

PLANNING GRANTED



D Silberman
24 Holborn Viaduct
EC1A 2BN

Please reply to:

Mr Misbah Uddin

Email:
My ref:
Date:

planning.decisions@enfield.gov.uk
21/03342/FUL
2 November 2021

Dear Sir/Madam

In accordance with the provisions of the Town and Country Planning Act, 1990 and the Orders made thereunder, and with regard to your application at:

LOCATION: 10 Malvern Road Enfield EN3 6DA
REFERENCE: 21/03342/FUL
PROPOSAL: Redevelopment of site involving demolition of existing buildings and the construction of a part 2, part 3 storey block of 5 flats.

ENFIELD COUNCIL, as the Local Planning Authority, give you notice that the application, as described above, is **GRANTED**, subject to the following conditions:-

- 1 The development to which this permission relates must begin no 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 The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 No development above existing ground level shall commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. A schedule of materials and their use in the approved scheme is required and samples made available on site. A photograph showing all samples to be inspected must be submitted. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

IMPORTANT – Enfield residents should register for an online Enfield Connected account. Enfield Connected puts many Council services in one place, speeds up your payments and saves you time – to set up your account today go to www.enfield.gov.uk/connected

Sarah Cary
Executive Director Place
Enfield Council
Civic Centre, Silver Street
Enfield EN1 3XY
www.enfield.gov.uk

 If you need this document in another language or format contact the service using the details above.

- 4 No development above existing ground level 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. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Core Policy 21 of the Core Strategy and the London Plan.

- 5 No development above existing ground level shall commence until details of an 'Energy Statement' have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO₂ emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, the London Plan 2021 and the NPPF.

- 6 No development above existing ground level shall commence until details of ten secure and enclosed long stay and one short stay cycle parking space have been submitted to and approved in writing by the Local Planning Authority. The short stay cycle parking spaces must be located in the front garden area. The development shall be carried out in accordance with the approved details before it is occupied.

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

- 7 No development above existing ground level shall commence until full details of the refuse facility, demonstrating the location, design and method of waste storage and removal including recycled materials have been submitted to and approved in writing by the Local Planning Authority. The facility as approved shall be provided prior to the first occupation of the development and permanently retained thereafter.

Reason: In the interests of amenity.

- 8 No development above existing ground level shall commence until details of existing planting to be retained and trees, shrubs and grass to be planted and the treatment of any hard or soft surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

- 9 No development above existing ground level shall commence until details of enclosure has been 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 first occupied and shall thereafter be maintained.

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.

10 No development above existing ground level shall commence until a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with the Lond Plan and Policy DMD 61 SuDS Requirements of the Enfield Development Management Document 2014:

- A) Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change
- B) Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential
- C) Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- D) The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact
- E) Clear ownership, management and maintenance arrangements must be established
- F) The details submitted shall include levels, sizing, cross sections and specifications for all drainage features

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Enfield Core Strategy 2010 and Policy DMD 61 of the Enfield Development Management Document 2014.

Dated: 2 November 2021

Authorised on behalf of:

Mr A Higham
Head of Development Management
Development Management,
London Borough Enfield,
PO Box 53, Civic Centre,
Silver Street, Enfield,
Middlesex, EN1 3XE

If you have any questions about this decision, please contact the planning officer
misbah.uddin@enfield.gov.uk.

List of plans and documents referred to in this Notice:

Title/Number	Version	TYPE
51/061220/02 2 of 2	Block Plan	Drawing
51/061220/08 8 of 8	Street Scene	Drawing
51/061220/04 4 of 8	Existing Elevation Plan	Drawing
51/061220/03 3 of 8	Existing Floor Plan	Drawing
51/061220/06 6 of 6	Proposed Elevations	Drawing
51/061220/05 5 of 8	Proposed Floor Plans	Drawing
51/061220/07 7 of 8	Section	Drawing
51/061220/01	Site Location Plan	Drawing

Additional Information

Notes

1. In accordance with the Town and Country (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations 2008, any conditions attached to this permission that require discharge by the Local Planning Authority will be **subject to a fee**. A schedule of fees charged is available on the Planning page of the Council's website at: <https://new.enfield.gov.uk/services/planning/applying-for-planning-permission/overview-of-planning-applications/>
2. Your attention is particularly drawn to the rights of applicant's aggrieved by this decision, which are set out below.
3. This decision does not purport to convey any approval or consent which may be required under any bye-laws or under any enactment other than the Town and Country Planning Act 1990.
4. This decision does not convey any approval or consent under the **Building Regulations** which may be required before starting the development hereby granted permission. Advice on whether an application under the Building Regulations is required is available from the Council's Building Control Service on our website at www.enfield.gov.uk or by emailing Building Control at building.control@enfield.gov.uk.

Rights of Applicants Aggrieved by Decision of Local Planning Authority

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with Section 78(1) of the Town and Country Planning Act, 1990, within six months from the date of this notice. (Appeals must be made on a form which is obtainable from the Planning

Inspectorate, 3/14 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online, using the Appeals area of the Planning Portal (www.planningportal.gov.uk/pcs). Your appeal may be published on the Council and the Planning Inspectorate websites. Please only provide information, including personal information belonging to you that you are happy to be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. The Planning Inspectorate's leaflet "Your Guide to Appeals Online" is available from the Planning Portal at

www.planningportal.gov.uk/pcs. The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements, to the provision of the development order, and to any directions given under the order. **Note that a copy of the appeal also needs to be sent to the Local Planning Authority at planning.decisions@enfield.gov.uk.**

2. If an enforcement notice has been served for the same or very similar development within the previous 2 years, the time limit is:
 - 28 days** from the date of the LPA decision if the enforcement notice was served before the decision was made yet not longer than 2 years before the application was made.
 - 28 days** from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the appeal period beyond 6 months).
3. If permission to develop land is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State for the Environment and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonable beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Common Council, or on the Council of the County Borough, London Borough or County District in which the land is situated, as the case may be, a purchaser notice requiring that Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act, 1990.
4. In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.



Planning and Transportation,
PO Box 53, Civic Centre,
Silver Street, Enfield,
EN1 3XE
TEL: 020 8379 1000
FAX: 020 8379 3811

Email: development.control@enfield.gov.uk

For office use only

Applic. No.	<input type="text"/>	Date Received	<input type="text"/>
Fee	<input type="text"/>	Receipt No.	<input type="text"/>

Application for Planning Permission,
Town and Country Planning Act 1990

Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

1. Site Address

Number	<input type="text" value="10"/>
Suffix	<input type="text"/>
Property name	<input type="text"/>
Address line 1	<input type="text" value="Malvern Road"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="Enfield"/>
Postcode	<input type="text" value="EN3 6DA"/>

Description of site location must be completed if postcode is not known:

Easting (x)	<input type="text" value="536290"/>
Northing (y)	<input type="text" value="198852"/>

Description

2. Applicant Details

Title	<input type="text"/>
First name	<input type="text"/>
Surname	<input type="text" value="SCP 1"/>
Company name	<input type="text"/>
Address line 1	<input type="text" value="c/o"/>
Address line 2	<input type="text" value="10 Malvern Road"/>
Address line 3	<input type="text"/>
Town/city	<input type="text"/>
Country	<input type="text"/>

2. Applicant Details

Postcode

Are you an agent acting on behalf of the applicant?

Yes No

Primary number

Secondary number

Fax number

Email address

3. Agent Details

Title

First name

Surname

Company name

Address line 1

Address line 2

Address line 3

Town/city

Country

Postcode

Primary number

Secondary number

Fax number

Email

4. Site Area

What is the measurement of the site area?
(numeric characters only).

Unit

5. Site Information

Title number(s)

Please add the title number(s) for the existing building(s) on the site. If the site has no title numbers, please enter "Unregistered"

Title Number	mx157507
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Energy Performance Certificate

Do any of the buildings on the application site have an Energy Performance Certificate (EPC)?

Yes No

5. Site Information

Please enter the reference number from the most recent Energy Performance Certificate (e.g. 1234-1234-1234-1234-1234)

8690-7921-7780-4153-4206

Public/Private Ownership

What is the current ownership status of the site?

Public Private Mixed

6. Description of the Proposal

Please note in regard to:

- Fire Statements - From 1 August 2021, planning applications for buildings of over 18 metres (or 7 stories) tall containing more than one dwelling will require a 'Fire Statement' for the application to be considered valid. There are some exemptions. View government planning guidance on fire statements or access the fire statement template and guidance.
- Permission In Principle - If you are applying for Technical Details Consent on a site that has been granted Permission In Principle, please include the relevant details in the description below.
- Public Service Infrastructure - From 1 August 2021, applications for certain public service infrastructure developments will be eligible for faster determination timeframes. See help for further details or view government planning guidance on determination periods.

Description

Please describe details of the proposed development or works including any change of use.

Demolish the existing buildings and the construction of five new flats across two/part three storeys, comprising of one 3 bed flat and four 2 bed flats.

Has the work or change of use already started?

Yes No

7. Further information about the Proposed Development

Are the proposals eligible for the 'Fast Track Route' based on the affordable housing threshold and other criteria?

Yes No

Do the proposals cover the whole existing building(s)?

Yes No

Current lead Registered Social Landlord (RSL)

If the proposal includes affordable housing, has a Registered Social Landlord been confirmed?
If the proposal does not include affordable housing, select 'No'.

Yes No

Details of building(s)

Please add details for each new separate building(s) being proposed (all fields must be completed). Please only include existing building(s) if they are increasing in height as part of the proposal.

Building reference	1
Maximum height (Metres)	7950
Number of storeys	3

Loss of garden land

Will the proposal result in the loss of any residential garden land?

Yes No

Projected cost of works

Please provide the estimated total cost of the proposal

Up to £2m

8. Vacant Building Credit

Does the proposed development qualify for the vacant building credit?

Yes No

9. Superseded consents

Does this proposal supersede any existing consent(s)?

Yes No

10. Development Dates

Please add the expected commencement and completion dates for all phases of the proposed development. If the entire development is to be completed in a single phase, state in the 'Phase Detail' that it covers the 'Entire Development'.

Phase Detail	Commencement Month	Commencement Year	Completion Month	Completion Year
Entire Development	December	2021	July	2022

11. Scheme and Developer Information

Scheme Name

Does the scheme have a name? Yes No

Developer Information

Has a lead developer been assigned? Yes No

12. Existing Use

Please describe the current use of the site

SINGLE DWELLING WITH REAR OUTBUILDING

Is the site currently vacant? Yes No

Does the proposal involve any of the following? If Yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated Yes No

Land where contamination is suspected for all or part of the site Yes No

A proposed use that would be particularly vulnerable to the presence of contamination Yes No

13. Existing and Proposed Uses

Please add details of the Gross Internal Area (GIA) for all current uses and how this will change based on the proposed development. Details of the floor area for any proposed new uses should also be added.

Following changes to Use Classes on 1 September 2020: The list includes the now revoked Use Classes A1-5, B1, and D1-2 that should not be used in most cases. Also, the list does not include the newly introduced Use Classes E and F1-2. To provide details in relation to these, select 'Other' and specify the use where prompted. View further information on Use Classes. Multiple 'Other' options can be added to cover each individual use. If the 'Other' option is not displayed, please contact our service desk to resolve this.

Use Class	Existing gross internal floor area (square metres)	Gross internal floor area lost (including by change of use) (square metres)	Gross internal floor area gained (including change of use) (square metres)
C3 - Dwellinghouses	162	162	348.3
Total	162	162	348.3

14. Materials

Does the proposed development require any materials to be used externally? Yes No

Please provide a description of existing and proposed materials and finishes to be used externally (including type, colour and name for each material):

Walls
Description of existing materials and finishes (optional):

14. Materials

Description of proposed materials and finishes:	BRICKWORK
-------------------------------------------------	-----------

Roof	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	FIBREGLASS ROOF

Windows	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	grey aluminium windows

Doors	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	HARDWOOD DOORS

Boundary treatments (e.g. fences, walls)	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	FENCE/WALLS AS REQUIRED

Vehicle access and hard standing	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	BLOCK PAVIOURS

Lighting	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	EXTERNAL PORCH & SIDE LIGHTING

Are you supplying additional information on submitted plans, drawings or a design and access statement? Yes No

If Yes, please state references for the plans, drawings and/or design and access statement

PDA STATEMENT

15. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicular access proposed to or from the public highway? Yes No

Is a new or altered pedestrian access proposed to or from the public highway? Yes No

Are there any new public roads to be provided within the site? Yes No

Are there any new public rights of way to be provided within or adjacent to the site? Yes No

15. Pedestrian and Vehicle Access, Roads and Rights of Way

Do the proposals require any diversions/extinguishments and/or creation of rights of way?

Yes No

If you answered Yes to any of the above questions, please show details on your plans/drawings and state their reference numbers

EXISTING & PROPOSED SITE PLANS REFF 51/061220/02

16. Vehicle Parking

Does the site have any existing vehicle/cycle parking spaces or will the proposed development add/remove any parking spaces?

Yes No

Please provide the number of existing and proposed parking spaces.

Please note that car parking spaces and disabled persons parking spaces should be recorded separately unless its residential off-street parking which should include both.

Type of vehicle	Existing number of spaces	Total proposed (including spaces retained)	Difference in spaces
Cars	1	2	1
Light Goods vehicles / Public carrier vehicles	0	0	0
Motorcycles	0	0	0
Disabled persons parking	0	2	2
Cycle Spaces	0	12	12

17. Electric vehicle charging points

Do the proposals include electric vehicle charging points and/or hydrogen refuelling facilities?

Yes No

18. Trees and Hedges

Are there trees or hedges on the proposed development site?

Yes No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character?

Yes No

If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of your local planning authority. If a tree survey is required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction - Recommendations'.

19. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Check the location on the Government's Flood map for planning. You should also refer to national standing advice and your local planning authority requirements for information as necessary.)

Yes No

If Yes, you will need to submit a Flood Risk Assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)?

Yes No

Will the proposal increase the flood risk elsewhere?

Yes No

How will surface water be disposed of?

Sustainable drainage system

Existing water course

Soakaway

19. Assessment of Flood Risk

Main sewer

Pond/lake

20. Biodiversity and Geological Conservation

Is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, or on land adjacent to or near the application site?

To assist in answering this question correctly, please refer to the help text which provides guidance on determining if any important biodiversity or geological conservation features may be present or nearby; and whether they are likely to be affected by the proposals.

a) Protected and priority species:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

b) Designated sites, important habitats or other biodiversity features:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

c) Features of geological conservation importance:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

21. Open and Protected Space

Will the proposed development result in the loss, gain or change of use of any open space?

Yes No

Will the proposed development result in the loss, gain or change of use of a site protected with a nature designation?

Yes No

22. Foul Sewage

Please state how foul sewage is to be disposed of:

- Mains Sewer
 Septic Tank
 Package Treatment plant
 Cess Pit
 Other
 Unknown

Are you proposing to connect to the existing drainage system?

Yes No Unknown

23. Water Management

Please state the expected percentage reduction of surface water discharge (for a 1 in 100-year rainfall event) from the proposal

74

Are Green Sustainable Drainage Systems (SuDS) incorporated into the drainage design for the proposal?

Yes No

Please state the expected internal residential water usage of the proposal (litres per person per day)

110.00

Does the proposal include the harvesting of rainfall?

Yes No

Does the proposal include re-use of grey water?

Yes No

24. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or trade waste?

Yes No

25. Residential Units

Does this proposal involve the loss or replacement of any self-contained residential units or student accommodation (including those being rebuilt)?

Yes No

Does this proposal involve the addition of any self-contained residential units or student accommodation (including those being rebuilt)?

Yes No

Residential Units to be added

Please provide details for each separate type and specification of residential unit being provided.

Units Gained											
Unit type	Units	Tenure	GIA	Habitable rooms	Bedrooms	M4(2)	M4(3)(2a)	M4(3)(2b)	Sheltered Accommodation	Older Persons Housing	Garden Land
Flat, Apartment or Maisonette	1	Market for Sale	77	4	3	Yes	Yes	Yes			
Flat, Apartment or Maisonette	1	Market for Sale	71	3	2	Yes	Yes	Yes			
Flat, Apartment or Maisonette	1	Market for Sale	62	3	2	Yes	Yes	Yes			
Flat, Apartment or Maisonette	1	Market for Sale	67	3	2	Yes	Yes	Yes			
Flat, Apartment or Maisonette	1	Market for Sale	70	3	2	Yes	Yes	Yes			

Please add details for every unit of communal space to be added

Who will be the provider of the proposed unit(s)?

Private

Total number of residential units proposed

5

Total residential GIA (Gross Internal Floor Area) gained

347

26. Non-Permanent Dwellings

Please add details of any non-permanent dwellings (if used as main residence e.g. caravans, mobile homes, converted railway carriages, etc...), traveller pitches/plots or houseboat moorings that this proposal seeks to add or remove

27. Other Residential Accommodation

Please add details of any non self-contained accommodation, based on the categories in the drop down menu, that this proposal seeks to add, remove or rebuild.

Provision for older people

Please specify the number of proposed rooms, of the types listed below, to be specifically provided for older people

Older persons care home accommodation - Residential care homes (Use Class C2)

0

Older persons supported and specialised accommodation - Hostel (Sui Generis Use)

0

28. Waste and recycling provision

Does every unit in this proposal (residential and non-residential) have dedicated internal and external storage space for dry recycling, food waste and residual waste?

Yes No

29. Utilities

Water and gas connections

Number of new water connections required

Number of new gas connections required

Fire safety

Is a fire suppression system proposed? Yes No

Internet connections

Number of residential units to be served by full fibre internet connections

Number of non-residential units to be served by full fibre internet connections

Mobile networks

Has consultation with mobile network operators been carried out? Yes No

30. Environmental Impacts

Community energy

Will the proposal provide any on-site community-owned energy generation? Yes No

Heat pumps

Will the proposal provide any heat pumps? Yes No

Solar energy

Does the proposal include solar energy of any kind? Yes No

Passive cooling units

Number of proposed residential units with passive cooling

Emissions

NOx total annual emissions (Kilograms)

Particulate matter (PM) total annual emissions (Kilograms)

Greenhouse gas emission reductions

Are the on-site Greenhouse gas emission reductions at least 35% above those set out in Part L of Building Regulations 2013? Yes No

Green Roof

Proposed area of 'Green Roof' to be added (Square metres)

Urban Greening Factor

Please enter the Urban Greening Factor score

Residential units with electrical heating

Number of proposed residential units with electrical heating

Reused/Recycled materials

Percentage of demolition/construction material to be reused/recycled

31. Employment

Are there any existing employees on the site or will the proposed development increase or decrease the number of employees? Yes No

32. Hours of Opening

Are Hours of Opening relevant to this proposal?

Yes No

33. Industrial or Commercial Processes and Machinery

Does this proposal involve the carrying out of industrial or commercial activities and processes?

Yes No

Is the proposal for a waste management development?

Yes No

If this is a landfill application you will need to provide further information before your application can be determined. Your waste planning authority should make it clear what information it requires on its website

34. Hazardous Substances

Does the proposal involve the use or storage of any hazardous substances?

Yes No

35. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

Yes No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- The agent
- The applicant
- Other person

36. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

Yes No

37. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

Yes No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

38. Ownership Certificates and Agricultural Land Declaration

CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding**

* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. ** 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.

Person role

- The applicant
- The agent

Title

38. Ownership Certificates and Agricultural Land Declaration

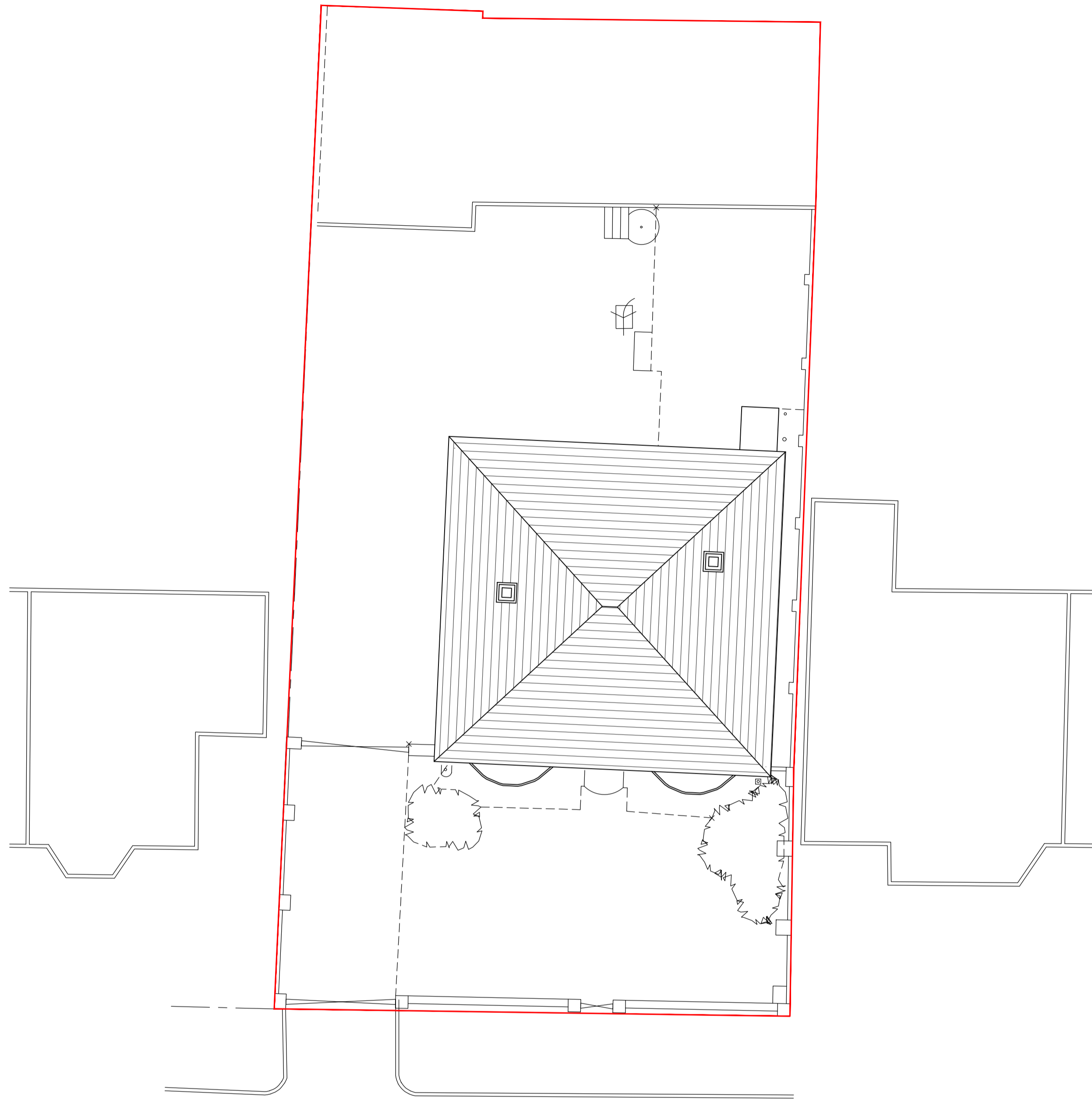
First name	<input type="text" value="D"/>
Surname	<input type="text" value="Silber"/>
Declaration date (DD/MM/YYYY)	<input type="text" value="24/08/2021"/>

Declaration made

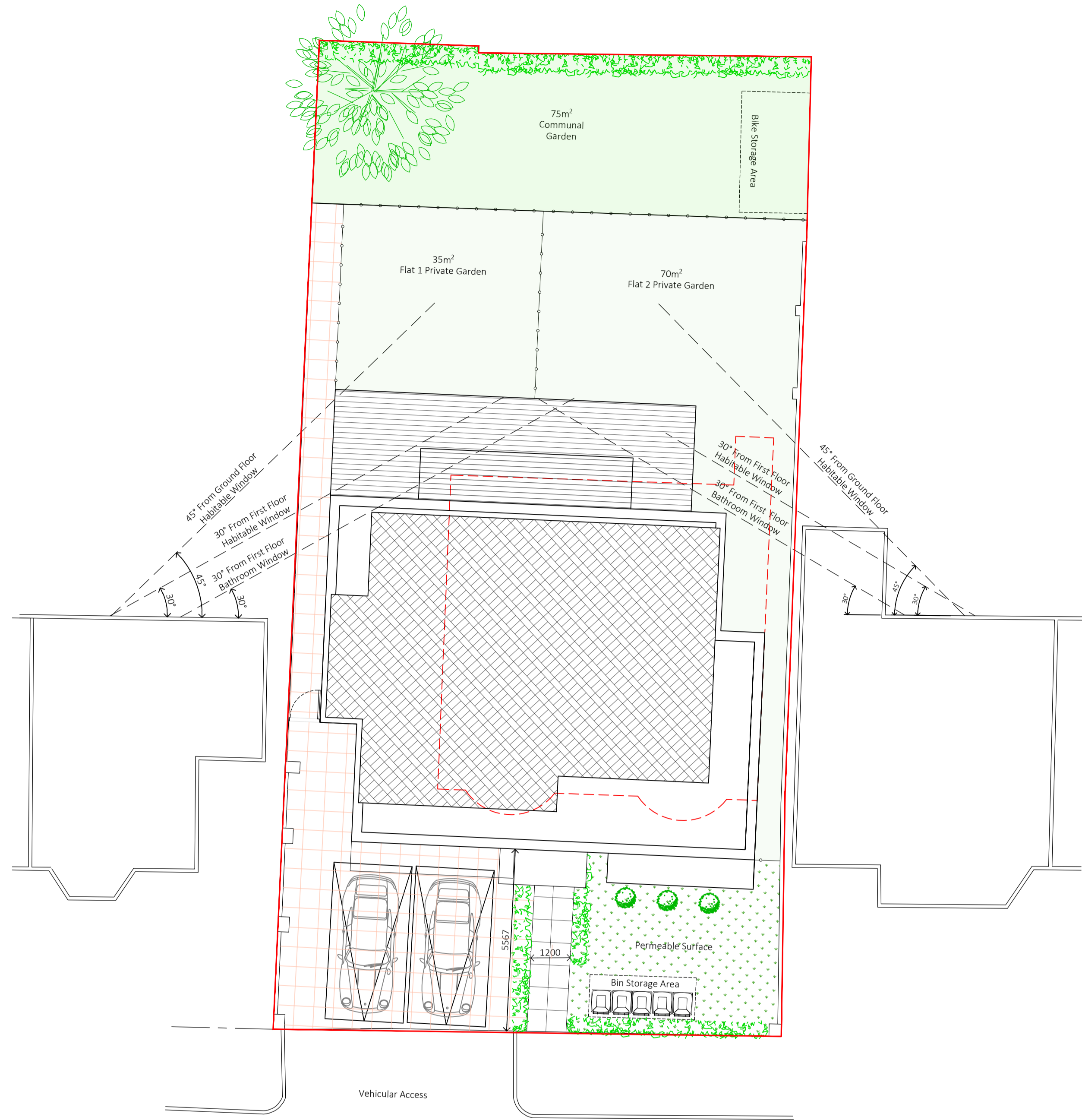
39. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

Date (cannot be pre-application)	<input type="text" value="24/08/2021"/>
----------------------------------	-----------------------------------------



Existing Site Plan
 Scale 1:100 @ A1
 1:200 @ A3



Site Plan As Proposed
 Scale 1:100 @ A1
 1:200 @ A3

NOTES
 All dimensions are in millimetres

10 Malvern Road Enfield	
EXISTING & PROPOSED SITE PLANS	
DRAWING REF: 51/061220/02	2 of 8
SCALE: As Stated	DATE: Jan 2021

This form should be saved to your device and then completed using the free Adobe Acrobat Reader application or full version of Adobe Acrobat. Many internet browsers and other applications can display PDF files, but we cannot guarantee their compatibility in regard to these forms. We specifically advise users of Apple devices not to use 'Preview' because of known issues.

Community Infrastructure Levy (CIL) - Form 1: CIL Additional Information

Determining whether a Development may be CIL Liable - For submission with Planning Application

Please note: This version of the form should only be used for submissions relating to planning applications in England. There is a legacy version of the form for use in Wales:

Following the introduction of the Community Infrastructure Levy (CIL) all applicants for full planning permission, including householder applications and reserved matters following an outline planning permission, and applicants for lawful development certificates are required to provide the following information.

Please read the associated Guidance Note before you complete the form. This and additional per-question help can be viewed at:

Please complete the form using block capitals and black ink and send to the Collecting Authority.

See [here](#) for guidance on CIL generally, including exemption or relief.

Privacy Notice

This form is provided by Planning Portal and based on the requirements provided by Government for the sole purpose of submitting information to a Local Authority in accordance with the 'The Community Infrastructure Levy Regulations 2010 (as amended)'.

Please be aware that once you have downloaded this form, Planning Portal will have no access to the form or the data you enter into it (unless you choose to upload it to any Planning Portal online service in agreement with the relevant terms and conditions). Any subsequent use of this form is solely at your discretion, including the choice to complete and submit it to a Local Authority with the declaration section.

Upon receipt of this form and any supporting information, it is the responsibility of the Local Authority to inform you of its obligations in regards to the processing of this information. Please refer to its website for further information on any legal, regulatory and commercial requirements relating to information security and data protection of the information you have provided.

1. Application Details

Applicant or Agent Name:

Planning Portal Reference (if applicable):

Local authority planning application number (if allocated):

Site Address:

Description of development:

2. Applications to Remove or Vary Conditions on an Existing Planning Permission

a) Does the application seek to remove or vary conditions on an existing planning permission (i.e. Is it a Section 73 application)?

Yes
If 'Yes', please complete the rest of this question

No
If 'No', you can skip to **Question 3**

b) Please enter the application reference number

c) Does the application involve a change in the amount or use of new build development, where the total (including that previously granted planning permission) is over 100 square metres gross internal area?

Yes No

d) Does the application involve a change in the amount of gross internal area where one or more new dwellings (including residential annexes) are to be created, either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional gross internal area created)?

Yes No

If you answered 'Yes' to either c) or d), please go to **Question 5**

If you answered 'No' to both c) and d), you can skip to **Question 8**

3. Reserved Matters Applications

a) Does the application relate to details or reserved matters on an existing permission that was granted prior to the introduction of the CIL charge in the relevant local authority area?

Yes
If 'Yes', please complete the rest of this question

No
If 'No', you can skip to **Question 4**

b) Please enter the application reference number

If you answered 'Yes' to a), you can skip to **Question 8**

If you answered 'No' to a), please go to **Question 4**

4. Liability for CIL

a) Does the application include new build development (including extensions and replacement) of 100 square metres gross internal area or above?

Yes No

b) Does the application include creation of one or more new dwellings (including residential annexes) either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional gross internal area created)?

Yes No

If you answered 'Yes' to either a) or b), please go to **Question 5**

If you answered 'No' to both a) and b), you can skip to **Question 8**

5. Exemption or Relief

a) Is the site owned by a charity where the development will be wholly or mainly for charitable purposes, and the development will be either occupied by or under the control of a charitable institution?

Yes No

b) Does the proposed development include affordable housing which qualifies for mandatory or discretionary Social Housing relief?

Yes No

If you answered 'Yes' to either a) or b), please note that you will need to complete 'CIL Form 10: Charitable and/or Social Housing Relief Claim'. The form must be submitted to the Collecting Authority, **and** any relief must be granted by them, prior to the commencement of the development. Otherwise the full CIL charge will be payable.

A Commencement (of development) Notice (CIL Form 6) must also be received by the Collecting Authority prior to the commencement of the development otherwise:

- *If your CIL Liability Notice was issued on or after 1 September 2019*
A surcharge equal to 20% of the notional CIL chargeable amount or £2,500, whichever is the lower amount, will be incurred; **or**
- *If your CIL Liability Notice was issued prior to 1 September 2019*
The relief previously granted will be rescinded and the full levy charge will be payable.

You will also need to complete 'CIL Form 10: Charitable and/or Social Housing Relief Claim' if you think you are eligible for discretionary charitable relief, or discretionary social housing relief (if this is available in your area).

If you wish to claim exceptional circumstances relief, and if the charging authority have made exceptional circumstances relief available in their area (please check their website for details), you will need to complete 'CIL Form 11: Exceptional Circumstances Relief Claim'. The form must be submitted to the Collecting Authority, **AND** any relief must be granted by them, prior to the commencement of the development. Otherwise the full CIL charge will be payable.

All CIL Forms are available from:

c) Do you wish to claim a self build exemption for a whole new home?

Yes No

If you have answered 'Yes' to c), please note that you will need to complete 'CIL Form 7: Self Build Exemption Claim - Part 1'. This form must be submitted to the Collecting Authority, **and** any exemption must be granted by them, prior to the commencement of the development. Otherwise the full CIL charge will be payable.

A Commencement (of development) Notice (CIL Form 6) must also be received by the Collecting Authority prior to the commencement of the development otherwise:

- *If your CIL Liability Notice was issued on or after 1 September 2019*
A surcharge equal to 20% of the notional CIL chargeable amount or £2,500, whichever is the lower amount, will be incurred; **or**
- *If your CIL Liability Notice was issued prior to 1 September 2019*
The exemption previously granted will be rescinded and the full levy charge will be payable.

All CIL Forms are available from:

d) Do you wish to claim an exemption for a residential annex or extension?

Yes No

If you have answered 'Yes' to d), please note that you will need to complete either 'CIL Form 8: Residential Annex Exemption Claim' or 'CIL Form 9: Residential Extension Exemption Claim'. The relevant form must be submitted to the Collecting Authority, **and** any exemption must be granted by them, prior to the commencement of the development. Otherwise the full CIL charge will be payable.

In respect of a residential annex, a Commencement (of development) Notice (CIL Form 6) must also be received by the Collecting Authority prior to the commencement of the development otherwise:

- *If your CIL Liability Notice was issued on or after 1 September 2019*
A surcharge equal to 20% of the notional CIL chargeable amount or £2,500, whichever is the lower amount, will be incurred; **or**
- *If your CIL Liability Notice was issued prior to 1 September 2019*
The exemption previously granted will be rescinded and the full levy charge will be payable.

All CIL Forms are available from:

6. Proposed New Gross Internal Area

a) Does the application involve new **residential development** (including new dwellings, extensions, conversions/changes of use, garages, basements or any other buildings ancillary to residential use)?

Please note, conversion of a single dwelling house into two or more separate dwellings (without extending them) is **not** liable for CIL. If this is the sole purpose of your development proposal, you should answer 'No' to Question 4b above.

Yes No

If yes, please complete the table in section 6c below, providing the requested information, including the gross internal area relating to new dwellings, extensions, conversions, garages or any other buildings ancillary to residential use.

b) Does the application involve new **non-residential development**?

Yes No

If yes, please complete the table in section 6c below, using the information from your planning application.

c) Proposed gross internal area:

Development type	(i) Existing gross internal area (square metres)	(ii) Gross internal area to be lost by change of use or demolition (square metres)	(iii) Total gross internal area proposed (including change of use, basements, and ancillary buildings) (square metres)	(iv) Net additional gross internal area following development (square metres) (iv) = (iii) - (ii)
Market Housing (if known)				
Social Housing, including shared ownership housing (if known)				
Total residential				
Total non-residential				
Grand total				

7. Existing Buildings

a) How many existing buildings on the site will be retained, demolished or partially demolished as part of the development proposed?

Number of buildings:

b) Please state for each existing building/part of an existing building that is to be retained or demolished, the gross internal area that is to be retained and/or demolished and whether all or part of each building has been in use for a continuous period of at least six months within the past thirty six months. Any existing buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted temporary planning permission should not be included here, but should be included in the table in section 7c.

	Brief description of existing building/part of existing building to be retained or demolished.	Gross internal area (sqm) to be retained.	Proposed use of retained gross internal area.	Gross internal area (sqm) to be demolished.	Was the building or part of the building occupied for its lawful use for 6 continuous months of the 36 previous months (excluding temporary permissions)?		When was the building last occupied for its lawful use? Please enter the date (dd/mm/yyyy) or tick still in use.
					Yes <input type="checkbox"/>	No <input type="checkbox"/>	
1					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
2					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
3					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
4					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
Total floorspace		<input type="text"/>		<input type="text"/>			

7. Existing Buildings (continued)

c) Does the development proposal include the retention, demolition or partial demolition of any whole buildings **which people do not usually go into or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted planning permission for a temporary period?**

Yes No

If yes, please complete the following table:

	Brief description of existing building (as per above description) to be retained or demolished.	Gross internal area (sqm) to be retained	Proposed use of retained gross internal area	Gross internal area (sqm) to be demolished
1				
2				
3				
4				
Total of which people do not normally go into, only go intermittently to inspect or maintain plant or machinery, or which was granted temporary planning permission				

d) If the development proposal involves the conversion of an existing building, will it be creating a new mezzanine floor within the existing building?

Yes No

If Yes, how much of the gross internal area proposed will be created by the mezzanine floor?

Use	Mezzanine gross internal area (sqm)

8. Declaration

I/we confirm that the details given are correct.

Name:

Date (DD/MM/YYYY). Date cannot be pre-application:

It is an offence for a person to knowingly or recklessly supply information which is false or misleading in a material respect to a collecting or charging authority in response to a requirement under the Community Infrastructure Levy Regulations (2010) as amended (regulation 110, SI 2010/948). A person guilty of an offence under this regulation may face unlimited fines, two years imprisonment, or both.

For local authority use only

Application reference:



North

t: 0151 933 0328

m: info@baseenergy.co.uk

44 Canal Street
Bootle
Liverpool
L20 8QU

South

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m: info@baseenergy.co.uk

117 Knyvett House,
Watermans Business
Park, The Causeway,
Staines-upon-Thames,
TW18 3BA

Surface Water and SuDS Assessment Rev0 Final

10 Malvern Road,
Enfield,
EN3 6DA

28 September 2021

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Appendices

Appendix A - Topographic Survey

Appendix B - Existing and Proposed Site Layout Plans

Appendix C - Proposed Floor Plans and Elevations

Appendix D - Thames Water Public Sewer Records

Appendix E - Greenfield Runoff (Total Site)

Appendix F - British Geological Survey Borehole Records

Appendix G - Micro Drainage Permeable Paving

Prepared by	Checked by	Date
Carina Hassall BSc (Hons)	Peter Kinsella BSc (Hons)	28 September 2021

This document has been prepared solely as a Surface Water and SuDS Assessment for SPC1. Base Energy accepts no responsibility or liability for any use that is made of this document other than by the Client for the purposes for which it was originally commissioned and prepared.

1. Introduction

This Surface Water and SuDS Assessment (Rev0) has been prepared to support the planning application for the proposed redevelopment of 10 Malvern Road, Enfield.

Existing Site

10 Malvern Road is a residential dwelling with an outbuilding and associated hardstanding areas. There is a small shrubbed area. The existing site layout is shown on the topographic survey in **Appendix A** and on the Existing and Proposed Site Plan in **Appendix B**.

Development Proposals

Proposals are for the demolition of the existing dwelling and the development of a new building comprising 5 flats. The proposed site layout is shown on **Appendix B**, and the proposed floor plans and elevations are shown in **Appendix C**.

2. Planning Policy- Surface Water Management

The London Plan 2021

Policy SI 13 Sustainable drainage

A Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

- 1) rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
- 2) rainwater infiltration to ground at or close to source
- 3) rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)
- 4) rainwater discharge direct to a watercourse (unless not appropriate)
- 5) controlled rainwater discharge to a surface water sewer or drain
- 6) controlled rainwater discharge to a combined sewer.

C Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

9.13.1 London is at particular risk from surface water flooding, mainly due to the large extent of impermeable surfaces. Lead Local Flood Authorities have responsibility for managing surface water drainage through the planning system, as well as ensuring that appropriate maintenance arrangements are put in place. Local Flood Risk Management Strategies and Surface Water Management Plans should ensure they address flooding from multiple sources including surface water, groundwater and small watercourses that occurs as a result of heavy rainfall.

9.13.2 Development proposals should aim to get as close to greenfield run-off rates as possible depending on site conditions. The well-established drainage hierarchy set out in this policy helps to reduce the rate and volume of surface water run-off. Rainwater should be managed as close to the top of the hierarchy as possible. There should be a preference for green over grey features, and drainage by gravity over pumped systems. A blue roof is an attenuation tank at roof or podium level; the combination of a blue and green roof is particularly beneficial, as the attenuated water is used to irrigate the green roof.

9.13.3 For many sites, it may be appropriate to use more than one form of drainage, for example a proportion of rainwater can be managed by more sustainable methods, with residual rainwater managed lower down the hierarchy. In some cases, direct discharge into the watercourse is an appropriate approach, for example rainwater discharge into the tidal Thames or a dock. This should include suitable pollution prevention filtering measures, ideally by using soft engineering or green infrastructure. In addition, if direct discharge is to a watercourse where the outfall is likely to be affected by tide-locking, suitable storage should be designed into the system. However, in other cases direct discharge will not be appropriate, for example discharge into a small stream at the headwaters of a catchment, which may cause flooding. This will need to be assessed on a case-by-case basis, taking into account the location, scale and quality of the discharge and the receiving watercourse. The maintenance of identified drainage measures should also be considered in development proposals.

9.13.4 The London Sustainable Drainage Action Plan complements this policy. It contains a series of actions to make the drainage system work in a more natural way with a particular emphasis on retrofitting.

Enfield Council

Enfield Council's Development Management Document (Adopted November 2014) provides detailed criteria and standard based policies which support the objectives of the Core Strategy.

DMD 61 – Managing Surface Water

DMD 61 states: A Drainage Strategy will be required for all developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet the following requirements:

- 1. Suitability a.** SuDS measure(s) should be appropriate having regard to the proposed use of site, site conditions/context (including proximity to Source Protection Zones and potential for contamination) and geology.
- 2. Quantity a.** All major developments must achieve greenfield run off rates (for 1 in 1 year and 1 in 100 year events). **b.** All other development should seek to achieve greenfield run off and must maximise the use of SuDS, including at least one 'at source' SuDS measure resulting in a net improvement in water quantity or quality discharging to sewer in-line with any SuDS guidance or requirements.
- 3. Quality a.** Major developments must have regard to best practice and where appropriate follow the SuDS management train by providing a number of treatment phases corresponding to their pollution potential and the environmental sensitivities of the locality. **b.** Measures should be incorporated to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- 4. Functionality a.** The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact. **b.** Clear ownership, management and maintenance arrangements must be established.
- 5. Other a.** Where appropriate, developments must incorporate relevant measures identified in the Surface Water Management Plan.

Non-Statutory Technical Standards for SuDS

The Non-Statutory Technical Standards for SuDS, (and accompanying Local Authority SuDS Officer Organisation (LASOO) Practice Guidance) sets out the details which should be addressed within a SuDS Report, including:

- Flood Risk Outside of the Development
- Peak Flow Control and Volume Control
- Flood Risk Within the Development
- Runoff Destinations
- Structural Integrity
- Designing for Maintenance Considerations
- Construction

3. Surface Water Management

The total site comprises approximately 460m²/ 0.046ha.

Surface Water Runoff from the Existing Site

Currently this area is comprised of:

- **Roof areas - ~100m²**
- **Hardstanding – ~345m²**
- **Landscaped areas - ~15m²**

A copy of the public sewer records has been obtained from Thames Water (**Appendix D**). These confirm that surface water runoff from the existing site connects into the surface water sewer located in Malvern Road.

As previously noted, Policy 9.13.2 of the London Plan 2021 states: Development proposals should aim to get as close to greenfield run-off rates as possible depending on site conditions. The well-established drainage hierarchy set out in this policy helps to reduce the rate and volume of surface water run-off. Rainwater should be managed as close to the top of the hierarchy as possible. There should be a preference for green over grey features, and drainage by gravity over pumped systems.

As such, in the first instance the **ICP SuDS** method within Micro Drainage has been used to calculate flow rates from the total site (as detailed in **Appendix E** and shown in **Table 1**).

Table 1 – ICP SuDS – Site Greenfield Runoff Rates (l/s)

Return Period	Flow Rate for 460m ² (l/s)
QBAR	0.1
1 in 30 year	0.2
1 in 100 year	0.2

Surface Water Runoff from the Redeveloped Site

Following redevelopment of the site, the areas will be as follows:

- **Roof areas - ~140m²**
- **Hardstanding – ~80m²**
- **Landscaped areas - ~370m²**

The proposals will result in a significant **increase** in **landscaped** areas of **~355m²**.

Whilst the increase in landscaped area will provide significant betterment when compared with the existing situation, the proposals also afford the opportunity for SuDS to be incorporated to ensure that surface water will be sustainably managed over the lifetime of the development.

The London Plan 2021 Hierarchy

The London Plan 2021 sets out the preferred hierarchy for the disposal of surface water runoff.

1) Rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)

There is the potential for simple rainwater harvesting. See the following section of this report.

2) Rainwater infiltration to ground at or close to source

At the time of writing, no ground investigation / infiltration testing has been carried out to confirm the suitability of the underlying ground conditions for infiltration.

The British Geological Survey (BGS) Geology Maps show that the site is underlain by Kempton Park Gravel Member - Sand And Gravel. The underlying bedrock is London Clay.

BGS also provide borehole records, and there are records available for 2 sites located on Ordnance Road (just to the south of Malvern Road).

As shown in **Appendix F**, the underlying ground conditions are gravel to depths of around 5-6m bgl, underlain by clay.

Given the presence of clay, we would not recommend a SuDS strategy based on full infiltration. However, we are conscious that Enfield Council are particularly keen on SuDS strategies which include above ground SuDS that manage surface water close to source. On this basis, a partial (Type B) permeable paving system could be an effective solution. More details are provided in the following section.

Please note, it is strongly recommended that infiltration testing to BRE Digest 365 is carried out to a) confirm the suitability of the ground for (partial) infiltration, and to b) confirm a rate of infiltration. This could be a condition of the planning consent.

3) Rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

It is suggested that surface water is managed through the first two options.

4) Rainwater discharge direct to a watercourse (unless not appropriate)

It is suggested that surface water is managed through the first two options.

5) Controlled rainwater discharge to a surface water sewer or drain

It is suggested that surface water is managed through the first two options.

6) *Controlled rainwater discharge to a combined sewer.*

It is suggested that surface water is managed through the first two options.

SuDS Options

A SuDS layout plan is provided in the following section. In line with the London Plan 2021 drainage hierarchy, it is suggested that surface water runoff is managed in combination through:

- **Simple rainwater recycling (water butts)** – minimum 150 litres each
- **Partial infiltration permeable paving** -

Water Butt

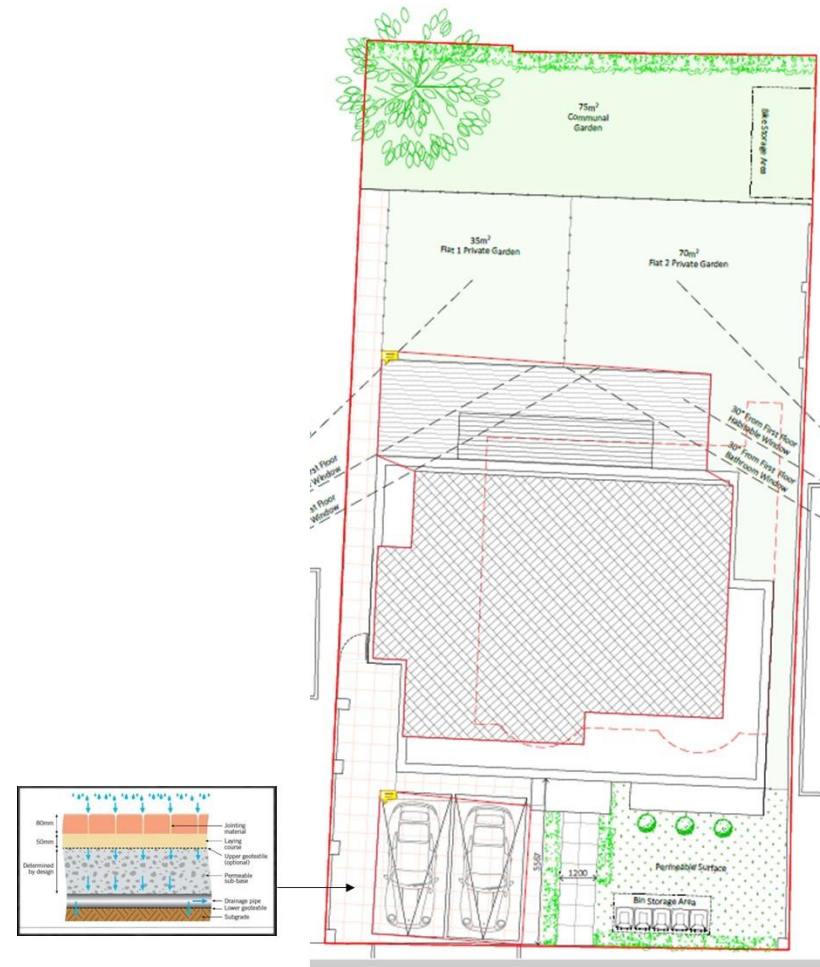
In order to provide a simple level of rainwater harvesting, a water butt will be installed; this will afford the opportunity to reduce the impact on potable water supply by enabling future occupants of the dwelling to reuse collected water, for example washing the bins. If this supply is used frequently it may also ensure that some additional storage is available during an extreme rainfall event.

Partial Infiltration Permeable Paving

Surface water runoff from hardstanding areas will be managed through partial infiltration (Type B) permeable paving. Permeable paving allows rainwater to infiltrate through the surface and into the underlying structural layers. The water is then temporarily stored beneath the overlying surface following which it may be infiltrated into the ground. **In this instance, a partial infiltration system (Type B) will be installed.** Any overflow will be directed to the public sewer system with flows restricted to 0.1 ls which is the existing Qbar rate of runoff.

The permeable surface SuDS has been modelled in Micro Drainage to accommodate surface water runoff from hardstanding areas (~220m²) in up to the **1 in 100 year plus 40% climate change event**. A conservative assumed rate of infiltration (0.1m/hr) has been used. A summary of the output results is provided in **Appendix G**.

4. SuDS Layout Plan



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It is important to note that the SuDS strategy is based on the desktop study of underlying ground conditions, along with our understanding of the site layout. Building Control will need to be consulted on the siting of the SuDS, and the recommendations and advice of the SuDS manufacturer / installer should always be followed.

5. SuDS Maintenance

Operation and maintenance schedules are provided below (taken from Ciria C753 The SuDS Manual): these will be adopted by the management company.

Water Butts

Maintenance Schedule	Required Action	Typical Frequency
Regular Maintenance	<i>The water butt should be routinely checked for litter – leaves can become trapped in the water butt which could lead to blockage of the taps and overflow</i>	Monthly
	<i>Where appropriate, and if safe to do so, the water butt should be cleaned annually to prevent smells associated with stagnant water, and to remove any algae.</i>	Annually

Permeable Paving

Maintenance Schedule	Required Action	Typical Frequency
Regular Maintenance	<p>Brushing and vacuuming (standard cosmetic sweep over whole surface)</p> <p>Stabilise and mow contributing areas</p> <p>Removal of weeds or management using glyphosphate applied directly into the weeds</p>	As required
Remedial Actions	<p>Remediate any landscaping which through vegetation maintenance or soil slip has been raised to within 50mm of the level of the paving</p> <p>Remedial work to any depressions, rutting and cracked or broken blocks considered detrimental to the structural performance or a hazard to users</p>	As required

Pipe System

Maintenance Schedule	Required Action	Typical Frequency
Regular Maintenance	Inspect and identify any areas that are not operating correctly. If required take remedial action.	Monthly for 3 months then annually
	Remove debris from the catchment surface (where it may cause risks to performance)	Monthly
	Remove sediment from pre-treatment inlet structures and inspection chambers.	Annually or as required
	Maintain vegetation to designed limits within the vicinity of below ground drainage pipes and tanks to avoid damage to system	Monthly or as required
Remedial Actions	Repair physical damage if necessary	As required
Monitoring	Inspect all inlets, outlets and vents to ensure that they are in good condition and operating as designed.	Annually
	Survey inside of pipe runs for sediment build up and remove if necessary.	Every 5 years or as required

Hydrobrake

Hydro International Warranty, Maintenance Statement

The following has been provided by Hydro International:

Normally, little maintenance is required as there are no moving parts within the Flow Control. Experience has shown that if blockages occur they do so at the intake, and the cause on such occasions has been due to a lack of attention to engineering detail such as approach velocities being too low, inadequate benching, or the use of units below the minimum recommended size.

The Flow Control (where applicable) is fitted with a pivoting bypass door, which allows the manhole chamber to be drained down should blockage occur. The smaller conical units, below the minimum recommended size, are also supplied with rodding facilities or vortex suppressor pipes as standard.

Following installation of the Flow Control it is vitally important that any extraneous material i.e. building materials are removed from the unit and the chamber.

After the system is made live, and assuming that the chamber design is satisfactory, it is recommended that each unit be inspected monthly for three months and thereafter at six monthly intervals with hose down if required.

6. Conclusions

This Surface Water and SuDS Assessment (Rev0) has been prepared to support the planning application for the proposed redevelopment of 10 Malvern Road, Enfield.

10 Malvern Road is a residential dwelling with an outbuilding and associated hardstanding areas. There is a small shrubbed area.

Proposals are for the demolition of the existing dwelling and the development of a new building comprising 5 flats.

The proposals will result in a significant increase in landscaped areas of ~355m².

Whilst the increase in landscaped area will provide significant betterment when compared with the existing situation, the proposals also afford the opportunity for SuDS to be incorporated to ensure that surface water will be sustainably managed over the lifetime of the development.

In line with the London Plan 2021 drainage hierarchy, it is suggested that surface water runoff is managed in combination through:

- Simple rainwater recycling (water butts) – minimum 150 litres each
- Partial infiltration permeable paving

Please note:

- **It is strongly recommended that infiltration testing to BRE Digest 365 is carried out to a) confirm the suitability of the ground for (partial) infiltration, and to b) confirm a rate of infiltration. This could be a condition of the planning consent.**
- **The SuDS strategy is based on the desktop study of underlying ground conditions, along with our understanding of the site layout. Building Control will need to be consulted on the siting of the SuDS, and the recommendations and advice of the SuDS manufacturer / installer should always be followed.**

Operation and maintenance schedules have been provided (taken from Ciria C753 The SuDS Manual); these will be adopted by the management company.

Appendices

Appendix A - Topographic Survey



Topographical Abbreviations

A/R	Assumed Route	LP	Lamp Post
BH	Borehole	MH	Manhole
BOL	Bollard	MKR	Marker
BT	British Telecom Cover	MT	Mercury Telecom Cover
BW	Barbed Wire Fence	OHC	Overhead Cable
BWK	Brickwork	CHP	Overhead Pipe
CATV	Cable TV Cover	OSBM	Ordnance Survey Bench Mark
CB	Close Boarded Fence	PB	Post Box
CCTV	Closed Circuit TV	PGM	Permanent Ground Marker
CH	Coal Hole	PR	Post & Rail Fence
CHLK	Chainlink Fence	PW	Post & Wire Fence
CHPL	Chestnut Paling Fence	PWM	Post & Wire Mesh Fence
CL	Cover Level	RE	Rodding Eye
CM	Cable Marker	RG	Road Gully
CP	Catch Pit	RN	Road Name
CPS	Conc Paving Slabs	RS	Road Sign
CPL	Catch Pit Base Level	RW	Retaining Wall
CZP	Crazy Paving	RWP	Rain Water Pipe
DJC	Drainage Channel	SAP	Sagging
DIA	Diameter	SC	Stop Cock
DK	Drop Kerb	SPR	Spread
DP	Down Pipe	STA	Traverse Station
EJB	Electricity Junction Box	SV	Stop Valve
EC	Electricity Cover	SVP	Soil Vent Pipe
EP	Electricity Pole	SW	Storm Water
ER	Earthing Rod	TB	Telephone Box
FH	Fire Hydrant	TBM	Temporary Bench Mark
FIG	Feed Into Ground	TFR	Taken From Records
FW	Foul Water	TJB	Telephone Junction Box
G	Gully	TPT	Trial Pit
GV	Gas Valve	TL	Traffic Light
HT	Height	TP	Telephone Pole
IC	Inspection Cover	UTL	Unable To Lift
IL	Invert Level	UTT	Unable To Trace
IR	Iron Railing Fence	VP	Vent Pipe
KO	Kerb Outlet	WKH	Water Key Hole
LB	Litter Bin	WM	Water Meter
LC	Lamp Column	WV	Water Valve
LL	Lap Larch		

Survey Station Information

STA No.	Easting	Northing	Level
S1	536303.604mE	198856.284mN	17.662
S2	536302.988mE	198842.335mN	17.676
S3	536290.801mE	198843.541mN	17.991
S4	536282.515mE	198848.110mN	17.909

Notes
Grid is related to OS using GPS
All levels related to OS using GPS

5	-		
4	-		
3	-		
2	-		
1	-		
0	ACC	First Complete Issue	15/11/2020
Rev		Description	

CHINERY LAND SURVEYS

LABURNUM
MALDON ROAD
KELVEDON
ESSEX

Tele 01376 538135
Email acc@chinerylandsurveys.co.uk

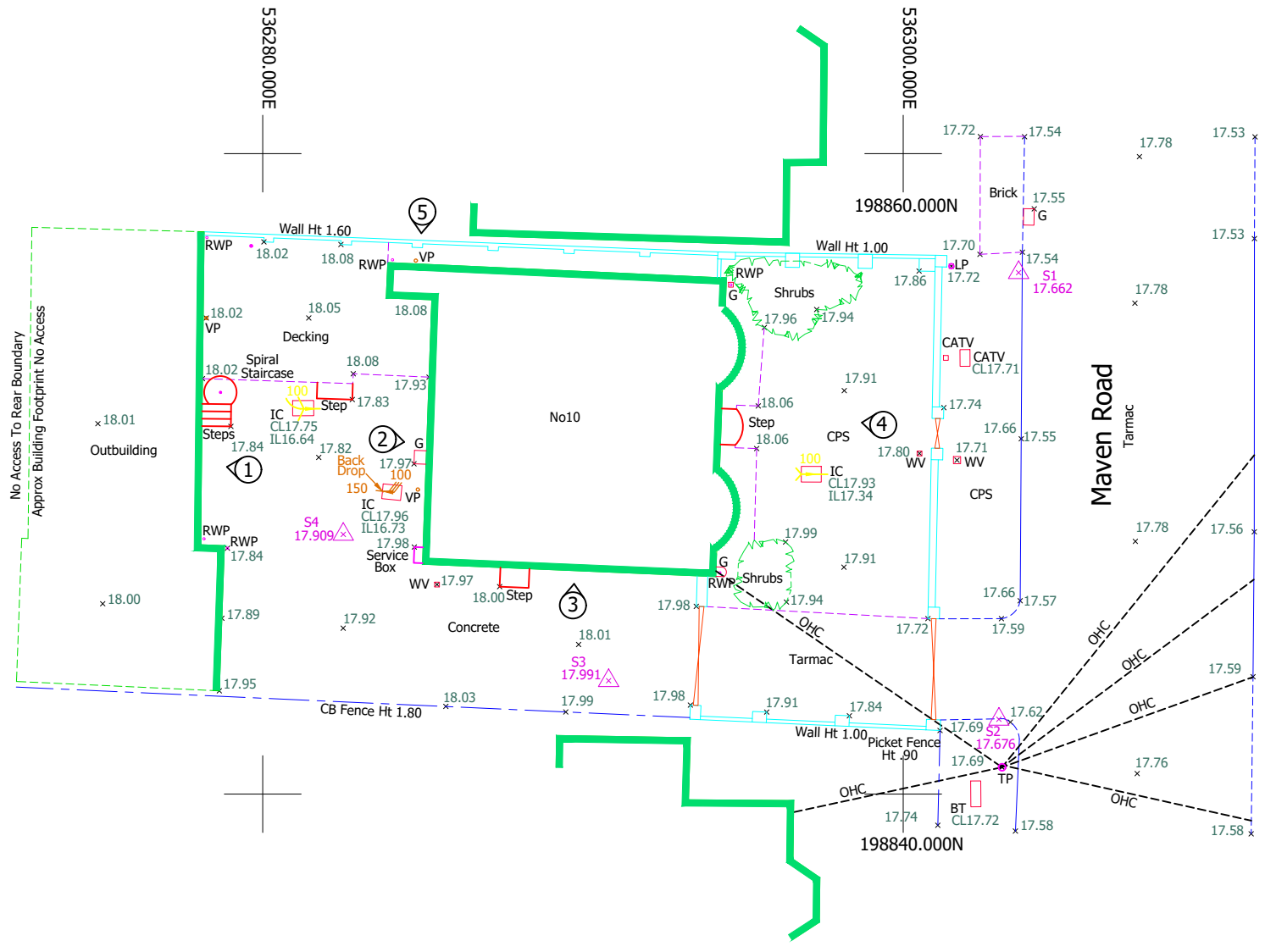
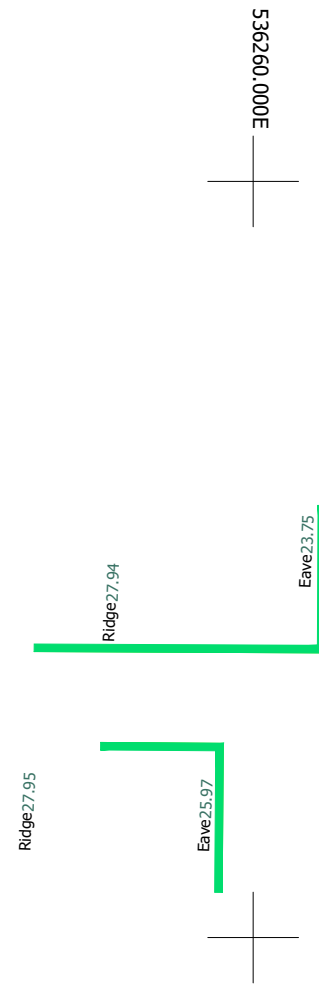
SURVEYED	RJC
DRAWN	RJC
SCALE	1:200

**10 MALVERN ROAD
ENFIELD EN3 6DA**

TOPOGRAPHICAL SURVEY

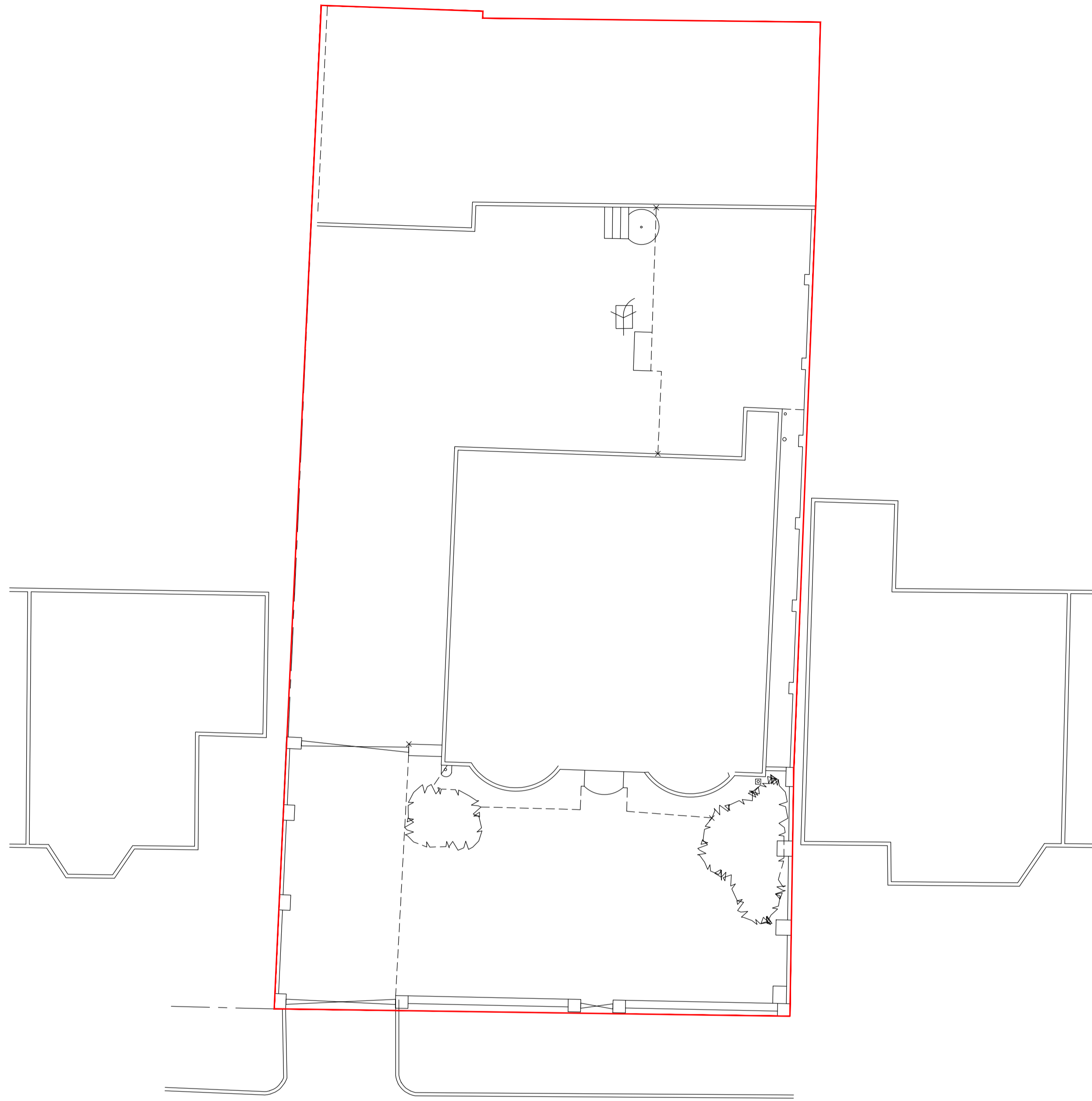
JOB No	DRAWING NUMBER
CLS20185	CLS20185001 Rev 0

A3 Sheet - 420mm x 297mm

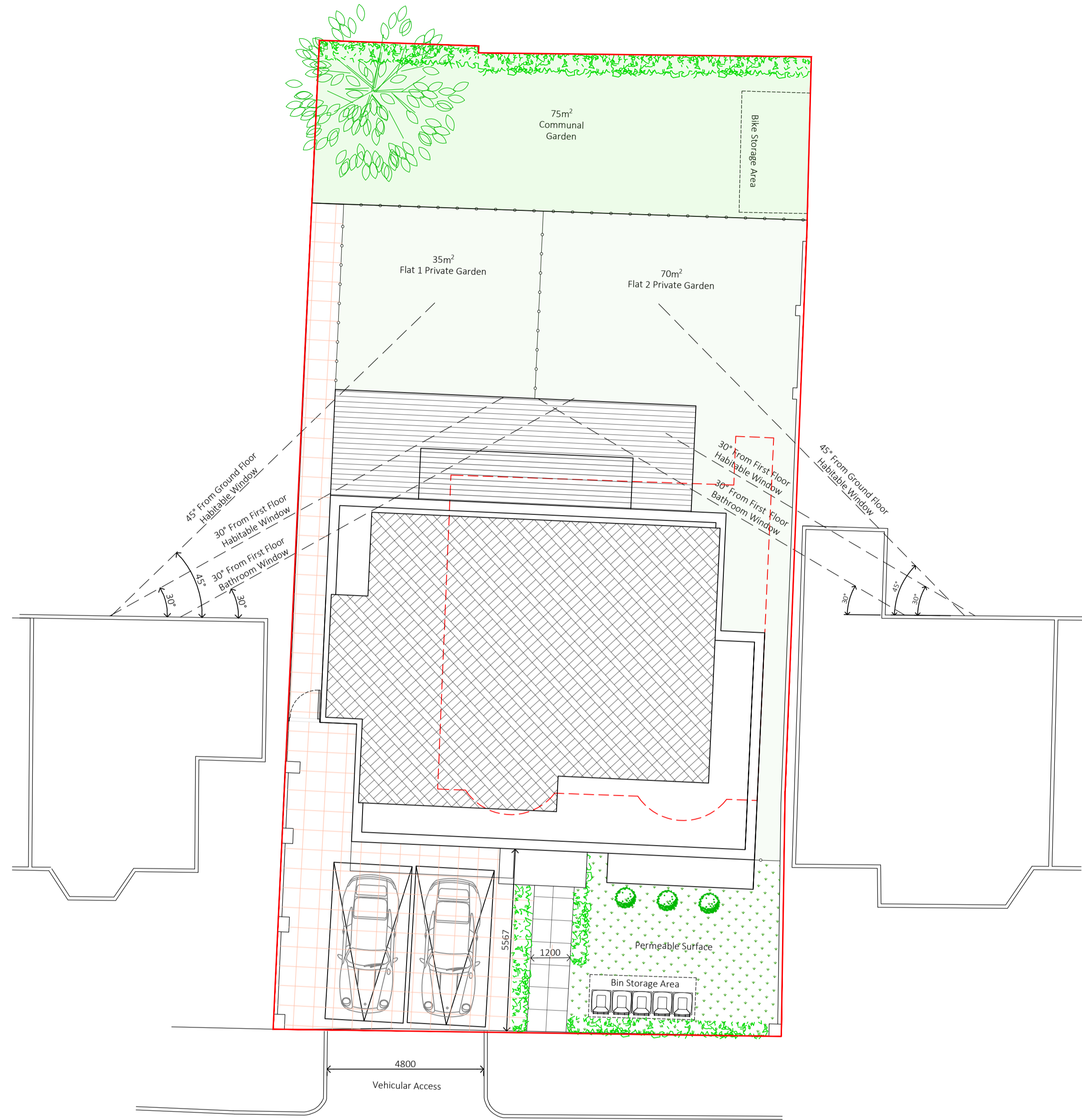


No Access To Rear Boundary
Approx Building Footprint No Access

Appendix B - Existing and Proposed Site Layout Plans



Existing Site Plan
 Scale 1:100 @ A1
 1:200 @ A3

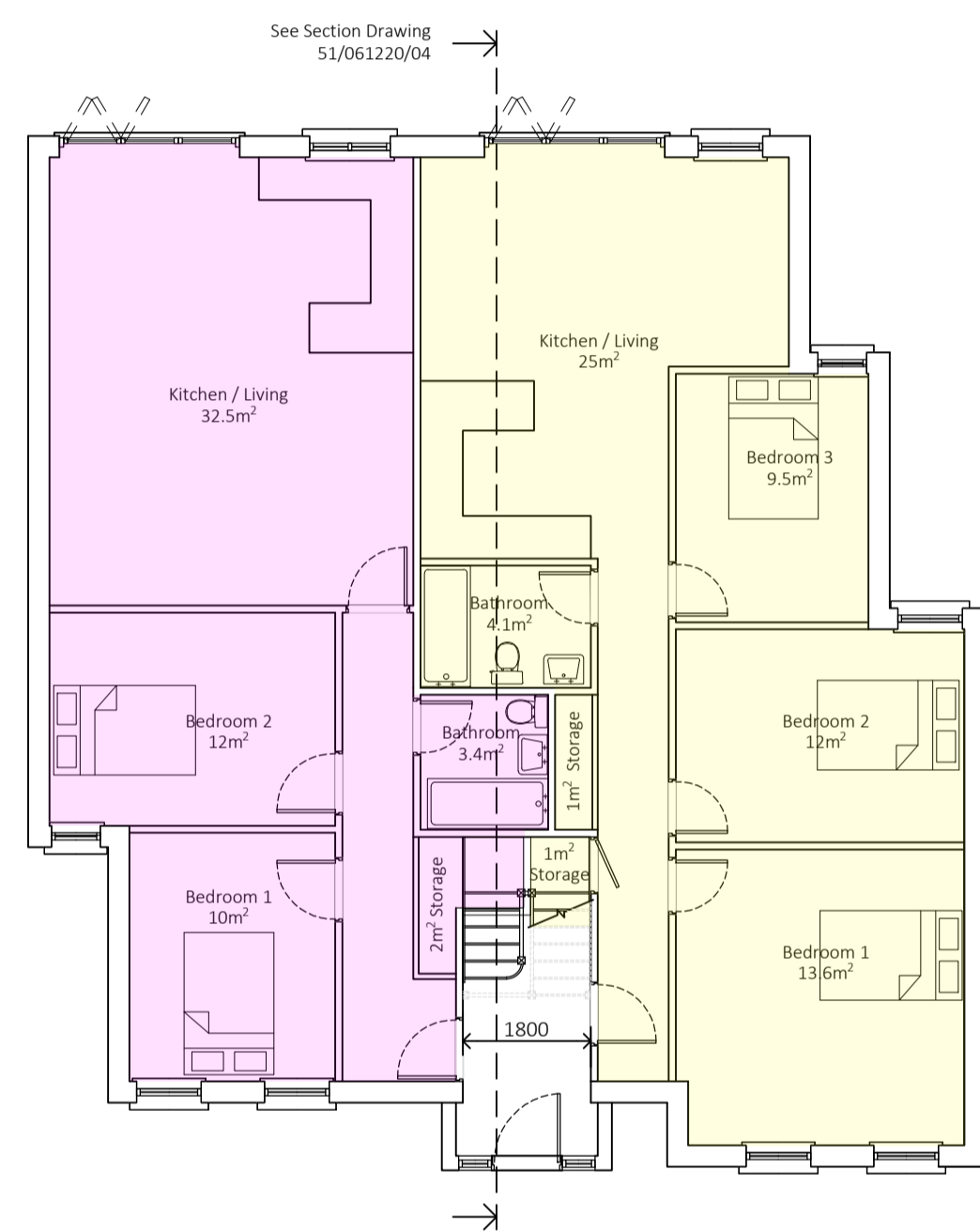


Site Plan As Proposed
 Scale 1:100 @ A1
 1:200 @ A3

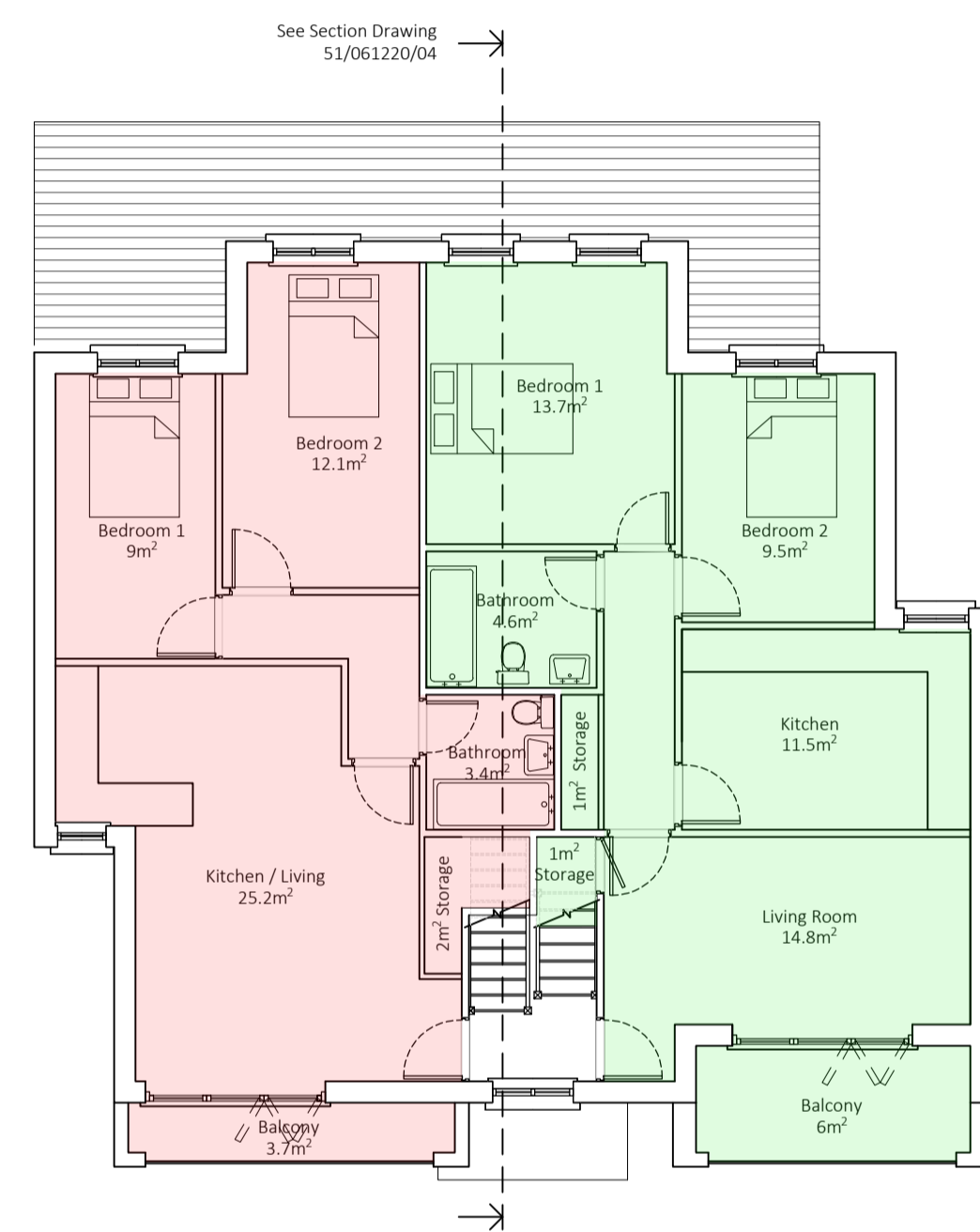
NOTES
 All dimensions are in millimetres

10 Malvern Road Enfield	
EXISTING & PROPOSED SITE PLANS	
DRAWING REF: 51/061220/02	2 of 8
SCALE: As Stated	DATE: Jan 2021

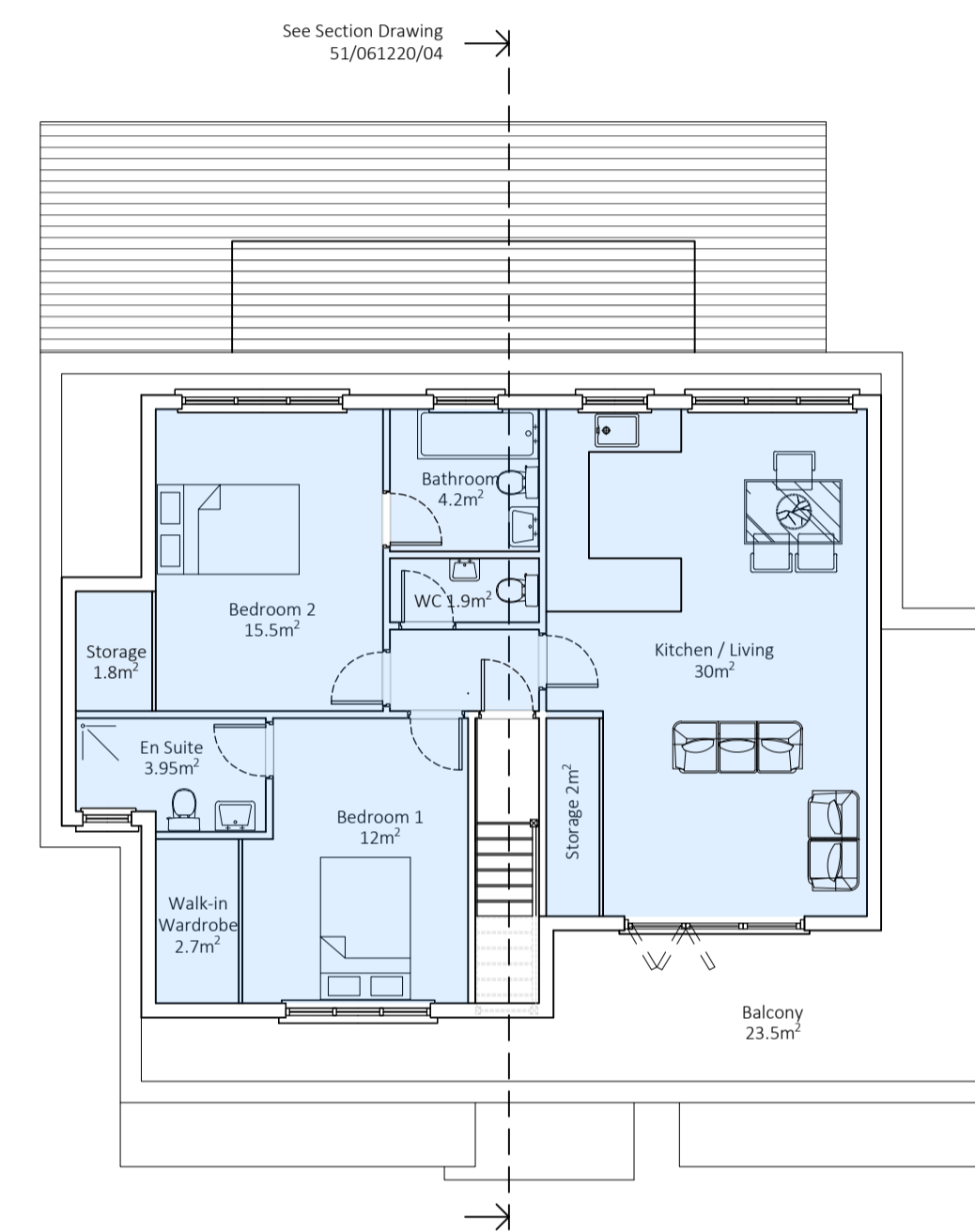
Appendix C - Proposed Floor Plans and Elevations



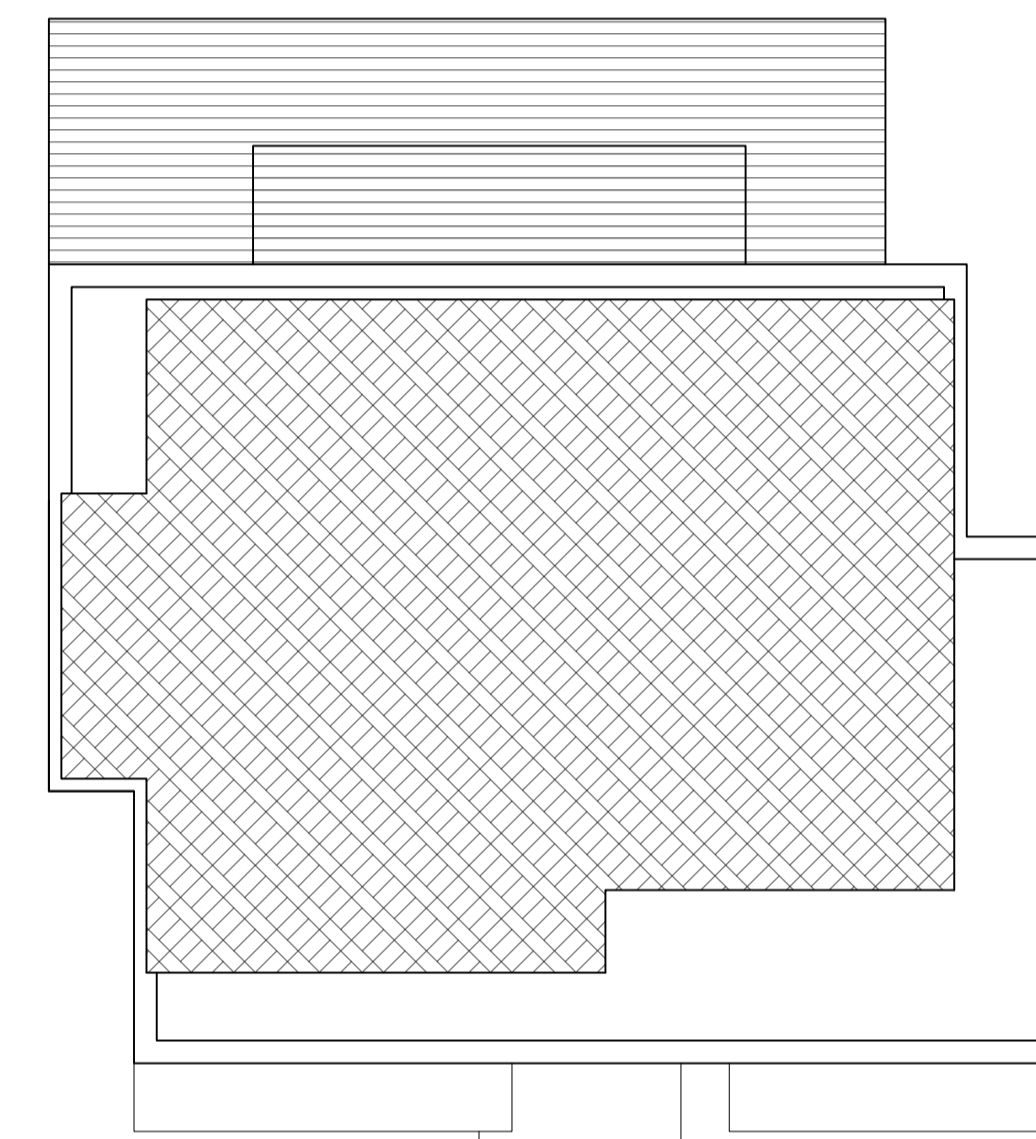
Ground Floor Plan
 Scale 1:100 @ A1
 1:200 @ A3



First Floor Plan
 Scale 1:100 @ A1
 1:200 @ A3



Second Floor Plan
 Scale 1:100 @ A1
 1:200 @ A3

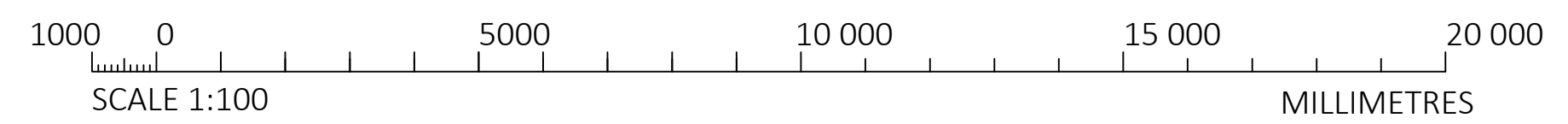


Roof Plan
 Scale 1:100 @ A1
 1:200 @ A3

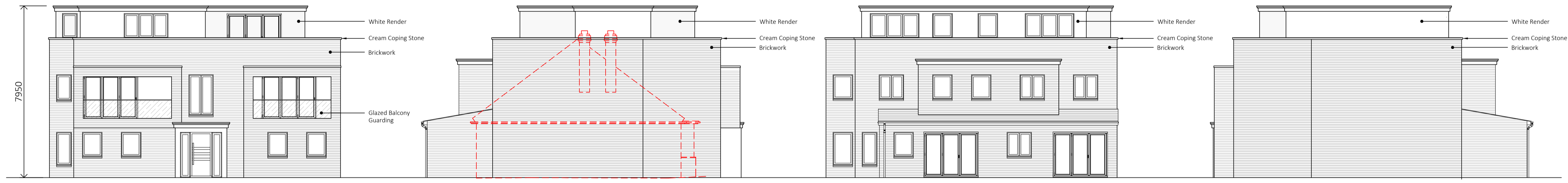
Ground Floor:		
	Flat 1 (2 Bed)	70m ²
	Flat 2 (3 Bed)	78.5m ²
First Floor:		
	Flat 3 (2 Bed)	62m ²
	Flat 4 (2 Bed)	67.5m ²
Second Floor:		
	Flat 5 (3 Bed)	73.5m ²

NOTES

1. All windows and doors to be Aluminium Casement
2. All masonry to be Ibstock facing bricks and in keeping with adjacent properties



10 Malvern Road Enfield	
PROPOSED PLANS	
DRAWING REF:	51/061220/05 5 of 8
SCALE:	DATE:
As Stated	Jan 2021



East Elevation

Scale 1:100 @ A1
1:200 @ A3

South Elevation

Scale 1:100 @ A1
1:200 @ A3

West Elevation

Scale 1:100 @ A1
1:200 @ A3

North Elevation

Scale 1:100 @ A1
1:200 @ A3

NOTES

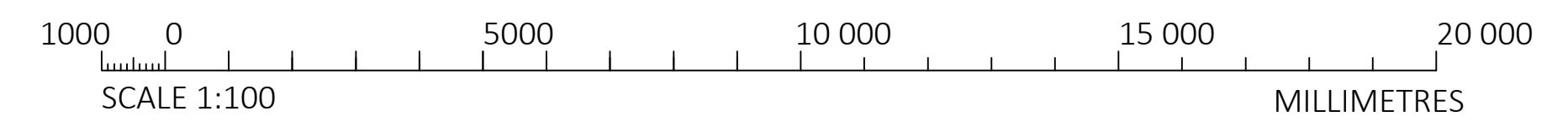
1. All windows and doors to be Aluminium Casement
2. All masonry to be Ibstock facing bricks and in keeping with adjacent properties

10 Malvern Road
Enfield

PROPOSED ELEVATIONS

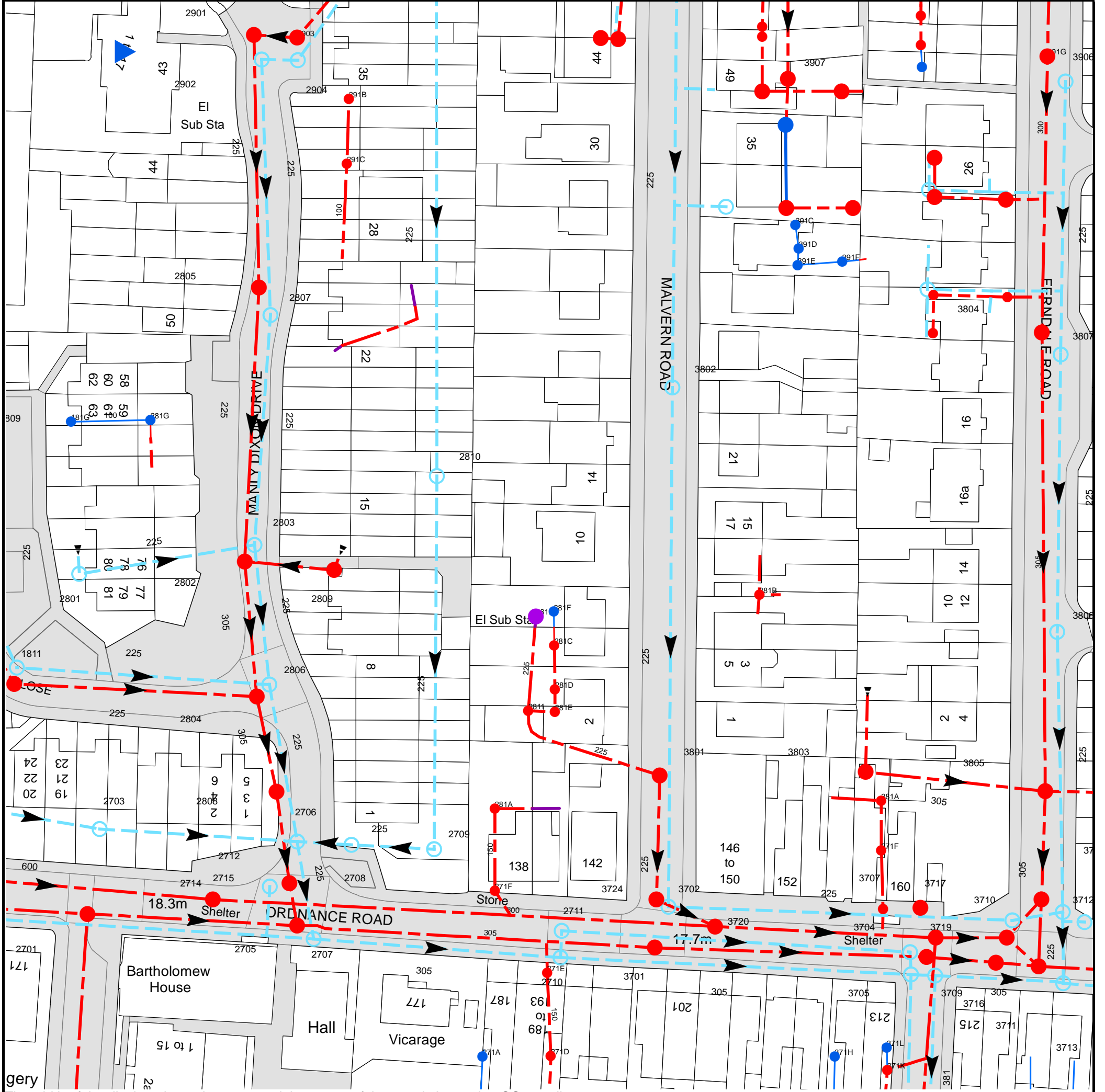
DRAWING REF: 51/061220/06 6 of 8

SCALE: As Stated DATE: Jan 2021



Appendix D - Thames Water Public Sewer Records

Asset Location Search Sewer Map - ALS/ALS Standard/2021_4507847



The width of the displayed area is 200 m and the centre of the map is located at OS coordinates 536287,198850

The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.

Based on the Ordnance Survey Map with the Sanction of the controller of H.M. Stationery Office, License no. 100019345 Crown Copyright Reserved.


NB. Levels quoted in metres Ordnance Newlyn Datum. The value -9999.00 indicates that no survey information is available

Manhole Reference	Manhole Cover Level	Manhole Invert Level
39BC	n/a	n/a
3802	18.03	16.73
3807	17.47	16.78
3804	17.59	15.31
38BH	n/a	n/a
391E	n/a	n/a
391F	n/a	n/a
391D	n/a	n/a
391C	n/a	n/a
39CB	n/a	n/a
39CC	n/a	n/a
39CD	n/a	n/a
39DB	n/a	n/a
39DA	n/a	n/a
39DE	n/a	n/a
39CJ	n/a	n/a
39CA	n/a	n/a
39EC	n/a	n/a
39ED	n/a	n/a
3906	17.47	16.78
3907	n/a	n/a
39BA	n/a	n/a
391G	n/a	n/a
39BB	n/a	n/a
29BC	n/a	n/a
3713	17.65	16.27
3709	17.5	n/a
3705	n/a	n/a
3711	n/a	n/a
3716	17.53	15.08
3707	17.59	16.52
3704	n/a	n/a
3717	17.59	13.37
3719	17.56	13.42
3714	17.51	16.52
3710	17.64	16.52
3712	17.48	16.29
3725	n/a	n/a
3726	n/a	n/a
3718	17.58	15.15
371F	n/a	n/a
381A	n/a	n/a
3805	17.56	n/a
3803	17.96	15.65
3806	17.4	16.49
381B	n/a	n/a
371H	n/a	n/a
371L	n/a	n/a
38BC	n/a	n/a
38BE	n/a	n/a
38BD	n/a	n/a
29BB	n/a	n/a
39EB	n/a	n/a
39EA	n/a	n/a
371K	n/a	n/a
271A	n/a	n/a
271D	n/a	n/a
271E	n/a	n/a
2710	18.08	17.28
3701	n/a	n/a
2707	18.02	16.99
2711	17.65	16.64
3720	17.66	13.63
2705	17.88	15.44
3702	n/a	n/a
3724	17.63	15.54
271F	n/a	n/a
2712	18.06	15.62
2709	18.12	17.42
2708	18.12	17.42
2706	18.07	17.1
281A	n/a	n/a
2808	18.06	15.78
3801	17.66	15.61
281E	n/a	n/a
2811	17.91	15.83
281D	n/a	n/a
281C	n/a	n/a
281B	n/a	n/a
281F	n/a	n/a
1810	18.5	16.55
1811	18.4	17.62
2701	18.27	15.52
2703	18.34	17.54
2714	18.02	13.89
2804	18.15	15.96
2806	18.09	17.68
2715	n/a	n/a
2801	18.5	17.68
2809	18.27	16.37
2802	18.13	16.25

Manhole Reference	Manhole Cover Level	Manhole Invert Level
2803	18.15	17.47
2810	18.36	17.68
181G	n/a	n/a
281G	n/a	n/a
2807	18.42	17.74
2805	18.45	16.67
291C	n/a	n/a
291B	n/a	n/a
2904	18.71	17.96
2902	18.7	17.94
2903	18.72	17.22
2901	18.72	17.14

The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.

Appendix E - Greenfield Runoff (Total Site)

Base Energy Services Limited		Page 1
44 Canal Street Bootle Liverpool L20 8QU	10 Malvern Road Total Site Greenfield	
Date 27/09/2021 19:27 File Attenuation 100yr 40CC ...	Designed by CC Checked by LR	
Micro Drainage	Source Control 2019.1	

ICP SUDS Mean Annual Flood

Input

Return Period (years)	100	Soil	0.300
Area (ha)	0.046	Urban	0.000
SAAR (mm)	600	Region Number	Region 6

Results 1/s

QBAR Rural	0.1
QBAR Urban	0.1
Q100 years	0.2
Q1 year	0.1
Q30 years	0.2
Q100 years	0.2

Appendix F - British Geological Survey Borehole Records

Shell and Auger Borehole Log Sheet

Number 2

Site: - **ORDNANCE ROAD ENFIELD**

Job Number: - **B1230**

Machine Type: - **PILCON**

Date: - **19.12.92.**

**C.J. Associates
Geotechnical Ltd.**

Sheet
1
of
1

Sampling Details	Depth m	Penetration Tests [mm]						Boring Details	Depth m	Thickness m	Legend	Description of Strata	Datum m o.d.
		75	75	75	75	75	75						
B1	0.50							0.10	(0.100)		TARMAC		
SPT2	1.00	3	3	8	8	9	11	N = 36	1.00	(0.900)		MADE GROUND (Dark brown very clayey/silty sandy fine to coarse gravel, including brick)	
B3	1.60												
SPT4	2.00	3	5	6	7	9	10	N = 32					
B5	2.60												
SP16	3.00	6	8	9	9	10	12	N = 40		(4.100)		Dense brown sandy fine to coarse angular to rounded flint GRAVEL. Dominated by fine to medium gravel or gravelly sand in some places. Occasionally silty in upper levels	
B7	3.60												
SPT8	4.00	4	6	8	8	9	10	N = 35					
B9	4.60												
SPT10	5.00	3	2	2	4	5	5	N = 16	5.10				
B11	5.20												
U12	5.50							41b 100%r	(0.900)		Firm to stiff occasionally fissured grey silty CLAY with occasional silt partings		
									8.00		END OF BOREHOLE		

Client **LONDON BOROUGH OF ENFIELD**

Water Level Observations During Boring

Remarks	Chiselling			Date	Time	Depth in metres			Remarks
	From	To	Time			Hole	Casing	Water	
	[m]	[m]	[hours]						
150mm dia casing to 5.35m depth Large amounts of water added to assist drilling from 1.00 to 3.60m depth Constant level of 3.60m during drilling				19.12.92		6.00	5.35	4.70	END OF BH AFTER PULLING CASING
						6.00		2.05	

Shell and Auger Borehole Log Sheet

Number 1

Site: - **ORDNANCE ROAD ENFIELD**

**C.J. Associates
Geotechnical Ltd.**

Sheet
1
of
1

Job Number: - B1230

Machine Type: - **PILCON**

Date: - 18/19.12.92.


Sampling Details	Depth m	Penetration Tests [mm]						Boring Details	Depth m	Thickness m	Legend	Description of Strata	Datum m o.d.
		75	75	75	75	75	75						
B1	0.50							0.07	(0.070)		TARMAC		
SPT2	1.00	13	11	7	6	6	7	N = 26	(0.730)		MADE GROUND (Dark greyish-brown very clayey sandy fine to coarse gravel)		
B3	1.60												
SPT4 W6	2.00	4	6	6	5	7	7	N = 25					
B5	2.60												
SPT7	3.00	7	8	9	11	12	13	N = 45	(5.650)		Medium dense becoming dense below 3.00m, brown sandy fine to coarse angular to rounded flint GRAVEL. Dominantly fine to medium gravel or coarse sand in some places and occasionally silty. (Driller records a band of gravelly clay between 5.80 and 6.00m depth)		
B8	3.60												
SPT9	4.00	4	7	9	9	10	11	N = 39					
B10	4.60												
SPT11	5.00	2	5	6	7	9	10	N = 32					
B12	5.60												
SPT13	6.00	4	6	9	9	10	12	N = 40					
									6.45		END OF BOREHOLE		

Client **LONDON BOROUGH OF ENFIELD**

Water Level Observations During Boring

Remarks	Chiselling			Date	Time	Depth in metres			Remarks
	From	To	Time			Hole	Casing	Water	
150mm dia casing to 6.00m depth Large amounts of water added to assist drilling from 0.80 to 3.70m depth Constant level of 3.70m during drilling				18.12.91	pm	3.00	3.00	2.15	END OF SHIFT
				19.12.91	am	3.00	3.00	2.00	START OF SHIFT
					pm	6.45	6.00	2.00	END OF BH

Appendix G - Micro Drainage Permeable Paving


Base Energy Services Limited		Page 1
44 Canal Street Bootle Liverpool L20 8QU	Malvern Road Type B Permeable Paving 100yr 40CC 0.11s	
Date 27/09/2021 File 100 yr 40cc Type B PP.SRCX	Designed by CC Checked by PK	
Micro Drainage		Source Control 2019.1

Summary of Results for 100 year Return Period (+40%)

Half Drain Time : 33 minutes.

Storm Event	Max Level (m)	Max Depth (m)	Max Infiltration (l/s)	Max Control (l/s)	Max Σ Outflow (l/s)	Max Volume (m³)	Status
15 min Summer	0.931	0.131	1.5	0.1	1.7	4.3	O K
30 min Summer	0.955	0.155	1.5	0.1	1.7	5.1	O K
60 min Summer	0.962	0.162	1.5	0.1	1.7	5.3	O K
120 min Summer	0.947	0.147	1.5	0.1	1.7	4.8	O K
180 min Summer	0.925	0.125	1.5	0.1	1.7	4.1	O K
240 min Summer	0.904	0.104	1.5	0.1	1.7	3.4	O K
360 min Summer	0.871	0.071	1.5	0.1	1.7	2.3	O K
480 min Summer	0.852	0.052	1.5	0.1	1.7	1.7	O K
600 min Summer	0.844	0.044	1.3	0.1	1.5	1.4	O K
720 min Summer	0.838	0.038	1.2	0.1	1.3	1.3	O K
960 min Summer	0.831	0.031	0.9	0.1	1.1	1.0	O K
1440 min Summer	0.822	0.022	0.7	0.1	0.8	0.7	O K
2160 min Summer	0.815	0.015	0.5	0.1	0.6	0.5	O K
2880 min Summer	0.811	0.011	0.3	0.1	0.4	0.4	O K
4320 min Summer	0.807	0.007	0.2	0.1	0.3	0.2	O K
5760 min Summer	0.805	0.005	0.1	0.1	0.3	0.1	O K
7200 min Summer	0.803	0.003	0.1	0.1	0.2	0.1	O K
8640 min Summer	0.802	0.002	0.1	0.1	0.2	0.1	O K
10080 min Summer	0.801	0.001	0.0	0.1	0.2	0.0	O K
15 min Winter	0.951	0.151	1.5	0.1	1.7	5.0	O K


Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
15 min Summer	142.829	0.0	5.3	16
30 min Summer	92.260	0.0	7.0	28
60 min Summer	56.713	0.0	8.8	44
120 min Summer	33.709	0.0	10.5	78
180 min Summer	24.562	0.0	11.5	112
240 min Summer	19.521	0.0	12.3	142
360 min Summer	14.048	0.0	13.3	200
480 min Summer	11.131	0.0	14.0	254
600 min Summer	9.286	0.0	14.6	314
720 min Summer	8.005	0.0	15.1	374
960 min Summer	6.329	0.0	15.9	492
1440 min Summer	4.539	0.0	17.1	736
2160 min Summer	3.251	0.0	18.3	1100
2880 min Summer	2.564	0.0	19.1	1468
4320 min Summer	1.832	0.0	20.2	2176
5760 min Summer	1.442	0.0	21.0	2936
7200 min Summer	1.198	0.0	21.5	3648
8640 min Summer	1.029	0.0	21.9	4360
10080 min Summer	0.904	0.0	22.2	5000
15 min Winter	142.829	0.0	6.0	16

Base Energy Services Limited		Page 2
44 Canal Street Bootle Liverpool L20 8QU	Malvern Road Type B Permeable Paving 100yr 40CC 0.11s	
Date 27/09/2021 File 100 yr 40cc Type B PP.SRCX	Designed by CC Checked by PK	
Micro Drainage		Source Control 2019.1

Summary of Results for 100 year Return Period (+40%)

Storm Event	Max Level (m)	Max Depth (m)	Max Infiltration (l/s)	Max Control (l/s)	Max Σ Outflow (l/s)	Max Volume (m³)	Status
30 min Winter	0.980	0.180	1.5	0.1	1.7	5.9	O K
60 min Winter	0.985	0.185	1.5	0.1	1.7	6.1	O K
120 min Winter	0.959	0.159	1.5	0.1	1.7	5.3	O K
180 min Winter	0.925	0.125	1.5	0.1	1.7	4.1	O K
240 min Winter	0.894	0.094	1.5	0.1	1.7	3.1	O K
360 min Winter	0.852	0.052	1.5	0.1	1.7	1.7	O K
480 min Winter	0.841	0.041	1.3	0.1	1.4	1.4	O K
600 min Winter	0.834	0.034	1.0	0.1	1.2	1.1	O K
720 min Winter	0.829	0.029	0.9	0.1	1.0	1.0	O K
960 min Winter	0.822	0.022	0.7	0.1	0.8	0.7	O K
1440 min Winter	0.815	0.015	0.5	0.1	0.6	0.5	O K
2160 min Winter	0.810	0.010	0.3	0.1	0.4	0.3	O K
2880 min Winter	0.807	0.007	0.2	0.1	0.3	0.2	O K
4320 min Winter	0.804	0.004	0.1	0.1	0.2	0.1	O K
5760 min Winter	0.802	0.002	0.1	0.1	0.2	0.1	O K
7200 min Winter	0.801	0.001	0.0	0.1	0.2	0.0	O K
8640 min Winter	0.800	0.000	0.0	0.1	0.1	0.0	O K
10080 min Winter	0.800	0.000	0.0	0.1	0.1	0.0	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
30 min Winter	92.260	0.0	8.0	30
60 min Winter	56.713	0.0	9.9	48
120 min Winter	33.709	0.0	11.9	86
180 min Winter	24.562	0.0	13.0	120
240 min Winter	19.521	0.0	13.8	150
360 min Winter	14.048	0.0	14.9	200
480 min Winter	11.131	0.0	15.8	256
600 min Winter	9.286	0.0	16.5	316
720 min Winter	8.005	0.0	17.0	376
960 min Winter	6.329	0.0	17.9	500
1440 min Winter	4.539	0.0	19.2	734
2160 min Winter	3.251	0.0	20.6	1084
2880 min Winter	2.564	0.0	21.5	1468
4320 min Winter	1.832	0.0	22.8	2144
5760 min Winter	1.442	0.0	23.7	2872
7200 min Winter	1.198	0.0	24.4	3560
8640 min Winter	1.029	0.0	24.8	4416
10080 min Winter	0.904	0.0	25.2	0

Base Energy Services Limited		Page 3
44 Canal Street Bootle Liverpool L20 8QU	Malvern Road Type B Permeable Paving 100yr 40CC 0.11s	
Date 27/09/2021 File 100 yr 40cc Type B PP.SRCX	Designed by CC Checked by PK	
Micro Drainage		Source Control 2019.1


Rainfall Details

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	100	Cv (Summer)	0.750
Region	England and Wales	Cv (Winter)	0.840
M5-60 (mm)	20.000	Shortest Storm (mins)	15
Ratio R	0.440	Longest Storm (mins)	10080
Summer Storms	Yes	Climate Change %	+40

Time Area Diagram

Total Area (ha) 0.022

Time (mins)		Area
From:	To:	(ha)
0	4	0.022

Base Energy Services Limited		Page 4
44 Canal Street Bootle Liverpool L20 8QU	Malvern Road Type B Permeable Paving 100yr 40CC 0.11s	
Date 27/09/2021 File 100 yr 40cc Type B PP.SRCX	Designed by CC Checked by PK	
Micro Drainage	Source Control 2019.1	

Model Details

Storage is Online Cover Level (m) 1.300

Porous Car Park Structure

Infiltration Coefficient Base (m/hr)	0.10000	Width (m)	11.0
Membrane Percolation (mm/hr)	1000	Length (m)	10.0
Max Percolation (l/s)	30.6	Slope (1:X)	0.0
Safety Factor	2.0	Depression Storage (mm)	5
Porosity	0.30	Evaporation (mm/day)	3
Invert Level (m)	0.800	Membrane Depth (m)	0

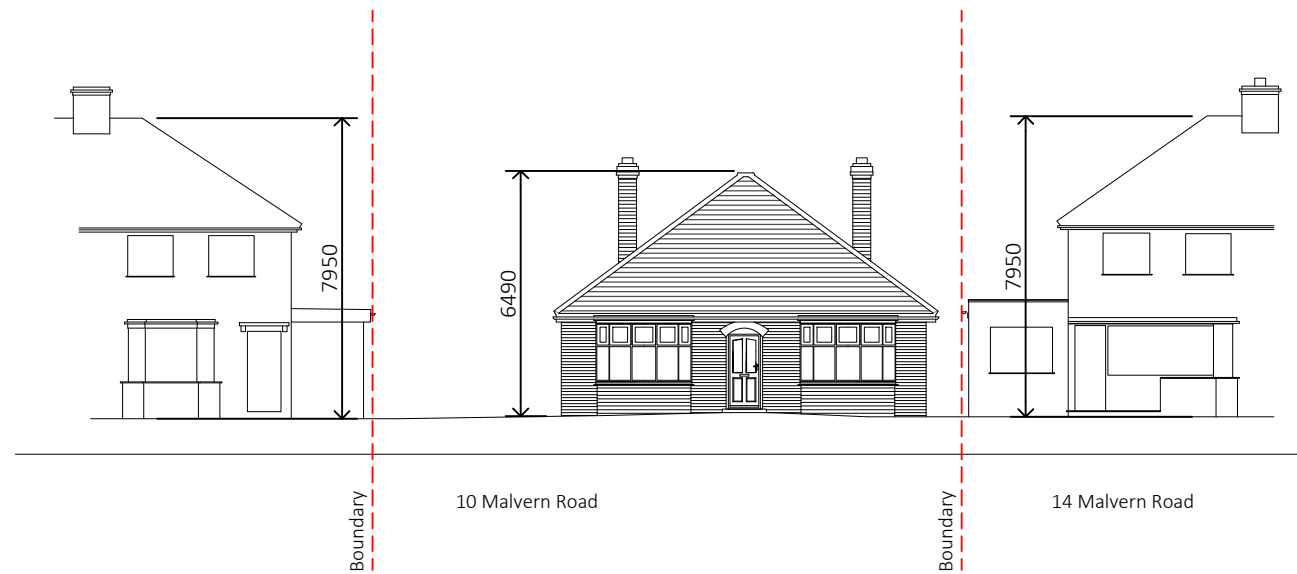
Hydro-Brake® Optimum Outflow Control

Unit Reference	MD-SHE-0016-1000-0500-1000
Design Head (m)	0.500
Design Flow (l/s)	0.1
Flush-Flo™	Calculated
Objective	Minimise upstream storage
Application	Surface
Sump Available	Yes
Diameter (mm)	16
Invert Level (m)	0.000
Minimum Outlet Pipe Diameter (mm)	75
Suggested Manhole Diameter (mm)	1200

Control Points	Head (m)	Flow (l/s)
Design Point (Calculated)	0.500	0.1
Flush-Flo™	0.065	0.1
Kick-Flo®	0.140	0.1
Mean Flow over Head Range	-	0.1

The hydrological calculations have been based on the Head/Discharge relationship for the Hydro-Brake® Optimum as specified. Should another type of control device other than a Hydro-Brake Optimum® be utilised then these storage routing calculations will be invalidated

Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)
0.100	0.1	1.200	0.1	3.000	0.2	7.000	0.3
0.200	0.1	1.400	0.2	3.500	0.2	7.500	0.3
0.300	0.1	1.600	0.2	4.000	0.2	8.000	0.3
0.400	0.1	1.800	0.2	4.500	0.3	8.500	0.3
0.500	0.1	2.000	0.2	5.000	0.3	9.000	0.4
0.600	0.1	2.200	0.2	5.500	0.3	9.500	0.4
0.800	0.1	2.400	0.2	6.000	0.3		
1.000	0.1	2.600	0.2	6.500	0.3		



Existing Street Scene

Scale 1:200 @ A3



Street Scene As Proposed

Scale 1:200 @ A3



SCALE 1:200

MILLIMETRES

10 Malvern Road
Enfield

EXISTING AND PROPOSED
STREET SCENE

DRAWING REF: 51/061220/08 8 of 8

SCALE: 1:200

DATE: Jan 2021



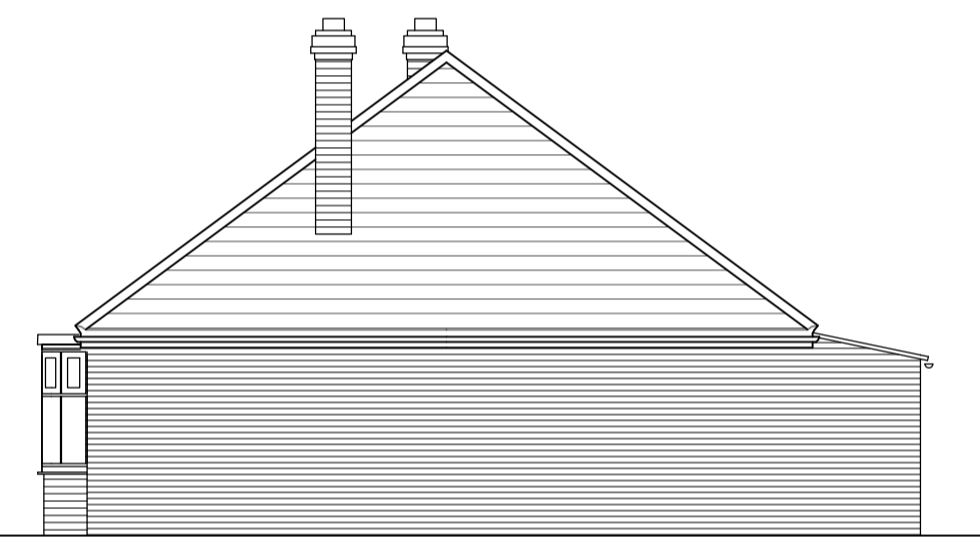
East Elevation
Scale 1:100 @ A1
1:200 @ A3



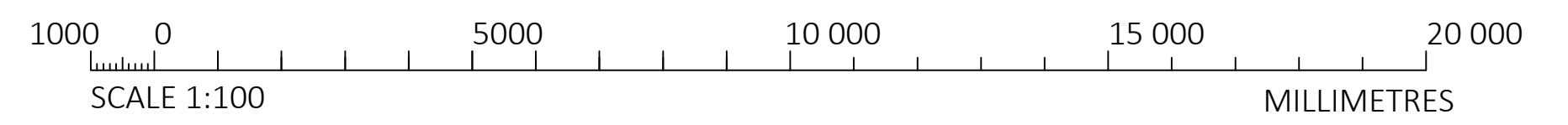
South Elevation
Scale 1:100 @ A1
1:200 @ A3



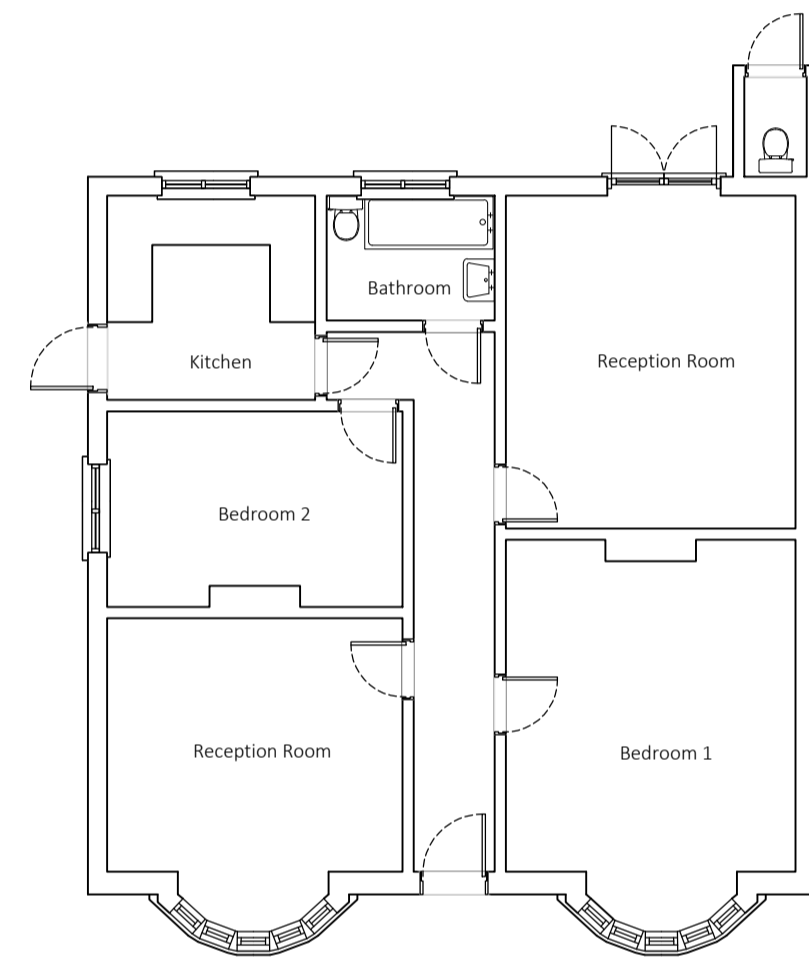
West Elevation
Scale 1:100 @ A1
1:200 @ A3



North Elevation
Scale 1:100 @ A1
1:200 @ A3

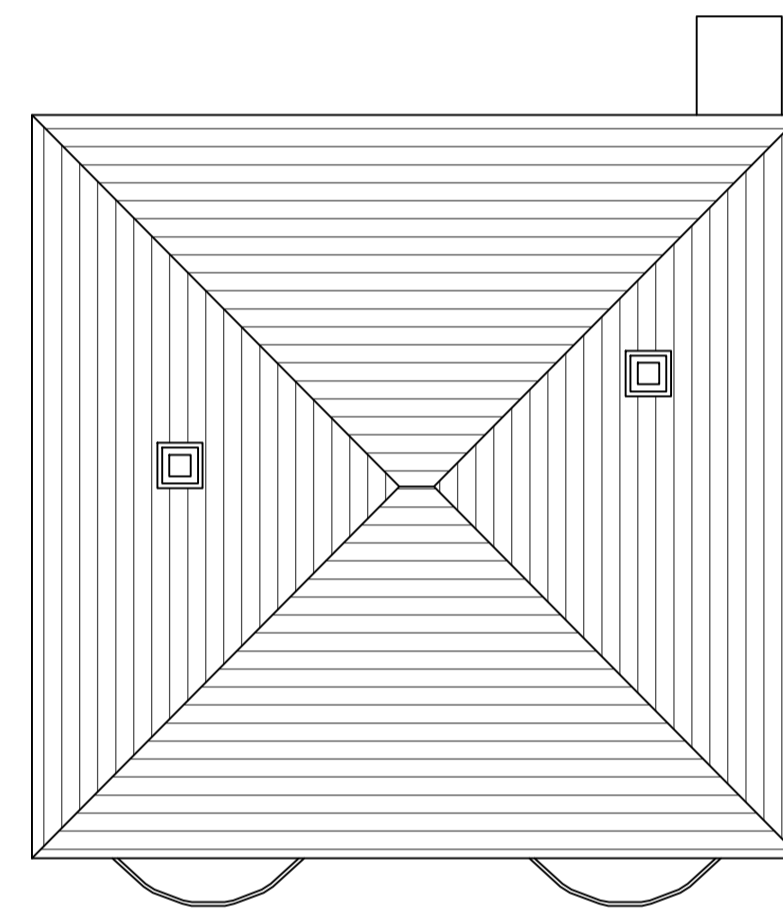


10 Malvern Road Enfield	
EXISTING ELEVATIONS	
DRAWING REF: 51/061220/04 4 of 8	
SCALE: As Stated	DATE: Jan 2021



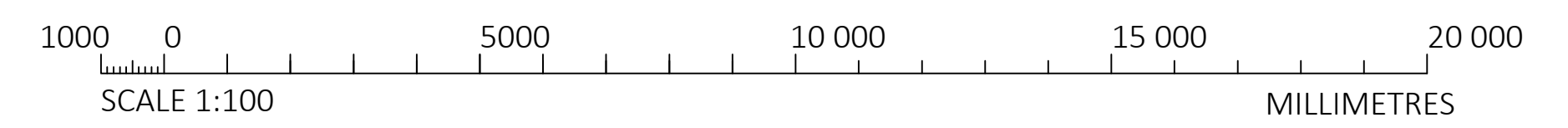
EXISTING FLOOR PLAN

Scale 1:100 @ A1
1:200 @ A3



EXISTING ROOF PLAN

Scale 1:100 @ A1
1:200 @ A3



10 Malvern Road Enfield	
EXISTING PLANS	
DRAWING REF: 51/061220/03 3 of 8	
SCALE: As Stated	DATE: Jan 2021

10 MALVERN ROAD, ENFIELD

PARKING STATEMENT

**REPORT REF.
2007240-01**

January 2021

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suite 110, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

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Figure 2.2 PTAL Map

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Table 2.2 Local Car Ownership

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for Review	AJT	AJT	(Draft only)	06/01/2021
-	Planning submission	AJT	AJT	IW	11/01/2021

A *IW*

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1. INTRODUCTION

- 1.1 Ardent Consulting Engineers Limited (ACE) has been appointed to advise on the transport aspects of the proposed redevelopment of 10 Malvern Road, Enfield EN3 6DA.
- 1.2 This Parking Statement (PS) has been prepared for submission to the local planning and highway authority, the London Borough of Enfield (LBE) to support the proposed demolition of the existing bungalow and construction of 5 residential flats.
- 1.3 Following this introduction, the remainder of this report is structured as follows:
- **Section 2.0** describes the existing situation including local car ownership and on-street parking demand;
 - **Section 3.0** outlines the proposed development and associated level of expected car ownership and assesses its impact on on-street parking demand, highways access arrangement; and
 - **Section 4.0** provides a summary and conclusions;

2. EXISTING SITUATION

The Site

- 2.1 The site is a 3-bedroom residential bungalow, with off-street parking for one car, located in the Enfield Lock area of Enfield and approximately 750m east of Hertford Road (A1010), as indicated in **Figure 2.1** below.

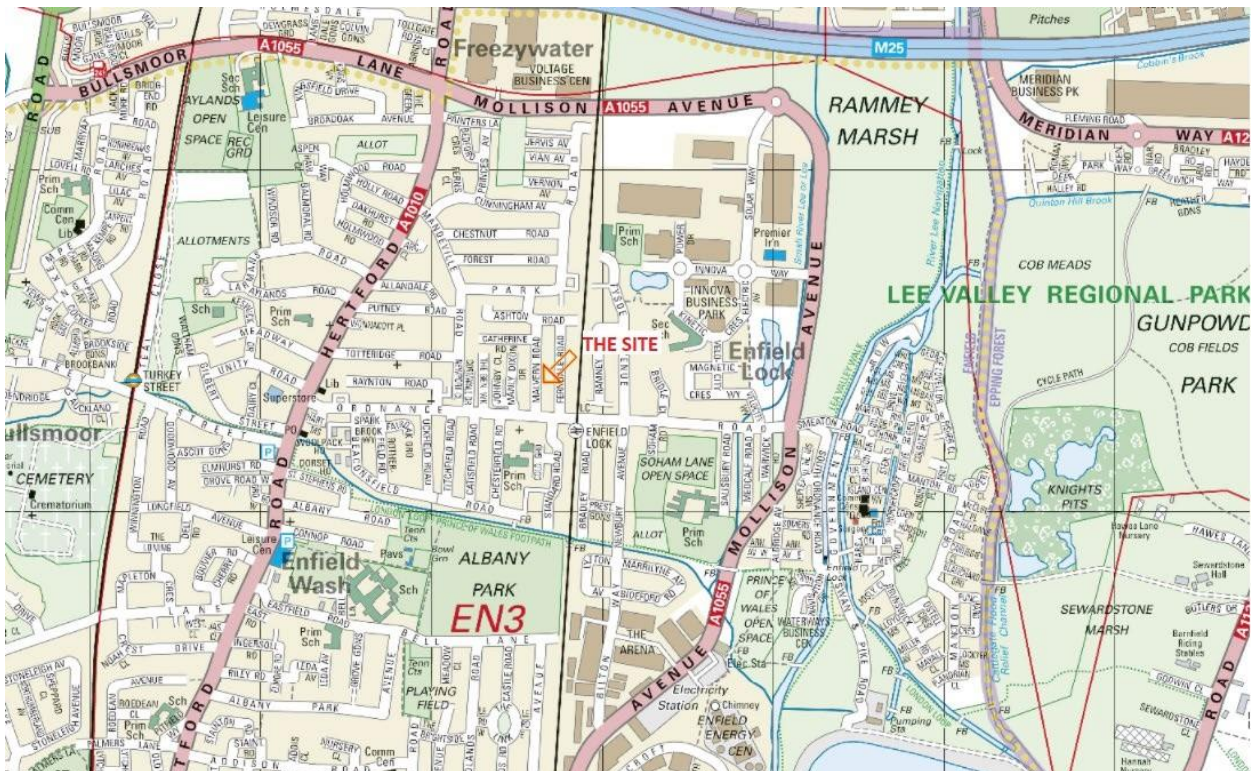


Figure 2.1: Site's Location (Source: Street Map)

Local Highway Network

- 2.2 The site is within a predominantly residential area and takes its access from Malvern Road as a driveway with a vehicular crossover. There are wide well-maintained footways on both sides of the carriageway which benefit street lighting.
- 2.3 To the north Malvern Road joins Ashton Road, as a priority junction and to the south Ordnance Road, as a priority junction.
- 2.4 The majority of the residential roads within the immediate vicinity of the site have unrestricted car parking.

On-street parking demand

- 2.5. Surveys of existing on-street parking demand in the vicinity of the site were undertaken at 03:00, 07:45 and 18:00 on Tuesday 3rd November 2020 and 03:00, 07:45 and 18:00 on Wednesday 4th November 2020. The surveys were undertaken during the period just before England was put into the second 'lockdown' associated with the COVID-19 outbreak and when many people were still working from home. Therefore, the results provide a robust case in terms of on-street parking demand.
- 2.6. Other than the above aspect, the survey was undertaken in accordance with the industry-standard "Lambeth Methodology".
- 2.7. Full survey results are attached at **Appendix A** and show that there was spare capacity during the night time and early evening based on a total of 180 calculated spaces. A summary of the results is provided below.

Table 2.1: Car Parking Occupancy Summary

Street Name	Calculated Spaces	Cars Parked	Occupancy
<i>Catherine Road</i>	44	34	77%
<i>Malvern Road</i>	68	63	93%
<i>Ferndale Road</i>	16	19	119%
<i>Manly Dixon Drive</i>	16	15	94%
<i>Johnby Close</i>	8	6	75%
<i>Ordnance Road</i>	5	5	100%
<i>Standards Road</i>	17	13	76%
<i>Chesterfield Road</i>	6	4	67%
Totals	180	159	88%

- 2.8. The above tables indicate that there is spare on-street car parking capacity for a minimum of 21 cars.

2.9. Wednesday's early morning survey has the least number of available on-street car parking. Tuesday at 07:45 had the most available on-street car parking at 33 spaces (82% capacity).

2.10. The site has a Public Transport Accessibility Level (PTAL), based on weekday peak period service frequencies at bus stops within a 640m (8 minute) walk and Underground/National Rail stations within 960m (12 minute) walk, of 1b (very poor). A PTAL map is provided in **Figure 2.2** below.

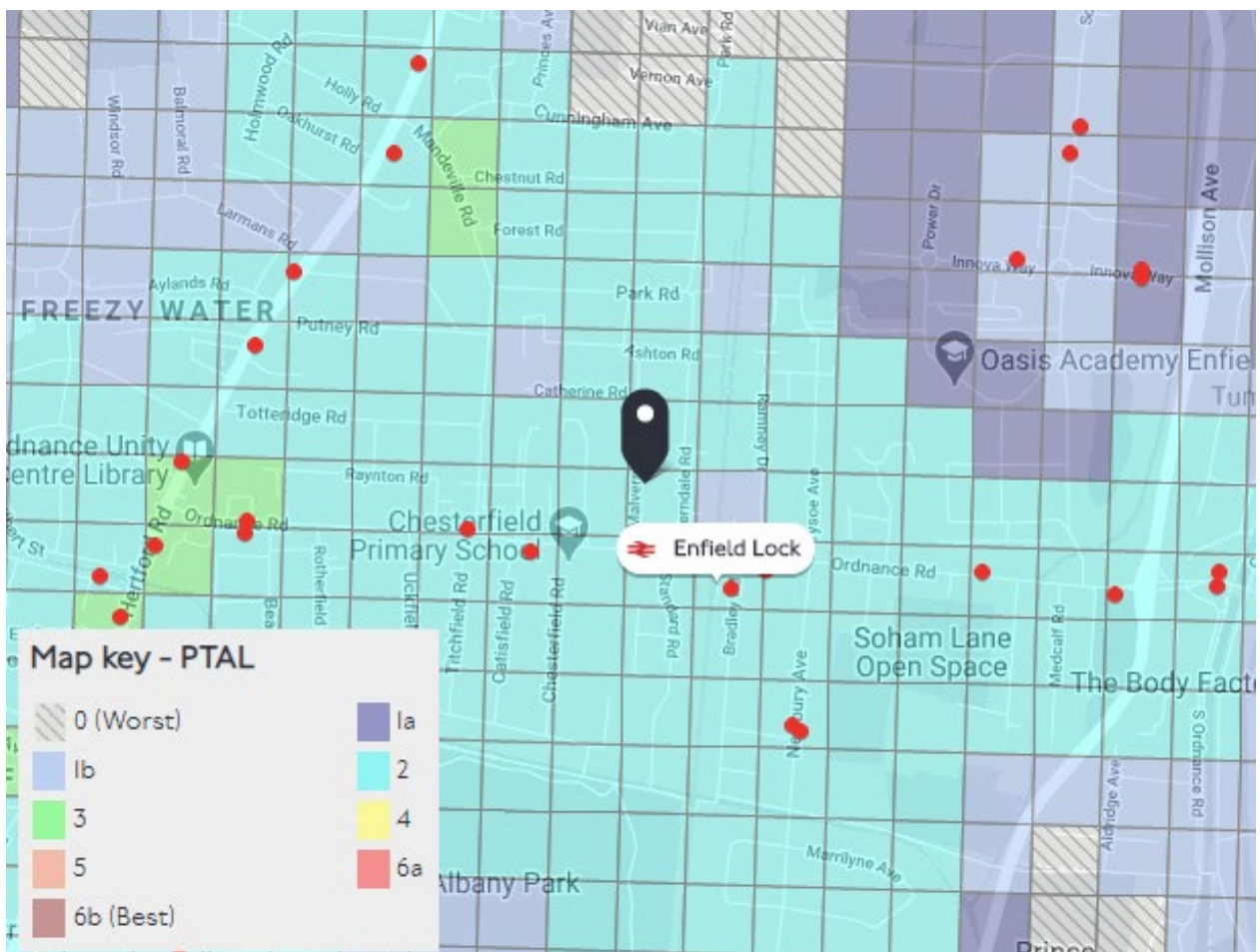


Figure 2.2: PTAL (Source: TfL's WebCat)

2.11. The above **Figure 2.2** indicates that the site is within an area with a PTAL of 2 (poor).

Bus Services

2.12. The nearest bus stops in relation to the site are situated on Ordnance Road.

2.13. Route 491 is situated a walking distance of up to 590m to the east of the site and has a frequency of around 4 buses per hour. The service's route is: Waltham Cross – Innova Park – Enfield Island Village – Ponders End – Galliard Estate – Edmonton – North Middlesex Hospital

2.14. Route 121 is situated a walking distance of up to 150m walking distance with a frequency of around 6 buses per hour. This service's route is: Enfield Lock, Island Village - Southgate - Turnpike Lane Station.

Rail Services

2.15. Enfield Lock is located approximately 200m walking distance to the east of the application site and forms part of the national rail services Greater Anglian which connects Stansted Airport, Hertford East, Bishops Stortford, Harlow Town, Cheshunt, Tottenham Hale, Stratford and London Liverpool Street.

2.16. Services operated around every 30 minutes to London Liverpool Street, hourly to Stratford and every 30 minutes to Hertford East.

Car Ownership and Parking Demand

2.17. We have considered the parking demand which could be expected to be associated with the proposed houses by obtaining 2011 Census data on car ownership for the area "E01001447 : Enfield 003C" in which the site is located.

2.18. Car ownership data derived from the 2011 Census has been extracted to consider the current car ownership levels of those who live in the vicinity of the site. A summary of the data is provided in **Table 2.2** below.

Table 2.2: Local Car Ownership E01001447 : Enfield 003C (Source: 2011 Census Data)

Cars or Vans	Flat, maisonette, apartment, caravan or other mobile or temporary structure (no. of HH and vehicles)	
	2001 Census	ACE Calculation
All categories: Car or van availability	330	-
No cars or vans in household	192	58%
1 car or van in household	118	118
2 or more cars or vans in household	20	40
Total vehicles	-	158
Car ownership per HH	-	0.47

2.19. The overall average for the area "E01001447 : Enfield 003C", is 0.47 (330 households / 158 vehicles = 0.47) cars per household. 58% of households do not own a car or van.

3. THE PROPOSED DEVELOPMENT

- 3.1 It is proposed to demolish the existing bungalow and redevelop the site to provide 5 residential flats (4 x 2 bed and 1 x 3 bed) with 2 off-street car parking spaces.
- 3.2 The proposed scheme and dwelling layouts are provided at **Appendix B**.

Proposed Access Arrangement

- 3.3 It is proposed to widen the existing dropped kerb driveway to enable two cars to park off-street.

Parking

Car Parking

- 3.4 The Draft London Plan (Intended to Publish version) parking standards states a maximum of up to 1 space per unit for Outer London areas with a PTAL 2.
- 3.5 If the car ownership statistics were applied (**Table 2.2**) to the proposals, this would result in a total demand of fewer than 1 car on-street ($0.47 * 5 = 2.3$ minus 2 proposed spaces, gives 0.3 [rounded up to 1]).
- 3.6 The survey results (**Table 2.1**) show that, with a minimum of 21 free on-street spaces observed during the night, when demand from existing residents is highest (particularly during the restrictions associated with the COVID-19 pandemic), there is spare capacity to accommodate the anticipated additional parking resulting from this development.

Cycle Parking

- 3.7 In terms of cycle parking the proposed houses will have easily accessible storage, with a total provision for 2 cycles per dwelling. This accords with the Draft London Plan requirements which are as follows.
- Long Stay - 1 space per studio, 1.5 spaces per 1-bedroom unit and 2 spaces per all other dwellings

- Short Stay – 1 space per 40 units

Refuse storage and collection

Refuse collection will be from kerbside by means of the existing vehicle routing on Malvern Road, as is the current situation for the existing property and other properties along Malvern Road.

The refuse is stored within 10m of the adopted highway and therefore below the maximum carry distance for operatives.

4. SUMMARY AND CONCLUSIONS

- 4.1 A planning application for the development at 10 Malvern Road, Enfield EN3 6DA to provide 5 flats.
- 4.2 The site is located within walking distance of public transport and local facilities which cater for everyday convenience needs.
- 4.3 Surveys of existing on-street parking were undertaken at 03:00, 07:45 and 18:00 on Tuesday 3rd November 2020 and 03:00, 07:45 and 18:00 on Wednesday 4th November 2020. The surveys were undertaken during the period just before England was put into the second 'lockdown' associated with the COVID-19 outbreak and when many people were still working from home. The results established that there is on-street parking for approximately 21 cars within a 200m walk of the site. There was spare capacity in the night time and early evening periods.
- 4.4 Analysis of 2011 Census data on car ownership for the local area has predicted the proposed scheme may result in a potential demand for 2.3 car parking spaces. Given the proposals provide 2 off-street parking spaces this will result in demand for 1 on-street parking space, given the above spare capacity this can easily be accommodated.
- 4.5 In terms of on-street parking occupancy we consider that there is no reason why this application should be refused on highways and transportation grounds.

Appendix A

Results of on-street parking surveys

Job Number & Name: **Malvern Road, Enfield**

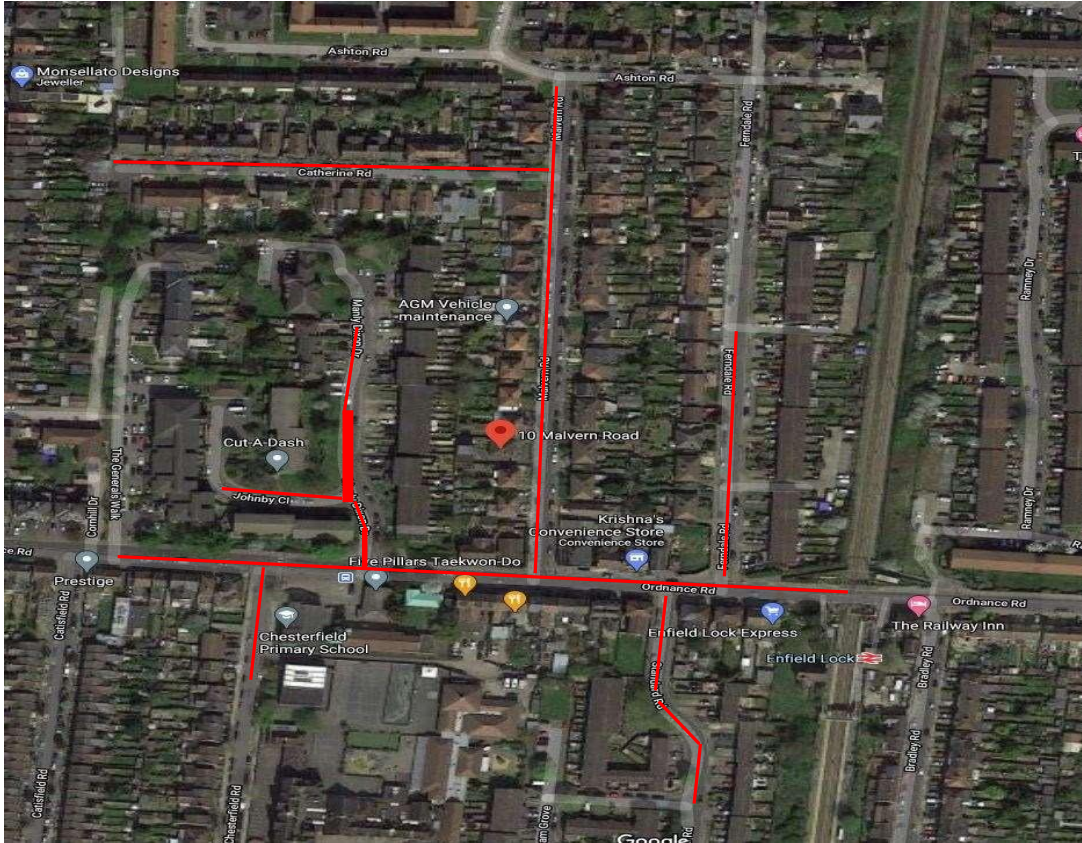
Site Number/Name: **No 10**

Date: Tuesday 3rd & Wednesday 4th November 2020

00:30 night time beats, and 07:45 & 18:00 daytime beats

Weather: Dry

Survey Site Location: Red Lines indicate survey boundary



Description of column headers

- Total Available Length of Kerb Space** Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5.0m [ie between two crossovers]
- Unuseable kerb Space** Measured length (in metres) of unuseable kerb space - sections left over not divisible by 5.0m & 7.5m close to junctions & DY Lines, Bus Stops, Ped Crossings
- Crossovers** Measured total length of all crossovers within each road
- Total Length (m)** Total length of roadway inc all crossovers and unuseable section lengths.
- Length (m)** Measured length (in metres) of total useable kerb length per road parking type , divisible by 5.0m [parking spaces for this survey]
- Calculated Spaces** Calculation of number of available spaces based on 5.0m length
- Cars Parked** Number of vehicles parked per time period
- Stress** Calculated stress per restriction per road based on number of parked vehicles and number of available spaces
please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary Traffic Surveys UK were appointed to carry out a Parking survey over two week nights and weekdays in the area of Enfield The survey was carried out to Lambeth Methodology guidelines to aprox 200m from site, and included the extra daytime beats over two weekdays The correct variant of the Lambeth Methodology is carried out taking into consideration the closeness of the site to:- Rail Stations, high streets, shops, local amenities & attractions, religious venues, and bars & restaurants etc that may make extra parking demands during the day or in the evening period.

A Road inventory has been supplied of the area detailing road parking available and restrictions Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping Vehicle spaces are determined at 5.0m [as Lambeth Parking Survey Methodology guidelines] Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle Likewise survey boundary is curtailed if no parking is possible ie junction approach, narrow restricted road/bridge ped or level crossings etc. The scope of the report assesses:
availability of kerb space (both usable and unusable);
the level of parking availability within 200m of the site; and
provides information regarding the occupancy stress levels of the surrounding roads, and feasibility of adding some extra on road parking.

Survey Area Description The survey area is mainly residential, with unrestricted roadside parking to the south of the survey area [Ordnance Rd] there is Enfield Lock Rail Station [to the east]and also some retail food and business outlets on the south side of Ordnance Rd where vehicles have access [crossovers] to off road parking [site owners] the inventory reflects this Parking capacity was assessed following the road inventory measuring exercise taking into account sightlines and highway safety. Where roadways are narrow - ie 6m or under then single side roadway parking is assessed.

TSUK Result overview/observations

Overall the parking stress within the whole survey area ranged from 87% to 88% on the overnight parking beats which equates to around 20 useable parking spaces over the whole survey area. There were 5/6 spaces on Malvern Rd itself - with Catherine Rd having more spaces available The report shows that overnight the survey area is under 90% parking stress and the slight extra parking demand from the planning application should not overly add to parking pressures within the survey area - approx a 2 minute walk from site.

ROAD INVENTORY

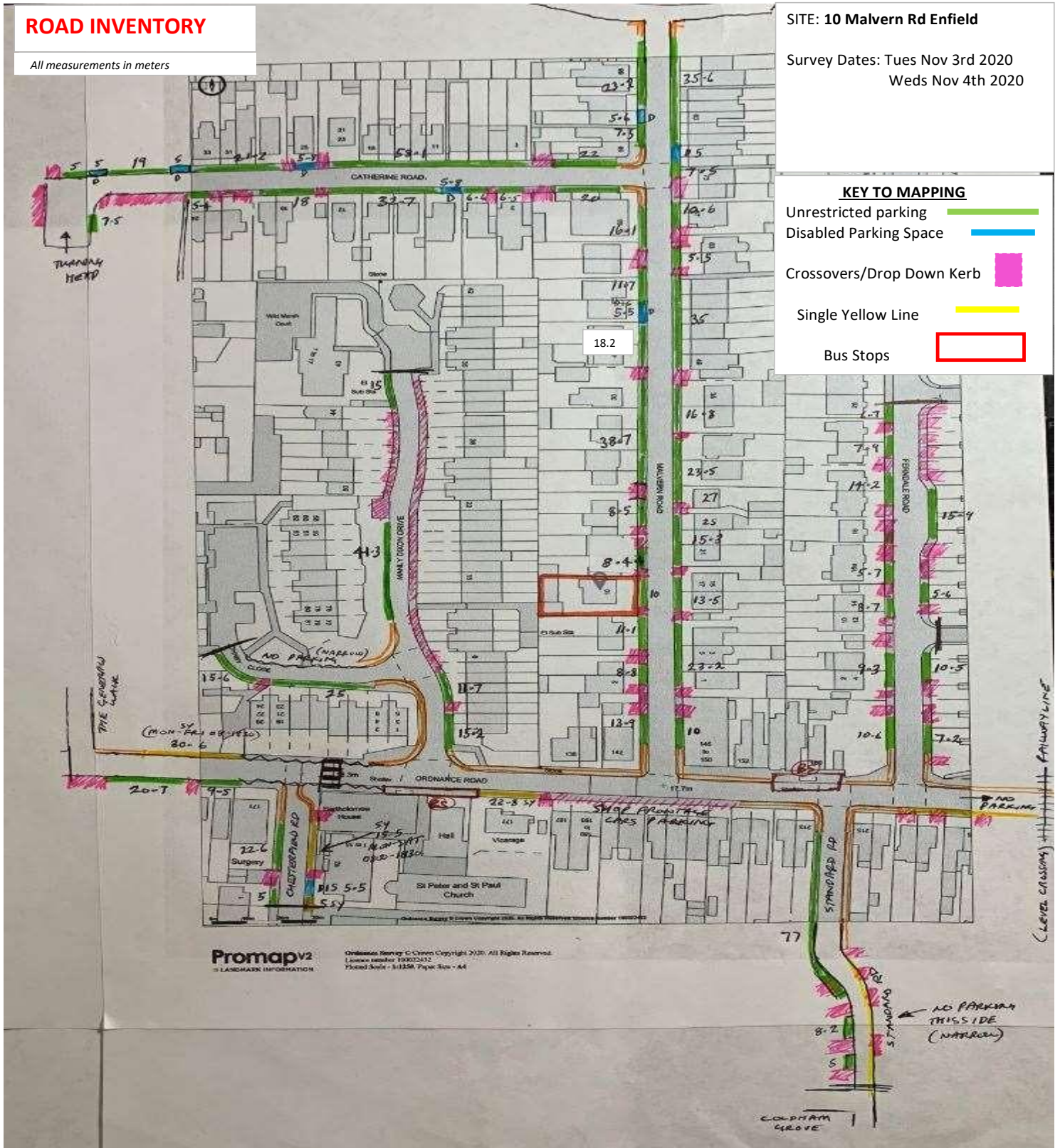
All measurements in meters

SITE: 10 Malvern Rd Enfield

Survey Dates: Tues Nov 3rd 2020
Weds Nov 4th 2020

KEY TO MAPPING

- Unrestricted parking —
- Disabled Parking Space —
- Crossovers/Drop Down Kerb ■
- Single Yellow Line —
- Bus Stops



Promap v2
LANDMARK INFORMATION

Ordnance Survey © Crown Copyright 2020. All Rights Reserved.
License number 100022432
Printed Scale - 1:11250 Paper Size - A4

77
STANHOPE RD
NO PARKING THIS SIDE (NARROW)
COLPHAM GROVE

5.0m per vehicle space survey		Unrestricted Parking						Disabled Marked Bays				Non Space [less than 5m space] or over crossover		TOTALS			Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR	
		Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked
00:30 Tuesday November 3rd 2020	Catherine Road	246.4	26.4	200	40	29	73%	20	4	3	75%	0	44	32	73%						0	
	Malvern Road	388.7	48.7	325	65	58	89%	15	3	3	100%	0	68	61	90%						0	
	Ferndale Road	102.3	22.3	80	16	17	106%					4	16	21	131%						0	
	Manly Dixon Drive	83.2	3.2	80	16	14	88%					1	16	15	94%						0	
	Johnby Close	40.6	0.6	40	8	5	63%					0	8	5	63%						0	
	Ordnance Road	80.2	5.2	25	5	5	100%					0	5	5	100%	50	10	0	0%		0	
	Standard Road	88.2	3.2	85	17	14	82%					0	17	14	82%						0	
	Chesterfield Road	53.6	3.6	25	5	4	80%	5	1	0	0%	0	6	4	67%	20	4	1	25%		0	
	TOTALS	1083.2	113.2	860	172	146	85%	40	8	6	75%	5	180	157	87%	70	14	1	7%		0	

5.0m per vehicle space survey		Unrestricted Parking						Disabled Marked Bays				Non Space [less than 5m space] or over crossover		TOTALS			Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR	
		Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked
07:45 Tuesday November 3rd 2020	Catherine Road	246.4	26.4	200	40	28	70%	20	4	3	75%	0	44	31	70%						0	
	Malvern Road	388.7	48.7	325	65	57	88%	15	3	2	67%	0	68	59	87%						0	
	Ferndale Road	102.3	22.3	80	16	16	100%					1	16	17	106%						0	
	Manly Dixon Drive	83.2	3.2	80	16	12	75%					1	16	13	81%						0	
	Johnby Close	40.6	0.6	40	8	5	63%					0	8	5	63%						0	
	Ordnance Road	80.2	5.2	25	5	4	80%					0	5	4	80%	50	10	0	0%		0	
	Standard Road	88.2	3.2	85	17	15	88%					0	17	15	88%						0	
	Chesterfield Road	53.6	3.6	25	5	3	60%	5	1	0	0%	0	6	3	50%	20	4	1	25%		0	
	TOTALS	1083.2	113.2	860	172	140	81%	40	8	5	63%	2	180	147	82%	70	14	1	7%		0	

5.0m per vehicle space survey		Unrestricted Parking						Disabled Marked Bays				Non Space [less than 5m space] or over crossover		TOTALS			Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR	
		Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked
18:00 Tuesday November 3rd 2020	Catherine Road	246.4	26.4	200	40	27	68%	20	4	2	50%	0	44	29	66%						0	
	Malvern Road	388.7	48.7	325	65	60	92%	15	3	2	67%	0	68	62	91%						0	
	Ferndale Road	102.3	22.3	80	16	15	94%					3	16	18	113%						0	
	Manly Dixon Drive	83.2	3.2	80	16	13	81%					2	16	15	94%						0	
	Johnby Close	40.6	0.6	40	8	6	75%					0	8	6	75%						0	
	Ordnance Road	80.2	5.2	25	5	3	60%					0	5	3	60%	50	10	0	0%		0	
	Standard Road	88.2	3.2	85	17	14	82%					0	17	14	82%						0	
	Chesterfield Road	53.6	3.6	25	5	4	80%	5	1	0	0%	0	6	4	67%	20	4	0	0%		0	
	TOTALS	1083.2	113.2	860	172	142	83%	40	8	4	50%	5	180	151	84%	70	14	0	0%		0	

Job Number & Name: **Malvern Road, Enfield**

Site Number/Name: **No 10**

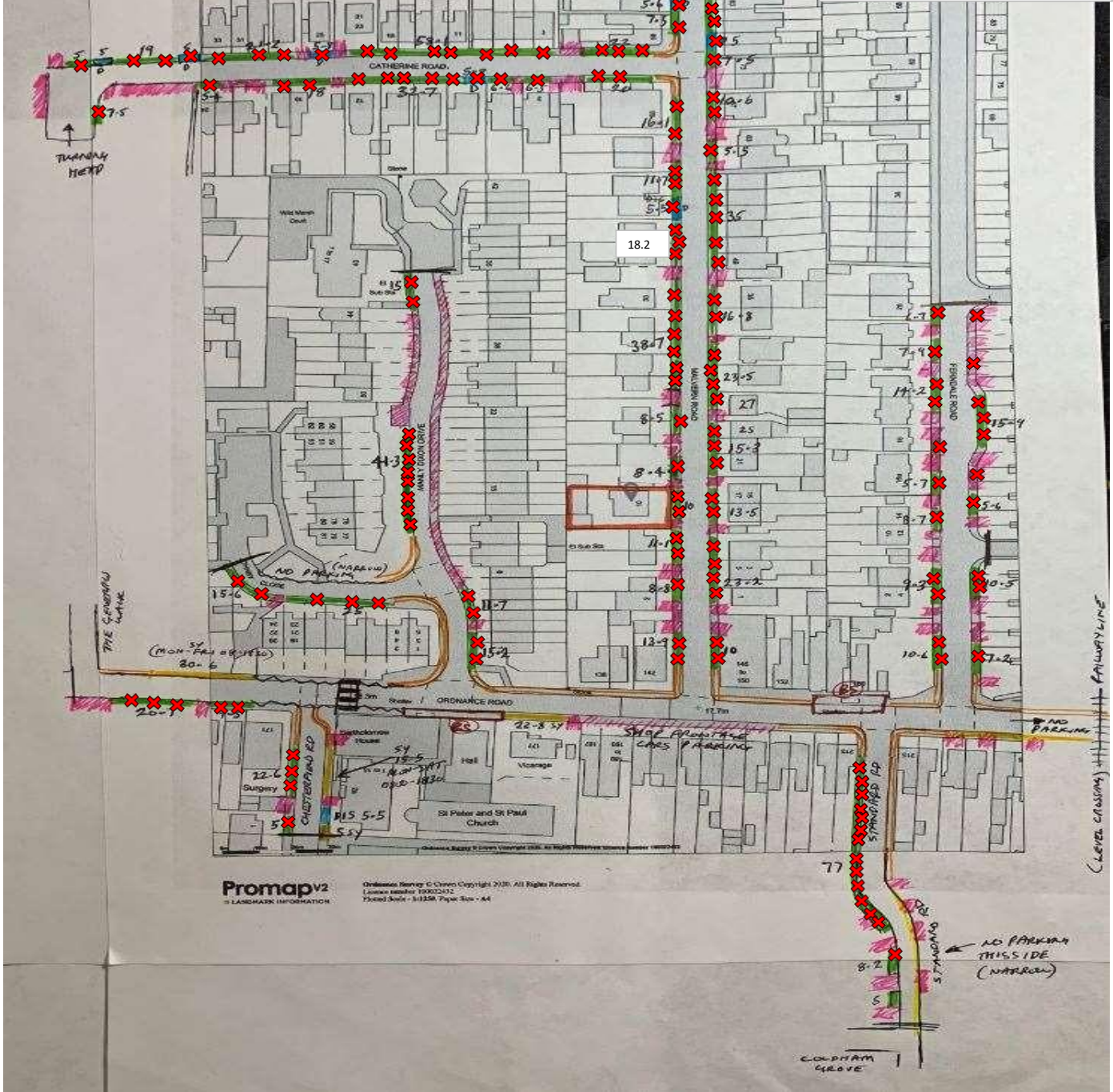
Date: Tuesday 3rd & Wednesday 4th November 2020

Vehicle Parking Plot

"X" approximate position of parked vehicle

SITE: 10 Malvern Rd Enfield

Client: Survey Dates: Tues Nov 3rd
2020



5.0m per vehicle space survey

Street Name	Total Length of Available Kerb Space	unuseable kerb space	Unrestricted Parking				Disabled Marked Bays				Non Space [less than 5m space] or over crossover		TOTALS			Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR		
			Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked
Catherine Road	246.4	26.4	200	40	32	80%	20	4	2	50%	0	44	34	77%							0	
Malvern Road	388.7	48.7	325	65	60	92%	15	3	2	67%	1	68	63	93%							0	
Ferndale Road	102.3	22.3	80	16	16	100%					3	16	19	119%							0	
Manly Dixon Drive	83.2	3.2	80	16	14	88%					1	16	15	94%							0	
Johnby Close	40.6	0.6	40	8	6	75%					0	8	6	75%							0	
Ordnance Road	80.2	5.2	25	5	5	100%					0	5	5	100%	50	10	0	0%			0	
Standard Road	88.2	3.2	85	17	13	76%					0	17	13	76%							0	
Chesterfield Road	53.6	3.6	25	5	4	80%	5	1	0	0%	0	6	4	67%	20	4	0	0%			0	
TOTALS	1083.2	113.2	860	172	150	87%	40	8	4	50%	5	180	159	88%	70	14	0	0%			0	

5.0m per vehicle space survey

Street Name	Total Length of Available Kerb Space	unuseable kerb space	Unrestricted Parking				Disabled Marked Bays				Non Space [less than 5m space] or over crossover		TOTALS			Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR		
			Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked
Catherine Road	246.4	26.4	200	40	30	75%	20	4	2	50%	0	44	32	73%							0	
Malvern Road	388.7	48.7	325	65	59	91%	15	3	2	67%	0	68	61	90%							0	
Ferndale Road	102.3	22.3	80	16	15	94%					2	16	17	106%							0	
Manly Dixon Drive	83.2	3.2	80	16	12	75%					1	16	13	81%							0	
Johnby Close	40.6	0.6	40	8	5	63%					0	8	5	63%							0	
Ordnance Road	80.2	5.2	25	5	4	80%					0	5	4	80%	50	10	0	0%			0	
Standard Road	88.2	3.2	85	17	14	82%					0	17	14	82%							0	
Chesterfield Road	53.6	3.6	25	5	5	100%	5	1	0	0%	0	6	5	83%	20	4	0	0%			0	
TOTALS	1083.2	113.2	860	172	144	84%	40	8	4	50%	3	180	151	84%	70	14	0	0%			0	

5.0m per vehicle space survey

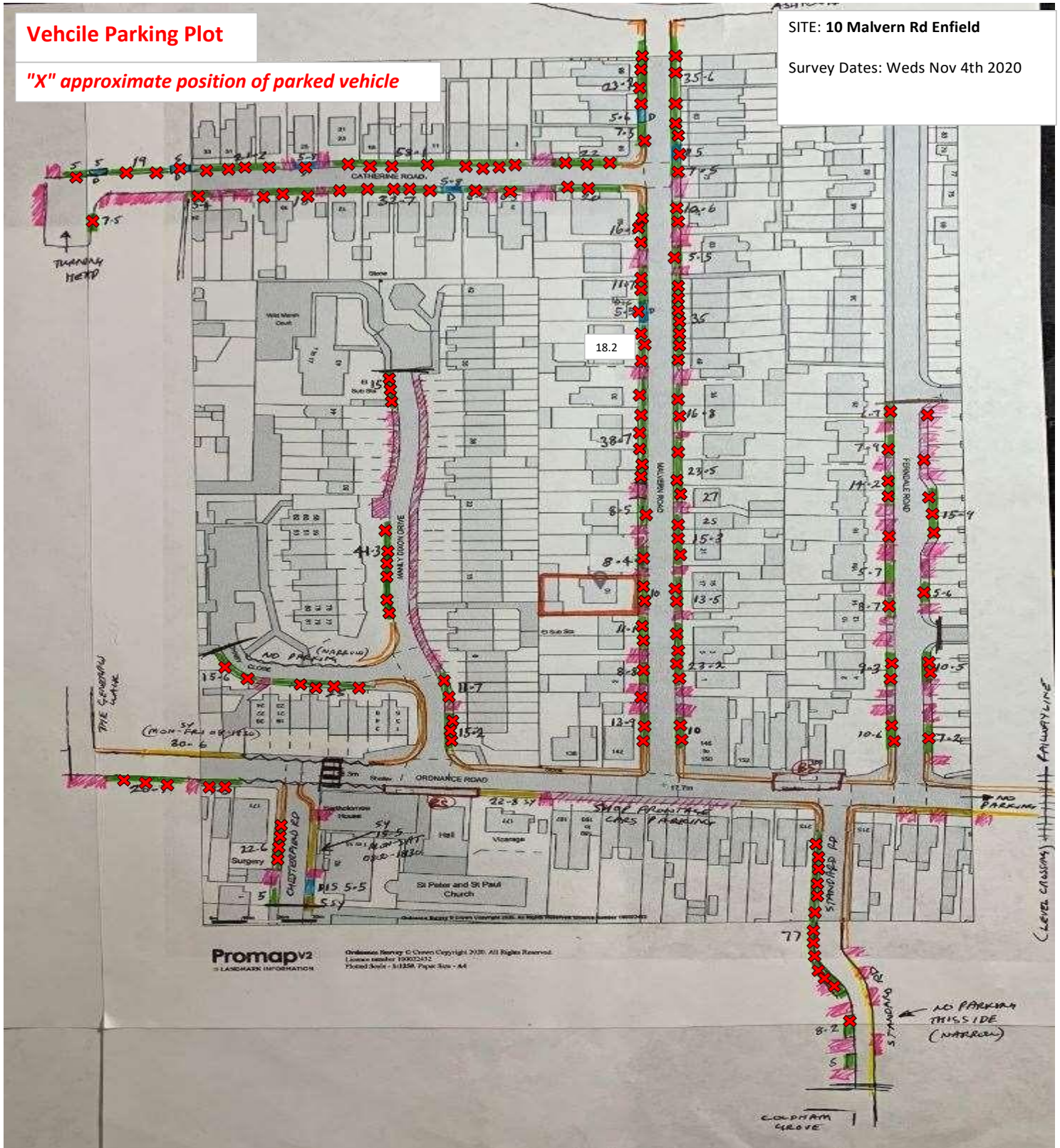
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Unrestricted Parking				Disabled Marked Bays				Non Space [less than 5m space] or over crossover		TOTALS			Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR		
			Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked
Catherine Road	246.4	26.4	200	40	29	73%	20	4	1	25%	0	44	30	68%							0	
Malvern Road	388.7	48.7	325	65	61	94%	15	3	2	67%	0	68	63	93%							0	
Ferndale Road	102.3	22.3	80	16	17	106%					3	16	20	125%							0	
Manly Dixon Drive	83.2	3.2	80	16	13	81%					2	16	15	94%							0	
Johnby Close	40.6	0.6	40	8	6	75%					0	8	6	75%							0	
Ordnance Road	80.2	5.2	25	5	4	80%					0	5	4	80%	50	10	0	0%			0	
Standard Road	88.2	3.2	85	17	14	82%					0	17	14	82%							0	
Chesterfield Road	53.6	3.6	25	5	4	80%	5	1	0	0%	0	6	4	67%	20	4	0	0%			0	
TOTALS	1083.2	113.2	860	172	148	86%	40	8	3	38%	5	180	156	87%	70	14	0	0%			0	

Vehicle Parking Plot

"X" approximate position of parked vehicle

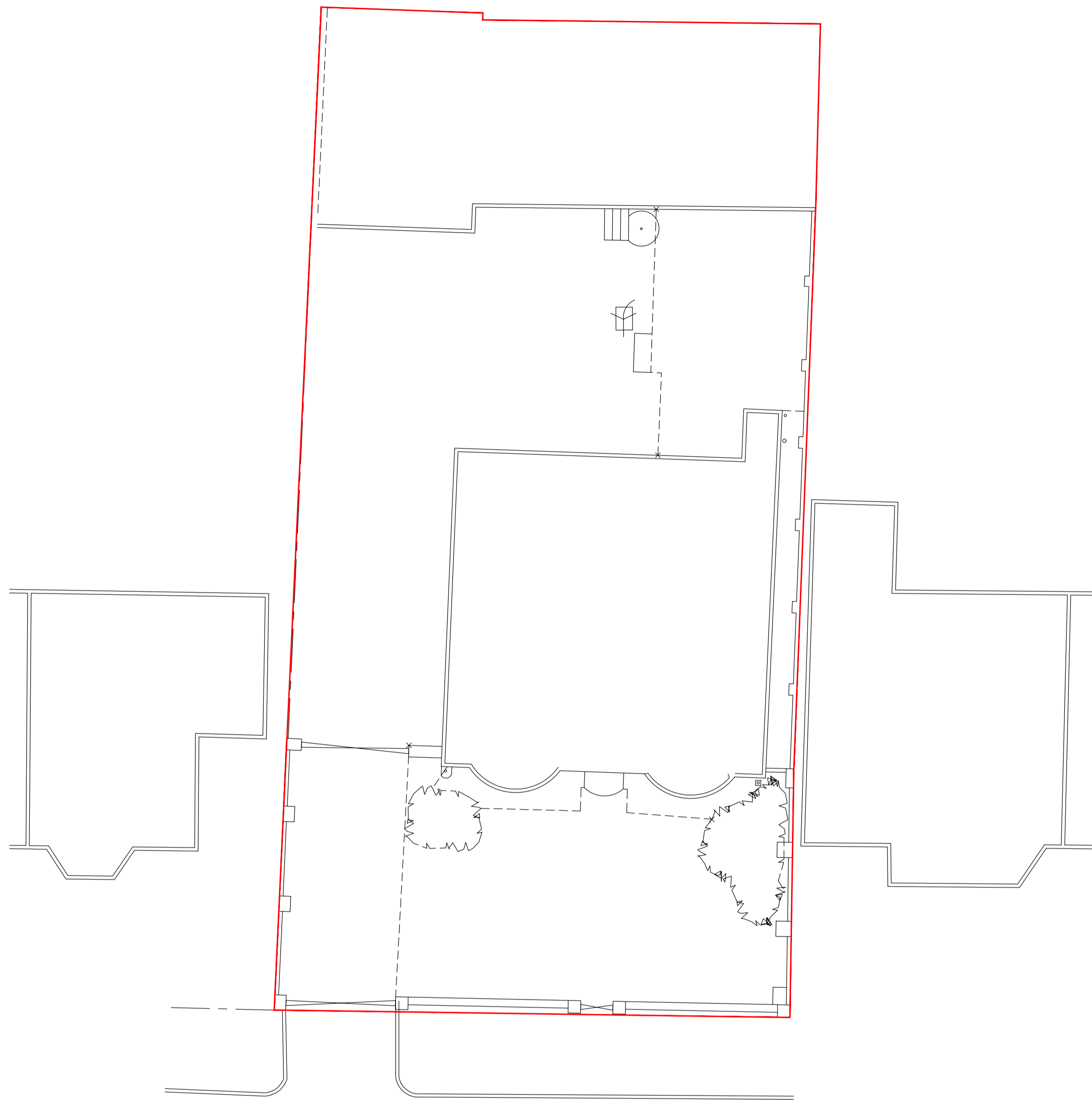
SITE: 10 Malvern Rd Enfield

Survey Dates: Weds Nov 4th 2020



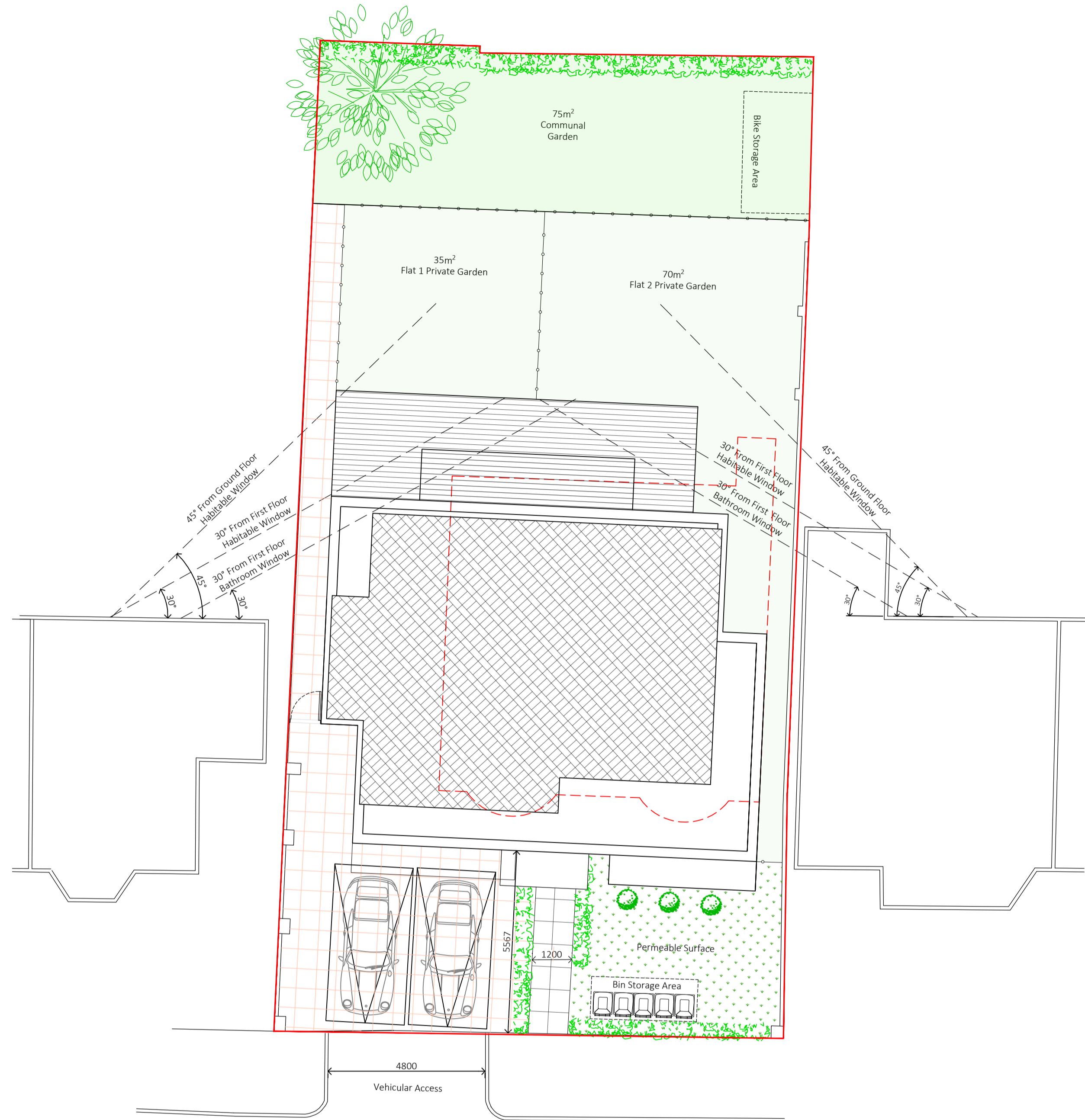
Appendix B

Proposed Layout



Existing Site Plan

Scale 1:100 @ A1
1:200 @ A3



Site Plan As Proposed

Scale 1:100 @ A1
1:200 @ A3

NOTES
All dimensions are in millimetres

10 Malvern Road Enfield	
EXISTING & PROPOSED SITE PLANS	
DRAWING REF: 51/061220/02	2 of 8
SCALE: As Stated	DATE: Jan 2021





Planning and Design and Access
Statement 10 MALVERN ROAD, EN3 6DA

1.0 INTRODUCTION

- 1.1 The purpose of this statement is to satisfy the requirements of Article 9 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 which requires certain categories of planning application to be accompanied by a Design and Access Statement. The document also serves as a Planning Statement.

2.0 THE SITE AND ITS SURROUNDINGS

Location

- 2.1 The site, as shown in Figure 1, is located in Malvern Road approximately 70 metres north from the junction with Ordnance Road.
- 2.2 Malvern Road is located in the Enfield Lock ward, the most north easterly ward in Enfield buried within a network of residential streets lined with rows of terraced and semi-detached houses. The site has a Public Transport Accessibility Level (PTAL) of 2 (where level 1 is poor and level 6 is excellent) but is located less than quarter of a mile walk to Enfield Lock Station to the south-east (and is perpendicular to the local shopping parade on Ordnance Road) and a 1 mile walk to Turkey Street Station to the west. This confirms that, whilst on a similar latitude to most of the Green Belt within Enfield, this north eastern sector of the borough has a distinctly urban grain.



Fig 1. Location Plan – Malvern Road

Application Site

- 2.3 The application property, no 10 Malvern Road, is a detached bungalow that lies on the western side of Malvern Road. No 10 is distinct in that it lies on a plot that measures effectively the width of two house plots when considered against the size and scale of other houses and plots in the locality. The overall site area is 0.043HA (435 square meters) and the frontage is approximately 15 meters wide and the site is approximately 29 meters deep. The unusual width of the plot is confirmed by the street numbering as no 12 Malvern Road does not exist and it is likely that number 10 is an infill property that sits on a site that was previously occupied by two houses. Within the site, at the rear of the application property lies an old coach house that provides additional habitable space.
- 2.4 The site is flat with a sizeable parking forecourt to the front (eastern) boundary bordering Malvern Road with a vehicular access point and existing crossover at the (southern) corner.
- 2.5 The site does not contain any statutorily or locally listed buildings and is not located within a conservation area. The Environment Agency website confirms that the application site, together with the rest of the road is not at risk of flooding from rivers or surface water.

Fig 2. Aerial View of Site

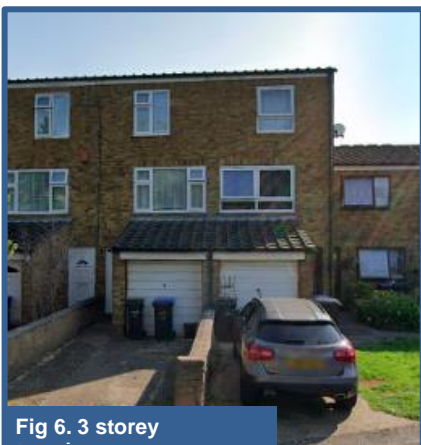
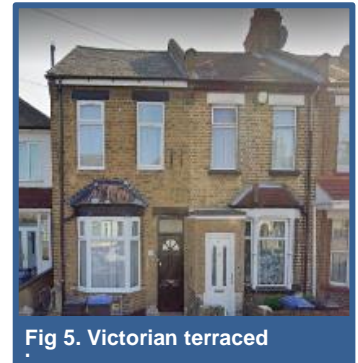


Surrounding Properties

- 2.6 Malvern Road runs vertically on a north to south axis and is populated by an eclectic mix of architectural styles, consisting of detached bungalows, 20's and 30's style semi-detached houses and an incongruous mix of Victorian semi-detached and terraced dwellings. The majority of houses on the road are two storey with the exception of the bungalows.
- 2.7 Adjacent to the site to the south stands no 8 Malvern Road, a two storey 1920's semi-detached property with a ground floor side extension to its northern side, bordering the application site that contains a bathroom. No. 8 lies in a row of four semi-detached properties on the south side of the street two of which are shown in Fig. 3 below.
- 2.8 On the northern boundary to the site lies no 14 Malvern Road, a Victorian semi-detached property with a ground floor side extension adjacent to the application property. No. 14 also is in a row of semi-detached properties to the north of the site.

2.9 To the rear of the site lies Manly Dixon Drive, a cul-de-sac that provides access to a mixture of two and three storey houses and flats that appear to have been constructed in the 1980's. Directly behind the application site on Manly Dixon Drive is a row of 3 storey town houses as shown in Fig. 6 below.

2.10 The buildings on the road are residential with some architectural variety but of no particular architectural merit as shown in Fig. 3 – 7 below, most have brick facades. The row of properties within which the application site is located are clad in brick and white render as per Fig. 3.



3.0 RELEVANT PLANNING HISTORY

3.1 There is no relevant planning history that relates to this site.

4.0 CURRENT PROPOSAL

4.1 Application is made to demolish the existing buildings and the construction of five new flats across two/part three storeys, comprising of one 3 bed flat and four 2 bed flats.

5.0 DESIGN AND ACCESS

5.1 The proposed apartment building would be laid out over three storeys, incorporating a set back top storey, in a style that would sit comfortably in its setting. The ground floor would accommodate one 3 bedroom flat and one 2 bedroom flat, each with

their own private gardens. The first floor would have two 2 bedroom flats, each with their own private enclosed balconies. An additional 2 bedroom flat has designed within a set back top storey, again with its own private terrace. Furthermore, each dwelling would have access to a communal garden, secure bike storage at the rear of the property, two off street car parking spaces and communal refuse storage.

Inclusive Design Statement

- 5.2 The site and its setting has informed the design process in determining the most appropriate form of development with regards to context and capacity for growth.
- 5.3 **Objective**– The objective of the proposal is to optimise the density of an under developed residential site and replace the existing buildings whilst respecting and where possible, enhancing the character and appearance of the area.
- 5.4 **Use** – The proposed use of the land shall remain as residential land as such is compatible with the use of adjoining land. This application will provide an opportunity to create additional dwellings whilst not having a detrimental effect upon its surroundings.
- 5.5 **Scale** – The scale of the proposed building is dictated by the site and its surroundings. The building has been carefully positioned within the site, to be inside the 30 and 45 degree lines from the rear windows of the neighbouring properties. The height of the proposed building is in line with the neighbouring no. 8 and no. 14, and its mass and scale has been carefully considered to ensure that it fits in well with, and would complement, the setting. Additionally, the scheme incorporates no flank windows in order to ensure that there are no concerns raised with regard to overlooking.
- 5.6 **Streetscape** –The unique opportunity of a wide frontage afforded by the double width plot has unlocked the potential to design a building that enhances the local street scene whilst removing an incongruous 2 storey building from the rear of the site to the benefit of the immediately surrounding houses.
- 5.7 **Design**–The design cue for the proposed building has been taken from the character of the surrounding buildings, most notably the row of semi-detached properties in which this building sits. This is reflected by the proposal for a traditional building form of red brick, white coping stone and zinc grey cladding, consisting of accommodation over two main storeys. The roof level accommodation would be set back from the main building line to minimise its presence in the street scene.
- 5.8 The main mass of the building is vertically split into two to achieve the step across the front elevation but each side is designed with vertically proportioned windows set either side of a central access porch and circulation area. To optimise the habitable space on the second floor, the building has been designed with a flat roof which is in line with the heights of the neighbouring houses at no. 8 and no. 14 (see elevations).
- 5.9 All the flats share a communal entrance into the building located at the midpoint of the ground floor. Due consideration has been given to ensure that the building is

able to provide a robust emergency evacuation in case of fire whereby all the stairs would be inherently fire resistant and all doors are FD30/60 fire regulated doors.

- 5.10 **Internal Accommodation**– The flats have been designed to provide good-sized accommodation in line with the minimum space requirements in accordance with the London Plan (2021), but in a compact volume so that the character of the area is maintained.
- 5.11 Total internal areas for the apartments are shown on the plans together with habitable room areas and internal storage areas to demonstrate that they meet the requisite standards of the London Plan. Furniture layouts are shown to demonstrate that the habitable room spaces are well proportioned, usable and flexible. In addition, each apartment would have an east and west dual aspect, with windows facing both the front and the rear of the site.
- 5.12 **Amenity Space**– As previously stated, each apartment would have a satisfactory level of amenity space as prescribed in Enfield policy DMD9, either through a private garden or an enclosed balcony. In addition, the rear of the property shall feature a communal garden of 75 square meters. As the front elevation is East facing and the rear of the building West facing, each property would obtain direct sunlight throughout most of the day. The property also has generous frontage and defensible space as noted on the drawings.
- 5.13 The site also benefits from a number of public open spaces within the locality, notably Albany Park and Soham Lane Park are both less than 500 meters away.
- 5.14 There are neither trees on the site nor any known Tree Preservation Orders. It is proposed that a tree and other flora will be planted at the rear of property near to its Western boundary with Manly Dixon Drive, to provide a valuable visual screen between the application site and the property at the rear. Further flora shall be planted at the front of the property.

MATERIALS

- 5.15 Traditional materials and features have been carefully chosen to give the proposal a recognisable residential appearance in keeping with the vernacular of the area. This will incorporate a red brickwork façade with white concrete detailing and grey roof tiles on the façade of the top storey.

ACCESS

- 5.16 The application site is located in the middle of Malvern Road which is fairly secluded and offers secure pedestrian and vehicular access.
- 5.17 It is considered positively that the proposed flats can be readily serviced by a range of transport modes which are already well integrated within the area including two train lines being available from two stations within a mile of the site together with a number of bus routes within easy reach. The dwellings will provide good quality 3 bedroom and 2 bedroom flats for the Enfield housing stock.

- 5.18 The new apartment building will have two off street car parking spaces and these will be accessed directly from Malvern Road via a dropped kerb. The existing site has dropped kerb in the south east corner of the plot, the location of the dropped kerb will need to be relocated in order to be in line with car parking spaces.
- 5.19 The proposed site has a communal entrance that can be clearly seen from the road. Internally all accommodation is accessible via the stairs. Within each flat the main living/dining areas, bedrooms and bathroom are accessed via the main entrance door.
- 5.20 Secure cycle parking would be provided for residents to the rear of the site within the communal amenity area, which can be accessed via the external access (which will be gated) through to the rear garden.
- 5.21 Refuse storage would be provided to the front of the site and thus will be convenient both for use by residents and for collections.
- 5.22 Overall the proposed refuse/recycling and servicing arrangements are considered to be appropriate and would not give rise to any adverse impact on the transport network or pedestrian environment in line with development plan policies.
- 5.23 With regard to the accessibility of the proposed design the development would be constructed to comply with Building Regulations Part M4(2) which has superseded Lifetime Homes Standards. With a development of only 5flats there is no need to comply with Part M4(3) and be wheelchair accessible.

6. POLICY CONSIDERATIONS

NATIONAL PLANNING POLICY FRAMEWORK (2019)

- 6.1 The central tenet of the NPPF is the presumption in favour of sustainable development. Paragraph 8 of the NPPF cites three overarching objectives to achieve this:
- a) An economic objective. That relates to the strength of the economy.
 - b) A social objective. Refers to the need to ensure a sufficient number and range of homes to meet the needs of present and future generations
 - c) An environmental objective. The protection and enhancement of the natural, built and historic environment, including making effective use of land and adapting to climate change.
- 6.2 The objectives b) and c) directly relate to this application as the proposal seeks to provide much needed additional housing and make effective use of the land without harming the natural or built environment and therefore it complies.
- 6.3 Paragraph 11 refers to the presumption in favour of sustainable development and approving development proposals that accord with an up to date Development Plan. The application proposals comply with all relevant policies.

- 6.4 Section 5 sets out the Government's policies in respect of delivering a sufficient supply of homes. The proposals assist in meeting this objective by providing a windfall, net increase of four good quality homes including a compensatory 3 bedroom family dwelling.
- 6.5 The proposal accords with Paragraph 68 which acknowledges that small and medium sized sites such as the application site can make an important contribution to meeting the housing requirement of an area. It requires Local Authorities to support the development of windfall sites and to give great weight to the benefits of using suitable sites within existing settlements for homes. It also encourages the sub-division of large sites where this could help to speed up the delivery of homes. The application site is a small windfall site which it is proposed to be sub-divided to provide four additional homes. The proposal is therefore clearly the type of development that is encouraged by the NPPF.
- 6.6 Section 9 promotes sustainable transport. Paragraph 102 refers to transport issues being considered from the earliest stages of plan-making and development proposals. To this end the scheme proposes two on site car parking spaces. This level of car parking is suitable for one 3 bed flat and four 2 bed flats in a PTAL 2 location, with two train lines within a mile of the site. This is supported by a Lambeth study that demonstrates that there will be sufficient on-street car parking capacity after the development is constructed.
- 6.7 Section 11 refers to planning decisions promoting an effective use of land in meeting the need for homes whilst safeguarding the environment and living conditions. As is discussed further in the context of The London Plan and Enfield Council policies it is acknowledged that, on the basis of density, the site could be suitable for more than 4 additional dwellings. However to safeguard the environment and the living conditions of neighbouring occupiers it is considered that the proposed development suitably optimises the potential of this previously developed site.
- 6.8 Paragraph 118(d) refers to the need to promote and support the development of under-utilised land especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively. The application site is an underutilised site sitting on a larger than usual sized plot within its locality.
- 6.9 Paragraphs 122/123 relate to density considerations and reference is made to development making efficient use of land. It is clear from paragraph 122 part (d) that it is important that, whilst efficient use is made of land, an area's prevailing character and setting should be maintained. The proposals have been designed with this in mind, reflecting the character of the area.
- 6.10 Paragraph 123 refers to the avoidance of homes being built at low densities. However the proposed scheme has a density that lies within the middle range of the parameters given in the London Plan 2016.
- 6.11 Section 15 speaks to the need to conserve and enhance the natural environment. The site is not located in or adjacent to a wildlife corridor or a site of importance for nature conservation. There will be no harm to trees on or adjacent to the site.

THE LONDON PLAN 2021

- 6.12 **Policy H.1** of the London Plan, entitled “**Increasing housing supply**” states that:
“.....To ensure that ten-year housing targets are achieved, boroughs should..... encourage development on other appropriate windfall sites not identified in Development Plans through the Plan period.....optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especiallysmall sites.....”
- 6.13 **Policy H2**, entitled “**Small sites**” states that:
“A Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:
1) significantly increase the contribution of small sites to meeting London’s housing needs
2) diversify the sources, locations, type and mix of housing supply
3) support small and medium-sized house builders
4) support those wishing to bring forward custom, self-build and community-led housing
5) achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.”

B Boroughs should:
1) recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites.....”
- 6.14 Table 4.1 of the Plan indicates that Enfield has an annual target to provide 1246 new dwellings each year up to 2029 whilst Table 4.2 of the Plan expects that in this time period, 353 of these dwellings annually would be provided on small sites in the borough.
- 6.15 The London Plan 2021 eschews the previously applied Density Matrix for calculating density that would have found this proposal, at 373 habitable rooms per hectare, comfortably in the middle range (200-450) for residential densities in urban areas within PTAL 2 locations.
- 6.16 However, the new **Policy D3**, entitled “**Optimising site capacity through the design-led approach**” espouses that:
“For London to accommodate the growth identified in this Plan in an inclusive and responsible way every new development needs to make the most efficient use of land by optimising site capacity. This means ensuring the development’s form is the most appropriate for the site and land uses meet identified needs.”
- 6.17 It also states that:
“A design-led approach to optimising site capacity should be based on an evaluation of the site’s attributes, its surrounding context and its capacity for growth to determine the appropriate form of development for that site.”
- 6.18 **Policy T5 Cycling**, states that:

"Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycle Design Standards (or subsequent revisions)."

6.19 The application proposal would comfortably meet the requirements of this policy by providing 12 secure cycle parking spaces.

6.20 **Policy T6Car Parking** states that:

"Car-free development should be the starting point for all development proposals in places that are well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. Car-free development has no general parking but should still provide disabled persons parking..... An absence of local on-street parking controls should not be a barrier to new development."

6.21 **Policy T6** also states that:

"Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles".

6.22 Open front boundaries are common in the present street scene. It is intended that designated off street parking, providing two off street parking spaces for the flats on the site frontage, together with two train lines available within a mile of the site would be appropriate and acceptable in this case. Furthermore, the proposal is accompanied by a Lambeth style parking assessment to demonstrate the minimal impact of the proposal upon local car parking demand.

6.23 **Policy D5 Inclusive Design** states that:

"Development proposals should achieve the highest standards of accessible and inclusive design..... taking into account London's diverse populationbe convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment..... be able to be entered, used and exited safely, easily and with dignity for all"

6.24 The proposed building has been designed to maximise its accessibility to all with all dwellings being constructed to wheelchair accessibility standards.

6.25 **Policy D6– Housing quality and standards**, states that:

"Housing developments should be of high quality design, and provide adequately sized rooms, as per Table 3.1, with comfortable and functional layouts, which are fit for purpose and meet the needs of Londoners, without differentiating between tenures."

6.26 Table 3.1 of the London Plan (2021) space standards require the following a minimum Gross Internal Area (GIA) for each type of flat within the proposed application:-

- a) a 1 storey, 3 bedroom, 4 person dwelling has a minimum GIA of 74 square metres; and
- b) a 1 storey, 2 bedroom, 3 person dwelling has a minimum GIA of 61 square metres.

6.27 The application proposal would provide five new dwellings with a total GIA of 346.3 square meters of floor space. This is further expanded below in Table 1 – The Accommodation Schedule, below. These proportions exceed the minimum standards set by the London Plan (2021) and would clearly satisfy contemporary standards and aspirations.

Table 1. Schedule of accommodation

Unit	Floor level	Unit Type	Internal Floorspace		Amenity Space	
			Proposed (sq m)	Required (sq m)	Proposed (sq m)	Required (sq m)
1	Ground	3b 4p flat	77.8	74.0	60.0	7.0
2	Ground	2b 3p flat	71.0	61.0	35.0	6.0
3	First floor	2b 3p flat	62.0	61.0	3.3	6.0
4	First floor	2b 3p flat	67.5	61.0	6.0	6.0
5	Second floor	2b 3p flat	70.0	61.0	20.0	6.0

6.28 **Policy H1 – Increasing housing supply** states that:
“To ensure that ten-year housing targets are achieved, boroughs should..... encourage development on other appropriate windfall sites not identified in Development Plans through the Plan period, especially from small sites”

6.29 **Policy H2 – Small sites** also states that:
“Boroughs should pro-actively support well designed new homes on small sites (below 0.25 hectares in size)... for London to meet its housing needs, small sites... must make a substantially greater contribution to new supply across the city... therefore increasing the rate of housing delivery from small housing sites is a strategic priority.”

6.30 **Policy H10 – Housing size mix** states that:
“Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to..... robust local evidence of need where available the requirement to deliver mixed and inclusive neighbourhoods the need to deliver a range of unit types at different price points across London the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity..... the ability of new development to reduce pressure on conversion, subdivision and amalgamation of existing stock the need for additional family housing and the role of one and two bed units in freeing up existing family housing”

6.31 The application is on a windfall site measuring 0.043 hectares that is less than 800m from its closest rail station at Enfield Lock, for the redevelopment of a small detached bungalow for a well-designed scheme that provides 5 new units, which are a mix of 2 and 3 bedroom flats that compliant with all relevant national, regional and local policies.

ENFIELD, CORE STRATEGY (2010)

- Core Policy 2 – The proposals are located on a small and unidentified site that will assist in meeting the identified housing target.
- Core Policy 3 – As the development is for less than 10 units and less than 1,000sqm gross internal area there is no requirement to provide affordable housing within the scheme.
- Core Policy 4 – The proposals take account of design and construction matters. The development will comply with all relevant requirements in terms of sustainable design and construction.
- Core Policy 5 – The policy's reference to a mix of unit types/sizes is noted. The proposal offers a blend of two bedroom flats (80% of the proposed development) and a three bedroom flat (20% of the proposed development). In accordance with the policy the density of the proposal ensures the most efficient use of the land whilst at the same time respecting the quality and character of the surroundings.
- Core Policy 20 – The Energy Statement demonstrates that the proposals comply with this policy mitigating and adapting to the impact of climate change and reducing emissions of carbon dioxide in line with the London Plan.
- Core Policy 21 – As discussed in the Drainage Strategy Report and as shown on the completed London Sustainable Drainage Pro-forma, the proposals comply with the relevant aspects of this policy, promoting water conservation and efficiency and appropriate sustainable drainage measures to manage surface water run-off.
- Core Policy 22 – The proposals incorporate appropriately for waste and refuse storage and collection. The proposed site layout shows a refuse enclosure where the proposed flats will be able to leave their waste/recycle bins ready for collection. On collection day, as is the existing situation, the bins will be left at the end of the driveway.
- Core Policy 28 – As the Drainage Strategy Report refers the site is not in a location at risk of flooding. It is therefore an appropriate location for an intensified development. The proposals do not necessitate the submission of a Flood Risk Assessment given the location. In accordance with the policy the proposals incorporate a sustainable drainage system, as is required for all development irrespective of flood risk.
- Core Policy 30 – The development will be of high quality, design led by reference to the surroundings. This is discussed in detail in the Design and Access Statement which considers design of surrounding properties, appearance and materials.

- Core Policy 36 – The application site is not located within or close to an area with acknowledged importance for biodiversity or nature conservation importance. Accordingly the proposals will not impact on any bio-diversity interests.

ENFIELD, DEVELOPMENT MANAGEMENT DOCUMENT (2014)

- Policy DMD1 and DMD2 – The site is not capable of providing enough development to trigger the need to provide affordable housing
- Policy DMD3 – The proposed scheme provides a mix of different sized homes and satisfies the Council's requirement for a family unit, described as a unit of 3 or more bedrooms to be included within the development.
- Policy DMD4 – The proposal complies with this policy in that no net loss of residential floor space is sought by the proposal whilst four additional units are proposed.
- Policy DMD6 – Density has been discussed above in accordance with draft London Plan Policy D1B. For the reasons discussed it is considered that the proposed density is appropriate and optimises site capacity. Scale and form is in keeping with the existing pattern of development.
- Policy DMD7 – The existing property contains a disused coach house at the rear, acting as a two-storey outbuilding with habitable rooms, and as a result does not currently have any significant garden space. The proposed scheme has been designed such that the ground floor flats have their own private gardens and the flats on the first and second floors have private balconies, all of which meet the minimum amenity space requirements as prescribed by policy DMD9. In addition all units will have access to a communal garden at the rear of the property.
- Policy DMD8 – The proposal complies with all relevant criteria. The site is appropriately located for a development of this nature. The proposed development is of appropriate scale, bulk and massing. It will preserve neighbours amenity. In this respect, it is acknowledged that the proposal seeks to extend the footprint of the existing property in line with the requirements of policies DMD11, DMD13 and DMD14, however the proposal will also demolish the existing two-storey outbuilding, increasing the overall amount of sunlight/daylight reaching neighbouring properties. The scheme has been designed so as to ensure that there will be no overlooking of neighbouring properties. Also relevant in the context of this policy is that minimum space standards of the London Plan are exceeded; all flats have good sized rooms with a functional layout; all flats are of accessible design and layout (complying with those aspects of the building regulations which have now replaced the Lifetime Homes standards to which the policy refers).
- Policy DMD9 – The policy requires a minimum private amenity space for each of the two bedroom flats of 6 square meters and minimum private amenity space of 7 square meters for the three bedroom flat. The proposals provide significantly more than this minimum. The ground floor three bedroom flat will have a private

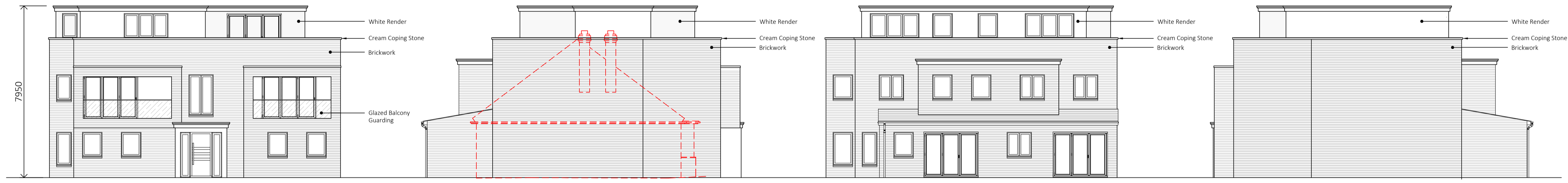
rear garden of 60 square meters; the ground floor two bedroom flat will have 35 square meters of private rear garden; one first floor two bed flats has a private balcony of 6 square meters whilst the other has a private balcony of 3.3 square meters and the second floor flat has a private balcony of 20 square meters. Furthermore, there is a private communal garden of 75 square meters at the rear of the property. Whilst one first floor flat does not meet the minimum required amenity space, it has access to ample communal space at the rear of the property. Furthermore, there are two public parks within a 500 metre distance from the site.

- Policy DMD10 – This refers to the minimum requirement between facing windows so as to ensure no overlooking of neighbouring properties. The policy refers to a minimum distance of 22m between properties of up to two storeys or 25m for properties of up to three storeys. These distances are significantly exceeded.
- Policy DMD37 – The proposals comply with all relevant aspects of this policy. The development is suitable for its intended function providing 5 good quality flats, appropriate to their context and having due regard to the surroundings in all respects. The proposals are appropriately laid out for both pedestrian and vehicular access.
- Policy DMD38 – The Design and Access Statement contained within this document consider the constraints of the site explaining how the design responds to its surroundings.
- Policy DMD45 – This policy cross refers to the London Plan in terms of both cycle and car parking standards. As has been discussed above in connection with London Plan Policies 6.9 and 6.13 the relevant standards are complied with.
- Policy DMD 46 – The proposals may necessitate a new or altered cross-over. We will take advice from the Council's Traffic and Transportation team as appropriate. Whilst there is not enough space on either forecourt for vehicles to enter and leave in forward gear, it is not considered that this would be likely to give rise to matters of adverse highway safety given the small volume of traffic on this road.
- Policy DMD48 – As required the proposals are accompanied by a Lambeth style parking assessment to demonstrate the minimal impact of the proposal upon local car parking demand.
- Policy DMD59 – The site is appropriately located with the development not resulting in any risk of flooding. A site specific Flood Risk Assessment is not required as the site is not in a flood risk area.
- Policy DMD61 – Whilst a Drainage Strategy is not incorporated with the application documentation this matter can be secured by condition were considered appropriate.

- Policy DMD68 – The proposed development will not generate any unacceptable noise over and above what could normally be anticipated for residential uses.
- DMD69 – The only external light may be the lighting along the front driveway and in the canopy above the communal entrance to the property.

7. CONCLUSIONS

- 7.1 The scheme described above is demonstrated to comply with all relevant policies at all levels of the Development Plan in place for this part of the borough at national, strategic and local level. Accordingly the Local Planning Authority is requested to grant planning permission for the development subject to conditions as may be appropriate.



East Elevation

Scale 1:100 @ A1
1:200 @ A3

South Elevation

Scale 1:100 @ A1
1:200 @ A3

West Elevation

Scale 1:100 @ A1
1:200 @ A3

North Elevation

Scale 1:100 @ A1
1:200 @ A3

NOTES

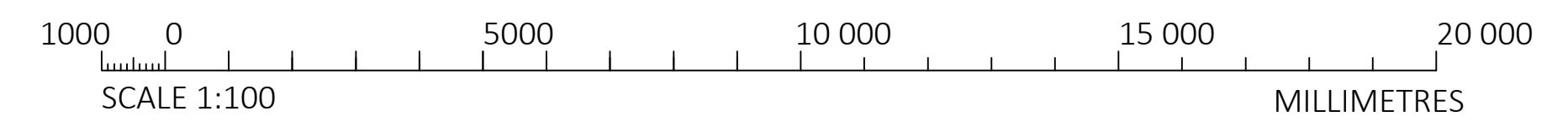
1. All windows and doors to be Aluminium Casement
2. All masonry to be Ibstock facing bricks and in keeping with adjacent properties

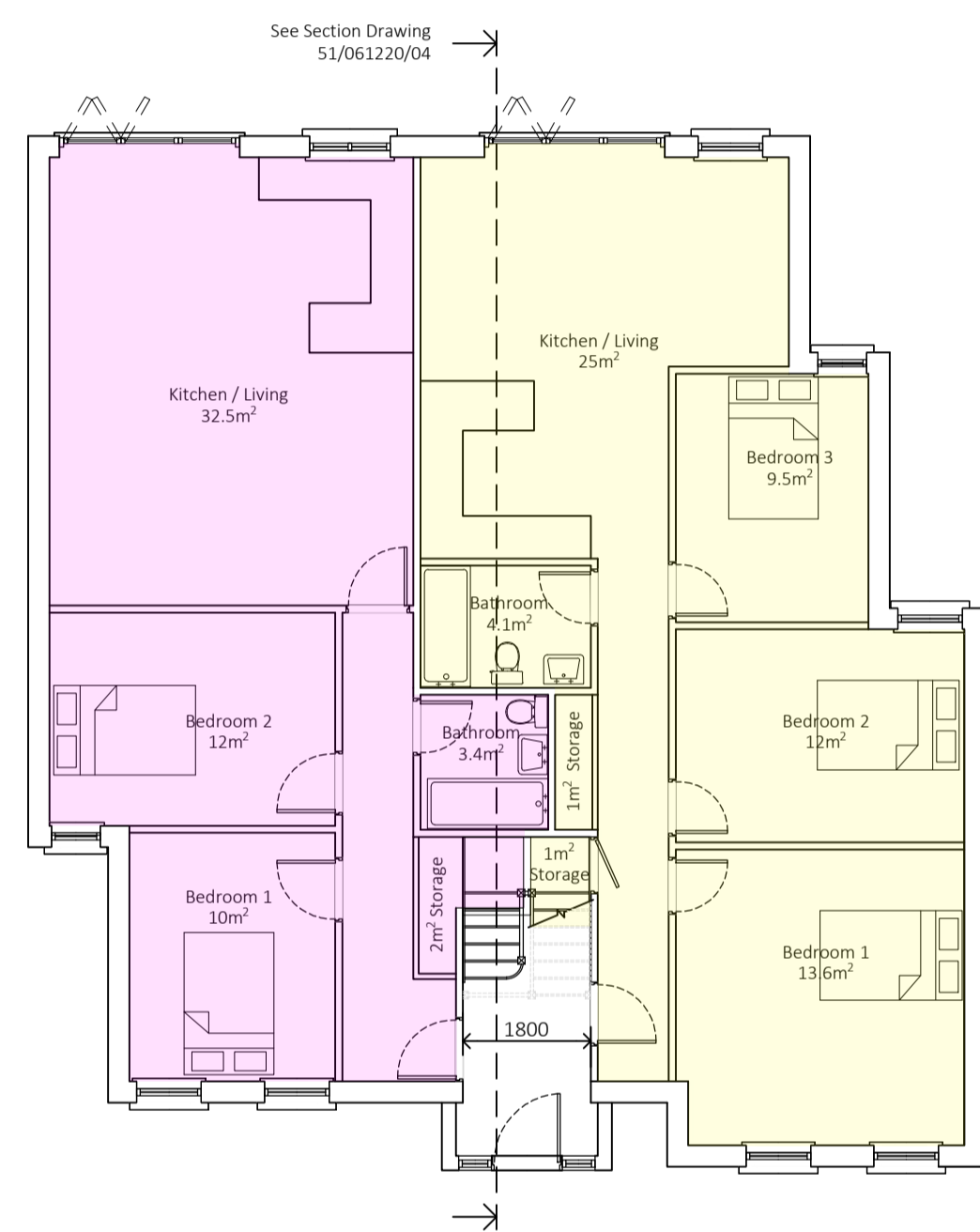
10 Malvern Road
Enfield

PROPOSED ELEVATIONS

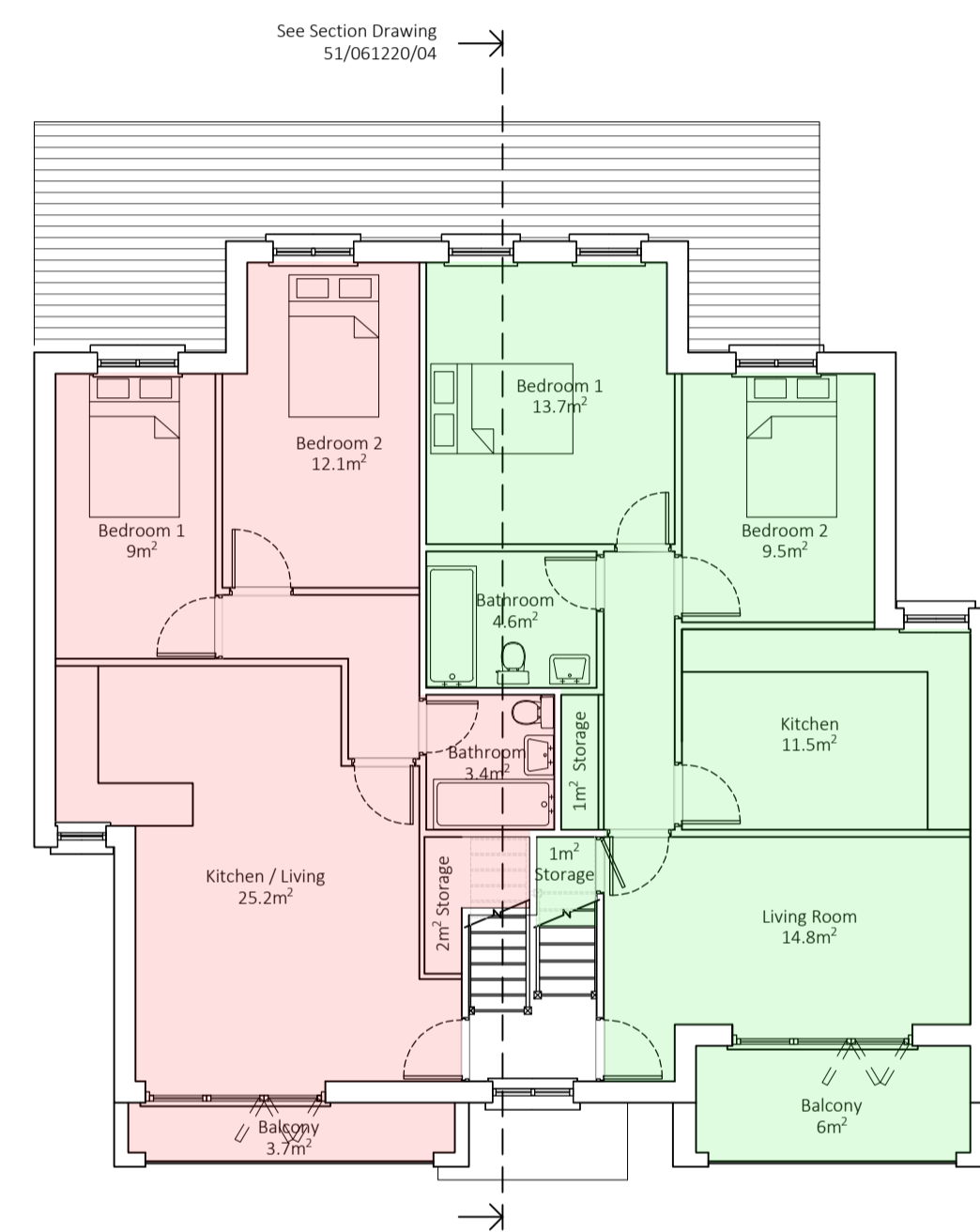
DRAWING REF: 51/061220/06 6 of 8

SCALE: As Stated DATE: Jan 2021

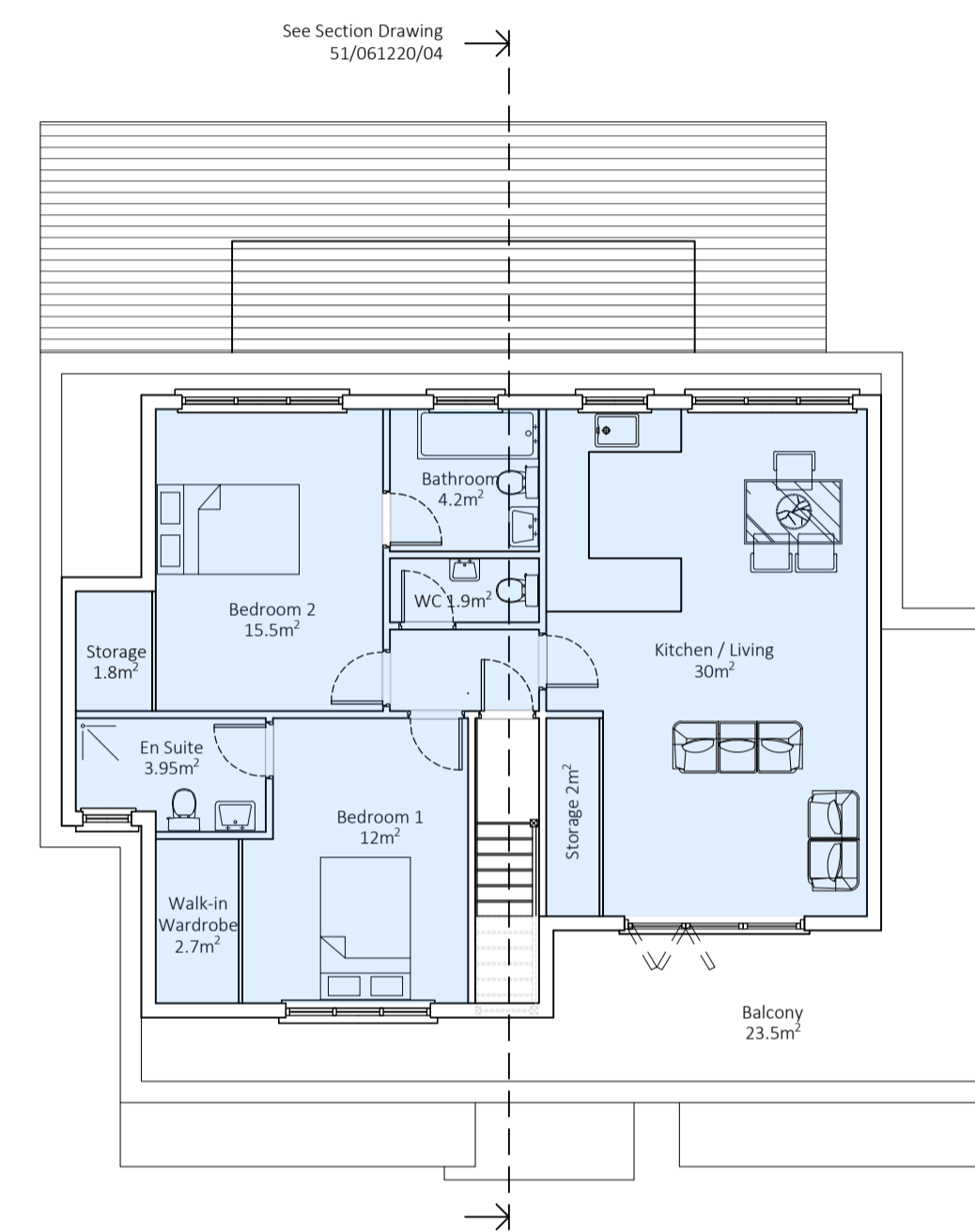




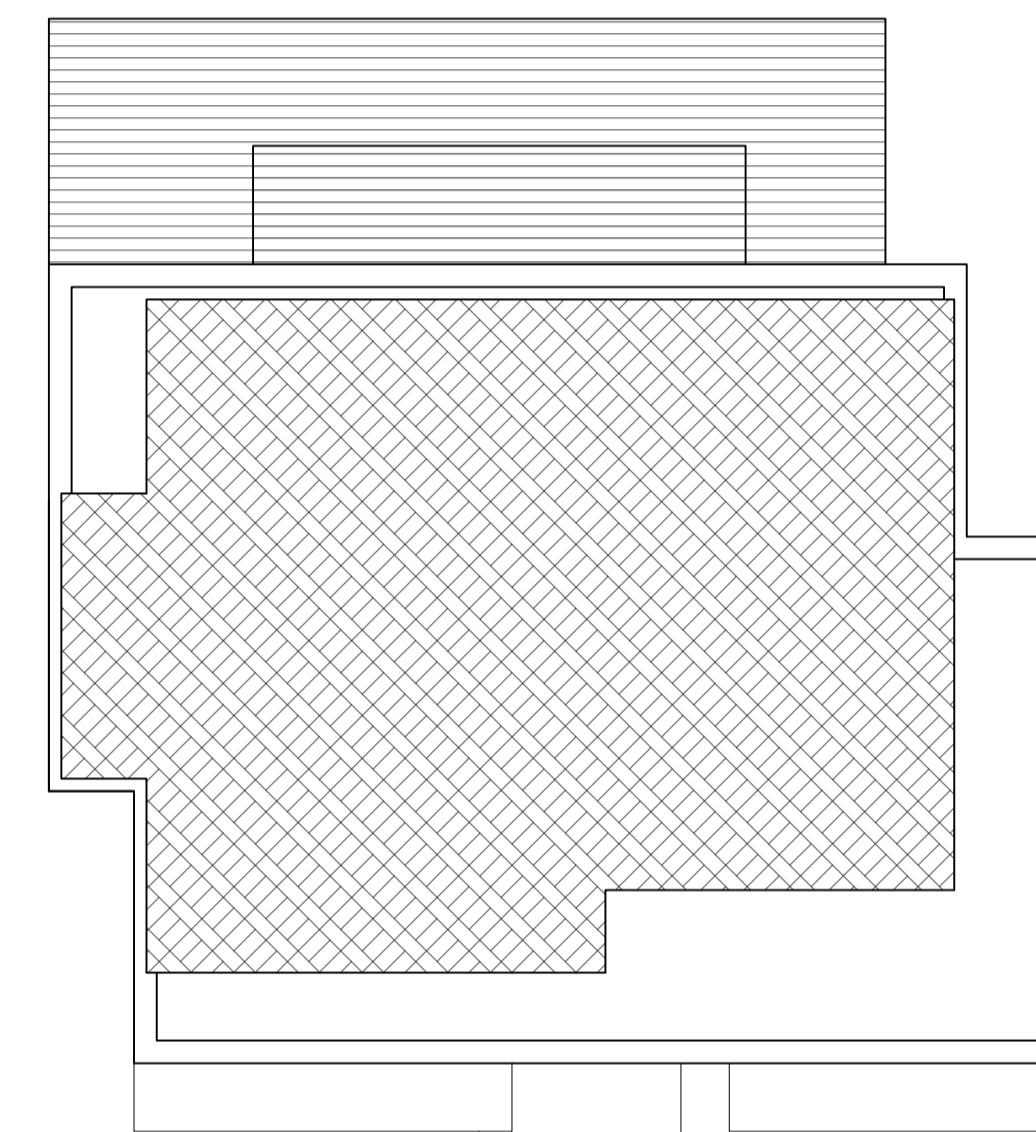
Ground Floor Plan
 Scale 1:100 @ A1
 1:200 @ A3



First Floor Plan
 Scale 1:100 @ A1
 1:200 @ A3



Second Floor Plan
 Scale 1:100 @ A1
 1:200 @ A3

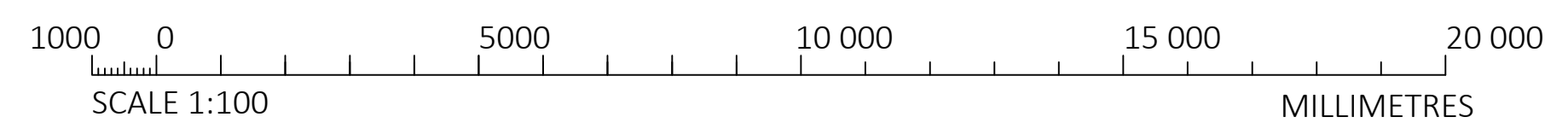


Roof Plan
 Scale 1:100 @ A1
 1:200 @ A3

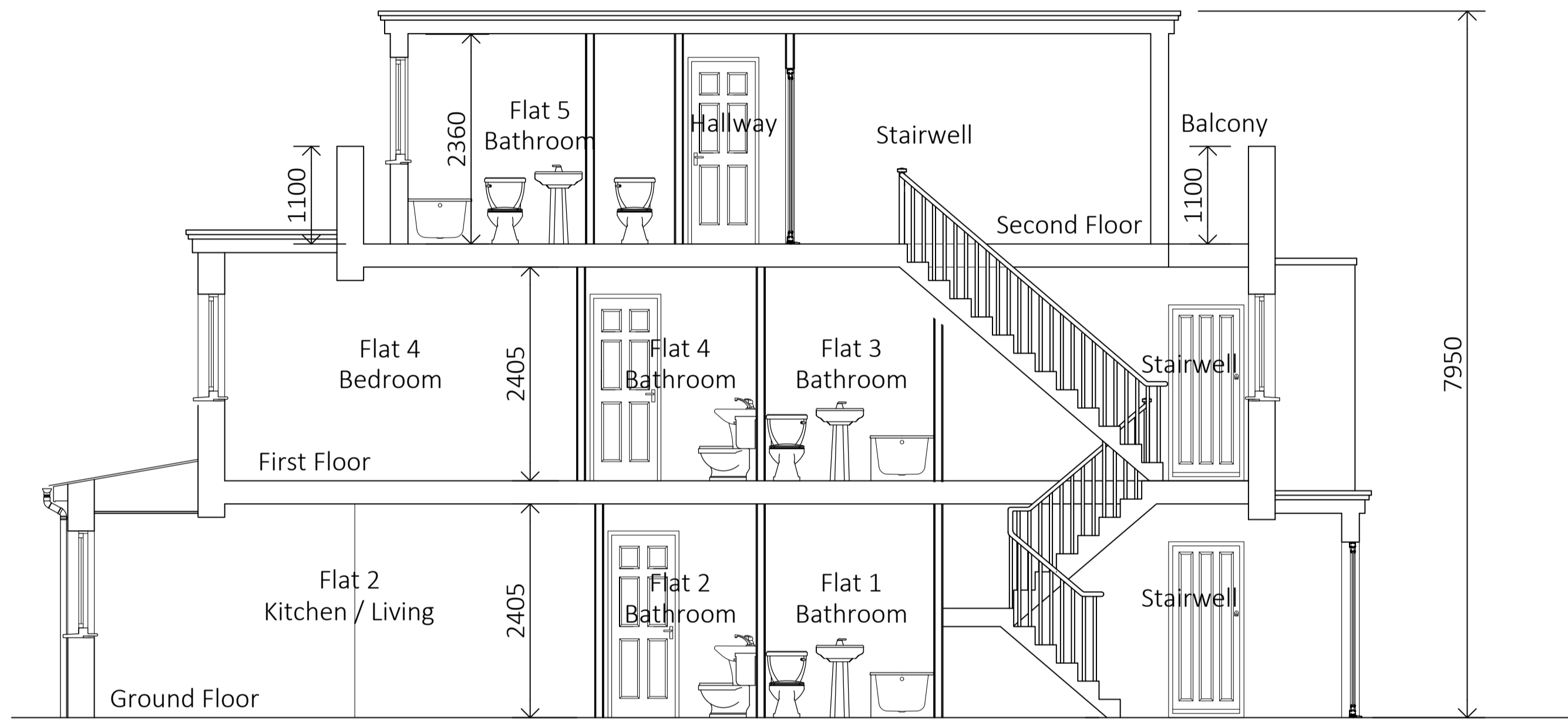
Ground Floor:		
	Flat 1 (2 Bed)	70m ²
	Flat 2 (3 Bed)	78.5m ²
First Floor:		
	Flat 3 (2 Bed)	62m ²
	Flat 4 (2 Bed)	67.5m ²
Second Floor:		
	Flat 5 (3 Bed)	73.5m ²

NOTES

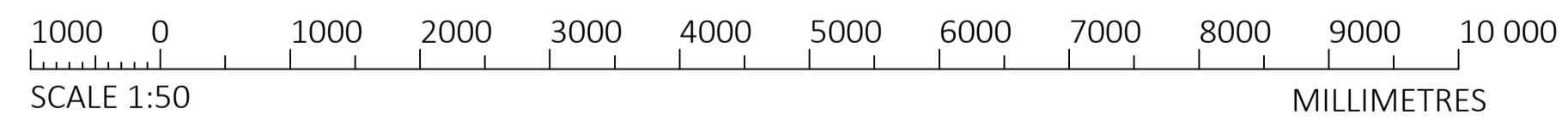
1. All windows and doors to be Aluminium Casement
2. All masonry to be Ibstock facing bricks and in keeping with adjacent properties



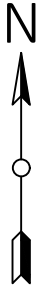
10 Malvern Road Enfield	
PROPOSED PLANS	
DRAWING REF:	51/061220/05 5 of 8
SCALE:	As Stated
DATE:	Jan 2021



Proposed Section
Scale 1:50



10 Malvern Road Enfield	
SECTION	
DRAWING REF: 51/061220/07 7 of 8	
SCALE: 1:50	DATE: Jan 2021



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SCALE 1:1250

LOCATION PLAN

1 of 8

10 Malvern Road
Enfield

DWG REF:

51/061220/01

SCALE:

1:1250

DATE:

Jan 2021

Traffic and Transportation
Planning Consultation Response



TO: Misbah Uddin
FROM: Mike Hoyland
DATE: Friday, 29 October 2021

Proposal

21/03342/FUL |
Redevelopment of site involving demolition of existing buildings and the construction of a part 2, part 3 storey block of 5 flats. |
10 Malvern Road Enfield EN3 6DA

History

▪ [Redevelopment of site involving demolition of existing buildings and the construction of a part 2, part 3 storey block of 5 flats.](#)

Ref. No: 21/03342/FUL | Status: Application in Progress

▪ [ENFIELD 3974](#)

Ref. No: ENFIELD_3974 | Status: Permission Granted with Conditions

Site observations

[PTAL](#): 2
[CPZ](#): No
Mix: 4x2-bed, 1x3-bed

[Photos](#)



Relevant Policies

The Enfield Plan Core Strategy 2010-2025

- Core Policy 24 - The Road Network
- Core Policy 25 - Pedestrians and Cyclists

The London Plan

- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.13 Parking
- Table 6.3 Cycle Parking minimum standards
- Table 6.2 Parking standards

Enfield Development Management Document (DMD)

- DMD 8 - General standards for new residential development (hardstanding, parking, access)
- DMD 45 - Parking standards and layout (parking, design, car free aspects, car club, traffic flow)
- DMD 46 - Vehicle crossovers
- DMD 47 - Access, new roads, and servicing (peds, cyclists, vehicular access, refuse, operations for nurseries)
- DMD 48 - Transport assessments, travel plans, servicing & delivery plans
- DMD Appendix 7 - London Plan parking and Cycle standards
- DMD Appendix 8 - Parking standards (parking dimensions)
- DMD Appendix 9 - Road classifications

[Mayor's Transport Strategy](#)

[National Planning Policy Framework \(NPPF\)](#)

[Revised Technical Footway Crossover Standards 2013](#)

[Waste storage requirements](#)

[London cycle parking design standards](#)

[Cambridge cycle parking design standards](#)

Assessment

Vehicle Parking Provision

-Parking requirement based on London Plan standards and unit mix is shown in Table 1:

TABLE 1: LONDON PLAN 2021 PARKING STANDARDS							
		PTAL DEPENDENT (2)		TOTAL			
Unit type	No.	MAX		MAX RANGE		Provision	
						Ratio	
1xbed	0	0	0	4	4	2	0.40
2xbed	4	3	3				
3xbed	1	1	1				
4xbed	0	0	0				
TOTAL	5	4	4				

-Two spaces are proposed. This is below the maximum standard of 4xspaces.

-The application includes a parking survey on the surrounding roads. An extract of the parking survey results is shown below:

-Tuesday November 3rd 2020:

5.0m per vehicle space survey							Unrestricted Parking		
00:30 Tuesday November 3rd 2020	Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress		
	Catherine Road	246.4	26.4	200	40	29	73%		
	Malvern Road	388.7	48.7	325	65	58	89%		
	Ferndale Road	102.3	22.3	80	16	17	106%		
	Manly Dixon Drive	83.2	3.2	80	16	14	88%		
	Johnby Close	40.6	0.6	40	8	5	63%		
	Ordnance Road	80.2	5.2	25	5	5	100%		
	Standard Road	88.2	3.2	85	17	14	82%		
	Chesterfield Road	53.6	3.6	25	5	4	80%		
	TOTALS	1083.2	113.2	860	172	146	85%		

5.0m per vehicle space survey							Unrestricted Parking		
07:45 Tuesday November 3rd 2020	Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress		
	Catherine Road	246.4	26.4	200	40	28	70%		
	Malvern Road	388.7	48.7	325	65	57	88%		
	Ferndale Road	102.3	22.3	80	16	16	100%		
	Manly Dixon Drive	83.2	3.2	80	16	12	75%		
	Johnby Close	40.6	0.6	40	8	5	63%		
	Ordnance Road	80.2	5.2	25	5	4	80%		
	Standard Road	88.2	3.2	85	17	15	88%		
	Chesterfield Road	53.6	3.6	25	5	3	60%		
	TOTALS	1083.2	113.2	860	172	140	81%		

5.0m per vehicle space survey							Unrestricted Parking		
18:00 Tuesday November 3rd 2020	Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress		
	Catherine Road	246.4	26.4	200	40	27	68%		
	Malvern Road	388.7	48.7	325	65	60	92%		
	Ferndale Road	102.3	22.3	80	16	15	94%		
	Manly Dixon Drive	83.2	3.2	80	16	13	81%		
	Johnby Close	40.6	0.6	40	8	6	75%		
	Ordnance Road	80.2	5.2	25	5	3	60%		
	Standard Road	88.2	3.2	85	17	14	82%		
	Chesterfield Road	53.6	3.6	25	5	4	80%		
	TOTALS	1083.2	113.2	860	172	142	83%		

-Wednesday 4th November 2020

5.0m per vehicle space survey		Unrestricted Parking				
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress
Catherine Road	246.4	26.4	200	40	32	80%
Malvern Road	388.7	48.7	325	65	60	92%
Ferndale Road	102.3	22.3	80	16	16	100%
Manly Dixon Drive	83.2	3.2	80	16	14	88%
Johnby Close	40.6	0.6	40	8	6	75%
Ordnance Road	80.2	5.2	25	5	5	100%
Standard Road	88.2	3.2	85	17	13	76%
Chesterfield Road	53.6	3.6	25	5	4	80%
TOTALS	1083.2	113.2	860	172	150	87%

5.0m per vehicle space survey		Unrestricted Parking				
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress
Catherine Road	246.4	26.4	200	40	30	75%
Malvern Road	388.7	48.7	325	65	59	91%
Ferndale Road	102.3	22.3	80	16	15	94%
Manly Dixon Drive	83.2	3.2	80	16	12	75%
Johnby Close	40.6	0.6	40	8	5	63%
Ordnance Road	80.2	5.2	25	5	4	80%
Standard Road	88.2	3.2	85	17	14	82%
Chesterfield Road	53.6	3.6	25	5	5	100%
TOTALS	1083.2	113.2	860	172	144	84%

5.0m per vehicle space survey		Unrestricted Parking				
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress
Catherine Road	246.4	26.4	200	40	29	73%
Malvern Road	388.7	48.7	325	65	61	94%
Ferndale Road	102.3	22.3	80	16	17	106%
Manly Dixon Drive	83.2	3.2	80	16	13	81%
Johnby Close	40.6	0.6	40	8	6	75%
Ordnance Road	80.2	5.2	25	5	4	80%
Standard Road	88.2	3.2	85	17	14	82%
Chesterfield Road	53.6	3.6	25	5	4	80%
TOTALS	1083.2	113.2	860	172	148	86%

-The surveys show that Malvern Road experienced parking saturation of 89% on Tuesday November 3rd, and 92% on Wednesday 4th November. This was at 00:30, which is considered to be an accurate representation of parking levels and car ownership (07:45 and 18:00 were also covered, although these times are less representative).

-The actual number of spaces available is 7 and 5 over the two nights (for Malvern Road).

-It is noted that the survey includes roads in the surrounding area, the closest one being Catherine Road. However, this road is only just within the 200m walking distance as recommended by Lambeth Methodology survey. It had a parking saturation of 73% and 80% over the two nights.

-The actual number of spaces on Catherine Road was 11 and 8 over the two nights.

-Based on the above results, it is considered that parking is at saturation levels. Although some spaces are available, it is 90% fully parked and only 6 spaces available on average on Malvern Road.

Census Data

-The NOMIS Census data has been analysed to determine the existing levels of car ownership in the area. This is shown below:

Area	All categories: Car or van availability	No cars or vans in household
Isoa2011:E01001447 : Enfield 003C	149	62

*Accommodation type: Flat
No of usual residents in households: Two or more*

-The census data suggests that 42% of flats with two or more occupants do not own a vehicle. On this basis, the development is on average likely to have at least one occupant owning a vehicle.

-Taking all of the above into account, T&T do not consider the proposal will result in an unacceptable increase in parking demand, and do not object to the parking provision.

Vehicle Parking Layout & Access

-The proposed parking layout shows two spaces, accessed from a widened existing crossover.

-This is acceptable in principle, subject to the crossover being a maximum of 4.80m wide, which would still allow access for up to two vehicles.

Servicing

-Deliveries and refuse collection can be undertaken on street.

Cycle Parking

-Parking requirement based on London Plan standards and unit mix is shown in Table 2:

TABLE 2: CYCLE SPACE REQUIREMENT			TOTAL
Unit type	No.	REQD	
1xbed 1xp	0	0	10
1xbed 2xp	0	0	
2xbed+	5	10	

-Ten secure and covered spaces are required.

-There is cycle storage space shown to the rear of the site. Should approval be granted, a condition would be required to ensure the storage is secure and covered.

Conclusion

The proposed development makes appropriate provision for access and parking having regard to DMD Policies 8, 45 and 46 and The London Plan Policy T6.

CYCLE PARKING

The development shall not commence until details of the **proposed ten secure and covered cycle parking spaces** have 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.

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

DRAINAGE

The development shall not commence until details of how drainage from the hardstanding will be prevented from discharging towards the public highway eg provision of a soakaway, or permeable paving. The surfacing and drainage measures shall be carried out in accordance with the approved detail before the development is occupied unless otherwise agreed with the Local Planning Authority.

REASON: To ensure water does not drain towards the highway

Construction Management Plan

Construction Traffic Management Plan-No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The statement should include:

- a) photographic condition survey of public carriageways, verges and footways in the vicinity of the site;
- b) map showing routeing of demolition and construction vehicles to/from the site;

- c) access arrangements to the site;
- d) wheel cleaning methodology and facilities

Informative

All works to the highway ie the construction of the vehicular access, will need to be undertaken by the Council's Highway Services team, who should be contacted on the footway crossing helpdesk (020 8379 2211) as soon as possible so that the required works can be programmed.