

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 19th January, 2010 at 7.30 pm  
Venue: Conference Room  
The Civic Centre, Silver Street,  
Enfield, Middlesex, EN1 3XA

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## MEMBERS

Councillors : Alan Barker (Chairman), Don Delman (Vice-Chairman),  
Jayne Buckland, Lee Chamberlain, Andreas Constantinides, Peter Fallart,  
Jonas Hall, Ahmet Hasan, Chris Joannides, Henry Lamprecht, Dino Lemonides,  
Donald McGowan, Kieran McGregor, Anne-Marie Pearce and Toby Simon

**N.B. Any member of the public interested in attending the meeting  
should ensure that they arrive promptly at 7.15pm.**

**Involved parties may request to make a deputation to the Committee by  
contacting the committee administrator before 12:00pm on 18/1/10.**

## AGENDA – PART 1

1. **WELCOME AND LEGAL STATEMENT**
2. **APOLOGIES FOR ABSENCE**
3. **DECLARATION OF INTERESTS** (Pages 1 - 2)

Members of the Planning Committee are invited to identify any personal or prejudicial interests relevant to items on the agenda. Please refer to the guidance note attached to the agenda.

4. **MINUTES OF PLANNING COMMITTEE 30 NOVEMBER 2009 AND 17 DECEMBER 2009** (Pages 3 - 24)

To received the minutes of the Planning Committee meetings held on

- (i) Monday 30 November 2009

and

(ii) Thursday 17 December 2009.

**5. REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 188) (Pages 25 - 170)**

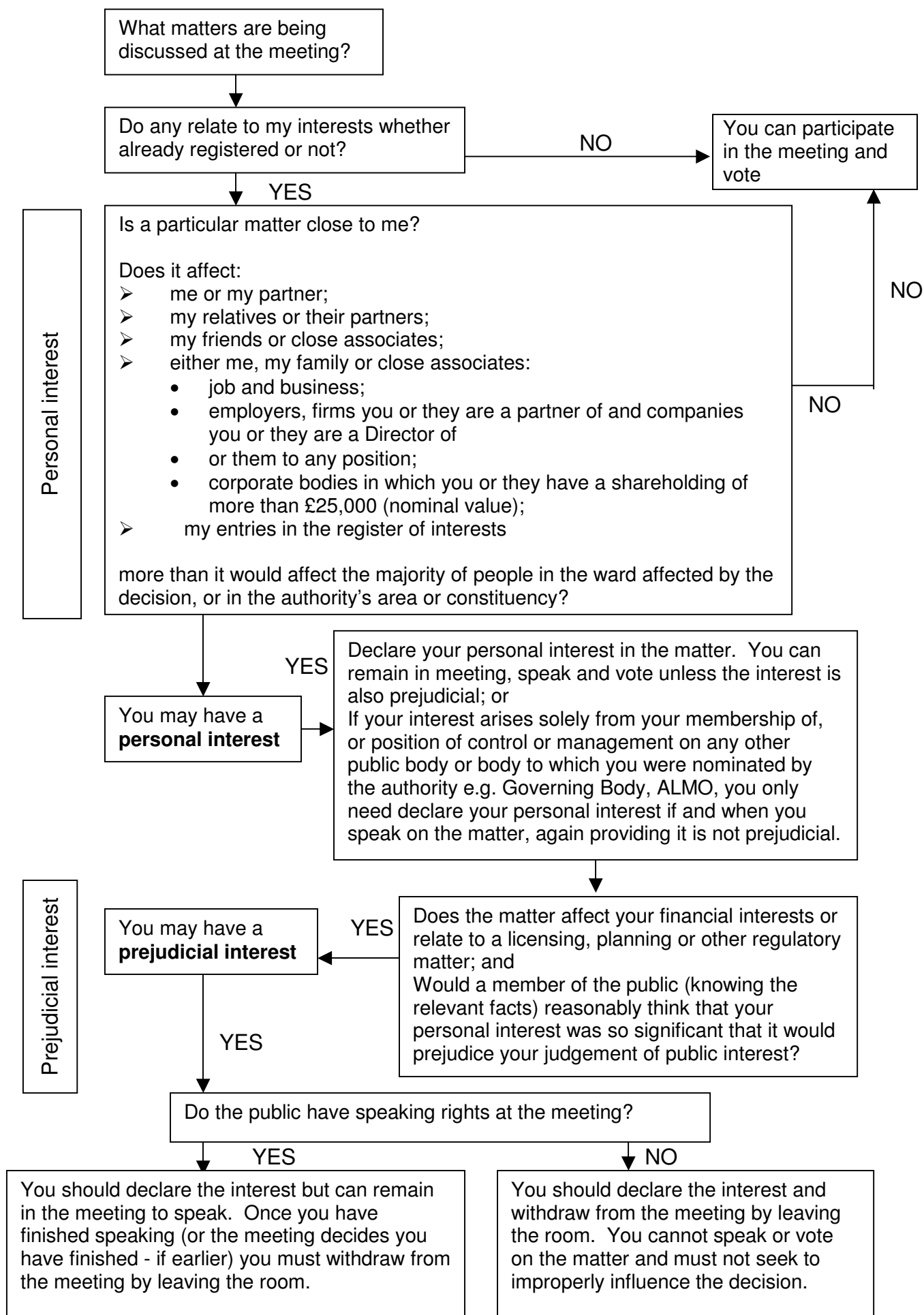
5.1 Applications dealt with under delegated powers.  
(A copy is available in the Members' Library)

5.2 Planning applications and applications to display advertisements.

5.3 Appeal information  
Section 1 : New Town Planning Application Appeals  
Section 2 : Decisions on Town Planning Application Appeals

**6. EXCLUSION OF THE PRESS AND PUBLIC**

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).  
(There is no part 2 agenda)

**DECLARING INTERESTS FLOWCHART - QUESTIONS TO ASK YOURSELF**

**Note:** If in any doubt about a potential interest, members are asked to seek advice from Democratic Services in advance of the meeting.

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## PLANNING COMMITTEE - 30.11.2009

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON MONDAY, 30 NOVEMBER 2009****COUNCILLORS**

**PRESENT** Alan Barker, Dogan Delman, Jayne Buckland, Lee Chamberlain, Peter Fallart, Jonas Hall, Ahmet Hasan, Chris Joannides, Henry Lamprecht, Dino Lemonides, Donald McGowan, Kieran McGregor, Anne-Marie Pearce and Toby Simon

**ABSENT** Andreas Constantinides

**OFFICERS:** Bob Ayton (Schools Organisation & Development), Linda Dalton (Legal Services), Bob Griffiths (Assistant Director, Planning & Environmental Protection), Andy Higham (Area Planning Manager), John Hood (Legal Services), Steve Jaggard (Environment & Street Scene), Maria Jennings (Housing Strategy Manager), David Snell (Area Planning Manager) and Mike Brown (Team Leader - Conservation) Jane Creer (Secretary) and Ann Redondo (Secretary)

**Also Attending:** Councillors Achilleas Georgiou, Paul McCannah, Michael Lavender and Martin Prescott.  
Approximately 50 members of the public, applicants, agents and their representatives.  
Dennis Stacey, Chairman of the Conservation Advisory Group.

**522****WELCOME AND LEGAL STATEMENT**

The Chairman welcomed attendees to the Planning Committee and introduced John Hood, Legal representative, who read a statement regarding the order and conduct of the meeting.

**523****APOLOGIES FOR ABSENCE**

NOTED that apologies for absence were received from Councillor Constantinides.

**524****DECLARATION OF INTERESTS**

NOTED

1. Councillors Simon, Buckland, Lemonides and McGowan declared a personal interest in application TP/09/1492 – 601, Hertford Road,

**PLANNING COMMITTEE - 30.11.2009**

Enfield, EN3 6UP, as it was in the same block as the headquarters of the Enfield North Labour Party and the office of Joan Ryan MP.

2. Councillor Delman declared a personal and prejudicial interest in application TP/09/0488 – 1-6, Clock Parade, London Road, Enfield, as a company he was associated with had been interested in developing this site.
3. Councillor Fallart declared a personal and prejudicial interest in application TP/09/0488 – 1-6, Clock Parade, London Road, Enfield, as he was employed by the supermarket company involved in the proposed development.
4. Councillor Fallart declared a personal and prejudicial interest in application LBE/09/0032 – 1, Wolsey Road, Enfield, EN1 3QQ, as he was a Director of Enfield Homes.

**525**

**MINUTES OF PLANNING COMMITTEE 20 OCTOBER 2009**

**AGREED** the minutes of the meeting held on 20 October 2009 as a correct record with the addition of the wording “on a vote” at the end of Minute 408.17.

**526**

**REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 150)**

RECEIVED the report of the Assistant Director, Planning and Environmental Protection (Report No. 150).

**527**

**APPLICATIONS DEALT WITH UNDER DELEGATED AUTHORITY**

NOTED that a copy of those applications dealt with under delegated powers was available in the Members’ Library and via the Council’s website.

**528**

**ORDER OF AGENDA**

**AGREED** that the order of the agenda be varied to accommodate the members of the public in attendance at the meeting. The minutes follow the order of the meeting.

**529**

**TP/09/1282 - 1, LANCASTER AVENUE, BARNET, EN4 0EP**

NOTED

**PLANNING COMMITTEE - 30.11.2009**

1. An amendment to the recommendation to delete wording below Obscured Glazing in the recommendation.
2. The deputation of Mr Stephen Atkinson, neighbouring resident, including the following points:
  - (i) He was the owner of no.3, Lancaster Avenue, which adjoined the property.
  - (ii) He passed around five photographs to illustrate his concerns.
  - (iii) The development did not comply with UDP policies regarding residential development and maintenance of privacy.
  - (iv) The terrace had been built first, rather than being an afterthought as suggested.
  - (v) If the terrace had been included in the original planning application, issues would have been shown up, and this was why permission was being sought retrospectively.
  - (vi) The dimensions suggested this was a large family area and external dining area, not just a space for pots and plants.
  - (vii) This was not replacing 'like for like'. The terrace was not smaller than the original. There were inaccuracies on the original drawings.
3. The response of Mr Alex Evans, the applicant, including the following points:
  - (i) The terrace was originally built in the early 1990s by the then-owner and its existence predated Mr Atkinson's purchase of no.3.
  - (ii) Planning permission had been granted in September 2008 for a rear extension, and as part of the building process the terrace was rebuilt, using reclaimed London brick which was a more sympathetic material, to the same height and the same area, and the views remained the same.
  - (iii) Access stairs to the garden had been removed and access to the terrace was now through the extension so it may be less well used.
  - (iv) Several other houses in the vicinity had terraces with access from rear French windows and were similar to this and co-existed happily with neighbours.
4. The statement of Councillor Paul McCannah, ward councillor, including the following points:
  - (i) He shared Mr Atkinson's concerns, and the impact could be seen as this application was retrospective.
  - (ii) There were significant differences between the raised terraces at no.3 and no.1 Lancaster Avenue, which measured 3.9m<sup>2</sup> and 12.6m<sup>2</sup> respectively. The terrace at no.3 was more characteristic of neighbouring properties.
  - (iii) Access to the terrace at no.1 would be via the French doors and sliding doorway and it was feared it would be used as an extension of living space.
  - (iv) The construction at no.1 increased the scope for activity and was not comparable to what already existed there.
  - (v) Inclusion of an obscured glazed screen was an admission there were privacy issues.

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5. Officers highlighted key issues identified in the report in response to Members' queries.

**AGREED** that planning permission be granted, subject to the conditions set out in the report amended as above, for the reasons set out in the report.

**530**

**TP/09/1415 - 109, BERKSHIRE GARDENS, LONDON, N13 6AE**

**NOTED**

1. The statement of Councillor Achilleas Georgiou, ward councillor, including the following points:
  - (i) He was speaking on behalf of many residents in Berkshire Gardens.
  - (ii) Local residents had responded to the consultation and raised a number of concerns including the number of converted houses in the vicinity, the changing character of the area, parking concerns, loss of daylight and privacy, and lack of amenity space.
  - (iii) In two years there had been a five-fold increase in the number of conversions in the road, up from five in 2007 to 18 out of 130 houses. The attractiveness to developers to convert to flats and bedsits was making the wider area become unsustainable.
  - (iv) At the moment this house had off-street parking, but a conversion would mean an increase in the number of cars at the site and an increase in traffic.
  - (v) The development would be contrary to London Plan policies and UDP policies, did not respect the area's character, and would be detrimental to the local environment.
2. The Planning officer's clarification of the policy and percentage threshold figure for number of conversions permitted in any one road.
3. Members' concerns regarding loss of a family home and the lack of amenity space for the two-bed upstairs flat, and advice of Planning officers on relevant policies and standards.
4. A proposal not to accept the officers' recommendation supported unanimously by the Committee.
5. A proposal that planning permission be refused supported unanimously by the Committee.

**AGREED** that planning permission be refused for the reasons below.

Reasons:

The conversion of the single family dwelling into two flats (comprising 1 x 1-bed and 1 x 2-bed) results in the loss of a single family dwelling house and due to the number of conversions already existing along Berkshire Gardens



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and in the vicinity of the application property, would adversely affect the residential amenity and character of this locality contrary to Policies (II)H16, (I)GD1, (I)GD2 and (II)GD1 and Appendix A1.9 of the Unitary Development Plan and the Supplementary Planning Guidance on flat conversions, as well as Policy 3A.6 of the London Plan (2008) and the objectives of PPS1 and PPS3.

The proposed conversion, due to the absence of any amenity space associated with the larger first floor two bedroom flat would result in a sub standard form of accommodation, detrimental to the amenities of future occupiers and the standard of accommodation within the borough. This would be contrary to Policies (II)H16, (I)GD1, (I)GD2 and (II)H9 and Appendix A1.9 of the Unitary Development Plan and the Supplementary Planning Guidance on flat conversions, as well as the objectives of PPS1 and PPS3.

**531**

**TP/09/1418 - 71, RIVERSFIELD ROAD, ENFIELD, EN1 3DH**

NOTED

- 1, The Planning officer's advice in respect of the appeal decision in relation to a previously dismissed scheme, and officers' concerns.
2. The deputation of Mr Andrew Neil of Andrew Neil Associates Ltd, the agent, including the following points:
  - (i) If planning permission was granted for this application, the applicant would enter a legal agreement to prohibit the implementation of the approved two-storey side extension.
  - (ii) An identical application to this was refused in February 2009, and the appeal was dismissed, but the Planning Inspector stated that the design was appropriate as it took its inspiration from the prevailing style in the area, and that there was sufficient space from the properties to either side.
  - (iii) The appeal conclusion was that there would be no adverse effect on the local character and appearance.
  - (iv) The two-storey side extension was considered unsatisfactory by the Planning Inspector, but a unilateral S106 agreement had been drafted meaning that the extension would not be constructed and the permission would be allowed to lapse.
  - (v) There were at least three similar detached houses close to this site, and many similar consents in the borough.
3. The deputation of Mr Alvin Ormonde, Planning and Project Management Services, on behalf of the agent, including the following points:
  - (i) He confirmed this application was a duplicate of that which had been subject to appeal, with a correction of the omission of paragraphs regarding the S106 agreement.
  - (ii) Planning committees should not fail to give due weight to Planning Inspectors' decisions.

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4. Debate between Members, and the Planning officer's advice that a subjective design judgement had to be made in this case.
5. The Planning officer's confirmation that the Planning Inspector's decision was a material consideration.
6. The Planning officer's confirmation that if permission was granted, conditions to the approval would be standard for this type of development and could be delegated to officers to deal with, along with the S106 agreement.
7. A proposal not to accept the officer's recommendation supported by a majority of the Committee.
8. A proposal that planning permission be granted supported by a majority of the Committee.

**AGREED** that planning permission be granted, subject to conditions and a S106 Agreement in the terms offered by the applicant for the following reason: The proposal, by virtue of its design, siting, plot size and relationship to the site boundaries, would not represent a cramped or intrusive form of development in the street scene that would be detrimental to the prevailing character and appearance of the surrounding area having regard to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan. With imposition of conditions delegated to officers.

**532**

**LBE/09/0026 - 305-313, GREEN LANES, LONDON, N13 4YB**

NOTED that the works had already been implemented.

**AGREED** that planning permission be granted in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the condition set out in the report, for the reasons set out in the report.

**533**

**LBE/09/0028 - EVERSLEY PRIMARY SCHOOL, CHASEVILLE PARK ROAD, LONDON, N21 1PD**

NOTED the correction to the application address.

**AGREED** that in accordance with Regulation 3 of the Town and Country Planning (General Regulations) 1992 consent is deemed to be granted subject to the conditions set out in the report, for the reasons set out in the report.

**534**

**LBE/09/0032 - 1, WOLSEY ROAD, ENFIELD, EN1 3QQ**

**PLANNING COMMITTEE - 30.11.2009**

NOTED that Councillor Fallart left the room and took no part in the consideration of this application.

**AGREED** that planning permission be deemed to be granted in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the conditions set out in the report, for the reasons set out in the report.

**535**

**TP/09/0488 - 1-6, CLOCK PARADE, LONDON ROAD, ENFIELD, EN2 6JG**

NOTED

1. Councillors Delman and Fallart left the room and took no part in the consideration of this application.
2. Only the Members who were in attendance at the meeting of Planning Committee on 20 October when the application was originally presented and a deputation and response received, were eligible to consider and vote on this application.
3. A correction to page 48 of the report that the reference to 'Private Road Conservation Area' should read 'Bush Hill Park Conservation Area'.
4. Circulation to Members of figures and representations by the applicant relating to their affordable housing assessment.
5. Receipt of a further letter from Private Road Residents' Association reiterating their previous concerns regarding the provision of access off Private Road and the long term maintenance of this section of the street. Their request that consideration be given to a S106 Agreement to safeguard maintenance.
6. Receipt of five letters commenting that revised plans did not address neighbours' concerns.
7. Receipt of amended plans incorporating a clock feature.
8. The advice from officers relating to the issue of impact on a Wildlife Corridor along Sadlers Mill Stream.
9. The advice of officers on the requirements of the Three Dragons Affordable Housing Toolkit and the deficiencies of the applicant's submission. It was for the developer to demonstrate that it was not reasonable for them to make a contribution to affordable housing. Officers considered it was not credible for the applicant to suggest that a loss would be generated in this development even when no affordable housing was provided.

**PLANNING COMMITTEE - 30.11.2009**

10. The majority of the Committee's support on a vote, to add a further reason for refusal in respect of the inadequacy of amenity space provision having regard to UDP Policy (II)H9.

**AGREED** that planning permission be refused for the reason set out in the report and the additional reason below.

The proposal provides for an inadequate level of amenity space provision to provide a visual setting for the building and the needs of residents having regard to Policy (II)H9 and Appendix A1.7 of the Unitary Development Plan.

**536**

**TP/09/0969 - 311B, CHASE ROAD, PICKARD CLOSE, LONDON, N14 6JS**

NOTED

1. At the meeting of the Planning Committee on 22 September 2009, it was agreed to defer consideration of this application to enable further assessment of the traffic and highway implications arising from the proposal.
2. Request that Members defer consideration of this application to enable further assessment of the traffic generation implications for Pickard Close in the light of ongoing highway concerns and further discussion since closure of the report.
3. Confirmation that there would be a full debate when Planning Committee considered this application and all Members would be eligible to take part and vote.

**AGREED** that a decision on the application be deferred.

**537**

**TP/09/1051 - KING EASTON GARDEN CENTRE, 69, STATION ROAD, LONDON, N21 3NB**

NOTED

1. Members noted that the applicant had provided written confirmation that the appeal would be withdrawn if Members approved the scheme.
2. Members' comments on improvements to previous proposals.

**AGREED** that planning permission be granted, subject to the conditions set out in the report, for the reasons set out in the report.

**538**

**TP/09/1071 - CREWS HILL GOLF CLUB, CATTLEGATE ROAD, ENFIELD, EN2 8AZ**

**PLANNING COMMITTEE - 30.11.2009**

**AGREED** that planning permission be granted, subject to the conditions set out in the report, for the reasons set out in the report.

**539**

**TP/09/1238 - LAND REAR OF, 483/499, GREEN LANES, LONDON, N13**

NOTED

1. A decision was made to defer the application at the 20 October meeting of the Planning Committee for further guidance from officers on potential reasons for refusal.
2. Request that Members defer consideration of this application to enable officers to respond more comprehensively in the 'Note for Members', in responding to concerns at the previous meeting regarding issues of access to the development from / onto Green Lanes.

**AGREED** that a decision on the application be deferred.

**540**

**TP/09/1457 - MAIN BUILDING, ST IGNATIUS RC COLLEGE, TURKEY STREET, ENFIELD, EN1 4NW**

**AGREED** that planning permission be granted, subject to the conditions set out in the report, for the reasons set out in the report.

**541**

**TP/09/1492 - 601, HERTFORD ROAD, ENFIELD, EN3 6UP**

NOTED

1. An amendment to the recommendation, to delete Condition 2.
2. Amendment of Condition 4 to refer to the internet café use only and to restrict opening hours to between 07:00 and 23:00 hours.
3. Officers' advice regarding minicabs parking and waiting, and confirmation that customers would not be picked up at the premises.

**AGREED** that planning permission be granted, subject to the conditions set out in the report and amendments above, for the reasons set out in the report.

**542**

**TP/96/0971/5 - 8, UPLANDS WAY, LONDON, N21**

NOTED

1. Only the Members who were in attendance at the meeting of Planning Committee on 20 October when the application was originally

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presented and a deputation and response received, were eligible to consider and vote on this application.

2. Members had received further representations from several interested parties, which they had been advised to disregard.
3. An update on the application with reference to the status of the application and purpose of 'Note for Members'.
4. Request for two additional conditions by Transportation to mitigate concerns.
5. Councillor Pearce's suggestion that the nursery's garden fence should be higher, to mitigate noise and increase safety and privacy.
6. Members' expression that they would not look favourably on any further application to increase numbers of children attending.
7. Officers' advice that there was continuing demand for nursery accommodation, that officers had recognised concerns but that on balance recommended that the application be approved.

**AGREED** that planning permission be granted subject to the conditions set out in the report, and additional conditions below, and a Directive covering the height of fencing around the rear garden, for the reasons set out in the report.

**Additional Conditions:**

1. Prior to the implementation of this permission, a Travel Plan incorporating the components set out in Appendix C of the ODPM/DfT publication "Using the planning process to secure travel plans" has been submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall thereafter be implemented and adhered to.

Reason – In the interests of sustainability and to ensure that traffic generated from the site is minimised.

2. Prior to the implementation of this permission, proposals must be submitted to, and approved by, the Local Planning Authority to detail the provision of drop-off/pick-up arrangements within the curtilage of the front garden of the application site. This arrangement is to include the creation of an additional footway crossover to Langham Gardens and facilitate the provision of a layout that creates a separate access/egress. The approved new layout shall be constructed prior to the implementation of the planning permission, and shall be available for use at all times that the nursery is open, and not be obstructed by parked vehicles owned by the nursery owners or their staff.

Reason – in the interests of highway safety and the free flow of traffic on the neighbouring highways.

## **TOWN PLANNING APPEALS**

NOTED the information on town planning application appeals received from 01/10/2009 to 13/11/2009.

**544**

### **CONSERVATION AREA REVIEW PHASE III - CONFIRMATION OF ARTICLE 4 DIRECTIONS (REPORT NO. 151)**

RECEIVED the report of the Director of Place Shaping and Enterprise.

**AGREED** that the Planning Committee, having considered the representations received from householders and stakeholders, makes permanent the Article 4 (2) Direction under The Town & Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008, in respect of those Parts/Classes of the Order scheduled against each Conservation Area in Appendix A of the report, removing permitted development rights and that the statutory notification requirements be followed forthwith to enact this decision.

**545**

### **BULL LANE PLAYING FIELDS - VILLAGE GREEN APPLICATION (REPORT NO. 152)**

RECEIVED the report of the Director of Finance and Corporate Resources.

NOTED

1. The Legal officer's verbal introduction and background information in relation to this application, and confirmation of the conclusion of the independent Inspector.
2. The Legal officer's advice that each episode of deferral of use by inhabitants of the relevant neighbourhood when there were organised matches on the rented pitches meant that the use had not been continuous and without interruption.
3. Members' lengthy debate of issues, particularly in regard to use of the playing fields for football on the rented pitches and informal use by local inhabitants.
4. The Legal officers' advice on alternative options to accepting the findings of the independent Inspector, and on the implications of Village Green registration.

**AGREED** to accept the recommendations of the independent Inspector that neither the whole nor any part of the application site should be added to the Register of Town and Village Greens because on the evidence it does not meet the statutory tests required for such registration.

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**546**

**DATE AND TIME OF NEXT MEETING**

**AGREED** that the next meeting on Thursday 17 December 2009 to start at the earlier time of 7.00 pm.

**547**

**EXCLUSION OF THE PRESS AND PUBLIC**

**RESOLVED** in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the press and public from the meeting for the item of business listed on part 2 of the agenda on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 7 of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).

**548**

**JJ ROOFING, SKEW BRIDGE, HOPPERS ROAD, WINCHMORE HILL  
(REPORT NO. 155)**

RECEIVED the report of the Head of Development Services.

**NOTED**

1. The reports listed on the agenda had been circulated in accordance with the requirements of the Council's Constitution and the Local Authorities (Executive Arrangements) (Access to Information) (England) Amendment Regulations 2002 with the exception of Report No.155.
2. The Chairman's agreement to receive the urgent item due to the level of public concern.
3. The Planning officer's verbal introduction with background information to long-standing issues regarding use of the site.
4. The statement of Councillor Martin Prescott, Winchmore Hill ward councillor, reporting residents' concerns regarding operations at the site, traffic movements and the dangerous highway situation.
5. The Planning officer's advice regarding the options available.
6. The Traffic and Transportation officer's advice regarding highway safety and personal injury records.
7. Members' debate and vote on the available options for action.

**AGREED** to accept the recommended option (ii) in the report.





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**PLANNING COMMITTEE - 17.12.2009**

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON THURSDAY, 17 DECEMBER 2009**

**COUNCILLORS**

**PRESENT** Alan Barker, (Chairman) Dogan Delman, Peter Fallart, Jonas Hall, Ahmet Hasan, Chris Joannides, Henry Lamprecht, Dino Lemonides, Kieran McGregor, Anne-Marie Pearce and Toby Simon

**ABSENT** Jayne Buckland, Lee Chamberlain and Donald McGowan

**OFFICERS:** Andy Higham (Area Planning Manager), Steve Jaggard (Environment & Street Scene), Aled Richards (Head of Development Services), David Snell (Area Planning Manager), Ann Redondo (Secretary) and Sandra Bertschin (Secretary)

**Also Attending:** Councillors Ertan Hurer and Achilles Georgiou.  
Approximately 20 members of the public, applicants, agents and their representatives.  
Dennis Stacey, Chairman of the Conservation Advisory Group.

**612**

**WELCOME AND LEGAL STATEMENT**

The Chairman welcomed attendees to the Planning Committee and introduced John Hood, Legal Representative, who read a statement regarding the order and conduct of the meeting.

**613**

**APOLOGIES FOR ABSENCE**

NOTED that apologies for absence were received from Councillors Buckland, Chamberlain and McGowan. Apologies for lateness were received from Councillor Lemonides.

**614**

**DECLARATION OF INTERESTS**

Councillor Constantinides declared a personal interest in application LBC/09/0036 – Florence Hayes Recreation Ground, N18 as he had been part of the original steering committee that helped drive the scheme through.

**615**

**REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION**

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RECEIVED the report of the Assistant Director, Planning and Environmental Protection (Report NO. 168)

**616**

**APPLICATIONS DEALT WITH UNDER DELEGATED AUTHORITY**

NOTED that a copy of those applications dealt with under delegated powers was available in the Member's Library and via the Council's website.

**617**

**ORDER OF THE AGENDA**

**AGREED** that the order of the agenda be varied to accommodate the members of the public in attendance at the meeting. The minutes follow the order of the meeting.

**618**

**4, RADCLIFFE ROAD, LONDON, N21 2 SE**

NOTED

1. Two additional letters of objection, circulated to Members and summarised verbally summarised by the Planning Officer.
2. Additional conditions had been proposed.
3. The deputation of Mr. Ferrary, agent for Mr. and Mrs. Ward residents of no. 2 Radcliffe Road including the following points:
  - (i) No further technical information had been provided by the applicant or Planning officers as requested at the previous Planning meeting, on what measures would be taken to prevent structure-borne noise and vibration to neighbouring properties.
  - (ii) Enfield Environmental Health had elected not to set maximum noise levels stating ' setting a noise level is inherently difficult as we do not know how the sound will transfer through the structure of the building'.
  - (iii) Planning Officers had provided new case information offering information which was presented as a precedent within the London Borough of Enfield. However, the example offered was for a large detached property on Cockfosters Road and was inherently different to this proposal as there was physical connection to the adjoining property.
4. The deputation of Mr. Geoff Rubenstein, neighbouring resident, including the following points:
  - (i) The proposed development would be contrary to UDP policies. His written representation listed relevant UDP policies.
  - (ii) Concerns were raised previously over the inaccuracies in the Ordnance Survey Map and the officer verbally corrected this at the September Planning meeting. The inaccuracies were repeated in the present Committee report and Committee Members may be misled to believe that the building work would not go right up (and possibly encroach) the property boundaries of 6, 8 & 10 Radcliffe Road.

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- (iii) There would be a loss of mature boundary trees.
  - (iv) The overall detrimental effect of the proposed development would include a curtain wall of brickwork built up to and potentially over the rear boundaries of No's 6-10 Radcliffe Road. His outlook, amenities and enjoyment of the garden would be compounded by the loss of mature boundary trees at the rear of his garden.
5. The statement of Councillor Hurer, ward councillor, including:
- (i) The proposal had been deferred at the September Planning Committee to allow for further technical data to be provided to determine how noise and vibration would not impact on neighbouring properties, this information had not been provided.
  - (ii) The proposal would be a substantial extension that would impact on visual amenity.
  - (iii) A comparison could not be made with the officers' report detailing a similar development on a detached house on the Cockfosters Road.
6. The response of Mr. Michael Walliss, PMSS, the Agent and architect, including the following points:
- (i) The noise that would emanate from the proposed lift would be minimal, comparing it to the noise of a domestic lawnmower.
  - (ii) The development would not encroach boundaries due to the foundations.
  - (iii) The company that would be installing the lift was an International corporation who had to comply with the highest European standards.
  - (iv) The boroughs Environmental Health and Building Control were 'happy' to accept that noise levels would be acceptable.
  - (v) In response to Councillor Simon, Mr. Wallis confirmed that the European Standard that applied to the installation covered all areas of the development, including, mechanical parts, vibration rates and noise levels.
  - (vi) The planning officer advised that an extra condition could be added to include the European Standard being applied to the development.
7. Planning officers' confirmation that building regulations covered foundation depths.
8. In response to Councillor Hall, the Planning officer's confirmation that the development would not encroach on neighbouring properties.
9. Planning Officers' confirmation that any outstanding issues could be resolved by mitigation and that noise / vibration concerns could be managed by conditions.
10. Councillor Delman's concerns that the request for further technical data to be provided, as detailed in the previous September Planning minutes did not materialise. Further concerns over no guarantees with regard to compliance noise / vibration concerns.
11. The Planning Officers' confirmation that any breach of condition would be a Planning issue.

**PLANNING COMMITTEE - 17.12.2009**

12. Councillor Lamprecht's concerns over the lack of technical data which would have provided further insight on the vibration / noise levels that may impact on neighbouring properties.
13. A proposal not to accept the officers' recommendation supported by the majority of the Committee.
14. A proposal that planning permission be refused supported by the majority of the committee.

**AGREED** that planning permission be refused for the reasons below.

Reasons:

The proposed development due to its size, siting and massing would represent an overdevelopment of the site, detrimental to and out of keeping with the character and appearance of the surrounding residential area, contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan and Policy 4B.8 of the London Plan.

The proposed development due to the absence of technical specification regarding the operation of the car lift, could give rise to conditions through noise and vibration that would be detrimental to the amenities of the adjoining and neighbouring residential properties. This would be contrary to Policies (II)EN30, (I)GD1 and (I)GD2 of the Unitary Development Plan.

**619**

**TP/09/1198 1 JUTE LANE, ENFIELD EN3 7PJ**

NOTED

1. Councillor Simon's concerns over Councillor Hurer's intention to speak on behalf of the applicant. He said that he believed it was only ward councillors that could speak on behalf of applicants.
2. Councillor Hurer's explanation that he was speaking on behalf of the applicant as he was asked for assistance due to the fact that Turkish was their first language and he was one of three Councillors in the borough that could help with any language barrier. He stated that he had no prejudicial or personal interest in the proposed development. He added that he had previously spoken on behalf of residents who were not in his ward for the same reason.
3. Councillor Simon commented that he still felt that in principal, it sets a precedence, whatever the merits of the case.
4. The Chairman accepted the reasons for Councillor Hurer's speaking on behalf of the applicant.
5. The statement of Councillor Hurer, including:
  - (i) The conditions imposed on the development should reassure residents in the area that the proposed nightclub would not cause any direct noise pollution.
  - (ii) The site was an industrial unit and had previously been a snooker club, where the age of the clientele would have been similar.

**PLANNING COMMITTEE - 17.12.2009**

(iii) The applicant was aware of all the conditions imposed and had agreed to comply with them.

6. Councillor Simon said that the development was in his ward and did cause some consternation amongst residents in the area, particular concerns were over noise and ASB that may derive from the nightclub. He understood the concerns of residents, but realised that Licensing Laws could control any problems of this nature. Councillor Simon added that nightclubs do need to be sited at these types of areas ie: industrial sites, and that on balance, he felt that the proposal was acceptable.

**AGREED** that planning permission be granted, subject to a legal agreement requiring that the use only operates with the provision of car parking proposed in application reference TP/09/1605 subject to the conditions set out in the report, for the reasons set out in the report.

**620**

**TP/09/064 129, PALMERSTON ROAD, LONDON, N22 8QX**

NOTED

1. The statement of Councillor Georgiou, ward councillor, who reiterated the officers recommendation for refusal .

**AGREED** that planning permission be refused for the reason set out in the report.

**621**

**TP/09/1575 94, NATAL ROAD, LONDON, N11 2HY**

NOTED

1. The statement of Councillor Georgiou, ward councillor, including the following points:

- (i) He was against the officers recommendation for approval.
- (ii) He felt that the area 'needed relief' from these types of multiple developments.
- (iii) 3 x units would mean at least 6 further vehicles, there was no off street parking and to compound the parking problems there was a CPZ installed in the vicinity of Bounds Green Tube Station.
- (iv) The officers report details that within the proposed studio flat approximately 10 sq m of the floor space would be lost due to insufficient head height.

2. The Planning officer's acknowledgement that the development was already divided into flats. The conversion into three units did mean that although the proposed studio flat was inadequate in size, it was sufficient enough to meet planning requirements. \*

**PLANNING COMMITTEE - 17.12.2009**

3. The Traffic and Transportation officer's comment that the point made by Councillor Georgiou regarding the CPZ, was fair and that it does have an impact on parking in the area.
4. In response to Councillor Pearce, the Planning Officer confirmed that planning permission was granted in 2005 for 3 units and was implemented in 2006, but did not complete the roofing works. This application was to 'regularise' the development.

**AGREED** that planning permission be granted, subject to the conditions set out in the report, for the reasons set out in the report.

**622**

**LBC/09/0019 FORTY HALL, FORTY HILL, ENFIELD EN2 9EU**

NOTED the Conservation Advisory Groups' support for the proposals.

**AGREED** that in accordance with Regulation 13 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990 the Director of Education, Children's Services and Leisure be invited to make an application to the Secretary of State for Communities and Local Government who should be invited to attach the conditions set out in the report to any approval.

**623**

**LBE/09/0029 FORTY HALL, FORTY HILL, ENFIELD, EN2 9EU**

NOTED the Conservation Advisory Groups' support for the proposals.

**AGREED** that Planning Permission be granted, subject to Regulation 3 of the Town and Country Planning (General Regulations) 1992, subject to the conditions set out in the report, for the reasons set out in the report.

**624**

**LBE/09/0036 FLORENCE HAYES RECREATION GROUND, FORE STREET, LONDON, N18 2SP**

**AGREED** that planning permission be granted in accordance with Regulation 3 of the Town & Country Planning General Regulations, subject to the conditions set out in the report, for the reasons set out in the report.

**625**

**TP/96/0150/3 LAND TO SOUTH OF WILLIAM GIRLING RESERVOIR, LOWER HALL LANE, CHINGFORD, LONDON, E4**

**AGREED** that planning permission be refused for the reason set out in the report.

**626**

**TP/09/1091 1-18, OLD PARK HOUSE, OLD PARK ROAD, LONDON, N13 4RD**



**PLANNING COMMITTEE - 17.12.2009**

**AGREED** that planning permission be granted, subject to the conditions set out in the report, for the reasons set out in the report.

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**MUNICIPAL YEAR 2009/2010 - REPORT NO 188**

**COMMITTEE:**  
PLANNING COMMITTEE  
19.01.2010

**REPORT OF:**  
Assistant Director, Planning  
and Environmental Protection

**Contact Officer:**  
David Snell Tel: 020 8379 3838  
Andy Higham Tel: 020 8379 3848

AGENDA - PART 1	ITEM 5
SUBJECT -  MISCELLANEOUS MATTERS	

## **5.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS** INF

5.1.1 In accordance with delegated powers, 309 applications were determined between 18/11/2009 and 06/01/2010, of which 233 were granted and 76 refused.

5.1.2 A Schedule of Decisions is available in the Members' Library.

### Background Papers

To be found on files indicated in Schedule.

## **5.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS** DEC

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

### Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the Unitary Development Plan (UDP).
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

### **5.3 APPEAL INFORMATION**

INF

The Schedule attached to the report lists information on town planning application appeals received between 03/12/2009 and 31/12/2009 and also contains information on decisions taken during this period.

LIST OF APPLICATIONS  
TO BE DETERMINED  
BY THE PLANNING COMMITTEE  
ON: 19<sup>th</sup> January 2010

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APPLICATION: LBE/09/0034      RECOMMENDATION: Granted Subject to  
Conditions

WARD: Cockfosters

Location: TRENT PARK, COCKFOSTERS ROAD, BARNET, EN4 0PS

PAGE No: 29

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APPLICATION: LBE/09/0037      RECOMMENDATION: Granted Subject to  
Conditions

WARD: Haselbury

Location: CHURCH STREET RECREATION GROUND, GREAT CAMBRIDGE  
ROAD, LONDON, N9 9HP

PAGE No: 34

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APPLICATION: TP/09/0969      RECOMMENDATION: Granted Subject to  
Conditions

WARD: Southgate

Location: 311B, CHASE ROAD, PICKARD CLOSE, LONDON, N14 6JS

PAGE No: 38

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APPLICATION: TP/09/1176      RECOMMENDATION: Granted Subject to  
Conditions

WARD: Town

Location: Car Park Site, Little Park Gardens, Enfield, EN2 6PQ

PAGE No: 55

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APPLICATION: TP/09/1200      RECOMMENDATION: Refusal

WARD: Grange

Location: 27, THE CHINE, LONDON, N21 2EA

PAGE No: 68

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APPLICATION: TP/09/1238

RECOMMENDATION: Granted subject to S106 completion

WARD: Winchmore Hill

Location: Land rear of, 483/499, Green Lanes, London, N13.

PAGE No: 77

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APPLICATION: TP/09/1523

RECOMMENDATION: Refusal

WARD: Palmers Green

Location: 34, New River Crescent, And Land At Rear Of, 2-32, New River Crescent, London, N13 5RF

PAGE No: 119

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APPLICATION: TP/09/1631

RECOMMENDATION: Granted Subject to Conditions

WARD: Highlands

Location: MERRYHILLS PRIMARY SCHOOL, BINCOTE ROAD, ENFIELD, EN2 7RE

PAGE No: 138

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APPLICATION: TP/09/1658

RECOMMENDATION: Granted Subject to Conditions

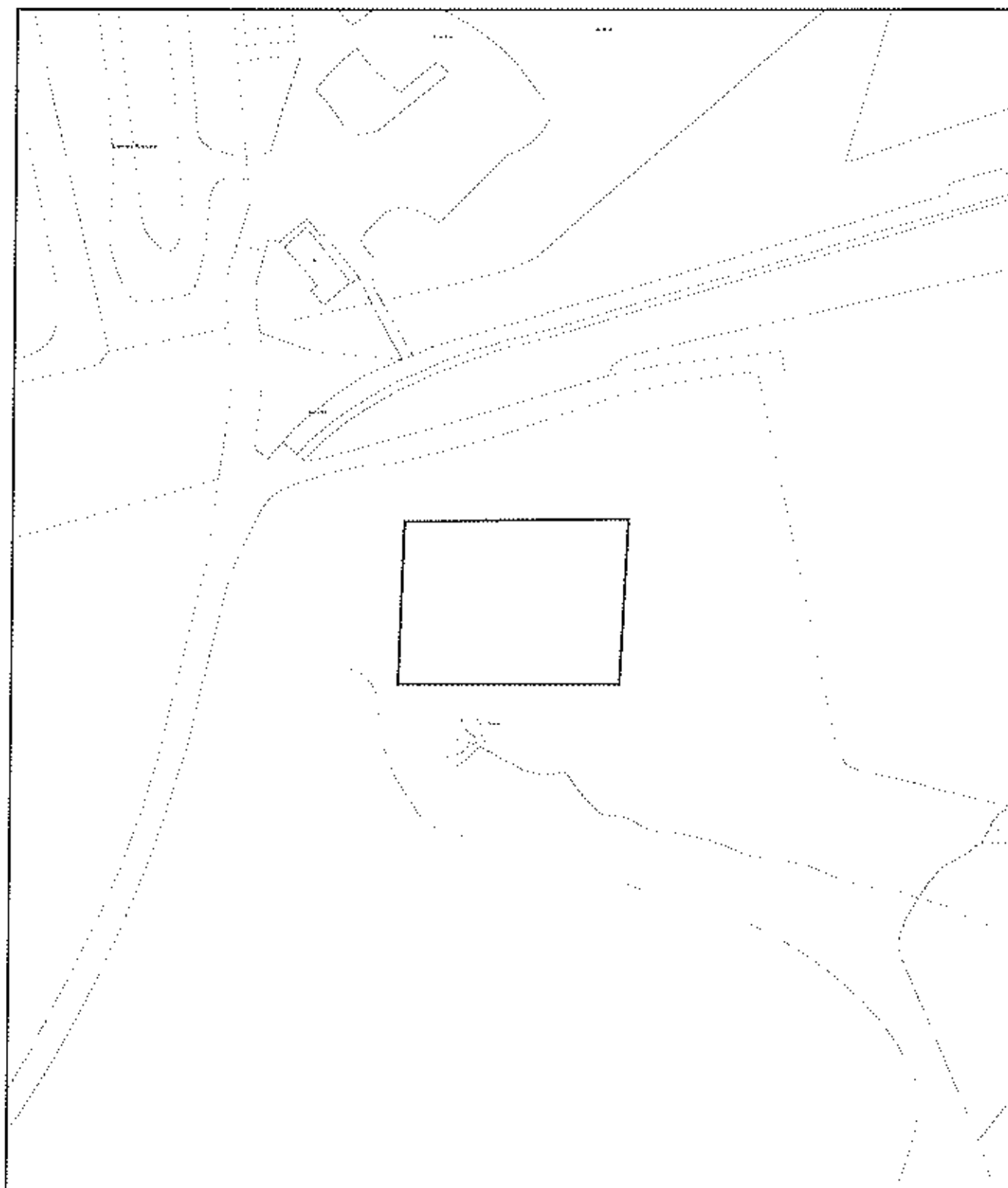
WARD: Chase

Location: Land south side of Whitewebbs Lane, Incorporating Rolenmill Sports Ground, And Land Rear Of Myddelton House, Bulls Cross, Enfield, Middx, EN2 9HA

PAGE No: 145

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Application No:- LBE/09/0034



## Development Control

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15m

Scale : 1:1250  
Time of plot: 11:25

Date of plot: 05/01/2010

**Application Number:** LBE/09/0034      **Ward:** Cockfosters  
**Date of Registration:** 19th November 2009

**Contact:** David Snell 3838

**Location:** TRENT PARK, COCKFOSTERS ROAD, BARNET, EN4 0PS

**Proposal:** Installation of a new children's adventure playground.

**Applicant Name & Address:**

Mr David Brekenridge, London Borough of Enfield  
P O Box 52  
Civic Centre  
Silver Street  
Enfield  
Middx  
EN1 3XA

**Agent Name & Address:**

**Recommendation:** That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992.

1. C51A Time Limited Permission

**Site and surroundings**

2000 square metres of land within Trent Park to the south of the Cockfosters gate access road close to the cafe. The site lies within the Metropolitan Green Belt and Trent Park Conservation Area.

**Proposal**

The proposal involves the construction of a climbing forest children's play area. The area would accommodate climbing ropes, nets, swings and timbers supported on timber poles 4 and 6 metres in height. The area is to be installed at the base of three mature oak trees in part of Church Wood.

**Relevant planning history**

None.

**Consultations**

**Public**

The application has been advertised in the press and on site. No responses have been received.

Southgate Civic Trust raise concerns about the safety and supervision of children and comment in this regard that some of the equipment is clearly for older rather than younger children. However the Group does not object to the proposal.



Trent Park Conservation Committee support the application and comment that their only suggestion that remains outstanding is the desirability to increase safety for children crossing the road from the car park, toilets and café.

Internal

None.

External

None.

**Relevant policy**

The London Plan

3D.9	Green belt
3A.20	Health objectives
3D.13	Children's play strategy
3D15	Trees and woodlands
4B.12	Conservation

Unitary Development Plan

(I)GD1	Appropriate regard to surroundings
(II)G1	Green belt
(II)G31	Promote recreation use in the green belt
(I)C1	Conservation

Local Development Framework

The Enfield Plan – Proposed Submission Stage Core Strategy document was published for public consultation on 14<sup>th</sup> December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will appoint a Planning Inspector to consider whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application.

CP33	Green belt and countryside
CP34	Playing fields, parks and open space

Other material considerations

PPG2 – Green Belts

**Analysis**

The proposal would enhance recreation and play facilities within Trent Park.

The proposed recreational use is appropriate development in the green belt and it would serve to maintain its open character.

The form of construction and natural materials to be used in the construction of the play equipment are appropriate to the setting of the site and would serve to preserve the character of the conservation area.

## **Conclusion**

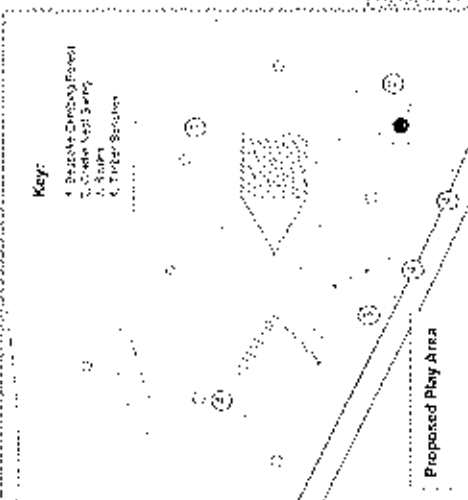
The application is recommended for approval for the following reasons:

.The proposed recreational use is appropriate development in the green belt and it would serve to maintain its open character having regard to Policy 3D.9 of the London Plan, Policy (II)G1 of the Unitary Development Plan and PPG2 \_ Green Belts.

The form of construction and natural materials to be used in the construction of the play equipment are appropriate to the setting of the site and would serve to preserve the character of the conservation area having regard to Policies (I)GD1 and (I)C1 of the Unitary Development Plan.

# Trent Park Climbing Forest

London Borough of Ealing



Key:

- 1. Beaches Climbing Forest
- 2. Nest Swing
- 3. Scales
- 4. Trunk
- 5. Trunk
- 6. Trunk
- 7. Trunk
- 8. Trunk
- 9. Trunk
- 10. Trunk
- 11. Trunk

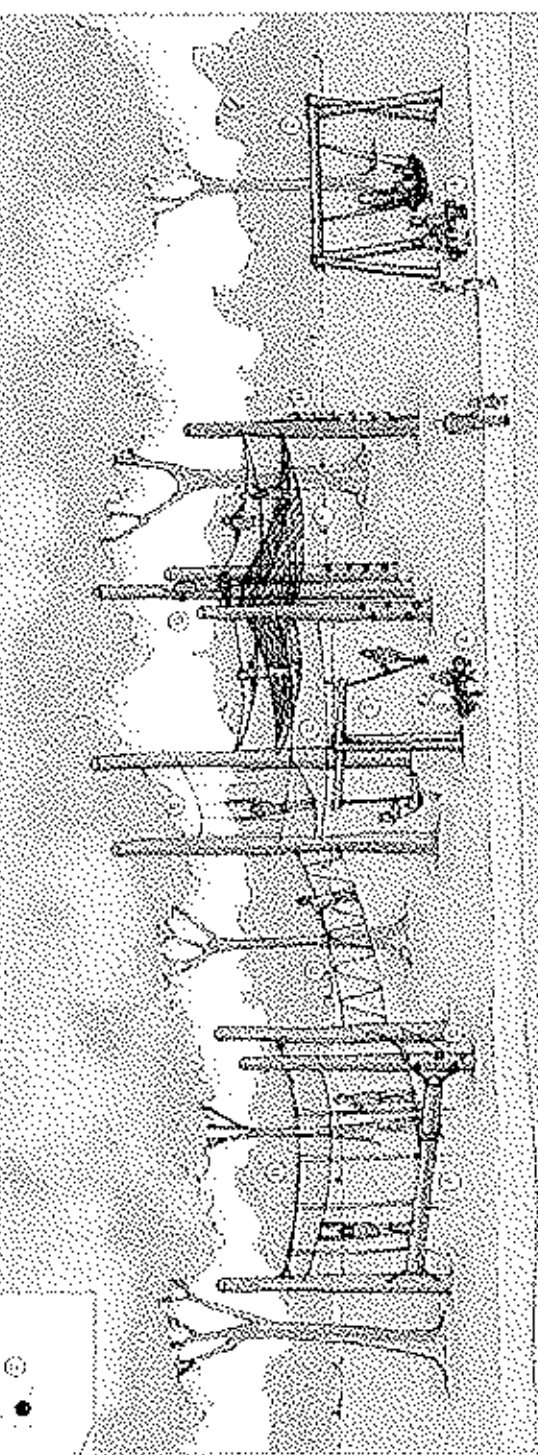
## Climbing Forest

Key:

- A. Balance Beam
- B. Rope Bridge
- C. Rope Net
- D. Rope Net
- E. Rope Net
- F. Rope Net
- G. Rope Net
- H. Rope Net



Nest Swing



Scales



Lookout Point



Square Net



High Course Rope



Grips Ropes



Parallel Rope



Low Course Rope



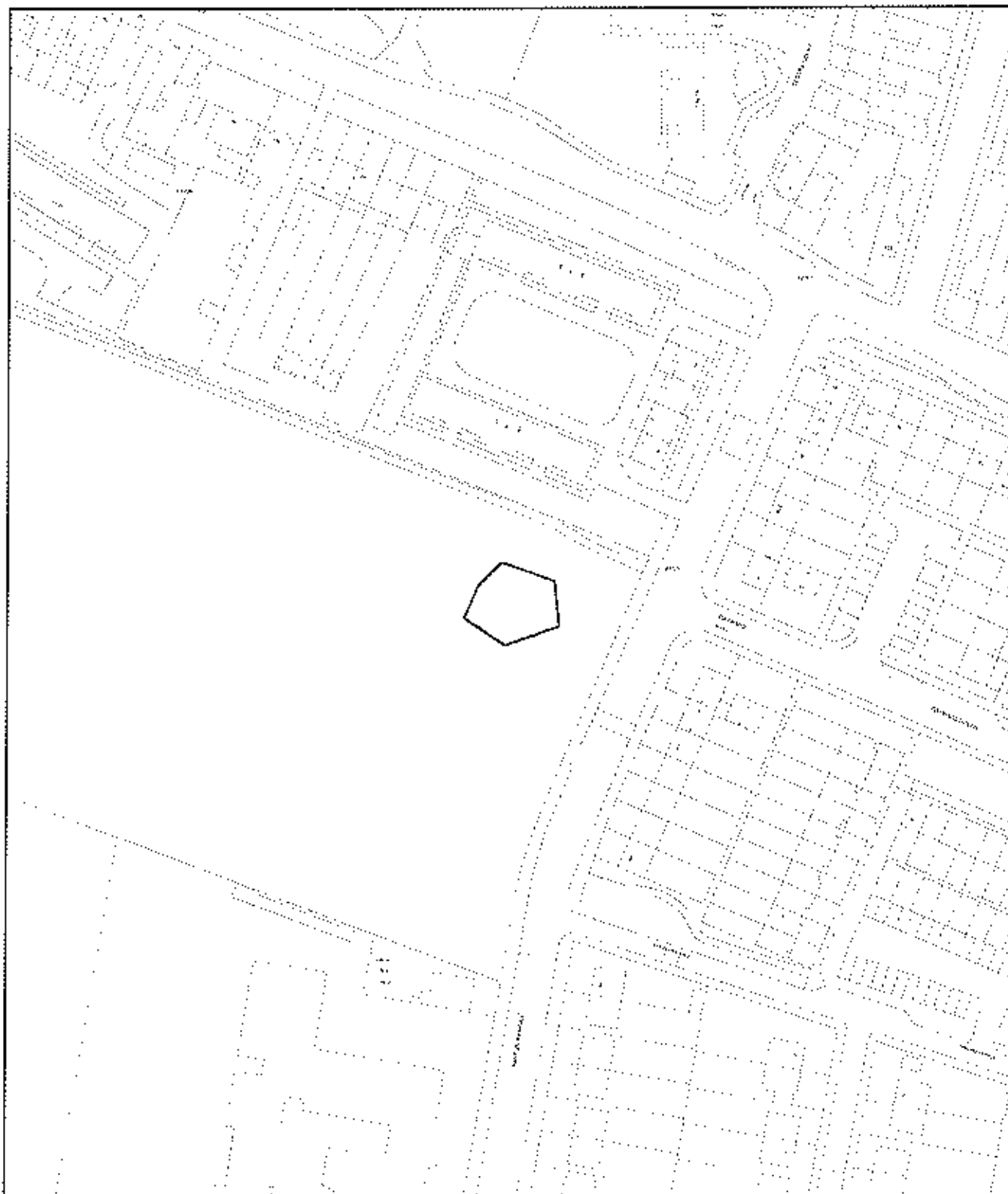
Noose Steps



Balancing Trunk



Application No:- LBE/09/0037



## Development Control

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15m

Scale - 1:1250  
Time of plot: 15:38

Date of plot: 05/01/2010

**Application Number:** LBE/09/0037      **Ward:** Haselbury  
**Date of Registration:** 24th November 2009

**Contact:** Nigel Catherall 3833

**Location:** CHURCH STREET RECREATION GROUND, GREAT CAMBRIDGE ROAD,  
LONDON, N9 9HP

**Proposal:** Installation of a 5.29m high basket swing to new play area.

**Applicant Name & Address:**

Mr Mathew Havil, London Borough of Enfield  
Carterhatch Depot  
7 Melling Drive  
Enfield  
Middlesex  
EN1

**Agent Name & Address:**

**Recommendation:** In accordance with Regulation 3 of the Town and Country Planning Regulations 1992, planning permission be deemed to be **GRANTED** subject to the following conditions.

1. C51A Time Limited Permission

**Site and Surroundings**

The application site is a large recreation ground in Edmonton bounded by the Great Cambridge Road to the west, Haselbury Road to the east, the rear of residential properties on Church Street and Haselbury Road to the north, and to the south by Latymer School and the rear of residential properties on Latymer Way. The recreation ground includes a play area sited towards Haselbury Road.

**Proposal**

Permission is sought for the installation of a basket swing as part of a new play area to be sited adjacent to the existing play area. The structure would have a maximum height of 5.29m and would be supported by a three-pronged frame with a base diameter of 7.55m. An extended safety area would have a diameter of 10.52m and a total ground coverage of 87m<sup>2</sup>.

**Relevant Planning Decisions**

None.

**Consultations**

**Public**

Consultation letters were sent to 50 surrounding properties. No replies were received.

**External:**      None.

Internal: None

**Relevant Policy**

London Plan

4B.8 Respect Local Context and Communities  
3D.13 Children and Young Peoples Play

UDP Policy

(I)GD1 Appropriate regard to surroundings  
(I)GD2 Improve environment, quality of life and visual amenity  
(II)GD3 High standard of functional and aesthetic design  
(II)CS1 Support a full range of facilities and services appropriate to the needs of the Borough  
(II)CS2 Liaise with Service Authorities regarding the siting and design of development

Other Material Considerations

None

**Analysis**

Principle

In principle, the addition of a basket swing adjacent to an existing play area within the recreation ground would be acceptable, though consideration must be given to the visual impact of the basket swing, and the impact on the amenities of properties in the immediate surrounding area.

Impact on Character of Surrounding Area

The proposed basket swing would be sited immediately adjacent to an existing play area and as such is considered to be in an appropriate location and compatible with the existing facilities. It would not detract from the established character or appearance of the open space.

Impact on Neighbouring Properties

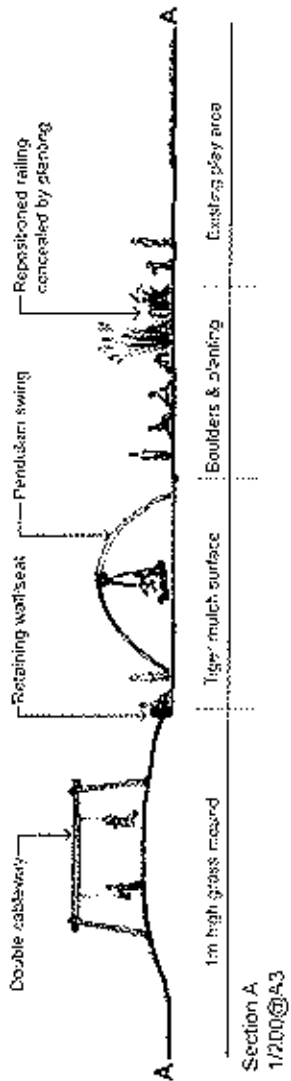
The siting of the proposed swing would be approximately 20m from Haselbury Road and 25m from the rear of the residential properties on Church Street and Haselbury Road. Consequently, the impact on amenities enjoyed by the residents of the surrounding properties will not be affected and the proposal is therefore considered acceptable.

**Conclusion**

In the light of the above, the proposal is considered acceptable for the following reason:

The proposed basket swing does not detract from the character and amenities of the surrounding area or the amenities of neighbouring residential properties, in keeping with Policies (II)CS1, (II)CS2, (I)GD1, (I)GD2, and (II)GD3 of the Unitary Development Plan.

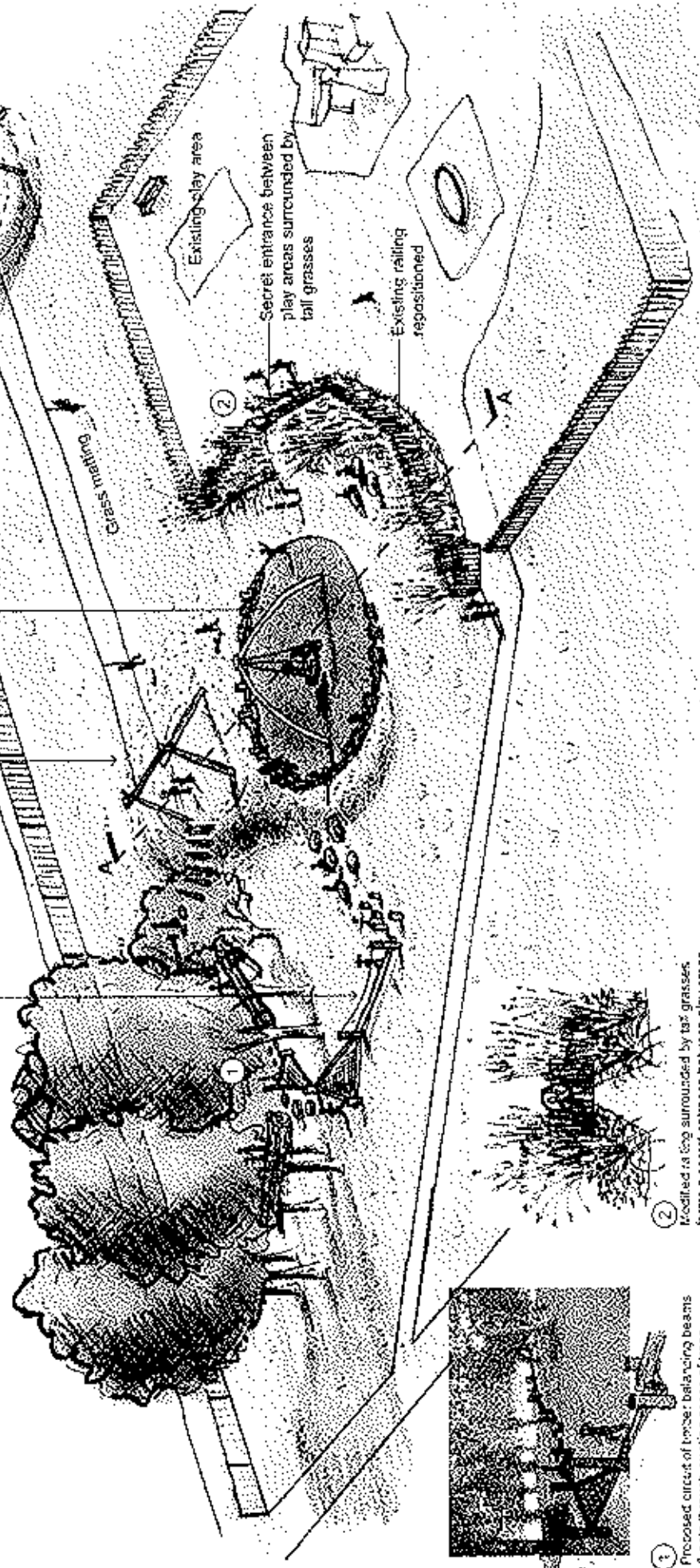
# Church Street Recreation Space Proposed Additional Play Area



**Note: The Giant swing is the only proposal subject to planning approval**  
Large pendulum swing set in tiger mulch surface, surrounded by timber retaining edge/seating

Double cableway on 1meter high mounding

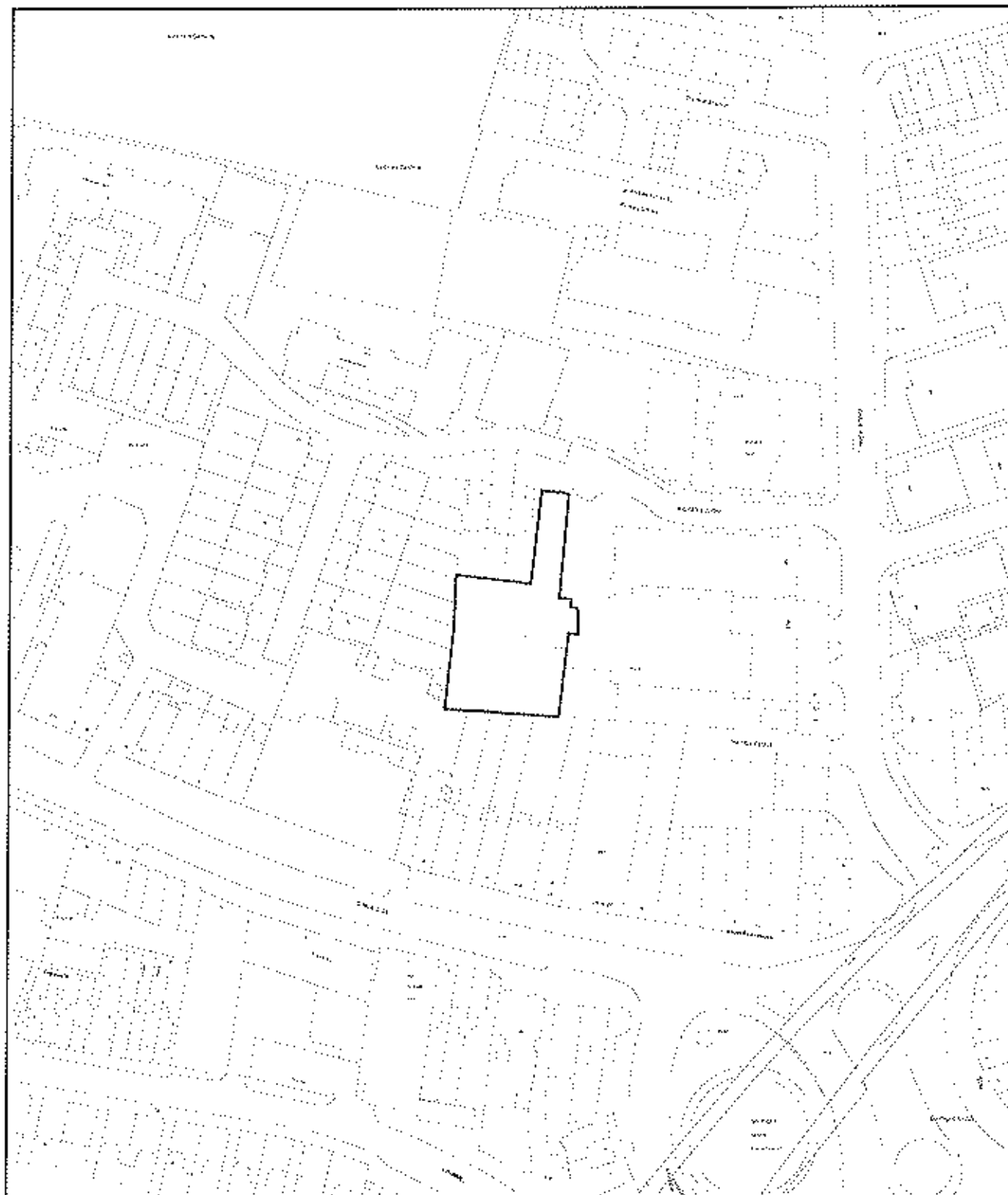
A circuit of timber balancing beams & nets through existing copse of trees



② Modified tall grass surrounded by tall grasses forms a secret entrance between play areas

① Proposed circuit of timber balancing beams & nets through existing copse of trees

Application No:- TP/09/0969



## Development Control

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Scale - 1:1250  
Time of plot: 12:04

Date of plot: 06/01/2010



**Application Number:** TP/09/0969 **Ward:** Southgate

**Date of Registration:** 14th July 2009

**Contact:** Robert Lancaster 4019

**Location:** 311B, CHASE ROAD, PICKARD CLOSE, LONDON, N14 6JS

**Proposal:** Redevelopment of site by the erection of a 2-storey detached nursery building (class D1) with outdoor play area and associated parking.

**Applicant Name & Address:**

Active learning  
c/o Agent

**Agent Name & Address:**

Indigo Planning Ltd  
Swan Court  
Worple Road  
London  
SW19 4JS

**Note for Members**

At the meeting of the Planning Committee on 30th November 2009, it was agreed to defer consideration of this application to enable further assessment of the traffic and highway implications arising from the proposal. In particular, concerns were raised over the potential effect of traffic generated by the proposed use on Pickard Close. Additional comments have therefore been prepared and this additional note reports on this additional assessment.

**Assessment**

The proposal was initially considered in the light of information submitted in support of the application plus background information collated by the Council. This LBE information is set down in tables 1 – 3 below.

Table 1- Existing traffic movements in Pickard Close:

Time	Arrivals	Departures
08.00-09.00	54	32

Table 2 - Movements associated with children drop off/pick up for the nearby primary school

Time	Arrivals		Departures	
	LBE	Applicant	LBE	Applicant
08.00-09.00	17	13	10	8

Table 3 - Southbound queues/delays along Chase Road from junction with Winchmore Hill Road (LBE)

Queues/delays along Chase Road	
Time	Number of vehicles
7.30	no queue
7.45	no queue
8.00	5
8.15	14
8.30	no queue
8.45	no queue
9.00	28
9.15	21
9.30	5

On the basis of the information submitted with the application, it could be concluded that if trip generation from the 'TRAVL' database (i.e. a London source of survey information) example, or from the applicant's existing nursery at West Hampstead (WH), was replicated at Pickard Close, then very few car borne trips would be generated and the proposal would give rise to less overall traffic than the existing gymnasium use of the site.

However the very low traffic generation cases cited did not seem to reflect the situation of other nurseries in the Borough, and in response to concerns raised at previous Committee meetings, additional analysis has been undertaken with particular focus on a similar example within the Borough. Of the many nurseries within the Borough, there are only a limited number in similar circumstances i.e. in terms of size, situated within a CPZ and having equivalent PTAL (public transport accessibility) rating. Nevertheless a good match was found, also in Southgate, and the car borne drop-off position was surveyed.

The results of this survey compared with the position predicted by the applicant, are set out in Table 4 below. The existing Southgate nursery survey also confirmed a higher level of car based trips as a proportion of overall trips (as shown in Table 5), although the situation does fluctuate.

Table 4 - Car borne drop-off

Time	Arrivals		
	TRAVL*	WH*	N14*
08.00-09.00	6	3	11
17.00-18.00	7	7	10.5

\* TRAVL, West Hampstead – applicant's information, N14 example surveyed by LBE (2 day average)

Table 5 - Modal split for existing N14 Site

Mode of Transport	% of trips	
	Tuesday	Wednesday
Private vehicle	51%	43%
Other (walking, public transport, etc)	49%	57%

This information suggests that there will be a higher level traffic generation which will then be added to the existing drop-offs / pick ups in Pickard Close associated with the nearby St. Andrew's School notwithstanding the traffic associated with the neighbouring commercial premises in Pickard Close and the movements in and out of the housing estate.

As there will be limited drop off facilities proposed within the curtilage of the premises, some parents may choose to stop in the car park to take children into the nursery and this could give rise to conflicts. This possible danger has been cited by one of the neighbouring occupiers familiar with the current daily operation of the overall site and was a major concern with the earlier nursery application and forming one of the reasons for refusal. Although the drop-off/pedestrian access arrangements have been improved within the current application, the additional traffic generation now identified brings into question whether adequate drop-off arrangements are being provided.

Concern was also raised by more than one of the neighbouring premises that the overall parking availability for the estate is insufficient and that many conflicts/double parking regularly occur. This scheme will remove 9 spaces (largely to create a play space). The Council is not party to who has rights to use these spaces nor is it able to re-allocate their use.

### Conclusion

In response to the additional assessment undertaken, there are several key issues

1The adequacy of dedicated parking/drop-off arrangements to cater for the level of traffic that may be generated, with the potential for this to lead to vehicle/pedestrian conflict, and congestion/obstruction/parking pressure, both within a. the site, and b. within Pickard Close.

2Additional traffic generation off Chase Road at a location where southbound queuing vehicles can extend past Pickard Close. On occasion cars turning right from Pickard Close and waiting to join the southbound traffic may block northbound traffic in Chase Road, which can then extend back as far as Southgate Circus, causing more delays.

It should also not be overlooked that traffic conditions will vary on a daily basis and hence individual traffic surveys may therefore be inconsistent. (Hence an objector's own traffic survey showed a different picture of both trips to and from the site and queue lengths along Chase Road. Weather conditions may affect travel choices, with poor weather generally encouraging greater levels of car use).

Reviewing the operation of a local equivalent nursery site suggests that if this situation is repeated at Pickard Close then the car trip generation will be higher than considered previously. This may give rise to additional conflicts and further compound the problem of Pickard Close being used for drop-off/pick-up from the nearby primary school, as well as within the private car park.

If Members are minded to accept the recommendation, a condition requiring the introduction of 'at any time' waiting restrictions in Pickard Close would appear appropriate to deter parents from the proposed nursery and existing school parking on the highway. Nevertheless, it will still be the same offence that is currently occurring by cars parking on the single yellow lines. Parking enforcement on small cul-de-sacs at peak times is generally not a priority, and the road is not under Council CCTV surveillance. Controlling any conflicts within the private site car park could not be undertaken by the Council or realistically enforced by any planning condition and inconsiderate short term parking/stopping is always difficult to prevent.

A condition for a scheme managing the right-turns from Chase Road would be assisted with a dedicated lane right-turn lane in but there is no real solution to addressing exiting Pickard Close right, into on the northbound lane, nor to address the wider traffic generation concern.

Additional objection response

Since the 30th November Committee an additional objection has been received from the occupier of premises at 311 Chase Road. The above traffic and transportation assessment has addressed the traffic related matters raised in this objection. The points below address the non-traffic related matters:

-unsafe pedestrian movement for adults and children (pedestrian access is addressed in the main body of the report)

- the safety of children.

No.311 Chase Road was not consulted. (Our records show that a consultation letter was sent to this address. Notwithstanding this, Ms Maier has been aware of the application for a considerable time and is not considered to be prejudiced by not receiving a consultation letter.

-questions the need/ demand for a nursery in this area.

-a nursery is not appropriate among industrial/commercial units.

**Recommendation:** That planning permission be **GRANTED** subject to the following conditions.

1. The development hereby approved shall not be occupied until such time as a dropped kerb from the southern footway of Pickard Close, new road alignment markings for a right turn restriction into Pickard Close off Chase Road and new 'keep clear' road markings along the western section/turning head' area of Pickard Close have been instated unless otherwise agreed in writing with the local planning authority.

Reason: To ensure that the proposed pedestrian access can be safely accessed by disabled users and those with buggies as well as ensuring the free flow of traffic and highway safety.

2. The development shall be implemented and thereafter retained for at least five years in accordance with the submitted travel plan accompanying the application.

Reason: In the interests of sustainability and to ensure that traffic generated from the site is minimised

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, the premises shall be used solely for as a children's day nursery and crèche up to a maximum of 88 children and shall not be used for any other purpose within Class D1 of the Order or for any other purpose whatsoever.

Reason: To prevent the establishment of an alternative D1 use detrimental to amenities of nearby residential occupiers and/or the free flow or safety of traffic on the adjoining highways.

4. That the outdoor play areas in connection with the use of the premises as a children's nursery be in accordance with the submitted Play Area Management Plan sent via email on 20/08/2009 and the outdoor play areas be used solely between the hours of:
  - 08.00 to 10.00 hours for a maximum of 20 children
  - 10.00 to 12.00 hours for a maximum of 30 children
  - 12.00 to 12.30 hours for a maximum of 20 children
  - 13.30 to 14.00 hours for a maximum of 20 children

- 14.00 to 16.00 hours for a maximum of 30 children
- 16.00 to 17.30 hours for a maximum of 20 children

and at no other time unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not unduly prejudice the amenities of nearby commercial and residential occupiers.

5. Prior to the commencement of any development a Construction Environmental Management Plan (CEMP) written in accordance with London's Best Practice guidance shall be formally submitted to and approved in writing by the Local Planning Authority. The ( CEMP) will address the following issues:
  - (i) Noise
  - (ii) Control of site drainage and run off
  - (iii) Storage and removal of excavation/ demolition material
  - (iv) The siting of work compounds together with loading and unloading
  - (v) Contractors parking
  - (vi) Wheel washing facilities and methodology
  - (vii) Construction traffic routing
  - (viii) Control of dust and air quality during demolition and construction
  - (viii) Hours of work

The CEMP shall nominate a Construction Manager to oversee the management of these issues and the CEMP shall detail mechanisms for addressing complaints, monitoring, public liaison, prior notification works. The CEMP shall be adhered to at all times and regular monitoring and auditing performance shall be carried out in accordance with a schedule to be agreed with the Local Planning Authority.

Reason : To avoid nuisance or other environmental effects during demolition or construction and operational phases of the development.

6. C07 Details of Materials
7. C09 Details of Hard Surfacing
8. C10 Details of Levels
9. The site shall be enclosed by acoustic fencing in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

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

10. C16 Private Vehicles Only - Parking Areas
11. C19 Details of Refuse Storage & Recycling Facilities
12. C20 Details of Fume Extraction
13. C25 No additional Fenestration
14. C26 Restriction of Use of Extension Roofs
15. C37 Restricted Hours - Deliveries
16. C38 Restricted Hours - Opening
17. C59 Cycle parking spaces
18. C51A Time Limited Permission

## **Site and Surroundings**

The application site is within a Business Park accessed from Pickard Close, off Chase Road. The site is in the south-west corner of the Business Park and currently contains a 2-storey building occupied as a Gym and Tanning Centre.

The Business Park abuts the northern boundary of the Southgate Circus Conservation Area.

### **Proposal**

Permission is sought for the demolition of the existing building and erection of a 2-storey detached building for use as a Children's Nursery with outdoor play area and associated parking.

A maximum of 88 children, between 3 months and 5 years, on the roll is proposed, with 24 full-time members of staff. A total of 3 parking spaces are shown for this proposed use.

### **History**

TP/06/1608: Construction of first and second floor to existing building was approved subject to conditions in September 2006.

TP/06/1608/VAR1: Construction of first and second floor to existing building (revised scheme) to also now incorporate a change in fenestration pattern and entrance doors on the side and front elevation was approved subject to conditions in August 2007.

TP/09/0410: Redevelopment of site to provide a 2-storey detached nursery building with outdoor play area and associated parking was refused planning permission in May 2009.

### **Relevant Policies**

#### London Plan

- 3C.23 Parking in Town Centres
- 3A.24 Meeting Floor Targets

#### Unitary Development Plan

- (I)GD1 Regard to Surroundings / Integrated into Local Community
- (I)GD2 Quality of Life and Visual Amenity
- (II)GD1 Appropriate location
- (II)GD3 Character / Design
- (II)GD6 Traffic Generation
- (II)GD8 Site Access and Servicing
- (II)H8 Privacy and Overlooking
- (II)H9 Amenity Space
- (I)C1 Preserve and Enhance matters of Archaeological, Architectural or Historic Interest
- (II)C30 Development in/or adjacent to a Conservation Area
- (I)E01 Suitable planning for disabled people
- (II)T1 Accessibility
- (II)T13 Access onto Public Highway
- (I)CS1 Community Services
- (II)CS4 Day Nurseries

#### Other Material Consideration

- PPS1 Delivering Sustainable Communities

PPG4            Industrial and Commercial Development and Small Firms  
PPG13          Transport

## **Consultation**

### Public

Consultation letters were sent to 82 neighbouring properties. In addition, notice was displayed at the site. Replies were received from 6 neighbouring residents which raised all or some of the following points:

- Increased traffic resulting in congestion
- Impeded access for other businesses in the Estate
- Increased parking pressure
- Playground adjacent to traffic and parking area would be detrimental to children's health
- Loss of light to upper floors of 311A Chase Side
- Proposed flat roof will be access route for burglars
- Installation of CCTV and more police patrols should be encouraged
- Good use of vacant building
- Overlooking to residential properties to the west
- Possible sound pollution
- Incompatible with existing use of the area
- Parking survey carried out during summer holiday, did not take account of vehicle movements associated with nearby school.
- Pedestrian safety

### Internal

Transportation raises no objections to the proposal subject to s106 agreement and conditions.

Environmental Health raises no objection subject to conditions.

## **Analysis**

### Principle of Use

A day nursery (Class D1) would in principle be supported as it meets a community need in an area that is not immediately adjacent to residential properties but is located near public transport links (e.g. Southgate Tube Station) with onward connections to Central London. However due consideration must be given to the intensity of use and the associated effect on the character and appearance of the area, the amenities of nearby residential and business uses, the impact on access to, and parking within, the Business Estate and a suitable quality of provision for users of the nursery.

### Character and Appearance

The design of buildings within the Business Estate is an eclectic mix, with some two-storey buildings with dormers in the roof slope and a modern-style 3-storey building with a significant amount of glazing. The proposed building is 2-storey with a mono pitch roof, similar in appearance to the existing structure. Given the existing character of the Estate, the proposal is considered to have an acceptable presence and would not detract from the character and appearance of the locality

### Relationship to Neighbouring Properties

The proposed building would occupy a similar footprint to the existing structure but would be 1.5m higher. As a result, the building would be 24m away from rear walls of Nos. 2-6 Pickard Close, approximately 24m away at first floor level from the rear walls of Nos. 18-22 Pickard Close and 22m away from the rear walls of Nos.26-40 Chase Side. Given these relationships the proposal is considered not to give rise to any additional loss of light, or outlook associated with the presence of the existing building sufficient to warrant refusal of the application.

In addition, due to the distances between the proposed building and nearby residential properties, the absence of windows in the first floor flank wall facing Nos. 2-6 Pickard Close, as well as the nature of use of the first floor accommodation with windows facing No 18-22 Pickard Close and the hours of use of nursery (Monday to Friday 7.30am to 6.30pm) means that there would not be any unacceptable level of overlooking and associated loss of privacy to nearby residential occupiers. A condition requiring obscure glazing could also be imposed to address any overlooking issues.

The issue of noise and its impact on the amenities of neighbouring residents formed a reason for refusal on the previous application. It stated that:

The proposed intensity of use is such that the vehicular and pedestrian comings and goings as well as the use of building, in particular the outdoor play areas, would result in undue levels of noise and disturbance detrimental to the amenities of neighbouring occupiers. This is contrary to Policies (I)GD1, (I)GD2 and (II)GD1, (II)CS4 and (II)GD6 of the Enfield Unitary Development Plan.

In support of this proposal, a Noise Assessment has been submitted. This concludes that the noise and disturbance arising from the proposal (e.g. the vehicular and pedestrian coming and goings as well from the use of the building, in particular the outdoor play areas) would not be detrimental to the amenities of nearby residents through undue levels of noise and disturbance, in particular those at Nos.2-22 Pickard Close. Environmental Health raise no objections having reviewed this assessment and in the light of this together with the conclusion of the noise assessment subject to the imposition of conditions limiting the numbers of hours of the play area as well as details of an acoustic fence enclosing the play area, the proposed relationship to neighbouring properties is considered acceptable thereby addressing the previous reason for refusal.

#### Traffic, Parking and Access

##### Traffic Generation

A reason for refusal on the previous application stated:

The proposed change of use does not make appropriate provision for the expected additional car parking demand, and the hours of use in which the increase in vehicle movements associated with the dropping off and collection of children can be expected to prejudice the ability of the existing car park to serve the office units by reducing space available for service and delivery vehicles as well as limiting manoeuvring space for vehicles currently using the car park, contrary to Policies (II)GD6, (II)GD8, (II)CS4 of the Unitary Development Plan, Government advice contained in PPG 13 and The London Plan policy 3C.23.

This amended scheme now provides additional on-site parking and drop-off areas and a sufficient turning area for refuse vehicles.



The additional car parking demand and activity is mainly associated with the drop-off and pick up of children. The transport assessment notes that typically 10% of the children arrive between 7.30 and 8.00 am and the vast majority arrive on staggered basis between 8.00 and 9.30am. According to travel estimates this is further defined as 6 arrivals in the AM peak. Should parents remain on site for 15 minutes, 4 drop-off bays are more than adequate. Furthermore, it is suggested that a significant proportion of parents and children travel to the site on foot rather than by car, supported by the sites proximity to public transport and local services available from the adjoining town centre which would encourage linked trips. A condition is also recommended to secure the development and implementation a travel plan

It should also be noted that the transport assessment shows that traffic flows over a 24-hour period are approximately half that of the existing use although of course, it is acknowledged the proposed use will have different peaks of activity. With regard to the existing users of the Business Park therefore, there is over 6 metres between the nursery parking bays and those servicing the office development meaning that there is sufficient turning and manoeuvring space. Taking the overall projected patterns of activity, it is considered therefore that the proposed nursery should not unduly prejudice the existing business.

Further to the October's Committee's decision to defer the application, Transportation carried out a further Traffic Survey and Assessment of the Transport Statement and made the following observations and conclusions:

The Transport Statement submitted by the applicant based the traffic flow calculations for the existing use (former gym) on TRAVL database whilst the predicated traffic generation for the proposed nursery was calculated both from: TRAVL database and also the West Hampstead Survey on an existing premises.

#### EXISTING USE:

Table 1 TRAVL existing gym (consented) use\*

Time	Arrivals	Departures
08.00-09.00	2	3
17.00-18.00	4	4
Daily	47	45

\*No additional information (i.e. site description, parking facilities, etc) about the sites extracted from the TRAVL database was attached with the Transport Statement which makes it difficult to determine their robustness

#### PROPOSED USE:

Table 2 TRAVL\* / West Hampstead Survey (WHS) \*\* proposed nursery

Time	Arrivals		Departures	
	TRAVL	WHS	TRAVL	WHS
08.00-09.00	6	3	7	3
17.00-18.00	7	7	8	7
staff daily	-	4	-	4
total daily	25	31	26	31

\*No additional information (i.e. site description, parking facilities, etc) about the sites extracted from the TRAVL database was attached with the Transport Statement which makes it difficult to determine their robustness

**\*\*West Hampstead Nursery's site characteristics were not presented in more detail in the Transport Statement**

The results presented above show that the proposed nursery will generate higher peak hour movements than the existing site with 13 movements during the morning peak hour and 15 movements during the evening peak time. However, over the course of the whole day, the scheme will result in fewer movements than the existing scheme.

Furthermore, based on the results of WHS (West Hampstead Survey), staff movements on a daily basis seem low (only 4) and the WHS fails to establish the time that they would occur during the day which might have a further impact on the traffic generated during the peak times. The Transport Statement also claims that 15% off staff are likely to travel to the site by private vehicle. However the applicant agrees to mitigate the issue by controlling the number of staff who drive to work as part of their conditions of employment, to ensure that the 3 spaces provided is not exceeded.

#### London Borough of Enfield Classified Traffic Survey

London Borough of Enfield carried out a classified Traffic Survey on the 8<sup>th</sup> of October between 07.30 and 09.30 am in 15 minutes intervals at the junction of Chase Road/ Pickard Close to determine the traffic volumes generated by the existing site. The results attached in Table 3 reveal that during the morning peak time 08.00-09.00 AM there were in total 86 movements to Pickard Close (of which 54 were arrivals and 32 departures) which accounts for 1 vehicle movement every 42 seconds.

#### EXISTING SITUATION:

Table 3 London Borough of Enfield Traffic Survey

Time	Arrivals	Departures
07.30-07.45	6	2
07.45-08.00	3	1
08.00-08.15	5	5
08.15-08.30	9	5
08.30-08.45	18	9
08.45-09.00	22	13
09.00-09.15	12	12
09.15-09.30	4	3
total	79	50

#### Applicant's Parking Accumulation Survey (APAS)

In support of the application, the applicant carried out a Parking Accumulation Survey on the 28<sup>th</sup> of September (Monday). The survey included the installation of 3 cameras to record all vehicle activity entering and exiting the site as well of any double parking that occurred.

Table 4 London Borough of Enfield Traffic Survey / applicant's parking accumulation survey (APAS)

Time	Arrivals		Departures	
	LBE	APAS	LBE	APAS
08.00-09.00	54	43	32	11
17.00-18.00	unknown	1	unknown	16

The results presented above in Table 4 show a major difference in departures during the AM peak hour between both surveys. However taking the worst case scenario, it is assumed that the existing site generates 86 vehicle movements in the AM peak time and 17 vehicle movements in the PM peak time.

#### PROPOSED COMBINED WITH EXISTING

Table 5 Proposed combined with existing based on LBE survey

Time	Arrivals		Departures	
	TRAVL	WHS	TRAVL	WHS
08.00-09.00 AM	60	57	39	35
17.00-18.00 PM	unknown	unknown	unknown	unknown

Table 6 Proposed combined with existing based on APAS survey

Time	Arrivals		Departures	
	TRAVL	WHS	TRAVL	WHS
08.00-09.00 AM	49	44	18	14
17.00-18.00 PM	10	10	24	23

Based on the results presented in Tables (5 and 6) above it is concluded that at the worst case scenario the proposed site together with the existing situation is predicted to generate 99 vehicle movements in the AM peak hour (table 5) and 34 vehicle movements in the PM peak hour (Table 6).

#### Drop-off/Pick-up Bays (Parents/Carers)

The additional car parking demand and activity is mainly associated with the drop-off and pick up of children. The Transport Statement based on the information provided from the West Hampstead Survey notes that the majority of children (83%) whose parents use car (24%) are dropped off at nursery between 07.30 and 10.00 hours and the vast majority (50%) arrive between 09.00 and 10.00. Should parents remain on site for 15 minutes, 4 drop-off bays are more than adequate. Furthermore, it is suggested that a significant proportion of parents and children travel to the site on foot rather than by car, supported by the sites proximity to public transport and local services available from the adjoining town centre which would encourage linked trips. A condition is also recommended to secure the development and implementation a travel plan.

Table 8 Movements associated with children drop off/pick up to a nearby school

Time	Arrivals		Departures	
	LBE	APAS	LBE	APAS
08.00-09.00	17	13	10	8
17.00-18.00	unknown	1	unknown	1

31.7% off all arrivals between 08.00-09.00 are associated with the school drop off.

It was observed that out of all these movements 13 vehicles that arrived at Pickard Close between 08.30-09.30 AM were most likely associated with a drop off school children for the nearby St Andrew's Southgate Primary School.

The traffic survey carried out by the LBE also revealed a substantial size of the queues/delays along Chase Road between 9.00 and 9.15 AM. The lengths of the queues were measured on the southbound lane towards the Southgate Roundabout & reached as far as 14 metres north Pickard Close (the existing 'traffic island').

Table 9 Queues/delays along Chase Road

Queues/delays along Chase Road	
Time	Number of vehicles
7.30	no queue
7.45	no queue
8.00	5
8.15	14
8.30	no queue
8.45	no queue
9.00	28
9.15	21
9.30	5

In conclusion, having regard to road capacity and the wider on street situation, this level of traffic movement is felt unlikely to give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highway.

Time	Existing movements	Combined proposed movements	Increase (veh)
08.00-09.00 AM	86	99	13 (15.1%)
17.00-18.00 PM	17	34	15 (100 %)

This considered opinion is based on the imposition of a Grampian condition to address a number of off-site requirements. An s106 agreement is also required to provide: new road alignment markings for a right turn lane/restrictions into Pickard Close off Chase Road; and, new 'keep clear' road markings along western section/'turning head' area of Pickard Close to deter vehicles from using it as a pick up/drop off point at any time.

#### Staff Parking

The application notes that staff parking be provided at a rate of 15% in accordance with established methodology within the transport assessment. However, only 3 staff spaces have been provided. At a rate of 15%, 24 staff would require 4 spaces (3.6). Although this level of provision represents a deficiency, the site is centrally located with very good access to a range of public transport and is close to local services in Southgate Town Centre. This would encourage staff to use alternative modes of transport. This approach would be reinforced by the location of the premises within the Southgate CPZ which would prevent parking on the surrounding streets. Consequently, it is considered that a shortage of 1 space is not considered sufficient grounds for refusal. It should be noted that 1 disabled parking space is provided adjacent to the entrance.

#### Pedestrian Movement

A reason for refusal on the previous application stated:

The proposed change of use does not make appropriate provision for safe pedestrian access to the site and the increase in vehicle movements associated with the change of use would compromise the safety of pedestrians who as a result of there being no segregated pedestrian access would need to use the car park as a means of access to the nursery. This is contrary to Policies (II)GD8 and (II)T13 of the Unitary Development Plan and The London Plan Policy 3A.24 of The London Plan

The new application has overcome this reason for refusal by provision of a dedicated and marked out pedestrian access route, bounded by bollards. This will ensure a segregated pedestrian walkway is available to the rear of parking spaces abating concerns raised in the previous application regarding pedestrian safety and conflicts with vehicular movements in the car park. This is considered sufficient to address this reason for refusal.

Dropped kerbs will be required from the footpath on Pickard Close to the site for buggies and the disabled to ensure the retention of pedestrian desire lines. A condition to this effect is recommended

#### Cycle Parking

There is no accepted cycle parking standards for nurseries. With reference to TfL's Cycle Parking Standards for educational establishments, cycle parking should be provided at a rate of 1/10 staff or students. However, as the majority of children attending the school are too young to cycle this standard has been relaxed and the 5 spaces are considered appropriate. Furthermore, the 5no cycle spaces are suitably located and a condition will ensure that facilities are both secure and undercover.

#### Refuse

Refuse is suitably located close to the site entrance and the layout is adequate to facilitate the movement of refuse vehicles

#### **Conclusion**

Given the above appraisal the proposal is recommended for approval for the following reasons:

- 1.The proposal due to its size and siting does not significantly affect the amenities of adjoining or nearby residential properties having regard to Policy (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.
- 2.The proposed building due to its design, does not detract from the character and appearance of the surrounding area having regard to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.
- 3.The proposal provides adequate parking and servicing, as well as pedestrian paths, thus would not give rise to conditions prejudicial to the free flow and safety of traffic and pedestrians on the adjoining highways having regard to Policies (II)T13, (II)GD6 and (II)GD8 of the Unitary Development Plan and London Plan Policy 3C.23.
- 4.The sustainability measures identified in accompanying Design and Access Statement are considered to be sufficient to meet the requirements of Interim Policy SDC1 of the UDP, therefore achieving a suitable level of sustainable design and construction.

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099																																																																																																																																																																																																																																						
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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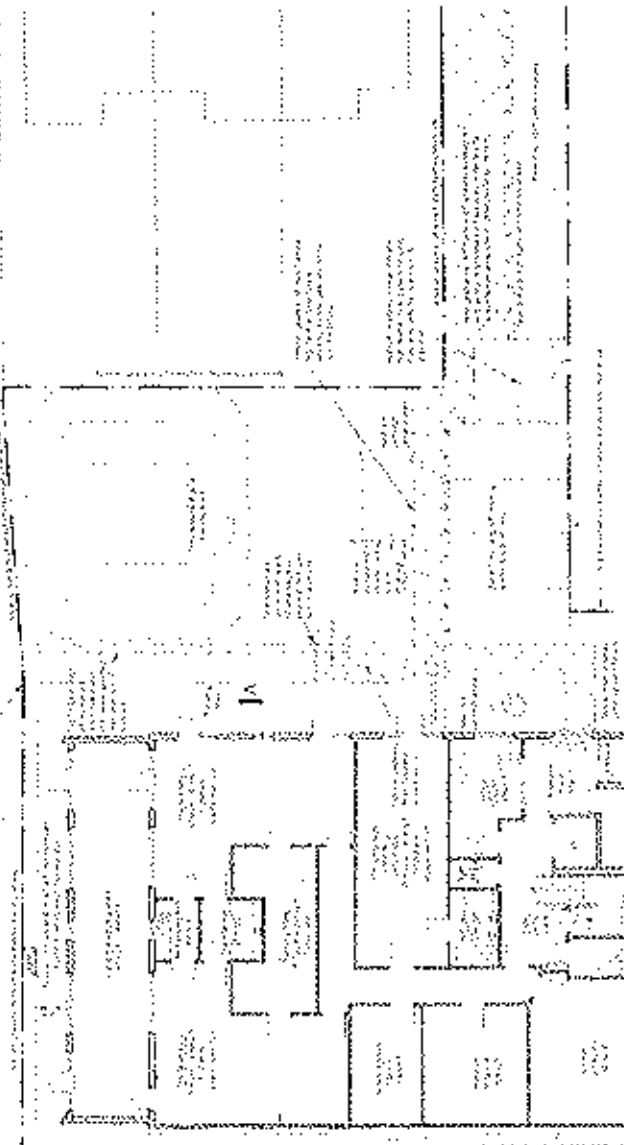
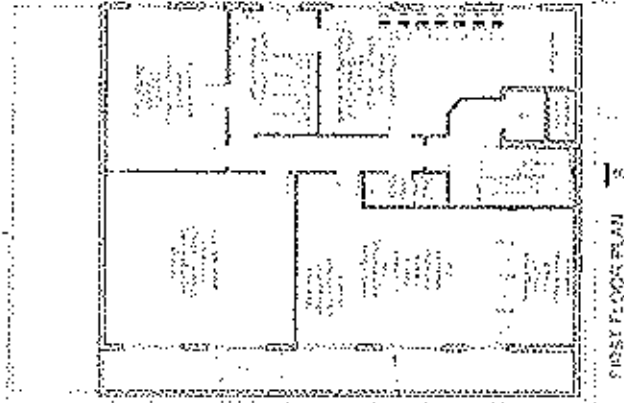
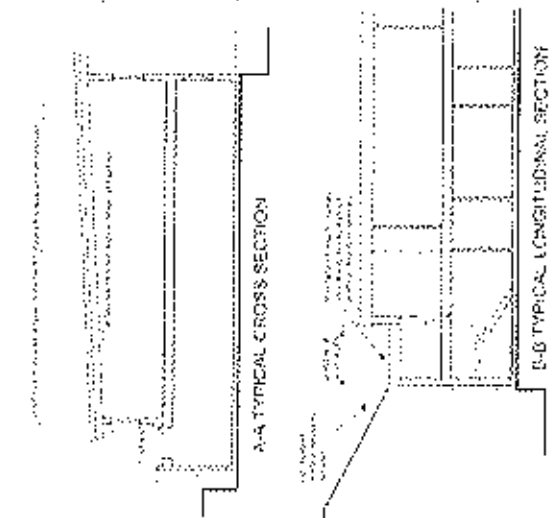
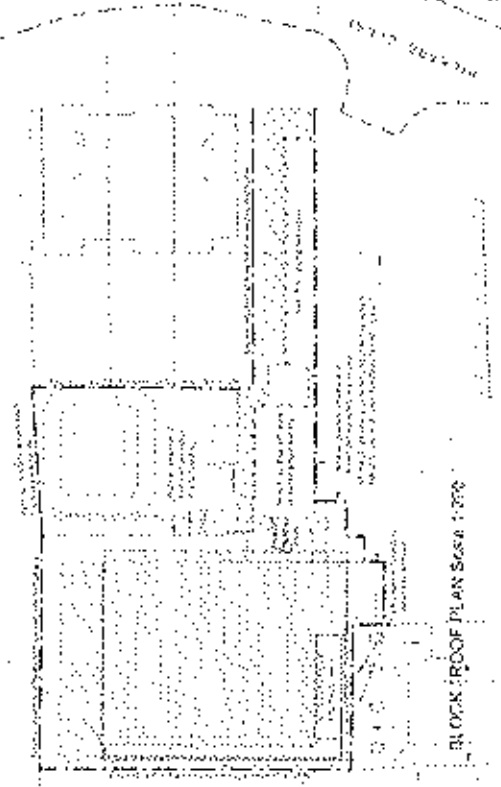
## NOTICES &amp; SOCIETY MEETINGS

### U.S. TYPICAL LONGITUDINAL SECTION

## TWO-ROOF PLAN 1:750

**NOTE**  
NEW STRUCTURAL ORIO &  
SEES INDICATIVE ONLY &  
SUSJECT TO SPECIALIST  
DETAILS

**NOTE**  
DRAWING PRODUCED FROM  
INFORMATION PROVIDED BY  
CLIENT & SUBJECT TO SITE  
SURVEYS & FULL SITE  
SUSSEX



UPON

**TURKEY**

Client \_\_\_\_\_

Project	1. Project Name 2. Project Number 3. Project Manager 4. Project Sponsor 5. Project Start Date 6. Project End Date 7. Project Status
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Title	Author	Editor	Reviewer	Comments
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676-4815  
1318

# DESIGN

NURSERY - BRUNSWICK CENTRE, SOUTHGATE

# Briefing Note

indigo

## Active Learning Nursery, Southgate – Play Area Management Plan

### Background

Active Learning is a responsible childcare provider, with a number of nurseries located throughout London in similar residential locations to that proposed in Southgate.

The use of the play area is timetabled with a rota system in operation in order to minimise the number of children using the play area at one time. The use of the play area is also weather dependant and season dependant (unusable during dark winter mornings and afternoons); therefore annually the use predominantly takes place during the summer months of April – September.

The nature of use of the Active Learning play areas is not like the typical school play areas. A majority of the playtime is organised and heavily supervised i.e. children have listen, learn and respond to instruction given by supervising adults. Therefore a majority of the playtime is much quieter to that of any unplanned time.

### Proposal

With the above in mind and considering the concerns raised by the Council, Active Learning proposes the following in order to reassure both residents and the Council that there will be no undue disturbance to residents during the use of the proposed play area:

- An acoustic fence will be placed around the perimeter of the play area;
- As the use of the play area is timetabled and in a rota system, the use can recorded in a log-book on a daily basis (detailing activities, numbers of children and type of activity etc) and made readily available for inspection by the Council;
- The use of the play area will follow the following timetable:

Time	Use
7.30am – 8.00am	No use of play area.
8.00am – 10.00am	Organised & supervised use of the play area only. No more than 2 groups of 10 children each using the play area at any one time.
10.00am – 12.00pm	Organised and supervised use of play area (as per previous EHO comments). Number of children not to exceed 30.
12.00pm-12.30pm	Organised & supervised use of the play area only. No more than 2 groups of 10 children each using the play area at any one time.
12.30-1.30pm	No use of play area
1.30pm – 2.00pm	Organised & supervised use of the play area only. No more than 2 groups of 10 children each using the play area at any one time.

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09/10/16  
document  
my email from council, Mr  
Dwyer, dated 20/1/16

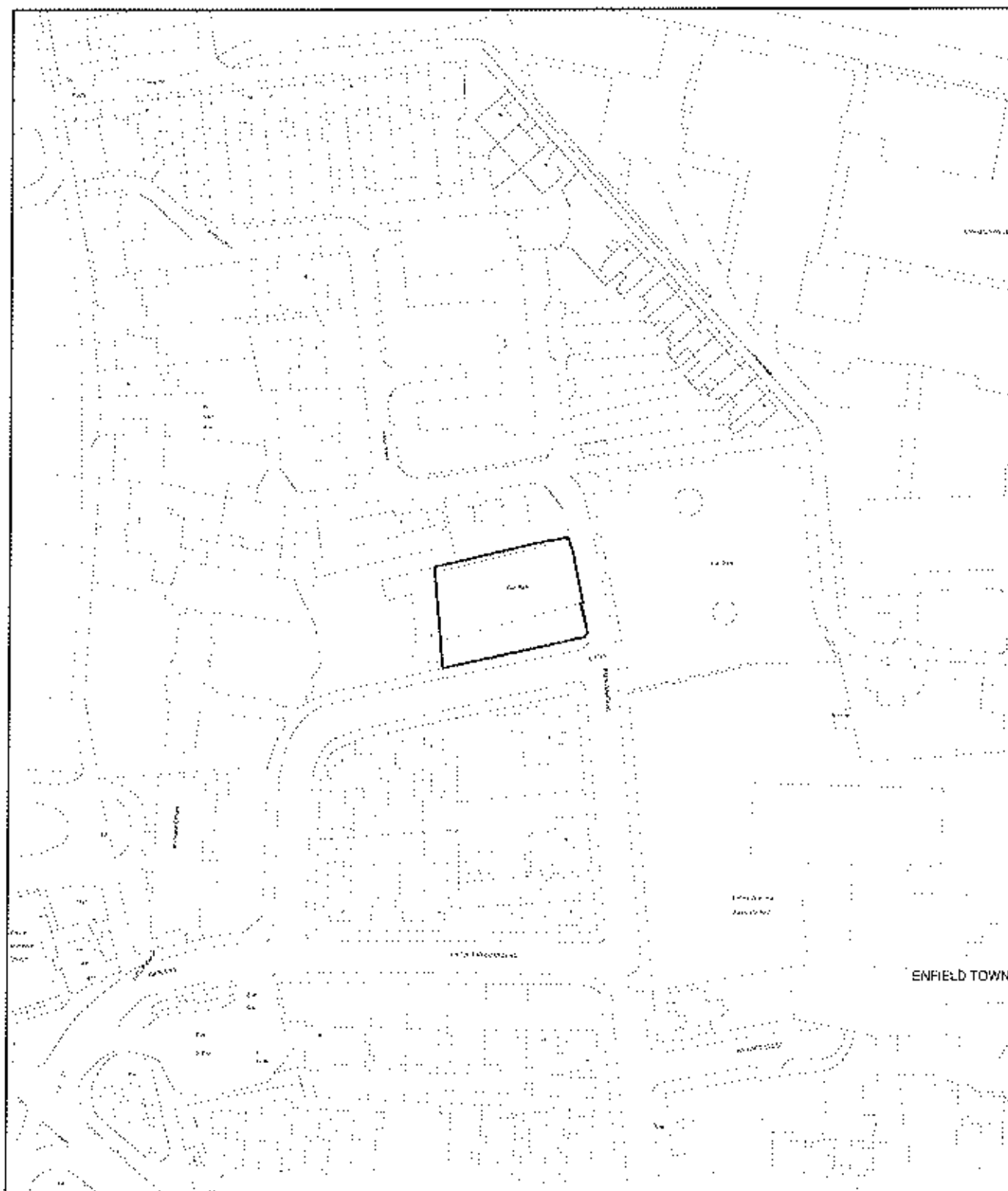


2.00pm – 4.00pm	Organised and supervised use of play area (as per previous EHO comments). Number of children not to exceed 30
4.00pm – 5.30pm	Organised & supervised use of the play area only. No more than 2 groups of 10 children each using the play area at any one time.
5.30pm – 6.30pm	No use of play area. Nursery closes at 6.30pm.

- Staff will have to adhere to strict guidelines on the appropriate and considerate use of the play area i.e. if a child is hurt or upset they will be moved indoors immediately; and
- Active Learning will be happy to accept a condition on any permission which restricts the use of the proposed play area according to the terms set out in this note.



Application No:- TP/09/1176



## Development Control

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15m

Scale - 1:1250  
Time of plot: 10:48

Date of plot: 05/01/2010

**Application Number:** TP/09/1176 **Ward:** Town  
**Date of Registration:** 19th August 2009

**Contact:** Sharon Davidson 3841

**Location:** Car Park Site, Little Park Gardens, Enfield, EN2 6PQ

**Proposal:** Redevelopment of site to provide a part 2-storey, part single storey detached building for D1 use (children's nursery or day centre for adults with learning difficulties).

**Applicant Name & Address:**

Mr Marios Miltiadous, Elizabeth Homes UK Ltd  
66, BOURNE HILL  
LONDON  
N13 4LY

**Agent Name & Address:**

Peter Koumis, Vivendi Architects Ltd  
Unit E3U, Bounds Green Industrial Estate  
Ring Way  
London  
N11 2UD

**Recommendation:** That, subject to the completion of a S106 Agreement securing the amendments to the on-street parking controls, the extension of the public footway to adoptable standards, the planting of a replacement tree and the submission of a travel plan, planning permission be **GRANTED** subject to the following conditions:

1. That development shall not commence until details of all external finishing materials, including windows, doors and rainwater goods, have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation.  
Reason: To safeguard the character and appearance of this part of the Enfield Town Conservation Area.
2. That development shall not commence until detailed drawings to a scale of 1:20 or larger of the proposed glazed intersection between the two buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation  
Reason: To safeguard the character and appearance of this part of the Enfield Town Conservation Area.
3. The panels framing all windows shall be constructed in accordance with the details shown on drawing number DT01-00 unless otherwise agreed in writing by the Local Planning Authority.  
Reason: To safeguard the character and appearance of this part of the Enfield Town Conservation Area.
4. C09 Details of Hard Surfacing
5. C10 Details of Levels

6. That the development shall not be occupied until such time as the footpath has been constructed along the eastern boundary of the site , as shown on drawing number PO2-00C and is available for use by the public.

Reason: In the interests of highway safety.

7. That development shall not commence until detailed drawings of the proposed acoustic walls, including materials of construction, have been submitted to and approved in writing by the Local Planning Authority. The wall shall be constructed in accordance with the approved details prior to occupation of the development.

Reason: To safeguard the amenities of the occupiers of the adjoining properties.

8. C18 Details of Tree Protection  
9. C23 Details of Archaeological Investigation  
10. C25 No additional Fenestration  
11. C26 Restriction of Use of Extension Roofs  
12. C33 Contaminated Land  
13. C48 Restricted Use

14. That if the premises are occupied as a children's nursery, no more than 75 children shall be cared for on the premises at any one time and that if the premises are used as an adult day centre, no more than 45 adults (excluding staff) shall be on the premises at any one time.

Reason: Having regard to the amenities of the occupiers of adjoining properties.

15. That if the premises are occupied as a children's nursery the outdoor garden area shall be used for a maximum of one hour in the morning and one hour in the afternoon, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of the adjoining properties.

16. That the premises shall only be open for business between the hours of 0700 to 1900 hours Monday to Saturdays only and not at all on Sundays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

17. That development shall not commence until details of the siting and design of covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to occupation of the premises.

Reason: To comply with Unitary Development Plan policy.

18. C57 Sustainability  
19. C51A Time Limited Permission

### **Site and Surroundings**

The site comprises a small part of the Little Park Gardens Pay & Display car park, formerly owned by the Council, located within the Enfield Town Conservation Area. The site is detached from the main car park, separated from it by Chapel Street. It is bounded by single storey detached residential properties to the north and west; that to the west has its rear wall directly along the boundary with the application site. The site frontage to Little Park Gardens has a raised bed containing two trees, a sweet chestnut and a red oak. The site has the benefit of an existing vehicular access from Chapel Street.

### **Proposal**

This application proposes the redevelopment of the site by the erection of a part two storey, part single storey building to be used as either a children's nursery or as a day centre for adults with learning difficulties (D1).

As a children's nursery the premises would accommodate between 70 and 75 children with a staffing ratio of 1:5. As an adults day centre the occupancy level would be 40-45 users at any given time with a staffing ratio of 1:10.

The application makes no provision for off-street car parking. However, the applicant advises that he would look to secure the use of 3-4 parking bays within the existing Pay and Display car park opposite the site. Provision is shown for a drop-off/loading facility to the Little Park Gardens frontage

The raised landscaping bed to the Little Park Gardens frontage would be reduced in size resulting in the loss of the red oak. It is proposed to retain the sweet chestnut tree.

### **Relevant Planning Decisions**

LBE/04/0001 – Permission granted for the erection of new single storey shopmobility unit, reconfiguration of existing car park and provision of 10 disabled persons car parking spaces together with associated landscaping scheme.

### **Consultation**

#### Public

Letters have been sent to the occupiers of 67 adjoining and nearby properties. In addition, the application has been advertised on site and in the local press. As a result 14 letters of objection have been received. The objections raised can be summarised as:

- Design, scale and mass of the building would detract from the Conservation Area
- the proposed uses are inappropriate within a residential area
- the proposed building is too large
- the trees and grass that exist on the site should be retained
- existing householders subject to strict rules about the changes they can make to their properties
- either use will generate significant levels of traffic and increase demand for car parking
- implications for access and traffic movements in Chapel Street and to public car park opposite, given narrowness of road. No room for vehicles to turn, especially mini-buses
- implications for pedestrian safety as many people walk through Chapel Street as a cut through
- proposed uses will generate significant noise detrimental to the amenities of adjoining occupiers
- concern about the nature of adults using the day centre in a residential area with minimal security
- position of proposed building with a flat roof increases security risk to No.31, which has rooflight in the roof facing the site
- trees should be retained

Further consultation has taken place following the receipt of revised plans and a further two letters of objection have been received, reiterating some of the points outlined above and raising the following additional issues:

- location of the garden area adjoining No.31 Little Park Gardens would make life intolerable for the occupants.
- The noise assessment submitted considers that the noise entering the property would be a serious nuisance.
- No assessment made of the transmission of noise through the roof or walls and no assessment made of noise arising from use of the site as an adults day centre.

Enfield Town Conservation Area Group raised concerns in relation to the originally submitted plans about the 'factory like' appearance of the building and in particular the roof vents, and the green wall which they considered gimmicky. They expressed particular concern about access and servicing for the building, considering that if the building is to be used as a children's nursery, then there is little scope for drop off/pick up in either Chapel Street or Little Park Gardens; the parking of vehicles in Chapel Street would restrict the flow of vehicles into the car park, access to garages in Holly Walk and access/egress from Chapel Street. They considered this problem would be compounded with an adult day centre if mini buses to be used, with no space to turn such vehicles. They also considered that noise pollution from the use of the building needs to be addressed.

Following the receipt of revised plans, the Group comment that they are pleased to see the removal of roof vents and the amendments to the size of the windows. However, they still are concerned about the proposed zinc roof and consider that the roof should be a genuine slate to match the other properties in Little Park Gardens. The Group are still concerned about the lack of green space on the south and east elevations and consider that the chestnut tree will struggle to survive, even with the amendments to the entrance arrangements proposed.

The Group also question what measures are proposed to achieve the 20% energy saving referred to in the application and are concerned to ensure that this does not result in the fitting of equipment external to the building and not shown on the plans.

#### External

Thames Water raises no objection to the application in terms of water and sewerage infrastructure.

Enfield Primary Care Trust advises that the proposal will not cause undue hardship on the GP practises in the area and as such they raise no objections to the application.

English Heritage (Archaeology) advises that the site is located within an Area of Archaeological Significance due to the medieval settlement of Enfield Town. The development proposals are now of a significant size, whereby not only may archaeological remains be encountered, but also that they might retain contextual information. They consider that no further works needs to be undertaken prior to determination of the planning application but that a condition should be imposed requiring the no development shall take place until the applicant has secured the implementation of a programme of archaeological works.

#### Internal

The Health and Adult Social Care Team advises that there is concern regarding the opening of a day service with the applicant's present proposal for supported living as there may not a specific need and sufficient demand within the Borough. However, there is a need to a day centre for older people (50+) who have a learning disability. There are a number of older service users who have indicated that they would prefer a more appropriate environment that acknowledges that they now want calmer and more relaxed activities in the day. The team object to the proposal until

such time as they are in full agreement with applicants proposals for service delivery and confirmation that they will be working in partnership with Enfield and Enfield clients.

Traffic and Transportation advise that the development is unlikely to create more trips than the 26 space public car park it replaces and hence there would be no material impact on flows to this stretch of Little Park Gardens. The site has a PTAL rating of 5 with good public transport access. The lack of on-site car parking is off-set by the sites proximity to the public car park opposite the site. The applicant is able to apply for car park season tickets and/or permits for staff to use the nearby business bays. Lying within the Controlled Parking Zone (CPZ), users of the site will not have access to un-restricted on-street car parking. Day time restrictions currently apply past most of the site, plus some residents parking bays. It is suggested that "any time" restrictions be applied to the bend/junction around the site to aid highway safety and this will need to be funded by the applicant and secured through a S106 Agreement.

Further safety improvements would be achieved if the eastern flank of the site had a footway constructed, which is then adopted for public use. The applicant has agreed to this and these works would be secured through a S106 Agreement.

The proposed dropping-off/picking up facility is best accommodated by creating a 'loading bay' alongside the entrance to the Little Park Gardens. This will avoid blue badge holders from obstructing it and keep the carriageway clear. This can be addressed through minor changes to the CPZ, but would have to be funded by the applicant and secured through a S106 Agreement.

Environmental Health and Regulation advise that the issue with a nursery will be the children using the outside play area, if this is limited to a couple of times a day it should not be too intrusive, although it does depend on numbers playing outside at any one time. In terms of the adult centre, whilst the needs of the proposed users or what behavioural traits they will exhibit are not known, it is considered that such users would be less noisy than small children, and again the use of the garden could be limited to a couple of times a day.

The Arboricultural Officer advises that the amendments to the entrance arrangements to the building allowing for the retention of a larger bed around the sweet chestnut, should safeguard the tree. The red oak, also sited with this raised landscape bed is shown for removal. He advises that this is a relatively poor specimen in terms of its condition and appearance. The red oak shows signs of stress in the form of die back in the crown and dead branches distributed within its crown indicating impaired root function. The tree's appearance and mechanical structure is also impaired as the tree lacks a central leader, the main stem forking about 2m off the ground. In addition, there is evidence of slime flux emanating from the stem, which suggests a bacterial infection. In his view the tree has low amenity value contributing little to the visual quality of its surroundings, and if retained will continue to decline in condition, a state which cannot be overcome by remedial works.

#### Conservation Advisory Group

The Group objected to the development on grounds of excessive footprint, not enough green areas, preservation of trees, size of windows and usage of the building.

#### **Relevant Policy**

##### London Plan

2A.8 Town Centres

3A.17 Addressing the needs of London's diverse population

3A.18 Protection and enhancement of social infrastructure and community facilities

3C.1 Integrating transport and development

- 3C.23 Parking strategy
- 3C.24 Parking in town centres
- 3D.1 Supporting town centres
- 4A.3 Sustainable design and construction
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment
- 4B.8 Respect local context and communities
- 4B.12 Heritage Conservation
- 4B.15 Archaeology

#### Unitary Development Plan

- (I)C1 Development in conservation areas to preserve or enhance
- (II)C28 Inappropriate use of areas of hard or soft landscaping within conservation areas
- (II)C30 New buildings in conservation areas to replicate, reflect or complement the traditional characteristics of the area.
- (II)C31 To secure the removal of features which serve to detract from the character or appearance of conservation areas.
- (II)C38 To resist, in general, developments which entail the loss of trees of acknowledged public amenity value.
- (I)GD1 New development to be appropriately located
- (I)GD2 New development to improve the environment
- (II)GD1 Uses to be appropriately located
- (II)GD3 Design
- (II)GD6 Traffic implications
- (II)GD8 Access and servicing
- (II)T14 To require contributions from developers for highways works necessitated by development proposals
- (II)T15 To improve, maintain and enhance footways
- (II)T16 Pedestrian access
- (II)T19 Provision for cyclists

#### Local Development Framework

The Enfield Plan – Proposed Submission Stage Core Strategy document was published for public consultation on 14th December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will then appoint a Planning Inspector to consider whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application:

Core Policy 30 Maintaining and improving the quality of the built and open environment

Core Policy 31 Built and landscape heritage

Core Policy 42 Enfield Town

Core Policy 46 Infrastructure Contributions

The Enfield Town Area Action Plan Issues and Option April 2007

#### Other relevant policy

- PPS1 Delivering sustainable development
- PPG13 Transport
- PPG15 Planning and the historic environment

Enfield Town Conservation Area Character Appraisal

## **Analysis**

### Principle

The site is located within Enfield Town Centre and as a consequence is highly accessible. Whilst Little Park Gardens has a residential character, the area also contains a number of offices uses within former residential properties, a large town centre car park and the site is in proximity to Enfield Grammar and Enfield County Secondary Schools. Having regard to the location of the site within the Town Centre, the mix of uses in the immediate area and the sites accessibility, there is no objection in principle to the development of the site for D1 purposes, either as a children's nursery or as a day centre for adults with learning disabilities.

### Design and scale

The Enfield Town Conservation Area Character Appraisal notes that the existing car park detracts from the core of the Little Park Gardens street setting. Accordingly, there is some benefit in achieving a redevelopment of the site and the removal of the car park.

The site has two frontages, one to Little Park Gardens and one to Chapel Street and therefore it has been considered important in discussing development options for the site to ensure any new building presents a frontage to both roads. This has resulted in a building designed as two solid blocks, connected by a predominantly glazed inter-section. The main buildings would be of brick construction and would be surmounted by a shallow pitched zinc roof. The glazed link is simple in design with a flat roof. A single storey element extends the building towards the western boundary, reducing the scale of the building in proximity to the bungalow adjoining. The single storey element is treated with a green wall system to continue the line of adjoining boundary wall.

The design of the building has been through extensive pre-application discussion, including consultation with the Conservation Advisory Group, to get to the current footprint and design; a variety of design options having been considered at pre-application stage and ruled out. The design of the building has been further amended during the processing of this application to seek to address some of the objections raised through public consultation, including the removal of the roof vents and amendment to the proportions of the windows. The roof material has not been amended. The approach has been to try and achieve a contemporary building, whilst respecting the scale and character of the local area, rather than a pastiche. Moreover, the use of slate to the roof was considered at pre-application stage. This increased the pitch to the roof and hence the height and bulk of the roof element and was not considered acceptable and the reversion to zinc was recommended.

Overall, the proposal is now considered acceptable in design terms. The development results in the removal of this surface car park that detracts from the character and appearance of the area. The scale of the proposed building respects the scale of the residential buildings in the locality; it recreates a sense of enclosure and defines the corner. The elevation treatment and use of materials generally reflects those found in the area. The result is a contemporary building, designed to reflect its 'institutional/community' function that it is considered will complement the scale and pattern of development and will enhance the character and appearance of this part of the Conservation Area.

### Impact on neighbouring properties

The two most immediately affected properties are No.10 Chapel Street and No. 31 Little Park Gardens



No.10 Chapel Street is a bungalow located to the north of the application site. There is a 3m high brick wall forming the boundary with the application site. Given this and the position of the proposed building in relation to this property, it is considered that the proposed development would not have any undue impact on the amenities of the occupiers of this property in terms of light or outlook. The 3 windows on the rear elevation of the proposed building at first floor level are to be fixed and obscured to 1.6m above floor level and therefore the development would not give rise to issues of overlooking or loss of privacy for the occupiers of this property.

No.31 Little Park Gardens is similarly a bungalow located to the west of this site. The rear wall of this property forms the common boundary with the application site. There are no windows in the rear wall. However, there are a series of rooflights in the roof of the property; 4 in the rear roof pitch which runs parallel with the site and two in the roof pitch that runs at right angles to the site. These provide a secondary source of light and ventilation to living/dining rooms within No.31. The proposed building is designed so that the single storey element is located in proximity to No.31, thus providing an appropriate height relationship with the bungalow and ensuring that there is no undue loss of light to the roof lights. There are no windows in the flank elevation facing No.31 and therefore the development does not give rise to issues of loss of privacy.

The occupiers of this property have raised concerns about an increase risk of burglary due to the position of the single storey element of the building to the roof lights in their property. This is noted. However, the single storey element is set away from the boundary with No.31 by approximately 1.5 - 1.7m with a gated access to the rear of the site. This relationship of buildings is not unusual in an urban situation and the perceived risk of increased opportunity for unauthorised access needs to be weighed against the current position where the property adjoins an open and unsupervised public car park. Given this, it is considered that the development would not have an undue impact of the security of the occupiers of No.31.

A key issues raised by the occupier of No.31 relates to noise and disturbance arising from the use of the building as either a children's nursery or adult day care centre. The configuration of the proposed buildings creates an external play/recreation area to the rear, north west corner of the site, directly adjoining the rear wall of No.31 and the garden of No.10 Chapel Street. A noise impact assessment has been submitted by the applicant but this relates to the use of the premises as a children's nursery only, on the basis that this use is likely to generate the most noise of the two uses. The assessment finds that the use of the external play area will cause negligible increase in ambient noise levels at the garden with No.10. Noise levels within this property would fall within the 'good' acoustic environment range. In contrast, noise levels at the rooflights to No.31 may rise by approximately 5.5dBA and this is considered relatively high. The report assumes that these rooflights are to bedrooms and that these rooms would not be in use during the likely hours of use of the play area. This is not the case as the rooflights serve living and dining areas. However, the roof lights act as a secondary source of natural light and ventilation, the primary windows/doors being located at ground level on the west facing elevation of the building and therefore it would be reasonable to assume that they are not always open.

To mitigate noise impact into the building, the applicant proposes the erection of a new acoustic wall to supplement the existing rear wall of No.31 and reduce any noise travelling through the walls. In addition, play times for the nursery would be restricted to 1 hour in the morning and a similar period in the afternoon. This approach has been accepted on a number of applications for children's nurseries in the Borough. However, in a recent appeal decision in relation to a proposal for a children's nursery for 18 children at 79 Southbury Road, the Inspector in granting planning permission commented:

"This part of Southbury Road is partly commercial and partly residential, and there is considerable noise from traffic on Southbury Road. There is a residential property at No 77 and there would be a flat above the nursery.

However, the nursery would operate during the daytime from 08.00 to 19.00 with very young children, whom I would expect to be supervised in the outdoor play area. Consequently, I do not consider that the noise from up to 18 children playing outside would be intrusive to local residents and I see no reason to impose conditions restricting the numbers or hours of use of the play area".

This application proposes a children's nursery for up to 75 children, significantly more than at the Southbury Road site, although not all would be in the garden at the same time. Accordingly, it is considered appropriate to limit the times for use of the outdoor play area to safeguard the amenities of the occupiers of the adjoining property, particularly No.31 Little Park Gardens.

No assessment has been made from noise generated by use of the site as an adult day centre. However, it is reasonable to assume that noise from this use would not be as significant as a children's day nursery. It is not considered necessary to restrict the use of garden to one hour periods as with the children's nursery as this would preclude adults choosing to sit or read in the gardens outside these times.

With the exception of No.12 Chapel Street, which has a small section of rear garden adjoining the site, but where the impact of the development would be no greater than with either property referred to above, there are no other properties directly adjoining the site. The impact of the development beyond those identified above will be largely associated with traffic and car parking.

In summary, and it is considered that with appropriate condition securing the mitigation measures offered by the applicant, the proposed development is acceptable and the amenities of the occupiers of adjoining properties will be safeguarded.

#### Traffic, access and parking

This is a town centre site with good access to public transport. There are existing on-street parking controls which would deter unauthorised parking on-street or in residents parking bays and there is a large public car park opposite the site. In such circumstances the lack of on-site parking provision is considered acceptable.

On-street parking controls should be further tightened to prevent short term parking on the bend and this is to be secured through a S106 Agreement.

The application makes provision for a drop-off/loading area for the benefit of clients of an adult day centre. This has been moved from the Chapel Street frontage to the Little Park Gardens frontage, reflecting the amendments the position of main entrance to the building. This loading area will require amendments to the existing on-street controls and this is similarly to be secured through a S106 Agreement.

Traffic and Transportation have requested the extension of the public footpath along the eastern boundary of the site to improve pedestrian safety. The applicant has agreed to this and this can be secured through the S106 Agreement.

#### Impact on trees

The proposal does result in the loss of the red oak. However, arboricultural advice is that this tree has low amenity value contributing little to the visual quality of its surroundings, and if retained will continue to decline in condition, a state which cannot be overcome by remedial works.

Accordingly, no objection is raised to its removal. The applicant has offered to plant a replacement tree on land in Council ownership to the north of the site, adjoining No.10 Chapel Street. This can be secured through a S106 Agreement.

The proposal allows for the retention of the existing sweet chestnut. The application has been amended to re-site the entrance to the proposed building to safeguard more of the raised bed in

which the tree sits. The arboricultural advice is that there is every chance that this tree would survive the development.

### Sustainable Design and Construction

The development achieves a good score against the Council's sustainable design and construction assessment. Measures to be incorporated to reduce energy demand include:

- The proposed construction design to include high energy efficient features such as well insulated wall, floors and roof to minimize use of mechanical ventilation, heating and cooling systems.
- Natural daylight is provided in every activity area which reduces daytime energy needs considerably.
- Installation of energy efficient boilers and heating systems.
- Energy efficient light fittings to be installed inside and outside the building.
- The proposal incorporates rain water collection systems to be used for maintaining landscaped/garden areas.
- Water saving systems such as installation of low flush toilets, taps and showers with water saving devices etc- to reduce the use of water within the development.

### **S106 Agreement**

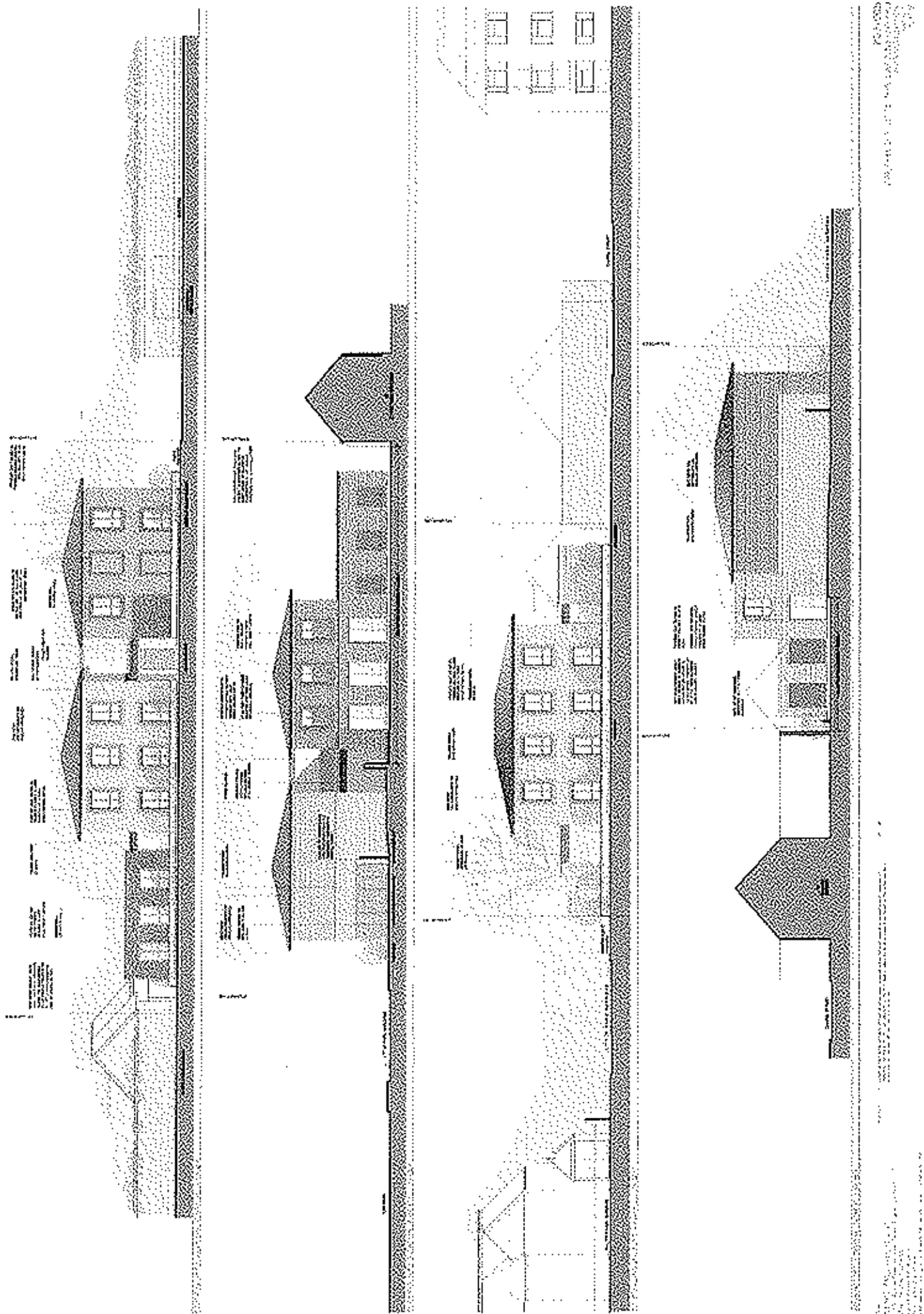
A S106 Agreement is recommended to support this application to secure the necessary amendments to the existing on-street parking controls to allow for the provision of the loading area to the Little Park Gardens frontage, the tightening of controls on the bend, the provision of the public footpath along the eastern boundary and the planting of a replacement tree in the vicinity of the site to compensate for the loss of the red oak. In addition, it is considered necessary for the applicant to submit a travel plan to support either use to demonstrate what measures will be employed to minimise car borne traffic to the site.

### **Conclusion**

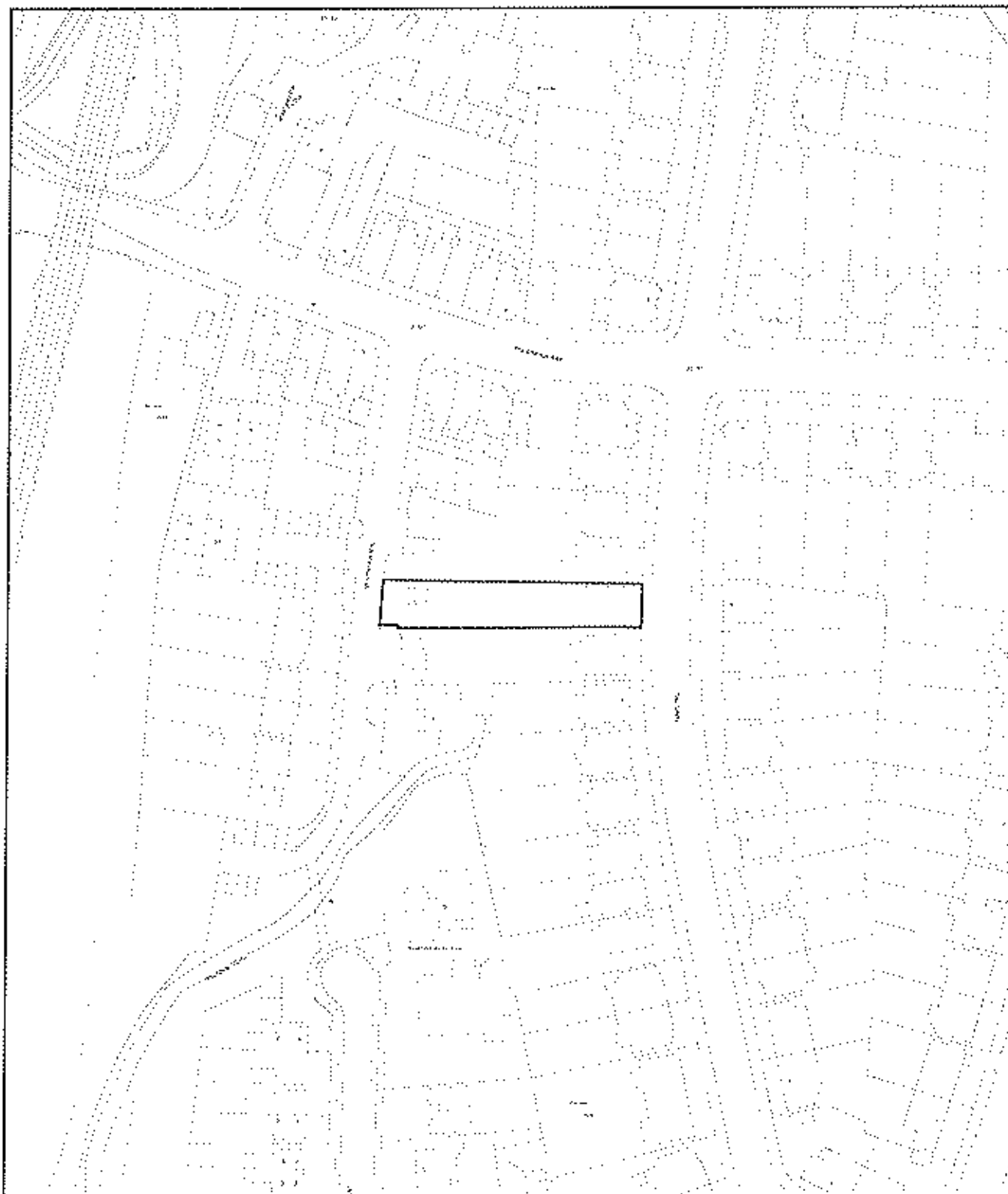
In conclusion, the proposed uses are appropriate for this town centre site with the benefit of good public transport access. The design and scale of the building is considered appropriate given the proposed non-residential use and respects and complement the character and appearance of its immediate surroundings and the Enfield Town Conservation Area, in which it is located. With the conditions recommended it is considered that the amenities of the occupiers of adjoining properties will be safeguarded. Accordingly, it is recommended that planning permission be granted for the following reasons:

- 1 The proposed uses are appropriate in this town centre location with good public transport access and the having regard to the availability of public parking nearby. In this respect the development complies with Policies (I)GD1 and (II)GD1 of the Unitary Development Plan and London Plan policies 2A.8, 3A.17, 3A.18, 3C.1 and 3D.1.
- 2 The proposal results in removal of the surface car park, a feature that detracts from the character and appearance of this part of the Enfield Town Conservation Area. In this respect the development complies with Policy (II)C31 of the Unitary Development Plan.
- 3 The design and scale of the building has appropriate regard to its surroundings and will enhance the character and appearance of this part of the Enfield Town Conservation Area. In this respect the development complies with Policies (I)C1, (II)C30, (I)GD1, (IGD2 and (II)GD3 of the Unitary Development Plan and London Plan policies 4B.1, 4B.5, 4B.8 and 4B.12.

- 4 The development will not give rise to an increase in traffic in local roads given the existing use and having regard to the sites accessibility, the availability of public parking and existing on-street parking restrictions and the requirements of the proposed S106 Agreement, the development will not lead to an undue increase in on-street parking to the detriment of highway safety. In this respect the development complies with Policy (H)GD6 of the Unitary Development Plan and London Plan policies 3C.23 and 3C.24.



Application No:- TP/09/1200



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## Development Control

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Scale - 1:1250  
Time of plot: 16:51

Date of plot: 07/01/2010

**Application Number:** TP/09/1200 **Ward:** Grange

**Date of Registration:** 18th August 2009

**Contact:** David Warden 020 8379 3931

**Location:** 27, THE CHINE, LONDON, N21 2EA

**Proposal:** Subdivision of site and erection of a 3-bed chalet style single dwelling with off street parking and access from Nestor Avenue.

**Applicant Name & Address:**

Mr & Mrs Michael Gilmartin  
27, THE CHINE  
LONDON  
N21 2EA

**Agent Name & Address:**

Mr Kevin Birch  
154, HOPPERS ROAD  
LONDON  
N21 3LA

**Recommendation:** That planning permission be **REFUSED** for the following reason:

1. The proposed development, by reason of its size, height, scale, bulk and design, represents an inappropriate form of development that would result in an unaccepted adverse impact on the streetscene, as well as failing to preserve or enhance the character of the Grange Park Conservation Area. This is contrary to Policies (I)GD1, (I)GD2, (II) GD3, (I)C1 and (II)C30 of the Unitary Development Plan, as well as Policies 4B.8, 4B.12 and 4B.13 of the London Plan, having regard also to the Grange Park Conservations Area Character Appraisal.

**Site and Surroundings**

The application site comprises part of the rear garden of 27 The Chine, currently occupied by a detached garage accessed via Nestor Avenue.

Nestor Avenue is characterised by a mixture of garages and dwellings. Numbers 25 to 31 The Chine are served by garages accessed via Nestor Avenue. These garages are single storey structures with low-pitched roofs, with the exception of the garage serving no. 31 The Chine, which is a triple garage with a high-pitched roof.

To the south of the site planning permission (ref. TP/09/0611) has recently been granted for the erection of a detached 3-bed bungalow with dormer windows to front and rear. Beyond that site lies no. 22 Nestor Avenue, a detached bungalow erected in 1964.

At the southern end of Nestor Avenue, on its western side, are three pairs of semi-detached buildings containing purpose built maisonettes. Due to the incline of the land, these properties are set at a much higher ground level than the developments on the eastern side of Nestor Avenue. Midway along Nestor Avenue, immediately to the north of the maisonettes is a brick-built garage court, with 14 no. garages. Immediately to the north of this is a plot of land, currently with a detached garage and shed, with planning permission for a detached 2-storey, 4-bed dwelling house.

There is resident permit parking within Nestor Avenue, with some business parking at its northern end.

The site is within the Grange Park Conservation Area.

### **Proposal**

The proposal is for a 3-bed chalet style dwelling fronting onto Nestor Avenue. The building will have eaves and ridge heights of 5.1 to 5.4 and 7 metres, respectively. This provides for a two storey dwelling with a shallow pitched roof, with its ridge running from east to west resulting in a gable facing Nestor Avenue. The overall design of the building is that of a chalet style incorporating rendered ground floor walls with vertically hung decorative cedar or grained larch panelling to the first floor. The roof will be finished in folded zinc and windows will be aluminium powder coated.

The building will be set approximately 1 and 1.6 metres from the side boundaries to the north and south, respectively. The front of the building will be approximately aligned with that of the recently approved bungalow to the south, with the single and two storey elements of the proposal projecting 1 and 2.4 metres, respectively, beyond the rear this approved dwelling.

The submitted Design, Access and Conservation Statement states the proposed design allows it to blend into the surroundings with the use of cedar to balance the trees.

The site will be accessed from Nestor Avenue, with one off street parking space provided. Refuse storage is proposed to the Nestor Avenue frontage.

### **Relevant Planning Decisions**

None at the application site

Adjacent site 25 Nestor Avenue

TP/09/0611 – Subdivision of site and erection of a detached 3-bed bungalow with dormer windows to front and rear, off street parking and new access to Nestor Gardens, granted June 2009.

TP/07/0323 – Erection of a two storey detached 3-bed single family dwelling house, incorporating accommodation in the roof, rear dormer windows and integral garage with access via Nestor Avenue – refused August 2007. An appeal was dismissed in July 2008 over grounds that the size and appearance of the new dwelling would significantly detract from the character and appearance of the area.

### **Public**

Consultation letters have been issued to 13 neighbouring properties. One letter of objection has been received stating concerns relating to:

- Overcrowding
- Impact on Conservation Area
- Impact from construction process and foundations

### **External**

The Grange Park Conservation Area Study Group objects to the application stating concerns regarding the following matters:



- Proposal is for a 2 storey house with 3 bedrooms upstairs, not a 'chalet'
- Scale and bulk greater than recently approved at no. 25 The Chine
- The scheme at no. 25 The Chine has a roof line with a hipped roof and dormers, whereas this scheme presents a vertical wall with a very flat roof aspect, resulting in a far more significant overall impression from the street
- Metal seamed roof will not enhance the Conservation Area
- Lack of design and access statement
- No details of how the proposal enhances the Conservation Area

Any other responses will be reported at the meeting.

#### Conservation Advisory Group

The Group objects to the proposal on the grounds that it is not in keeping with the area, the effect on the streetscene, rise, scale and design. The response goes on to state that the Grange Park character appraisal referred explicitly to the generous plots, which added to the character of the area. Concerns on the bulk and size of the scheme, along with its ridge line, which is higher than that approved at the adjacent site, were supported. The existing bungalow to the south was noted and it was stated that Nestor Avenue could be improved by building bungalows in the back gardens but not houses as proposed.

#### Internal

Any response from the Director of Education will be reported at the meeting.

#### **Relevant Policies**

#### London Plan (2008)

3A.1	Increasing Supply of Housing
3A.2	Borough Housing Targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3C.21	Improving Conditions for Cycling
3C.23	Parking Strategy
3D.3	Maintaining and improving retail facilities
4A.3	Sustainable Design and Construction
4A.20	Reducing noise and enhancing soundscapes
4B.12	Heritage conservation
4B.13	Historic conservation-led regeneration
Annex 4	Parking standards

#### **Unitary Development Plan**

(I)GD1	Regard to Surroundings / Integrated into Local Community
(I)GD2	Quality of Life and Visual Amenity
(II)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)H6	Range of size and Tenure
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)T13	Creation or improvement of accesses
(II)T16	Adequate access for pedestrians and disabled persons

- (I)C1 Preserve and Enhance matters of Archaeological, Architectural or Historic Interest
- (II)C30 Development in a Conservation Area
- (II)C38 Resist the Loss of Trees of acknowledged public amenity value

#### **Local Development Framework - Core Strategy Preferred Options**

The Enfield Plan – Proposed Submission Stage Core Strategy document was published for public consultation on 14th December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will appoint a Planning Inspector to consider whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application.

- SO1 Sustainability and Climate Change
- SO3 Protect and enhance Enfield's environmental quality;
- SO6 High quality, sustainably constructed, new homes to meet the aspirations of local people
- SO8 Affordable Housing, Family Homes and Social Mix
- SO11 Safer and stronger communities
- SO16 Preserve the local distinctiveness
- SO17 Safeguard established communities and the quality of the local environment
- SO18 Conservation, Listed Buildings and Heritage
- SO21 Sustainable Transport
- CP1 Sustainable Design and Construction
- CP5 Air, Water, Noise and Light Pollution and Contaminated Land
- CP10 Managing the Supply and Location of New Housing
- CP12 Housing Mix
- CP14 Safer and Stronger communities
- CP23 Built Heritage
- CP29 Promoting sustainable transport and improving access for people with restricted mobility
- CP31 Walking and Cycling

#### **Other Material Considerations**

- PPS1 Delivering Sustainable Communities
- PPS3 Housing
- PPS6 Town Centres
- PPG13 Transport
- PPG15 Historic Environment

Grange Park Conservations Area Character Appraisal, November 2008

#### **Analysis**

##### Principle

The redevelopment of the site for residential use would be consistent with the surrounding character of the area and, moreover, permission has recently been granted for a dwelling on the adjacent site. The proposal would increase the supply of housing within the Borough assisting in the attainment of the Boroughs housing targets. The principle of the proposed development is therefore, subject to the detailed considerations below, considered acceptable. The primary matters to be considered are whether the proposal preserves or enhances the character of the Grange Park Conservation Area and whether there are any unacceptable impacts on neighbouring properties or highway safety.

### Character and Appearance of the area

As detailed above the principle of the provision of a property fronting Nestor Avenue has been set by the approval of a dwelling on the site to the south. However, this was for a dormer bungalow, which, whilst larger than the existing bungalow at no. 22 Nestor Avenue, at least respects the scale of that property. The current proposal, however, is for a two storey building with an eaves and ridge heights some 2.6 and 1.3 metres, respectively, above that of the approved bungalow. It is considered this would be out of character with the existing and emerging form of development in this location. Even the triple garage to the rear of no. 31 The Chine, with its dominant gable feature, retains a single storey eaves line.

Government guidance provides that design that is inappropriate in its context should not be accepted. Notwithstanding the two storey properties to the west, it is considered that the proposal is out of scale with the single storey context of the existing development to the east side of Nestor Avenue.

The proposed 'chalet' design of the property would also be at odds with the surrounding pattern of development. The site is visible from one of the focal points identified within the Grange Park Conservation Area Character Appraisal. It is considered its size, height, scale, bulk and design, particularly when compared to the existing and approved adjacent buildings, would have an unacceptably harmful impact on the character of the street and the conservation area.

The proposal would involve the loss of the existing trees around the garage fronting Nestor Avenue. However, none of these make such a significant contribution to the streetscene or wider Conservation Area that would warrant their protection.

In respect of amenity space, the UDP standard requires a minimum of at least 100% of the Gross Internal Area (GIA) of the proposed new dwelling, or 60 square metres, whichever is the greater. In this case, the GIA and proposed amenity space are approximately 160 and 165 square metres, respectively, with 121 square metres provided to the rear of the property. The proposed level of amenity space is, therefore, considered acceptable.

The application was considered by the Conservation Advisory Group, who raised objections to the proposal detailed in the consultation section above.

There are also some concerns regarding the selected materials. However, notwithstanding the above determinative concerns, this matter could be addressed by condition.

Overall, it is considered that the proposal represents an inappropriate form of development that would result in an unaccepted adverse impact on the streetscene, as well as failing to preserve or enhance the character of the Grange Park Conservation Area. This is contrary to Policies (I)GD1, (I)GD2, (II) GD3, (I)C1 and (II)C30 of the Unitary Development Plan, as well as Policies 4B.8, 4B.12 and 4B.13 of the London Plan, having regard also to the Grange Park Conservation Area Character Appraisal.

### Impact on Neighbouring Properties

The adjacent sites to the north and south are currently occupied by garages, which, notwithstanding the two storey nature of the proposal discussed above, will ensure that it does not have an unacceptable overbearing impact on these garden areas. In addition, the recently approved bungalow to the south has no windows in its northern elevation.

The single and two storey elements of the proposal would project 1 and 2.4 metres, respectively, beyond the rear of the recently approved bungalow to the south. However, these would not

breach a 30 and 45 degree lines, respectively, from the nearest window of the approved building. As such, this relationship is considered acceptable.

In respect of overlooking, the proposal retains adequate distances from the rear of the properties fronting The Chine and the front of the properties fronting Nestor Avenue. Whilst there would be an increase in overlooking of the rear gardens of the adjacent properties, including the proposed bungalow to the south, it is not considered this would be to such an extent that would warrant the refusal this application.

Overall, the impact on the neighbouring properties is considered acceptable.

#### Parking and Access

The site is located in a moderate to low PTAL 2 area but lies in close proximity to the Grange Park Station. The site is accessed from Nestor Avenue and provided with one off street parking space. Having regard to the sites proximity to the station, as well as the existing on street restrictions, this level of parking is considered acceptable. The proposal also involves the loss of off street parking to the existing property. However, this was also the case with the recently approved bungalow to the south and is considered acceptable.

The plans show an appropriate location for refuse storage, but no details of any related enclosure are provided. No details of cycle parking are provided. However, these details, including security features, can be secured by condition.

Overall, the highways elements of the proposal are considered acceptable.

#### **Other Matters**

Concerns have been raised regarding disruption during the construction process. However, an ordinarily level of disruption during construction has been held to not constitute a material planning consideration

The proposal will provide a 3 bedroom dwelling that would be suitable for family occupation and would accord with the current housing needs of the Borough

The proposal is located a minimum of 4.35 metres from the Hounsdean Gutter, which is less than the 4.5 metres usually sought and that approved for the bungalow to the south. The Environment Agency requires such clearance for access and maintenance. Comments have been sought from the Environment Agency and will be provided at the meeting.

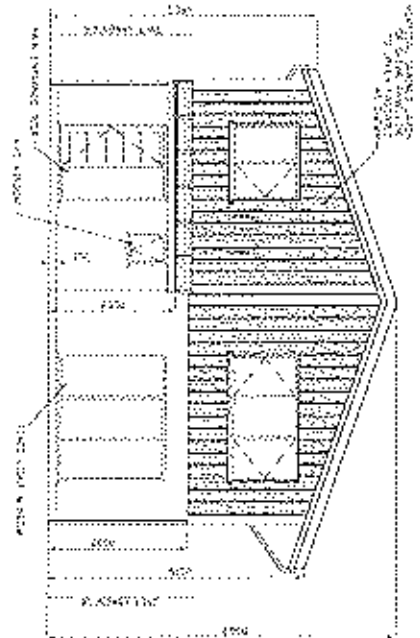
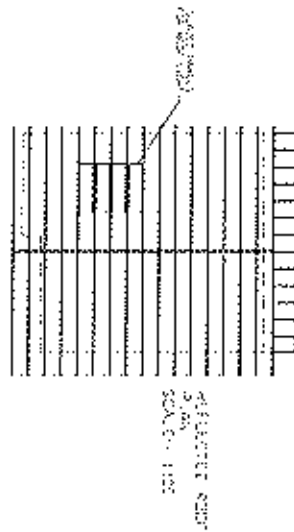
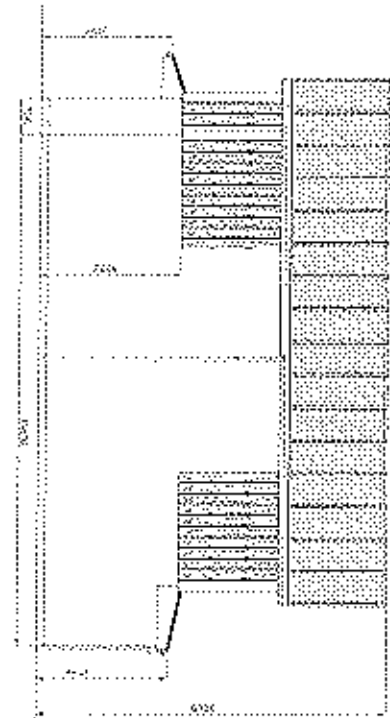
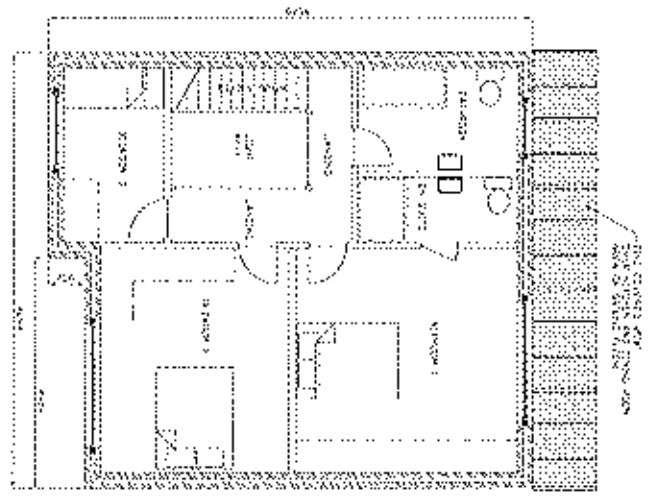
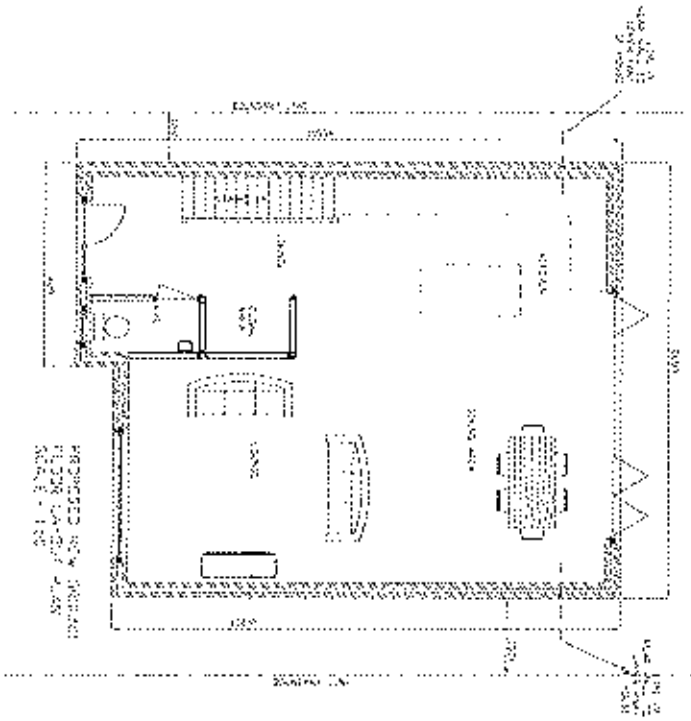
#### **Sustainable Design and Construction**

The submitted application does not include any details of sustainability measures to address the objectives of policy 4A.3 'Sustainable Design and Construction' of the London Plan. However, having regard to the scale of development, it is considered this matter could be adequately addressed by condition.

#### **Conclusion**

In the light of the above assessment, it is considered that the proposed would is for an inappropriate form of development having regard to its context that would have an unacceptably adverse impact on the Grange Park Conservation Area. As a result it is considered the proposal should be refused for the following reason.

The proposed development, by reason of its size, height, scale, bulk and design, represents an inappropriate form of development that would result in an unaccepted adverse impact on the streetscene, as well as failing to preserve or enhance the character of the Grange Park Conservation Area. This is contrary to Policies (I)GD1, (I)GD2, (II) GD3, (I)C1 and (II)C30 of the Unitary Development Plan, as well as Policies 4B.8, 4B.12 and 4B.13 of the London Plan, having regard also to the Grange Park Conservations Area Character Appraisal.



PROPOSED NEW FIRST FLOOR LAYOUT PLAN SCALE: 1/8" = 1'-0"

PROPOSED NEW SECOND FLOOR LAYOUT PLAN SCALE: 1/8" = 1'-0"

SIDE ELEVATION OF NEW ENTRANCE SCALE: 1/8" = 1'-0"

FRONT ELEVATION OF NEW ENTRANCE SCALE: 1/8" = 1'-0"

REVISIONS:

1. 10/1/2020

2. 10/1/2020

3. 10/1/2020

4. 10/1/2020

5. 10/1/2020

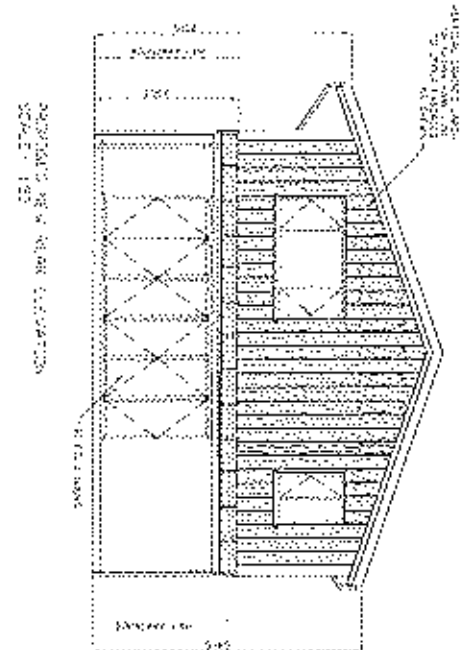
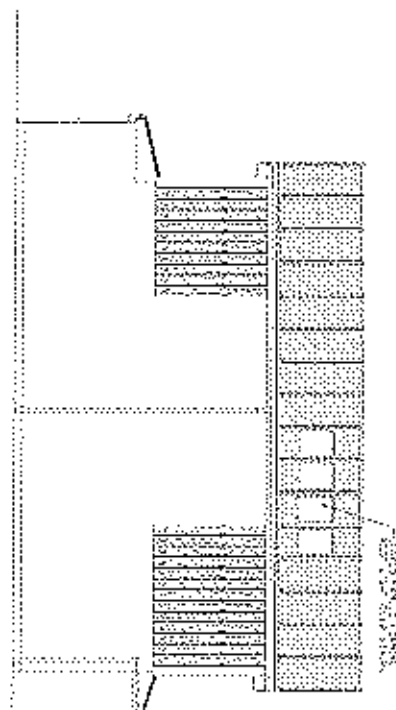
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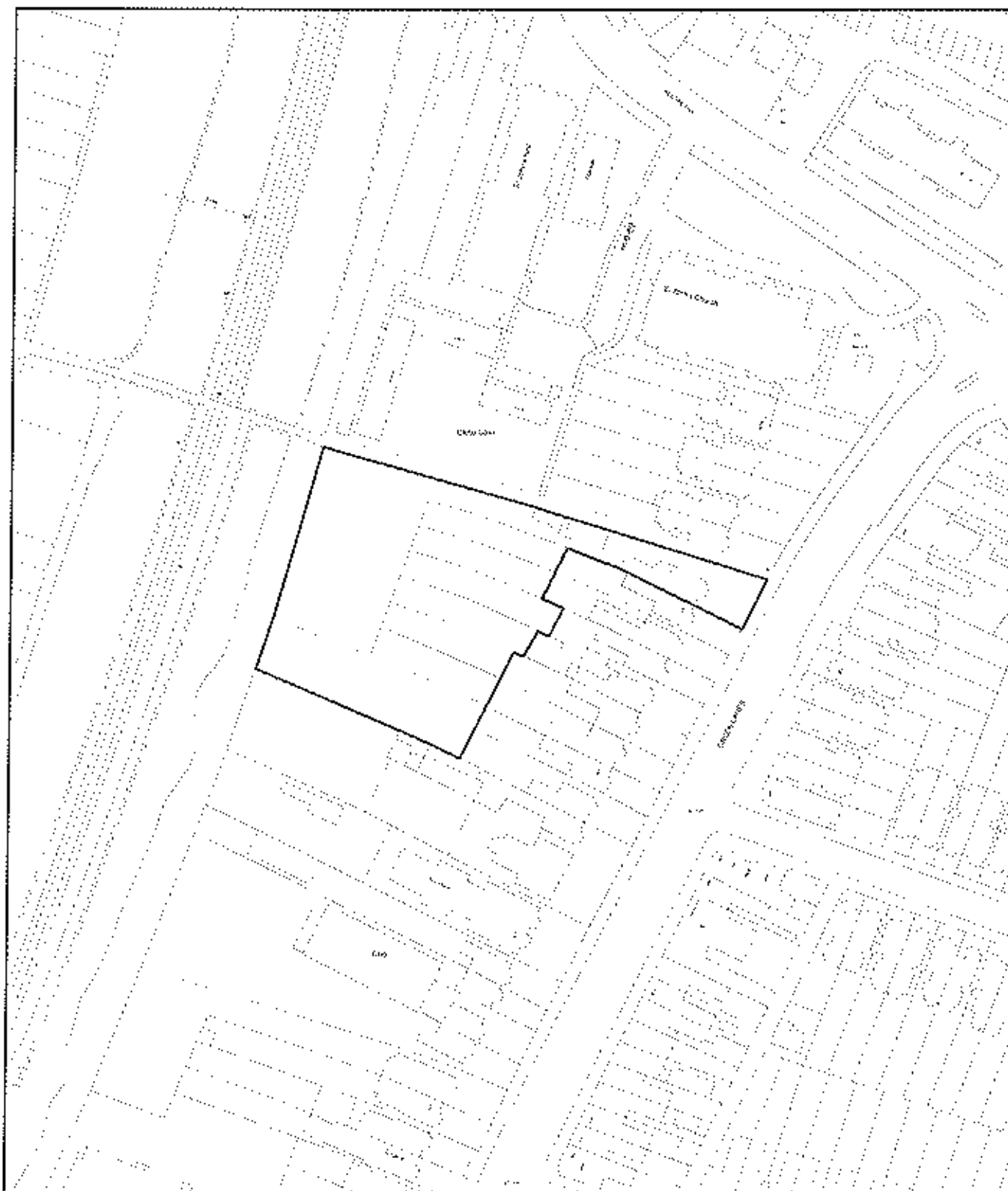
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9. 10/1/2020

10. 10/1/2020



Application No:- TP/09/1238



## Development Control

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**Application Number:** TP/09/1238 **Ward:** Winchmore Hill

**Date of Registration:** 14th August 2009

**Contact:** David Warden 3931

**Location:** Land rear of, 483/499, Green Lanes, London, N13.

**Proposal:** Redevelopment of site by the erection of a part 2, part 3-storey block of 36 residential units (comprising 8 x 1-bed, 15 x 2-bed, 6 x 3-bed, 7 x 4-bed) incorporating 18 affordable units, with accommodation in roof space, roof terraces, balconies and dormer windows, together with provision of associated car parking and access to Green Lanes.

**Applicant Name & Address:**

Beacon Securities Ltd, and, London and Quadrant Housing Trust  
266, Stamford Hill  
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N16 6TU

**Agent Name & Address:**

Studio:08 Architecture & Planning Ltd  
Drawbridge  
The Rear Courtyard  
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N13 4DP

**Note to Members**

At the meeting of the Planning Committee on 20<sup>th</sup> November, it was agreed to defer consideration of this application to enable officers to provide further guidance on the access arrangements for the development with Green Lanes. This followed an earlier deferral at the October meeting for officers to identify potential reasons for refusal.

In the light of these requests, the previously reported "Note for Members" has been updated to provide the requested clarification on highway matters together with the previously identified reasons for refusal and the officers' assessment regarding their merit.

This application follows a previous scheme for 42 units on the site. The application was refused for seven reasons; each of these reasons is included in full and considered below.

**Character and appearance**

The proposed development by reason of its siting, size, scale, design, massing and proximity to site boundaries would result in the introduction of an overly dominant and visually intrusive form of development that would be detrimental to the character and appearance of the surrounding area and the visual amenities enjoyed by neighbouring properties, as well as representing an overdevelopment of the site contrary to policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan and Policy 4B.8 of the London Plan (2008), as well as the objectives of PPS1 and PPS3.

This scheme has a reduced building footprint and increased separation from the site boundaries. In particular, the depth of the buildings has been reduced and apexes added to the ends of the blocks to reflect the predominantly pitched roofs within the surrounding area. This reduction in depth has significantly reduced the bulk of the building at the upper levels. The density now lies within the middle of the range set out within the London Plan, with the scheme providing only 6 more units than was envisaged when it was allocated in the Unitary Development Plan. It must be acknowledged that this was in 1994, was based upon density standards that have now been superseded by the London Plan and predates three editions of central government guidance on housing which each promote more dense forms of development. Officers are therefore of the opinion, on balance, that the current scheme has satisfactorily addressed these concerns.

#### Amenity space

The proposed amenity space is of insufficient size and inadequate quality to provide for the needs of future occupiers, in particular for the proposed family sized accommodation. This would result in an unsatisfactory and unsustainable form of residential development, contrary to Policies (I)GD1 and (II)H9 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

The previous proposal had a GIA of 3,187 square metres and provided 1509 square metres of amenity space or 47% of the GIA, whereas the current scheme provides amenity space at 64% of the GIA. Whilst there remains a deficiency of 393 square metres of amenity space and 27% of the amenity space provided is in the form of balconies and terraces, government guidance is that standards such as these must be applied flexibly. In this case the scheme provides for a large usable area of amenity space within the courtyard area and a mixture of private gardens, balconies and terraces. In addition, the scheme provides for a contribution to provide improved natural play facilities of £15,000 to the nearest public open space. Officers are therefore of the opinion, on balance, that the current scheme has satisfactorily addressed these concerns.

#### Overlooking facing Glebe Court

The proposed first floor balconies, second floor windows and balconies to elevation AA, facing Glebe Court, would unduly prejudice through overlooking and loss of privacy the amenities enjoyed by neighbouring properties, particularly Glebe Court itself and the amenity space of Glebe Court and no.'s 501 to 505 Green Lanes, contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

The first and second floor balconies facing Glebe Court have now been removed from the scheme entirely. The second floor dormer windows have been revised to provide only velux style roof lights to the elevation facing Glebe Court. Whilst these roof lights would still provide some views towards Glebe Court, the angles and (slightly improved) separation distances involved would prevent an unacceptable level of overlooking of Glebe Court or the perception of being overlooking. It must also be acknowledged that the amenity space to Glebe Court is currently directly overlooked due to the open nature of the fencing along the public footpath. Officers are therefore of the opinion, on balance, that the current scheme has satisfactorily addressed these concerns.

#### Overlooking from roof gardens

The proposed roof gardens to blocks A, B and C would unduly prejudice through overlooking and loss of privacy the amenities enjoyed by neighbouring properties, particularly Glebe Court and no.'s 501 to 505 Green Lanes and to a lesser extent no.'s 483 to 499 Green Lanes, contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

The roof gardens have now been provided with screening above average eye level to prevent unacceptable overlooking of the surrounding properties. The only exception of the elevation facing the railway, the views from which are sufficiently distant and adequately screened by trees and to which the above reason for refuse does not relate. Officers are therefore of the opinion that the current scheme has satisfactorily addressed these concerns.

#### Outlook and lights for future residents

The proposed development would result in an unacceptable outlook and levels of light for the future residents of units CG.2, BG.1 and BG.2 and their respective amenity space, in respect of the proximity to the requisite public footpath retaining wall, and units BG.2, BG.3, BG.4, AG.1, AG.3, AG.4 and AG.6 and their respective amenity space, in respect of the proximity to the railway embankment significantly compounded by the presence of a row of large established trees and overhanging balconies. This would result in an unsatisfactory and unsustainable form of residential development, contrary to Policies (I)GD1 and (I)GD2 of the Unitary Development Plan and Policy 3A.6 of the London Plan (2008), as well as the objectives of PPS1 and PPS3.

This revised scheme has significantly increased the separation distances from the proposed units and both the footpath retaining wall and the railway embankment. In addition, the corner unit has been arranged such that it has both north and west facing windows. With the exception of units BG.1, BG.2 and BG.3, all of the units to the ground floor are dual aspect reducing the impact of retaining wall and embankment. In respect of these remaining units, unit BG.1 would face south towards the courtyard; unit BG.2 would face north with approximately 4.5 metres of separation to the retaining wall, which itself will be between only 0.6 and 0.8 metres high with open railings above; and, unit BG.3 would face west with approximately 6 metres of separation the railway embankment. It is considered, on balance, that these units would have an acceptable outlook. Officers are therefore of the opinion, on balance, that the current scheme has satisfactorily addressed these concerns.

#### Mechanism to secure adequate noise attenuation

In the absence of an appropriate mechanism to secure adequate noise attenuation measures to screen no. 501 Green Lanes from vehicle noise from the proposed access, the proposed development would have an unacceptable impact on the amenities of this dwelling contrary to policies (I)GD1, (I)GD2, (I)EN6 and (II)EN30 of the Unitary Development Plan and Policy 4A.20 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPG24.

The applicant has made contact with no. 501 Green Lanes, who, without prejudice to their remaining objections to the scheme, has confirmed if the development is to proceed they would accept improvements to their property. The applicant's solicitors have been in contact with Officers regarding drafting such an agreement, which could be completed before the issues of a decision. Officers are therefore of the opinion that the current scheme has satisfactorily addressed these concerns.

#### Loss of protected trees without adequate replacements

The loss of T2 (Oak), T3 (Ash), T4 (Ash) and T5 (Weeping Ash), without adequate replacements, would be detrimental to the character and appearance of the area and the street scene, in particular views from the adjacent public footpath, resulting in a loss of amenity to the surrounding residential properties contrary to policies (II)C38 and (II)C39 of the Unitary Development Plan.

The previous application was refused due to the lack of adequate replacements for the protected trees that would be lost. This revised scheme provides a larger area of amenity space within the

centre of the site and proposed four mature specimens to replace the protected trees, with measures proposed to protect the retained Horse Chestnut. This approach is supported by the Council's Arboriculturalist. Officers are therefore of the opinion, on balance, that the current scheme has satisfactorily addressed these concerns.

#### Other matters

Finally, it should be noted that the previous application for 42 units involved substantially the same access to the site and approximately proportionately the same number of parking spaces. That application was not refused on highway grounds. As such, having regard to the reduced number of units and consequent reduction in vehicle movements, it is considered that a reason for refusal could not now be introduced on these grounds.

#### Additional Information from Traffic and Transportation

The previous report set out the main issues and describes the location and issues. In summary, it should be noted that :

- the (northbound) right-turn lane at the Green Lanes/Hedge Lane junction is relatively short and accommodates about 5 cars;
- Green Lanes is subject to a 30mph speed limit;
- there are loading restrictions and 'at any time' waiting restrictions on the west side of Green Lanes past no.499.

As already identified, the highway concerns raised by Members focus on:

1. The adequacy of the new access road to serve the site; and
2. The suitability of the access joining Green Lanes at this location.

#### The Proposed Access Road

The development comprises 36 flats and it is considered a scheme of this scale would not generate undue movements for the proposed access. This access is of adequate width (5.3m) at its junction with Green Lanes to ensure that 2 vehicles can pass, thus ensuring that flows on Green Lanes are not impeded whilst an entering vehicle waits for another to leave the site. In addition, the sight lines for exiting vehicles are adequate to ensure that sufficient visibility is provided to the north or south. It is accepted however that when the northbound queue from the Hedge Lane/Green Lanes signals extends past the site access, then stationery vehicles could compromise this visibility.

The proposed access is generally 4.8m wide, but does have a pinch point (3.6m) as it passes the corner of the retained property. Road markings will give priority to cars coming into the site, again to ensure vehicles do not back up out onto Green Lanes. This feature, in conjunction with the build-out/chicane will also have the added benefit of slowing down vehicles. The tight bend into the back of the site does have limited visibility but the slow speeds involved do not pose any undue safety concerns. The bend itself does widen on the radius to permit all vehicle movements. In particular, the access road has been designed so that it is suitable for use by refuse freighters or emergency service vehicles. However, this layout is reliant on the inclusion of a narrow strip from the adjoining public Right of Way to achieve the proposed carriageway dimension. This requires a Stopping Up Order to release this land for this purpose. This would be processed at the applicant's expense should the scheme be approved and currently, a condition requires this to be organised before the development is implemented.

The new road will not be adopted and hence will not have (enforceable) waiting restrictions on it to minimise obstructive parking. It will rely on any on-site management arrangements to keep the

road clear for users, a common arrangement for most developments of this scale. However there would be a concern if no action was taken to address parking on the access road close to where it joins Green Lanes, thus frustrating the suitability of the design as described above.

Parking/turning into the front garden of no. 499 Green Lanes off the new access would also be prejudicial to the safe operation of the access close to Green Lanes. Such parking is to be prevented by a condition.

#### Access/Junction onto Green Lanes

The new access joins Green Lanes about 40m north of the north-bound bus stop and 63m south of the north-bound stop line to the signalled junction at Bourne Hill/Hedge Lane. This is a very busy junction which is often subject to congestion. It also has a poor accident record within all categories (slight, serious and fatal). There is also a record of casualties away from the junction, along Green Lanes.

Concerns about the junction have already resulted in preliminary investigations into whether a roundabout configuration would offer relief to the junction's current operation. A roundabout solution would not directly cater very well for the needs of pedestrians and hence separate pelican crossings away from the junction would be required: that required for this section of Green Lanes would not conflict with the proposed access.

The access also joins Green Lanes opposite the southbound bus stop. This stop has a bus boarder – i.e. a widened footway, which extends 1.4m out from the kerb line. This functions to deter unauthorised parking in the bus bay and allows the bus to fully reach the kerb. However it does place any waiting bus further into the carriageway where other vehicles need to continue southbound whilst passengers are boarding. There are on-street short term parking bays either side of this bus boarder.

The main issues relating to the use of the new junction on to Green Lanes are therefore:

1. Safety when vehicles turn in and out of the site; and
2. Implications regarding delays/congestion to other road users.

There are several footway crossovers serving individual properties along Green Lanes. These give rise to numerous turning movements on and off the road, although the scale of these is limited.

The applicant cites the number trips arising from the premises along Green Lanes (part of the application site) as a relevant consideration to this traffic being replaced by that from the new development. However many of the vehicles apparently based there seem somewhat static and do not appear to generate the number of trips that may be suggested.

In 2006 consultants acting on behalf of the Council, looked at the Green Lanes/Hedge Lane junction and its environs as a precursor to developing the roundabout option for the intersection referred to above. That study confirmed that the junction:

- Is generally operating over capacity in peak periods;
- In the AM peak all links operate over-capacity except Green Lanes northbound;
- In the PM peak the Green Lanes north/straight ahead/right turn (+ Bourne Hill), has capacity, but the Green Lanes straight ahead/left has the highest queues and a degree of saturation of 103%, and overall the junction has a reserve capacity of -34% and a total delay of 78.9 vehicles.

This provides context for the current operation of the adjoining main road junction, within which the new development will be located.

The application was itself supported by a Transport Statement. This followed accepted methodology of assessing traffic generation and concluded that the development would generate 10 trips in the am peak, 11 in the pm peak, and 112 two-way trips for the whole day. It was further acknowledged in the evening peak "that traffic continually queued back from the traffic signals". However, it contended that the peak time traffic generation is therefore quite low, and the stationery traffic queuing past the access would assist exiting vehicles to turn right out of the site.

The Council undertook its own surveys outside the site in Green Lanes to understand the frequency of queuing and general traffic conditions. This confirms that queuing is a regular occurrence and that queues will regularly block the access/egress from the site unless 'give way' or box markings are installed across the northbound lane. This also suggests that at some times vehicles that approach from the north, and wish to turn right into the site, will delay other southbound vehicles as there is insufficient lane width to proceed past the turning vehicle alongside the bus-stop

The surveys also noticed that on some occasions northbound/right-turn traffic use the Green Lanes southbound lane to join the end of the right-turn lane, thus extending the queue south beyond the limit of the right-turn flare. The affect of this is that the southbound lane could be blocked if there is a bus waiting at the southbound stop, if northbound cars are encroaching into this lane.

In summary, it can be noted that:

- Green Lanes/Hedge Lane junction is frequently congested and operating over capacity;
- This junction and Green Lanes itself has a poor accident record;
- The width of Green Lanes at the point in question is tight for the flows and movements present and this is exacerbated by the bus-stop/boarder;
- Northbound queues regularly extend back past the location of the site access;
- The proposed site access is geometrically satisfactory for the scale of development currently intended, including for refuse freighters etc, and has adequate sight lines to Green Lanes;
- Addressing any concerns over the right-turn movements in and out of the site access could not be controlled by securing 'left-in/left-out' only arrangements within the current proposed access geometry available;
- This adequate access is reliant on securing an additional width by stopping up part of the footpath alongside;
- The modest development will not generate unreasonably high levels of traffic at peak times, but overall does add to general traffic growth;
- Vehicles leaving the site will be assisted to exit by northbound queues to the signals to the north (when the 'keep clear' controls are obeyed);
- Right-turning vehicles exiting the site could conflict with northbound traffic moving outside stationery vehicles queuing to the signals;
- In free flow conditions, vehicles turning right into the site could cause delays to southbound vehicles waiting behind them and in extreme examples this may cause queues back north into the Green Lanes/Hedge Lane junction.

## Conclusion

Overall, having regard to the amendments made, it is considered that on balance, this revised scheme has addressed each of the reasons for refusal applied to the previous scheme. In

particular, the matters relating to: character and appearance, amenity space, overlooking from the second floor roof lights facing Glebe Court, the outlook and light levels for future residents and the loss of protected trees have required careful and detailed assessment as part of our overall consideration.

Nevertheless, it is acknowledged that although based on policy is subjective and balanced. If Members remain concerned about the acceptability of the proposed development, it is suggested that a defensible case could be made in respect of: character and appearance, amenity space, overlooking from the second floor roof lights facing Glebe Court, the outlook and light levels for future residents and the loss of protected trees.

With regard to traffic generation and the acceptability of the access, the scale of the development is quite modest and the traffic generation quite low. As a result, the proposed road layout is felt to be acceptable for this scale of development. Nevertheless, it is acknowledged that certain traffic manoeuvres associated with the development may cause delays to other road users and potentially give rise to traffic conflicts with the turning movements involved. Although not previously used as a reason for refusal, if Members are so minded having considered the details and impact thereof, of the proposed access arrangements, a reason for refusal could be applied in response to this concern.

**Recommendation:** That subject to the completion of a section 106 Agreement regarding a financial contribution for education, play and open space provision and highway works together with the provision of 18 affordable units on site and acoustic improvements to no.s 499 and 501 Green Lanes, planning permission be **GRANTED** subject to the following conditions:

1. No development shall take place until full details of the existing and proposed ground levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian accesses, junctions and circulation areas, a high kerb to protect pedestrians using the adjacent public footpath, street and other forms of external lighting (including mitigation for adjoining properties and nature conservation along the railway elevation), and surfacing materials/markings have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before any dwelling hereby approved is occupied.

Reason: To ensure that they are constructed to satisfactory standard, in the interests of safety, access needs of the proposed use, visual amenity and amenities of the adjoining occupiers.

2. That development shall not commence on site until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain include a Construction Logistic Plan (CLP) in accordance with Transport for London's current guidance, a photographic condition survey of the roads and footways leading to the site, details of construction access and vehicle routing to the site, arrangements for vehicle servicing and turning areas, arrangements for the parking of contractors vehicles, arrangements for wheel cleaning, arrangements for the storage of materials and hours of work. The development shall then be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing roads, prejudice highway safety or the free-flow of traffic on Green Lanes, and to minimise disruption to neighbouring properties.

3. The parking areas shown on approved plan P80/A received by the Local Planning Authority on 22nd September 2009 shall be provided prior to the occupation of the dwelling to which they relate and shall be only be used for the parking of private motor vehicles and shall not be used for any other purpose.

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

4. Details of sustainable design and construction methods, renewable energy provision and details and specification of the wheelchair accessible units shall be submitted to the Local Planning Authority for approval prior to the commencement of development. The scheme will achieve a minimum Code for Sustainable Homes rating of 3.

Reason: In order to secure on site renewable energy provision and ensure the development is constructed in accordance with sustainable design and construction methods.

5. No development shall commence until a scheme detailing the specimens and a planting and 5 year maintenance schedule for the replacement trees detailed on the approved plans has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and schedule. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To ensure adequate replacements of the TPO trees to be lost within the scheme in the interests of visual amenity.

6. No development shall commence until a scheme to protect the TPO Horse Chestnut Tree: 1) during the period of construction, 2) from root compaction or damage, to include foundation design, methods of excavation (including had digging where required) and a geo-grid root protection system and 3) a management strategy to ensure the long-term health of the protected tree have been submitted to and approved in writing by the Local Planning Authority. The measures shall be in place during the period of construction with the root protection system and management strategy shall be retained thereafter.

Reason: To protect existing planting during construction.

7. The development shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include measures to enhance the natural environment in accordance with the objectives of PPS9. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, 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.

8. No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SuDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance and statements, and the results of that assessment have been provided to the local planning authority. The assessment shall take into



account the design storm period and intensity; methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

9. Surface water drainage works shall be carried out in accordance with details that have been submitted to, and approved in writing by, the local planning authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the local planning authority conclude that a SuDS scheme should be implemented, details of the works shall specify:

i) a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and

ii) the responsibilities of each party for implementation of the SuDS scheme, together with a timetable for that implementation.

Reason: To ensure implementation and adequate maintenance to ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere.

10. The glazing to be installed in the east elevation of unit H1 of the development indicated on drawing No. P91/A received by the Local Planning Authority on 20th September 2009 shall be provide with obscured and fixed glazed except for any point more than 1.7 metres above internal floor level. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no walls, fences, gates or any other means of enclosure shall be erected within any part of the communal courtyard or access way.

Reason: In the interests of visual amenity and to ensure the area is retain for communal use.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings shall be erected within the cartilage of units H1, H2, H3, H4 or H5 shown on approved plan P81/A received by the Local Planning Authority on 22nd September 2009 without the prior approval in writing of the Local Planning Authority.

Reason: To ensure adequate amenity space is retained and to protect the amenities of adjoining occupiers.

13. Before the development is commenced details of measures to ensure that noise from external sources (transport and industrial) is controlled should be submitted to the Local Planning Authority. This should be in the form of a report and have regard to PPG 24 and BS4142. The insulation and building design to be adopted shall be submitted to and approved by the Local Planning Authority. The measures proposed shall be implemented

in accordance with the approved detail before the building is occupied or use commences.

Reason: To ensure the external noise does not prejudice the amenities of occupiers of the premises

14. The development shall not commence until details of measures to ensure that amplified sound generated from plant and machinery (ie: air conditioning units) on/within the premises have been submitted to and approved in writing by the Local Planning Authority. The measures shall be provided in accordance with the approved detail before the premises are occupied.

Reason: To ensure that the use of the premises does not prejudice the amenities of the public or the occupiers of nearby premises due to noise pollution.

15. No development shall commence until details of drainage, excavations and security during and post construction along the railway boundary have been submitted to and approved in writing. These measures shall be in place during the period of construction and any post construction fencing shall be retained thereafter.

Reason: To protect the stability of the railway embankment and in the interest of railway safety.

16. C07 Details of Materials

17. C19 Details of Refuse Storage & Recycling Facilities

18. C23 Details of Archaeological Investigation

19. No development shall commence until the statutory extinguishment of the part of the part of the adjacent footpath required to provide the access, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate access to the site in the interests of highway safety.

20. No development shall commence until a scheme to prevent parking at the frontage of no. 499 Green Lanes has been submitted to approved in writing by the Local Planning Authority. The scheme shall be implemented prior the occupation of any dwelling hereby approved and shall thereafter be retained. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no changes shall be made to the frontage or any means of enclosure without the written permission of the Local Planning Authority.

Reason: In the interests of highway safety.

21. C59 Cycle parking spaces

22. C51A Time Limited Permission

### **Site and Surroundings**

The site forms an area of back land to the rear of no. 483 to 499 Green Lanes, which is made of up two areas. The area to the north, accounting for approximately three quarters of the site, comprises a former, now largely cleared, area of trees. The southern area is a car park and repair garage access from 483 Green Lanes. The site also includes no. 499 Green Lanes itself. The remaining trees on the site largely comprise those subject to Tree Preservation Orders. These orders cover five trees in total, namely: a Horse Chestnut along the boundary with the public footpath to the north, an Oak and an Ash to the south of this point, a further Ash is located in the centre of the site and a Weeping Ash to the northwest corner of the site. In addition, there

are a number of significant mature trees to the western boundary that appear to be on Network Rail land.

The area is of mixed use, to the north on the other side of the public footpath lies Glebe Court elderly person accommodation, with residential dwellings to the northeast and St John's Church beyond. To the east are the properties fronting Green Lanes that are largely either in entirely commercial use or have a commercial use at ground floor and a residential use above. Whilst many of the rear yards area are clearly in commercial use, some (including no. 485 Green Lanes) provide residential amenity space. To the south is a car park serving a car rental business at 477 to 479 Green Lanes, beyond which is a nursing home with a single storey rear projecting extending deep into the site towards the railway. Finally to the west, on the opposite side of the deep railway cutting, are residential dwellings fronting Caversham Avenue.

The site is allocated within the Unitary Development Plan as a Site Intended for Development (10H). The relevant table suggests that it may be possible to achieve 30 dwellings on the 0.39 hectares of land.

The railway embankment is allocated within the UDP as a Wildlife Corridor.

### **Proposal**

This application is for 36 residential units arranged as an L-shaped part two and part three storey block with accommodation in the roof space. The three storey element will front the existing public footpath that forms the northern boundary with the site, with the three storey element facing towards the railway. Both elements will provide a partial courtyard incorporating open space, parking and replacement tree planting.

The proposal provides for a contemporary design with a mixture of brick and rendered panels, with balconies to the courtyard and railway elevations. The pitched roofs incorporate both projecting and inset dormer windows, along with providing screening for roof top terraces.

The scheme includes 18 affordable units located primarily located within the block fronting the public footpath these include 5 x 4 bed houses arranged over three floors with a small private roof terraces above and garden areas adjacent to the public footpath along with 4 x 1 bed and 9 x 2 bed flats.

The site utilises an improved existing access from Green Lanes that will incorporate part of the adjacent public footpath. The access leads to a courtyard area providing 30 car parking spaces, 36 secure and covered cycle parking spaces and refuse and recycling storage.

### **Relevant Planning Decisions**

TP/08/2229    Redevelopment of site by the erection of a part 2, part 3-storey block of 42 residential units (comprising 5 x 1-bed, 20 x 2-bed, 15 x 3-bed, 2 x 4-bed) incorporating 21 affordable units, with accommodation in roof space, roof terraces, balconies and dormer windows, together with provision of associated car parking and access to Green Lanes, refused in April 2009 for the following reasons:

The proposed development by reason of its siting, size, scale, design, massing and proximity to site boundaries would result in the introduction of an overly dominant and visually intrusive form of development that would be detrimental to the character and appearance of the surrounding area and the visual amenities enjoyed by neighbouring properties, as well as representing an overdevelopment of the site contrary to policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary

Development Plan and Policy 4B.8 of the London Plan (2008), as well as the objectives of PPS1 and PPS3.

The proposed amenity space is of insufficient size and inadequate quality to provide for the needs of future occupiers, in particular for the proposed family sized accommodation. This would result in an unsatisfactory and unsustainable form of residential development, contrary to Policies (I)GD1 and (II)H9 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

The proposed first floor balconies, second floor windows and balconies to elevation AA, facing Glebe Court, would unduly prejudice through overlooking and loss of privacy the amenities enjoyed by neighbouring properties, particularly Glebe Court itself and the amenity space of Glebe Court and no.'s 501 to 505 Green Lanes, contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

The proposed roof gardens to blocks A, B and C would unduly prejudice through overlooking and loss of privacy the amenities enjoyed by neighbouring properties, particularly Glebe Court and no.'s 501 to 505 Green Lanes and to a lesser extent no.'s 483 to 499 Green Lanes, contrary to Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

The proposed development would result in an unacceptable outlook and levels of light for the future residents of units CG.2, BG.1 and BG.2 and their respective amenity space, in respect of the proximity to the requisite public footpath retaining wall, and units BG.2, BG.3, BG.4, AG.1, AG.3, AG.4 and AG.6 and their respective amenity space, in respect of the proximity to the railway embankment significantly compounded by the presence of a row of large established trees and overhanging balconies. This would result in an unsatisfactory and unsustainable form of residential development, contrary to Policies (I)GD1 and (I)GD2 of the Unitary Development Plan and Policy 3A.6 of the London Plan (2008), as well as the objectives of PPS1 and PPS3.

In the absence of an appropriate mechanism to secure adequate noise attenuation measures to screen no. 501 Green Lanes from vehicle noise from the proposed access, the proposed development would have an unacceptable impact on the amenities of this dwelling contrary to policies (I)GD1, (I)GD2, (I)EN6 and (II)EN30 of the Unitary Development Plan and Policy 4A.20 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPG24.

The loss of T2 (Oak), T3 (Ash), T4 (Ash) and T5 (Weeping Ash), without adequate replacements, would be detrimental to the character and appearance of the area and the street scene, in particular views from the adjacent public footpath, resulting in a loss of amenity to the surrounding residential properties contrary to policies (II)C38 and (II)C39 of the Unitary Development Plan.

PRE/08/0065 Proposed demolition of existing property at 499 Green Lanes and erection of 57 flats within part 3, part 4, part 5-storey blocks (20 x 1-bed, 19 x 2-bed, 18 x 3-bed) with 62 car parking spaces - Advice issued.

PRE/08/0064 Proposed redevelopment of site by the erection of 46 residential units in 3 blocks - Initial advice given.

TP/89/1716 Erection of 2 three-storey blocks to provide 29 one-bedroom and 1 two-bedroom flats (sheltered housing) and the partial rebuilding of 499 Green Lanes to provide social room and 2 guest sitting rooms together with the formation of new access road and the provision of parking facilities, withdrawn lapsed January 1998.

TP/84/0734 Residential development (Outline) including access and the demolition of no. 499 Green Lanes, refused August 1984 for reasons relating to lack of comprehensives, insufficient access width and demolition of 499 resulting in an unbalanced property detrimental to the street scene.

An appeal was upheld and permission granted. The Inspector concluded that no. 487 Green Lanes would be of sufficient size and scale to not appear out of character with the surrounding properties, that access to the adjoining land could be secured by condition and that a 4.8 metre wide access with pedestrian footway could be provided and was adequate.

#### Surrounding Area Planning History:

(Rear of 481, Green Lanes):

TP/04/0659 Demolition of existing buildings at rear and erection of a single storey office building and provisions of 4 No. parking bays, granted November 2004.

#### **Consultation**

##### Public

Consultation letters have been issued to 120 neighbouring properties. The initial consultation period expired on 14<sup>th</sup> September 2009 and the current re-consultation period will expire on 20<sup>th</sup> October 2009. At the time of writing 7 replies have been received, whilst many residents comment that they do not object to the principle of the development, they state the following concerns:

##### **Character and Appearance**

- Loss of unspoilt natural land
- Overdevelopment, above what is acceptable in an outer London borough
- Loss of protected trees, which report suggests have 50-80 years of life and no pressing reason for their loss
- Risk to only remaining tree during construction
- Loss of trees surrounding the site
- Encroachment into wildlife corridor
- Out of character, style and height do not reflect the surroundings
- 4 storey continuous line of development when viewed from the rear of Caversham Avenue
- Proximity to boundaries
- Overbearing impact on public footpath

##### **Impact on Amenity**

- Noise and disturbance from traffic, particularly to no. 501 Green Lanes
- Reflection of train noise to Caversham Avenue
- Neighbours already impacted upon by surrounding developments
- Loss of privacy
- Light pollution
- Impact on Glebe Court

- Change in views from neighbouring properties
- Impact on quality of life of local residents
- Site currently acts as a buffer between Green Lanes and Caversham Avenue
- Height of trees shown on the plans is a misrepresentation
- Balconies are an over dominant feature
- Little reduction in impact from the previous proposals

#### **Highways and Parking**

- Access would be unsafe
- Lack of highway capacity
- Existing conversions already place significant pressure on parking and congestion
- Potential impact of future development to the south
- Lack of parking, including visitor parking
- Existing impact on adjacent road from parking cars
- Disregard for existing double yellow line restrictions
- Lack of barrier between public footpath and proposed access
- Potential for cars to mount the public footpath
- Access standards are less than required in 1984 appeal, whilst Green Lanes is busier
- Reduction in width of public footpath
- Impact of open car parking areas on the safety of the public footpath
- Inadequate consideration of right turning vehicles into the proposed access
- Emergency service including fire brigade access
- Keep clear markings are insufficient

#### **Other**

- Impact on protected species including stag beetles, slow worms and bats; as well as a number of birds
- Lack of play areas for children within the development
- Developers should not provide contributions towards off-site open space to obtain planning permission
- Lack of capacity at local schools, GP's and other local services
- Party wall agreements may be required
- Lack of consultation by developer

In addition, a response has been received from no. 501 Green Lanes regarding the potential to upgrade the windows within this property. In summary, the letter states that 'without prejudice' to any objections to the scheme, if the development is to go ahead, the owner would welcome such works.

The Parish of St John the Evangelist expresses concern regarding the scale of development, the traffic it will generate and its impact on the local community suggesting that a smaller development would be preferable and more suited to the site. Further concerns are raised regarding the need for a barrier to separate the proposed access and the public footpath.

Fox Lane & District Residents' Association objects to the application on the grounds that:

- Proposal is too large, high-density development, which together with its appearance, is out of keeping with the residential character of the area
- The access is too close to the public footpath and to the busy Green Lanes/Bourne Hill junction, which would be hazardous for pedestrians and other vehicles
- Noise and disturbance from vehicles

- The units are very cramped for the number of people expected to occupy them. The rooms are very small – this is totally out of keeping with other residential properties in the area. So little space for each person would be very stressful.
- There is not enough car parking space for the number of units/people. Although residents of some units will not require a parking space, inevitably others will require two spaces, or more, also visitors and trades people would require parking space. This would cause even more parking problems in surrounding streets.
- The loss of trees
- Development is still too close the footpath and is overbearing
- Noise and disturbance from roof terraces
- Notwithstanding the changes, the gardens remain very small, particularly the 5 terraced houses.
- The gardens are overlooked from the public footpath and are unlikely to be used, instead simply collecting rubbish
- The living room windows look out on to this area and the path; as there is no other communal space in the units the occupants might feel that being overlooked in this way is an invasion of their privacy.
- This elevation faces north therefore the 'gardens' would get very little sun and then only very early in the morning and late in the afternoon/evening for six or eight weeks in midsummer, and none at all for the rest of the year. In all probability not very much would grow in the gardens and, as there is so little internal space, they would be used as storage areas for items which passersby might well regard as rubbish. On the plans there appears to be hedges between each garden and along the footpath boundary, this would create even more shade and reduce air circulation; thus the gardens would become damp and dreary and be of no use except for storage and would be an eyesore to passersby.

Councillor Hurer has written to endorse and support the concerns of the Residents' Association. He also states particular concern regarding the significant additional pressure on the already busy junction and if vehicles are permitted to turn right out of the site it could become an accident black spot.

Christian Action Housing Association (who own Glebe Court) have not commented on the current proposal but did object to the previous scheme based upon overlooking, loss of sun light, lack of amenity space, overbearing and out of character, backland site requiring less dense development.

Councillor Prescott has not commented on the current scheme but previously wrote in support of residents concerns commenting that whilst he believes the previous proposal would be inappropriate and over-intense development under any circumstances, his principle concern is about access from Green Lanes. The proposed vehicle access is very close to the busy junction of Green Lanes, Hedge Lane and Bourne Hill, yet this junction has already been the focus of much critical attention for a very long time. Traffic waiting to cross the junction heading north is often backed up beyond the proposed entrance, and there is also a bus stop on the south-bound lane immediately opposite. He cannot see how the design of this development could accommodate a sufficiently wide access-way at all but, if the proposal is accepted a condition is sought to restrict vehicular access to be via the north-bound lane of Green Lanes ONLY, in other words, access to and exit from by left turn only. The sheer volume of traffic passing at the location of the proposed access-way would mean that turns to and from the south-bound lane would effectively compromise the nearby junction itself for much of the day, and this would have a knock-on effect on much of the surrounding road network. He further asks that highway alterations are made (and paid for by the Applicant via s106) to physically enforce this condition. For the safety of all road users, the south-bound side of Green Lanes should not be accessible AT ALL at this point. If Officers are minded to approve, a request is made that the application be considered by Planning Committee. Finally, consultation with Transport for London is requested.

David Burrows MP has not commented on the current scheme but wrote to object to the previous application stating concerns regarding:

- The scale of development impacting upon the character of the surrounding area and the amenity of neighbouring residents, particularly those direct neighbours who will be most affected by the buildings
- Impact on local environment, wildlife and the loss of protected trees, which the developers report confirms appear to be in a reasonable condition
- Impact on the surrounding road network, particularly as access will be onto busy Green Lanes close to an already difficult junction, giving rise to the likelihood that traffic will be impeded.
- The narrowness of the access, at points allowing only 1 car to pass, with the potential for vehicles to encroach on the footpath compromising pedestrian safety, many of whom are children, and also a significant loss of amenity
- Cumulative impact with other development, including that at New River Crescent, on local infrastructure

#### External

Thames Water does not object to the application, but seeks information relating to surface water drainage and the minimum water pressure that Thames Water aims to provide.

Network rail has not commented on the current proposal but did not object to the previous scheme subject to conditions relating to drainage, a construction management plan, details of excavations, enclosure and security of the railway boundary, noise attenuation and landscaping

London Fire & Emergency Planning Authority has not commented on the current scheme, but were satisfied with the previous schemes proposals, but commented that dry riser mains or domestic sprinklers may be required to overcome internal travel distance excesses.

Enfield Primary Care Trust has not commented on the current scheme, but did not consider the previous proposal would cause undue hardship on local GP practices in the area, and as such does not object to the proposal.

#### Internal

Director of Education, Child Services and Leisure comments that there is a lack of school places in this area, which they are seeking to address through expansions and new schools, a S106 contribution is sought. The average child yield from the proposed development has been calculated, based upon the current ratios, as 5 primary places and 1 secondary place. The related capital costs based on the 2008/09 multipliers are detailed below:

##### **Primary**

5 places x £13,115 = £65,575

##### **Secondary**

1 place x £19,762 = £19,762

**TOTAL** = £85,337

The Affordable Housing Enabling Officer comments that a 50% affordable housing provision has been negotiated with a 60% intermediate and 40% social rented split. Whilst the larger family accommodation for rent is supported and that space standards result in greater storage for residents, a 3 bed wheelchair unit had been requested.



The Council's Place Shaping Team has not commented on the current scheme but in response to the previous scheme commented that issues may arise with access from Green Lanes but that the mix of housing appeared to be what was required in the Borough; roof gardens are good for increased amenity space but should be well designed and accessible for use; and, consideration needs to be given to the wider impact of various infilling schemes on the A406/surrounding area.

The Head of Economic Development has not commented on the current scheme but his previous response stated that whilst the proposal would not displace an employment generating activities he is concerned about the potential increase in local traffic congestion in the town centre, arising from the proposed access arrangements at Green Lanes to and from this development site, which could serve to detract from the health and vitality of the retail centre of Palmers Green. He notes that the applicant refers to a precedent to backland redevelopment having already been set through the construction of Skinners Court - but that scheme, in fact, is not backland development, as it is served directly from Fox Lane, not Green Lanes. The proposed access point is close to a set of traffic lights at Green Lanes/Bourne Hill, from which there is very often a long tailback south wards along Green Lanes and directly across the proposed access point. There is also a pinch point in the width of the access road alongside No. 499 which would appear to prevent 2 cars passing along the whole route. Such a pinch point could, I suggest, give rise to queues forming from both directions on Green Lanes [especially at peak times] as vehicles wait to turn into the site, thereby increasing the local congestion levels. If so, the retailers and businesses in Green Lanes are likely to become very displeased as it could deter their customers. In the circumstances I suggest that the traffic implications be very carefully considered at this stage.

The Council's Arboriculturalist previously commented that the trees T1 to T4 stand in a row more or less toward the centre of the site. Hence, whilst they all remain the full development potential cannot be exploited. The weeping ash T5 stands adjacent to the rail embankment and is encroached upon by the nearby trees. From my recollections of previously visiting the site (in early 2008) I recall that all the trees have various defects (listed in the report). It might be possible to retain all the trees if the development proposals were substantially modified and reduced in scale, and the trees subjected to works to substantially reduce their existing visual impact to make them compatible with their new surroundings. The Horse Chestnut T1 stands in close proximity to the existing access to the site. The report recommends an adequate root protection zone to protect the tree but also records that a trench has been excavated in close proximity to the tree and revealed limited root development probably as a result of surfaces/ building installation in close proximity to the tree restricting root growth. As long as the precautionary measures outlined in the report are adhered to in my opinion the tree could be successfully retained, although it should be acknowledged that this tree too has limitations in terms of its long term contribution to the site. In addition the scheme as it stands does not compensate for the loss of the trees in terms of adequately screening the development and providing sufficient amenity space.

## **Relevant Policies**

### London Plan (2008)

2A.9	The Suburbs: Supporting sustainable communities
3A.1	Increasing Supply of Housing
3A.2	Borough Housing Targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3A.8	Definition of affordable housing

3A.9	Affordable housing targets
3A.10	Negotiating affordable housing in individual private residential and mixed-use schemes
3A.11	Affordable housing thresholds
3A.17	Addressing the needs of London's diverse population
3C.1	Integrating transport and development
3C.21	Improving Conditions for Cycling
3C.23	Parking Strategy
4A.3	Sustainable Design and Construction
4A.7	Renewable Energy
4A.12	Flooding
4A.13	Flood risk management
4A.14	Sustainable drainage
4A.20	Reducing noise and enhancing soundscapes
4B.1	Design principles for a compact city
4B.2	Architectural design
4B.8	Respect the context of local communities
Annex 4	Parking standards

#### Unitary Development Plan

(I)GD1	Regard to Surroundings / Integrated into Local Community
(I)GD2	Quality of Life and Visual Amenity
(II)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)GD12	Development in Areas at Risk from Flooding
(II)GD13	Increased Risk of Flooding downstream
(II)H6	Range of size and Tenure
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)T13	Creation or improvement of accesses
(II)T16	Adequate access for pedestrians and disabled persons
(II)C38	Loss of trees of public amenity value
(II)C39	Replacement of trees
(I)EN6	Minimise impact of development (noise, pollution and vibration)
(I)EN3	Nature conservation
(II)EN9	Development in sites of nature conservation importance
(II)EN11	Wildlife Corridors
(II)EN30	Land, air, noise and water pollution

#### Local Development Framework - Core Strategy Preferred Options

The Planning and Compulsory Purchase Act 2004 requires the Council to replace the UDP with a Local Development Framework (LDF). The LDF Core Strategy will set out the spatial vision and strategic objectives for the Borough. The Core Strategy is at an early stage in its adoption process. As this continues the weight given to it will grow and the relevant objectives are reported to demonstrate the degree to which the proposals are consistent with the emerging policy direction.

SO1	Sustainability and Climate Change
SO2	Biodiversity
SO3	Protect and enhance Enfield's environmental quality;

SO6	High quality, sustainably constructed, new homes to meet the aspirations of local people
SO8	Affordable Housing, Family Homes and Social Mix
SO11	Safer and stronger communities
SO16	Preserve the local distinctiveness
SO17	Safeguard established communities and the quality of the local environment
SO21	Sustainable Transport
CP1	Sustainable and Efficient Land Use
CP2	Sustainable Design and Construction
CP5	Air, Water, Noise and Light Pollution and Contaminated Land
CP10	Managing the supply and location of new housing
CP12	Housing Mix
CP14	Safer and stronger communities
CP29	Promoting sustainable transport and improving access for people with restricted mobility
CP31	Walking and Cycling

#### Other Material Considerations

PPS1	Delivering Sustainable Communities
PPS3	Housing
PPS9	Biodiversity and Geological Conservation
PPG13	Transport
PPG24	Noise

### **Analysis**

#### Principle

The proposal has the potential to contribute to the quantity and range of accommodation available, as required by the London Plan, in particular through the provision of affordable housing. The area is characterised by a mix of commercial and residential uses. The principle of residential development of the site was also previously established at appeal, whilst this permission lapsed some considerable time ago, the site is also allocated within the adopted Unitary Development Plan as 'Site Intended for Development' (10H). The relevant table suggests that it may be possible to achieve 30 dwellings on the 0.39 hectares of land. As such, subject to the resolution of the below matters in respect of the scale of development, impact on neighbouring properties and access matters, the principle of the development of the site for residential purposes is considered acceptable.

#### Character and Appearance of the area

#### Density

The site is within 800 metres of Palmers Green district centre within an area characterised by mixed-use development including semi-detached and terraced houses and flats. For the purposes of the London Plan 2008 density matrix, it is considered the site lies within an urban area. The site is located within PTAL 2. The density matrix suggests a density of 200 to 450 habitable rooms per hectare. Given the predominance of units with between 3.1 to 3.7 habitable rooms within the vicinity of the site the matrix suggests a unit range of 55 to 145 units per hectare, which is the middle density option within PTAL 2-3 Urban. This indicates that an acceptable density would be towards the middle of the 200 to 450 hrph.

The proposal is for 36 flats (8 x 1-bed, 15 x 2-bed, 6 x 3-bed and 7 x 4-bed resulting in 120 habitable rooms giving a residential density of 312 hrph (140/3850x10,000) or 93 u/h. These lie just below the middle of the range set out above and indicate that the density is likely to be acceptable. However, advice contained in PPS1 and PPS3 states that a numerical assessment of density must not be the sole test of acceptability and must also depend on the attainment of appropriate scale and design relative to character and appearance of the surrounding area. In this instance, the backland nature of the site is a material factor that will limit the scale of any proposal.

The previous application was refused partially due to the proposed overdevelopment of the site. In particular concerns were expressed regarding the scale of the proposal, extent of site coverage and proximity to the site boundaries. However, the current scheme provides for reduced building depths with a consequential reduction in scale and site coverage along with an increase in distance from the site boundaries providing for larger areas of amenity space. These reductions combine with the design features of the building that seek to reduce its overall mass by the use of projecting elements and variation of materials. Overall, having regard to both the numerical and physical elements of the scheme, it is considered that the proposal would now result in an acceptable scale of development and would not result in an overdevelopment of the site.

#### Amenity space provision

The proposed amenity space provision for the blocks comprises a mixture of roof terraces, balconies, areas along the northern and western boundaries and a communal garden area within the courtyard. The previous application was refused due to the insufficient size and inadequate quality of the amenity spaces provided. The current application, however, provides for significant improvements to the quality of the open space provide. This is achieved by providing a larger central courtyard amenity area for communal use, along with enlarged 'rear' garden areas along the northern and western boundaries whilst retaining roof terraces and balconies. Whilst some concerns remain regarding the usability of the areas along the northern boundary, it is considered their increased depth significantly increases the likelihood that they will be constructively used spaces.

In respect of the amount of amenity space provided the UDP standard seeks amenity space to be equal to at least 50% of the Gross Internal Area (GIA) of the proposed 1-bed flats, 75% of the GIA of all other flats and 100% of the GIA for houses. Balconies may provide an alternative form of amenity space provided that they are not detrimental to the privacy of adjoining occupiers. The provision of amenity space in the form of balconies and roof terraces should not exceed 15% of the total amenity space provision. Eight of the proposed units are 1 bed flats, five are houses and the remaining twenty-three are 2, 3 and 4 bed flats. This results in an amenity space requirement of 2,241 square metres (369 x 50%, 625 x 100% & 1908 x 75%). The total proposed amenity space is 1,848 or 64% of the total GIA, resulting in a deficiency of 393 square metres. In addition, approximately 500 square metres or 27% of the amenity space is provided in the form of terraces and balconies, which significantly exceeds the 15% stated within the UDP. However, in light of guidance within PPS1 and PPS3 on a more flexible approach to planning standards, regard must also be had to the context of the development including its proximity to Palmers Green Town Centre and location along a busy arterial route. These factors must be balanced against the backland nature of the site. In addition, consideration must be given to whether an off-site contribution could mitigate the impact on the proposed onsite deficiency.

The site is approximately 800 metres walking distance from Broomfield Park. Whilst this is beyond the generally accepted 5 minute (400 metre) walking distance, it is the nearest usable open space within a built up area and is likely to be used by future residents. Having regard to the extent of the deficiency, it is considered that a contribution towards improvements to Broomfield Park may address the reduced level of on site provision. It is considered that such a

contribution, provided it is appropriately allocated, would meet the tests of Circular 05/05 and would accord with the objectives of the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation.

The Park Business & Development Team has identified that whilst there has been a recent replacement of some of the play equipment at Broomfield Park, there remains a deficiency in respect of natural play facilities. Natural play is a key aim of both the National and Borough Play Strategies. Whilst improvements continue to be made to natural play within the Borough, no such facilities are currently present at Broomfield Park. Thus far such schemes have cost approximately £50,000. Another scheme at 90-120 Green Lanes required a contribution of £35,000 towards such a scheme, where a far greater on site deficiency was present. Having regard to the more limited deficiency in this case, it is considered that the application should contribute a sum of £15,000 of the cost of a scheme in Broomfield Park. This contribution has been agreed by the developer and can be secured within a S106 agreement. Having regard to the improved play facilities that will result from this contribution, for the benefit of both the occupiers of the proposed development and the wider community, it is considered that the on site deficiency has been adequately addressed. As such, the proposed amenity space provision and contribution are acceptable.

#### Design and Impact on the Street Scene

The proposed development would not generally be visible from Green Lanes, save for down the access to the site, but would be prominent from the adjacent public footpath and adjoining properties. The proposal provides for a modern design with architectural features that seek to 'break up' the mass of the building with projecting elements and the variation of colour and materials. The scheme has been designed to provide an active elevation to the public footpath, whilst balancing the overlooking issues considered in detail below.

The previous application was refused due to the overall scale of the proposed buildings and their proximity to the site boundaries. However, the current proposed has been revised to seek to address these concerns. In particular, the depth of the buildings have been reduced, separation from the northern and western boundaries increased and dummy apexes added to the ends of the blocks to more closely accord with the pitched roofs of the surrounding dwellings. The application has recently been revised to provide more activity to the elevation facing the site access by providing a projecting element and the provision of additional windows to the elevation. Overall, it is considered that the previous concerns regarding the design and scale of the scheme have been adequately addressed.

#### Impact on Neighbouring Properties and Future Occupiers

##### Outlook

The proposed development is orientated at 90 degrees to no.'s 19 to 29 Glebe Court and projects some 34 metres from the eastern elevation of Glebe Court. However, the proposed building is located 8 metres from the southern elevation Glebe Court at its nearest point. In addition, much greater separation is present to the remaining units within Glebe Court. Having regard to the open courtyard to the east of Glebe Court, the reduction in ground levels on the application site and the separation referred to above, it is not considered that the proposal would have an unacceptable impact on the outlook of the residents of Glebe. Moreover, this current application proposes greater separation than was previously considered acceptable within the 2008 scheme.

Planning permission has been granted for an office building to the rear of no. 481 Green Lanes. It is not considered the proposal would adversely affect the amenities of the occupiers of this

building nor would there be an unacceptable impact from the building to the rear of no. 481 Green Lanes on the proposed development.

It is considered that the proposal would maintain sufficient separation from the remaining surrounding properties such that there would be no unacceptable impact on outlook from these properties.

Turning to the outlook from the development for future occupiers, the previous application was refused due to the proximity of the proposal to the retaining wall to the public footpath and the railway embankment, which at their nearest points were only 1.4 and 4 metres, respectively. The current proposal has increased this separation to a minimum of 3.8 metres and 6 metres, respectively. In addition, in all but one case, units have been reconfigured to ensure the northern elevations facing the retaining wall to the public footpath is not the only aspect. Unfortunately, unit BG.2 does provide a single northern aspect. However, there is between 4.3 and 4.5 metres of separation before the retaining wall, which itself will be between 0.6 and 0.8 metres high. The applicant has also provided illustrations to show the absence of buildings on the other side of the public footpath ensure that the unit will have an appropriate sky aspect and levels of light. Overall, it is considered this issue has been adequately addressed.

#### Overlooking

The proposed development will result in windows facing towards Glebe Court at ground, first and second floor level. The previous application was refused due to the extent of overlooking from the first floor balconies, second floor windows and balconies facing Glebe Court. The current application has removed the dormer windows and balconies from this elevation, which significantly reduces the extent of overlooking of Glebe Court and the perception of being overlooked. In addition, there has been a slight increase in separation from the northern site boundary. Having regard to the existing largely open views from the public footpath into the Glebe Court site and the reduction in activity in this proposed elevation, it is considered that the proposal would not result in an unacceptable degree of overlooking of Glebe Court, its related amenity space or the amenity space of no.'s 501 to 505 Green Lanes.

As discussed above, the application has recently been revised to provide for increased activity to the elevation facing the entrance to the site. This involves additional fenestration that has the potential to overlook the rear of the properties fronting Green Lanes. Whilst this would also bring the benefit of increased natural surveillance of the access and some of the rear gardens to the properties fronting Green Lanes are in commercial use, it is considered that it will be necessary to provide obscured and fixed windows up to 1.7 metres above internal floor levels to protect the remaining residential gardens.

In respect of the remaining fenestration, as well as the proposed balconies to the south, east and west elevations, having regard to the tree screening along the railway embankment, the largely commercial use of the rear of the properties fronting Green Lanes and, moreover, the separation distances and angles involved, it is considered that these elements of the scheme would not result in an unacceptable level of overlooking.

In respect of the proposed roof terraces, the previous application was refused due to the panoramic views and the potential for large numbers of people to overlook adjoining properties. However, the roof design has been revised to provide screens at average eye level of 1.7 metres in height, which, along with dummy apexes, serve to substantially prevent overlooking from the proposed roof terraces. The application has recently been revised by reducing the height of the screens fronting the railway, as this would improve the outlook for future residents, without a significant impact on the residents of Caversham Avenue due to the separation distances and tree screening.

#### Other matters

Concerns have been raised regarding the overall impact on properties fronting Caversham Avenue. However, it is that the separation distances, along with the intervening tree screening, prevent there from being an unacceptable impact on the amenities of the residents of these properties.

The applicant has provided a noise assessment that deals with both railway noise and noise from the proposed access that will run in close proximity to no.'s 499 and 501 Green Lanes. The document proposes construction details for the proposed units including thermal glazing. In addition, the document recommends replacement thermal glazing to both 499 and 501 Green Lanes. Whilst it is acknowledged that the resident at no. 501 Green Lanes maintains objections to the scheme, they have written to confirm that if development is to proceed they would accept the mitigation measure of replacement glazing. Having regard to all relevant factors, including the scale of the proposed use and likely vehicle movements, it is considered that the potential for noise and disturbance from the proposed access may not itself be sufficient grounds to warrant the refusal of this application. Moreover, there are technical mitigation measures that would substantially address these concerns. These mitigation measures would require the installation of glazing and an acoustic fence along the boundary with no. 501 Green Lanes and the public footpath. It is considered that improvements to both no. 499 and 501 Green lanes should be secured by an appropriately worded section 106 agreement and that these requirements would meet the relevant tests in Circular 05/05.

Overall, it is considered the previous concerns regarding overlooking, outlook for future residents and securing mitigation measures for vehicular noise to no. 501 Green Lanes have all been adequately addressed. As such, this element of the scheme is considered acceptable

#### Affordable housing, unit size, mix, tenure and accessibility

The proposed scheme includes 18 affordable units comprising 4 x 1-bed, 9 x 2-bed and 5 x 4-bed and 18 open market units comprising 4 x 1-bed 6 x 2-bed and 6 x 3-bed and 2 x 4-bed units.

The current housing needs assessment indicates that the overall mix of new housing sought should be as follows: 10% x 1-bed, 35% x 2-bed, 38% x 3-bed and 18% x 4-bed. The mix of the current scheme is as follows: 22% x 1-bed, 42% 2-bed, 17% 3-bed and 19% 4-bed. The scheme includes an over provision of 1-bed units, a slight over provision of 2-bed units and an under provision of 3-bed units. However, having regard to the extent of the deficiencies and, in particular, that the scheme provides 36% family sized units with 50% of the scheme affordable housing, it is considered, on balance, that the proposed mix is acceptable.

The Affordable Housing Enabling Officer supports the scheme and the proposed tenure split of 60% intermediate and 40% social rented, which will be secured by a section 106 agreement.

The internal floor areas of the proposed units exceed those set out within the Unitary Development Plan and area considered acceptable.

The London Plan seeks at least 10% of the units to be wheelchair accessible. The applicant has amended the scheme to provide 4 units that specifically meet the standards, with a number of other units within the scheme that meet the vast majority of the relevant criteria. As such, the proposal exceeds the standards set out within the London Plan and is considered acceptable. A condition is proposed requiring details of wheelchair accessible units to be submitted and approved.

## Parking and Access

The site is accessed from the A105 Green Lanes is a busy Principal Rd, with a 30 mph limit. The PTAL rating (from TfL) is low at 2 (albeit the TA says 3). The northern boundary of the site abuts Public Right of Way 207. This joins Green Lanes approximately 65m from the A105/A111 junction and runs broadly westwards over the railway through to Caversham Avenue. The 36 flats would have 30 off-street spaces, which Traffic and Transportation have confirmed would be acceptable provision at this location. Four spaces for disabled users are provided, which is considered acceptable. Full cycle parking provision is indicated, which is indicated as covered and secured. Whilst its location is slightly detached, on balance, it is considered acceptable.

The layout provides adequate turning/manoeuvring space to serve the site via a new private road off Green Lanes alongside between 499 and 501 Green Lanes. Traffic and transportation consider a far more satisfactory scheme would be achieved if no.499 is demolished. However, it is considered that as adequate access can be provided and the demolition of no. 499 Green Lanes would provide for an isolated formerly semi-detached property that would be harmful to the appearance of the streetscene, the proposed access arrangements are considered acceptable.

The junction of this new access is adequate to accommodate vehicles entering & leaving the site without creating a 1-way operation to/from the site. Site lines are adequate. The traffic generation for the site would be quite modest & should not give rise to undue delays to Green Lanes, albeit there is the south-bound bus stop opposite. When this is in use vehicles turning right into the site will obstruct the southbound traffic.

The new access road has to narrow to pass the retained no.499 Green Lanes and relies upon utilising space from the footpath to secure a greater carriageway width. This footpath is currently around 2.4m wide and up to 800mm could be relinquished along this stretch as the aspect of the path opens up past the development and is otherwise not running between fairly high fencing alongside as it does now. The access road's minimum width is 4.8m, which will suffice for the anticipated level of use, albeit there may be one way working past the pinch point.

New 'keep clear' markings would be required on Green Lanes at the new junction, which will involved a Traffic Regulation Order to be funded by the applicant. This will be secured in the section 106 agreement.

To remove an area from the right of way for use as carriageway will necessitate a formal Order to extinguish it as footpath. This would only be pursued, at the applicant's expense and risk, following the grant of planning permission.

Concerns have been raised regarding pedestrian safety and the lack of space to provide an appropriate barrier. However, it is considered that an elevated kerb could be used to provide adequate protection to ensure that vehicles did not mount the pavement onto the footpath; this could be secured by condition. In addition, having regard to the sites frontage to the public footpath and the proposed stopping up of part of the footpath a contribution towards highway and footpath improvements will be required. When added to the TRO required above this will involve a highways contribution of £15,000 to be secured by section 106 agreement. It is considered these contributions are necessary and meet the tests of Circular 05/05.

In terms of internal layout and parking provision the scheme is acceptable subject to conditions relating to: hard surfacing, details of levels, enclosure, construction methodology, parking/turning, junction/access and no implementation until the footpath stopping up is in place.



Traffic and Transportation have raised concerns regarding the potential for parking to the frontage of no. 499 Green Lanes impacting upon the operation of the access. However, a condition is proposed requiring a scheme to be submitted to prevent parking in this area.

In summary, on balance, the parking and access arrangements meet the minimum adopted standards and as such are considered acceptable.

#### Trees and Biodiversity

The proposal includes the loss of 4 TPO trees (T2 (Oak), T3 (Ash), T4 (Ash) and T5 (Weeping Ash)) and measures to protect the remaining protected tree T1 (Horse Chestnut).

The applicant's Arboricultural Report provides limited justification for the loss of these trees. Whilst these trees are not visible from many public vantage points, they can be seen from the adjacent public footpath and adjoining properties. However, the variation in ground levels and siting of buildings proposed by the applicant make it difficult to retain these trees. One of the reasons for refusal of the previous application was that adequate replacements had not been proposed and the layout was such that these could not reasonably be secured by condition. However, the current application now includes a much larger area of communal amenity space within the courtyard. This area shows four replacement trees with mature specimens. Having regard to these replacement and that mature specimens will be used, the details of which can be secured by condition, it is considered this issue has been adequately addressed. In addition, the protection of the retained Horse Chestnut could be secured by condition. These views are supported by the Council's Arboriculturalist.

The site adjoins a Wildlife Corridor and concerns have been expressed regarding the proximity of the new development. However, whilst there are some concerns regarding the impacts of additional lighting and noise on the Wildlife Corridor it is considered that appropriate mitigation can be secured by condition. This would be in the form of a lighting report to minimise light spillage and a biodiversity report to incorporate bat boxes etc. It is not considered, on balance, that it would be appropriate to refuse the application based upon the extent of the impact on the Wildlife Corridor.

#### Other Matters

It is considered the sustainable drainage system detailed below will ensure the development does not result in an unacceptable risk of surface water flooding on or off site.

It appears that the site may not have been disturbed for some considerable number of years. As such, it will be necessary for an archaeological investigation to take place prior to and, if necessary, during development. This will be secured by condition.

Conditions will also be required in respect of construction vehicle wheel cleaning, restricted hours – construction sites and further details of noise control including plant and machinery noise.

#### S106 Matters

A S106 agreement will be required to secure the provision of affordable housing and acoustic improvements to no.s 499 and 501 Green Lanes, as detail above. In addition, financial contributions will be required to make the development acceptable in planning terms of £85,337 for local education provision, £15,000 for play and open space improvements to Broomfield Park and £15,000 for highway and footpath improvements.

### Sustainable Design and Construction

An Energy Assessment and a Drainage Report, as well as a commitment to meet Code for Sustainable Homes Level 3 accompany the application. The energy report concludes that it will be possible to provide a reduction of 10% carbon emissions and the generation of 10% of the energy requirements from onsite Solar Thermal panels. In addition, passive wind cowls, green roofs, sun pipes, argon filled glass, low Nox boilers, low energy AAA appliances, Low flush cisterns and water butts will be incorporated into the scheme. Finally, further sustainable drainage measures include soakways and rainwater harvesting systems. It is considered that the accumulation of these matters, detailed within the sustainability assessment form, makes for an acceptable level of sustainable design features. As such, it is considered the scheme accords with the objectives of policy 4A.3 'Sustainable Design and Construction' of the London Plan.

### **Conclusion**

In the light of the above assessment, it is considered that the proposed be granted for the following reasons:

The proposed development of 36 residential not detract from the character and appearance or the visual amenities of the surrounding area having regard to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan and Policies 4B.8 of the London Plan (2008), as well as the objectives of the emerging North Circular Area Action Plan, PPS1 and PPS3.

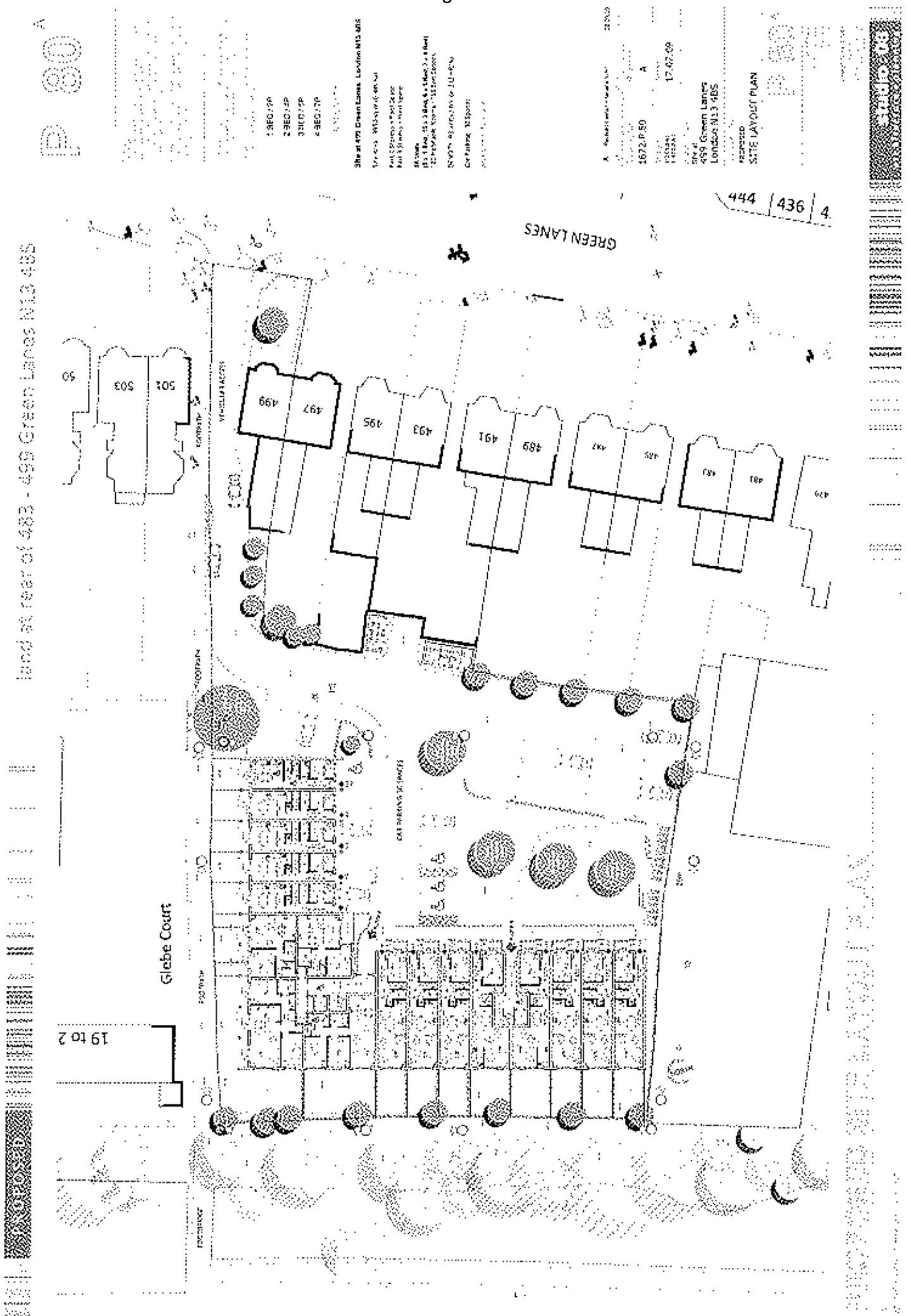
The proposed development of 36 residential would not unduly affect the amenities of adjoining or nearby residential properties having regard to Policies (I)GD1 and (I)GD2 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

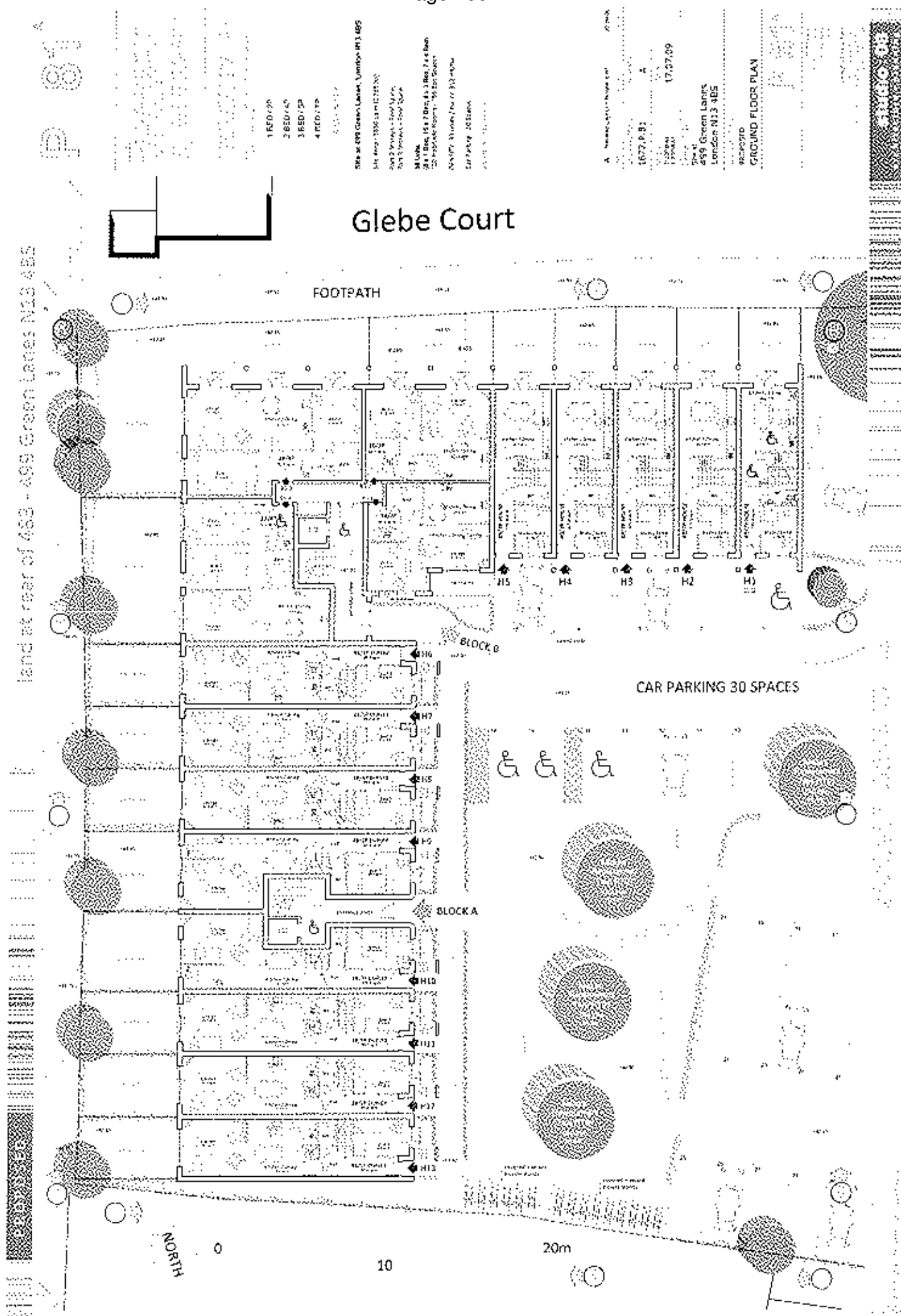
The proposed development of 36 residential units would not prejudice through overlooking or loss of privacy, the amenities enjoyed by neighbouring properties, having regard to Policy (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.

The proposed development of 36 residential including the provision of 30 parking spaces and 36 secure cycle spaces would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13.

The proposed development of 36 residential units would not result in an unacceptable risk of flooding or create an unacceptable risk of flooding elsewhere, having regard to Unitary Development Plan policies (II)GD12 and (II)GD13, as well as policies 4A.12 and 4A.13 of the London Plan 2008 and the objectives of PPS25.

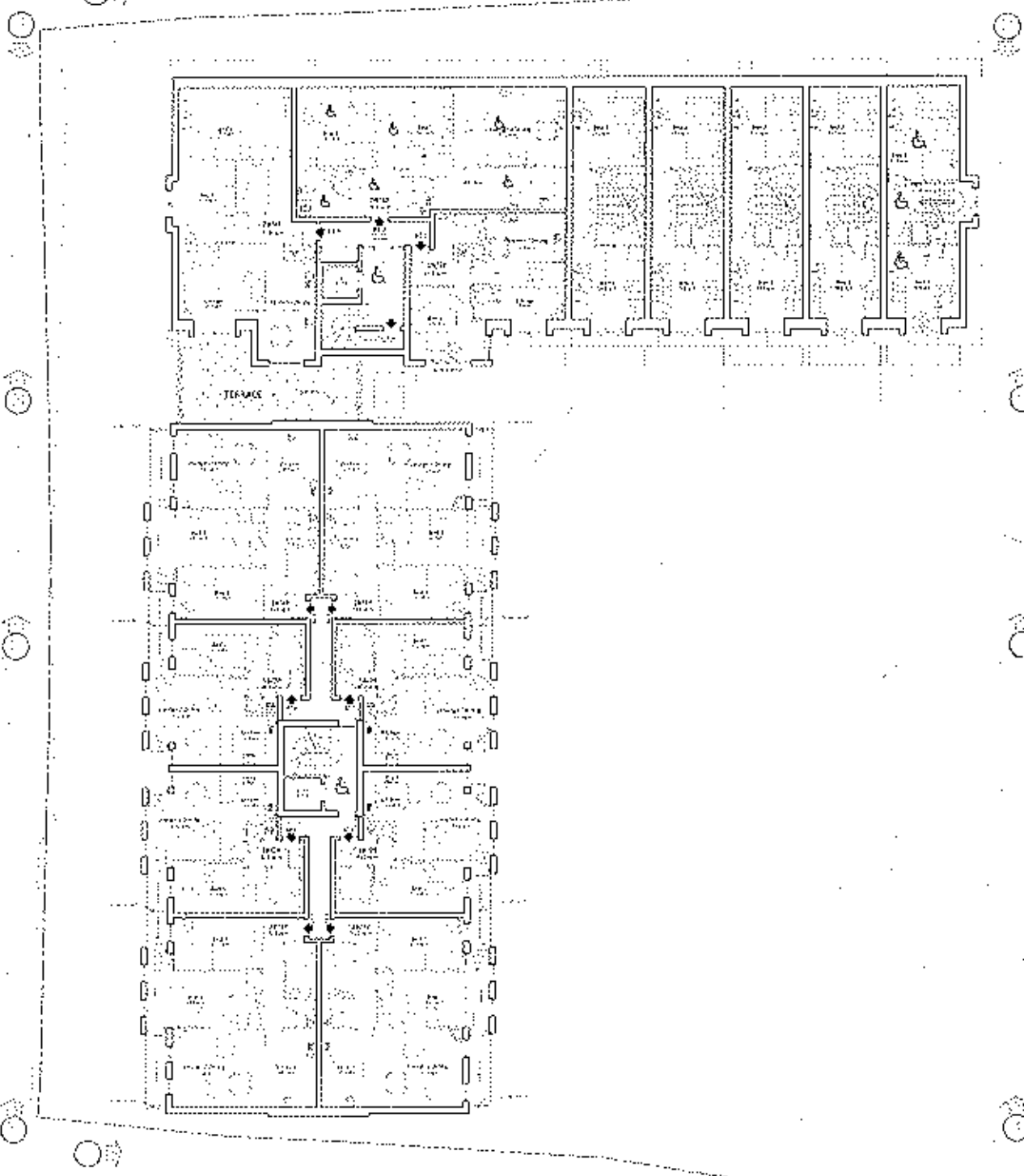
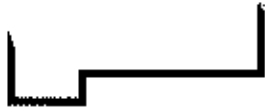
The loss of T2 (Oak), T3 (Ash), T4 (Ash) and T5 (Weeping Ash), having particular regard to the replacement mature specimen secured by condition, would not have an unacceptable impact on the character and appearance of the area or the street scene having regard to policies (II)C38 and (II)C39 of the Unitary Development Plan.







land at rear of 482 - 489 Green Lanes N15 4BS



1 BED / 2P  
2 BED / 4P  
3 BED / 6P  
4 BED / 7P

Sheil 489 Green Lanes, London N15 4BS

Site area: 1023 sq m (1023 sq m)

Plot 2: 1023 sq m (1023 sq m)

Plot 3: 1023 sq m (1023 sq m)

Plot 4: 1023 sq m (1023 sq m)

Plot 5: 1023 sq m (1023 sq m)

Plot 6: 1023 sq m (1023 sq m)

Plot 7: 1023 sq m (1023 sq m)

Plot 8: 1023 sq m (1023 sq m)

Plot 9: 1023 sq m (1023 sq m)

A. Project/Phase/Location  
Residential/Commercial

1672 P.80

17.07.09

159 Green Lanes

London N15 4BS

SECOND FLOOR PLAN

Studio 108

land at rear of 483 - 499 Green Lanes N13 4BS

P 84<sup>A</sup>



1 BED / 2P  
2 BED / 2P  
3 BED / 3P  
4 BED / 3P

Site at 499 Green Lanes, London N13 4BS

Site Area: 10,000 sqm (2,471 sq ft)  
Plot Area: 10,000 sqm (2,471 sq ft)  
Plot Depth: 100m (328ft)  
Plot Width: 100m (328ft)  
Plot Area: 10,000 sqm (2,471 sq ft)  
Plot Depth: 100m (328ft)  
Plot Width: 100m (328ft)  
Plot Area: 10,000 sqm (2,471 sq ft)  
Plot Depth: 100m (328ft)  
Plot Width: 100m (328ft)

A. 499 Green Lanes, London N13 4BS  
10,000 sqm (2,471 sq ft)

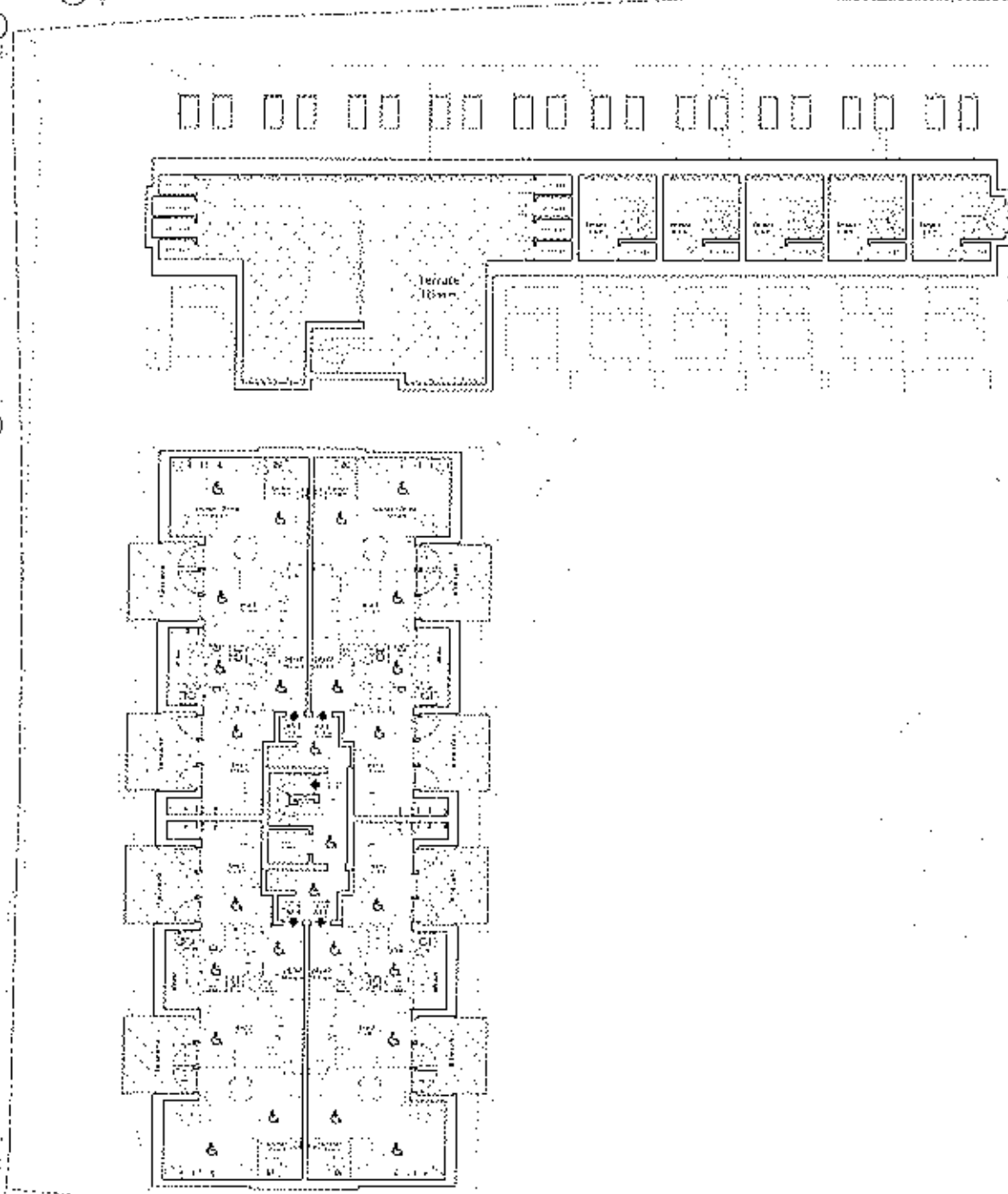
1072 P. 84  
1072 P. 84  
1072 P. 84  
1072 P. 84

499 Green Lanes  
London N13 4BS

THIRD FLOOR PLAN

P 84<sup>A</sup>

THIRD FLOOR PLAN



[illegible]

A. Member James L. Taylor, Chairman  
C. Treasurer John W. Smith

\$672.95 A  
\$0.00  
TOTAL \$672.95  
17.07.09

Room #13-485  
499 Green Leaves  
London NJ 08053

Worship  
ROOF TERRACE LEVEL PLAN

THE UNIVERSITY OF CHICAGO PRESS



land at rear of 487 - 489 Green Lanes N13 4SS

P 886



1850 / 2P  
1850 / 4P  
3170 / 5P  
4850 / 7P

Site at 489 Green Lanes, London N13 4SS

Site Area - 1072 sqm (10 861 sq ft)

487 - 1072 sqm (10 861 sq ft)

489 - 1072 sqm (10 861 sq ft)

487 - 1072 sqm (10 861 sq ft)

489 - 1072 sqm (10 861 sq ft)

487 - 1072 sqm (10 861 sq ft)

489 - 1072 sqm (10 861 sq ft)

487 - 1072 sqm (10 861 sq ft)

489 - 1072 sqm (10 861 sq ft)

A. Planning Application  
Reference: 15/0111

1572 / 2P

A

17.07.09

17.07.09

489 Green Lanes  
London N13 4SS

ROOF PLAN

Studio 88

NORTH

0

10

20m





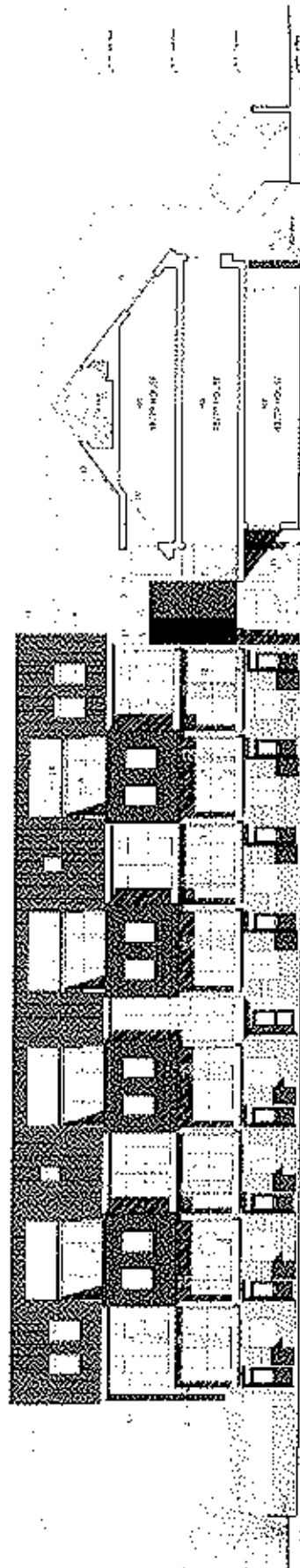






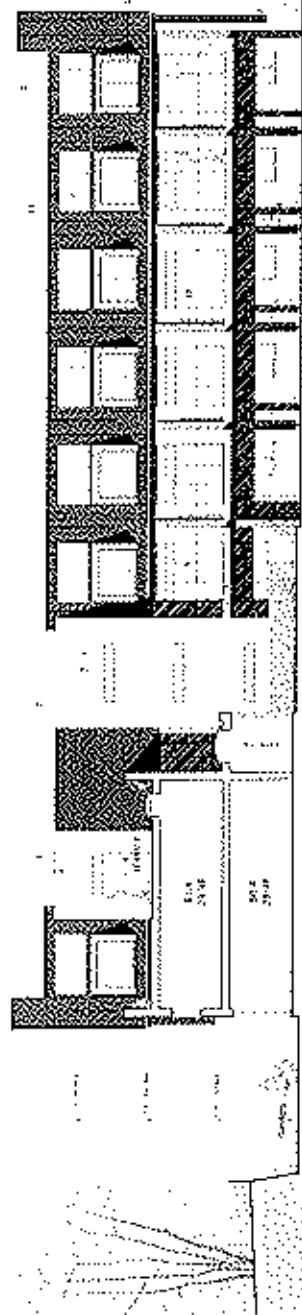
land at rear of 483 - 499 Green Lanes N13 4BS

P 92<sup>A</sup>



PROPOSED SECTION / ELEVATION MM

10m



PROPOSED SECTION / ELEVATION NN

10m



ELEVATIONS MM + NN

**Site** 499 Green Lanes, London N13 4BS  
**Address** 499 Green Lanes, London N13 4BS  
**Client** 499 Green Lanes, London N13 4BS  
**Architect** 499 Green Lanes, London N13 4BS  
**Project** 499 Green Lanes, London N13 4BS  
**Scale** 1:100  
**Date** 11/01/24  
**Drawn by** 499 Green Lanes, London N13 4BS  
**Checked by** 499 Green Lanes, London N13 4BS  
**Approved by** 499 Green Lanes, London N13 4BS  
**Notes** 499 Green Lanes, London N13 4BS

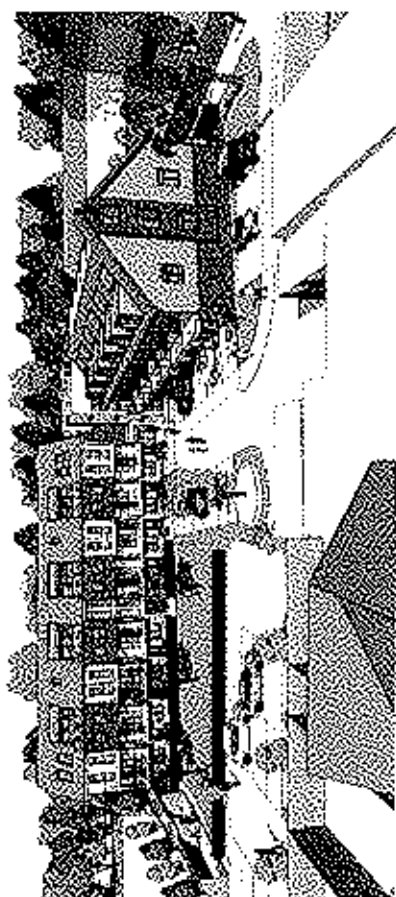
**Site** 499 Green Lanes, London N13 4BS  
**Address** 499 Green Lanes, London N13 4BS  
**Client** 499 Green Lanes, London N13 4BS  
**Architect** 499 Green Lanes, London N13 4BS  
**Project** 499 Green Lanes, London N13 4BS  
**Scale** 1:100  
**Date** 11/01/24  
**Drawn by** 499 Green Lanes, London N13 4BS  
**Checked by** 499 Green Lanes, London N13 4BS  
**Approved by** 499 Green Lanes, London N13 4BS  
**Notes** 499 Green Lanes, London N13 4BS

Studio 08

LAND at rear of 255 - 260 Grove Lanes, London N12 4BS



REAR ELEVATION II - (HOUSE I)



REAR ELEVATION II - (HOUSE I)

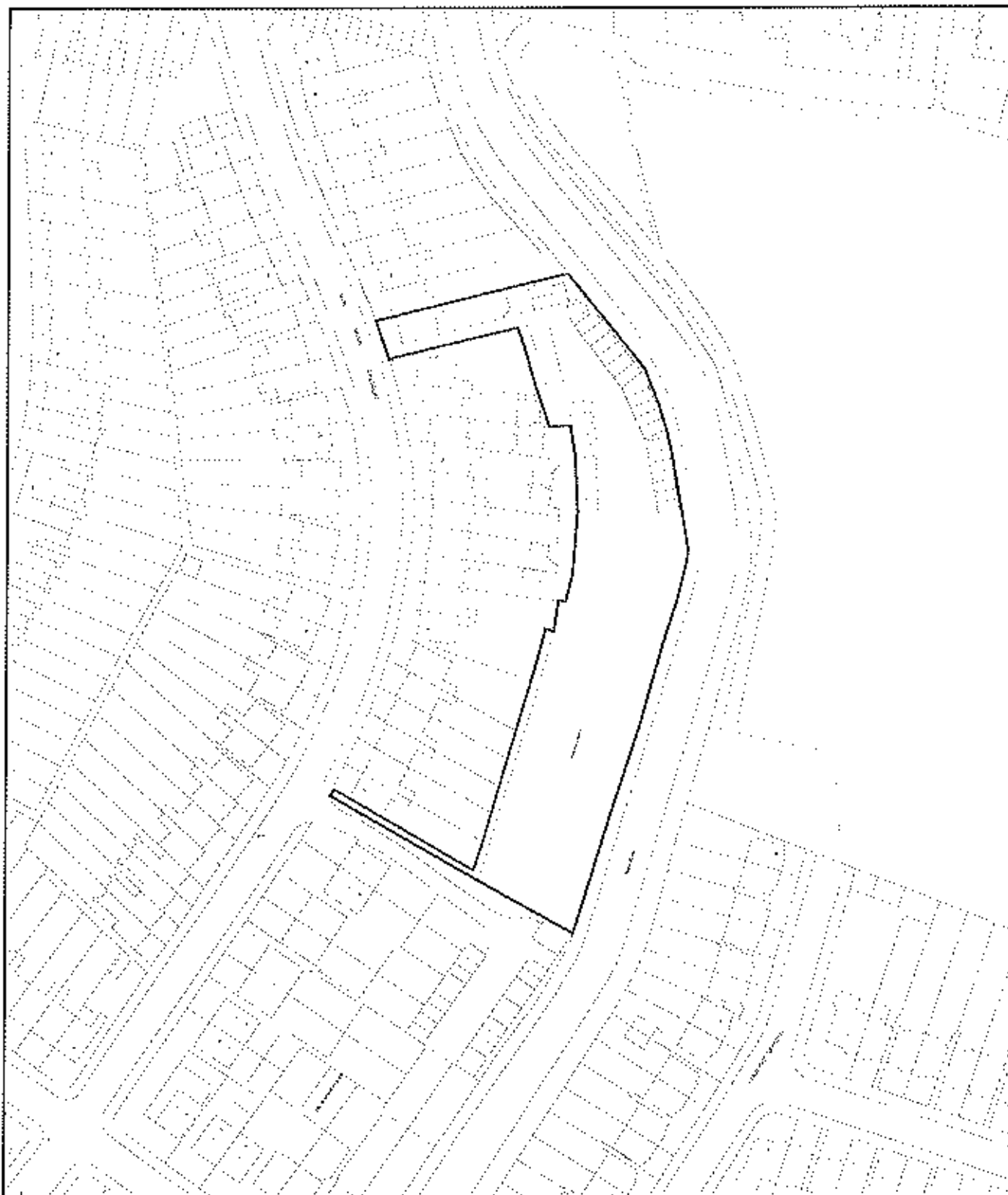
Page 76

Page 76

Studio 08



Application No:- TP/09/1523



## Development Control

1 2 3 4 5 6 7 8 9 10 11 12 13 14 150m

Scale - 1:1250  
Time of plot: 15:12

Date of plot: 05/01/2010

**Application Number:** TP/09/1523 **Ward:** Palmers Green

**Date of Registration:** 22nd October 2009

**Contact:** David Warden 020 8379 3931

**Location:** 34, New River Crescent, And Land At Rear Of, 2-32, New River Crescent, London, N13 5RF

**Proposal:** Demolition of No. 34 New River Crescent and construction of an access road to facilitate the erection of a total of 39 residential units (4 x 1-bed, 17 x 2-bed, 11 x 3-bed, 4 x 4-bed) in 2 pairs of part 2, part 3 storey blocks, incorporating accommodation in roof space with rear dormer windows, roof terraces and balconies to front and rear, together with conversion of detached garage block into 3 x 2-bed units, and provision of associated open and covered car parking bays.

**Applicant Name & Address:**

Newriverside  
885a, Green Lanes  
London  
N21 2QS

**Agent Name & Address:**

Stephens Design Associates  
The Old Post Office Stores  
Cottered  
Nr Buntingford  
Herts  
SG9 9QL

**Recommendation:** That planning permission be **REFUSED** for the following reason:

The proposed development by virtue of the substandard size of units the proposed, including the two bedroom units 8 and 9 and the three bedroom units 6 and 7 in each of the Blocks A to D (units A6 to A9, B6 to B9, C6 to C9 and D6 to D9), would result in an unacceptable standard of residential accommodation for future occupants contrary to policy (I)GD1, (I)GD2, (II)GD3 and (II)H16 of the Unitary Development Plan and Policy 3A.6 of the London Plan (2008).

**Site and Surroundings**

The site is located to the rear of no's 2 to 32 New River Crescent and includes no. 34 New River Crescent. The northern part of the site has 28 garages whilst the southern part of the site is vacant. The southern part was previously used as allotments gardens but became overgrown since the cessation of the use. This part of the site was subject to enforcement action regarding rodents, rubbish and its unkempt nature and as a result; the site has now been cleared.

Immediately to the west of the site is the New River, which lies adjacent to the Hazelwood Sports Grounds. On all other sides, including the southwest, the site is surrounded by 2 storey semi-detached and terraced houses.

**Proposal**

Permission is sought for the redevelopment of the site for residential use. The proposal includes the demolition of the end-of-terrace house at no. 34 New River Crescent to provide a widened access to the site off New River Crescent.

The application includes 39 units comprising 4 x 1 bed, 17 x 2 bed, 11 x 3 bed and 4 x 4 bed flats in two part 2 storey and part 3 storey blocks with dormer windows to the eastern elevation providing accommodation in the roof and 3 x 2 bed residential dwellings in the converted garages retained on the northern part of the site. All other garages on the site will be demolished.

The plans show a total of 46 car parking spaces, including 7 'unallocated' spaces. Cycle storage for 39 cycles is provided within the ground floor area of the connecting blocks linking the three storey elements, at the end of some of the undercroft parking spaces, under the stairs to the former garage blocks and within storage areas adjacent to the speed humps near Blocks C and D.

The scheme has been revised reducing the width of the three storey part of Block D. The external envelope of Blocks A to D now substantially reflect that of the approved 'Scheme B'.

#### **Relevant Planning Decisions**

TP/06/2450/DP1 Details of materials, hard and soft landscaping, cycle parking, boundary treatment, new vehicular access, wheel cleaning, external lighting and surface water drainage submitted pursuant to conditions 02, 03, 04, 05, 06, 07, 08 & 10 of approval under appeal reference APP/Q5300/A/07/2048256/NWF (TP/06/2450) for demolition of building at 34 New River Crescent and erection of 32 residential units (comprising 4 x 1 bed, 22 x 2 bed and 6 x 3 bed) in 2 pairs of part 2, part 3 storey blocks with accommodation in roof space and rear inverted dormer terraces, roof terraces, together with conversion and extension of existing single storey building into 2 one bed studio flats and access to New River Crescent and associated car parking, currently under consideration.

TP/09/0667 Demolition of No. 34 New River Crescent and construction of an access road to facilitate the erection of a total of 36 residential units (incorporating 9 affordable units), comprising 33 units within two 3-storey blocks (6 x 1-bed, 10 x 2-bed, 13 x 3-bed, 4 x 4-bed), with accommodation in roof space, rear dormer windows, roof terraces and balconies to front and rear, together with conversion of detached garage block into 3 x 2-bed units, and provision of associated open and covered car parking bays,

1. The proposed development due to its size and massing would result in the introduction of an overly dominant and visually intrusive form of development detrimental to the character and appearance of the surrounding area and the visual amenities enjoyed by neighbouring properties, as well as providing the perception of overdevelopment of the site, contrary to Policies (I)GD1, (I)GD2, (II)GD3, (II)H9, (I)EN3, (II)EN9, (II)EN11, and (II)O10 of the Unitary Development Plan and Policy 4B.8 of the London Plan as well as the objectives of PPS1 and PPS3.

This application is currently the subject of an appeal; a hearing is scheduled for 3<sup>rd</sup> February 2010.

TP/08/0115 Demolition of No. 34 New River Crescent and construction of an access road to facilitate the erection of a total of 39 residential units (8 x 1-bed, 14 x 2-bed, 11 x 3-bed, 3 x 4-bed) in two 3 storey blocks, incorporating accommodation in roof space with rear dormer windows, roof terraces and balconies to front and rear, together with conversion of detached garage block into 3 x 2-bed units, and provision of associated open and covered car parking bays, refused in March 2008 for the following reason:

1. The proposed development due to its size and massing would result in the introduction of an overly dominant and visually intrusive form of development detrimental to the character and appearance of the surrounding area and the visual amenities enjoyed by neighbouring properties, as well as providing the perception of overdevelopment of the site, contrary to Policies (I)GD1,

(I)GD2, (II)GD3, (II)H9, (I)EN3, (II)EN9, (II)EN11, and (II)O10 of the Unitary Development Plan and Policy 4B.8 of the London Plan as well as the objectives of PPS1 and PPS3.

An appeal was dismissed in November 2008. The Inspector considered the increased height and massing of the connecting blocks would appear unduly dominating and obtrusive, which in turn would also adversely affect the outlook of residents in New River Crescent. In addition, the Inspector considered the additional overlooking from the Velux style rooflights and replacement of only bedroom windows with some living room and kitchen windows to the second floor level of the western elevation. (Scheme C)

TP/06/2450 Demolition of building at 34 New River Crescent and erection of 32 residential units (comprising 4 x 1 bed, 22 x 2 bed and 6 x 3 bed) in 2 pairs of part 2, part 3 storey blocks with accommodation in roof space and rear inverted dormer terraces, roof terraces, together with conversion and extension of existing single storey building into 2 one bed studio flats and access to New River Crescent and associated car parking (revised scheme), refused February 2007, allowed on appeal October 2007. (Scheme B)

TP/06/1439 Demolition of building at 34 New River Crescent and erection of 32 residential units (comprising 30 x 2 bed and 2 x 3 bed) in 2 pairs of 4 storey blocks with balconies to the east elevation, together with part demolition and conversion of existing single storey building into 2 one bed studio flats and access to New River Crescent and associated car parking, refused October 2006, dismissed on appeal October 2007. (Scheme A)

#### **Consultation**

##### Public

Consultation letters issued to 371 neighbouring properties and a total of 34 responses received objecting to the application. These comprise 19 standard letters and 15 individual letters and raise some or all of the following points:

##### Character and appearance issues:

- Scheme B should be the upper limit for this small backland site
- Scheme C Inspector stated "extensive development that has been permitted on this narrow linear site"
- Overdevelopment
- Material increase in habitable rooms (30% on Scheme B and more than Schemes C or D)
- 95 units and 320 hrph exceeds both London Plan PTAL 1 and PTAL 2-3 suburban density standards
- Site should be considered suburban not urban
- Site is PTAL 1, not PTAL 2
- Proposal does not respect the "local context, history, built heritage, character and communities" as required by the London Plan
- Amenity space well below UDP standards, with more family units and less 1 bed flats than previous schemes
- Need to 'shave off' the corner of the garage units demonstrates overdevelopment
- Area has reached saturation point for new housing, particularly with other developments including Lacey Hall
- Increased height of garage block adds to overdevelopment
- Increased height of link blocks

##### Impact on neighbouring property and future residents issues

- Poor standard of accommodation

- Very small units
- Noise and disturbance, including parking adjacent to no. 36 New River Crescent
- Loss of privacy, including from garage block and access
- Lack of amenity space
- Loss of outlook
- Security to adjacent properties
- Light pollution from the development
- Loss of views

Sustainability and environmental issues:

- Impact on wildlife on the site, including rare water beetles and bumble bees
- Area is subject to flooding, loss of natural drainage
- Loss of Green Chain
- Loss of trees, including those within the curtilage of no. 34
- Impact on roots of adjacent trees, particularly during construction

Highway issues:

- Proportionately less parking than scheme B
- Too few spaces for 39 units and 148 residents
- Compounding existing traffic problems
- The common single stream of traffic will be worsened
- Access is on a difficult bend
- Road is a cut through
- Private roads have led to crime and anti-social behaviour elsewhere
- Impact on safety of pedestrians, including those visiting nearby schools
- Due to proposed access, parking to no. 32 and 36 will be compromised

Other matters

- Impact on already oversubscribed local infrastructure, including sewage infrastructure
- Repeated applications impacting residents and draining resources
- Contrary to adopted London Plan and UDP standards
- Previous applications recommended for approval but refused by planning committee
- All objections to previous application should be considered
- New River Crescent Neighbourhood Watch supports residents concerns
- Notwithstanding the Article 6 Notice, the developer does not own the entire site and permission for building on this land will not be granted
- Concerns regarding the applicants traffic and noise experts at the Scheme B Inquiry
- Council should purchase the land for allotments
- Type of people that may occupy to overlook the park

A letter of objection has been received from Councillor Pipe stating concerns relating to:

- Inadequate room sizes, as small as 4.9 square metres
- Whether rooms sizes stated on the plans are accurate
- If fully occupied, it would appear that some units would be 'overcrowded' within the meaning of s326 of the Housing Act 1985
- Reduced room sizes are a material change from previous schemes
- Material increase in occupants of the development
- Inadequate amenity space
- Suburban, rather than urban density standards should apply

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A letter of objection from Friends of Hazelwood Rec has also been received stating concerns relating to:

- Principle of development
- Development would be an eyesore for park users, in contrast to the existing gardens of two storey houses that border the site
- Loss of secluded quiet nature of Hazelwood Rec, one of few available open and sporting areas
- Overlooking
- Over dominant
- Scale, particularly adjacent to the New River corridor will increase the detrimental environmental impact
- Loss of habitat
- Impact on future plans to open up the recreation ground to part of the New River
- Increased traffic and parking problems for residents
- There should be a limit on the number of repeat applications

#### External

Enfield Primary Care Trust supports the proposal in principle but states that GP practices in the local area are already experiencing difficulties meeting national targets for patient access. It goes on to state that a contribution from the developer towards the provision of health facilities would help to provide additional capacity.

London Fire & Emergency Planning Authority (LFEPA) is not satisfied with the proposals as they do not incorporate suitable access for fire appliances to block D, the roadway beyond the entrance to Block C is too narrow and a suitable turning facility is not provided for appliances driving beyond Block C.

Thames Water has no objections to the application, subject to directives regarding surface water drainage and protection of the New River.

Natural England has no objection subject to conditions regarding a lighting strategy, measures to enhance the natural environment and a bat survey of no. 34 New River Crescent.

Any other responses will be reported at the meeting.

#### Internal

Director of Education comments the potential average annual pupil product taken to the nearest whole numbers is the same as for the previous application: an average of 4 primary aged pupils and 1 secondary aged pupil a year. As there is inadequate spare capacity in local schools. A financial contribution of £72,222 has been secured.

Housing Strategy has not commented on this application, but responded to the previous scheme stating that a residual value of more than £1 million is generated when using the Established Use Value of £500k as in scheme B, which already includes an element of affordable housing. In this Scheme, Housing Strategy note that the a higher Established Use Value has been assumed of £1,772,000, thereby reducing the contribution to affordable housing. This potentially affects the benefits to the provision of affordable housing.

The Place Shaping Team has not commented on this application, but responded to the previous scheme stating they had no comments to make.

The Housing Enabling Team has no objection to the application as it reflects previous schemes.

Any response from the Head of Economic Development or Cleansing will be reported at the meeting.

### **Relevant Policies**

#### London Plan (2008)

3A.1	Increasing Supply of Housing
3A.2	Borough Housing Targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3A.8	Definition of affordable housing
3A.9	Affordable housing targets
3A.10	Negotiating affordable housing in individual private residential and mixed-use schemes
3A.11	Affordable housing thresholds
3A.17	Addressing the needs of London's diverse population
3C.21	Improving Conditions for Walking
3C.22	Improving Conditions for Cycling
3C.23	Parking Strategy
3D.14	Biodiversity and Nature Conservation
4A.3	Sustainable Design and Construction
4A.7	Renewable Energy
4A.14	Sustainable drainage
4B.2	Architectural design
4B.8	Respect the context of local communities
Annex 4	Parking standards.

#### Unitary Development Plan

(I)GD1	Regard to Surroundings / Integrated into Local Community
(I)GD2	Quality of Life and Visual Amenity
(II)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)H6	Range of size and Tenure
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)H16	Flat Conversions
(II)T13	Creation or improvement of accesses
(I)EN3	Nature conservation
(II)EN9	Development in sites of nature conservation importance
(II)EN11	Wildlife Corridors
(II)O6-O9	Green Chain Corridors
(II)O10	Regard to the contribution of open land.
SPG on Conversions of Single Dwellings into Flats	

#### Local Development Framework - Core Strategy Preferred Options

The Enfield Plan – Proposed Submission Stage Core Strategy document was published for public consultation on 14th December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will appoint a Planning Inspector to consider



whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application.

SO1	Sustainability and Climate Change
SO2	Biodiversity
SO3	Protect and enhance Enfield's environmental quality;
SO6	High quality, sustainably constructed, new homes to meet the aspirations of local people
SO8	Affordable Housing, Family Homes and Social Mix
SO11	Safer and stronger communities
SO16	Preserve the local distinctiveness
SO17	Safeguard established communities and the quality of the local environment
SO21	Sustainable Transport

#### Other Material Considerations

PPS1	Delivering Sustainable Communities
PPS3	Housing
PPG13	Transport

#### Analysis

##### Principle

The principles associated with the residential development of this site including form, appearance and relationship to neighbouring properties together with vehicular access onto New River Crescent, have been established by previous planning decisions. In particular, the planning permission granted under ref. TP/06/2450 (Scheme B), which was allowed on appeal, accepted 34 units.

In addition, although a further application for 39 units was refused (ref. TP/08/0115 – 'Scheme C'), and an appeal against this decision dismissed, the Inspector concluded that 1) the increased height and massing of the connecting and end blocks would result in an unduly dominating and intrusive development; 2) this same increase would result in a loss of visual relief creating a more dominating and imposing development detrimental to the amenities of neighbouring residents, primarily in New River Crescent; and 3) the introduction of more actively used rooms in the upper floors of the west elevation and the overall increase of windows at a higher level would create additional overlooking resulting in an unacceptable loss of privacy. There was no mention of any objection to the density and number of residential units proposed.

Scheme D with 36 units (ref. TP/09/0667), involved a more limited increase in the connecting and link blocks than that within the dismissed 'Scheme C'. However, notwithstanding this reduction, it was concluded that the increased height of the connecting and end blocks remained unacceptable. This application is currently the subject of a further appeal, which will be heard on 3<sup>rd</sup> February 2010.

These previous planning applications and appeal decisions are key material considerations in determining acceptability and in particular, weight must be focused on whether the concerns of the Inspector in assessing 'Scheme C' and the reason for refusing 'Scheme D' have now been addressed and, moreover, whether any of the revisions to the scheme have materially worsened matters that were previously acceptable.

The current scheme has substantially the same external envelope as the approved 'Scheme B'. As a result the previous concerns regarding the increase in height of the connecting and end blocks are no longer relevant. The main considerations of this application will be whether the

increased number of units, revised mix and alterations to the scheme would result in an unacceptable impact on the character and appearance of the area, neighbouring amenities or highway safety in light of the previous decisions.

### **Character and Appearance of the area**

#### Density

The site lies within 500 metres of Palmers Green district centre within an area characterised by a mixture of terraced and semi-detached houses but few high density developments. Notwithstanding the concerns raised on this point, for the purposes of the London Plan (2008) density matrix, it is considered and was previously accepted that the site lies within an urban area; albeit it is closer to suburban than central. Whilst the site is located within PTAL 1, the boundary of the site is located within only 10 metres of PTAL 2. Moreover, its proximity to Palmers Green district centre and associated public transport indicates in response to PPS3 and the need to apply development standards flexibly to increase housing supply it should be considered within the higher PTAL 2-3 bracket. The density matrix suggests a density of 200 to 450 habitable rooms per hectare. Given the predominance of units with more than 3.8 habitable rooms within the vicinity of the site, the matrix suggests a unit range of 45 to 120 units per hectare, which is the least dense option within PTAL 2-3 Urban. Taking into account the above, particularly the distance from Palmers Green district centre, as well as the sites location within Green Chain Corridor, Wildlife Corridor and Site of Nature Conservation Importance on the UDP proposals map, and the New River being a Site of Metropolitan Importance for Nature Conservation, it is considered that an acceptable density could be towards the middle of the 200 to 450 hrph range: around 325 hrph.

The application proposes 39 units (4 x 1 bed, 20 x 2 bed, 11 x 3 bed and 4 x 4 bed). This results in 132 habitable rooms giving a residential density of 322 hrph or 95 u/h. The proposed density therefore lies just below the desired mid point of the range identified above. However, it is an increase from the 257 hrph or 83 u/h in the approved 'Scheme B', although here the Inspector acknowledged the density to be at the lower end of the density range for flats in this area as set out in the London Plan.

As can be seen from the comparative table below, this results in the same number of units per hectare as 'Scheme C', but an increase of 5 hrph. 'Scheme C' was not refused due to a conflict with these density standards or on grounds of overdevelopment. Having regard to the limited increase from 317 to 322 habitable rooms per hectare, or 1.6%, and, moreover, that it remains below the 325 hrph density stated above, this density figure is considered acceptable.

	<b>Scheme B</b> <b>TP/06/2450</b>	<b>Scheme C</b> <b>TP/08/0115</b>	<b>Scheme D</b> <b>TP/09/0667</b>	<b>Scheme F</b> <b>TP/09/1523</b>
<b>Density</b>	257 hrph /83 u/h	317 hrph /95 u/h	302 hrph /88 u/h	322 hrph /95 u/h

The question of whether the proposed scheme represents an appropriate form of development and not an overdevelopment of the site, however, must involve more than a numerical assessment. It must take into account the relationship of the development to its surroundings and the streetscene, as well as its impact on residential amenity to establish acceptability.

As previously stated, the blocks A – D reflect the external envelope of approved 'Scheme B'. The proposed garage block also reflects that within 'Schemes C and D'. In addition, the layout has been amended to provide increased landscaping, in place of hard surfacing, around the buildings.

The only increase in scale over 'Scheme B', therefore, involves the garage block, which was previously found to be acceptable and was not highlighted as an issue by the previous Inspector.

Overall, the numerical assessment provides that the proposed density is acceptable, the scale of the buildings does not result in a form of development that would differ from 'Scheme B' or has been accepted within 'Schemes C and D'. Thus, the impact on the appearance and character of the area is considered acceptable.

#### Amenity Space

Before addressing the amenity space provision within the current scheme, it is necessary to correct an error within the report to committee in respect of 'Scheme C'. The previous report stated the amenity space provision for 'Scheme C' to be 52% of the GIA. It subsequently came to light that this calculation had not been consistent with that of previous proposals. The corrected figure is 49%, as shown in the comparative table below. As 'Scheme C' is currently the subject of an appeal the Planning Inspectorate has been advised of this error. Ultimately, it will be for an Inspector to decide whether this level of amenity space provision is acceptable.

The current scheme proposes approximately 1,525 square metres of amenity space, of which approximately 349 square metres is in the form of balconies and terraces. The GIA of the units is approximately 2,787 square metres and therefore, the amenity space required is 2,042 square metres. The proposal achieves only 55% of the overall GIA. In addition, 23% of the total amenity space is provided as balconies and terraces against a maximum UDP standard of 15%. A table providing a comparison with previous schemes is provided below.

	<b>Scheme B</b> <b>TP/06/2450</b>	<b>Scheme C</b> <b>TP/08/0115</b>	<b>Scheme D</b> <b>TP/09/0667</b>	<b>Scheme F</b> <b>TP/09/1523</b>
<b>Amenity Space proposed</b>	1,651	1,559	1,418	1,525
<b>GIA of the buildings including communal areas (but excluding integral parking/refuse/cycle stores)</b>	2,506	2,980	2,901	2,787
<b>% of GIA of building including communal areas (but excluding integral parking/refuse/cycle stores)</b>	66%	52%	49%	55%
<b>% of required standard including communal areas @ 75% provision (ex. Parking/refuse/cycle)</b>	92%	73%	67%	75%

The current scheme proposes proportionately more amenity space provision than 'Scheme C'. The Inspector for 'Scheme C' discussed the proposed increase in size of the buildings without any equivalent increase in surrounding space that provided their visual setting. However, he concluded that matters relating to height and massing were more relevant in reaching an

assessment on the relative merits of the scheme in visual terms. In addition, he noted that the Council did not allege the amount or type of amenity space would be insufficient for recreational purposes. As the current scheme proposes amenity space provision proportionately above that previously considered acceptable, it is not considered a reason for refusal could now be sustained on these grounds.

The Inspector for 'Scheme B' considered that a level below the UDP standard was acceptable, placing weight on the level of space around the buildings rather than a numerical standard. Weight was also given to the proportion of one bedroom units, the open setting to the east of the site and guidance within both the London Plan and PPS3 regarding more efficient use of land.

This current scheme proposes a similar level of external amenity space as 'Scheme B' and 'Scheme C' and substantially the same building envelope as the approved 'Scheme B'. As a result, whilst the number of units and habitable rooms have increased, the space around the buildings, as well as its scale, remain substantially the same. Whilst the scheme involves a larger proportion of family sized units than 'Scheme B', there are less than was the case with 'Scheme C'.

The level of balconies and terraces proposed exceeds the adopted standard of 15%. However, it is less than the 24% found to be acceptable within the approved 'Scheme B'.

Overall, whilst the current scheme proposes a material reduction in the proportionate amount of amenity space and includes more family sized units in relation to 'Scheme B', this has been previously found to be acceptable and the space around the buildings remains largely unchanged. In addition, the site remains within 150 walking distance of a large recreation ground, which includes a small children's play area. Furthermore, the proportion of amenity space is comparable with that found acceptable in 'Scheme C'. Having regard to the requirements of the London Plan and PPS3 regarding the efficient use of land, the proposed level of amenity space is considered acceptable and remains consistent with the principles previously established.

#### Design and Appearance

The overall architectural design of the scheme reflects that previously approved and is considered acceptable. As stated above, unlike 'Schemes C and D' the current proposal does not seek to increase the height of the connecting blocks. As such, the only material change in the design is the change to the garage block discussed below.

In relation to the garage conversion, the proposal seeks to retain a further 6.2 metres of the garage block and also includes an amended roof structure that is approximately 0.5 metres higher. The resulting building is 6.8 metres high and 18.2 metres wide, as was the case with 'Schemes C and D'. Whilst this will further increase the height of the existing garage buildings, as well as reading as a larger mass, it is not considered that this will unduly impact on the character and appearance of the surrounding area. Furthermore, as stated above, the Inspector did not include this element of the scheme as a matter of concern between the parties at the appeal. The alteration to this element is, therefore, considered acceptable.

The element of the scheme that was objected to in 'Schemes C and D', namely the increase in height of the connecting blocks, is not present within the current proposals. As a result, the reason for refusing these schemes does not apply here.

Overall, in light of the above, the proposed design and appearance are considered acceptable.

#### Housing Mix and Affordable Housing Provision

The current housing needs assessment, which focuses on the need for larger family sized accommodation. This provides for a preferred mix of 13% 1 bed, 37% 2 bed, 36% 3 bed and 14% 4 bed units. The mix of the current and previous schemes is included in the table below:

Housing Mix	Scheme B	Scheme C	Scheme D	Scheme F
	TP/06/2450	TP/08/0115	TP/09/0667	TP/09/1523
1 bed	12%	21%	17%	10%
2 bed	71%	44%	36%	51%
3 bed	18%	28%	36%	28%
4 bed	0%	8%	11%	10%

As shown above, the current application proposes a mix of 10% 1 bed, 51% 2 bed, 28% 3 bed and 10% 4 bed units. This results in 38% family sized units, compared with 18% within the approved 'Scheme B', where it must be acknowledged there has been a significant change in policy in respect of the need for family housing. The proposed level of family units reflects that previously found to be acceptable within 'Scheme C'. Whilst this results in a less satisfactory mix than was proposed within 'Scheme D', on balance, it remains acceptable.

The scheme includes 9 affordable units, comprising 1 x 1 bed and 2 x 2 bed intermediate units and 5 x 3 bed and 1 x 4 bed social rented units. This forms 23% of the overall scheme on a unit basis or 25% on a habitable rooms basis, which reflects the approved appeal 'Scheme B'. The mix of these units has, however, with reference to the housing needs of the Borough, has significantly improved with more 3 and 4 bedroom units.

The current application was accompanied by a Three Dragon Toolkit Appraisal which sought to establish the level of affordable housing that can be viably provided on the site having regard to the relevant costs involved. Based on current prices the appraisals provided for the approved 'Scheme B' and the current proposal show a loss £161,000 and additional profit of £39,000 against site acquisition costs, respectively. These include an increased education contribution.

Housing Strategy raised concerns within 'Scheme D' that the existing use value should not include the additional value of the land created by the approval of 'Scheme B'. The applicant contends that this is the proper approach having regard to the guidance notes. Housing Strategy's concern is that when compared with what they consider should be the existing use value (EUv) there is a surplus of approximately some £1,000,000 within the appraisal available for contribution towards affordable housing. However, this surplus would only be present if the land were to be available for development at a price that excluded any 'hope value', or indeed now development value created by the extant permission of 'Scheme B'. In this instance, the developer has provided details of the site acquisition costs and these show that a limited additional profit that would be unlikely to justify additional affordable housing provision.

Housing Strategy has suggested that the developer be required to reduce the rate at which they are selling the units to the Registered Social Landlord (RSL) to reduce the reliance on Housing Corporation grant funding. However, the previously accepted Unilateral Undertakings sought only to secure the provision of affordable housing and not the price at which units could be sold to an RSL.

The current application seeks to provide an additional 5 units and a revised mix. This was also the case with 'Scheme C', which was not objected to on the grounds of insufficient affordable housing. One further affordable unit is being provided and there is an increase in family sized affordable units. Overall, the scheme provides a comparable respective amount of affordable housing to that agreed in 'Scheme B, C and D' and as there has been no material change in policy it would be difficult to justify additional provision without clear evidence that there was a

true surplus available within the relevant development appraisal. In this instance, it is considered, on balance, that an acceptable level of affordable housing is proposed.

Having regard to all of the above matters, the proposed mix and affordable housing provision is, therefore, considered acceptable.

### **Impact on Neighbouring Properties**

#### Outlook and Privacy

The proposal involves materially the same siting and building external envelope as the approved 'Scheme B'. As a result it is not considered the proposal would have an unacceptable impact on the outlook of residents of either, New River Crescent or Lynbridge Gardens.

In relation to privacy, the 'Scheme C' Inspector considered the addition of velux style rooflights and more actively used rooms to the second floor facing west towards the properties fronting New River Crescent resulted in an unacceptable loss of privacy. The current scheme does not propose velux style rooflights to western elevation and returns the second floor plan to provide only bedrooms with west facing windows. As such, it is considered these elements of the proposal reflect 'Scheme B', and would not result in material increase in overlooking.

The scheme includes minor changes to the fenestration at first floor level of the link blocks on both the east and west elevations, as well as some alterations to the configuration of the windows at third floor level to the north and south ends of each block. However, these largely serve bedrooms and, moreover, it is not considered these changes would result in a material increase in overlooking from the development. Four velux style rooflights to each block are now proposed to the east elevation. However, the views from these rooflights would be comparable with, if not more limited than, those available from the inset balconies that reflect those previously approved with 'Scheme B' and their limited number, as well as the separation distances and angles involved, would serve to prevent an unacceptable loss of privacy or the perception of being overlooked.

The proposed balconies and roof terraces reflect the positions approved within 'Scheme B'. They will largely overlook the recreation ground, which is a matter supported by the principles of Secure By Design. The potential for overlooking from these balconies to the rear of Lynbridge Gardens was a matter that the Inspector noted with slight concern but ultimately found to be acceptable. A separation distance of at least approximately 23.5 metres to the end of the garden to no. 40 Lynbridge Gardens and 39 metres to the rear of the property itself are retained. However, notwithstanding the above, the developer has agreed to provide a 1.8 metre high screen to the southernmost block that will ensure any views from this terrace will be to the south. Having regard to the Inspectors decision in relation to 'Scheme B', it is considered any views in the direction of the rear of Lynbridge Gardens from the remaining terraces, would be sufficiently distant and/or oblique to prevent an unacceptable level of overlooking.

The accuracy of the submitted ground levels has also been raised as a concern. However, these reflect those submitted and agreed at both appeals and appear to reflect those present when visiting the site.

Overall, having regard to all of the above matters and findings Inspectors findings, it is considered that the current proposal would not result in an unacceptable loss of outlook or privacy to the surrounding residents.

#### General noise and disturbance

The impact on no. 36 New River Crescent in respect of noise and disturbance from the proposed access was considered acceptable in the approved scheme. It is not considered that the extra 5 units with a revised overall mix would result in additional traffic movements that would materially increase this level of noise and disturbance.

Whilst the proposal includes 4 parking spaces along the boundary with no. 36 New River Crescent, it is not considered this would result in an unacceptable impact on the amenities of this property. Moreover, an acoustic fence to reduce the passage of sound to the rear garden area can be secured by condition.

The proposal would involve materially the same terraces that are present within the approved 'Scheme B', which are, therefore, considered acceptable.

Whilst the 5 additional units and revised mix would result in a greater intensity of use, it is considered that the increased activity on the site, given the residential nature of the proposal, would not unduly detract from the residential amenities of neighbouring occupiers. Furthermore 'Scheme C' involved the same number of units and only 5 less habitable rooms, where these matters were found to be acceptable.

#### Standard of Accommodation

The current application seeks to maximise the number of units within the same external building envelope of Blocks A – D of the approved 'Scheme B' along with changes to the garage block that have been present in 'Schemes C and D'. It is necessary to ensure, therefore, as it was with previous schemes, that the proposed units are of a suitable size to provide an adequate level of residential amenity for future residents. In this respect Policy 3A.6 of the London Plan (2008) relates to the quality of new housing provision and Policy (II)H16 through the SPG on Conversions of Single Dwellings into Flats provides minimum sizes for flats. Whilst it must be acknowledged that this Unitary Development Plan policy and SPG are primarily aimed at flat conversions, they provide relevant minimum size standards for flats.

It must also be acknowledged that the Draft replacement London Plan published in October 2009 proposes Policy 3.5 entitled 'Quality and design of housing developments'. It states that new dwellings should "meet the dwelling space standards set out in Table 3.3, have adequately sized rooms and convenient and efficient room layouts". The standards set out in Table 3.3 substantially exceed those within the Council's adopted SPG. Whilst this Policy is only at consultation stage and therefore can be afforded very little weight, it does provide an indication of the direction of travel in respect of space standards and, moreover, confirms that the standards within the SPG are relevant minimum standards upon which current developments can be assessed.

The standards within the SPG are that units should have the following net internal area for each of the following unit sizes: 1 bed; 45 square metres, 2 bed; 57 square metres and 3 bed; 80 square metres. All previous schemes to date have met and generally exceeded these standards by some way. Whilst there is no standard for 4 bedroom units, the previous schemes have proposed units of approximately 86 to 88 square metres, which were found, on balance, to be acceptable.

The current scheme proposes a range of unit sizes. There are a number of units, however, that fall significantly below the above standards. These are the 2 bedroom units 8 and 9 and the three bedroom units 6 and 7 in each of the Blocks A to D, which have deficiencies of 5.2 and 9.6 square metres, or 9% and 12% of the adopted standard, respectively.

In addition, units 8 and 9 in each block will be further constrained by the headroom available into the slopes of the roof.

It should be noted that in recent appeal decisions Inspectors have afforded significant weight to the quality of accommodation for future occupants and have dismissed appeals based upon inadequate unit sizes.

Consideration was also given to whether this matter could be address by reducing the deficient 3 bed units to 2 bed units and 2 bed units to 1 bed units. However, this would have resulted in a reduction in the number of family sized units to only 18%, which, having regard to the current Housing Needs Assessment, increased importance given to the provision of family accommodation and policy within this area, would not be acceptable. Moreover, that is not the scheme that has been submitted for determination.

Overall, it is considered the substandard size of units proposed, including the two bedroom units 8 and 9 and the three bedroom units 6 and 7 in each of the Blocks A to D (units A6 to A9, B6 to B9, C6 to C9 and D6 to D9), would result in an unacceptable standard of residential accommodation for future occupants contrary to policy (I)GD1, (I)GD2, (II)GD3 and (II)H16 of the Unitary Development Plan and Policy 3A.6 of the London Plan (2008).

#### Parking and Access

The current proposal includes a total of 46 car parking spaces, 4 of which are 'unallocated' along the access way and 4 of which are disabled spaces, along with 44 cycle spaces. The previously approved scheme included 42 spaces for 34 units, resulting in a ratio of 1.2 spaces per dwelling. In the current scheme, the ratio remains 1.2 spaces per unit. A ratio of 1.15 spaces per unit was also found to be acceptable within 'Scheme C', which involved 45 car parking spaces for 39 flats. The ratio proposed reflects that within the approved 'Scheme B' and exceeds that found acceptable within 'Scheme C'. As a result the proposed parking level is considered acceptable.

Traffic and Transportation have raised concerns regarding the excessive reversing distance for fire appliances and refuse freighters although this has not changed from the previous schemes, where it was concluded this was acceptable. London Fire and Emergency Planning Authority have now raised objections to the proposal. However, this is a matter that will need to be addressed through building regulations, which may need to include the provision of hydrants or sprinkler systems for the affected units. A directive is proposed advising the applicant of this issue.

This scheme involves a slightly revised access, which provides access to the site alongside the existing garage access. This will then be demarked with metal studs on a new road surface. The access road proposed also involves shared surfacing, rather than a separate pedestrian pavement. Traffic and Transportation have not raised objections to this revision and, having regard to the scale of development, such a shared surface is considered acceptable.

As this application is submitted alongside a details application (TP/06/2450/DP1) for 'Scheme B' it includes more detail than previous schemes in the aim to avoid the requirement for the submission of details by condition. Whilst some concerns have been raised by Traffic and Transportation regarding enclosure, landscaping and lighting are raised, these could be resolved by condition.

The proposal includes an additional 5 units over approved 'Scheme B' with a revised mix of units as discussed above. However, it is considered that this limited increase in traffic movements could be accommodated on New River Crescent and adjoining highways and would not result in an unacceptable risk to highway safety.



Overall, it is considered that, subject to standard conditions, the proposed access and parking arrangements are acceptable.

### **Sustainable Design and Construction**

The proposal incorporates green roofs on the flat tops of the 3-storey blocks and permeable and green paving for areas of hard surfacing. The proposal scored 75% in the sustainability assessment. It is considered that the proposal is in accordance with the objectives of policy 4A.3 'Sustainable Design and Construction' of the London Plan.

### **Legal Agreements**

A unilateral undertaking, that reflects the previously agreed wording, has been received. This includes the requisite contribution for education and secures the affordable housing discussed above.

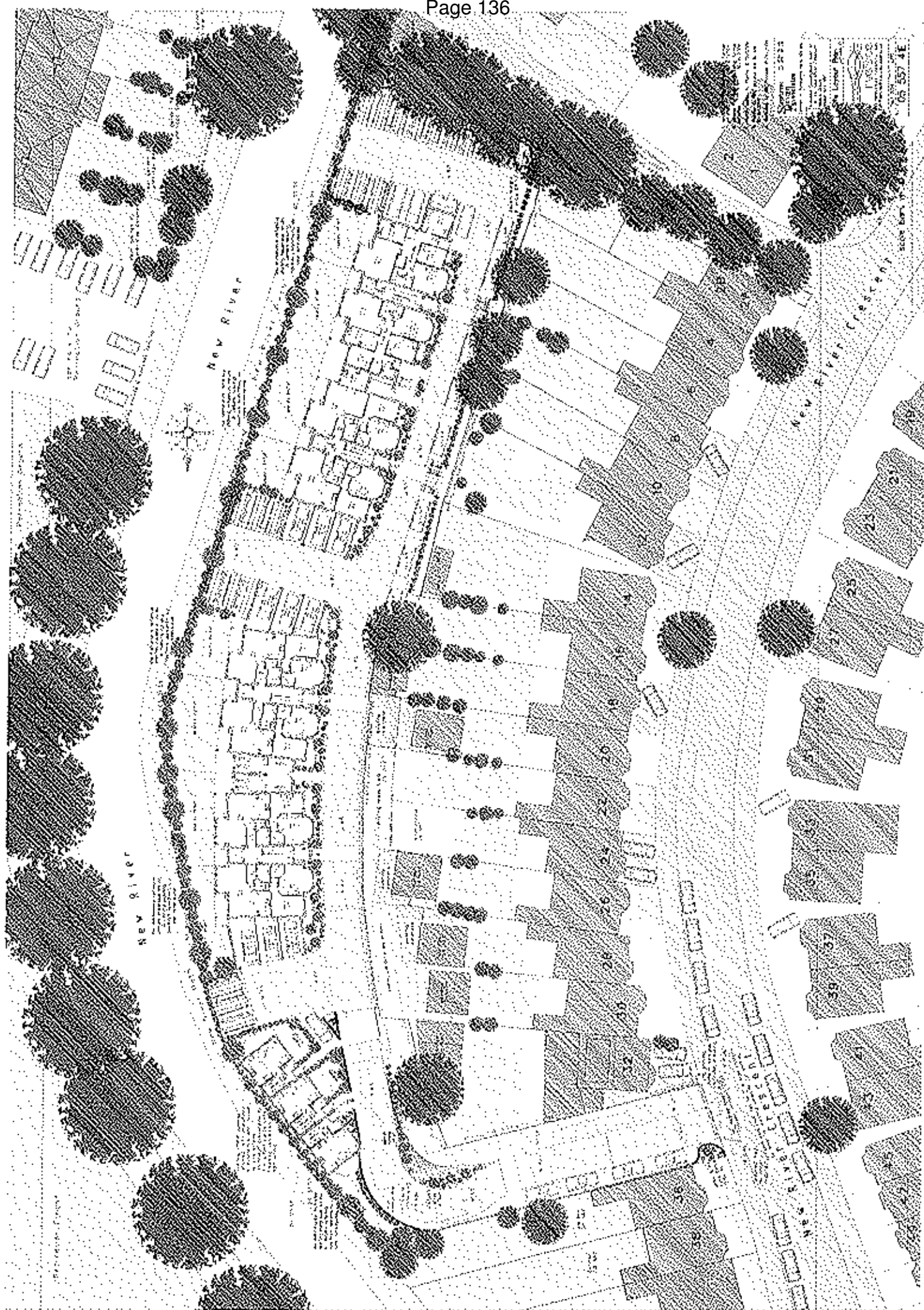
### **Other matters**

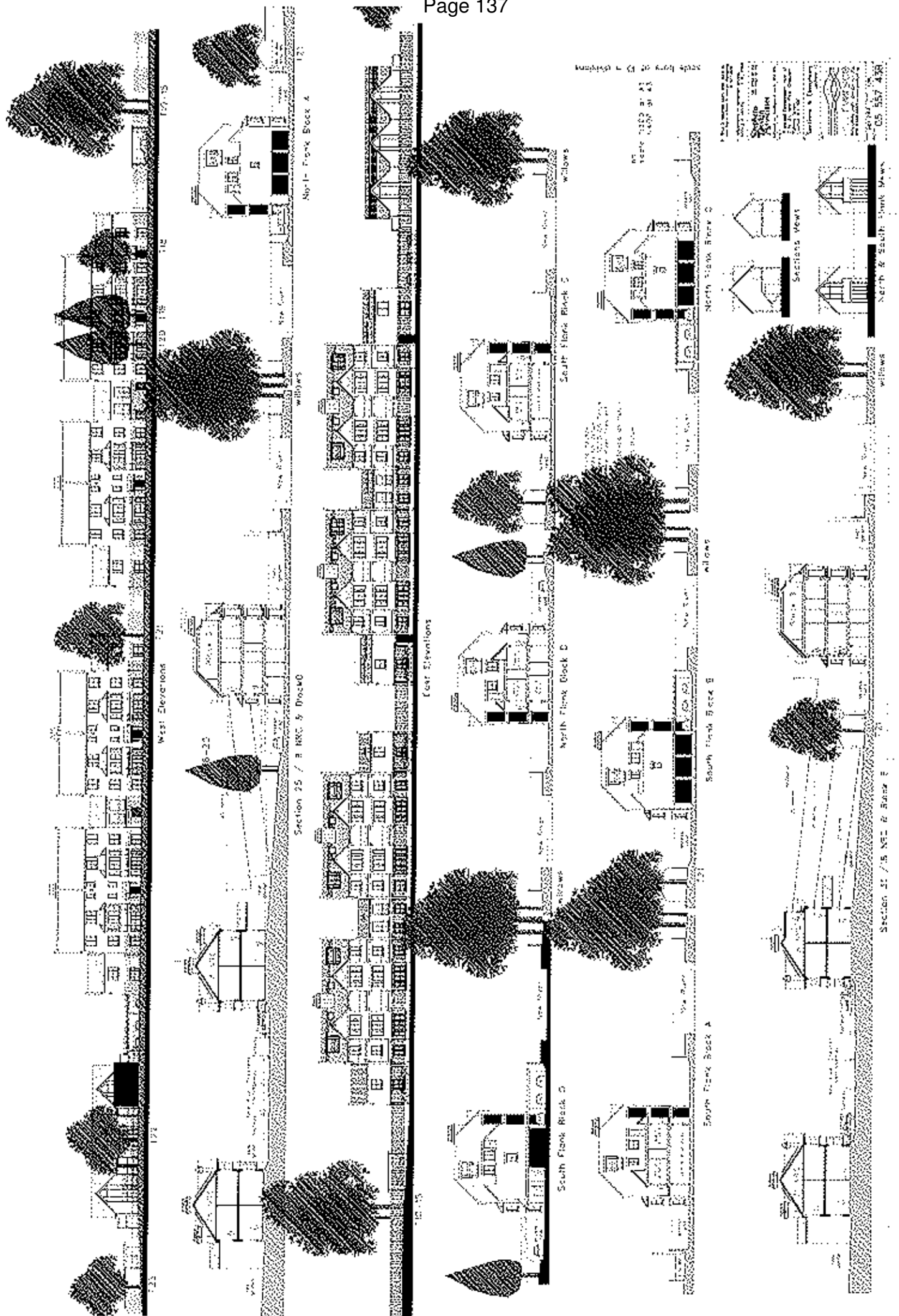
It has previously been demonstrated through an Archaeological Desk-Based Assessment, confirmed by English Heritage, that it is unlikely that archaeological remains will be disturbed during construction of the development. As such, a condition relating to archaeology will not be necessary.

Concerns have been raised regarding the impact of the proposals on the environment, disruption during construction process, the impact on house prices, the lack of need for new housing and that the developer is seeking to 'wear residents down' with repeat applications. Taking each in turn, it is not considered that this proposal will result in materially greater impacts on the environment than the approved scheme and reasonable disruption during the construction process as well as any impact on house prices are not material planning considerations. It is not considered that the provision of 5 additional units along with a revised mix would give rise to detailed considerations of the level of housing required within the Borough, which tends to be material only with larger schemes. Whilst this current application is the fifth in a sequence extending over the last 3 years, each application has been for a revised scheme responding to issues in the light of an accepted principle of development and each must be assessed on its own merits.

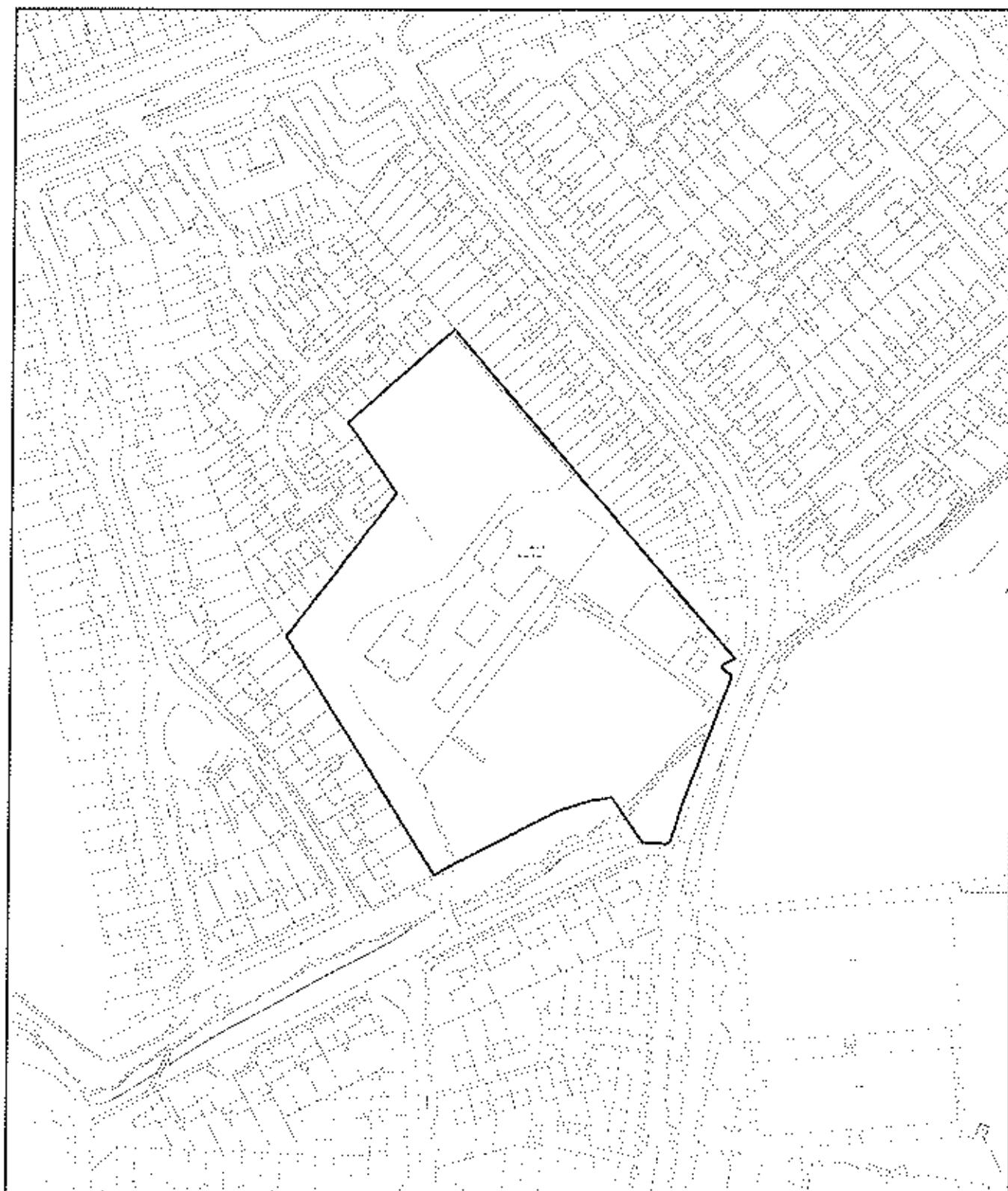
### **Conclusion**

In the light of the above assessment, it is considered that planning permission should be refused due to the inadequate size of many of the proposed units. It is considered, having particular regard to the previous planning history of the site, including Inspectors decisions, that all other matters have been adequately addressed.





Application No:- TP/09/1631



## Development Control

Scale - 1:2500  
Time of plot: 11:58

Date of plot: 05/01/2010

**Application Number:** TP/09/1631 **Ward:** Highlands

**Date of Registration:** 9th November 2009

**Contact:** Jane Tebbutt 3849

**Location:** MERRYHILLS PRIMARY SCHOOL, BINCOTE ROAD, ENFIELD, EN2 7RE

**Proposal:** Installation of an all weather multi-use games area to south side of school field.

**Applicant Name & Address:**

Mrs Linda Brockhurst  
MERRYHILLS PRIMARY SCHOOL  
BINCOTE ROAD  
ENFIELD  
EN2 7RE

**Agent Name & Address:**

**Note to Members**

This application is reported to Committee, as it is a Council maintained school.

**Recommendation:** That planning permission be **GRANTED**, subject to the following condition:

1. C51A Time Limited Permission

**Site and Surroundings**

Merryhills School covers an area of 3.6 hectares sited adjacent to both Bincote Road and Worlds End Lane and comprises a mix of two-storey and single storey buildings situated towards the centre of the site. Adjacent to the north, east and west boundaries are residential properties along Foxmead Close, Bincote Road and Cotswold Way. Nos. 54 -64 (even) Cotswold Way is situated in relatively close proximity to the proposed development. The surrounding area is residential in character.

**Proposal**

Permission is sought for the provision of an all-weather multi-use games area (MUGA) positioned to the south west corner of the site adjacent to the pedestrian access path from Glenbrook South. The site coverage would be 10.3 metres in width, 22.5 metres in length and would be enclosed by a galvanised polyester painted dark green fence 1 metre in height rising to a maximum of 3.9 metres behind the goal areas at either end. The floor area to be constructed of black tarmac.

**Relevant Planning Decisions**

None

**Consultation**

Public

Consultation letters were sent to 16 neighbouring properties. Any responses will be reported at the meeting.

External

None

Internal

None

**Relevant Policies**

London Plan (2008)

Policy 3A.24 Education facilities

Unitary Development Plan

- |          |                                  |
|----------|----------------------------------|
| (I) CS1  | Provision of community services  |
| (II) CS2 | Siting and design of buildings   |
| (II) CS3 | Community facilities             |
| (I) GD1  | Regard to surroundings           |
| (II) GD1 | Appropriate location             |
| (II) GD3 | Aesthetics and functional design |

Local Development Framework

The Enfield Plan – Proposed Submission Stage Core Strategy document was published for public consultation on 14<sup>th</sup> December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will appoint a Planning Inspector to consider whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application.

SO5 Housing and people

**Other Material Considerations**

None

**Analysis**

Principle

The proposed development provides improved facilities for the school. No additional students or staff are proposed. The principle therefore, subject to the detailed considerations below, is considered acceptable.

Impact on character of surrounding area

The proposed MUGA would be situated in the school playing field to the south west of the main school buildings. The pitch will be enclosed by a 1m high fence on its west and east boundary and 3.9 metres on its north and south boundary behind the goal areas. The structure is open in nature and would not be detrimental to the character and appearance of the surrounding area when viewed from Glenbrook South.

#### Impact on Neighbouring Properties

The proposed development is on the south west side of the school. The rear elevations of the nearest residential dwellings on Cotswold Way are approximately 15 metres away. The MUGA would be sited on the school playing field which is already used by the children as a play area apart from in the winter months when the grass becomes too wet. The MUGA is sited approximately the same distance from the rear of the neighbouring residential properties as the existing hard surface play area. The hours of use would be restricted to 09.00 am to 17.30 pm during term time. It is acknowledged that there is already a level of noise due to the use of the play ground and playing fields. Whilst the MUGA is likely to give rise to a slightly more intensified use in this section of the school grounds it is not considered that this would not be out of character with the use of the area and would not adversely affect the residential amenities of nearby properties.

#### Highway safety

No issues.

#### **Conclusion**

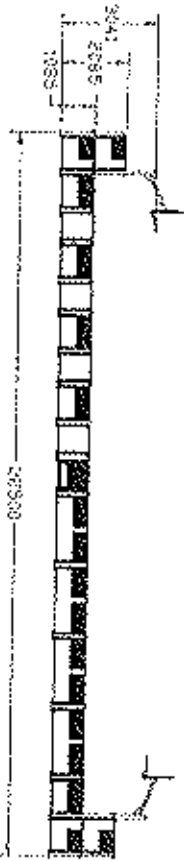
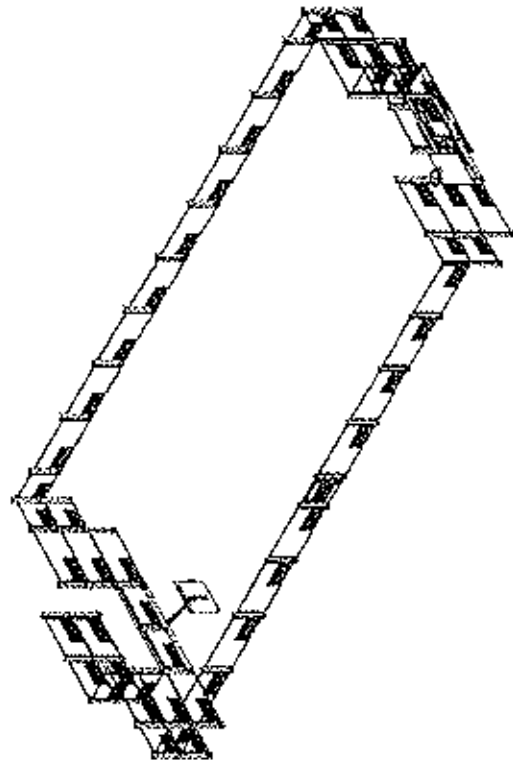
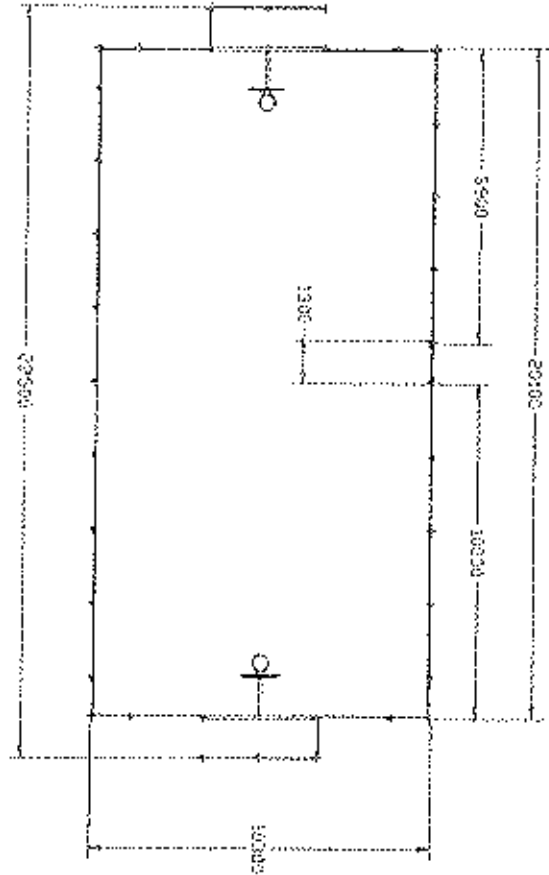
In the light of the above assessment it is considered that the proposed MUGA will provide additional and enhanced play facilities for the school. It is not considered that the proposal will cause undue loss of residential amenities to the occupiers of surrounding residential properties or detract from the appearance of the area. It is therefore recommended that planning permission be granted for the following reason.

The siting of the proposed Multi-Use Games Area, together with its enclosure represents appropriate development on this school site and has appropriate regard to its surroundings. In this respect the proposal complies with Policies (I) GD1 and (II) GD1 of the Unitary Development Plan.

MERTHILLS PRIMARY SCHOOL

Plan 1

22/09/1631

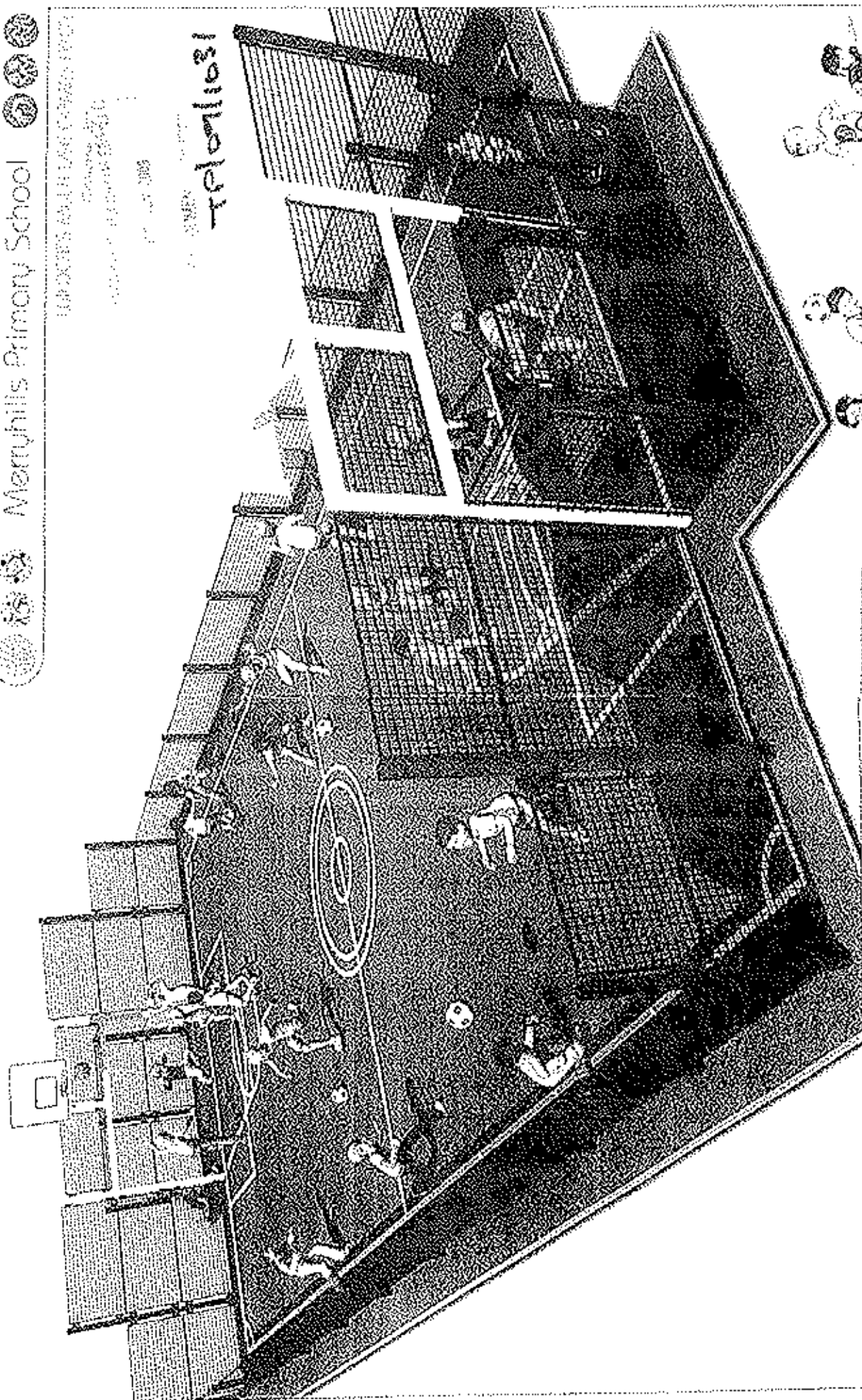


DEVELOPMENT SERVICES

02 JULY 2009

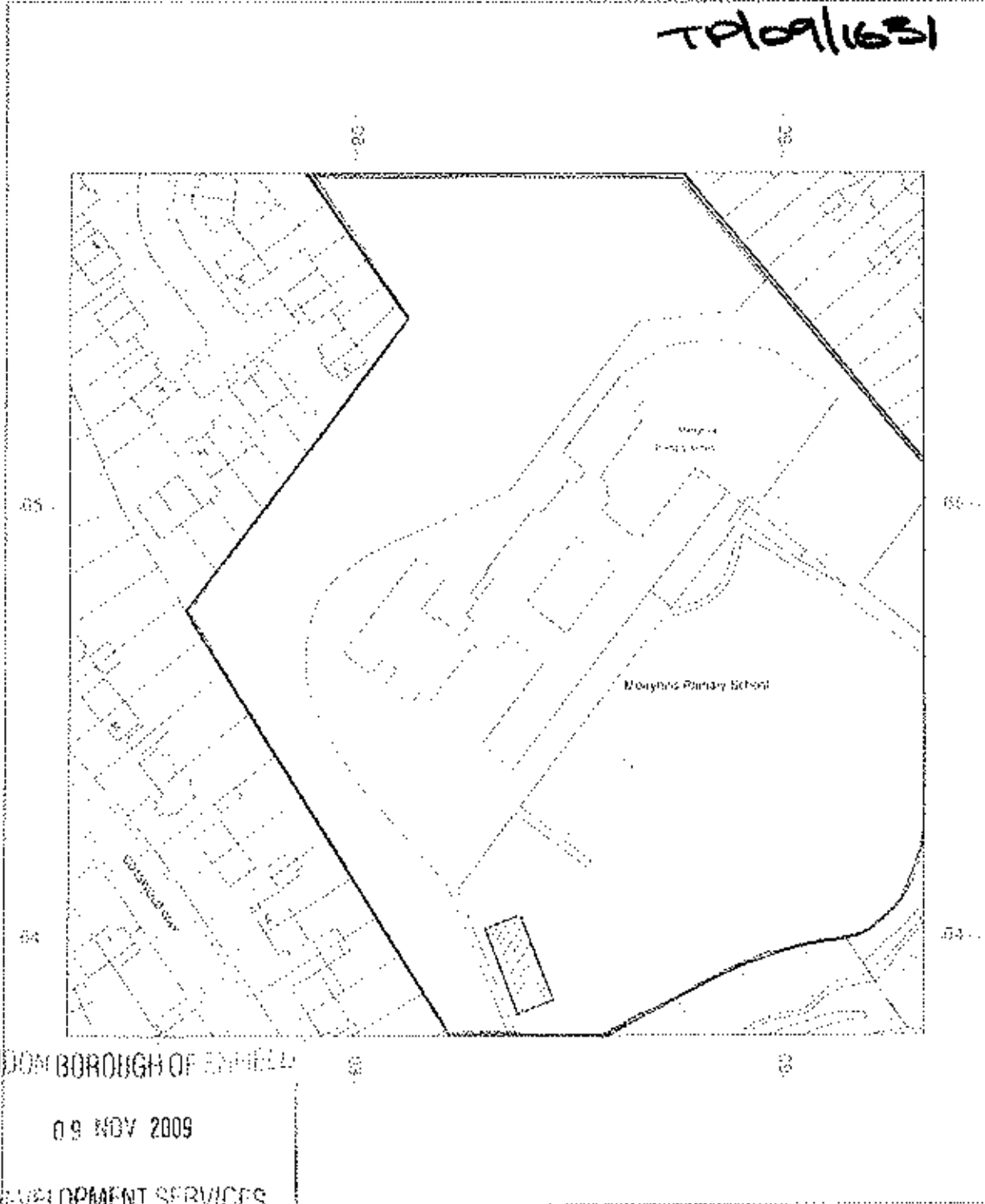
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# MERRYHILLS PRIMARY SCHOOL

TP/09/1631



LONDON BOROUGH OF ENFIELD

09 NOV 2009

DEVELOPMENT SERVICES



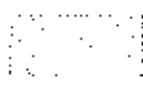
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TP/09/1631

EN2 aster map  
26 November 2002  
www.enfieldmap.org.uk

1:1250 scale print at A4

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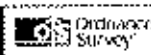
Proposed  
Merryhills  
play area



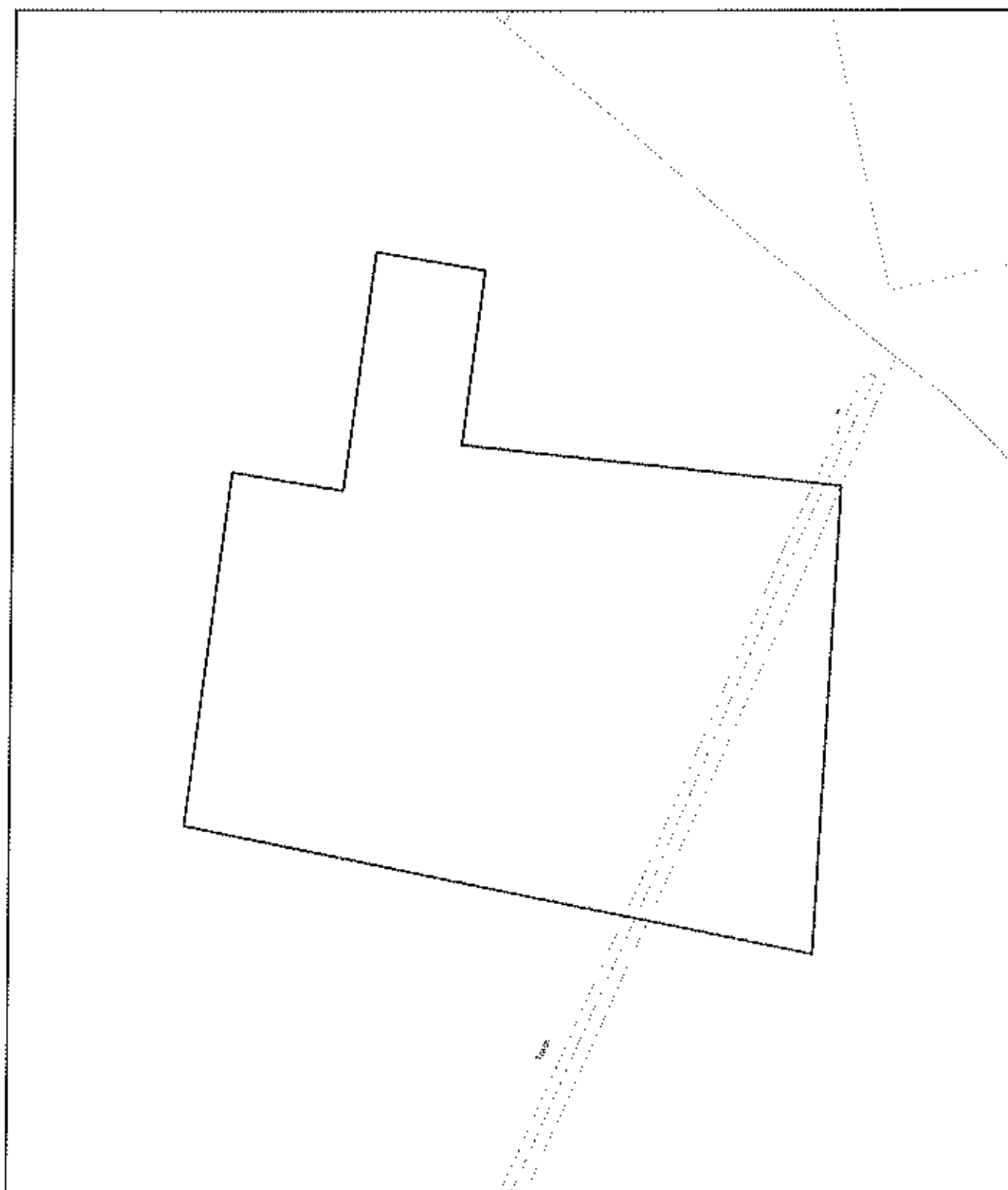
**ENFIELD**  
Council



LONDON BOROUGH OF ENFIELD  
COUNCIL  
COUNCIL CHAMBERS, 150 HIGH STREET, ENFIELD, MIDDLESEX EN4 6HT  
TEL: 020 899 6000  
WWW.ENFIELD.COUNCIL.GOV.UK



Application No:- TP/09/1658



## Development Control

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15m  
Scale bar showing distances in meters and feet.

Scale : 1:1250  
Time of plot: 12:22

Date of plot: 05/01/2010

**Application Number:** TP/09/1658 **Ward:** Chase

**Date of Registration:** 27th November 2009

**Contact:** David Snell 3838

**Location:** Land south side of Whitewebbs Lane, Incorporating Rolenmill Sports Ground, And Land Rear Of Myddelton House, Bulls Cross, Enfield, Middx, EN2 9HA

**Proposal:** Construction of a football training centre comprising a building incorporating training and associated facilities. (Amended design of approved scheme under Ref:TP/07/1623)

**Applicant Name & Address:**

Tottenham Hotspur FC & AC Ltd  
c/o Agent

**Agent Name & Address:**

Mr Peter Dixon, Savills  
Ground Floor, City Point  
29, King Street  
Leeds  
LS1 2HL

**Recommendation:** That planning permission be **GRANTED**, subject to the following conditions:

1. The development hereby approved shall be carried out in accordance with the conditions and approved details of planning permission reference TP/07/1623 dated 11th February 2008.

Reason: To ensure that the revised design is implemented in accordance with the applicable approved details.

**Site and surroundings**

The Football Training Centre would be accommodated on 27.20 ha of land comprising existing sports fields and agricultural land.

The site is bounded to the north by a cricket ground and Whitewebbs Lane, to the east by properties fronting Bulls Cross and Myddelton House (a grade II listed building) and an office building, to the south by woodland (Archers Wood) and Forty Hall (a grade I listed building and its associated parkland) and to the west by woodland, agricultural land and Keepers Cottage.

This site lies within the Metropolitan Green Belt, a designated Area of Special Character and partly within the Forty Hill Conservation Area.

**Background**

Following consideration of planning application TP/07/1623 by Planning Committee on 12<sup>th</sup> November 2007 and completion of a S.106 Agreement planning permission was granted for a Football Training Centre on 11<sup>th</sup> April 2008.

The scheme involves the erection of a building to provide football academy facilities with indoor football pitch, together with a total of 11 ½ external pitches (1 x floodlit grass, 1 ½ x floodlit

artificial, 9 x grass), grass training areas, installation of mesh fencing and associated pathways, together with erection of groundsman's store and entry lodge with barrier.

The majority of details pursuant to conditions of the planning permission have been submitted and approved since that date. Construction has commenced.

### **Proposal**

This application proposes amendments to the siting and layout of the main football academy building that forms part of the original approved scheme as follows:

- The inclusion of a sub-basement plant room
- The re-arrangement of some of the internal facilities
- A reduction in floor area by 260 sq.metres
- The width of the first team wing of the building reduced by approximately 1.5 metres and moved 3 metres northwards
- The entire facility moved 1.5 metres to the west
- The provision of a central staircase
- The introduction of balcony space

### **Consultation**

#### Public

Consultation on the application has been undertaken in the form of approximately, 485 letters to the public, notices in the press and notices posted in the vicinity of the site on Whitewebbs Lane and Bulls Cross.

One response has been received raising the following issues:

- Strong opposition to the original application

#### External

The following consultees raise no objection or no comment:.

Natural England  
English Heritage  
Lee Valley Park Authority  
London Fire and Emergency Planning Authority

National Grid reiterate their previous advice in respect of the high pressure gas main that crosses the site.

#### Internal

None.

### **Relevant policy**

#### London Plan

4B.1 Design  
4B.8 Respect local context

### Unitary Development Plan

- (I)GD1     Appropriate regard to surroundings
- (II)GD3    Design

### **Analysis**

The process of considering and determining planning application TP/07/1623 included a thorough examination of the key planning issues arising including:

- The principle of the development having regard to its Green Belt location
- The impact of the development on the open character and the appearance of the Green Belt
- Whether the development is justified by *very special circumstances* under which the harm caused by reason of inappropriateness and any other harm is clearly outweighed by other considerations
- Conservation issues
- Traffic and highway safety issues
- Impact on adjoining occupiers
- The layout of the development and design of the buildings
- Building design and sustainability issues
- Ecological impact and biodiversity
- Lighting impact
- Noise impact
- Energy

The principle of the development having regard to local, regional and national planning policy in respect of the above issues was accepted by the approval of the application. Members need not consider these matters further.

Since the consideration of application TP/07/1623 an extension to Forty Hill and Bulls Cross Conservation Area has been approved. Previously a small part of the site on its Bulls Cross side was within the conservation area but the alteration provides that a substantial part of the land is now within the conservation area, including the area occupied by the main training centre building. Whilst this change is a material the consideration the impact of the main building in conservation, heritage and historic building terms was robust due to its proximity to the then conservation area boundary, the Forty Hill Estate and listed buildings and planning permission has been granted. Therefore the designation of a greater part of the site as a conservation area does not impact on its acceptability in these terms.

The design concept and visual appearance of the building remains substantially as approved. The amendments proposed do not significantly impact on the siting or design of the building as approved other than to slightly reduce its overall footprint and propose minor changes to its massing and layout.

### **Conclusion**

It is recommended that planning permission be granted for the following reasons:

1. The principle of the development has been assessed having regard to the Unitary Development Plan, The London Plan and National Planning Policy Statements and Policy and planning permission was granted for the reasons set out in the decision notice of planning permission TP/07/1623 dated 11<sup>th</sup> April 2008.

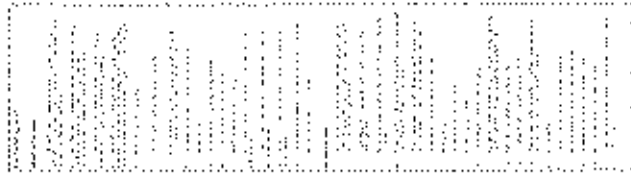
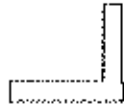
2. The proposed amendments to the main building do not significantly alter the siting or design of the building as approved other than to slightly reduce its overall footprint and propose relatively minor changes to its massing and layout. The amendments do not materially alter the impact of the building and are acceptable having regard to the Unitary Development Plan, The London Plan and National Planning Policy Statements.

08/1852

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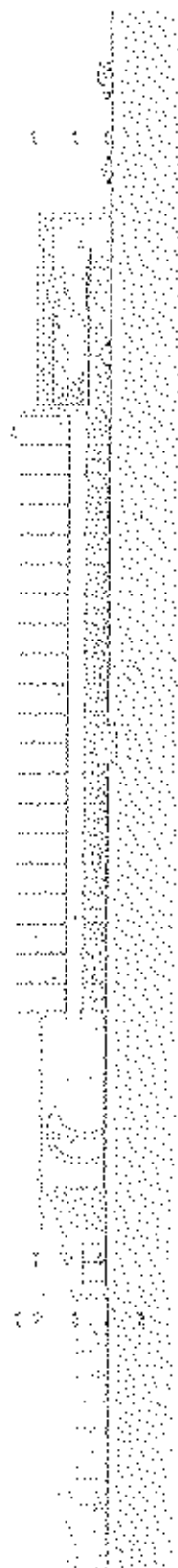




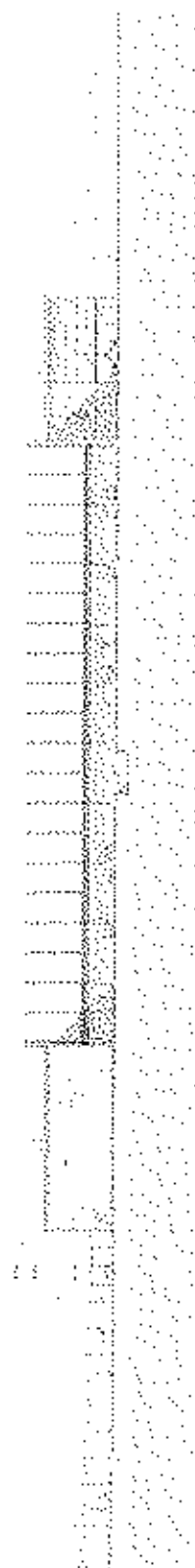
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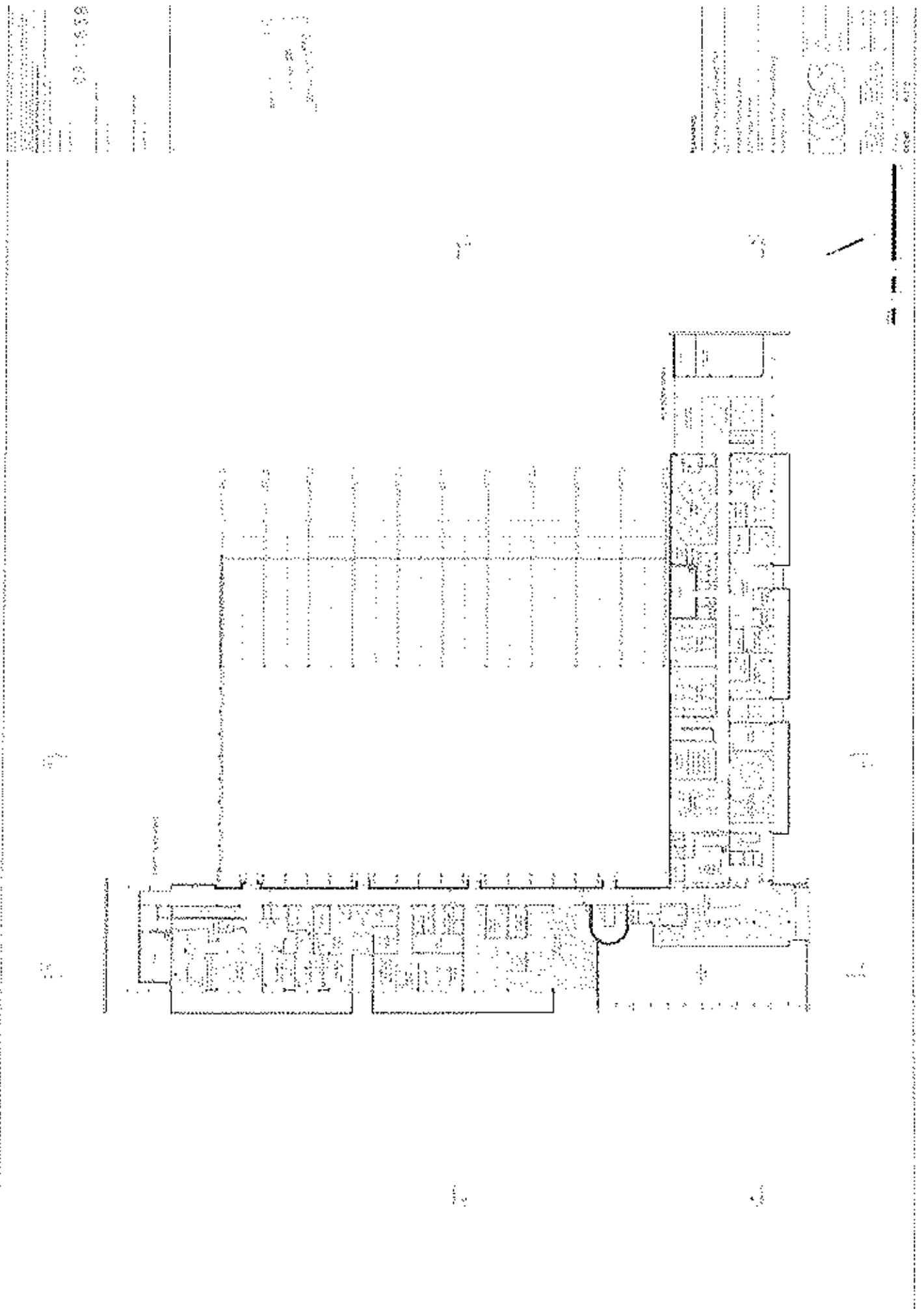
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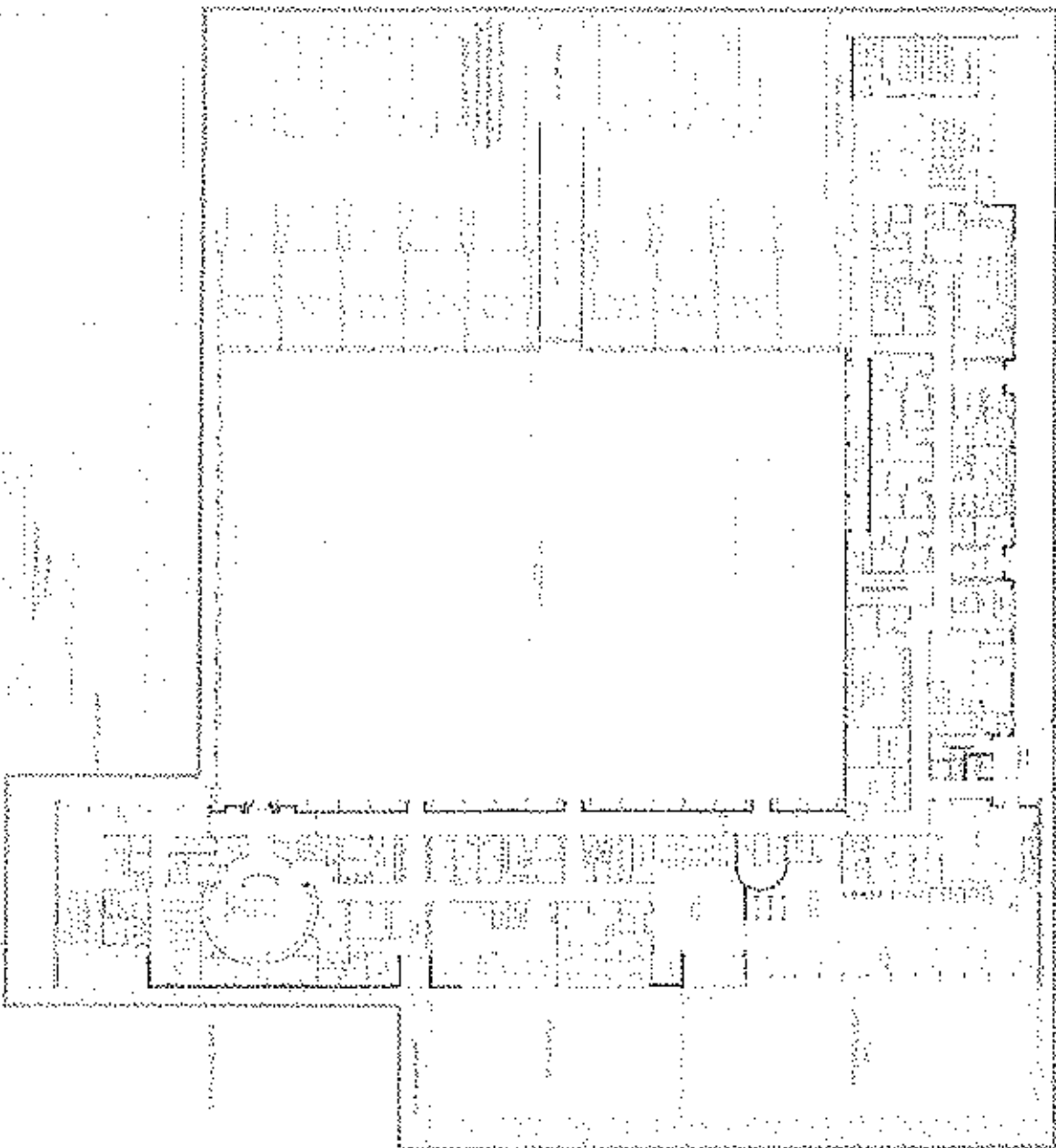
11



1. *Introduction*



0001/00



## TOWN PLANNING APPEALS

Appeal Information for Period: 03/12/2009 to 31/12/2009

Section 1: New Town Planning Application Appeals

Section 2: Decisions on Town Planning Application Appeals

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Page 157  
SECTION 1  
NEW TOWN PLANNING APPLICATION APPEALS

Application No.: AD/09/0053

Ward:Chase

Appeal Type: Written Evidence

Appeal Received date: 30-Dec-2009

Location: Land at junction with Tingey's Top Lane, and Theobalds Park Road, Enfield, Middx, EN2 9BJ

Proposal: Installation of two pole mounted, non-illuminated signs at entrance to Tingey Top Lane. (RETROSPECTIVE)

---

Application No.: AD/09/0075

Ward:Chase

Appeal Type: Written Evidence

Appeal Received date: 08-Dec-2009

Location: WOLDEN NURSERY, CATTLEGATE ROAD, ENFIELD, EN2 9DW

Proposal: Installation of 6 x non-illuminated double-sided, pole mounted hanging signs to site frontage.

---

Application No.: TP/09/0616

Ward:Bowes

Appeal Type: Written Evidence

Appeal Received date: 21-Dec-2009

Location: 23, GREEN LANES, LONDON, N13 4TN

Proposal: Conversion of first floor into 2 self contained flats (1 x 1-bed and 1 x 2-bed) together with a first floor rear extension.

---

Application No.: TP/09/0870

Ward:Edmonton Green

Appeal Type: Written Evidence

Appeal Received date: 15-Dec-2009

Location: Land adjacent to 50, MONTAGU GARDENS, (AKA 52 Montagu Gardens), LONDON, N18 2EZ

Proposal: Conversion of single family dwelling house to 2 self-contained flats (1 x 1-bed, 1 x 2-bed). (RETROSPECTIVE)

---

Application No.: TP/09/0994

Ward:Grange

Appeal Type: FASTTRACK

Appeal Received date: 21-Dec-2009

Location: 97, PARK DRIVE, LONDON, N21 2LT

Proposal: Retention of side boundary fence to a maximum height of 2.7 metres (RETROSPECTIVE).

---

Application No.: TP/09/1065

Ward:Lower Edmonton

Appeal Type: Written Evidence

Appeal Received date: 29-Dec-2009

Location: 163, BURY STREET, LONDON, N9 7JP

Proposal: Installation of roller shutters to shop front.

---

Application No.: TP/09/1189

Ward:Bowes

Appeal Type: Written Evidence

Appeal Received date: 14-Dec-2009

Location: 129, BOWES ROAD, LONDON, N13 4SB

Proposal: Conversion of first, second and third floor maisonette into 2 self contained flats (comprising of 1x1-bed and 1x2-bed flat), installation of new front entrance, and parking to rear.

---

Application No.: TP/09/1321

Ward:Jubilee

Appeal Type: Written Evidence

Appeal Received date: 08-Dec-2009

Location: 97, ST JOSEPHS ROAD, LONDON, N9 8NU

Proposal: Conversion of single family dwelling into 2 self contained flats (comprising 1 x 1-bed and 1 x 2-bed) together with a single storey rear extension (PART-RETROSPECTIVE).

---



Application No.: TP/09/1424

Ward:Grange

Appeal Type: FASTTRACK

Appeal Received date: 21-Dec-2009

Location: 34, RALEIGH ROAD, ENFIELD, EN2 6UB

Proposal: Single storey rear extension with pitched roof over.

---

Application No.: TP/09/1443

Ward:Edmonton Green

Appeal Type: Written Evidence

Appeal Received date: 23-Dec-2009

Location: 1 & 2, DERBY ROAD, LONDON, N18 2PA

Proposal: Change of use from plant hire and metal fabrication workshop to scrap yard in connection with adjacent scrap yard together with demolition of existing buildings and erection of new workshop and installation of 4 container filling machines.

---

Application No.: TP/09/1465

Ward:Southbury

Appeal Type: Written Evidence

Appeal Received date: 16-Dec-2009

Location: 134, PERCIVAL ROAD, ENFIELD, EN1 1QU

Proposal: Change of use from A2 (office) to A5 (Take-away) and alterations to shop front to provide separate access to 1st floor, and installation of extractor flue.

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**SECTION 2**  
**DECISIONS ON TOWN PLANNING APPLICATION APPEALS**

Application No.: AD/09/0002

Ward:Edmonton Green

(Delegated - 25-Mar-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 08-Dec-2009

Location: Land between 17 Park road and, Railway Lines, Edmonton, London, N18

Proposal: Installation of 1 non illuminated sign to side of building and 1 non illuminated sign to fence at rear.

---

Application No.: LDC/09/0075

Ward:Lower Edmonton

(Delegated - 29-Apr-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Allowed

Decision Date: 23-Dec-2009

Location: 114, TOWN ROAD, LONDON, N9 0RL

Proposal: Rear dormer window.

---

Application No.: TP/06/0356/DP2

Ward:Cockfosters

(Delegated - 30-Apr-2009 - DETAILS DISAPPROVED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 07-Dec-2009

Location: 11, FAIRGREEN, BARNET, EN4 0QS

Proposal: Details of enclosure submitted pursuant to condition 04 of approval granted under ref: TP/06/0356 for replacement dwelling house.

---

Application No.: TP/08/1209

Ward:Winchmore Hill

(Planning Committee - 26-Mar-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal withdrawn

Decision Date: 03-Dec-2009

Location: KING EASTON GARDEN CENTRE, 69, STATION ROAD, LONDON, N21 3NB

Proposal: Erection of three buildings to provide 8 residential units and a retail unit for A1 use comprising one 2-storey detached 3-bed dwelling involving rooms in roof with front and side dormer windows, one 2-storey block of 5 terraced houses (comprising 4 x 2-bed and 1 x 3-bed), one part 3-storey block (comprising retail unit on ground floor, a 2-bed flat on first floor and a 1-bed flat on second floor) involving accommodation in the roof with front dormer window and balconies to first floor at front and rear, together with access from Compton Road and provision of 9 car parking spaces.

---

Application No.: TP/08/1307

Ward:Grange

(Delegated - 30-Jan-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 08-Dec-2009

Location: 83, CECIL ROAD, ENFIELD, EN2 6TJ

Proposal: Replacement of front windows (RETROSPECTIVE), demolish front wall, erect new front wall and construction of hardstanding to front and side, replace rear boundary fence.

---

Application No.: TP/08/2024

Ward:Winchmore Hill

(Delegated - 26-Jan-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 03-Dec-2009

Location: 7, WADES HILL, LONDON, N21 1BD

Proposal: New shop front (RETROSPECTIVE).

---

Application No.: TP/08/2115

Ward:Ponders End

(Delegated - 19-Jan-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 03-Dec-2009

Location: 288-290, Alma Road, Enfield, EN3 7EH

Proposal: Use of premises as a weightlifting and fitness centre (class D2) ancillary to existing use at no. 280, Alma Road (RETROSPECTIVE).

---

Application No.: TP/08/2139

Ward:Chase

(Delegated - 19-Feb-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 03-Dec-2009

Location: 22, LAVENDER ROAD, ENFIELD, EN2 0ST

Proposal: Conversion of single family dwelling into 2 x 1- bed self contained flats.

---

Application No.: TP/09/0024

Ward:Edmonton Green

(Delegated - 25-Mar-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 08-Dec-2009

Location: Land between 17 Park Road and, Railway Line, Edmonton, London, N18

Proposal: Change of use to display and sales of motor vehicles together with a temporary wooden building to provide an office (RETROSPECTIVE).

---

Application No.: TP/09/0047

Ward:Enfield Highway

(Delegated - 12-Mar-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 07-Dec-2009

Location: 125, BELL LANE, ENFIELD, EN3 5PD

Proposal: Demolition of garage and erection of a part 2-storey end of terrace 3-bed single family dwelling.

---

Application No.: TP/09/0056

Ward:Haselbury

(Delegated - 12-Mar-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 08-Dec-2009

Location: 31, WESTERHAM AVENUE, LONDON, N9 9BT

Proposal: Ground floor side extension for use as storage building (RETROSPECTIVE).

---

Application No.: TP/09/0092

Ward:Cockfosters

(Delegated - 31-Mar-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal withdrawn

Decision Date: 03-Dec-2009

Location: 389, COCKFOSTERS ROAD, BARNET, EN4 0JS

Proposal: Redevelopment of site to provide a detached 3-storey block of 4 x 3-bed self-contained flats with basement parking, gym and access ramp, rooms in roof, rear terrace/ balcony to first and second floor levels and enlargement of existing access to Cockfosters Road.

---

Application No.: TP/09/0207

Ward:Winchmore Hill

(Planning Committee - 30-Apr-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 23-Dec-2009

Location: Garages adjacent to 2 Fox Lane, and land, Rear Of, 2-32, Caversham Avenue, London, N13

Proposal: Redevelopment of site to provide 9 single family dwellings incorporating 7 detached 4-bed houses with parking area at side and a pair of semi detached 4-bed houses with rooms in roof and front and rear dormers and new access to Fox Lane.

---

Application No.: TP/09/0210

Ward:Palmers Green

(Delegated - 07-Apr-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Split decision

Decision Date: 16-Dec-2009

Location: 37, FARNDAL E AVENUE, LONDON, N13 5AJ

Proposal: First floor side and rear extension and rear dormer.

---

Application No.: TP/09/0256

Ward:Ponders End

(Delegated - 30-Apr-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Split decision

Decision Date: 16-Dec-2009

Location: 13, QUEENSWAY, ENFIELD, EN3 4SA

Proposal: Change of use of part ground floor to provide retail in connection with existing use (RETROSPECTIVE).

---

Application No.: TP/09/0266

Ward:Southgate

(Delegated - 29-Apr-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 15-Dec-2009

Location: 8, CHASEVILLE PARADE, CHASEVILLE PARK ROAD, LONDON, N21 1PG

Proposal: Change of use of ground floor from retail (A1) to restaurant (A3) involving new shop front, front terrace and access ramp.

---

Application No.: TP/09/0291

Ward:Southgate

(Delegated - 01-May-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 16-Dec-2009

Location: 65, FOUNTAINS CRESCENT, LONDON, N14 6BD

Proposal: Conversion of property into 3 flats (comprising 1x2 bed, 1x1 bed and 1 x studio) RETROSPECTIVE.

---

Application No.: TP/09/0399

Ward:Bush Hill Park

(Delegated - 13-May-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 03-Dec-2009

Location: 397, BURY STREET WEST, LONDON, N9 9JR

Proposal: Vehicular access.

---



Application No.: TP/09/0452

Ward:Grange

(Delegated - 28-May-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 04-Dec-2009

Location: 26, RIDGE AVENUE, LONDON, N21 2AJ

Proposal: Vehicular access.

---

Application No.: TP/09/0475

Ward:Chase

(Delegated - 27-May-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 03-Dec-2009

Location: 23, CYPRESS AVENUE, ENFIELD, EN2 9BY

Proposal: Subdivision of site and erection of a detached 2-bed bungalow at side, incorporating accommodation in roof with gable ends, front dormer and roof lights, and parking and access to front.

---

Application No.: TP/09/0495

Ward:Grange

(Delegated - 01-Jun-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 07-Dec-2009

Location: 28, RIDGE AVENUE, LONDON, N21 2AJ

Proposal: Vehicular access and construction of hardstanding.

---

Application No.: TP/09/0521

Ward:Edmonton Green

(Delegated - 04-Jun-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 08-Dec-2009

Location: 87, MONTAGU ROAD, LONDON, N18 2LX

Proposal: Change of use of storage area at side to a hair dressing salon.

---

Application No.: TP/09/0556

Ward:Haselbury

(Delegated - 17-Jun-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 15-Dec-2009

Location: 88, HENLEY ROAD, LONDON, N18 1NS

Proposal: Use of premises as a House of Multiple occupation for a maximum of 6 people (RETROSPECTIVE).

---

Application No.: TP/09/0955

Ward:Southgate

(Delegated - 25-Aug-2009 - REFUSED)

Appeal Type: FASTTRACK

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 15-Dec-2009

Location: 9, HANBURY DRIVE, LONDON, N21 1SZ

Proposal: Installation of replacement UPVC windows.

---

Application No.: TP/09/1161

Ward:Grange

(Delegated - 09-Oct-2009 - REFUSED)

Appeal Type: FASTTRACK

Appeal Decision: Appeal Dismissed

Decision Date: 09-Dec-2009

Location: 7, GREEN DRAGON LANE, LONDON, N21 2LA

Proposal: Vehicular access.

---

Application No.: TP/09/1204

Ward:Haselbury

(Delegated - 05-Oct-2009 - REFUSED)

Appeal Type: FASTTRACK

Appeal Decision: Appeal allowed subject to  
condition(s)

Decision Date: 10-Dec-2009

Location: 29, CENTRAL AVENUE, LONDON, N9 9RQ

Proposal: Two storey side extension part two storey rear extension.

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