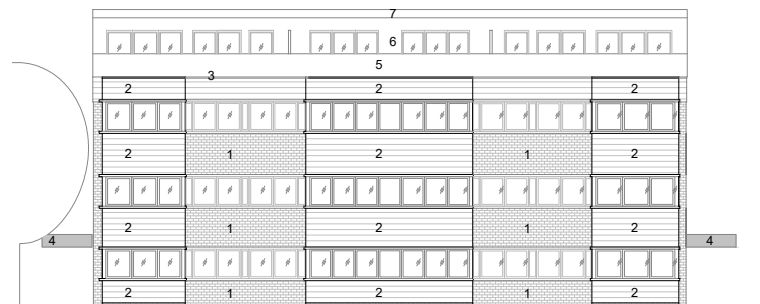
Land to the rear of 133 Chase Road;

Planning Application 20/01200/FUL

Redevelopment of the site and erection of 7 residential units. Approved February 2021



Approved Application - Grovebury Court 'Building A'



Approved Application - Grovebury Court 'Building B'

Section 2

Design

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Design

Scale, massing and setting

2.1 Overview

The proposal has been designed to relate well to its setting and to be of good architectural quality.

The scheme will provide good living conditions for the residents while maintaining a high standard of amenity for the adjacent properties.

2.2 Site setting, scale and massing

The proposal is to extend the building upwards by one new floor on the existing footprint below with a mansard roof.

The additional storey will not result in an overly tall or dominant building, within the context of the site. Due to the sites orientation and sitting within the wider site the scale will remain sympathetic to its surroundings. The proposal complies in every technical respect with the requirements of the GPDO.

2.3 Impact on neighbouring amenity

The existing building is at least 17m away from neighbouring properties to the north, east and west and there are no habitable windows on the south elevation. In view of the above we feel that the proposed height and massing will not create overlooking or privacy issues to the neighbours.

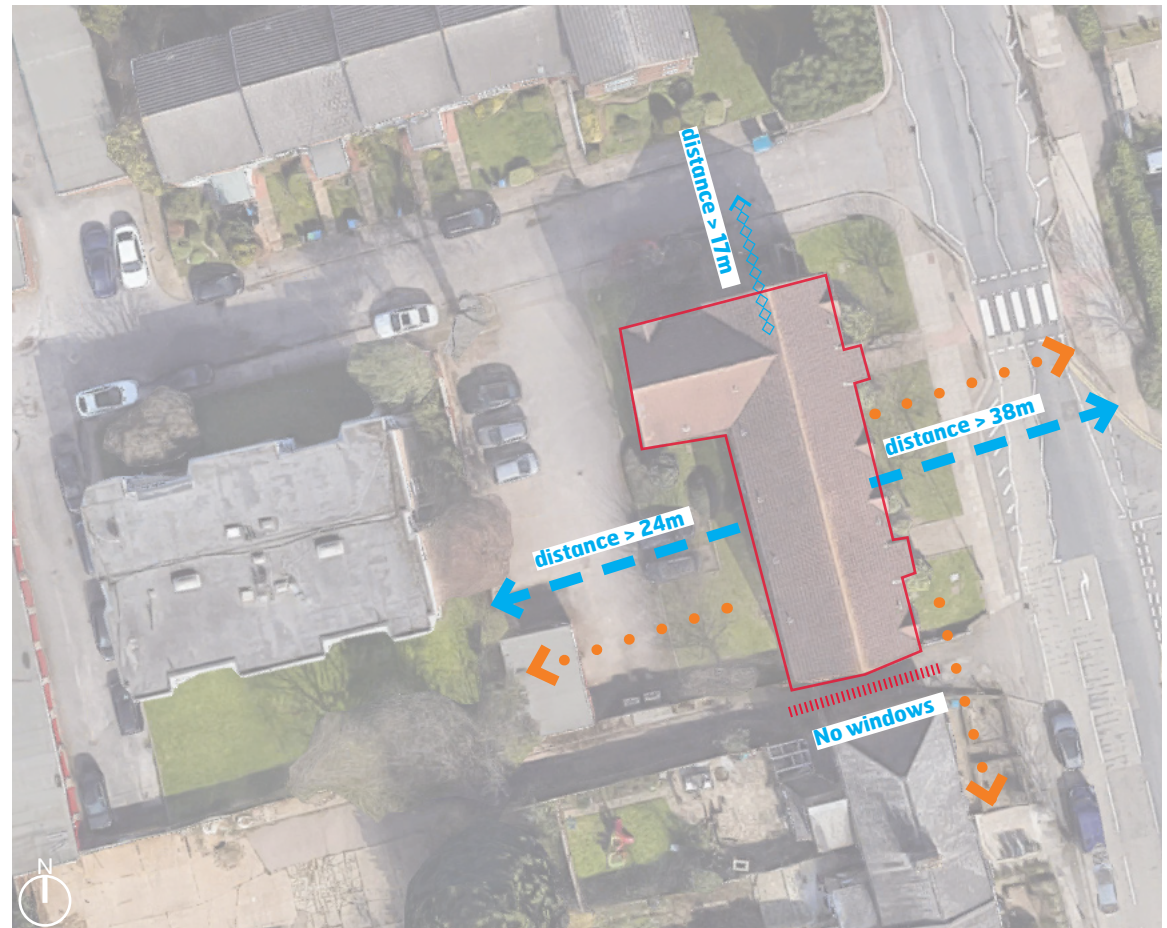


Diagram: site analysis

-> No overlooking
- > Main outlook
- ◇◇◇◇◇◇◇◇◇◇ Secondary outlook
- ||||| No windows

Design

Appearance

2.4 External Appearance

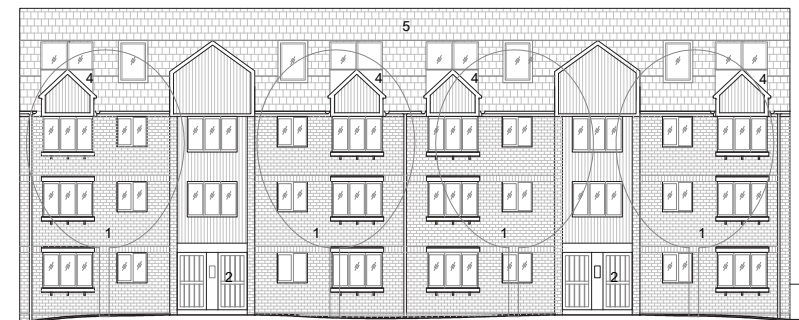
The proposed development has been designed to ensure that it remains in keeping with the existing properties in the immediate surrounding area.

The additional proposed mansard extension adopts a conservative design approach in keeping with the property and its immediate context. The end brick walls are extended to follow the new mansard profile.

The proposed extension matches the existing materials including roof tiles and brick. The terraces will have painted steel balustrades and painted timber dormer windows.

The rhythm of the fenestration follows the pattern of the existing windows below.

The proposed design is in-keeping with the previously approved under appeal application REF: APP/Q5300/W/22/3302732, where there were no issues regarding the design.

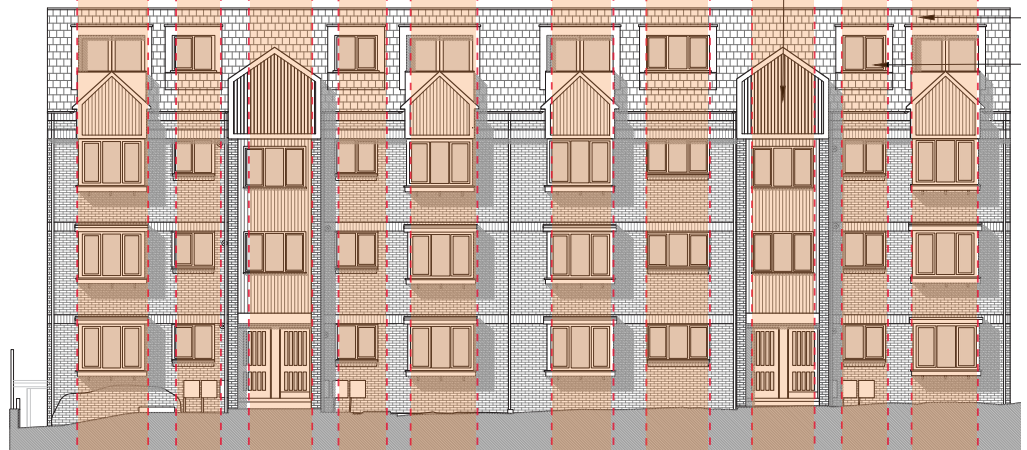


Approved Elevation - 1 extra storey

GROVEBURY COURT, N14 4JR



Elevation study - Existing Front Elevation



Elevation study - Proposed Front Elevation

Design

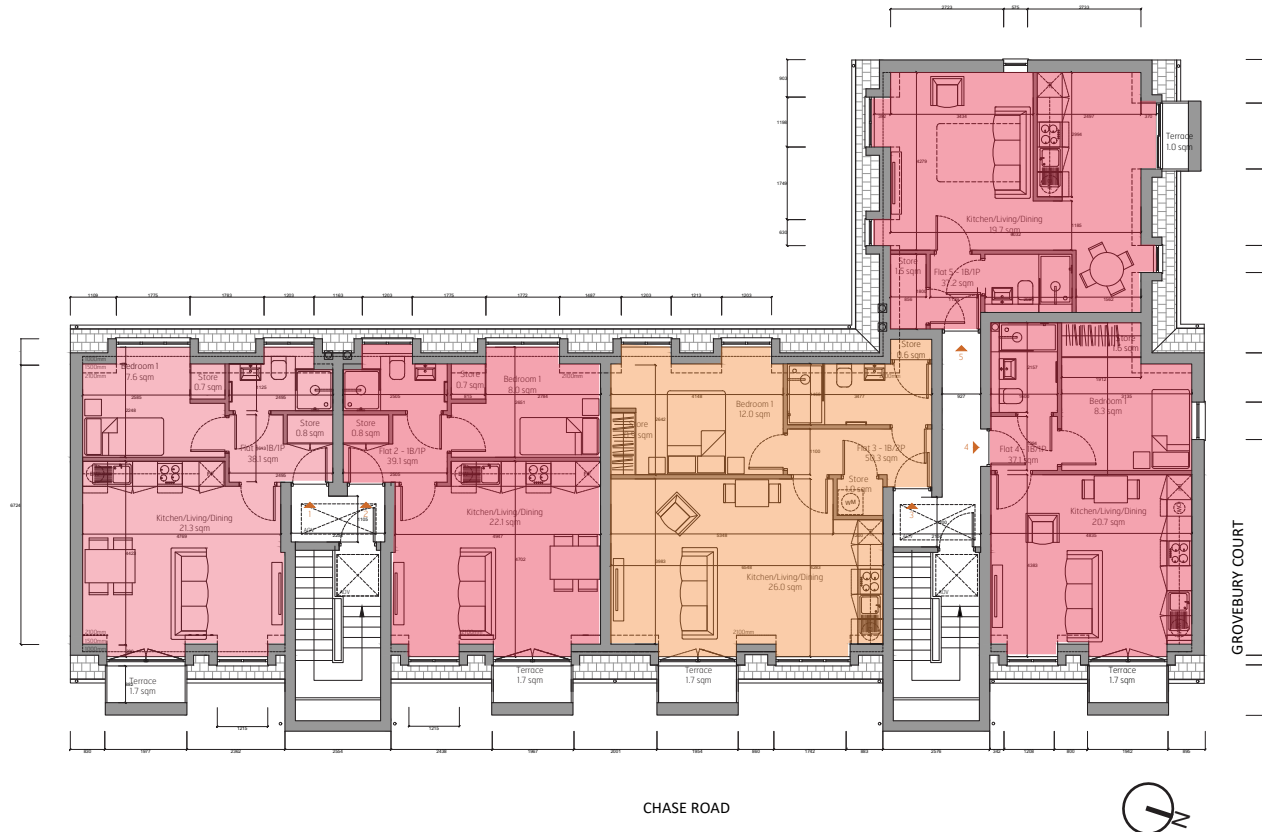
Density and mix

2.5 - Density and mix

The proposed development comprises 5 new self-contained flats, including 4 x 1Bed 1P and 1 x 1Bed 2P.

Policy D6 of the draft London Plan no longer refers to prescribed densities but states that proposals “*must make the most efficient use of land and be developed at the optimum density [...]resulting from a design-led approach to determine the capacity of the site*”.

PROPOSED FLAT AREAS						
NO	TYPE	P	MIN SQM	PROPOSED FLAT GIA		MEETS REQ SQM
				[sqm]	[sqft]	
1	1 Bed	1	37	38.1	410.10	Meets
2	1 Bed	1	37	39.1	420.86	Meets
3	1 Bed	2	50	50.3	541.42	Meets
4	1 Bed	1	37	37.1	399.34	Meets
5	1 Bed	1	37	37.2	400.41	Meets
5	-	14	198	201.8	2172.13	-



- 1 Bed 1P
- 1Bed 2P

Third Floor- proposed units

Schedule of areas

Design

Quality of accommodation

2.6 - Quality of Accommodation

The development is designed to comply with all the requirements of National Planning Policy as well as with the Building Regulations.

The layout has been designed to use the internal space as efficiently as possible.

All units:

- provide self-contained accommodation with generous floor areas, complying with the Nationally Described Space Standards.

The floor to ceiling height is 2.4m throughout, which is not higher than any of the existing floor to ceiling heights.

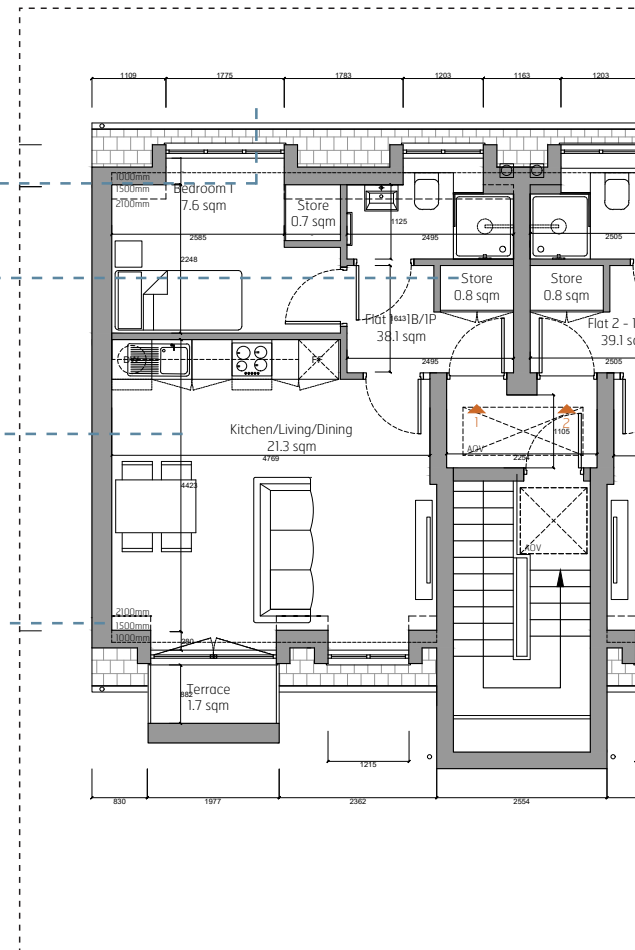
- Have access to natural daylight and ventilation. Where allowed by the constraints of the existing building's arrangement, the proposed flats are dual aspect and naturally cross ventilated.
- have good levels of storage, provided in the form of storage cupboards and built-in wardrobes: The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom is counted towards the built-in storage requirement.

Dual Aspect -
Natural Light &
Ventilation

High level of storage space

Generous
Floor Areas

Compliant
with Building
Regulations



Example of Flat Layout

Design

Daylight and Sunlight

2.7 - Provision of Adequate Natural Light

The existing residential units on site benefit from adequate natural light which would not be impacted by the proposed extension.

The daylight and sunlight report prepared by Waldrams Ltd. concludes that proposed, existing and neighbouring habitable rooms have plenty of natural light and meet or exceed minimum BRE guidelines.

Design

Class A Compliance

2.8 - Class A Compliance

TRANSPORT

The application site is in a PTAL 3 meaning access to public transport is good. Oakwood Station and Southgate underground stations are a 15 minute walk from the site and multiple bus stops are at 2-6 minutes walking distance. The proposed development is car-free.

AIR TRAFFIC/ DEFENCE ASSET IMPACTS

The proposed extension to the property is not considered to cause any risk to air traffic or any defence asset impacts. The proposal is located in excess of 3kms from the nearest aerodrome located at least 11km away from the application site.

CONTAMINATION RISK

It is considered that there is low contamination risk as the proposal is above ground and it is not proposed to break into the ground or hard standing to facilitate the upwards extension. As the site will remain in residential use, we do not see there being any contamination risk.

FLOOD RISK

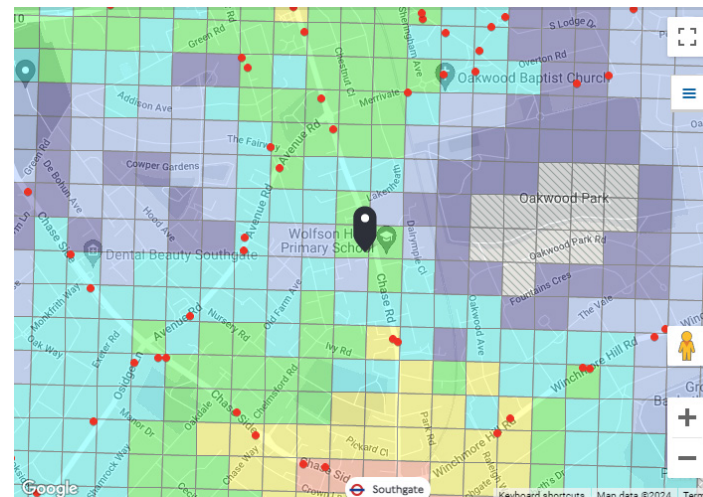
The application site is located within Flood Zone 1, which has a low probability of flooding. As the proposal does not extend the existing buildings footprint, the development is considered to not impact upon flood risk.

PROTECTED VIEWS

The proposed extension is not considered to impact on any protected views.



Flood Map



PTAL Map

you can click anywhere on the map to change the selected location.

Section 3

Access

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Access

Access, Parking & Waste Management

3.1 ACCESS

A GENERAL ACCESS

Access to the new flats will be through the main doors at ground floor and via the extension of the existing staircases.

3.2 PARKING PROVISION

A CAR

The proposed development will be car-free.

B CYCLES

The proposal includes providing 1 new lightweight lockable cycle store within the immediate area of the site to provide 3 x Sheffielded Stands for 6 cycle spaces, to meet London Plan requirements.

3.3 WASTE MANAGEMENT

The existing refuse and recycling waste store at the north of the site will be increased, to accommodate 4 x 1100L Eurobins, and 1 x 1280L, 1 x 360L. The capacity proposed is in accordance with the Enfield Waste Planning Guidance.

The Calculations are as follows:

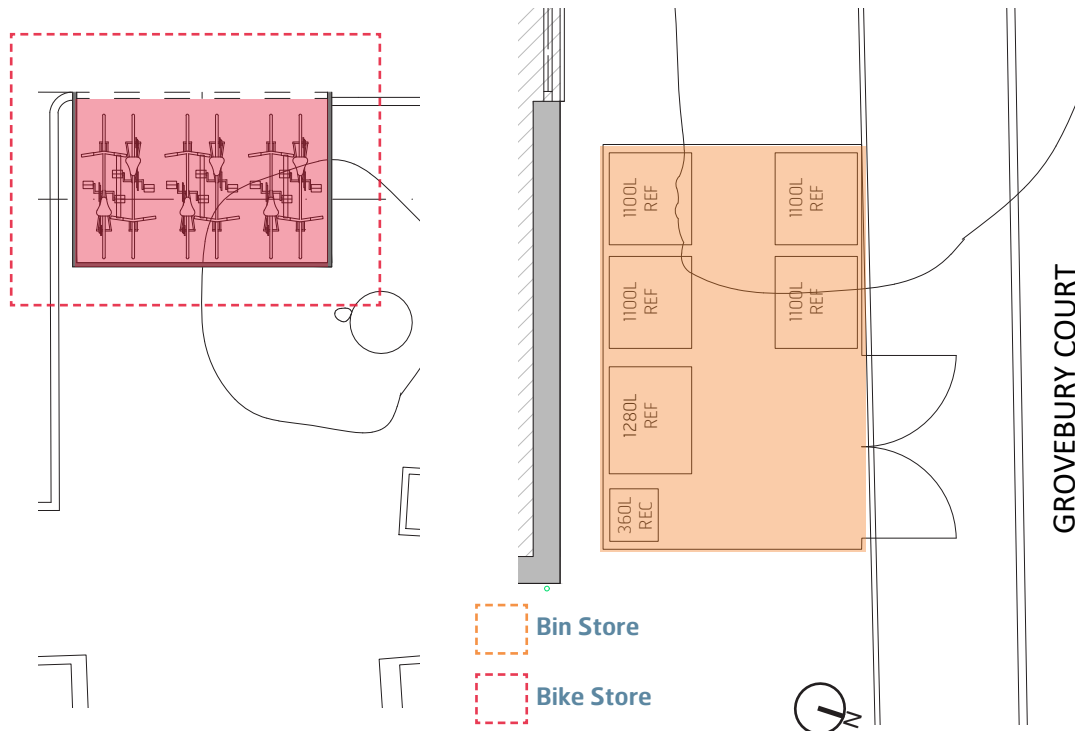
Existing Flats:

15 Existing Flats - 3 x 1100L + 1 x 1280L

5 Proposed Flats - 1 x 1100L

Total Proposed: 4 x 1100L for refuse and 1 x 1280L bins for recycling + 1 x 360L for Food Waste.

Please refer to the appendix to see bin store location approved under Appeal REF: APP/Q5300/W/22/3302732



Reference image of a secure bike shed

Appendix

PD Checklist - Class A Detached Block of Flats

PD Checklist



Date: 26/02/2024

Job No: 1357.02

Job Name: Grovebury Court, Enfield, N14 4JR

1. Introduction

This application is for the erection of a one storey extension on top of the existing three storey building for 5 x new self-contained flats (5 x 1 beds) submitted on behalf of our Client, Grovebury Southgate Ltd to the LB of Enfield for determination.

The application comprises:

- Application drawings, prepared by Brooks Murray Architects [list attached Annex 1]
- Daylight & Sunlight Report prepared by Waldrams Ltd
- Transport Report prepared by TTP Consulting

2. Site and Surrounds Description

The application site is in the London Borough of Enfield located to the west side of Chase Road and is accessed via Grovebury Court.

Grovebury Court is a residential estate comprising two separate buildings, this application refers to the L shaped 3 storey brick building fronting Chase Road. The flat roof building to the west does not form part of this application.

The wider site allows for vehicle access, parking, bin storage and attractive soft landscaping.

The site is not located in a conservation area, nor sits adjacent to any listed building. The site lies in Flood Zone 1.

3. Planning History

Relevant applications have been made nearby:

- REF:21/04160/PRA – Grovebury Court, Building A - The construction of one additional storey of residential floorspace immediately above the top floor of the principal part of the building, providing a total of 5 new Flats...plus 8 new cycle parking spaces – Approved under appeal REF:APP/Q5300/W/22/3302732
- REF:21/04161 – Grovebury Court, Building B - The construction of one additional storey to provide a total of 6 new flats.
- REF: 20/01200/FUL – Garages to the rear of Grovebury Court – Redevelopment of garages to create 4 x 3 storey dwelling houses with associated parking.

4. Permitted Development

A. Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats, together with any or all –

(a)engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses;	This requirement is met.
(b)works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses;	This requirement is met.
(c)works for the construction of appropriate and safe access and egress to the new and existing dwellinghouses, including means of escape from fire, via additional external doors or external staircases;	This requirement is met.
(d)works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.	This requirement is met.

Development not permitted

A.1. Development is not permitted by Class A if—

(a)the permission to use any building as a dwellinghouse has been granted only by virtue of Class M, N, O, P, PA or Q of Part 3 of this Schedule;	This requirement is met.
(b)the building is less than 3 storeys in height including ground;	The host building meets this requirement
(c)the building was constructed before 1st July 1948, or after 5th March 2018;	The host building meets this requirement
(d)the additional storeys are constructed other than on the principal part of the building;	This requirement is met.
(e)the floor to ceiling height of any additional storey is	This requirement is met. The floor to

Appendix

PD Checklist - Class A Detached Block of Flats

(i)more than 3 metres in height; or (ii)more than the floor to ceiling height of any of the existing storeys, whichever is the lesser, where such heights are measured internally;	ceiling height is 2.4m and not above the height of any of the existing floors.
(f)the new dwellinghouses are not flats; Each proposed unit is a separate and self-contained space with each provided with the facilities required for day-to-day private domestic existence [Gravesham BC v SoS for the Environment (1982) 47P & C.R. 142	This requirement is met.
(g) the overall height of the roof of the extended building would be greater than 7 metres higher than the highest part of the existing roof (not including existing plant);	This requirement is met.
(h)the extended building (not including plant) would be greater than 30 metres in height;	This requirement is met.
(i)development under Class A.(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development;	Not relevant to this application
(j)development under Class A.(a) would consist of engineering operations other than works within the existing curtilage of the building to— (i)strengthen existing walls; (ii)strengthen existing foundations; or (iii)install or replace water, drainage, electricity, gas or other services;	Not relevant to this application
(k)in the case of Class A.(b) development there is no existing plant on the building;	This requirement is met.
(l)in the case of Class A.(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the new building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;	This requirement is met.
(m) development under Class A.(c) would extend beyond the curtilage of the existing building;	Not relevant to this application
(n)development under Class A.(d) would (i)extend beyond the curtilage of the existing building; (ii)be situated on land forward of a wall forming the principal elevation of the existing building; or (iii)be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building;	This requirement is met.

(o)the land or site on which the building is located, is or forms part of (i)article 2(3) land; (ii)a site of special scientific interest; (iii)a listed building or land within its curtilage; (iv)a scheduled monument or land within its curtilage; (v)a safety hazard area; (vi)a military explosives storage area; or (vii)land within 3 kilometres of the perimeter of an aerodrome.	Not relevant to this application
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4.1. Where any development under Class A is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to assess;

(a)transport and highways impacts of the development;	See Transport Report by TTP Consulting
(b)air traffic and defence asset impacts of the development;	No relevant infrastructure is identified within 3km of the site.
(c)contamination risks in relation to the building;	It is considered that there is a low contamination risk as the proposals are above ground and the use will remain residential.
(d)flooding risks in relation to the building;	The site is located in Flood Zone 1 and is less than 1 hectare
(e)the external appearance of the building; The proposed development has been designed to ensure that it remains in keeping with the existing properties in the immediate surrounding area and is sensitive to the existing building below. It is proposed to extend the building by one floor with a mansard roof extension.	See adjacent text and Design Statement submitted.

Appendix

PD Checklist - Class A Detached Block of Flats

The additional floor will not result in an overly tall or dominant building on the neighbouring buildings or street scene.	
(f)the provision of adequate natural light in all habitable rooms of the new dwellinghouses;	See the daylight and sunlight study by Waldrams Ltd, submitted with this application.
(g)impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light; and	The application is accompanied by a BRE Assessment which shows that there are no issues with either daylight/sunlight to adjoining properties or within the proposed units.
(h)whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012(1) issued by the Secretary of State,	Not relevant to this application

(e)a list of all addresses of the flats within the existing block of flats;	See the On-line form
(f)the developer's contact address;	See the On-line form
(g)the developer's email address if the developer is content to receive communications electronically; and	Not relevant to this application
(h)where sub-paragraph (6) requires the Environment Agency(2) to be consulted, a site-specific flood risk assessment,	Not relevant to this application

together with any fee required to be paid.

6 Conclusion

In summary, the Development Proposal seeks additional accommodation within one new floor above the existing residential block of flats, and the above assessment demonstrates that it complies with the Criteria provided at Class A of Part 20 of the GPDO 2015.

5 Procedure for applications for prior approval under Part 20

(1) The following provisions apply where under this Part, a developer is required to make an application to a local planning authority for prior approval.

(2) The application must be accompanied by

(a)a written description of the proposed development, which, in relation to development proposed under Class A, must include details of any dwellinghouse and other works proposed under paragraphs A.(a) to (d);	See Para 1 of this written statement
(b)a plan which is drawn to an identified scale and shows the direction of North indicating the site and showing the proposed development;	See Drawings attached
(c)floor plans which are drawn to an identified scale and show the direction of North indicating the dimensions and proposed use of each room, the position and dimensions of windows, doors and walls, and the existing and proposed elevations of the building;	Shown on the attached drawings
(d)a written statement specifying the number of new dwellinghouses proposed by the development that is additional to the number of dwellinghouses in the building immediately prior to development;	See paragraph 1 of this Statement

Appendix

PD Checklist - Class A Detached Block of Flats -

Annex 1

List of Submitted Drawings:

1357.02.001 – Site Location Plan

1357.02.002 – Block Plan

1357.02.010 – Existing Ground Floor Plan

1357.02.011 – Existing First Floor Plan

1357.02.012 – Existing Second Floor Plan

1357.02.013 – Existing Loft Plan

1357.02.014 – Existing Roof Plan

1357.02.020 – Existing East Elevation (Front)

1357.02.021 – Existing West Elevation (Rear)

1357.02.022 – Existing North Elevation (Side)

1357.02.023 – Existing South Elevation (Side)

1357.02.030 – Existing Section AA

1357.02.100 – Proposed Ground Floor Plan

1357.02.101 – Proposed First Floor Plan

1357.02.102 – Proposed Second Floor Plan

1357.02.103 – Proposed Third Floor Plan

1357.02.104 – Proposed Roof Plan

1357.02.105 – Proposed Bikes and Bins

1357.02.200 – Proposed East Elevation (Front)

1357.02.201 – Proposed West Elevation (Rear)

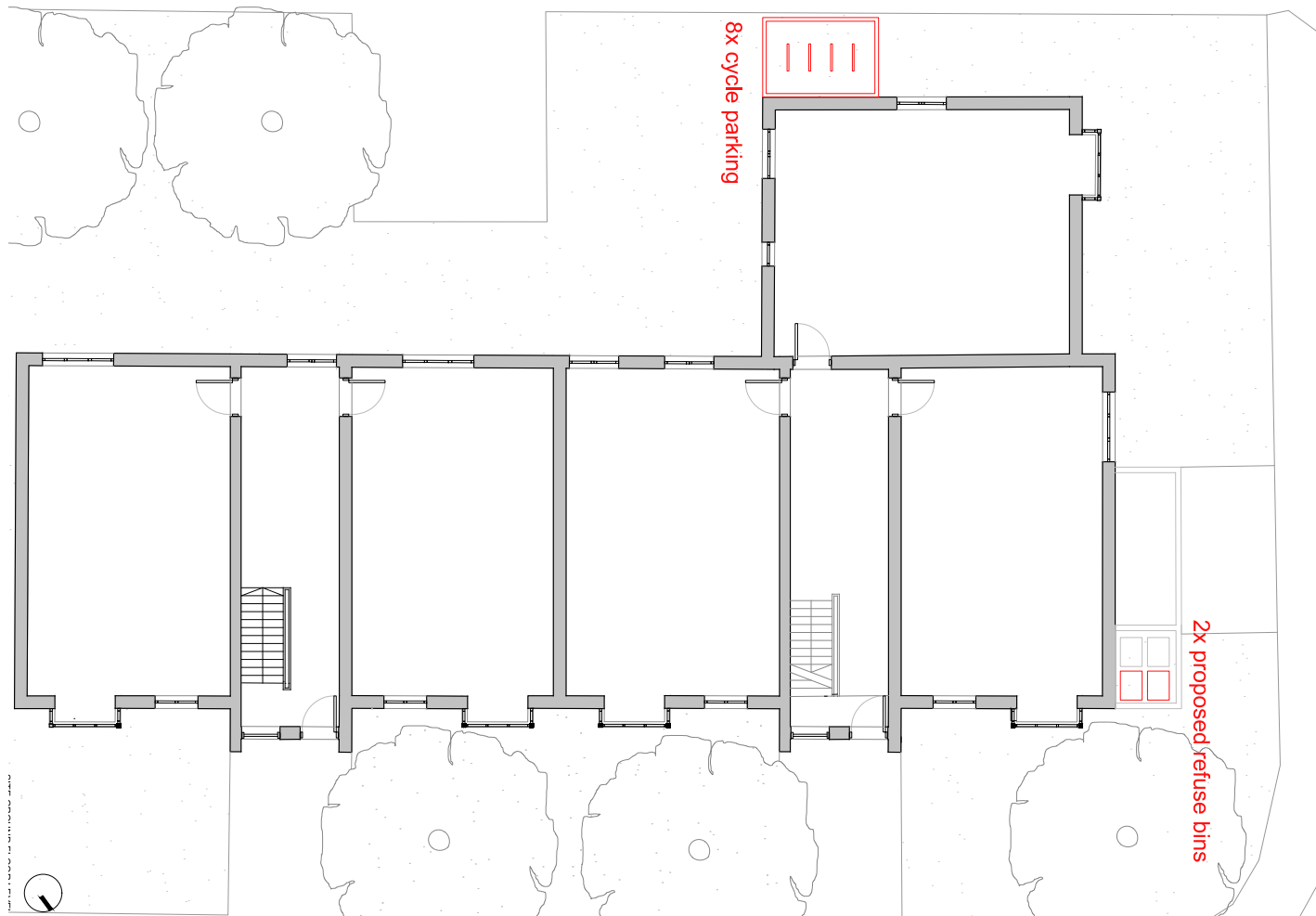
1357.02.202 – Proposed North Elevation (Side)

1357.02.203 – Proposed South Elevation (Side)

1357.02.300 – Proposed Section AA

Appendix

Approved location of bin store in Appeal REF: APP/Q5300/W/22/3302732



Appendix

Approved Appeal REF: APP/Q5300/W/22/3302732



The Planning Inspectorate

Appeal Decision

Site visit made on 10 January 2023

by **John Gunn DipTP, DipDBE, MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 21st February 2023

Appeal Ref: APP/Q5300/W/22/3302732

Building A, 33-47 Grovebury Court, London N14 4JR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under Schedule 2, Part 20, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- The appeal is made by The Alan Matthey Trust Corporation & Steven Matthey & Daniel Matthey against the decision of the London Borough of Enfield.
- The application Ref 21/04160/PRA, dated 2 November 2021, was refused by notice dated 10 January 2022.
- The development proposed is described on the application form as 'Construction of one additional storey of residential floorspace immediately above the top floor of the principal part of the building, providing a total of 5 new flats comprising 3 x 1-bed 1 person units and 2 x 1 bed 2-person units, with private terraces, plus 8 new cycle parking spaces in a proposed enclosure'.

Decision

1. The appeal is allowed and prior approval is granted under the provisions of Schedule 2, Part 20, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (the GPDO) for the construction of one additional storey of residential floorspace immediately above the top floor of the principal part of the building, providing a total of 5 new flats comprising 3 x 1-bed 1 person units and 2 x 1 bed 2-person units, with private terraces, plus 8 new cycle parking spaces in a proposed enclosure at Building A, 33-47 Grovebury Court, London, N14 4JR in accordance with the terms of the application, Ref 21/04160/PRA, dated 2 November 2021, subject to the standard conditions set out in paragraph A.2 of Part 20 of the GPDO and the additional conditions set out in the attached schedule.

Preliminary Matters

2. Schedule 2, Part 20, Class A of the GPDO permits development consisting of the construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a building which is a purpose-built, detached block of flats. The Council have concluded that the appeal scheme meets the criteria in Paragraph A.1 of the GPDO. I have no reason to disagree.
3. Notwithstanding the above, development under Class A is permitted subject to conditions that the developer must apply to the Local Planning Authority for prior approval as to, amongst other matters, transport and highway impacts of the development.

<https://www.gov.uk/planning-inspectorate>

Appeal Decision APP/Q5300/W/22/3302732

Main Issue

4. The main issue in this appeal is whether prior approval should be granted having regard to transport and highway impacts of the development.

Reasons

5. The proposal would add 5 new flats to an existing development. The Council's maximum standard for new flats of the type proposed, as set out in table 10.3 of The London Plan 2021, is 0.75 spaces per unit. This would result in a maximum requirement of 3.75 spaces. The parties disagree over whether 3 or 4 spaces should be provided, however given that the figure in the local plan is expressed to be a maximum I have used a requirement for 3 spaces for the purpose of my assessment. The appeal proposal makes no additional provision for off street parking.
6. Grovebury Court is a residential development, comprising a mix of terraced and low-rise flatted accommodation, and has a frontage to Chase Road. It is accessed by a private road and is reliant on communal parking courts/garages and on-street parking to satisfy its daily needs. I saw a small number of vehicles parked within the parking courts and straddling pavements on the private drive when I visited. There were no vehicles parked, in the immediate vicinity of the appeal site on Chase Road, which was free flowing. While my observations represent a snapshot in time, the parking survey submitted by the appellant says at night time unrestricted parking on Grovebury Court was at, or exceeded, capacity.
7. In light of the above, any additional parking requirements resulting from the proposal would be dependent on opportunities to be found in surrounding streets. In this regard the Appellant asserts that there is spare capacity for on-street parking, within 200 metres of the appeal site, including on Chase Road, Charter Way and Dalrymple Way, whilst still maintaining stress levels below 90%. The Council disagree with this assertion maintaining that, when an additional 3 cars are allowed for, stress levels in the aforementioned streets would be at, or exceed, 100% in most cases.
8. I accept that the streets in the locality of the appeal site exhibit a moderate level of stress at the present time, and this would be likely to be exacerbated if future occupiers of the proposed flats owned a vehicle. I also acknowledge that demand on unrestricted parking will fluctuate during the day, particularly given the proximity of the Wolfson Hillel Primary School, and the potential indiscriminate parking that might arise therefrom. I also recognise that occupiers of the proposed flats, given a choice, would choose to park close to their accommodation, and that any increased on-street parking in Grovebury Court or in nearby streets could further restrict the free flow of vehicles in those areas, including bin lorries and emergency services.
9. Notwithstanding the above, on-street parking is clearly a feature of Grovebury Court and the surrounding streets, and local residents and drivers will be aware of the need to give due consideration to parked cars and pedestrians. Accordingly, any increase in demand arising from 5 one bedroom flats is unlikely to result in a significant change in the approach of drivers or pedestrians.

<https://www.gov.uk/planning-inspectorate>

Appendix

Approved Appeal REF: APP/Q5300/W/22/3302732

Appeal Decision APP/Q5300/W/22/3302732

10. I have taken into account Policy T6 of the London Plan 2021 which indicates that car parking should be restricted in line with levels of public transport accessibility and connectivity. Moreover, car free development should be the starting point for all development proposals. In this regard I note that the entrance to the proposed flats would have a Public Transport Accessibility Level (PTAL) of 3. This indicates a medium access to frequent public transport options.
11. On my site visit, I observed that the site is a short distance from the bus stops near the junction of Chase Road and Charter Way which provide a regular service to Southgate town centre. Thereafter, direct access can be made to Southgate Underground station. In other directions bus services link to the Cockfosters and Potters Bar railway stations. In addition, the proposal would provide secure cycle parking for the flats which could be guaranteed by the imposition of a condition. Therefore, there would be transport options for the occupants other than depending on cars, and it would be feasible for occupants to live in the flats without the need for a car to travel to work, services or leisure facilities.
12. Notwithstanding the shortfall in available parking spaces, when measured against the maximum standard, I find that there would be sufficient on-street parking available to safely accommodate any increase in demand arising from 5 one bedroom flats. It is therefore unlikely that the proposal would cause significant highway safety problems for vehicle users or pedestrians. Nor, taking into account the potential level and nature of vehicle movements, is it likely that there would be any materially adverse effect on the free flow of traffic.
13. I have had regard to the policies of the development plan in so far as they are material to this issue. In light of the above, I find that the proposal would not conflict with Policies DMD 45 and DMD 47 of the Improving Enfield - Development Management Document 2014 which, amongst other matters, requires parking requirements for developments to be considered against the standards set out in the London Plan and the PTAL of the site, whilst also making provision for cyclists. There would also be no conflict with Policy T6 of the London Plan 2021 which, amongst other matters, seeks to restrict car parking in line with levels of transport accessibility and connectivity, with development being designed to provide the minimum parking necessary.
14. I conclude that the proposal would not result in significant transport and highway impacts. Therefore, it would accord with Part 20, paragraph A.2 (1)(a), of the GPDO. Moreover, and insofar as it is relevant to the subject matter of the prior approval, it would not conflict with the objectives of paragraph 111 of the National Planning Policy Framework, which states that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety.

Other Matters

15. The Council indicate that the proposed flats would not affect air traffic and defence assets or result in contamination or flooding risks. They raise no objection to the external appearance of the building and are content that future occupiers would have access to adequate levels of natural light in all habitable rooms. Furthermore, they are satisfied that the proposed development would not result in overshadowing or give rise to additional harm in terms of

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overlooking and privacy. From what I have seen and read I do not disagree with the Council's view on these matters.

16. I have taken into account other matters raised by local residents with regards to amenity, external appearance and pollution. These are not matters raised as reasons for refusal by the Council, and I see no reason to find otherwise.

Conditions

17. Sub-paragraph (18) of Paragraph B of Part 20 allows for the imposition of conditions reasonably related to the subject matter of the prior approval. The Council has suggested conditions that the appellant has had the opportunity to comment upon and which I have considered against advice in the Framework and Planning Practice Guidance. As a result, I have made amendments where necessary for clarity and consistency purposes. At paragraph 1 of this decision, I have referenced the various standard conditions that apply as laid out at Paragraph A.2 to Part 20 of the GPDO.
18. Sub-paragraph (17) of Paragraph B to Part 20 sets out that development must be carried out in accordance with the details approved. In this sense, a condition listing the approved plans is reasonable to impose in the interests of certainty.
19. Details of the refuse and cycle storage facilities to be installed are illustrated upon approved plan Proposed - General Arrangement (Drawing number GVC_PL_201), which I am satisfied would be fit-for purpose. Nevertheless, in the respective interests of protecting amenity and of positively influencing the scheme's transport/highways impact, a condition to ensure the implementation and subsequent retention of these facilities is reasonable and necessary.
20. A condition is required to ensure that the proposed development does not lead to damage of the nearby public road network, to protect local amenity and minimise disruption to the neighbouring properties.

Conclusion

21. For the reasons given above the appeal is allowed, and prior approval granted subject to conditions.

John Gunn

INSPECTOR

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Appendix

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SCHEDULE OF CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location plan and existing -site ground floor level (Drawing number GVC_PL_100)

Proposed - General Arrangement (Drawing number GVC_PL_201)

Proposed - General Arrangement (Drawing number GVC_PL_203)

Proposed - Roof Level (Drawing number GVC_PL_204)

Proposed - Elevations (Drawing number GVC_PL_211)

Proposed - Elevations (Drawing number GVC_PL_212)

Proposed - Sections (Drawing number GVC_PL_221)

Proposed - NE Axonometric (Drawing number GVC_PL_310)

Proposed - SW Axonometric (Drawing number GVC_PL_311)

2. The development hereby permitted shall not be first occupied until elevation details of the refuse and cycle stores, together with details of the external facing materials to be used, have been submitted to and approved in writing by the Local Planning Authority. These refuse and cycle stores shall be constructed in accordance with the approved details prior to the first occupation of the development and shall thereafter be retained.

3. The development, including demolition of the existing structures on site, shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:

- a) A photographic condition survey of the public roads, footways and verges leading to the site.
- b) Details of construction access and associated traffic management.
- c) Arrangements for the loading, unloading, and turning of delivery, construction, and service vehicles.
- d) Arrangements for the parking of contractors' vehicles.
- e) Arrangements for the storage of materials.
- f) Hours of work.
- g) Arrangements for deliveries.
- h) The storage and removal of excavation material.
- i) Measures to reduce danger to cyclists.
- j) Measures to control the emission of dust and dirt during the demolition and construction in accordance with the Mayor of London's supplementary planning

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guidance 'The Control of Dust and Emissions During Construction and Demolition.

The development shall be carried out in accordance with the approved construction management plan. The approved plan shall be fully implemented for the duration of any demolition and construction works.

All Non-Road Mobile Machinery of net power 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 SPG, or subsequent guidance.

END OF SCHEDULE