

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 27th July, 2010 at 7.30 pm  
Venue: Conference Room  
The Civic Centre, Silver Street,  
Enfield, Middlesex, EN1 3XA

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## MEMBERS

Councillors : Andreas Constantinides (Chairman), Toby Simon (Vice-Chairman), Kate Anolue, Ali Bakir, Yusuf Cicek, Don Delman, Ahmet Hasan, Ertan Hurer, Nneka Keazor, Dino Lemonides, Paul McCannah, Terence Neville OBE JP, Anne-Marie Pearce, Eleftherios Savva and George Savva MBE

**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 26/07/10.**

## 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 24 JUNE 2010** (Pages 3 - 14)

To receive the minutes of the Planning Committee meeting held on Thursday 24 June 2010.

**5. REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 41) (Pages 15 - 16)**

To receive the covering report of the Assistant Director, Planning and Environmental Protection.

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

**6. LBE/10/0016 - CAPEL MANOR PRIMARY SCHOOL, BULLSMOOR LANE, ENFIELD, EN1 4RL (Pages 17 - 24)**

RECOMMENDATION: Approval Subject to Conditions  
WARD: Chase

**7. LBE/10/0022 - HONILANDS PRIMARY SCHOOL, LOVELL ROAD, ENFIELD, EN1 4RE (Pages 25 - 36)**

RECOMMENDATION: Approval Subject to Conditions  
WARD: Turkey Street

**8. LBE/10/0023 - RUSSETT HOUSE SCHOOL, 11, AUTUMN CLOSE, ENFIELD, EN1 4JA (Pages 37 - 44)**

RECOMMENDATION: Approval Subject to Conditions  
WARD: Southbury

**9. LBE/10/0024 - ALBANY SCHOOL, BELL LANE, ENFIELD, EN3 5PA (Pages 45 - 58)**

RECOMMENDATION: Approval Subject to Conditions  
WARD: Enfield Highway

**10. LBE/10/0025 - GARFIELD PRIMARY SCHOOL, SPRINGFIELD ROAD, LONDON, N11 1RR (Pages 59 - 66)**

RECOMMENDATION: Approval Subject to Conditions  
WARD: Southgate Green

**11. TP/09/1539 - FORMER CO-OP DAIRY SITE, 19, GILBERT STREET, ENFIELD, EN3 6PD (Pages 67 - 92)**

RECOMMENDATION: Approval Subject to S106 Completion  
WARD: Turkey Street

**12. TP/09/1862 - YARD, GIBBS ROAD, LONDON, N18 3PU (Pages 93 - 124)**

RECOMMENDATION: Approval Subject to S106 Completion  
WARD: Edmonton Green

13. **TP/10/0182 - OAKTREE SCHOOL, CHASE SIDE, LONDON, N14 4HN**  
(Pages 125 - 132)

RECOMMENDATION: Approval Subject to Conditions  
WARD: Cockfosters

14. **TP/10/0312 - LAND ADJACENT TO 8, ALDERWOOD MEWS, BARNET, EN4 0ED** (Pages 133 - 144)

RECOMMENDATION: Approval Subject to Conditions  
WARD: Cockfosters

15. **TP/10/0390 - FORTY HILL C OF E PRIMARY SCHOOL, FORTY HILL, ENFIELD, EN2 9EY** (Pages 145 - 156)

RECOMMENDATION: Approval Subject to Conditions  
WARD: Chase

16. **TP/10/0396 - 152, WELLINGTON ROAD, ENFIELD, EN1 2RH** (Pages 157 - 168)

RECOMMENDATION: Approval Subject to Conditions  
WARD: Bush Hill Park

17. **TP/10/0601 - MAIN BUILDING, ST MICHAEL'S C OF E PRIMARY SCHOOL, BRIGADIER HILL, ENFIELD, EN2 0NB** (Pages 169 - 188)

RECOMMENDATION: Approval Subject to Conditions  
WARD: Chase

18. **TP/10/0715 - 65 & 67, KINGWELL ROAD, BARNET, EN4 0HZ** (Pages 189 - 206)

RECOMMENDATION: Approval Subject to Conditions  
WARD: Cockfosters

19. **TP/10/0752 - ST MATTHEW'S C OF E PRIMARY SCHOOL, SOUTH STREET, ENFIELD, EN3 4LA** (Pages 207 - 214)

RECOMMENDATION: Approval Subject to Conditions  
WARD: Ponders End

20. **TP/10/0614 - 112, WOODBERRY AVENUE, LONDON, N21 3LB** (Pages 215 - 222)

RECOMMENDATION: Refusal  
WARD: Winchmore Hill

21. **APPEAL INFORMATION** (Pages 223 - 234)

Section 1 : New Town Planning Application Appeals  
Section 2 : Decisions on Town Planning Application Appeals

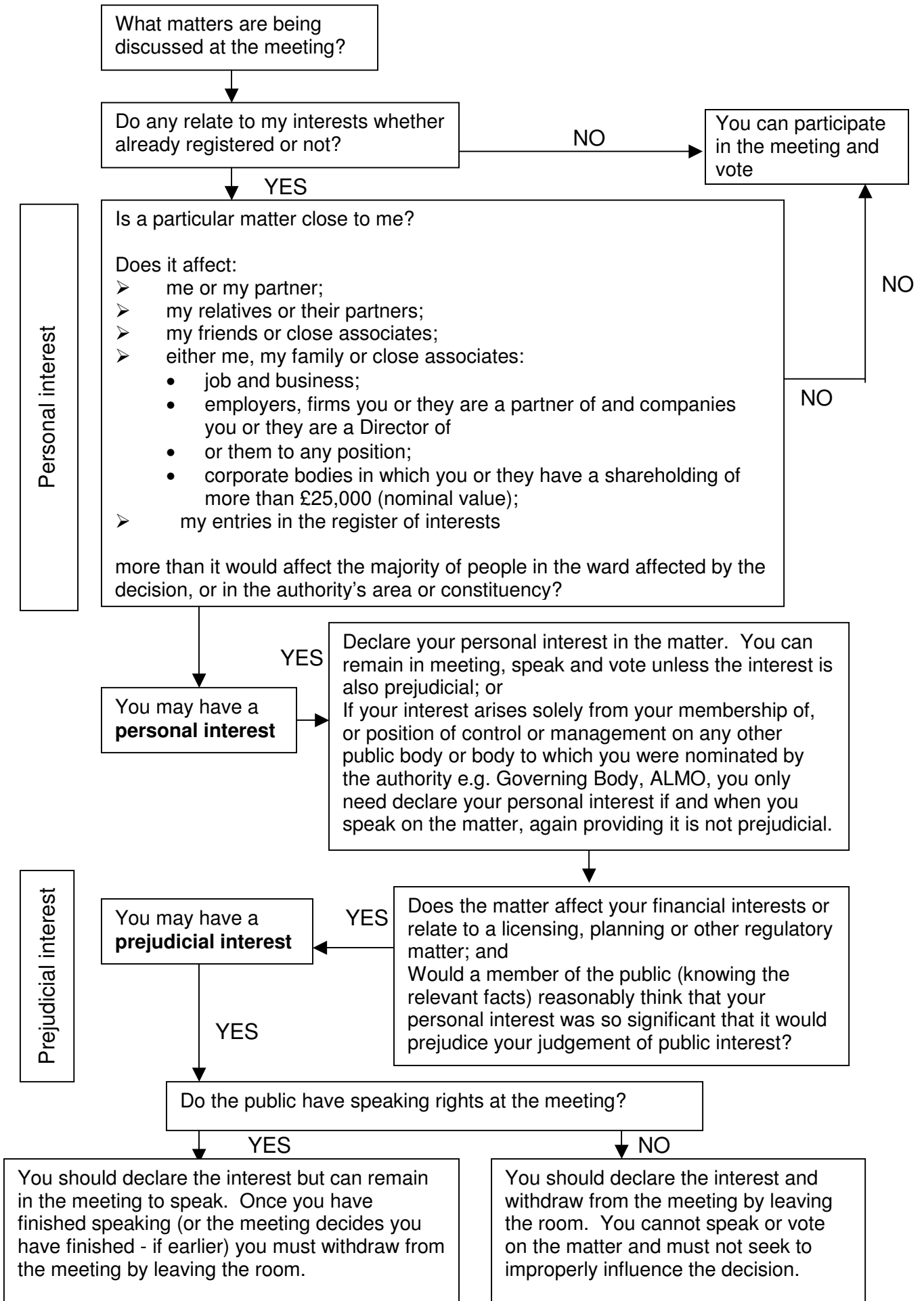
**22. UPDATE ON NEW TOTTENHAM HOTSPUR FC GROUND**

To receive a verbal update.

**23. 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 - 24.6.2010

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON THURSDAY, 24 JUNE 2010**

**COUNCILLORS**

**PRESENT** Andreas Constantinides, Kate Anolue, Ali Bakir, Yusuf Cicek, Dogan Delman, Ahmet Hasan, Ertan Hurer, Nneka Keazor, Dino Lemonides, Paul McCannah, Anne-Marie Pearce, Eleftherios Savva and George Savva MBE

**ABSENT** Toby Simon and Terence Neville OBE JP

**OFFICERS:** Bob Ayton (Schools Organisation & Development), Bob Griffiths (Assistant Director, Planning & Environmental Protection), John Hood (Legal Services), Mike Hoyland (Senior Transport Planner) and Aled Richards (Head of Development Management) Jane Creer (Secretary) and Elaine Huckell (Secretary)

**Also Attending:** Approximately 80 members of the public, applicants, agents and their representatives.  
Tony Dey, Vice Chairman of Conservation Advisory Group.  
Councillors Denise Headley and Don McGowan.

**28****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.

**29****APOLOGIES FOR ABSENCE**

## NOTED

1. Apologies for absence were received from Councillors Neville and Simon. In the absence of Councillor Simon, Councillor Lemonides acted as Vice Chairman.
2. Apologies for lateness were received from Councillor Bakir.

**30****DECLARATION OF INTERESTS**

## NOTED

1. Councillor Cicek declared a personal and prejudicial interest in application TP/09/1539 – Former Co-op Dairy site, 19, Gilbert Street,

**PLANNING COMMITTEE - 24.6.2010**

Enfield, EN3 6PD, as he had been involved in discussion with local residents.

2. Councillor McCannah declared a personal and prejudicial interest in application TP/10/0264 – 5, Walmar Close, Barnet, EN4 0LA, as he had written a letter supporting residents' objections.
3. Councillor E. Savva declared a personal and prejudicial interest in application TP/04/1980/REN1 – 41, Ridge Avenue, London, N21 2RJ, as he had made a visit to the premises during his time as Mayor.

**31**

**MINUTES OF PLANNING COMMITTEE 27 MAY 2010**

**AGREED** the minutes of the meeting held on Thursday 27 May 2010 as a correct record.

**32**

**REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 008)**

RECEIVED the report of the Assistant Director, Planning and Environmental Protection (Report No. 008).

**33**

**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.

**34**

**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.

**35**

**TP/04/1980/REN1 - 41, RIDGE AVENUE, LONDON, N21 2RJ**

NOTED

1. Receipt of comments of support from Enfield, Barnet and Haringey Mental Health Trust.
2. Receipt of five letters from users of the facility, asking that Members approve the application.
3. Receipt of an additional two letters from supporters of the scheme.



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4. Receipt of a memo confirming the support of Health and Adult Social Care Services.
5. Receipt of a letter from Andy Love, MP re-iterating residents' concerns and asking that views of neighbouring residents be taken into account.
6. The deputation of Mr Erkal Ahmet, neighbouring resident, including the following points:
  - i. He lived next door with his wife and daughter and suffered the worst effects from this use.
  - ii. Concerns included banging and screaming, people loitering after 5pm, lack of control, and breach of conditions including use on Saturdays and excessive numbers of users in the garden.
  - iii. There was an over-concentration of this type of use in local properties and there was a facility half a mile away which could adequately serve the whole local community.
  - iv. The website indicated that the premises was used by seriously ill people with conditions including schizophrenia and bipolar disorder and it was felt they should be in a properly built premises.
  - v. The temporary use permission had expired.
  - vi. Similar use of 35-37, Solna Road was established before the institution at 41, Ridge Avenue existed.
  - vii. The Committee was requested to consider the community impact, which residents believed had been proved unacceptable during the temporary use period.
7. The response of Mr David Marsden, Chief Executive, Enfield Clubhouse, the Applicant, including the following points:
  - i. He apologised to neighbours who had not received personal letters from himself in relation to the application.
  - ii. All users did not attend every day; there were an average of ten at any one time. The facility was now busier, but still operated within the constraints of the original planning permission.
  - iii. Many of the users of the facility were residents of Enfield.
  - iv. Originally it had been intended to stay at this premises for a maximum of five years, but expected funding to expand had not been forthcoming and the premises was ideal for this undertaking.
  - v. He understood people's apprehension, but they had nothing to fear as members did not have illnesses which made them more dangerous, but they did benefit from the support they received.
  - vi. Users were asked to respect neighbours' privacy, no-one lived at the premises and he was not aware of people loitering unless waiting for the premises to open. A complaint regarding smoking had been addressed by moving the smoking area away from the border.
  - vii. Members had set up their own catering business, taking on around one job per week, so three or four people may start at around 7.00 am and he requested that this be permitted to continue.
  - viii. He would also request the condition limiting use of the garden to a maximum of five people at any one time to apply in winter only, so as to enable users to fully maintain the garden's beautiful appearance.

**PLANNING COMMITTEE - 24.6.2010**

8. The statement of Councillor Denise Headley, Bush Hill Park Ward Councillor, including the following points:
  - i. Residents had raised a number of concerns with her as ward councillor.
  - ii. There was an over-concentration of care homes in the area and few remaining single family dwellings in Solna Road. Carers and visitors outnumbered the residents in the vicinity and affected living conditions.
  - iii. Minibuses and extra cars caused parking problems for Solna Road residents.
  - iv. Temporary planning permission had been given and more appropriate properties should have been sought for this use.
  - v. She questioned why the entrance was in Solna Road rather than in Ridge Avenue.
  - vi. Immediate neighbours were affected by noise from staff and users.
  - vii. The fact there were three separate care facilities within a two/three minute walking distance should have been given more weight.
  - viii. This use was inappropriate here in what should be a family home. Residents had moved here to be in a quiet, residential part of the borough, but were actually within a small business community.
9. Responses by the Head of Development Management to points raised, including confirming that officers had recognised the impact on residents in the report, that Members made a decision to grant planning permission at Committee in February 2005, and that Members could grant a further period of temporary approval if not minded to approve permanent permission.
10. Members' discussion of points including similar use of other properties in the surrounding area, breaches of conditions, and effects on residential amenity.
11. Councillor Bakir arrived at the meeting, but having missed the beginning of the item took no part in the voting.
12. Councillor E. Savva left the room and took no part in the voting.
13. Councillor Delman's proposal, seconded by Councillor Pearce, that the officers' recommendation not be accepted, supported by a majority of the committee.
14. Advice of the Head of Development Management on reasons for refusal of planning permission, which were agreed by a majority of the committee.

**AGREED** that planning permission be refused, for the reason below.

Reason: The proposal would lead to the loss of a family dwelling house which there is a shortage of in the borough and the use of the former residential dwelling house due to its location, nature, scale of the non residential use,

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would detract from the established residential character and amenities of the surrounding area. The would be contrary to Policies (I)GD1, (I)GD2 of the Unitary Development Plan as well as Policy 4B.8 of the London Plan.

**36**

**TP/09/1539 - FORMER CO-OP DAIRY SITE, 19, GILBERT STREET, ENFIELD, EN3 6PD**

NOTED

1. Confirmation that a Planning Panel was held in relation to the application in April 2010, the notes of which were included in the agenda pack, and the applicant had made revisions to the scheme further to comments received.
2. Receipt of a petition of 24 local residents and a further two letters of objection, highlighting concerns, particularly in regard to traffic generation.
3. The deputation of Ms Linda Mitchell, Gilbert Street resident, including the following points:
  - i. She was speaking on behalf of Gilbert Street residents.
  - ii. They would prefer vehicular access from Unity Road, one way inbound, as recommended in an earlier transport statement.
  - iii. Making the proposed Unity Road entrance pedestrian only would lead to more crime, especially drug dealing, as it would be a quiet, secluded and long area, off the main Hertford Road.
  - iv. There would be too high a density in the development and local schools, doctors and dentists would not be able to cope.
  - v. The Co-op should facilitate the link for traffic via a good access road from Hertford Road.
  - vi. With reference to the London Plan, the development would only add to congestion and traffic, and add to CO2 emissions.
  - vii. Residents could not afford to lose already stretched parking space through introduction of at any time waiting restrictions at the proposed Gilbert Street entrance.
  - viii. There was a dangerous blind bend next to 33/35 Gilbert Street and accidents would be increasingly likely to happen.
  - ix. The junction at Gilbert Street/Hertford Road narrowed to the extent that there was no pavement, limited visibility and a dangerous exit.
4. The deputation of Ms Joanna Freeman, Walsham Court resident, including the following points:
  - i. She was the only resident out of eight in Walsham Court to receive the new plans.
  - ii. The developer had been asked to provide eight more parking spaces, but six spaces had been unfairly situated right outside the bedrooms of five children under the age of 10. There were two parking spaces by her own young daughter's window and disturbance would be

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suffered from slamming car doors, radios, chatting and loitering youths, revving engines and alarms.

iii. No Council officer had visited to see how close the parking was to homes.

5. The statement of Councillor Don McGowan, Turkey Street Ward Councillor, including the following points:
  - i. Photos provided illustrated how narrow Gilbert Street was, and space would have to be shared by pedestrians and cars. Problems already existed with speeding cars there.
  - ii. The principle of residential development was not opposed, but the proposals would be overintensification of the site.
  - iii. Reference to the shopping centre in Enfield Wash did not reflect the fact that it was dominated by fast food outlets and not diverse stores.
  - iv. Parking restrictions on Gilbert Street would take away available parking that residents already used.
  - v. Orientation of some parking bays meant cars would have to back out onto Gilbert Street.
  - vi. There would not be enough amenity space and it was unlikely that children would leave the site to play elsewhere.
  - vii. One block would be four storeys high because of units in the loft space and the development's design and density would have an effect on the neighbourhood.
  
6. The response of Mr Mark Connell, King Sturge, the Agent, including the following points:
  - i. The site had been vacant since 2001 and was a haven for crime and nuisance activities.
  - ii. He represented Origin Housing Association who, if planning permission was granted, would have a long-lasting stake in the area.
  - iii. He had met and worked with residents and tried to fulfil requests, reducing the total number of units and affordable housing units and increasing parking provision etc.
  - iv. The applicant had tried to procure access from Unity Road, but this had proved not to be possible.
  - v. The scheme would deliver much needed housing and was an opportunity to regenerate this site.
  - vi. All relevant standards were met, density levels complied with the London Plan, sustainability ratings were high, and a S106 contribution had been agreed.
  
7. In response to Members' queries, the Head of Development Management clarified the access road arrangements and London Plan density guidelines and parking standards.
  
8. A proposal that a site visit be arranged for Members on a Saturday morning on a date to be advised, supported unanimously by the committee.

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**AGREED** that a decision be deferred to a future Planning Committee meeting, to enable Members to make a site visit.

**37**

**TP/10/0286 - 86-90, CREST DRIVE, ENFIELD, EN3 5QD**

NOTED

1. Introduction by the Head of Development Management with particular advice in relation to the recent government statement that gardens would no longer be classified as brownfield sites.
2. The deputation of Ms Lorna Campbell, neighbouring resident, including the following points:
  - i. Residents understood the need for more housing, but this proposal was inappropriate in what was a pleasant leafy residential road.
  - ii. Parking provision would be inadequate and waiting restrictions would affect existing residents.
  - iii. Emergency vehicle access would be difficult.
  - iv. More demand would be placed on already oversubscribed schools.
  - v. Privacy and quiet enjoyment of neighbouring homes would be lost.
  - vi. Loss of garden space had an environmental impact and affected natural drainage.
  - vii. Concerns regarding potential for expansion in future and ongoing maintenance of play space provided with S106 funds.
3. The response of Mr Millican, Anthony Rickett Architects Ltd, the agent and architect for the scheme, including the following points:
  - i. He had first looked at the site a year ago, and had been negotiating with the Planning Department for six months.
  - ii. Some residential development could be accommodated without compromising the local environment, and the impact could be minimised.
  - iii. The layout, scale and design were appropriate and the development would be as sustainable as possible.
  - iv. The development would make a contribution to the borough's housing stock and the need for family sized accommodation.
  - v. Network Rail, Thames Water and the Highways Department had no objections.
4. In response to Members' queries, officers' advice to clarify the calculation of the S106 education contribution, and the recent government amendment to PPS3.
5. Discussion of Members' remaining concerns regarding garden grabbing and the inadequacy of amenity space.
6. Councillor Hurer's proposal, seconded by Councillor Pearce, that the officers' recommendation not be accepted, was not supported by a majority of the committee.

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7. The officers' recommendation that planning permission be granted was supported by a majority of the committee.

**AGREED** that subject to the completion of a S106 Agreement to secure off site waiting restriction and contributions to local education and open space / play space provision, the Head of Development Management be authorised to grant planning permission, subject to the conditions set out in the report, for the reasons set out in the report.

**38**

**TP/09/1786 - 131, PALMERSTON ROAD, LONDON, N22 8RH**

NOTED

1. The Head of Development Management's clarification of the planning history and relevant planning decisions.
2. Receipt of a letter of objection on behalf of the owner of 129 Palmerston Road, distributed to Members.
3. The advice of the Head of Development Management in response to points raised, highlighting the contents of the Planning Inspector's decision letter, and that the proposal would retain and restore the building, and would include provision of a 3-bed dwelling.
4. Confirmation that the only community group to have contacted the Council was the Bowes Park Community Association, and clarification that listing of buildings was outside the authority's control.

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

**39**

**TP/10/0264 - 5, WALMAR CLOSE, BARNET, EN4 0LA**

NOTED

1. The Head of Development Management's verbal introduction and background information to the application.
2. The deputation of Mr Kevin Leigh, Barrister, representing neighbours on either side of 5, Walmar Close, including the following points:
  - i. Written information had been sent direct to Members by email.
  - ii. Work including demolition of a house, building of a brand new dwelling, and raising the rear garden had not been carried out lawfully.
  - iii. Setting was important in this road where gaps between houses were large, but this development was already built to first floor level and filled the plot from side to side.

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- iv. Ground levels had been raised more than suggested by the officers' report.
  - v. The development was excessive, did not fit into the street scene, and impacted badly on neighbours.
  - vi. An application for an extension to no. 2 had been turned down.
  - vii. Members may wish to make a site visit.
3. The response of Mr David Clement, the applicant, including the following points:
- i. He thanked officers for their professionalism and the report which carefully answered the objections realistically.
  - ii. It had originally been intended that he and his neighbour at no. 6 would jointly carry out similar extensions at the same time, but they subsequently did not go ahead. However his application was granted and two subsequent minor changes agreed.
  - iii. Wholesale demolition was necessary for safety reasons after problems were found during preparation for construction.
  - iv. Officers were not happy with the raised garden level, asked him not to proceed, and he respected that.
  - v. Officers were satisfied that the amended proposals overcame objections raised by neighbours.
  - vi. The application for an extension to no. 2 was refused due to the mansard type roof proposed.
  - vii. A neighbour at no. 4 was granted planning permission for similar alterations to himself.
4. The Head of Development Management's advice on the validity of points raised and the Council's use of enforcement powers.
5. Councillor McCannah left the room and took no part in the vote.

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

**40**

**LBE/10/0010 - SUFFOLKS PRIMARY SCHOOL, BRICK LANE, ENFIELD, EN1 3PU**

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

**41**

**LBE/10/0017 - CHASE SIDE PRIMARY SCHOOL, TRINITY STREET, ENFIELD, EN2 6NS**

**AGREED** that in accordance with Regulation 3 of the Town and Country Planning General (Regulations) 1992, planning permission be deemed to be

**PLANNING COMMITTEE - 24.6.2010**

granted, subject to the conditions set out in the report, for the reason set out in the report.

**42**

**LBE/10/0020 - WAVERLEY SCHOOL, 105-107, THE RIDE, ENFIELD, EN3 7DL**

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

**43**

**TP/09/1799 - FRANKLIN HOUSE, 326, SOUTHBURY ROAD, ENFIELD, EN1 1UB**

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

**44**

**TP/10/0356 - 73, HERTFORD ROAD, ENFIELD, EN3 5HA**

NOTED a concern forwarded by the applicant regarding the obscured glass condition, which had been imposed to protect privacy.

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

**45**

**TP/10/0416 - CARTERHATCH INFANT AND JUNIOR SCHOOL, CARTERHATCH LANE, ENFIELD, EN1 4JY**

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

**46**

**LBE/10/0012 - MERRYHILLS PRIMARY SCHOOL, BINCOTE ROAD, ENFIELD, EN2 7RE**

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 the report in respect of application LBE/10/0012. These requirements state that agendas and reports should be circulated at least 5 clear days in advance of meetings.



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2. The Chairman's agreement that the above report be considered as an urgent item due to the school's need to cater for their additional pupils in September.
3. An amendment to the recommendation.
4. Receipt of a representation from a neighbouring resident raising concerns regarding noise, light pollution and traffic congestion.
5. Receipt of comments from Traffic and Transportation, and Environmental Health, raising no objections to the scheme.

**AGREED** that the Planning Committee resolved to accept the officers' recommendation and upon expiry of the consultation period and subject to no new issues material to the assessment of the scheme being raised which are not covered in the report and referral of any new objections to the Chair, Vice Chair and Conservative Lead on Planning Committee and confirmation that Sport England raise no objection, that the Assistant Director of Planning and Environmental Protection be authorised to issue deemed consent, subject to the conditions set out in the report, for the reasons set out in the report.

**47**

**APPEAL INFORMATION**

NOTED Members noted the information on town planning appeals received from 11/05/2010 to 07/06/2010.

**48**

**ANNUAL REVIEW OF THE CONSERVATION ADVISORY GROUP 2009/10 (REPORT NO. 009)**

RECEIVED the report of the Director of Place Shaping and Enterprise summarising the contribution made by the Conservation Advisory Group (CAG) over the municipal year 2009/10 to managing change in the built environment.

NOTED

1. The comments of Mr Tony Dey, Vice Chairman of CAG, introducing the report and highlighting the most important developments including designation of two new conservation areas and establishment of two new study groups, and contribution to Heritage at Risk work.
2. The Chairman asked that the Planning Committee's thanks be passed to the CAG for the valuable work that they did.
3. The Committee Members noted the contents of the report.

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**MUNICIPAL YEAR 2010/2011 - REPORT NO 41**

**COMMITTEE:**  
PLANNING COMMITTEE  
27.07.2010

AGENDA - PART 1	ITEM 5
SUBJECT -  MISCELLANEOUS MATTERS	

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

**Contact Officer:**  
Planning Decisions Manager  
Andy Higham Tel: 020 8379 3848

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

5.1.1 In accordance with delegated powers, 258 applications were determined between 11/06/2010 and 13/07/2010, of which 208 were granted and 50 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 08/06/2010 and 12/07/2010 and also contains information on decisions taken during this period.

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mrs J. Tebbutt Tel: 020 8379 3849

**Ward:** Chase

**Application Number :** LBE/10/0016

**Category:** Other Development

**LOCATION:** CAPEL MANOR PRIMARY SCHOOL, BULLSMOOR LANE, ENFIELD, EN1 4RL

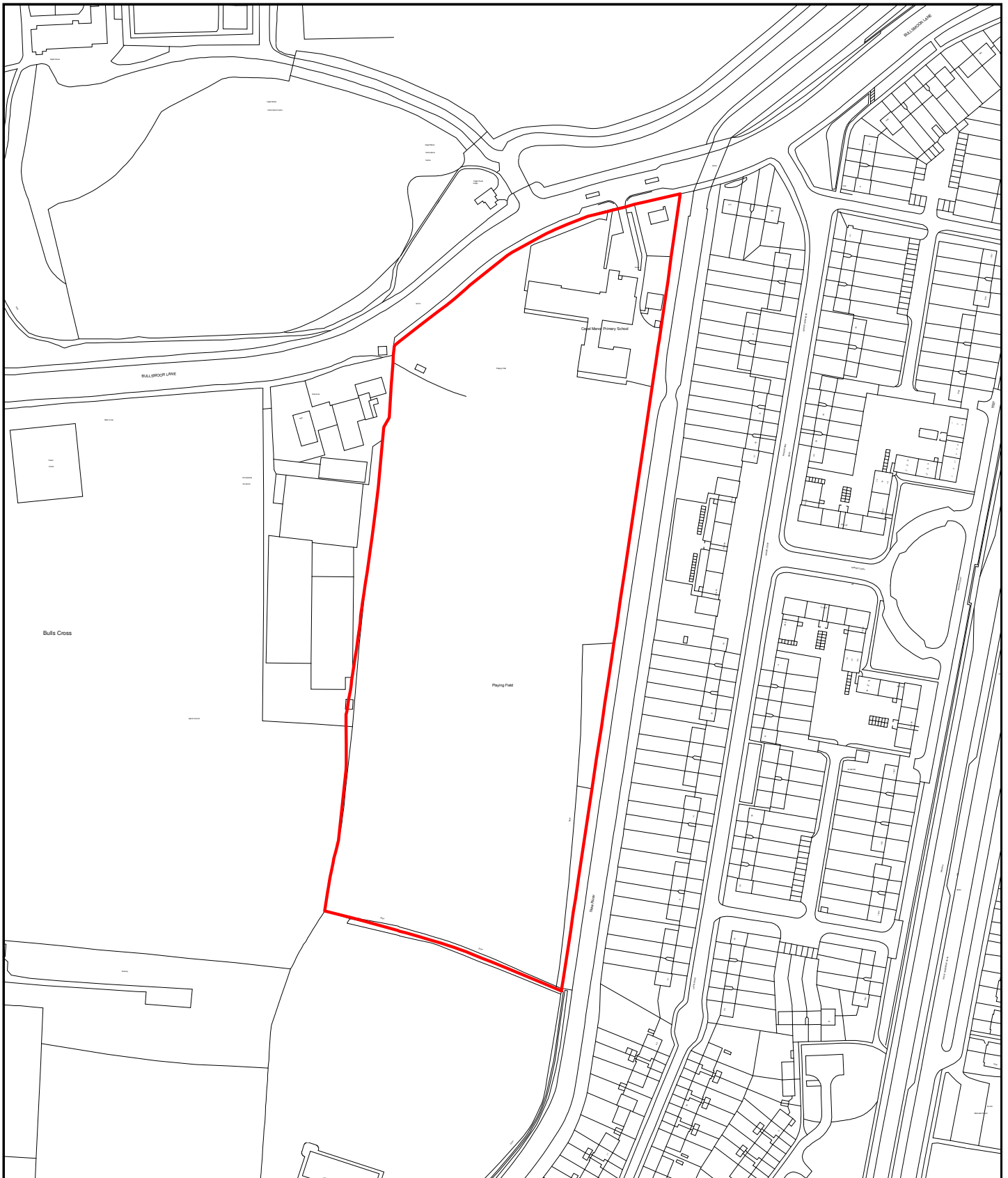
**PROPOSAL:** Installation of temporary building at rear to provide additional classrooms.

**Applicant Name & Address:**  
London Borough of Enfield  
CAPEL MANOR PRIMARY SCHOOL,  
BULLSMOOR LANE,  
ENFIELD,  
EN1 4RL

**Agent Name & Address:**  
Architectural Services,  
London Borough of Enfield,  
Thomas Hardy  
CIVIC CENTRE  
SILVER STREET  
ENFIELD  
EN1 3XA

**RECOMMENDATION:**

That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions.



## Development Control



Scale - 1:2500  
Time of plot: 09:15

Date of plot: 09/07/2010

**1. Site and Surroundings**

- 1.1 School campus situated to the south side of Bullsmoor Lane and to the west of the New River which is well screened from the school site. The site lies within the Metropolitan Green Belt and Forty Hill and Bulls Cross Conservation Area. The school is described in the Forty Hill Conservation Area as a low .bulky structure of no particular architectural merit.

**2. Proposal**

- 2.1 Permission is sought for the installation of a temporary building to the east of the site to provide two additional classrooms. The prefabricated structure is approximately 8 metres deep, 20 metres wide and 3.5 metres in height. The main entrance door is sited on the west elevation.

**3. Relevant Planning Decisions**

- 3.1 None

**4. Consultations**

4.1 Public

- 4.1.1 Consultation letters were sent to fifty four neighbouring properties. No responses received.

4.2 External

- 4.2.1 Thames Water raises no objection with regard to sewerage and water infrastructure.

**5. Relevant Policy**

5.1 London Plan

3A.24	Education facilities
3D.9	Green Belt
4B.8	Respect Local Context and Character
4B.12	Heritage Conservation

5.2 Unitary Development Plan

(I)GD1	Regard to surroundings
(II)GD1	Appropriate location
(I)GD2	Surroundings and quality of life
(II)GD3	Aesthetics and functional design
(I)C1	Conservation
(II)C30	Extensions to buildings in Conservation Areas
(I) G1	Resist inappropriate development in Green belt
(II)G1	Resist development in Green Belt
(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

### 5.3 Local Development Framework

5.3.1 The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

SO5 Education, health and wellbeing  
CP8 Education

### 5.4 Other Material Considerations

PPG 2 Green Belt

Forty Hill and Bulls Cross Conservation Area Character Appraisal 2009

## 6. **Analysis**

### 6.1 Principle / Relationship to Green Belt

6.1.1 As the school is located in Green Belt, the normal presumption would be against new development which harms the essential open character. However, PPP2 Green Belts accepts that whilst educational development can be “inappropriate development”, where the development is proposed for existing sites and have no greater impact than the existing development on the openness of the Green Belt, not exceed the height of the existing buildings and not lead to a major increase in the developed proportion of the site, then educational development can be acceptable.

6.1.2 The proposed temporary classroom has been sited to the rear of the main school buildings and as single storey structure, would respect the height of the existing school. Although it would marginal increase the proportion of built development on the site, its siting means that it would not represent a prominent building or harm the essential open character of the Green Belt. Moreover, as an existing school, consideration must also be given to the wider educational needs of the Borough in terms of accommodating the demand for primary school places and the fact that the building is required for a temporary period of 2-3 years pending more comprehensive redevelopment proposals.

6.1.3 On balance, therefore, it is considered that in principle, the proposed additional building is acceptable and would not represent an inappropriate form of development harmful to the essential open character of the Green Belt

### 6.2 Impact on Character of Conservation Area and Wider Surrounding Area

6.2.1 The temporary building for educational purposes is considered to be in an appropriate location and compatible with the existing use of the site. Although sited adjacent to the eastern boundary of the site with the New River, it is not visible from the public realm as it is well screened by dense vegetation along the eastern boundary of the site and the main school building.



6.2.2 The Character Appraisal for the Conservation Area identifies the school has having a negative impact on its character and appearance. Due to the siting and relatively minor nature of this proposal, the design of the proposed buildings is considered satisfactory and being low rise, in keeping with the existing school buildings. It is considered therefore that it serves to preserve the character of the surrounding Forty Hill and Bulls Cross Conservation Area and given the temporary nature of the proposal, does not harm the long term objective of the Conservation Area.

### 6.3 Impact on Neighbouring Properties

6.3.1 The temporary building is sited approximately 25 metres from the rear gardens of the nearest properties on Manor Farm Road. The building is approximately the same distance from the rear of the neighbouring residential properties as existing school play areas. It is acknowledged that there is already a level of noise due to the use of the play ground and playing fields but it is considered that that the temporary classroom would not significantly affect the residential amenities of nearby properties. Mindful of the distance and available screening, it is also considered that the building would not detract from any outlook from these nearest properties

## 7. **Conclusion**

7.1. It is considered that the temporary building to be used for teaching purposes will not result in a loss of residential amenity to the occupiers of nearby residential properties, reduce the openness of the Green Belt or detract from the character and appearance of the Forty Hill and Bulls Cross Conservation Area.

## 8 **Recommendation**

8.1 That planning permission be **GRANTED** subject to the following condition.

- 1 This permission is granted for a limited period expiring on 31st July 2013 when the use hereby permitted shall be discontinued and/or the buildings hereby permitted removed and the land reinstated.

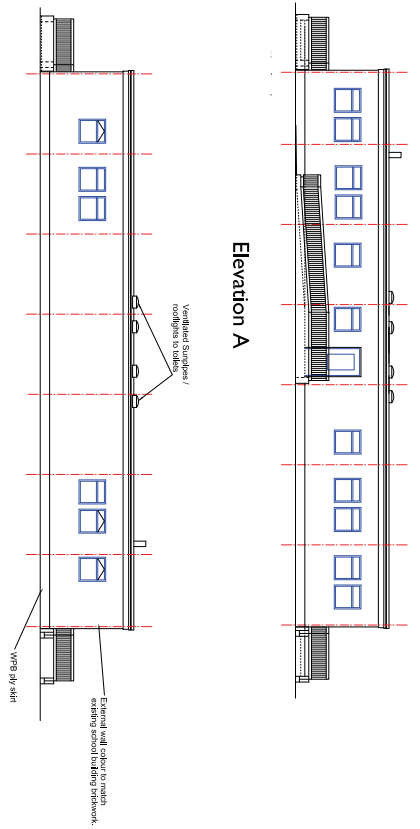
Reason: To ensure the building is only retained for a temporary period responding to the educational needs of the Borough because the materials and design are not suitable for long term retention within the Green belt and Conservation Area.

8.2 The reasons for granting planning permisison are:

- 1 The proposed responds to the need to meet a demand for additional school places having regard to Policies (I)CS1 and (II)CS1 and (II)CS2 of the Unitary Development Plan.
- 2 The temporary building by virtue of its size and siting would have no significant visual impact on the open character and amenity of the Green Belt or the character and appearance of the Forty Hill and Bulls Cross Conservation Area having regard to Policies (I) GD1, (II) GD3, (I) C1, (II) C30, (I) G1 and (II) G1 of the Unitary Development Plan

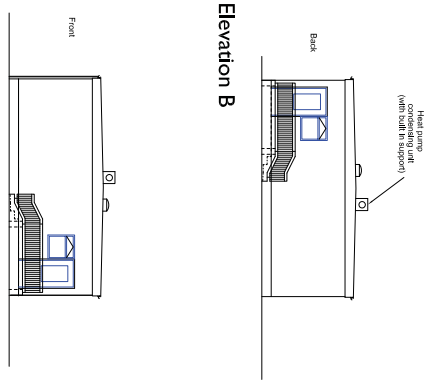
Belt, Cope Policy 33 and Planning Policy Guidance Note 2- Green Belts.

- 3 The temporary building by virtue of its scale and siting will not unduly affect the amenities of nearby residential properties, having regard to Policies (I) GD1 and (II) GD3 the Unitary Development Plan



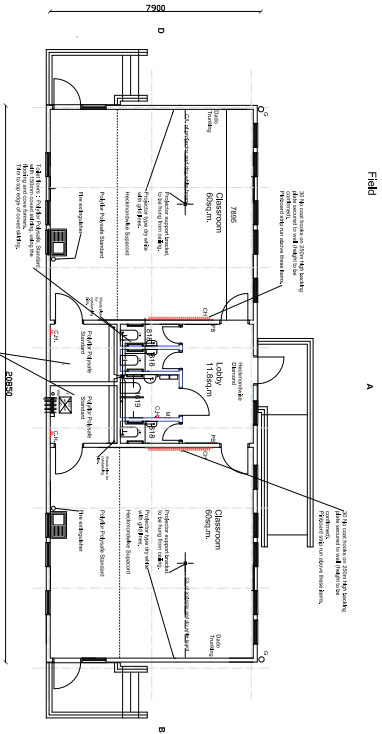
Elevation A

Elevation C



Elevation B

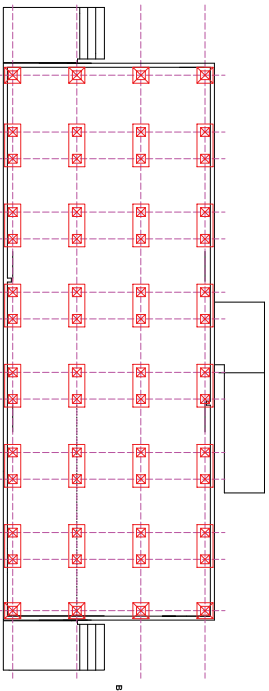
Elevation D



Ground Floor Layout



Site Location Plan  
1:1250



Indicative Foundation Layout

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Turkey  
Street

**Application Number :** LBE/10/0022

**Category:** Other Development

**LOCATION:** HONILANDS PRIMARY SCHOOL, LOVELL ROAD, ENFIELD, EN1 4RE

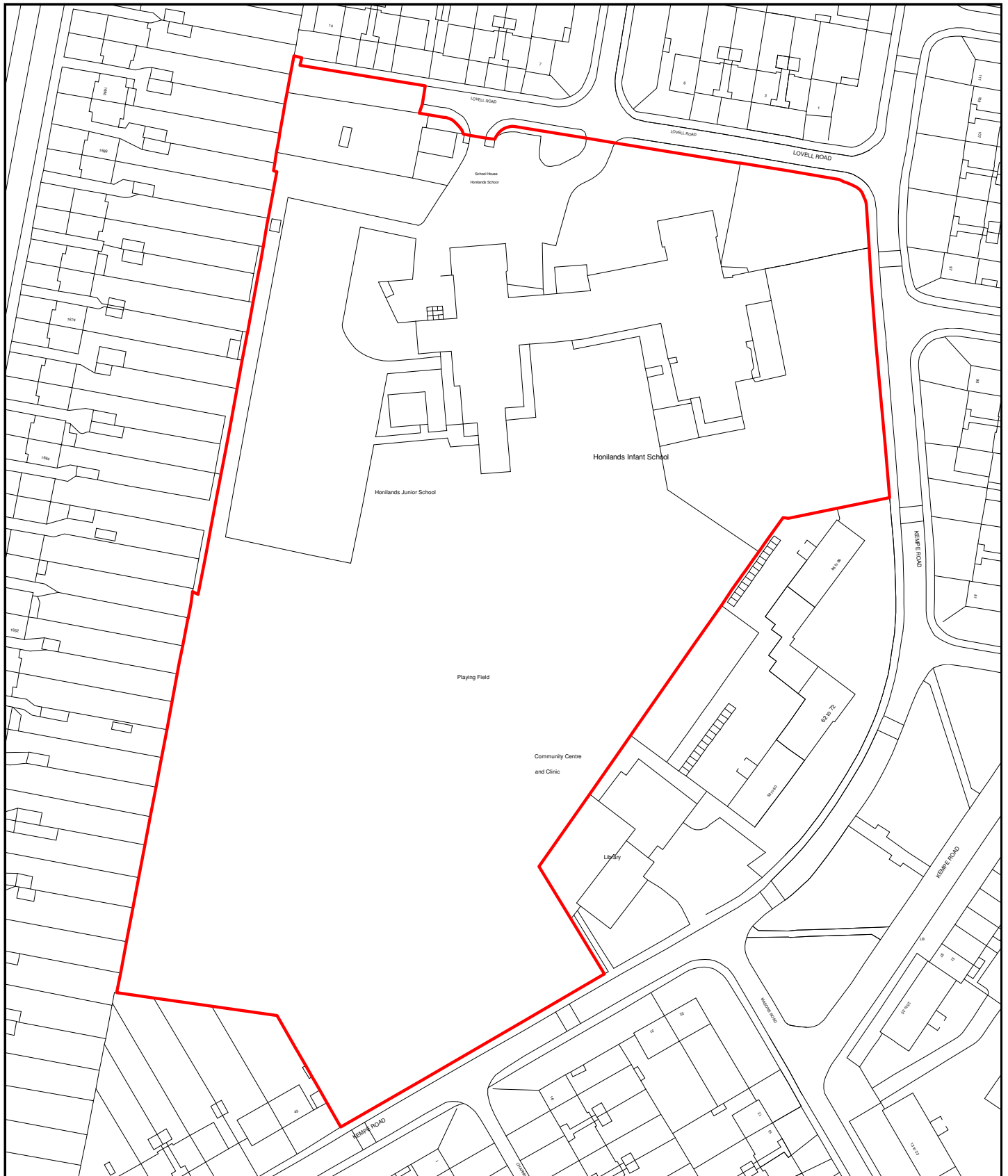
**PROPOSAL:** Erection of a single storey detached building to south east of site to provide a Nursery with canopy to both sides and front and new pedestrian and vehicle access to Kempe Road and 5 parking bays adjacent to existing Library.

**Applicant Name & Address:**  
Education,  
Children's Services & Leisure Education  
Asset Management,  
Civic Centre,  
Silver Street,  
Enfield,  
EN1 3XQ

**Agent Name & Address:**  
John Wilkinson,  
Architectural Services  
PO Box 50,  
Silver Street  
Enfield  
EN1 3XA

**RECOMMENDATION:**

That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 10:59

Date of plot: 09/07/2010

## **1. Site and Surroundings**

- 1.1 The south east corner of an existing school campus situated on the south side of Lovell Road to the west of Kempe Road on the Bullsmoor Estate. The surrounding area is predominantly residential in character. The site is bounded by the rear gardens of semi-detached houses fronting the Great Cambridge Road to the west and to the southeast by three-storey flats and an associated community hall and library.
- 1.2 There are small terraced houses to the north fronting Lovell Road and to the east, fronting Kempe Road.
- 1.3 A screen of mature trees separates the site of the proposed building from Nos.50 -96 Kempe Road, a 3-storey flat development, a community centre and library.

## **2. Proposal**

- 2.1 Permission is sought for the erection of a single storey detached building to the south east of the existing school site to provide a nursery/ children's centre, new pedestrian and vehicle access to Kempe Road and 5 parking bays adjacent to existing library.
- 2.2 The proposed building will have a maximum length of approximately 36m, a maximum depth of approximately 19m, and a height of approximately 3m to the top of a flat roof. Total floor area provided is 545sqm.
- 2.3 The main entrance will be sited on the east elevation, facing Kempe Road, and will have a curved canopy up to a maximum height of 3m and projecting 7.6m from the entrance door. Immediately to the north of the canopy, a 'buggy canopy' is to be provided.
- 2.4 The north elevation will feature a canopy running along the entire length of that elevation, and projecting to a maximum depth of approximately 7.4m.
- 2.5 The proposed parking area will be located south of the existing library, with a new vehicular access onto Kempe Road. Parking provision is made for five parking spaces, inclusive of one disability bay.
- 2.6 The site, inclusive of the proposed parking area, will be enclosed by weld mesh fencing up to a maximum height of 1.8m, and with secure gated access separating the nursery building and grounds from the primary school.
- 2.7 The proposed development is part of a planned expansion of the school from a 2-form entry to a 3-form entry, with the existing 30-place nursery, within the existing school buildings, enlarged to 45 FTE places. The existing nursery will become a Reception Class as part of the future expansion programme. The Children's Centre element will operate separately from the school and nursery, and will operate outside of school hours for use by children of the local community.

## **3. Relevant Planning Decisions**

- 3.1 An application for a single storey infill extension to provide additional offices and staffroom (TP/05/0804) was granted planning permission on 24<sup>th</sup> June 2005.
- 3.2 A single storey extension to school building to provide welfare/medical room and office (LBE/93/0015) was approved on 20<sup>th</sup> July 1993.
- 3.3 A temporary classroom to the east of the site (LBE/09/0017) was granted a limited period permission (expiring on 24<sup>th</sup> June 2014) to provide teaching space whilst building works are completed to the main school building.

#### **4. Consultations**

##### 4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation advise that there are no objections.
- 4.1.2 Environmental Health advise that there are no objections.
- 4.1.3 Sport England raise no objection.
- 4.1.4 Thames Water raise no objection but advise that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. With regard to sewerage and water infrastructure, there are no objections to the proposal.
- 4.1.5 Enfield NHS Primary Care Trust raise no objection

##### 4.2 Public

- 4.2.1 Consultation letters have been sent to 92 neighbouring and nearby occupiers. No comments have been received.

#### **5. Relevant Policy**

##### 5.1 London Plan

- Policy 2A.1 Sustainability criteria
- Policy 3A.17 Addressing the needs of London's diverse population
- Policy 3A.18 Protection and enhancement of community infrastructure and community facilities
- Policy 3A.24 Education facilities
- Policy 3C.23 Parking strategy
- Policy 4A.3 Sustainable design and construction
- Policy 4B.1 Design principles for a compact city
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.8 Respect local context and communities

##### 5.2 Unitary Development Plan

- (I)CS1 Provision of community services
- (II)CS2 Community services and the effective use of land
- (II)CS3 Facilities provided in the optimum location
- (I)GD1 Regard to surroundings
- (II)GD1 Appropriate location



- (II)GD3 Aesthetic and functional design
- (II)GD6 Traffic generation

### 5.3 Local development Framework

5.3.1 The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

- SO1: Enabling and focusing change
- SO2: Environmental sustainability
- SO3: Community cohesion
- SO5: Education, health and wellbeing
- SO8: Transportation and accessibility
- SO10: Built environment
- CP8: Education
- CP9: Supporting community cohesion
- CP25: Pedestrians and cyclists
- CP30: Maintaining and improving the quality of the built and open environment
- CP40: North east Enfield

### 5.4 Other Material Considerations

- PPS1: Delivering sustainable development
- PPG13: Transport

## 6. **Analysis**

### 6.1 Impact on Character of Surrounding Area

6.1.1 Designed to have a life expectancy of 20-60 years, the single storey building is a typical portacabin-type structure, functional in terms of its design and appearance. Responding to the identified educational needs, an additional building in this location is in principle acceptable and noting that the overall poor external appearance is alleviated to a small extent by the provision of the curved canopies, which do serve to draw attention away from the long flat roof, and also by the additional height provided over the module that forms the entrance, it is considered, the proposal is satisfactory.

### 6.2 Impact on Neighbouring Properties

6.2.1 The nearest residential units are within the 3-storey block approximately 25m to the south east. Whilst the nursery would operate largely within school hours, the proposed use as a community facility would extend the normal school hours. Therefore, whilst there should not be any detrimental harm to the amenities of the adjoining residential occupiers, a restriction on opening hours should be imposed on any approval to restrict the hours of use in order to safeguard the existing residential amenities. The applicant seeks permission for the building to be open between the hours of 08:00 to 18:00 hours Monday to Friday only.

6.2.2 Due to distancing and the low height of the proposed building, there will be no impact on neighbouring occupiers in terms of loss of light and outlook.

### 6.3 Traffic Generation and Highway Safety

6.3.1 The submitted Transport Assessment (TA) suggests that there would be a negligible increase in traffic as a result of the proposed development/ expansion of the nursery. However, the TA does not differentiate between those trips for the primary school and the nursery. This has an impact upon assessing the modal splits for the nursery children. It should be assumed that the majority of pupils would live within walking distance.

6.4.2 The existing nursery accommodates a total of 60 children, divided evenly between morning and afternoon sessions. There is therefore the potential, as a worse-case scenario, for a total of 120 vehicle movements per day, increasing to 180 potential movements per day should the application be approved. Whilst the additional movements may not be highly noticeable, a meeting between the Transport Consultants (JMP) and residents/ parents, highlighted the issue of existing congestion whereby delivery/ servicing vehicles for the school and emergency vehicles are unable to pass due to cars parked on the street on Lovell Road.

6.4.3 It would be reasonable to assume that the majority, if not all, Nursery traffic will be concentrated onto Kempe Road, thus increasing noise and disturbance to those residents. However, as stated above, it is expected that the majority of those attending the Nursery would live within walking distance. Therefore, whilst there may be some increase in vehicular traffic on Kempe Road, it should not be to a level that would be detrimental to existing residential amenity.

6.4.4 The proposed car park access is considered acceptable. A condition could be imposed to secure 'School Keep Clear' yellow zigzag markings around the proposed access.

6.4.5 With regard to the proposed pedestrian access point near to the proposed vehicular access, a metal pedestrian barrier could possibly be erected near to the roads edge to prevent children from running straight out onto the road. The barrier would be similar to that which is already in situ outside the existing pupil entrance to the north of the block of flats. A condition could be imposed to secure the barrier.

### 6.5 Parking

6.5.1 The development will provide for 5 parking spaces (inclusive of x1 disability space), with access off a new footway crossing onto Kempe Road. The car park is not for general visitors or parents to pick up/ drop off pupils as the gates will remain locked out of hours and monitored. Nevertheless, the level of parking provision proposed is considered acceptable.

6.5.2 With regards to cycle parking, the TA correctly identifies that the minimum standard is x1 space per 10 members of staff or pupils. The two cycle spaces proposed, in addition to the existing 20 spaces within the main school campus, would therefore meet with the minimum standard. There is the potential to secure additional cycle parking through an appropriately worded

condition, particularly should the building be used for use outside of school hours.

## 6.6 Sustainable Design and Construction

6.6.1 The London Plan stipulates that an Energy Assessment must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (20%) from energy efficiency and renewable energy measures incorporated into the development (Policy 4A.4).

6.6.2 Whilst the nursery building is not considered a 'major scheme', it is a permanent new building that is part of an expansion programme at the school and therefore should demonstrate a commitment to sustainable design and construction.

6.6.3 A Sustainability Assessment Form has been submitted. Proposed Energy saving measures includes the following:

- Trickle vents;
- The installation of a Heat exchange system;
- Insulation of hot water pipes and tanks;
- Insulation for walls, roof and under-floor to meet with minimum building regulations requirements;
- Time controlled lighting

6.6.4 A condition will be imposed on any approval to require written confirmation that the measures identified are implemented.

## 6.7 Trees

6.7.1 A tree survey has been conducted of the site, with plans provided indicating the species, BS categorisation (quality of the tree), those that are to be retained, the root protection area radius, and tree protection.

6.7.2 There is no direct loss of trees associated with the current scheme, thus providing a significant amount of screening to the residential units, community centre and library immediately to the south east of the site. A condition would be imposed to ensure that the retained trees are protected in accordance with the submitted details.

## 7. **Conclusion**

7.1 The proposed development will improve facilities at the school and potentially allow for community use outside of school hours. Whilst the design is unremarkable, there is a pressing educational need for the development. On balance, the proposal is considered acceptable and approval is recommended for the following reasons:

1. The proposed development due to its size, siting and having regard to the educational need for the building, does not unduly detract from the character and appearance of the surrounding area having regard to policies (I)GD1, (I)GD2, (II)GD3, (I)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan and policies 4B.1, 4B.8 of The London Plan.

2. The proposed development having regard to its design, size and siting does not unduly affect the amenities of adjoining or nearby residential properties having regard to policies (I)GD1, (I)GD2, (II)GD3 and (II)H8 of the Unitary Development Plan and with Policy 4B.8 of The London Plan.
3. The proposed development should not lead to conditions prejudicial to the free flow and safety of traffic, including pedestrian traffic, on the adjoining highways. In this regard, the proposal is considered to comply with policies (II)GD6 and (II)GD8 of the Unitary Development Plan.

## 8. Recommendation

- 8.1 That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to the following conditions:

1. C06 Details of phasing of construction
2. C07 Details of materials
3. C09 Details of hard surfacing
4. C10 Details of levels
5. C11 Details of enclosure
6. C12 Details of parking and turning facilities
7. C14 Details of access and junction
8. C16 Private vehicles only – Parking areas
9. C17 Details of landscaping
10. C18 Details of tree protection
11. C21 Construction servicing area
12. C22 Details of construction vehicle wheel cleaning
13. NSC1 Details of construction methodology  
Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
  - i. Details of construction access and vehicle routing to the site.
  - ii. Arrangements for vehicle turning and servicing areas.
  - iii. Arrangements for the parking of contractors vehicles.
  - iv. Arrangements for the storage of materials.
  - v. Hours of work.
 Reason: In order to protect the amenities of nearby residential properties and to ensure access does not prejudice the free flow and safety of traffic and pedestrians along the adjoining highways.
14. C25 No additional fenestration
15. C38 Restricted hours – Opening (08:00-18:00 Monday to Friday only)
16. C41 Details of external lighting
17. C48 Restricted use
18. NSC2 Waiting restrictions  
The development shall not commence until such time as a scheme to provide waiting restrictions outside of the proposed vehicular and pedestrian access points onto Kempe Road has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to occupation.

Reason: To ensure that the development does not lead to conditions prejudicial to the free flow and safety of traffic on the adjoining highway.

19. NSC3

Pedestrian barrier

The development shall not commence until such time as details to provide a pedestrian barrier outside of the proposed pedestrian access points onto Kempe Road has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to occupation.

Reason: In the interest of pedestrian safety.

20. C57

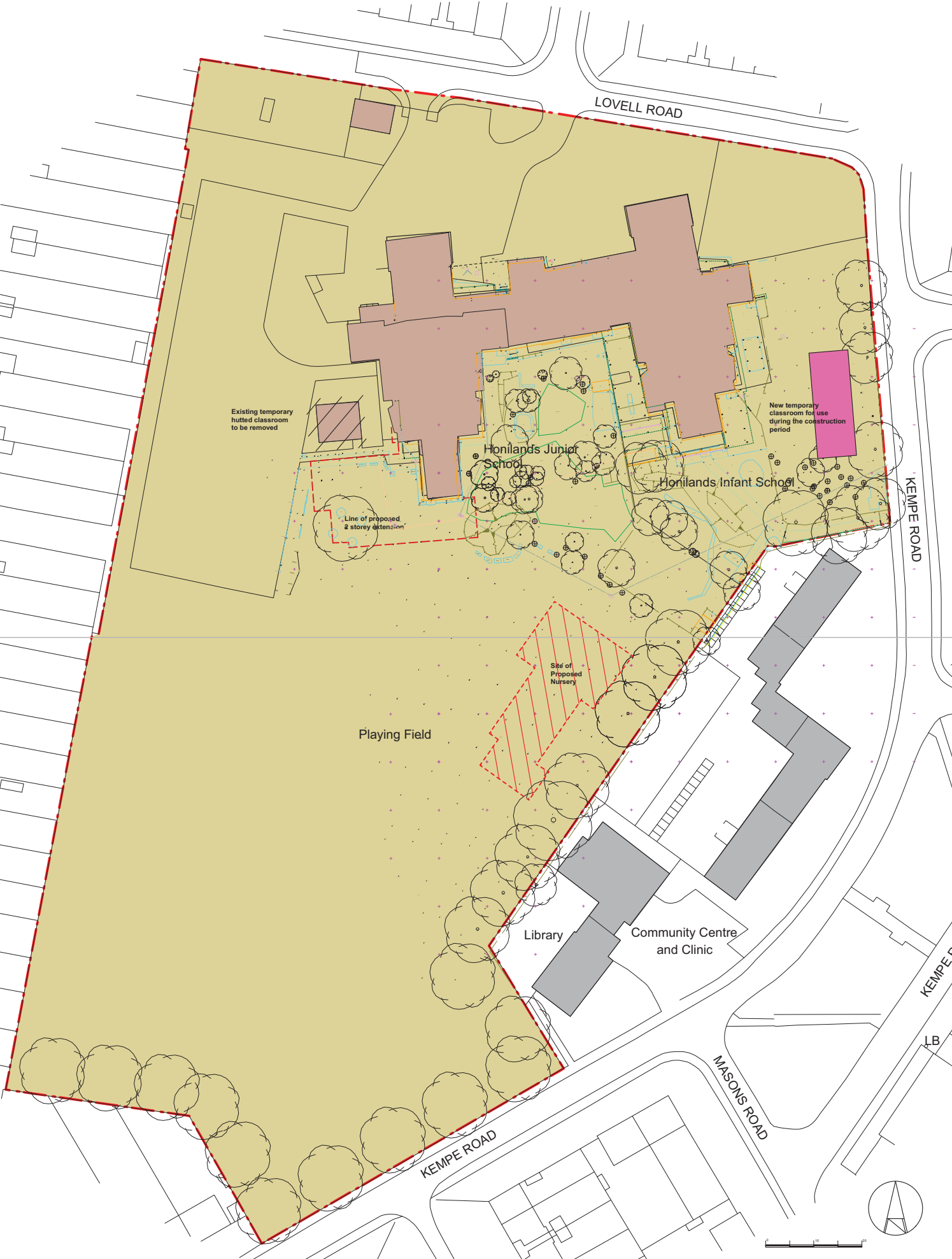
Sustainability assessment

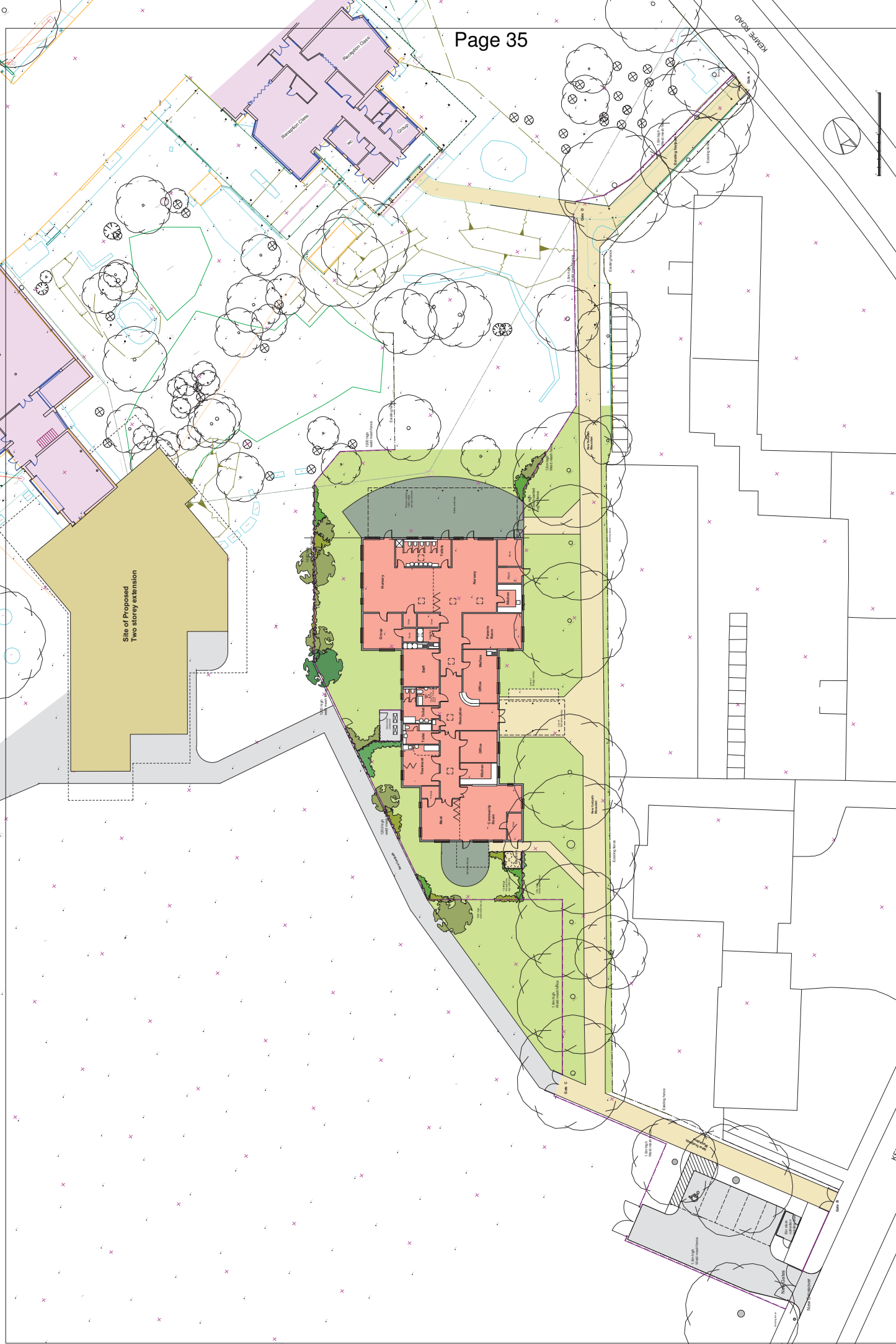
21. C59

Cycle parking

22. C51A

Time limited permission





<b>Project Title:</b> Honilands Primary School Nursery/Childrens Centre	
<b>Scale:</b> 1:200 @ A1	<b>Date:</b> March 10
<b>Drawn By:</b> [Name]	<b>Checked By:</b> [Name]
<b>Proposed</b>	
<b>Drawn:</b> [Name]	<b>Checked:</b> [Name]
<b>Project No.:</b> DIE245/00/1696/43 D	

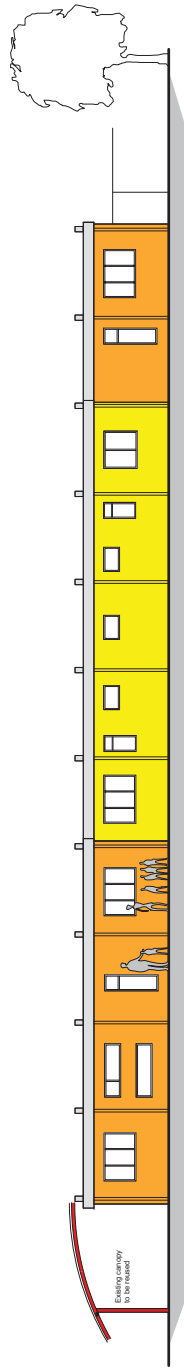
**Architectural Services**  
 PO Box 3, Cuckfield, Sussex BN1 3JH  
 Tel: 01293 766222  
 Fax: 01293 766223

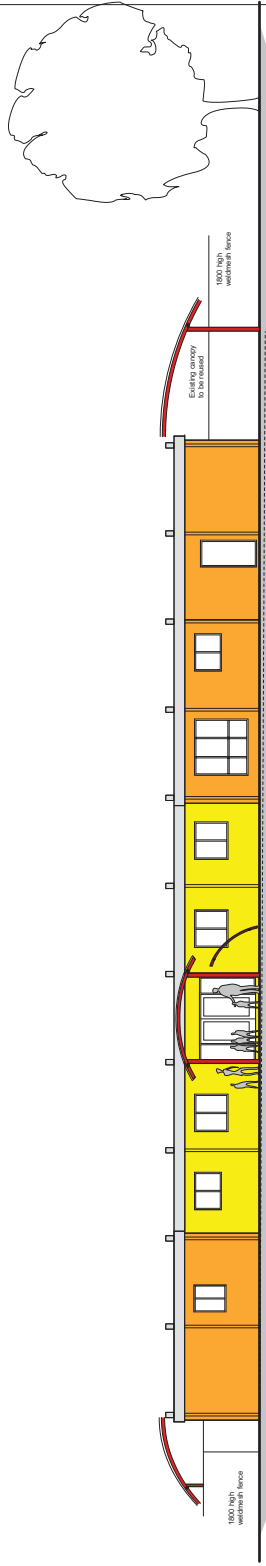
**ENFIELD Council**  
 Copy path from Windows Explorer

**Notes**

- Main roof - hatched section
- Roof - hatched section
- Wall Cladding - plastic coated metal
- Windows - Double glazed, Aluminium (anodised)



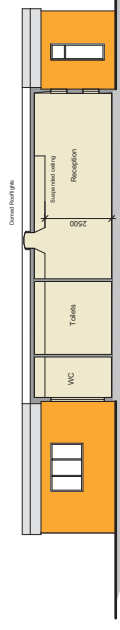
West Elevation



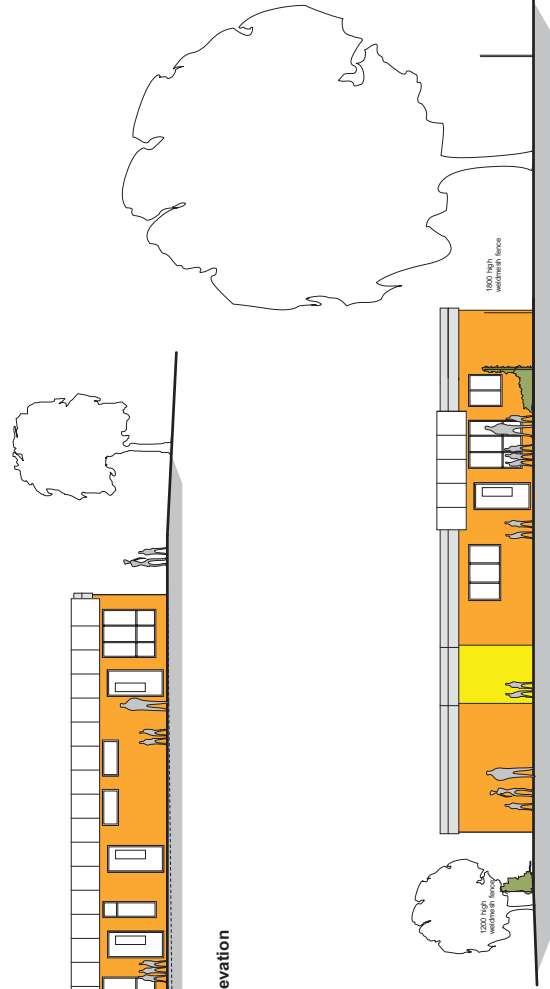
East Elevation



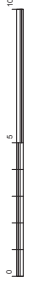
North Elevation



Section A - A



South Elevation





## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Southbury

**Application Number :** LBE/10/0023

**Category:** Other Development

**LOCATION:** RUSSETT HOUSE SCHOOL, 11, AUTUMN CLOSE, ENFIELD, EN1 4JA

**PROPOSAL:** Installation of a temporary classroom building to the north of existing block.

**Applicant Name & Address:**

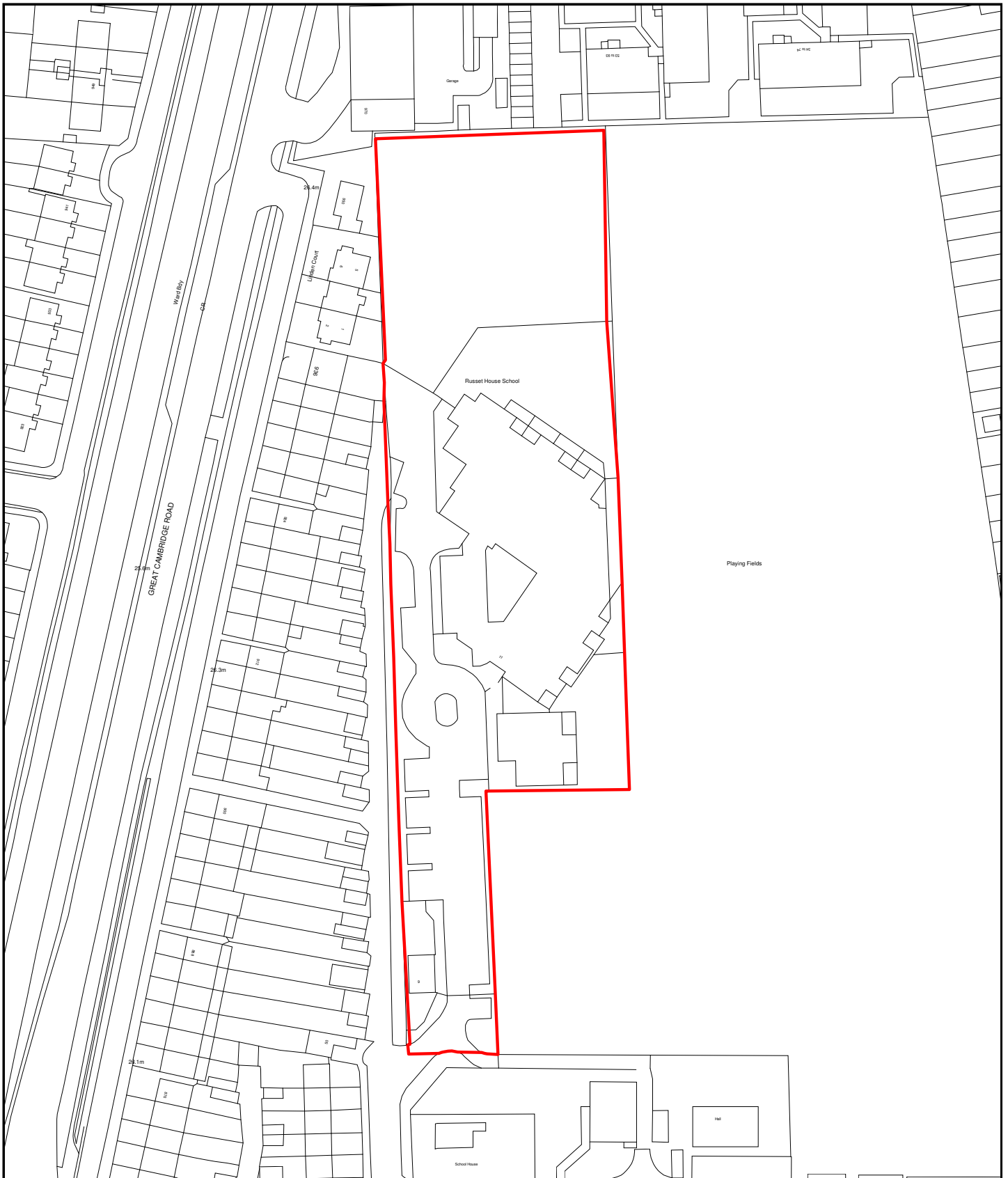
Director of Education,  
London Borough of Enfield  
Civic Centre,  
Silver Street,  
Enfield,  
EN1

**Agent Name & Address:**

Mr Tahir Ditta,  
Architectural Services  
London Borough of Enfield  
Civic Centre  
Silver Street  
Enfield  
EN1 3XA

**RECOMMENDATION:**

That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 09:22

Date of plot: 09/07/2010

## **1. Site and Surroundings**

- 1.1 The School is located behind Carterhatch School, on the north side of Carterhatch Lane. It is accessed via Autumn Close, which runs parallel to the Great Cambridge Road and has residential properties along its western side. The main school buildings are situated between the backs of houses on the Great Cambridge Road, to the west, school playing fields to the south and east, and a petrol filling station and flats, to the north.
- 1.2 The existing development is predominantly single-storey, with some of the core elements of the school complex rising to a two-storey height, to accommodate the school hall, for example, or other ancillary facilities. Most of the lower buildings have mono-pitch roofs rising to just over 4m in height. The taller buildings, which are located in the centre of the site or towards the southern or eastern boundaries, have pitched roofs of which the highest is 10m in height. The taller buildings are situated away from the residential boundaries.

## **2. Proposal**

- 2.1 Permission is sought for the installation of a temporary classroom building to the north of existing block, along the school's eastern boundary.
- 2.2 The proposed building will be approximately 7.9m x 8.5m and to a height of approximately 3.5m to the top of a flat roof.
- 2.3 It is intended that the temporary classroom will be on site and ready for use by the beginning of September 2010, with permission being sought for a 24 month period whilst a permanent extension is constructed.

## **3. Relevant Planning Decisions**

- 3.1 An application for the installation of a temporary building to provide 1 classroom with ancillary facilities (LBE/04/0011) was granted a limited period permission on 29<sup>th</sup> June 2004, with the permission expiring on 1<sup>st</sup> October 2005. The application was made in combination with an application for permanent additional classrooms (detailed below).
- 3.2 An application for the erection of single storey extensions to north and south elevations to provide additional classrooms, therapy rooms and associated facilities, together with erection of store to hall (LBE/04/0012) was granted planning permission on 2<sup>nd</sup> July 2004. These structures have been completed.

## **4. Consultations**

### **4.1 Statutory and non-statutory consultees**

- 4.1.1 Traffic and Transportation advises that there are no highway objections.
- 4.1.2 Any other comments will reported at the meeting

### **4.2 Public**

- 4.2.1 Consultation letters have been issued to 12 neighbouring and nearby properties. No comments have been received.

## **5. Relevant Policy**

### **5.1 London Plan**

- Policy 2A.1 Sustainability criteria
- Policy 3A.17 Addressing the needs of London's diverse population
- Policy 3A.18 Protection and enhancement of community infrastructure and community facilities
- Policy 3A.24 Education facilities
- Policy 3C.23 Parking strategy
- Policy 4A.3 Sustainable design and construction
- Policy 4B.1 Design principles for a compact city
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.8 Respect local context and communities

### **5.2 Unitary Development Plan**

- (I)CS1 Provision of community services
- (II)CS2 Community services and the effective use of land
- (I)GD1 Regard to surroundings
- (II)GD1 Appropriate location
- (II)GD3 Aesthetic and functional design
- (II)GD6 Traffic generation

### **5.3 Local Development Framework**

The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

- SO5 Education, health and wellbeing
- SO10: Built environment
- CP8: Education
- CP9: Supporting community cohesion
- CP25: Pedestrians and cyclists
- CP30: Maintaining and improving the quality of the built and open environment

### **5.4 Other Material Considerations**

- PPS1: Delivering sustainable development
- PPG13: Transport

## **6. Analysis**

### **6.1 Principle**

- 6.1.1 The proposed building is a temporary solution to assist the school in meeting with its accommodation requirements whilst a permanent extension to the

school is developed. In this regard, the proposal is considered acceptable in principle and would be consistent with the existing function of the site.

## 6.2 Impact on Character of Surrounding Area

6.2.1 The single storey building is a typical portacabin-type structure, unremarkable in all facets of its design. Whilst an additional building is in principle acceptable and as such would not detract from the character of the area, the design is only considered satisfactory due to the temporary period for which permission is sought. However, given the need for the building, on balance this approach is considered appropriate.

## 6.3 Impact on Neighbouring Properties

6.3.1 The nearest affected dwelling to any part of the proposed building is approximately 50m distant. Due to distancing and the low height of the proposed buildings, there will be no impact on neighbouring occupiers in terms of loss of light and outlook. It is therefore considered that there will not be any detrimental harm to the amenities of the adjoining residential occupiers.

## 6.4 Access and Traffic generation

6.4.1 The development will not generate additional school traffic movements as the proposal is not for the expansion of the school but for temporary accommodation for existing pupils whilst a more permanent extension to the school is developed. Traffic generation would be considered more fully with any school extension application.

## 6.5 Parking

6.5.1 The development does not generate any requirement for additional car parking and does not itself, impact on parking provision.

## 7. **Conclusion**

7.1 The development is considered acceptable due to the temporary period for which permission is sought. Approval is recommended for the following reasons:

- 1 The proposed temporary classroom due to its design, size, siting and by virtue of the condition imposed, does not unduly detract from the character and appearance of the surrounding area having regard to policies (I)GD1, (I)GD2, (II)GD3, (I)CS1 and (II)CS2 of the Unitary Development Plan, policies 4B.1, 4B.8 of The London Plan, and with PPS1: Sustainable Development.
- 2 The proposed temporary classroom having regard to its design, size and siting does not unduly affect the amenities of adjoining or nearby residential properties having regard to policies (I)GD1, (I)GD2, (II)GD3 and (II)H8 of the Unitary Development Plan and with Policy 4B.8 of The London Plan.

**8. Recommendation**

8.1 That planning permission be deemed to be GRANTED in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to the following conditions:

1. C50A Limited period permission (24months)

Architectural Services  
P.O. Box 50, Silver Street, Enfield EN1 3JA  
Tel: 020 8779 0823

**ENFIELD**  
licnuoC

LONDON BOROUGH OF ENFIELD

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07 JUN 2010  
Notes Date Rev

DEVELOPMENT SERVICES

Services  
Architectural



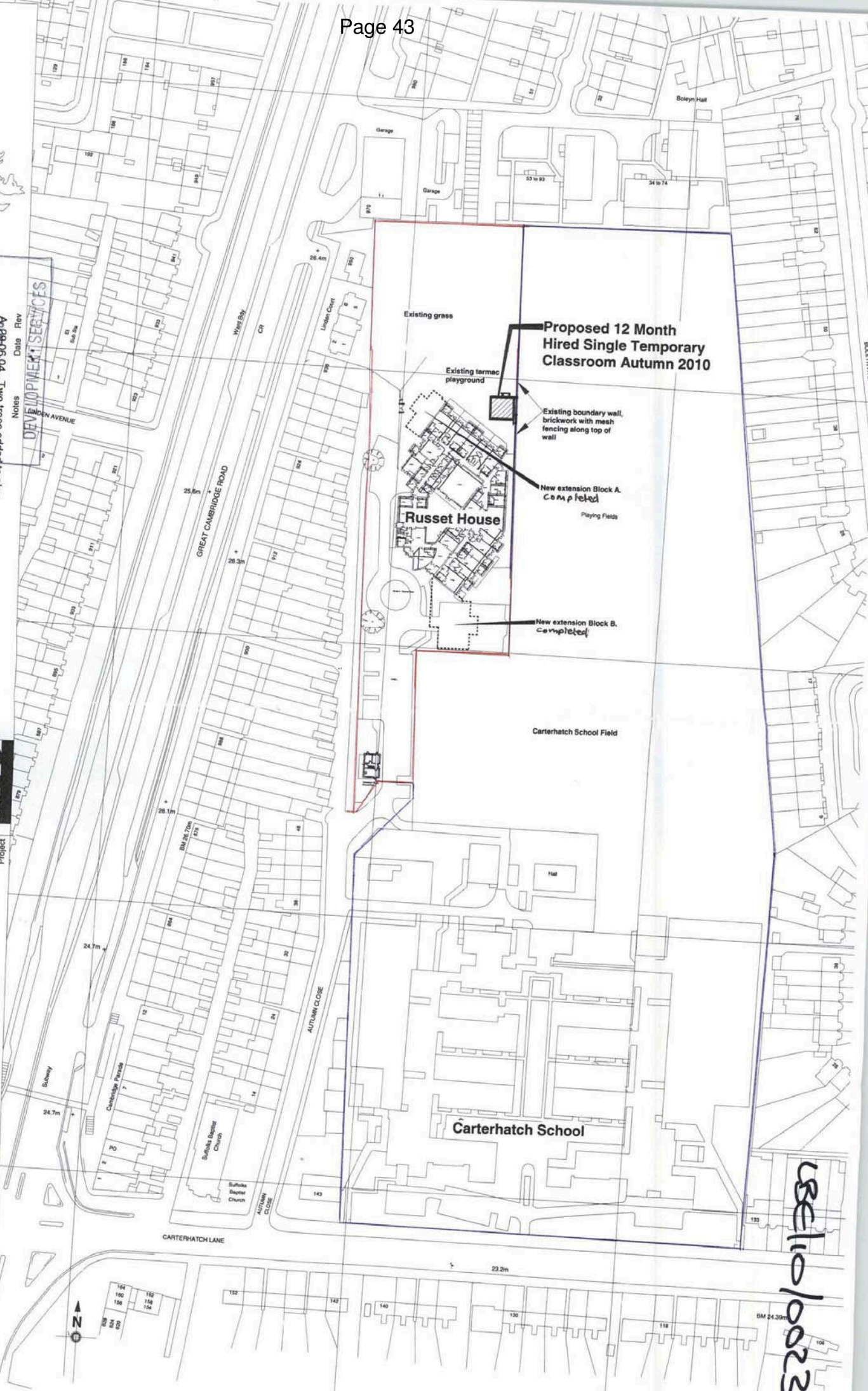
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CAD File No. 05/05/2004  
Date

JED  
Drawn

C.A. : T. Ditta  
Architect S.O.  
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Scale  
11 Autumn Close, Enfield, EN1 4JA  
Russet House Special School  
Project

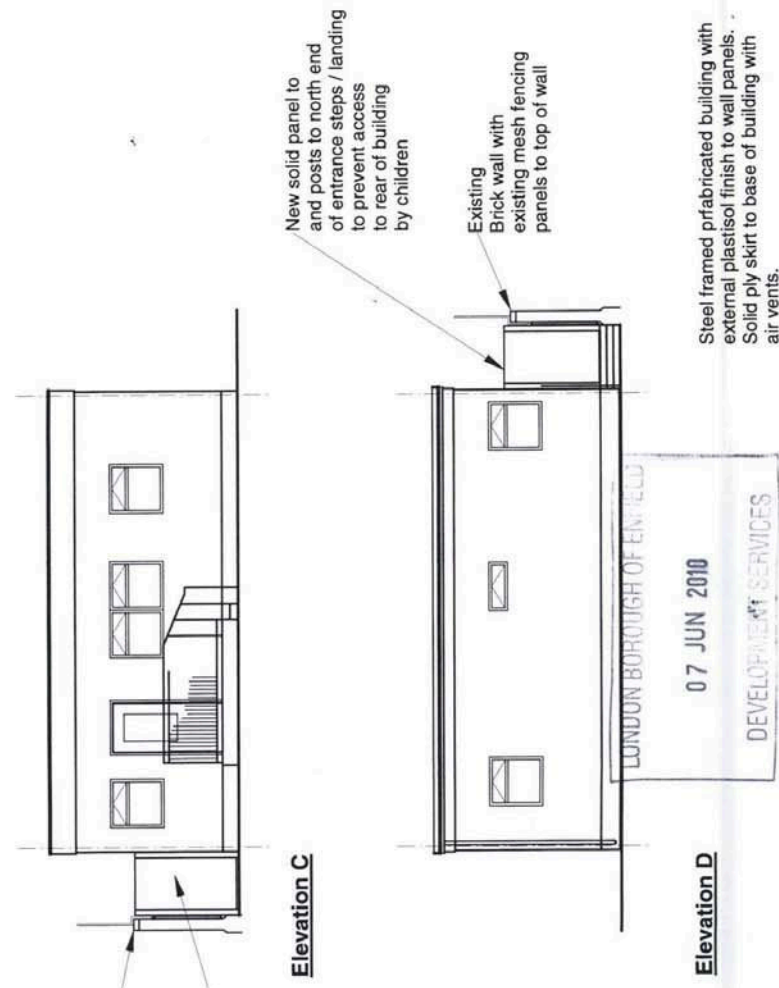
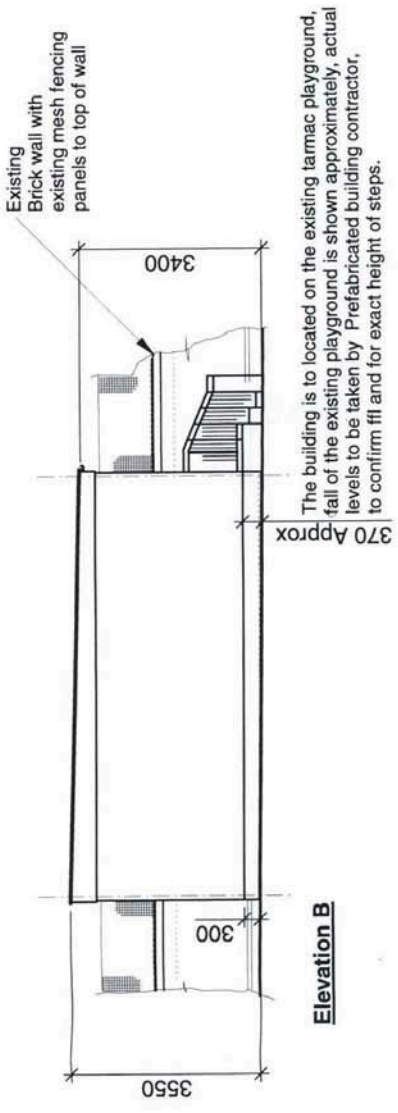
M/E 338 002308 /1  
Drawing No.

Location Plan  
12 Month Hire Temp Classroom 2010  
Drawing Title

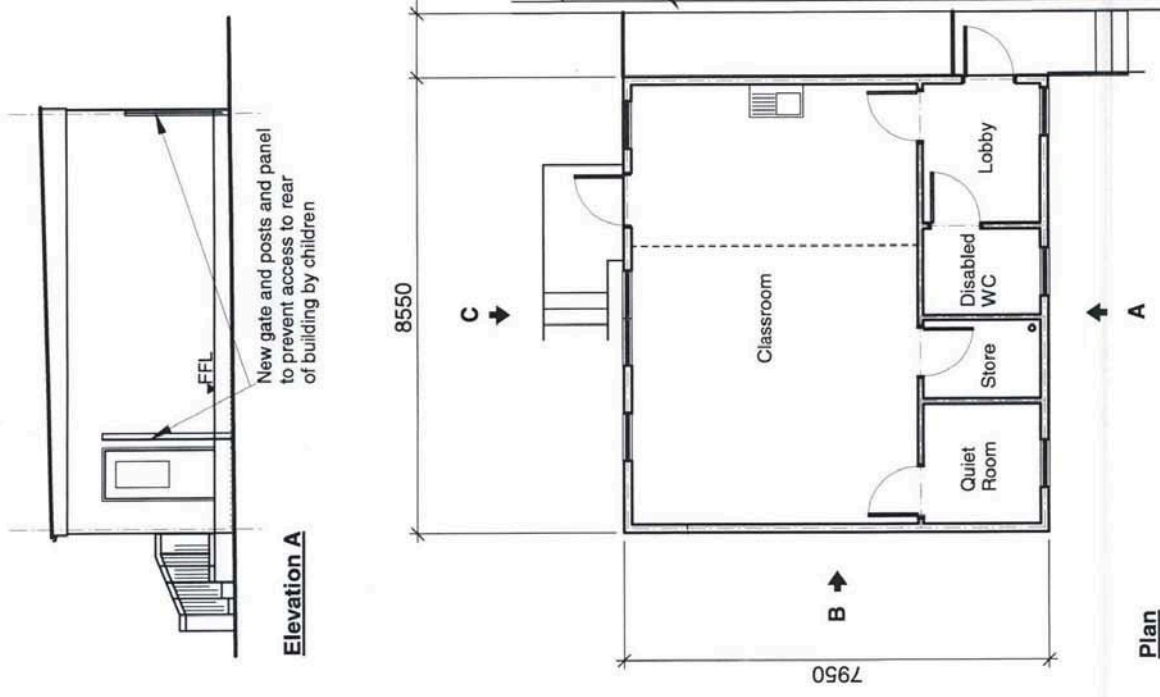


08/11/0823

UBEL1010023



Steel framed prefabricated building with external plastisol finish to wall panels.  
Solid ply skirt to base of building with air vents.  
This drawing must be read in conjunction with drawings 1 and 3.



	<b>Project</b> Russet House 11 Autumn Close, Enfield, EN1 4JA	<b>Scale</b> 1:100	<b>Date</b> 16/04/04	<b>Drawn</b> JED	<b>Revision</b> M/E 338/002308/ 2
	<b>Architect</b> CA : T Ditta	<b>Architect \ S.O.</b> S:Asset Directory\Russet Hse\	<b>CAD File No.</b> S:Asset Directory\Russet Hse\	<b>Revision</b> M/E 338/002308/ 2	<b>Revision</b> M/E 338/002308/ 2

**Drawing Title**  
 12 Month Hire Temp Classroom 2010  
**Plan & Elevations**

**Rev**   **Date**   **Notes**

**ENFIELD Council**  
 Architectural Services  
 100 Broad Street, Enfield  
 Tel: 020 8374 4750



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**

Assistant Director, Planning & Environmental Protection

**Contact Officer:**

Aled Richards Tel: 020 8379 3857  
 Andy Higham Tel: 020 8379 3848  
 Mrs S.L. Davidson Tel: 020 8379 3841

**Ward:** Enfield Highway

**Application Number :** LBE/10/0024

**Category:** Other Development

**LOCATION:** ALBANY SCHOOL, BELL LANE, ENFIELD, EN3 5PA

**PROPOSAL:** Erection of 2 single storey temporary modular buildings to provide 2 form entry primary school accommodation with new pedestrian access from Bell Lane and re-instatement of pedestrian access to Albany park.

**Applicant Name & Address:**

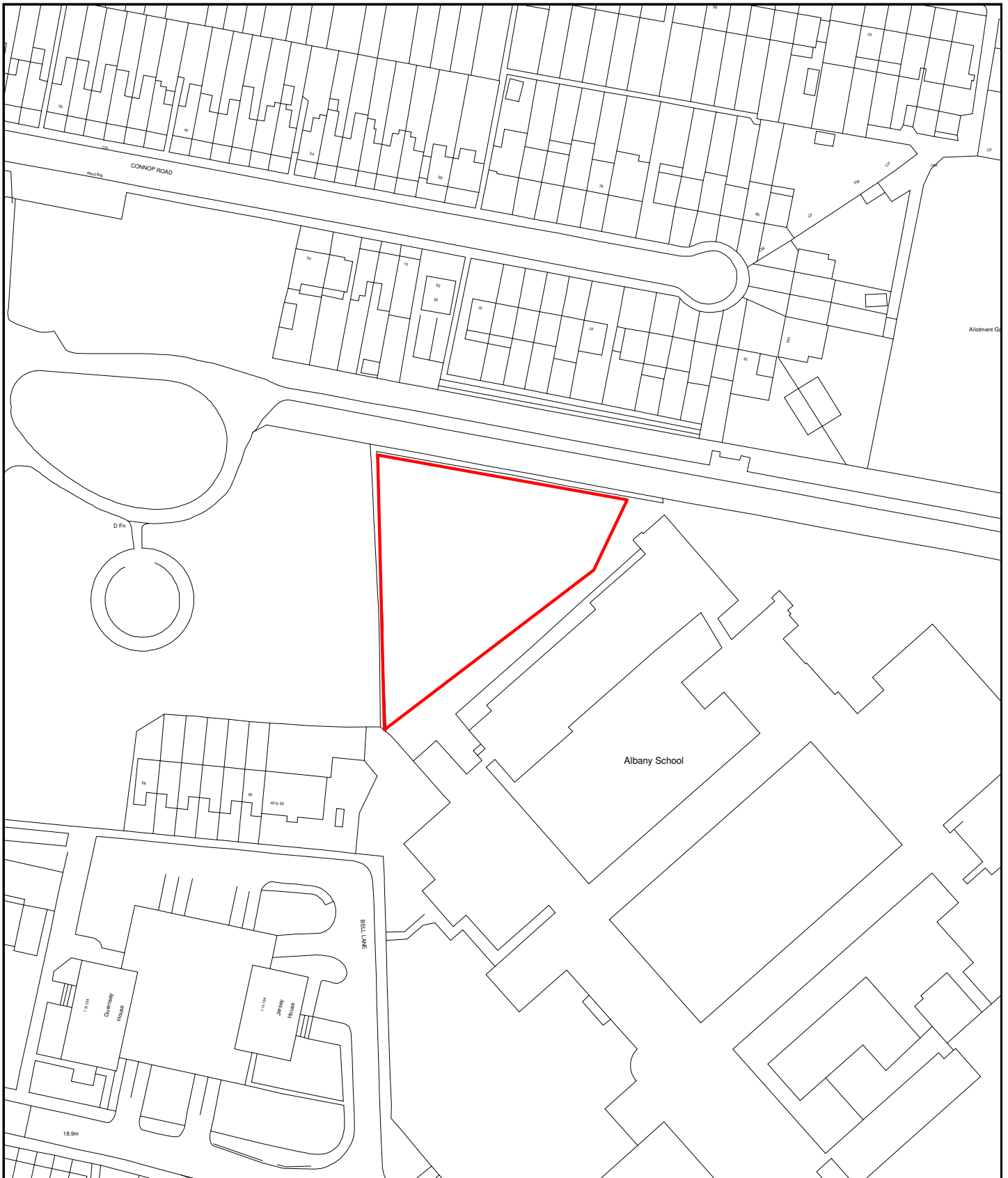
Education Asset Management Unit,  
 Education,  
 Children's Services & Leisure  
 7th Floor,  
 Civic Centre,  
 Silver Street,  
 Enfield  
 EN1 3XQ

**Agent Name & Address:**

John Wilkinson,  
 Architectural Services  
 PO Box 50,  
 Architectural Services  
 Silver Street  
 Enfield  
 EN1 3XA

**RECOMMENDATION:**

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



### Development Control



Scale - 1:1250  
Time of plot: 09:36

Date of plot: 09/07/2010

## **1.0 Site and Surroundings**

- 1.1 The application site comprises the former Albany Secondary School, now known as Oasis Hadley. The site is located on the north side of Bell Lane and has historically accommodated secondary school age children. The site is bounded by public open space to its north, east and part of its western boundary, which is designated as Metropolitan Open Land. To the remainder of the western boundary, the site adjoins residential development, including the high rise blocks in Eastfield Road. Immediately to the west of the site and on the opposite side of the road is Eastfield Primary School.

## **2.0 Proposal**

- 2.1 This application proposes the erection of 2 single storey modular buildings to provide 2 form entry primary school accommodation on the site. The accommodation is proposed for a temporary period of 3 years, when it is envisaged that permanent, purpose built facilities will be available on an alternative site.
- 2.2 The application shows all accommodation required but it would be provided on a phased basis. The initial phase would provide two reception classrooms and associated administrative facilities. Two further classrooms would be provided for September 2011, added as an extension to the first phase. A stand alone two classroom block, with associated toilet facilities, would be added in September 2012. All the buildings would be sited to the north-west corner of the site on an area presently used as hard play area. The new primary accommodation would be separated from the secondary element by new fencing and would have new and independent pedestrian access from Bell Lane, immediately adjoining an existing block of flats. A second pedestrian entrance would be available to the northern boundary linking to the footpath that connects through from the Hertford Road frontage to Albany Park. The existing hard surface would be broken up with the introduction of some soft landscaping and a new hedge is proposed to the northern boundary. The buildings would be finished a goosewing grey in colour, relieved with blue framed windows and doors, and a yellow canopy.
- 2.3 The new primary school would share parking facilities with the existing secondary school. No additional parking is proposed. However, it is proposed to re-organise the existing car park, which is poorly laid out with some inadequate and undersized parking bays and manoeuvring areas.

## **3.0 Relevant Planning Decisions**

- 3.1 None

## **4.0 Consultations**

### **4.1 Statutory and non statutory consultees**

- 4.1.1 The Education Department advise that the proposal will provide two Reception forms of entry on this site to address the projected short term additional need for places in the east of the borough and will in effect bring forward existing education plans to add 2 Form Entry of primary provision to Oasis Academy Hadley for its proposed move Ponders End.

#### 4.1.2 Traffic and Transportation:

- The development will result in the school having an additional four classrooms for primary school level; a further two being added in the third year.
- The classrooms will hold 30 pupils each at reception level, starting at 60 and increasing to a possible 180 over three years.
- Ten additional staff will be needed, although the TA states 10 staff were lost recently, so there is no net gain in teacher numbers (4.7).
- They will be pedestrian access from Bell Lane, and emergency vehicle access from existing services from Bell Lane.
- No new parking provision will be provided for staff.
- The existing car park will be redesigned to provide 99 parking spaces meeting the standard dimensions for parking bays.
- The TA includes predictions on the proposed traffic generation based on the postcodes of pupils applying to the school, and also the postcodes of existing pupils.
- There is no information on the exact number of postcodes, however the diagrams do show that the majority live between 1 -2km away. The TA states the dots represent a postcode area so may include more than one pupil.
- Data has also been provided on existing trip patterns:

Car – 27.6% (273)  
Walk – 38.3% (378)  
Bus – 32.9% (325)

- Figures have also been provided for the predicted number of vehicle trips as a result of the development, based on the figures from two other schools (St Georges and Chesterfield).  
Car – 66%  
Walk – 7%  
Bus – 14%

4.1.3 Using these figures, the TA predicts that there will be an additional 65 car trips, and 86 walking trips, based on 180 more pupils. However this does not match up with the modal split the schools were compared to, unless it is assumed this is 33% arrival and 33% departures.

4.1.4 The proposal to amend the car park layout is acceptable, and the tracking shows that the servicing will also be acceptable.

4.1.5 The main issue for consideration is the increase in vehicle trips associated with the provision of primary accommodation on the site. Although the entry will start at 60 pupils, the overall increase is up to 180, and therefore it is a recognised concern that traffic generation could reach problematic levels without any mitigation measures. The level of mitigation needs to be related to the proposed traffic increase, so there has to be a high degree of confidence in this prediction.

4.1.6 The use of the postcodes in the TA is considered an acceptable method of predicting the increase in trips to the school. Additional data on the number of postcodes etc would have been useful, but basing the predictions on a worst case scenario would allow for this limitation. Although the TA states that those

within 1km would walk, this statement is questionable due to the age of the children – for example 12 postcodes are shown within 1km of the site, some only accessible by crossing main roads, so it wouldn't be accurate to assume all these pupils would walk. The figures in the TA shows that only 36% of new pupils would use the car, compared to the 66% stated in the comparison schools so some clarification is required, if this is arrivals and departures. Some further information from school travel plans may be useful in comparing the accuracy of this prediction.

4.1.7 The total increase in pupils is accounted for, with the increase in trips being based on 180 pupils, but this assumes that the catchments area remains the same as it is now. Although this is considered an acceptable approach, the assumption that children walking from 1km is questionable.

4.1.8 The TA also includes a number of mitigation measures that would be required and Traffic & Transportation support their inclusion and would like to see some form of condition in place should permission be granted. The minimum condition would be a revised school travel plan and associated monitoring. It should be noted that a recent development in terms of traffic around schools is the consideration of potential for 20mph zones which should also be noted as a potential mitigation measure.

4.1.9 In conclusion, the TA suggests that traffic could be a problem. However, if the measures proposed within the TA are adopted then Traffic and Transportation have no objections subject to conditions.

#### 4.1.10 Environmental Health

No objections are raised subject to working hours for construction being restricted to 0800 to 1800 on Mondays to Fridays and 0800 to 1300 hours on Saturdays and at no time on Sundays or Bank Holidays. This is a matter controlled by other legislation and therefore need not be repeated as a planning condition. Nevertheless, the applicant will be reminded by way of an informative.

## 4.2 Public

4.2.1 Consultation letters have been sent to the occupiers of 51 nearby properties. In addition, four notices have been displayed around the site. No responses have been received.

## 5.0 **Relevant Policy**

### 5.1 London Plan

- 3A.2 Education facilities
- 3C.21 Improving conditions for walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking strategy
- 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

### 5.2 Unitary Development Plan

(II)O5	New development in proximity to Metropolitan Open Space
(I)GD1	New development to have appropriate regard to its surroundings
(I)GD2	New development to improve the environment
(II)GD3	Design
(II)GD6	Traffic implications
(II)GD8	Access and servicing
(II)T16	Access for pedestrians
(II)T19	Provision for cyclists
(I)CS1	Community services
(II)CS2	Design/siting of community service buildings
(II)CS3	Council provided community services to represent an efficient and effective use of land and buildings

### 5.3 Local Development Framework

The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

Core Policy 8	Education – This policy identifies the need to deliver a variety of educational infrastructure including the provision of an all age school, the New Oasis Academy Hadley at the former Gas Holders Site in Ponders End.
Core Policy 20	Sustainable Energy Use and Energy Infrastructure
Core Policy 30	Maintaining and improving the quality of the built and open environment

### 5.4 Other Material Considerations

PPS1	Delivering sustainable development
PPG13	Transport

## 6.0 **Analysis**

### 6.1 Principle

6.1.1 This is an existing educational site and therefore there is no objection in principle to the provision of additional buildings on the site for education use. Clearly, as the proposal introduces primary age accommodation on site, careful consideration needs to be given to the traffic impact arising, which is assessed in further detail below.

6.1.2 It is noted that the primary accommodation proposed for this site is for a temporary period of three years only, when it is anticipated that Oasis Academy Hadley will relocate to purpose built new facilities in Ponders End. This application must be determined on its merits having regard to the traffic impact arising from this use on this site. The consequences of subsequently re-siting the school, with its primary element to Ponders End, will need to be addressed in any traffic impact assessment prepared in conjunction with that development.

## 6.2 Impact on the Character and Appearance of Area

- 6.2.1 The proposed buildings, being temporary modular buildings are simple and basic in design and elevational appearance. This is relieved to some extent on the inward facing elevations of the buildings, through a higher proportion of glazing and projecting canopy that adds some sense of articulation. Nevertheless, the buildings are functional and due to their modular nature can be erected on site quickly to meet a pressing educational need. The buildings have been sited to minimise their visual impact beyond the site boundaries, being positioned behind existing hedging and landscaping bounding the site. New hedging is proposed to the northern boundary to strengthen the screening that exists here. Overall, it is considered that notwithstanding their design, the buildings would not harm the character or appearance of the wider area or the setting of the adjoining Metropolitan Open Land.

## 6.3 Impact on the amenities of adjoining residents

- 6.3.1 The buildings would be sited away from residential boundaries and therefore would have no undue impact on the amenities of the nearest residents in terms of light, privacy or outlook.
- 6.3.2 This is an existing school site and therefore generates a certain level of noise when in use. The introduction of primary accommodation on the site would not have a greater material impact in terms of noise on nearby residents.

## 6.4 Traffic, access and parking

- 6.4.1 Whilst it is recognised that the provision of primary accommodation on the site will increase the number of vehicle trips to and from the school, some mitigation measures have been identified to seek to address this with the aim of improving pedestrian and road user safety in the vicinity of the site. Various mitigation measures are identified including building out of footways, providing single yellow line restrictions along Bell Lane to the west of the site, building out kerb lines and shortening the crossing points across Bell Lane, providing dropped crossing points to Bell Lane, widening the existing refuge on Bell Lane and other various highway works. It is recommended that a condition be attached requiring that a programme for the implementation of mitigation works be submitted prior to the commencement of development on the site. Subject to this, and the preparation of a school travel plan with monitoring provisions, that the development is acceptable in terms of its impact on local highway conditions

## 6.5 Sustainable Design and Construction

- 6.5.1 The development achieves a satisfactory score against the Council's sustainable design and construction assessment. However, further discussions are taking place with Architectural Services with a view to improving the sustainable credentials of the development. They advise that as the buildings are to be hired for a 3 year period, they are unable to make alterations to the buildings themselves. However, there is the opportunity to provide sustainable drainage across the site. A condition is recommended requiring the submission of appropriate details.

## 7.0 **Conclusion**

7.1 Subject to conditions, the provision of temporary buildings on this site to provide two form entry primary accommodation for a period of 3 years is considered acceptable in principle, having regard to the character of the area, the amenities of nearby residents and the traffic impact associated with it. Accordingly, it is recommended that permission be granted for the following reasons:

- 1 The accommodation meets an essential educational need and allows the provision of facilities in a timely manner, whilst having regard to the character and amenities of the area and the amenities of nearby residents. In this respect the development complies with Policies (II)O5, (I)GD1, (I)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan.
- 2 Subject to the conditions imposed, the proposed development makes appropriate provision for access and car parking and would not prejudice the provision of on-street car parking, nor would it give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, London Plan policy 3C.23 and PPG13: Transport

## 8.0 Recommendation

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 following conditions:

- 1 That development shall not commence until details of a sustainable drainage strategy for the primary school site have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved strategy prior to occupation.

Reason: To ensure the development adopts appropriate measures to deal with surface water within the curtilage of the site.

- 2 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 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.

- 3 That development shall not commence on site until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The construction works shall proceed in accordance with the approved Plan unless otherwise agreed in writing by the Local Planning Authority.



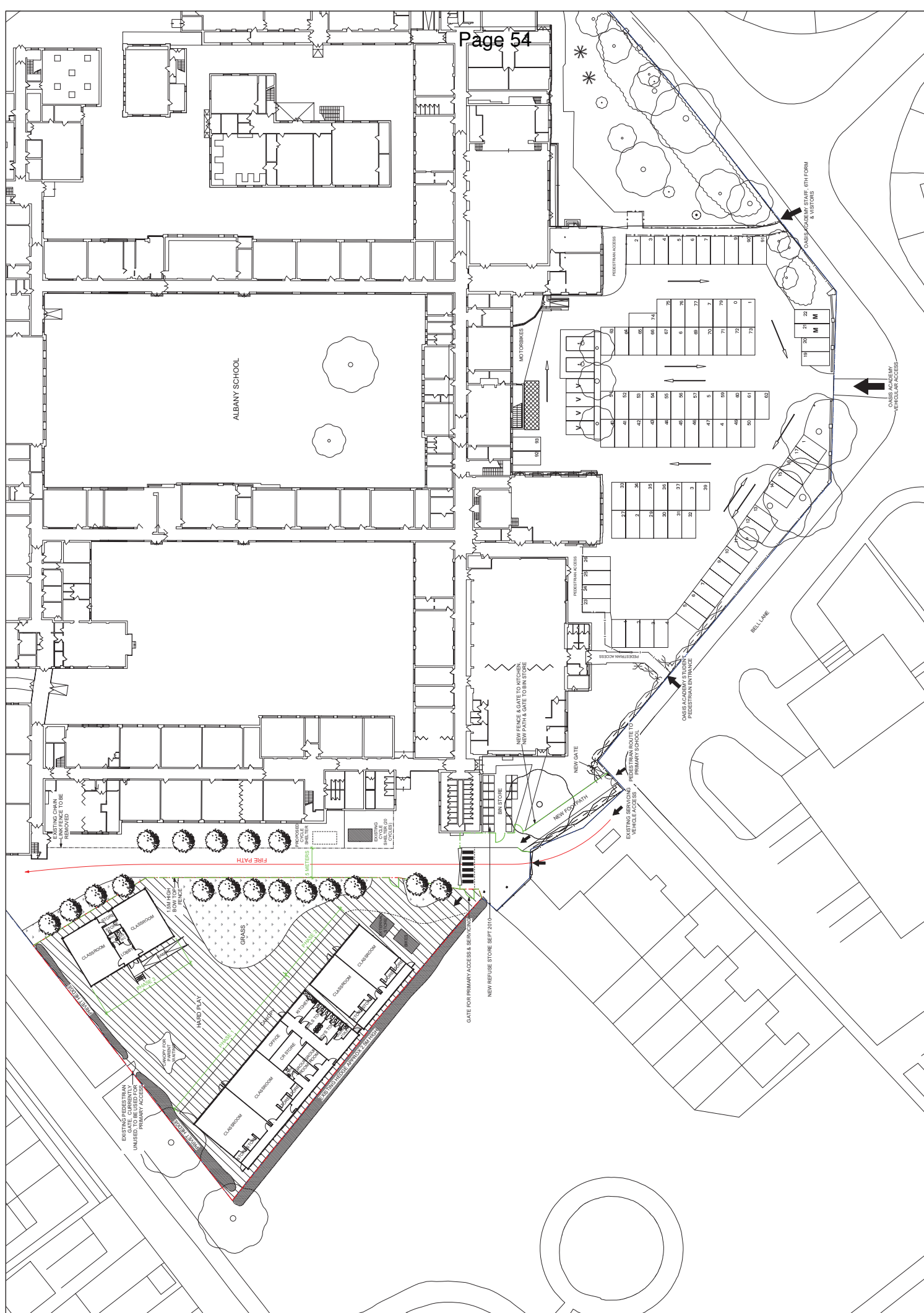
Reason - To ensure the implementation of the development does not lead to damage to the existing roads and footpaths and to minimize disruption to neighbouring properties.

- 4 That prior to the commencement of the development details shall be submitted to and approved by the Local Planning Authority setting out a programme for the implementation of the mitigation measures identified within the supporting Transport Statement. All mitigation works to be undertaken before 31st March 2011, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure measures are provided within an appropriate timescale to improve pedestrian and road user safety in the vicinity of the site.

- 5 This permission is granted for a limited period expiring on 31st July 2013 when the use hereby permitted shall be discontinued and/or the buildings hereby permitted removed and the land reinstated.

Reason: Having regard to the nature of the buildings proposed and the longer term proposal to re-site facilities to permanent purpose built facilities elsewhere in the Borough

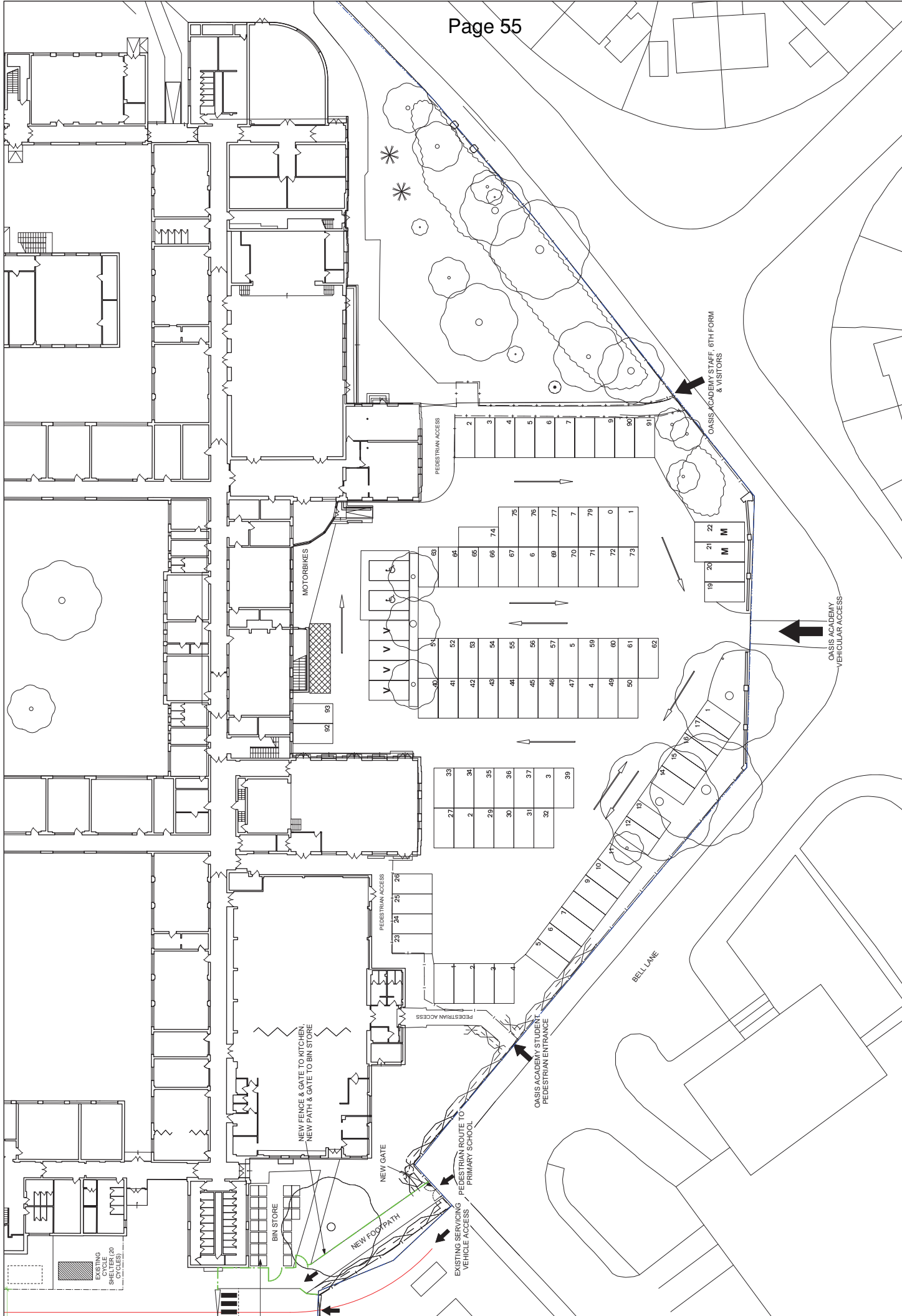


Oasis Academy Albany Primary Phase Project  
 Proposed Site Plan  
 ALBB MESH/100293-1/004

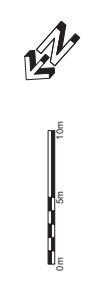
This plan is based upon information shown on the site plan and is not intended to be used as a contract document. It is the responsibility of the client to ensure that the information provided is accurate and up-to-date. The client should consult with the relevant authorities and other stakeholders before proceeding with any works.

**ENFIELD Council**  
 Planning Department

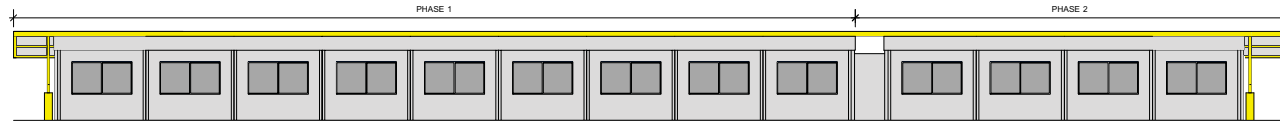
Date: 10/05/2022  
 Drawn: [Name]  
 Checked: [Name]



PROJECT NO: 1002039-3/006  
 DATE: 01/06/09  
 DRAWN BY: JR  
 CHECKED BY: JR  
 PROJECT: Proposed Car Park



This plan is based upon Ordnance Survey maps with the permission of the Controller of Her Majesty's Stationery Office. It is the property of Architectural Services and may be used for presentation or other purposes, in London Borough of Enfield LA 083653/2000



Elevation A



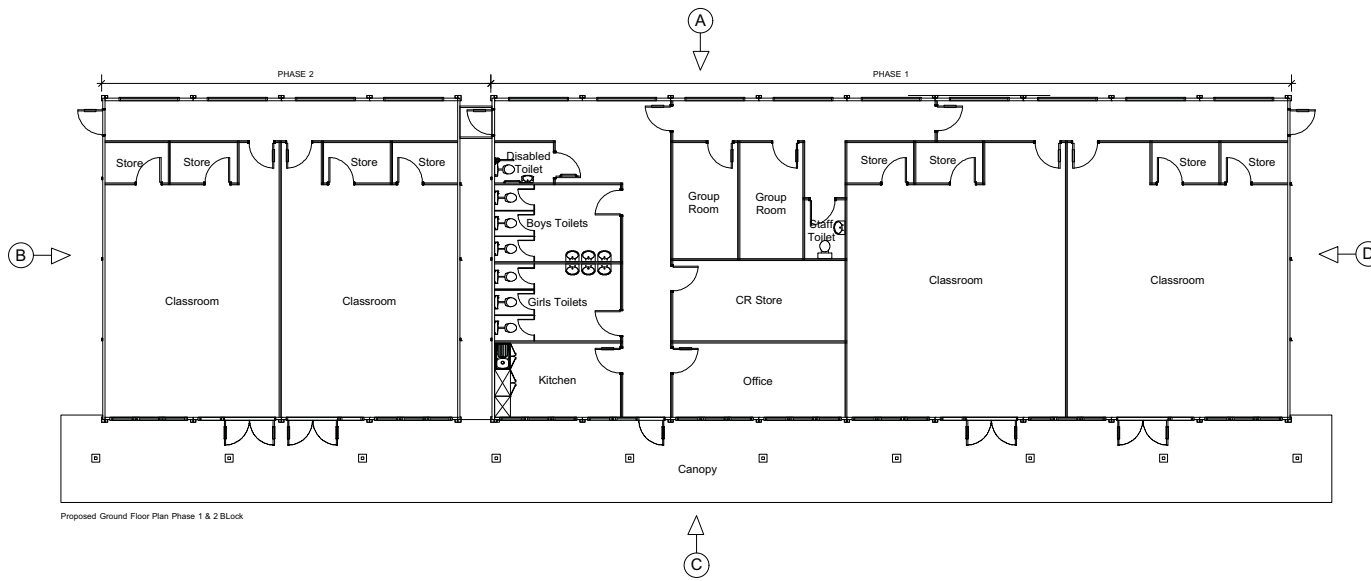
Elevation B



Elevation C



Elevation D



Proposed Ground Floor Plan Phase 1 & 2 Block

Rev Date Notes



CAD File No: C:\design\PROJECT\_SITE\Academy - Oasis (Albany) Primary\Bldg14 - Drawings

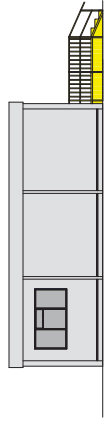
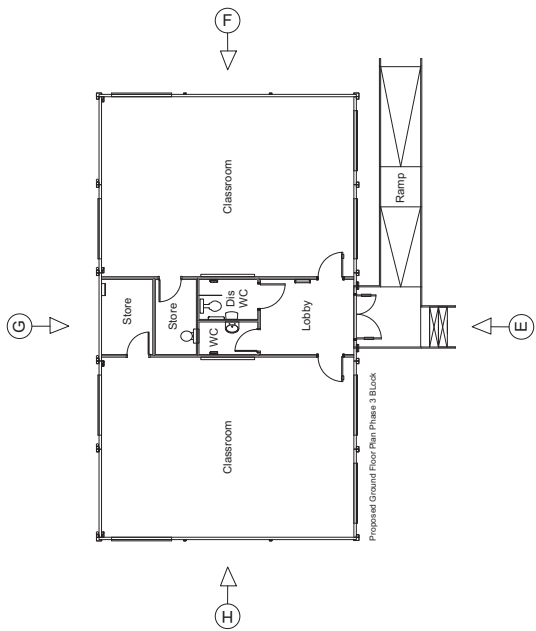


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PO Box 50, Civic Centre,  
Silver Street, Enfield, Middlesex EN1 2SA  
Tel: 020 8275 6755

Project 1 S.O. JAW Scale 1:100 @ A1 Date 01/06/10 Drawn JR Status	Project <b>Oasis Academy Hadley Primary Places Provision</b> Drawing Title <b>Proposed Plan &amp; Elevations Phase 1 &amp; 2 Block</b> Drawing No. <b>ALBB M/E301/002039-3/008</b> Revision
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PROJECT NO. DRAWING NO. DATE	OASIS ACADEMY HACLEY PRIMARY PLACES PROVISION PROPOSED PLAN & ELEVATIONS PHASE 3 BLOCK	DRAWING TITLE PROJECT NO. DATE	PROJECT NO. DRAWING NO. DATE
11/06/10 01/06/09 JR	11/06/10 01/06/09 JR	11/06/10 01/06/09 JR	11/06/10 01/06/09 JR
2000-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025			

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr R.W. Laws Tel: 020 8379 3605

**Ward:** Southgate  
Green

**Application Number :** LBE/10/0025

**Category:** Other Development

**LOCATION:** GARFIELD PRIMARY SCHOOL, SPRINGFIELD ROAD, LONDON, N11 1RR

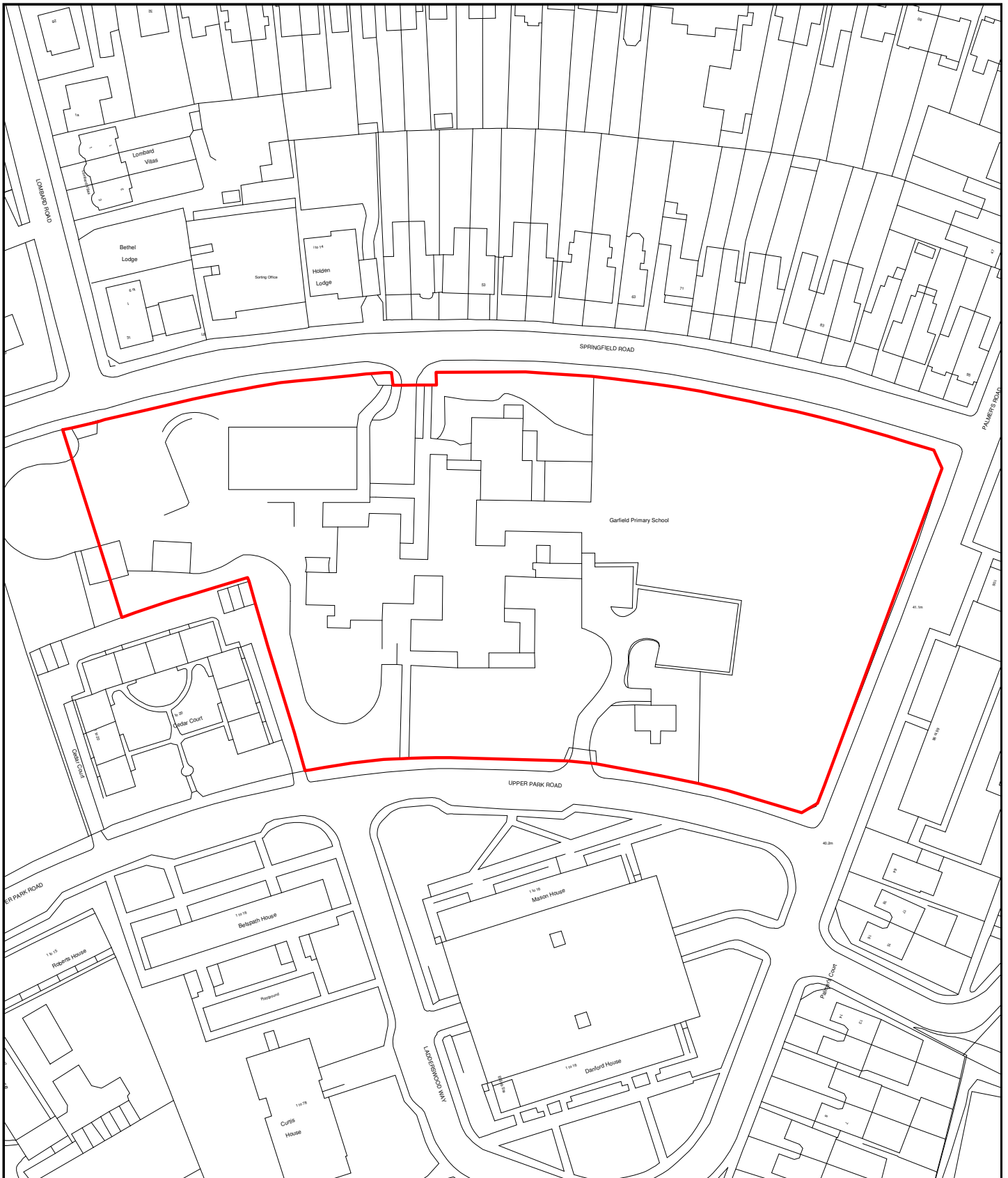
**PROPOSAL:** Extension to provide office and reception area to the west of the main hall.

**Applicant Name & Address:**  
Head Teacher  
GARFIELD PRIMARY SCHOOL,  
SPRINGFIELD ROAD,  
LONDON,  
N11 1RR

**Agent Name & Address:**  
Mr Peter Kersey,  
London Borough of Enfield  
P.O.Box 51,  
Civic Centre  
Silver Street  
Enfield  
EN1 3XB

**RECOMMENDATION:**

That in accordance with Regulations 3 of the Town and Country Planning General (Regulations) 1992, Planning Permission be deemed to be **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 09:49

Date of plot: 09/07/2010



**1. Site and Surroundings**

- 1.1 The school occupies land to the west of Palmer's Road bounded by Springfield Road to the north and Upper Park Road to the south. The main entrance is via Springfield Road.
- 1.2 The school complex comprises a series of linked, predominantly single storey buildings formed around the central school hall. The immediate surrounding area is residential in character.

**2. Proposal**

- 2.1 Permission is sought two small single storey extension additions to the western side of the school. The first measuring 5m x 5m, provides a secure reception area while the second measuring 4m x 3m provides additional office accommodation. At 2.95m high with a flat roof, both extensions would replicate that of the original building.

**3. Relevant Planning Decisions**

- 3.1 TP/08/0534 An extension to provide office and reception area to west of the main hall was approved in July 2008

**4. Consultations**

4.1 Statutory and non statutory consultees

- 4.1.1 Any response received will be reported at Committee.

4.2 Public

- 4.2.1 Consultation letters were sent to 20 neighbouring properties. No objections have been received.

**5. Relevant Policy**

5.1 Unitary Development Plan

- (I)GD1 Regard to surroundings
- (I)GD2 Development to improve the environment
- (II)GD3 Aesthetic and functional design
- (I) CS1 Community services

5.2 London Plan

- 3A.24 Education Facilities
- 4B.6 Safety, security and fire protection
- 4B.8 Respect local context and communities

5.3 Local Development Framework

- 5.3.1 The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now

be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

CP8 Education

CP9 Supporting community cohesion

CP30 Maintaining and improving the quality of the built and open environment

## **6. Analysis**

### **6.1 Impact on Character of Surrounding Area**

6.2.1 These are two relatively modest extensions to the existing building which would have minimal presence when viewed within the street scene. Thus, having regard to their siting, design and appearance, it is considered that the two extensions would not adversely impact on the surrounding street scene and would satisfactorily assimilate in with the existing school building complex..

### **6.3 Impact on Residential Amenity**

6.3.1 The nearest residential properties are located on the opposite side of Springfield Road. At a minimum distance of 35 metres, the proposed extensions would have no adverse impact on the residential amenities of these properties

### **6.4 Parking /Access**

6.4.1 The extensions do not result in any increase in staff or pupils. In addition, they do not affect the existing access off Springfield Road, or the parking provision in the adjoining staff and visitor car park. Consequently, it is considered that the proposal will have no significant impact on vehicular or pedestrian safety.

## **7. Conclusion**

7.1 The proposed two small extensions to the school would have no effect on the residential amenities of surrounding properties or would satisfactorily integrate into the street scene. Accordingly it is recommended that planning permission be granted for the following reason.

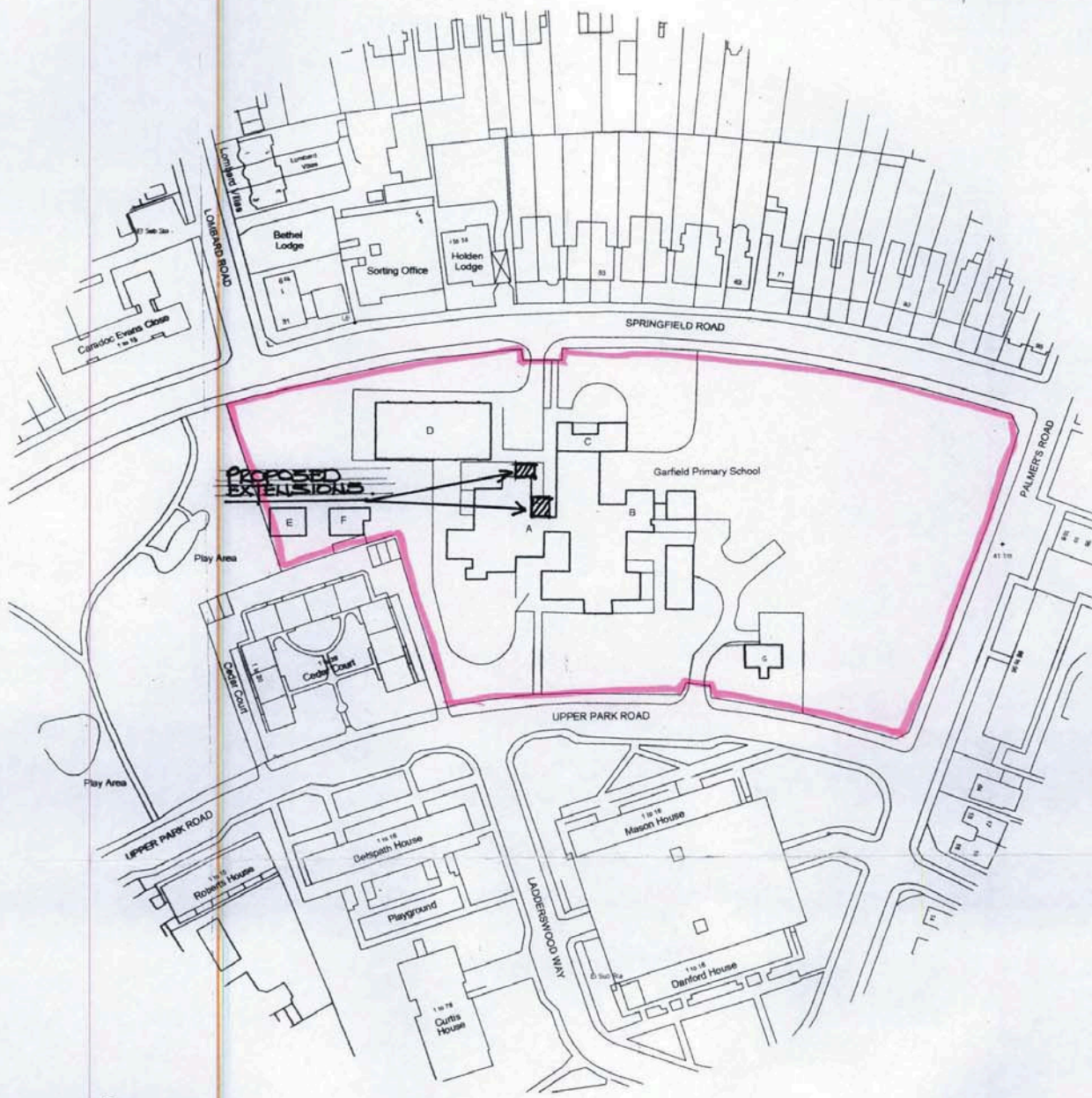
1. The proposed extensions due to their size, design and siting would not unduly affect the amenities of adjoining or nearby residential properties, the appearance of the street scene or the character of the surrounding area having regard to Policies (I) GD1, (I) GD2 and (II) GD3 of the Unitary Development Plan.
2. The proposed extensions provide additional space to be used in conjunction with and supportive of the existing school use in accordance with Policies (II) CS1 and policy 3A.24 of the London Plan.

## **8. Recommendation**

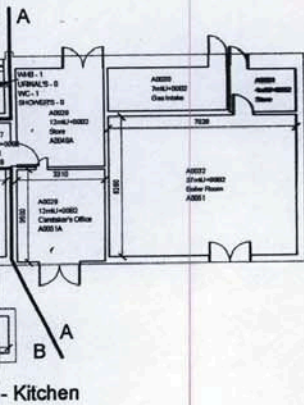
8.1 That in accordance with Regulations 3 of the Town and Country Planning General (Regulations) 1992, Planning Permission be deemed to be GRANTED subject to the following conditions:

1. C8- Materials to Match
2. C51 A- Time Limit

LS/E/10/0025



Location Plan  
Scale 1:1250



GARFIELD PRIMARY SCHOOL  
PROPOSED MODIFICATIONS TO MAIN ENTRANCE.

DRG. N° GPS/PK/13.

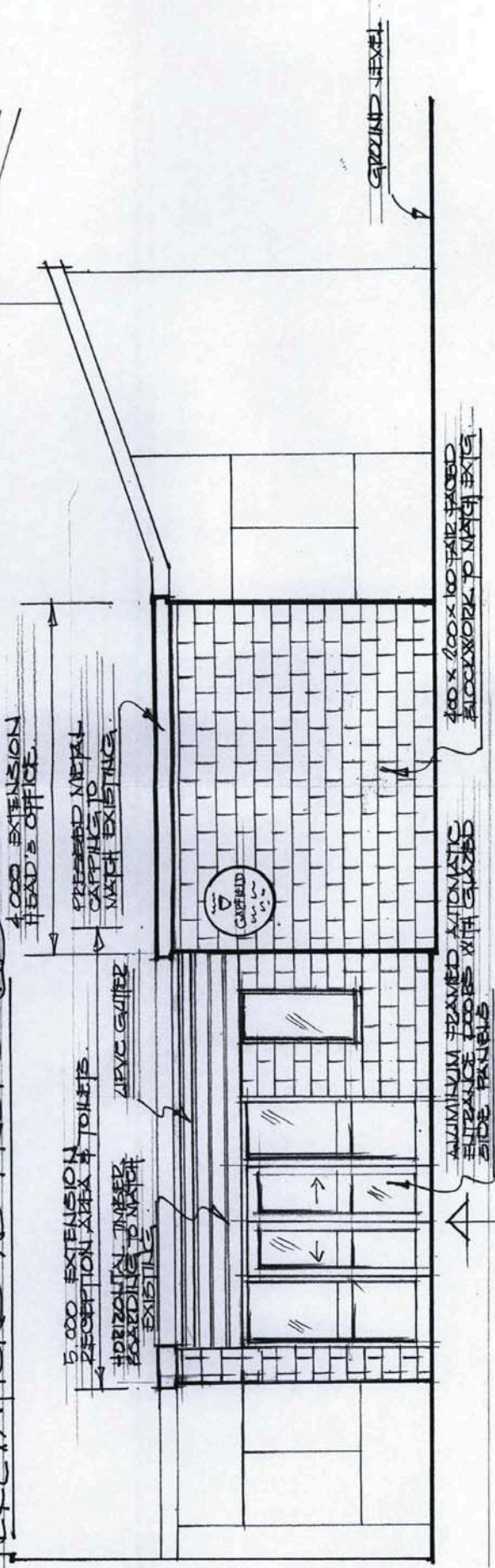
LONDON  
05 MAR 2010  
DEVELOPMENT SERVICES

LS/E/19/0025

DRG. N° GPS/PK II.

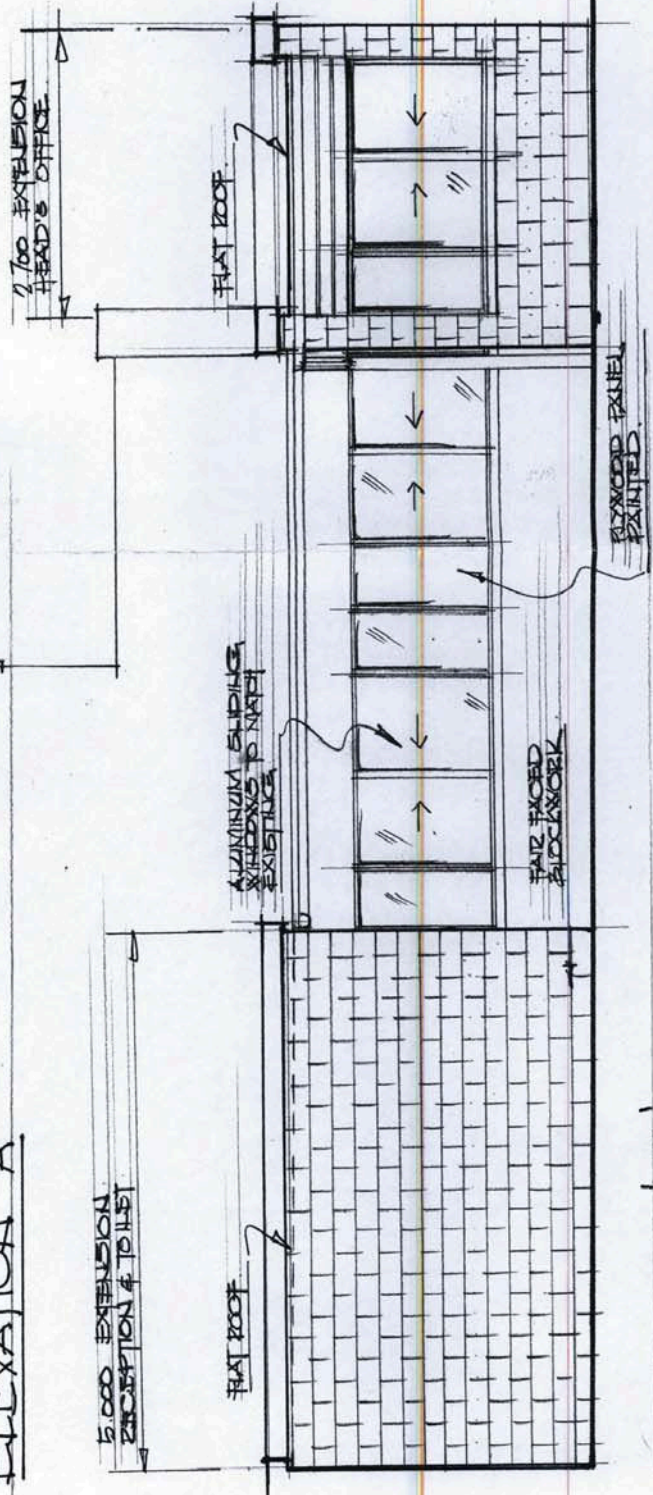
1:50 P.K. MAJEL 2010.

GARFIELD PRIMARY SCHOOL  
PROPOSED MODIFICATIONS TO MAIN ENTRANCE  
ELEVATIONS AS PROPOSED



ELEVATION 'A'

LONDON BOROUGH OF ENFIELD  
05 MAR 2010  
DEVELOPMENT SERVICES

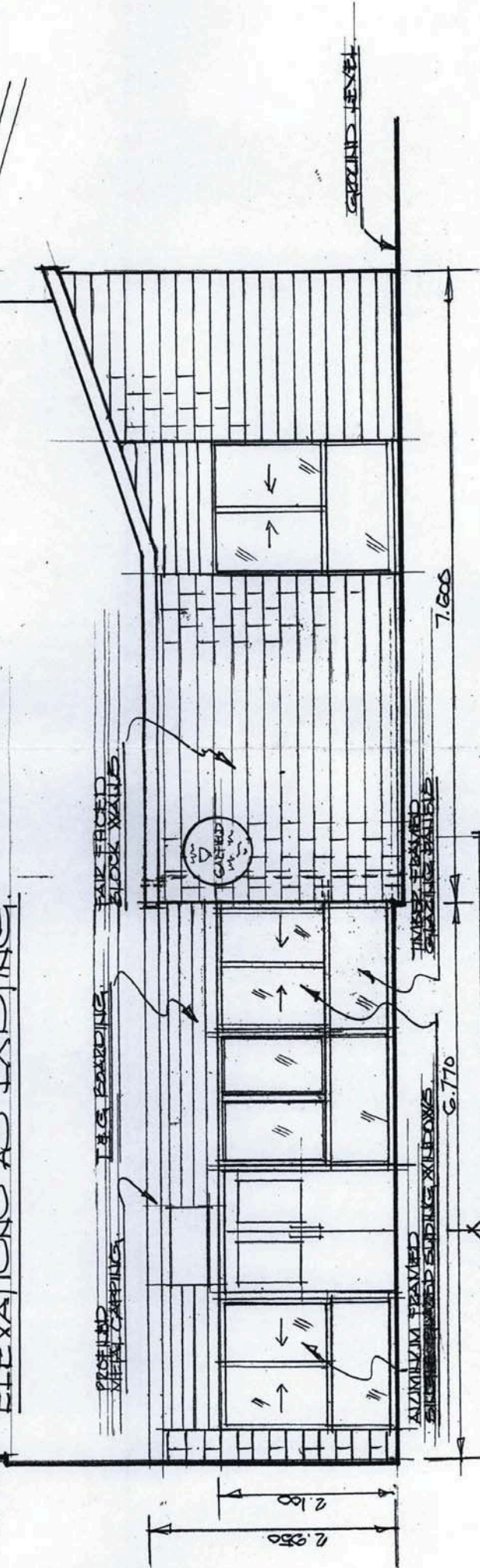


ELEVATION 'B'

LBE/10/0025  
DEG. N° GP5/PK/10.

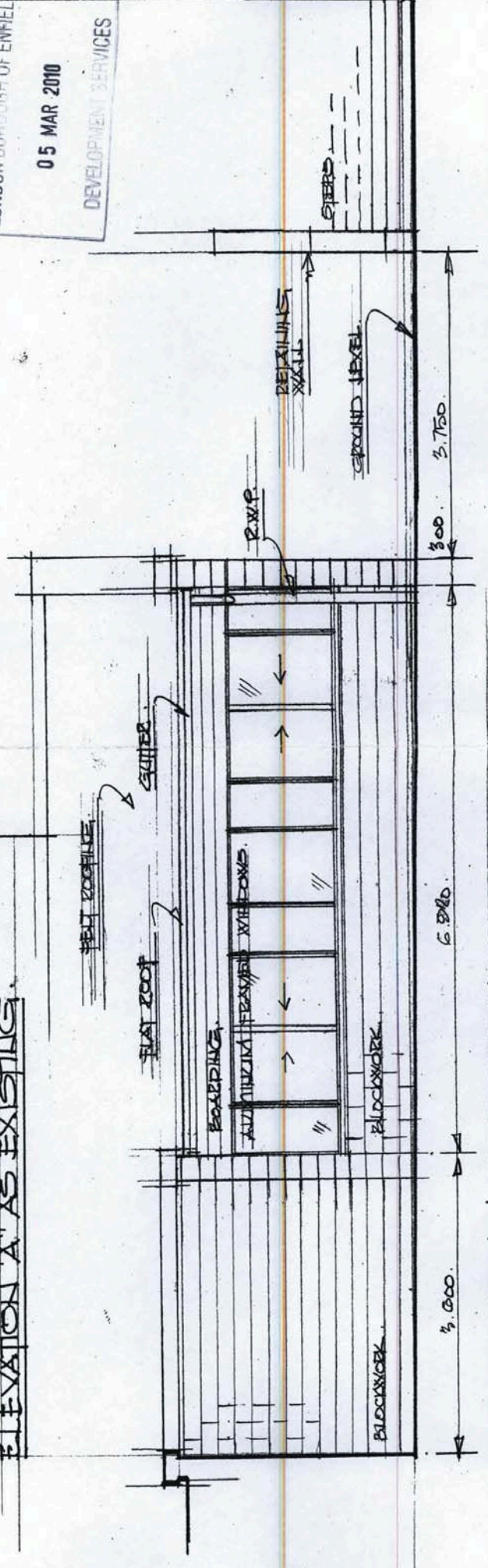
1:50. P.K. March 2010.

GARFIELD PRIMARY SCHOOL  
PROPOSED MODIFICATIONS TO MAIN ENTRANCE.  
ELEVATIONS AS EXISTING.



MAIN ENTRANCE  
ELEVATION 'A' AS EXISTING.

LONDON BOROUGH OF ENFIELD  
05 MAR 2010  
DEVELOPMENT SERVICES



ELEVATION 'B' AS EXISTING.

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mrs S.L. Davidson Tel: 020 8379  
3841

**Ward:** Turkey  
Street

**Application Number :** TP/09/1539

**Category:** Dwellings

**LOCATION:** FORMER CO-OP DAIRY SITE, 19, GILBERT STREET, ENFIELD, EN3  
6PD

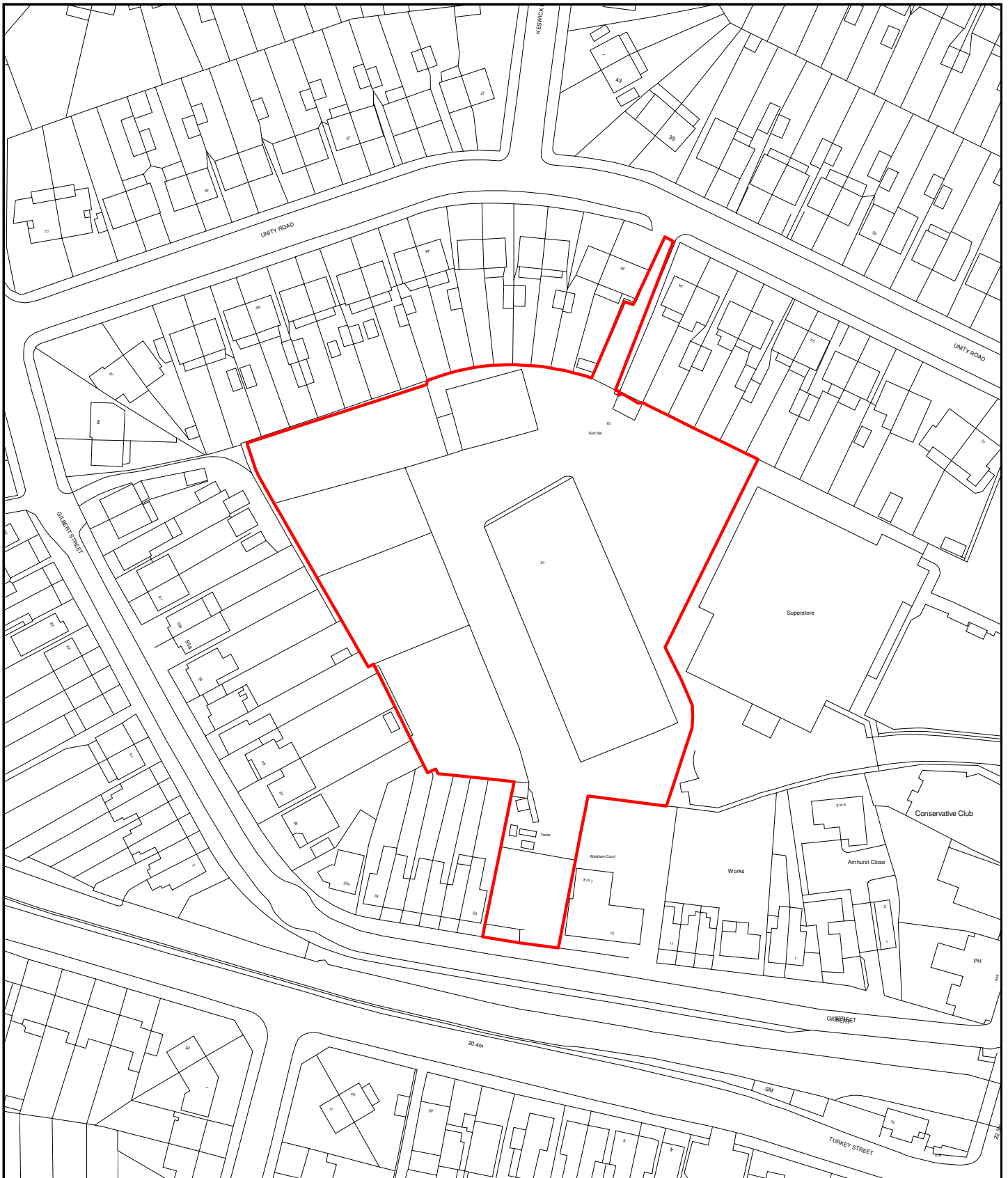
**PROPOSAL:** Redevelopment of site to provide 62 residential units comprising 3 and 2  
storey blocks of flats and terraced houses together with 62 car parking spaces, new  
access road and associated landscaping.

**Applicant Name & Address:**  
McCann Homes & Origin Housing Group  
c/o agent

**Agent Name & Address:**  
Mr Mark Connell,  
King Sturge  
30, Warwick Street  
London  
W1B 5NH

**RECOMMENDATION:**

That subject to the completion of a S106 Agreement requiring a contribution to education  
provision, the undertaking of an audit of pedestrian routes in the vicinity of the site and  
the funding of any necessary works identified, a contribution to off-site play space and the  
provision of affordable housing, planning permission be **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 13:10

Date of plot: 09/06/2010



**NOTE FOR MEMBERS:**

This application was reported to the 24th June Planning Committee when Members deferred consideration pending a site visit. A site visit was undertaken on 3rd July 2010.

Residents present at that meeting reiterated many of the concerns already identified in the main report. In addition, one resident asked that if planning permission were to be granted, consideration could be given to the provision of a speed hump/cushion on the bend in Gilbert Street and vehicle protection to Turkey Brook. Such measures have not been identified as necessary by Traffic and Transportation to support the redevelopment of this site as proposed. Nevertheless, the applicant has agreed, if planning permission is granted, to provide a contribution towards traffic calming measures and the appropriate fencing. This could be secured through the S106 Agreement.

The applicant has also agreed to the use of local apprentices for the construction of the scheme. This would also be secured through the S106 Agreement.

As previously reported, the scheme is considered acceptable and officers continue to recommend approval.

**1. Site and Surroundings**

- 1.1 The site comprises 0.9 hectares of industrial land, which has included a mix of industrial operations including a milk depot, but is now vacant. The site is bounded by residential properties in Gilbert Street and Unity Road to the north, west and south and to the east by the Coop Supermarket and its service yard. The main access to the site is from Gilbert Street, with a smaller secondary access onto Unity Road between Nos 34 & 36.
- 1.2 The existing buildings on site have a total floor area of over 4,500sq.m and range in height from just under 8m to almost 9.5m. Covering much of the existing site, the existing buildings directly abut the boundary shared with the Gilbert Street properties to the west and part of the southern boundary while they abut or are in very close proximity to the boundary with the Unity Road properties to the north and east of the secondary access.

**2. Proposal**

- 2.1 Permission is sought for the construction of 62 residential units within a mix of 2 and 3 storey blocks of flats and terraces of dwelling houses. The mix of accommodation proposed comprises:
  - 10 x 1 bed flats
  - 18 x 2 bed flats
  - 2 x 3 bed flats
  - 6 x 2 bed houses
  - 14 x 3 bed houses
  - 8 x 3 bed maisonettes
  - 4 x 4 bed houses.
- 2.2 Vehicular access to the site is via the existing point of access in Gilbert Street. The existing secondary access to Unity Road would be used for

pedestrian access to the site only. A total of 62 car parking spaces are proposed to support the development.

- 2.3 Following a Planning Panel, the scheme has been revised to reduced in numbers from 64 to 62 units through the removal of a two storey block containing two flats at the entrance of the site form Gilbert Street.

### **3. Relevant Planning Decisions**

- 3.1 TP/98/1398 - Outline planning permission granted in December 2000 for the principle of residential development on the site, with access from Unity Road and Gilbert Street with all other matters reserved. This permission was the subject of a S106 Agreement requiring a contribution of £10,000 towards education provision.
- 3.2 TP/98/1398/1 - A resolution to grant planning permission for an extension of time in respect of the planning permission approved under TP/98/1398 was made in December 20003 subject to a new S106 Agreement requiring a financial contribution toward education provision and to secure the provision of 25% affordable housing. The S106 Agreement was never completed and therefore the planning permission was never issued and has now lapsed.
- 3.3 TP/98/1398/2 - An application for reserved matters in respect of siting, design, external appearance and landscaping pursuant to TP/98/1398 proposing the development of 27 x 3 bed houses, 21 x 2 bed and 11 x 1 bed flats with access from Gilbert Street and Unity Road was made but was not determined and has been subsequently lapsed.

### **4. Consultations**

#### **4.1 Statutory and non-statutory consultees**

##### **4.1 Metropolitan Police**

- 4.1.1 No objection is raised in principle but there are a number of issues relating to the detailed design which could improve security within the development. These include the provision of direct route through the site as this has not historically been available, the provision of seating next to footpaths and recommend that private gardens should ideally be enclosed with a 1.8m high fence with a further 0.3m of trellis on top.

##### **4.2 Thames Water**

- 4.2.1 No objection is raised to the development in terms of sewerage or water infrastructure.

##### **4.3 EDF Energy**

- 4.3.1 There is a sub-station within the application site and provide detailed guidance has been provided on their requirements in terms of the proximity of new dwellings to this.

##### **4.4 Traffic and Transportation**

- 4.4.1 The site has 2 accesses: one off Gilbert Street, plus a much smaller one off Unity Road. Unity Road has a good standard junction with Hertford Road (A1010), whereas Gilbert Street where it joins Hertford Road is very narrow with a width of only 5m with no footway. There is also poor pedestrian / driver visibility past the Woolpack PH and as a result, there is 'No Entry' from Hertford Road. The intensification of both vehicular/pedestrian uses as a consequence of the development has the potential to increase the likelihood of conflicts.
- 4.4.2 Gilbert Street has quite long stretches of permitted footway parking, to facilitate unimpeded vehicular access. Waiting restrictions are limited to junction protection at Unity Rd & Gilbert St at Hertford Road junction, plus 100m of day-time restrictions on both sides of Gilbert St at its eastern end.
- 4.4.3 Although the site is close to Hertford Road, the site is within PTAL 2. The nearest bus stops are, northbound, south of Turkey Street or just north of Unity Road; and southbound between Ordnance Road/Turkey Street. The poor PTAL is off-set though by the site's close proximity to Enfield Wash local centre and hence a wide range of facilities are available nearby which may support lower car trips. Accessibility to local facilities would be greatly enhanced if a link is opened up into the adjoining Co-op store and although this has been explored, the Co-op are not prepared to facilitate this.
- 4.4.4 All vehicular access to the site is shown off Gilbert Street, with only a pedestrian link to Unity Road on the north side of the site. At 5 metres in width, the 2-way access off Gilbert Street is generally acceptable as a shared surface. The shared surface route arrangement proposed is acceptable. However the main straight is long and some traffic management should be introduced. Nevertheless with Gilbert Street quite narrow, the radius of the turn into the site is tight. This could be improved through a planning condition requiring 'at any time' waiting restriction by the entrance to permit the turns to be made clear of obstructive parking.
- 4.4.5 With the submitted layout all traffic will need to access the site via Unity Road and circulate all the way round to Gilbert St to enter from the south. Exiting traffic will have the option to turn left out of the site to reach A1010. Nevertheless turning right and using Unity Rd to reach Hertford Road could be attractive as this route will avoid the A1010/Ordnance Rd t/signals if heading north.
- 4.4.6 Pedestrian routes away from the site ought to be improved. There is particular concern that the most direct route to the Hertford Road is via Gilbert Street, where the footway runs out and walking in the carriageway is required. There is no scope to provide a footway so the concern should be addressed by providing a dedicated shared surface at one level, to try to address the safety concern. Pedestrian access to nearby off-site open space should also be audited and improved where necessary. Both these concerns should be addressed by a S106 contribution.
- 4.4.7 Cycle parking provision is acceptable if covered and limited motorcycle parking has now been incorporated. It is essential for the lay-out to work that the parking areas are clearly defined and the pedestrian access routes kept clear. How this will be managed needs to be resolved through a S106 Agreement.

4.4.8 Electric charging points (2) are to be provided within the development should they be required by future residents.

#### 4.5 Education

4.5.1 The development would generate a requirement for 8 primary school places and 2 secondary school place requiring a contribution of £131,329 towards local education provision. This would be secured through a S106 Agreement.

#### 4.6 Public response

4.6.1 Consultation letters have been sent to the occupiers of 208 adjoining and nearby properties. In addition the application has been advertised on site and in the local press. In response, 8 letters of objection have been received, including one from the Gilbert and Unity Road Objection Committee. The objections raised can be summarised as:

- increase in traffic
- lack of car parking and therefore will lead to overspill on local roads
- access to the site should be from Unity Road with egress onto Gilbert Street
- increase in traffic will lead to further emissions from cars
- traffic during construction
- siting of the proposed block immediately adjacent to No.23 Gilbert Street, out of keeping and resulting in loss of privacy
- proposed pedestrian route through will be a haven for school children and loiterers and will encourage litter, noise and potentially vandalism
- proximity of some of parking areas to existing dwellings causing noise and disturbance
- in current economic climate building new homes is unnecessary, should focus on the re-use of empty properties.
- Density of development unacceptable
- 3 storey development out of character
- Loss of privacy

4.6.2 Former Councillor Laban raised objections to the development on grounds of over development and massing on an unacceptable scale, loss of privacy, 3-storey flats being out of keeping with surrounding properties and an unacceptable increase in traffic in Gilbert Street with its poor access onto Hertford Road.

#### 4.6.3 Petition

A petition has also been submitted signed by 30 local residents objecting to the development.

#### 4.6.4 Planning Panel

This was held on 8th April 2010 and a copy of the minutes are appended to this report.

4.6.5 Revisions have been made to the scheme following the planning panel. Further consultation has been undertaken with local residents as a consequence. Any further responses received will be reported at the meeting.

## 5. Relevant Policy

### 5.1 London Plan

3A.1	Increasing London's supply of housing
3A.2	Borough's housing targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3A.8-11	Affordable housing
3A.18	Protection & enhancement of social infrastructure & community facilities
3C.1	Matching development to transport capacity
3C.3	Sustainable transport in London
3C.17	Tackling congestion and reducing traffic
3C.21	Improving conditions for walking
3C.22	Improving conditions for cycling
3C.23	Parking strategy
3D.13	Children and young people's play and informal recreation strategies
4A.1- 14	Sustainable development
4A.20	Reducing noise and enhancing soundscapes
4B.1	Design principles for a compact city
4B.5	Creating an inclusive environment
4B.8	Respect local context and communities

### 5.2 Unitary Development Plan

(I)N1	To conserve, reinforce and enhance the sense of community within established residential areas by ensuring that new development respect the local character and that community facilities are provided.
(I)EN6	To have regard to the need to minimise the environmental impact of all development
(I)GD1	New development to have appropriate regard to its surroundings
(I)GD2	New development to improve the environment
(II)GD3	Design and character
(II)GD6	Traffic implications
(II)GD8	Access and servicing
(II)GD10	Development to be satisfactorily integrated into the physical, social and economic framework of the locality
(II)H6	To maintain an appropriate range in the size and tenure of dwellings in the Borough
(II)H8	Privacy and overlooking
(II)H9	Amenity space provision
(I)T7	To improve facilities and conditions for pedestrians and cyclists
(II)T1	To ensure that development takes place in locations which have appropriate access to the transport network
(II)T13	Access onto public highway
(II)T14	Contributions from developers for highway works necessitated by development
(II)T15	To improve, maintain and enhance the footways and public footpath network

- (II)T16 To require adequate access for pedestrians and people with disabilities in all developments
- (II)T19 Provision for cyclists
- (II)O18 To seek improvements where appropriate to local open space provision including the provision of children's play areas, in conjunction with development proposals.

### 5.3 Local Development Framework

5.3.1 The Enfield Plan –Core Strategy was submitted to the Secretary of State on 16th March 2010 for a Public Examination of the 'soundness ' of the plan. The Council is now in the examination process. The Inspector held a pre-hearing meeting (PHM) on Wednesday 12th May and the hearings are to begin on the 29th June and will run over 3 weeks. The following policies from this document are of relevance to the consideration of this application:

Core Policy 2	Housing Supply and locations for new homes
Core Policy 4	Housing Quality
Core Policy 5	Housing types
Core Policy 20	Sustainable Energy Use and Energy Infrastructure
Core Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 30	Maintaining and improving the quality of the built and open environment
Core Policy 40	North East Enfield

### 5.4 Other Material Considerations

5.4.1 The site is located within the area covered by the North East Enfield Area Action Plan. The North East Enfield Area Action Plan Issues and Options report, which identified the key issues facing North East Enfield and a range of potential options to address these issues, was published in February 2008. The closing date for comments was Friday 4th April 2008. The results of the Issues and Options consultation helped to inform the preferred options report. Consultation on the preferred options report commenced on Friday 27th February and closed on Tuesday 14th April 2009.

5.4.2 National planning guidance is as follows:

PPS1	Delivering sustainable development
PPS3	Housing
PPG13	Transport

## 6. **Analysis**

### 6.1 Principle

6.1.1 Although the site has in the past been used for employment purposes and contains a range of industrial buildings, it is presently vacant. Furthermore, the site is not within an area designated for employment purposes. With regard to alternative use, the principle of redevelopment for residential purposes has previously been accepted though the grant of outline planning permission in 2000. Whilst this permission has now expired, there has been no change to the sites designation and the residential use would remain consistent with the composition of the area. Therefore, having regard to the

objectives of PPS3 and the London Plan which encourage the more intensive but appropriate use of existing urban brownfield sites the principle of residential development on the site remains acceptable.

## 6.2 Integration with Character and Appearance of Surrounding Area

- 6.2.1 The site has an area of 0.9 hectares. With a total of 62 units, there would be a density of 240 habitable rooms per hectares. The London Plan density matrix would suggest a density of between 150 and 250 hrph is appropriate for this locality having regard to character and accessibility. Accordingly, the density figure is considered acceptable.
- 6.2.2 The numeric assessment of density, whilst valuable, is not the sole test as to whether a development is acceptable and it is equally important to look at the form and scale of the development proposed and how it relates to its surroundings.
- 6.2.3 The surrounding roads (Unity Road and Gilbert Street) comprise in the main two storey properties in a mix of detached, semis and terraced houses. This application proposes a mix of flats and houses contained in blocks two or three storeys in height. Whilst objections have been raised to the introduction of three storey development on the site, this is considered acceptable having regard to their appearance within the surrounding area, their position on site, relationship to site boundaries and the need to achieve an efficient use of land whilst having regard to the character of the area.
- 6.2.4 The development is arranged around a new central 'square' of green space, which provides a good and usable area of amenity space for the benefit of all future residents. The three storey buildings are positioned central to the site and set a minimum of 11m from the site boundaries. The height of buildings then drops to two storeys towards the periphery of the site. The buildings are positioned so that they respect the Council's minimum standards in terms of distances to boundaries. Following the Planning Panel, the block originally proposed to the site frontage with Gilbert Street has now been removed to increase the capacity for off-street car parking. A good sized landscaping strip has also been provided to the site entrance to screen the car parking and enhance the appearance of the site. The layout proposed allows for the creation of a central square
- 6.2.5 This site is almost entirely self-contained with only a limited frontage to Gilbert Street. Accordingly, this site presents a greater opportunity for freedom in the design, as the buildings would not sit within an established street scene. Nevertheless, the buildings whilst of a more contemporary design and elevation treatment, do respect the style of buildings that surround the site. The buildings are designed to achieve Code 4 for sustainable homes and would all meet Lifetime Home standards.
- 6.2.6 The Council's standards seek to achieve amenity space equivalent to 100% of the gross internal floor area of houses and 75% of the gross internal floor area of flats. Whilst the private amenity space of each individual house and communal gardens directly linked to the blocks of flats do not achieve this standard, the development includes a significant area of public open space within the core of the development, available to all residents and which will provide an area of informal play space for children. In addition, the applicant has agreed to a contribution of £32,000 towards enhancement of open

space/play provision in the vicinity of the site. This will be secured through a S106 Agreement.

- 6.2. Overall the density, form, scale and layout of the development is considered acceptable and would sympathetically integrate into the built form of the locality and the visual amenity of the surrounding area

6.3 Impact on Neighbouring Properties

- 6.3.1 The development is positioned to meet the Council's minimum distancing standard of 11m in relation to windows facing site boundaries and adjoining residential properties. Where this distance is not met, no windows are proposed. Window to window distances between the proposed residential units and the existing houses that adjoin the site, far exceed minimum standards. Accordingly, it is considered that the development would not give rise to any undue overlooking or loss of privacy for existing residents.
- 6.3.2 A minimum of 9.5m is achieved between the terrace of houses and the site boundary, where it abuts the service yard to the adjacent supermarket. Whilst this is below the standard, as the development only overlooks a service yard at this point, no objection is raised.
- 6.3.3 The existing industrial buildings on the site directly abut the western and part result of the proposal, the built development will be a minimum of 11m from the site boundaries and thus, whilst the height of the buildings, particularly the three storey elements will be greater than the existing buildings, as they will be set significantly further away, it is considered the development would generally improve the outlook from the rear of most of the adjoining residential properties. Where the buildings are located in a similar position to existing buildings in relation to the site boundary, there would be no greater impact on the amenities of the adjoining residents, when compared to the existing industrial buildings.
- 6.3.4 It is also considered that the relationship of the development to surrounding residential properties means that there will be no undue impact on sunlight or daylight.
- 6.3.5 The application does propose the provision of a pedestrian link from the site to Unity Road, utilising the existing point of access. This will introduce a number of pedestrian movements along this route, which presently do not exist. Pedestrian movement would ordinarily not generate a significant level of noise and disturbance. Facilities are proposed to prevent vehicular access to this link (including motorbikes) and appropriate lighting would be provided for security purposes. In order to safeguard the privacy of the occupiers of each adjoining property, new walls are proposed either side of the pedestrian route shared with the adjoining properties rear gardens. Moreover, and having regard to the fact that No.36 has a window that is presently exposed to the access way, the applicant has agreed to offer some additional land to the occupier so that the proposed new means of enclosure can be erected to enclose this window within an enlarged garden and thus safeguard privacy. This is to be secured through a S106 Agreement.

6.4 Access and Traffic Generation



- 6.4.1 Having reviewed the comments of Traffic and Transportation, the proposed access arrangements to and within the site are considered acceptable.

Whilst concerns about vehicle movements on Unity Road and Gilbert Street are noted, weight must be given to the traffic movements that could be associated with the former lawful use of the site. The Transport Statement submitted as part of the application confirms that if the existing 4,500sqm of industrial floorspace were re-occupied it could generate in the order of 304 trips per day. The residential development proposed would generate approximately 160 trips. Accordingly, it is considered that redevelopment of the site as proposed would represent an improvement, both numerically and by type of traffic, than if the site were retained and/or re-occupied for industrial purposes.

- 6.4.2 It is noted that residents have suggested that vehicles should access the site from Unity Road, thus avoiding the need for vehicles to drive all the way around Unity Road and Gilbert Street. However, it is not considered appropriate to allow vehicle access from Unity Road because of the impact this would have on the amenities of the occupiers of Nos 34 and 36 Unity Road.

- 6.4.4 A S106 will require the necessary off-site works identified by Traffic and Transportation, including the provision of waiting restrictions around the site entrance, works to the Gilbert Street/Hertford Road junction and an audit of pedestrian routes to the local centre and nearby open space, and funding and implementation of any works identified by it.

## 6.5 Parking

- 6.5.1 The scheme has been amended to reduce the number of units and increase the level of parking, following concerns expressed at the Planning Panel. Provision is now made for 1 space per unit and this is considered acceptable having regard to the London Plan standards.

## 6.6 Housing Mix and Affordable Housing

- 6.6.1 The proposal provides for a mix of accommodation as follows:

Affordable Rented	8 x 1 bed flats { 1 x 2bed flats {15%} 1 x 3 bed flat {2%} 8 x 3 bed houses {13%} 4 x 4 bed houses{6%}
Intermediate shared ownership	10 x 2 bed flats
Private	2 x 1 bed 7 x 2 bed 3 person flats {15%} 1 x 3 bed flat {2%} 6 x 2 bed 4 person houses {10%} 14 x 3 bed houses {23%}

- 6.6.2 This mix of social rented, intermediate shared ownership and private accommodation is considered acceptable in the context of London Plan policy

and emerging policy in the Core Strategy reflecting the need to provide a significant proportion of family sized accommodation..

## 6.7 Sustainable Design and Construction

6.7.1 The development is designed to achieve Code 4 for Sustainable Homes. This requires a reduction in CO2 emissions of 44% compared to a notional building. Three alternative strategies to achieve this have been considered: Option 1 proposes a communal ground source heat pump with some roof mounted solar thermal contribution; Option 2 proposes biogas fuelled communal boiler; and Option 3 proposes a communal gas boiler with solar thermal on each roof and some additional photovoltaic panels. The scheme has been designed to ensure all options can continue to be investigated and a condition is recommended to ensure compliance with Code 4. All units meet Lifetime Homes standards.

## 6.8 Ecology

6.8.1 An ecological assessment has been submitted in support of the Code for Sustainable Homes Assessment. This recommends the provision of bat boxes and bird nesting boxes to enhance the ecological value of the site and would be secured through the condition requiring compliance with Code 4.

## 6.9 S106 Agreement

- 6.9.1 Due to the nature of the proposed development, a S106 Agreement is necessary in conjunction with this development to achieve the following:
- provision of affordable housing as set out above.
  - Education contribution of £131,329
  - Open space/play space contribution of £32,000
  - Works to provide a dedicated shared surface at one level at the Hertford Road/Gilbert Street junction
  - Funding for the process of putting off-site waiting restrictions in place around the access to the site from Gilbert Street
  - Undertake Pedestrian route audit ( to facilities on Hertford Road and local open space/play space) and fund any necessary off-site highway works
  - Reinstatement of redundant vehicle crossing in Unity Road.
  - Long term management strategy for on-site car parking, open space, electric charging points and landscaping
  - Dedication of land adjoining No.36 Unity Road.
  - Submission and adherence to a Green Travel Plan, including looking at option of a car club.

## 7. **Conclusion**

7.1 The principle of the redevelopment of this site for residential purposes has previously been accepted and continues to be appropriate having regard to the character of the surrounding area. The form and scale of development now proposed is considered acceptable, achieves an appropriate mix of accommodation, and safeguards the amenities of the occupiers of surrounding properties. Accordingly, it is recommended that planning permission be granted for the following reasons:

1 The proposal achieves an efficient use of this brownfield site and makes a contribution to the Borough's housing stock, achieving an appropriate mix of units in terms of size and tenure, including a high proportion of family units. In this respect the development complies with Policy (II)H6 of the Unitary Development Plan and London Plan policies 3A.1, 3A.2, 3A.3, 3A.5 and 3A.9.

2 The development, by virtue of its form, layout, height, bulk, scale and massing has appropriate regard to the character of the area and the amenities of the occupiers of adjoining properties. In this respect the development complies with Policies (I)GD1, (I)GD2, (II)GD3, (II)H8 and (II)H9 of the Unitary Development Plan and London Plan policies 3A.3, 3A.5, 3A.6, 4B.1, 4B.5 and 4B.8

3 The development is provided with appropriate means of vehicle, cycle and pedestrian access. In this respect the development complies with Policies (II)GD6, (II)GD8, (II)T13, (II)T15, (II)T16 and (II)T19.

4 Having regard to the location of the site and its proximity to a large local centre, the proposal makes appropriate provision for on site car parking in accordance with London Plan policy 3C.23

## 8. Recommendation

8.1 That subject to the completion of a S106 Agreement requiring a contribution to education provision, the undertaking of an audit of pedestrian routes in the vicinity of the site and the funding of any necessary works identified, a contribution to off-site play space and the provision of affordable housing, planning permission be GRANTED subject to the following conditions:

- 1 C7 Details of materials
- 2 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to occupation of any part of the development. These details shall include proposed finished levels, car parking layout and demarcation of defined parking bays; other vehicle and pedestrian access and circulation area and measures to keep these areas clear of parked vehicles, hard surfacing materials; minor artefacts and structures (e.g. furniture, bollards, raised planting beds and lighting). Reason: To ensure a satisfactory appearance.
- 3 C10 Details of levels
- 4 C11 Details of enclosure
- 5 C13 Details of access and junction
- 6 C16 Private vehicles only- parking areas
- 7 C17 Details of landscaping
- 8 C19 Details of refuse storage
- 9 That development shall not commence on site until a construction management plan have been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out arrangements for construction vehicle access to and egress from the site, arrangements for the loading, unloading and turning of delivery, service and construction vehicles within the site and details of facilities for the

cleaning of wheels of construction vehicles leaving the site. The works shall be undertaken in accordance with the approved plan.

Reason: To safeguard the amenities of the occupiers of adjoining properties and to prevent the transfer of site material onto the public highway in the interests of safety and amenity.

- 10 C25 No additional fenestration
- 11 C28 Restriction of permitted development – buildings
- 12 C33 Contaminated land
- 13 Before the development hereby permitted commences an initial design stage assessment shall be carried out by an accredited assessor for the Code for Sustainable Homes and an interim certificate confirming compliance with at least level 4 of the Code shall be submitted to and acknowledged in writing by the Local Planning Authority. The dwellings shall not be occupied until a final Code certificate of compliance has been issued  
Reason: To ensure that the development is built in accordance with the Code for Sustainable Homes.
- 14 That development shall not commence until details of covered cycle parking facilities for all flats equivalent to one cycle parking space per dwelling shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in accordance with the approved details prior to occupation of the development.  
Reason: To ensure compliance with Unitary Development Plan policy
- 15 C51a Time Limited Permission

Directive: In providing the details pursuant to Condition 13 of this planning permission you will also need to demonstrate the on-site CO2 reduction achieved as a result of the use of renewables, having regard to the London Plan target of achieving at least 20% reduction.



**TP09/1539**  
 Atkinson Consulting  
 0161 710 1010

**FOR PLANNING**  
 MICHAEL HENRY & DAVID HARRISON GROUP  
 LANDSCAPE ARCHITECTS

**GIL-AL-9200**  
 LANDSCAPE MASTERPLAN

**HTA**  
 1258 @ A0  
 181

<b>DATE</b>	<b>DESCRIPTION</b>
12/01/2011	Issue for Planning
15/01/2011	Issue for Planning
18/01/2011	Issue for Planning
22/01/2011	Issue for Planning
25/01/2011	Issue for Planning
28/01/2011	Issue for Planning
31/01/2011	Issue for Planning
03/02/2011	Issue for Planning
06/02/2011	Issue for Planning
09/02/2011	Issue for Planning
12/02/2011	Issue for Planning
15/02/2011	Issue for Planning
18/02/2011	Issue for Planning
21/02/2011	Issue for Planning
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24/12/2011	Issue for Planning
27/12/2011	Issue for Planning
30/12/2011	Issue for Planning

Scale: 1:500  
 North Arrow: [Symbol]



Typical Flat (Central Space Character Area)



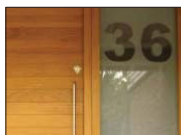
**Walls/Boundary Walls**  
Dark coloured multi-stock (similar to above) to building & boundary walls



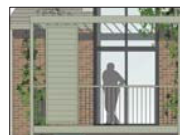
**Roof Tiles**  
Interlocking tiles in grey



**Window Detail**  
Grey foiled uPVC windows and doors



**Entrance Doors**  
Solid painted doors with fixed glazing panel and signage



**Balconies**  
Powder coated steel in grey/green



**Hedge / Planting**  
Planted hedges behind railings on brick plinth (see AR 001 for details)



**Bin Storage**  
Timber bin enclosure behind hedge for x 2 wheelie bins



**Cycle Storage**  
Secure, covered cycle storage behind brick pier (to terraced houses)

**Notes:**  
Please also see Design & Access Statement (AR 001) for Character Areas and proposed landscape works. Please also see layout plans for location of bin and bike stores.

All materials and colours shown are indicative only and are subject to planning approval and detailed design.



Key Plan

# Gilbert Street, Enfield • Detailed Elevation - Typical Flat Block

**HTA** HTA Architects 106-110 Kentish Town Road, London NW1 9PX  
tel: 020 7485 8555 email: hta@hta-arch.co.uk fax: 020 7485 1232 web: www.hta.co.uk

Drawing Title: Part Elevations  
Drawn By: HTS  
Job Reference: MCH-GIL-101

Drawing Number: GIL AL (0) 050  
Date: 22.02.10  
Scale: 1:50 @ A1

Revision: A  
Notes:



Notes:  
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must not be copied or reproduced in part, or in whole, without the express permission of HTA Architects Ltd.



Typical Terrace Houses (Unity Walk Character Area)



**Walls**  
Light coloured multi-stock (similar to above) to building walls



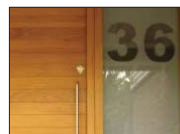
**Boundary Walls**  
Dark coloured multi-stock (similar to above) to boundary walls



**Roof Tiles**  
Interlocking tiles in grey



**Window Detail**  
Grey foiled uPVC windows and doors



**Entrance Doors**  
Solid painted doors with fixed glazing panel and signage



**Dormer Windows**  
Finished in coloured boarding



**Hedge / Planting**  
Planted hedges behind railings on brick plinth (see AR 001 for details)



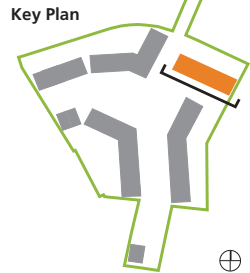
**Bin Storage**  
Timber bin enclosure behind hedge for x 2 wheelie bins



**Cycle Storage**  
Secure, covered cycle storage behind brick pier (to terraced houses)

**Notes:**  
Please also see Design & Access Statement (AR 001) for Character Areas and proposed landscape works. Please also see layout plans for location of bin and bike stores.

All materials and colours shown are indicative only and are subject to planning approval and detailed design.



## Gilbert Street, Enfield • Detailed Elevation - Typical House

**HTA** HTA Architects 106-110 Kentish Town Road, London NW1 9PX  
tel: 020 7485 8555 fax: 020 7485 1232  
email: hta@hta-arch.co.uk web: www.hta.co.uk

Drawing Title: Part Elevations  
Drawn By: HTS  
Job Reference: MCH-GIL-101

Drawing Number: GIL AL (0) 051  
Date: 22.02.10

Scale: 1:50 @ A1



Revision: A  
Notes:

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TP 09 / 1539  
FOR PLANNING

FOR PLANNING  
 MICHAEL HERRICK & ORIGIN HOUSING GROUP  
 GILBERT STREET, GILBERT

Landscaping Masterplan

GIL-AL-9210

MCHGIL-01 1:250 0 A3

TEST





**PLANNING PANEL - 8.4.2010**

**MINUTES OF THE MEETING OF THE PLANNING PANEL  
HELD ON THURSDAY, 8 APRIL 2010**

**COUNCILLORS**

**PRESENT** Alan Barker (Chairman), Dogan Delman, Toby Simon

**OFFICERS:** Bob Griffiths (Assistant Director – Planning & Environmental Protection), Aled Richards (Head of Development Services) and David B Taylor (Traffic and Transportation), Sandra Bertschin & Ann Redondo (Democratic Services Team)

**Also Attending:** Applicant / Agent Representatives:  
Mark Connell – King Sturge  
Paul Maddock – Architect  
Mark Hanson – Origin Housing Group  
Gerrard Brennan – Origin Housing Group  
Kirsty Armstrong - Comminque  
  
Councillor Matthew Laban (Ward Councillor)  
Councillor Donald McGowan  
and approximately 38 members of the public

**928**

**ELECTION OF PANEL CHAIRMAN**

Councillor Barker was appointed Panel Chairman.

**929**

**OPENING**

The Chairman welcomed all attendees to the Planning Panel. He explained that the purpose of this meeting was a fact-finding exercise for the Planning Committee.

**930**

**OFFICER'S SUMMARY OF THE PLANNING ISSUES**

Aled Richards, Head of Development Services, clarified that the purpose of a Planning Panel meeting was not to determine the application. A decision on the application would be made by the full Planning Committee at a later date, probably May or June 2010. The Planning Panel would give local residents and interested parties the opportunity to raise questions directly with the applicant and agents.

The planning proposal was to redevelop the site for residential purposes, including the erection of 64 dwellings, in a mix of 2 and 3 storey blocks of flats and terraces of houses, with 54 car parking spaces, vehicular access via Gilbert Street and landscaping across the scheme.

**PLANNING PANEL - 8.4.2010**

Site notices had been displayed and 208 letters had been sent to adjacent neighbours. Consultation was also undertaken with EDF and Thames Water who had raised no objections. The Police had raised concerns regarding the use of the alleyway as a rat-run and mis-use by mopeds.

Eleven objections had been received together with a 30 page signature petition, citing the following issues:

- Increase in traffic
- Unacceptable increase in traffic in Gilbert Street
- Increased traffic leading to further emissions from cars
- Traffic during construction
- Siting of the proposed block immediately adjacent to No. 23 Gilbert Street out of keeping and resulting in loss of privacy
- Proposed pedestrian route through will be a haven for school children and loiterers and will encourage litter, noise and potentially vandalism
- Proximity of some parking areas to existing dwellings causing noise and disturbance
- In the current economic climate building new homes is unnecessary, should focus on the re-use of empty properties
- Over development
- 3 storey flats out of keeping with surrounding properties
- Loss of privacy

**931**

**PRESENTATION BY THE APPLICANT / AGENT**

Mark Connell, King Sturge, and Paul Maddock, Architect, gave a presentation on the proposal. (A copy of the presentation is available from the Committee Administrator on 020 8379 4091.)

**932**

**QUESTIONS BY PANEL MEMBERS**

1. Councillor Delman raised the following concerns:
  - Density of the proposal;
  - Crime and safety;
  - Emergency vehicle access.

Mark Connell advised that:

- density was 71 dwellings per hectare which was within the London Plan standard;
- it was intended to seek 'Secure by Design' accreditation for the proposal;
- the Emergency Services had not raised any objections.

2. Councillor Simon made the following comments:
  - increased traffic in Gilbert Street and Unity Road should generate a Section 106 contribution to traffic calming measures;

**PLANNING PANEL - 8.4.2010**

- consideration to be given to including funding for youth provision within the Section 106 agreement;
  - verification of the traffic analysis required;
  - car parking provision to be reviewed;
  - analysis of similar car parking provision on other sites to be provided.
3. The Chairman expressed concern about the circular movement of traffic into and out of the site.

**933**

**QUESTIONS BY WARD COUNCILLORS AND MPS**

1. Councillor Laban raised the following issues:
- endorsement of residents concerns regarding vehicular access via Gilbert Street;
  - advised that the Co-op had built an access road from the Hertford Road to the site to keep commercial vehicles off of local residential streets and suggested that this road be used to access the site;
  - queried the validity of traffic movements as outlined in the traffic survey;
  - questioned the inclusion of three storey buildings when all the buildings in Gilbert Street and Unity Road were two storey or less.

**934**

**OPEN SESSION - QUESTIONS AND VIEWS FROM THE FLOOR**

**Car Parking**

1. Mrs Kent remarked that 2 car parking spaces were required for every property and that there was already car parking problems in Gilbert Street and Unity Road. There were also problems with cars speeding in Unity Road.

Mark Connell advised that new residents would be advised about car parking provision and would not be eligible for a permit in any new Controlled Parking Zone in Gilbert Street.

2. Mr Moynihan commented that less than one car parking space per property was not enough and at least two were required. Car parking overspill would be onto Gilbert Street and Unity Road which could lead to the introduction of a Controlled Parking Zone.

Aled Richards advised that there was no statutory legislation regarding the provision of car parking spaces, only national guidance. The Mayor's London Plan and national guidance balanced all issues, such as the locality of public transport, but generally proposed a 1:1 ratio.

3. Mrs Raymond advised that currently residents of Walsham Court often could not use their allocated communal parking space and that Newlon Housing Association nor the Police would take any action to address the

**PLANNING PANEL - 8.4.2010**

issue. She also expressed concern about increased traffic noise and two way traffic in Gilbert Street around the blind corner.

4. Mr Read suggested that the developers give consideration to underground car parking or stacking car parking. He also expressed concern about emergency vehicle access via Gilbert Street as this was commonly parked along both sides.

Mark Connell advised that there no constraints, other than financial, to underground or stacking car parking.

5. Mr Hasan commented that car parking provision was insufficient which would lead to crime. He suggested that landscaping be reduced to increase parking provision.

Mark Connell advised that the original proposal included 64 car parking spaces and that car parking provision could be reconsidered.

6. A resident remarked that due to inadequate car parking provision on the site it was likely that a Controlled Parking Zone would be required in Gilbert Street.

Mark Connell advised that residents of the proposed development would not be eligible for a permit in such a Controlled Parking Zone.

**Road access**

7. Mrs Mitchell advised that there was a blind bend in front of her house in Gilbert Street and expressed concern about a trebling of traffic using the road and consequent increase in road accidents. She also expressed concern about construction vehicles access to the site. She invited the developers to visit her residence to properly assess the issues raised.

Mark Connell advised that a Construction Management Plan would be agreed with the Council. He also advised that the traffic assessment had shown that the proposal would generate less traffic movement than if the site retained its lawful industrial usage. The proposed access was also suitable for emergency and refuse collection vehicles.

8. Mr Mitchell welcomed the redevelopment of the site but requested that access be provided from Hertford Road.

Mark Connell advised that the developers did not control the land and could not force the Co-op to handover the land on which the access road was located. However the Co-op would be contacted again to review this issue.

9. Ms Freeman expressed concern about noise pollution from access to the site which would affect her young daughter's bedroom outside of the working day and the further light restriction to her residence.

**PLANNING PANEL - 8.4.2010**

Mark Connell advised that shadowing and light had been considered with regard to her specific property and that no further light restriction would be created. If the site were to be retained for its lawful industrial use the noise level would be greater than for the proposed residential use. However he agreed to visit Ms Freeman's property to discuss her specific concerns.

10. Mr Steven commented that the proposed entrance to the site was opposite Turkey Brook and that cars were parked along this area reducing the turning point and narrowing the road into one way. He expressed concern that emergency vehicle access to the site could be blocked by parked cars and that tailbacks would be created on a regular basis by refuse vehicles.

Mark Connell advised that the proposed entrance was 6m wide and that the emergency services had not expressed any concerns regarding access to the site. The traffic assessment survey had shown the proposed access route to be adequate.

11. Mr Howson detailed the vehicular patterns when the site was in use as a dairy. He remarked that with the saturation of proposed buildings and lack of car parking the quality of life for local residents would be impacted which was of no interest to the developers. It was probable that the number of road accidents in Gilbert Street would increase leading to double yellow lines or a controlled parking zone. He requested that an alternative entrance to the site be found.

Mark Connell advised that the Origin Housing Group would be responsible for the ongoing management of the site and therefore were interested in the quality of life in the local area.

**Design issues**

12. Mrs Page expressed concern about the footprint of the proposed building next to her house as this would obliterate light from four rooms out of six in her house. She also expressed concerns about a lack of privacy due to overlooking.

Mark Connell agreed to visit Mrs Page's residence to discuss her specific concerns regarding the proposed building next to her house.

13. Mrs Torun expressed concern regarding overlooking and the blocking of light to her house together with concerns regarding access to the site being directly outside her property. She suggested that the proposed block of flats be replaced with increased car parking provision for residents of the new site.

Paul Maddock advised that refinement of the proposal could be considered.

**PLANNING PANEL - 8.4.2010**

14. Ms Naidu expressed concerns about increased crime and safety as her property would be overlooked and her privacy invaded.

Mark Connell advised that the Police Safer Neighbourhood Officer had welcomed the regeneration of the site to reduce crime as a vacant site lends itself to crime.

15. Councillor McGowan remarked that the proposal was too dense and had not considered the effect on the street scene. Cars would end up being parked in local roads which could lead to more use of front gardens for car parking. Also the Council's Place Shaping project should have been considered within the proposal.

Mark Connell advised that individuals now wanting to convert their front gardens to car parking provision required planning permission. The proposal for the site had been commended by the Place Shaping Committee.

16. Mr Rocco requested that another proposal with fewer buildings be developed.

17. Several residents expressed concern about the boundaries between their properties and proposed buildings. They would be overlooked, there would be a loss of light to their residences and a lack of privacy.

Mark Connell advised that all proposed building boundaries were in excess of the Council's standards and that consideration could be given to tree planting or fencing to establish boundaries.

18. Ms Spong and Ms Marshall commented on the infrastructure, such as local schools, doctors and youth provision, which would be needed to support the development.

Mark Connell advised that the developers, through a Section 106 agreement, would be making monies available to the Council, this included £144K educational support, £32K for local play areas and a contribution towards the traffic analysis study.

Aled Richards advised that Section 106 financial contributions were to support various aspects of community life and were an obligation on all developers. All such payments were site specific and had to be invested in the local area. Levels of financial contributions were based on formula calculations.

**935**

**CLOSE OF MEETING**

The Chairman thanked everyone for their comments and questions; these would be fed back into the application process. The application would be determined at a forthcoming Planning Committee meeting to which residents were welcome to attend.



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**LONDON BOROUGH OF ENFIELD**

**PLANNING COMMITTEE**

**Date : 27<sup>th</sup> July 2010**

**Report of**  
Assistant Director, Planning  
& Environmental Protection

**Contact Officers:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
David Warden Tel: 020 8379 3931

**Ward:**  
Edmonton  
Green

**Application Number : TP/09/1862**

**Category:** Major Other

**LOCATION:** Yard, Gibbs Road, Montague Industrial Estate, N18 3PU

**PROPOSAL:** Use of site as an industrial facility for the production of renewable energy from waste timber involving extension to existing building, new pump house, substation and condensers with associated works and formation of a new exit to Gibbs Road.

**Applicant Name & Address:**

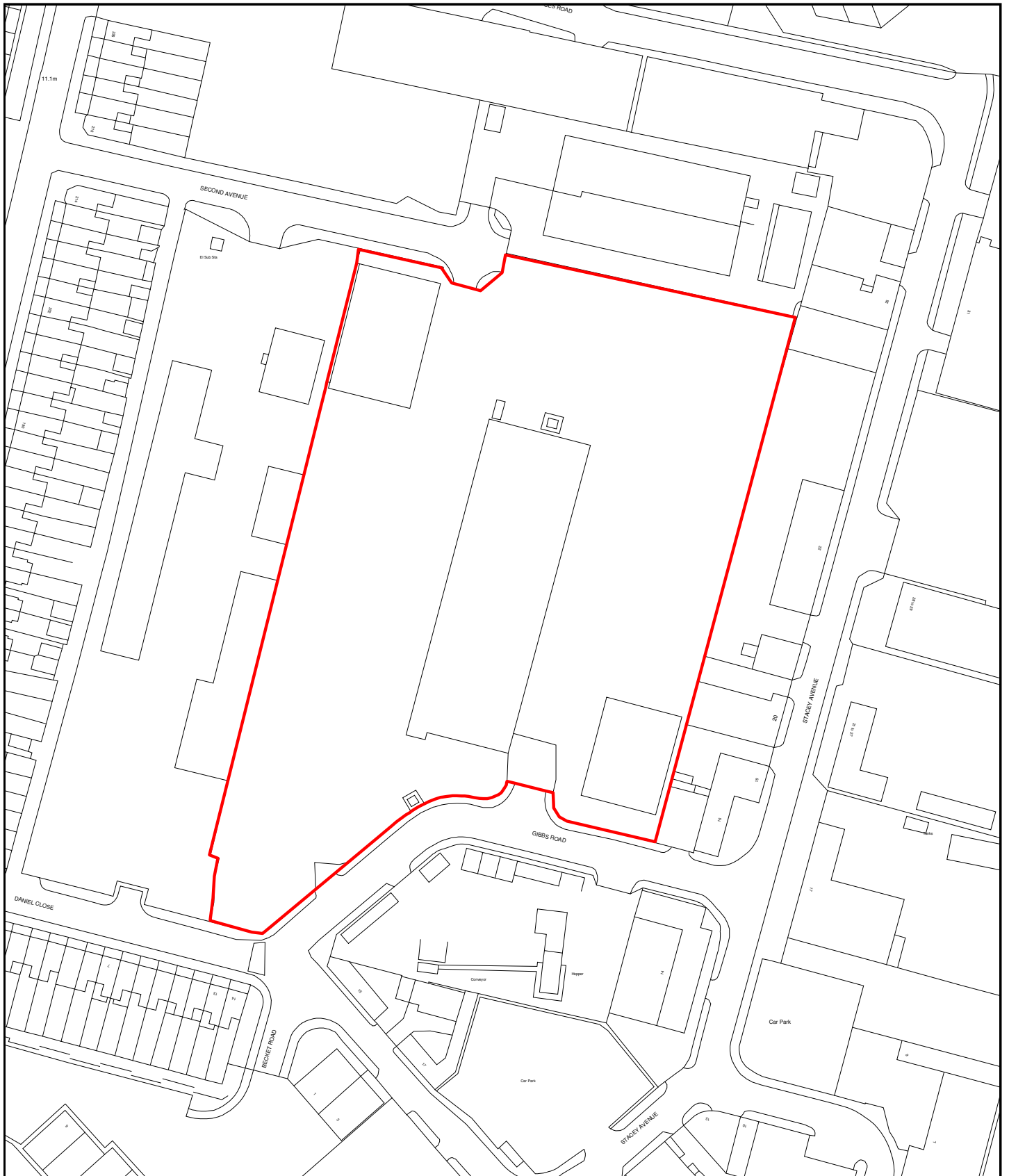
Mr Trad Henderson  
Kedco Howard Ltd  
1, Quality Court,  
Chancery Lane,  
London,  
WC2A 1HR

**Agent Name & Address:**

Mr Hugh Smith  
LRS Consultancy  
1, Quality Court,  
Chancery Lane,  
London,  
WC2A 1HR

**RECOMMENDATION:**

That planning permission be **GRANTED** subject to an agreement under section 106 and subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 12:10

Date of plot: 09/07/2010

## **1. Site and Surroundings**

### **1.1 Site**

1.1.1 The site is located within the Monague Industrial Estate and extends from Gibbs Road to Second Avenue. The site currently comprises a recently completed large L-shaped building running long the northern and eastern site boundaries (ref. TP/07/2486), a building in the centre of the site that is currently being extended (ref. TP/09/1151), with further existing buildings to the northwest and southwest corners. The remainder of the site comprises hardstanding.

1.1.2 There are existing accesses from both Gibbs Road and Second Avenue, although the latter has a no HGV access condition in place.

### **1.2 Surroundings**

1.2.1 The area is characterised by predominantly heavy industry including some waste and recycling based businesses. However, further to the west and southwest of the site are residential dwellings, in particular traditional terraced properties fronting Montague Road and Daniel Close, respectively.

1.2.2 The site and adjoining land are allocated as part of the Primary Industrial Area and fall within the Central Leaside Area Action Plan area.. The entire site lies within Flood Zone 2, with flood zone 3 less than 10 metres from the site boundary.

## **2. Proposal**

2.1 The proposal would provide a facility to process up to 60,000 tonnes per annum of waste wood to produce up to 12 megawatts of renewable electricity and 10 megawatts of renewable heat energy per hour. This would be achieved through the use of a Biomass CHP facility.

2.2 The process would involve waste timber being delivered to the site, chipped and dried before being fed into a gasification system. The proposed system is modular and is produced by a United States based company, ZEROPOINT. The 6 proposed modules will each include a gasifier chamber, various filtration and heat recovery elements and a turbine/engine unit. The gasifier will heat the dried and pelletised wood to approximately 800 degrees within an oxygen controlled environment to allow thermal conversion of the biomass into syngas. After filtration and heat recovery the syngas will be burnt in the turbine/engine to produce electricity. The heat recovery systems will provide heat energy that will be partially used for the drying process discussed above, with the remainder available as renewable heat energy.

- 2.3 The submitted details state that, at full capacity, it is estimated the facility will be a net exporter of up to 83,000 MWhE (electrical) and 65,000 MWhT (thermal) per annum. The electrical energy will be fed directly into the national grid and the details suggest this could supply up to 19,000 homes, whereas discussions are ongoing regarding the use of the heat energy.
- 2.4 The main by-products of this process are the bottom ash from the gasifier and emissions including Nitrous Oxides and Carbon Monoxide. The submitted details state that the process will produce 450 tonnes per annum of bottom ash, which will be sent to landfill. Two steel exhaust stacks each with a diameter of approximately 0.9 metres and a height of approximately 32 metres above floor level are included within the proposal.
- 2.5 The scheme will utilise the recently constructed large L-shaped building (ref. TP/07/2486) with additional walls and noise insulation proposed to provide a wholly enclosed structure. In addition, in and out accesses to Gibbs Road and an internal circulation route similar to that within this recently approved scheme will be used.
- 2.6 The submitted details state, at full capacity, total vehicle movements to and from the site will be reduced by 80% compared with the previous/lawful use of the site. The details state the entirety of the waste timber feedstock will be supplied by local transfer stations, within a 5 mile radius with most within 3 miles.
- 2.7 The facility would operate 24 hours per day 7 days per week for approximately 8,000 hours per year. However, lorries would deliver waste wood to the facility Monday to Friday between 8 am to 6 pm and Saturday 8 am to 4 pm. The site would be manned 24 hours per day on a three shift basis. In total, the development would employ 35 staff.
- 2.8 The submitted details provide information on the need for renewable energy in the UK, as well as additional information of gasification technologies

### **3. Relevant Planning Decisions**

- 3.1 TP/09/1151 Increase in height of roof of existing building together with external cladding and roller shutter doors, granted with conditions October 2009.
- 3.2 PRE/09/0009 Proposed development of biomass combined heat and power unit.
- 3.3 TP/07/2486 Erection of an open fronted storage building along the north and east boundary, alterations to parking layout and new vehicular access to Gibbs Road, granted with conditions March 2008.

- 3.4 TP/00/1669 Formation of vehicular access, gates, fence and warehouse doors, granted with conditions December 2000.
- 3.5 LBE/88/0034 Demolition of existing factory and provision of access road between Second Avenue and Gibbs Road plus future use of remainder of site for industrial and warehousing development (outline), granted with conditions December 1988.
- 3.6 TP/87/1372 Erection of a toilet block to existing warehouse and erection of a new boundary fence with entrance gates along the proposed new road to Second Avenue), granted with conditions November 1987.
- 3.7 In addition, there are various historic applications largely relating to the industrial use of the site.

#### **4. Consultations**

##### **4.1 Statutory and non-statutory consultees**

- 4.1.1 Environmental Health initially objected to the adequacy of the noise and air quality information. However, in respect of air quality, following the provision of additional information and an increase in the stack height these concerns were withdrawn; although it was commented that the proposals will increase background NO<sub>2</sub> levels and a contribution of £30,000 to fund air quality monitoring at the nearest site. No further air quality conditions are requested. In respect of noise, additional details are awaited from the applicant to confirm the amount of noise insulation required in the buildings, in the absence of these, this matter could be addressed by condition. An update will be provided at the committee meeting.
- 4.1.2 Place Shaping & Enterprise provide support in principle for the proposal. Some concerns were previously raised regarding the impact on the potential for CHP facilities at the Eco Park site. However, they later confirmed that the Eco Park is going to use a Solid Recoverable Fuel that will be exported off-site for the majority of the energy output. As a result there will be a limited impact on this facility.
- 4.1.3 The Greater London Authority stage one report states that while the application is generally acceptable in strategic planning terms, it does not comply with the London Plan in respect of the inadequate air quality assessment and that further work is required in respect of waste heat and transport. The report goes on to recommend changes that might remedy the deficiencies:

**Climate Change:** evidence of discussions with potential users of the waste heat should be provided

**Air Quality:** provide additional information on cumulative impact from CHP and traffic movements; use 2009 rather than 2006 data; more information on the proposed operational regime and further dispersion modelling should be undertaken to demonstrate the most likely effects as well as the worst case scenario; further information on the short term emission limit values; and, once the further modelling has been provided alterations to the stack height to aid plume dispersion and further mitigation measures to reduce emissions of NOx may be required.

**Transport:** the trip generation figures should be supported by appropriate survey data. Cycle parking should be provided in accordance with the minimum standards in the London Plan and delivery times should be controlled by condition.

- 4.1.4 Transport for London has no objection in principle. The level of car parking was accepted, subject to the provision of a disabled parking space and that cycle parking should be provided at a rate of 1 per 500 square metres. Concerns were raised that the submitted Traffic Impact Assessment needed appropriate survey data to back up its figures and should include a distribution of movements throughout the day rather than just daily totals. In addition, further controls were requested on the timing of deliveries to remove peak hours (08:00 -10:00 and 16:00 to 18:00). A Delivery & Service Plan will be required to set out the management put in place to enforce this. A Travel Plan focusing on car sharing and the use of public transport should also be secured by condition. The applicant confirmed that two disabled spaces, up to 18 cycle spaces, a draft Delivery and Service Plan to achieve large suppliers 12 tonne deliveries between 10:00 and 16:00 with best endeavours to limit smaller suppliers deliveries to non-peak times and agreement to a Travel Plan condition. In light of these commitments, TfL confirms no objection subject to conditions.
- 4.1.5 The Environment Agency initially raised objection due to an inadequate Flood Risk Assessment. This objection was later withdrawn. Their final response confirms no objection subject to conditions relating to flood risk, contaminated land and surface water drainage (which restricts infiltration to the ground). The response concludes with advice regarding waste, confirming that the Council will need to ensure that this plant is considered in line with the national waste policy which aims to move waste up the waste hierarchy - reduce, re-use, recycling and compositing, recovery and disposal as final option. The plant should not divert waste wood from markets that fall further up the waste hierarchy. Finally, the response confirms, a permit under the Environmental Permitting Regulations 2007 will be required for the proposed development. A separate consultation confirms an application for such a permit has been made.

4.1.6 The London Development Agency support the principle of development and confirm it is identified in the Upper Lee Valley OAPF Energy Strategy as a potential CHP plan supplying heat for a future decentralised network. The response states the site is well located in relation to the indicative route identified in the Strategy and the application is welcomed in terms of its potential to act as a possible heat source for an area wide district heating network. The response states that the scope for using the heat off-take from the plant is limited in the short term since the build out of the network (if this goes ahead) is expected to take place over the next 5-10 years. In respect of heat use opportunities prior to an area wide network being developed, the Coca Cola plant and the planned Meridian Water development the main significant potential further customers in the immediate vicinity of the site. Tesco and Ikea could present additional demands, but other main heat demands identified in the OAPF Energy Strategy are some distance away and would only become available if the wider scheme is brought forward. There is unlikely to be a significant heat demand at any of the sites on the Montague Road Estate, but these would need to be understood in greater detail in order to develop a case for connecting them. This work could be required through a S106 agreement. In addition, it will be necessary to ensure there is space provided within the site boundary to install distribution pumps, LTHW pipework, steam pipework, water treatment and pressurisation, thermal storage and associated ancillary equipment in the future. The response concludes that to maximise opportunities for heat off-take in the near term it is recommended that the developer is required to:

- Engage in further discussions with the Montague Road Estate and Edmonton Green Shopping Centre in order to establish more detail around heat update potential and associated timescales.
- Confirm the timescale for expansion of the Coca Cola plant, the current and future heat load for the site and that the grade of steam provided by the proposed gasification plant is suitable to meet Coca Cola's needs.

4.1.7 Natural England raises concerns that a Phase 1 Walkover survey has not been completed and requests that one be undertaken.

4.1.8 London Fire and Emergency Planning Authority (LFEPA) is satisfied with the proposals.

4.1.9 Thames Water has no objection to the application.

#### 4.2 Public response

4.2.1 Consultation letters were sent to 110 neighbouring properties. At the time of writing no replies have been received.

## 5. Relevant Policy Considerations

### 5.1 UDP Policies

(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
(I)E1	Enfield as a Location for Business
(I)E2	Enhance, bring into use and retain employment uses
(I)E4	Most efficient use of employment land
(II)E2	Concentrate B1 – B8 uses within Primary Industrial Areas
(I)EN1	Quality of the environment throughout the Borough
(I)EN6	Minimise Environmental Impact of Developments
(II)EN29	Ensure maximum recycling
(II)EN30	Land, air, noise and water pollution

### 5.2 Emerging Local Development Framework: Core Strategy:

5.2.1 The Planning and Compulsory Purchase Act 2004 requires the Council to replace the Unitary Development Plan with a Local Development Framework. At the heart of this portfolio of related documents will be the Core Strategy, which sets out the long-term spatial vision and strategic objectives for the Borough.

5.2.2 The Core Strategy has now been submitted to the Secretary of State and an Inspector appointed. The Examination in Public to consider whether the Strategy meets legal requirements and that it passes the tests of soundness (it is justified, effective and consistent with national policy) is scheduled for this summer and thus, some weight can be given to the policies contained therein. The following are considered of relevance to the consideration of this application.

SO1	Enabling and focusing change
SO2	Environmental sustainability
SO5	Education, health and wellbeing
SO6	Maximising economic potential
SO7	Employment and skills
SO8	Transportation and accessibility
SO10	Built environment
CP1	Strategic growth areas
CP7	Health and social care facilities and the wider determinants of health
CP13	Promoting economic prosperity
CP14	Safeguarding strategic industrial locations



CP15	Locally significant industrial sites
CP16	Taking part in economic success and improving skills
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22	Delivering sustainable waste management
CP24	The road network
CP25	Pedestrians and cyclists
CP27	Freight
CP28	Managing flood risk through development
CP29	Flood management infrastructure
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP36	Biodiversity
CP37	Central Leaside
CP46	Infrastructure contributions

### 5.3 Emerging Local Development Framework: North London Waste Plan:

5.3.1 The Preferred Options stage of the North London Waste Plan was published in October 2009, with a Summary of Responses published in March 2010. The application site is not one of the allocated sites for wastes uses within the plan. The following policies are relevant. However, it must be acknowledged that the plan may well be subject to changes before adoption (planned for December 2011) and, as a result, the weight to be attached is limited.

NLWP 1	Location of waste development
NLWP 3	Ensuring High Quality Development
NLWP 4	Decentralised energy
NLWP 5	The Management of Construction, Demolition and Excavation wastes

5.3.2 The plan addresses "Construction, Demolition & Excavation wastes" as follows:

4.29 *Our preferred option is to assume that construction, demolition and excavation wastes are largely managed on site and that North London Waste Plan and development control policies will ensure that developers must recycle or reuse such wastes on site. The rise in the landfill tax is a key driver in ensuring less of this waste goes to landfill. As an example, the Olympic Park is currently recycling/reusing over 96% of wastes on site. The small remainder is largely hazardous wastes that need to be disposed of in specialised facilities outside of London.*

4.30 *For the purposes of this Plan it is assumed that no specific additional and provision needs to be made for construction, demolition & excavation. However policy NLWP 5 will ensure*

*that on-site recycling and re-use is maximised by developers.  
See Appendix 4 for more details on waste arisings.*

5.3.3 Gasification is defined as “The thermal breakdown of organic material by heating waste in a low oxygen atmosphere to produce a gas. This gas is then used to produce heat/electricity”.

#### 5.4 Emerging Local Development Framework: Central Leaside Area Action Plan:

5.4.1 The Issues and Options stage of the Central Leaside Area Action Plan was published in February 2008 and consultation ended in April 2008. At present the document remains at an early stage and does not include specific policies. As such, the current document can be afforded very limited weight. Whilst, the Preferred Options document is shortly due to be released for consultation, even at this stage the weight to be attached will be limited. The document will, however, continue to gain weight as it passes through this consultation process. However, it should be noted that the site falls within the ‘Angel Road area’ representing ‘a major opportunity for change’.

#### 5.5 London Plan

3C.1	Integrating transport and development
3C.2	Matching development to transport capacity
3C.3	Sustainable transport in London
3C.17	Tackling congestion and reducing traffic
3C.23	Parking Strategy
4A.1	Tackling climate change
4A.2	Mitigating climate change
4A.3	Sustainable design and construction
4A.4	Energy assessment
4A.5	Provision of heating and cooling networks
4A.6	Decentralised Energy: Heating, Cooling and Power
4A.7	Renewable Energy
4A.9	Adaptation to Climate Change
4A.12	Flooding
4A.13	Flood risk management
4A.14	Sustainable drainage
4A.19	Improving air quality
4A.20	Reducing noise and enhancing soundscapes
4A.21	Waste strategic policy and targets
4A.22	Spatial policies for waste management
4A.23	Criteria for the selection of sites for waste management and disposal
4A.24	Existing provision – capacity, intensification, re-use and protection
4A.25	Borough level apportionment of municipal and commercial/industrial waste to be managed

- 4A.26 Numbers and types of recycling and waste treatment facilities
- 4A.27 Broad locations suitable for recycling and waste treatment facilities
- 4B.8 Respect Local Context and Communities
- Annex 4 Parking standards.

#### 5.4 Other Relevant Considerations

- PPS1 Delivering Sustainable Communities
- PPS3 Housing
- PPG13 Transport
- PPS10 Planning for Sustainable Waste Management
- PPS23 Planning and Pollution Control
- Enfield Renewable Energy and Low Carbon Study (2010)

## 6. **Analysis**

### 6.1 Principle

- 6.1.1 The proposal has the potential to contribute to the provision of additional waste recycling facilities, as supported by the London Plan (2008).
- 6.1.2 The existing use of the site is primarily B8 storage, with a mixture of industrial and waste uses within the surrounding Montague estate. The area is designated a Primary Industrial Area (PIA) within the Unitary Development Plan and Strategic Industrial Land (SIL) in the London Plan (2008). The Montague Industrial Estate has been the subject of substantial grant investment of public funds to upgrade infrastructure and enhance operational conditions for the range of industrial firms on the estate. These and similar improvements are supported by the emerging Central Leaside Area Action Plan. There are concerns, therefore, that the provision of additional land for waste uses has the potential to adversely effect these environmental improvements. However, the application proposes a modern method of dealing with waste wood in an enclosed environment and utilising the latest technology to provide renewable energy. It is considered that such a high-tech solution has the potential to add to, rather than detract from, the environmental improvement of the estate. However, much will depend upon the day to day management of the facility.
- 6.1.3 A risk management plan has been submitted in support of this application. However, this focuses on matters such as spillages and fire. It does not deal with the day to day management of the facility. However, it is considered acceptable to secure such a management plan by condition. This will be further supported by conditions which prevent external storage of materials, only off loading of waste timber inside the timber intake building, details of fast action doors to the

timber intake building, that waste timber shall only be processed on site and shall not be exported in either raw or processed form and that chipped/pelletised timber shall only be transported from the wood chip processing building by an overhead conveyor to the gasifier building the details of which will need to be approved.

6.1.4 Having regard to the above, and in particular the high-tech nature and renewable energy provisions of the proposed development, as well as policies 4A.6-7 and A4.21-27 of the London Plan (2008), it is considered that, subject to the detailed criteria below, the principle of the proposed use is considered acceptable.

## 6.2 Highway Safety

### 6.2.1 *Traffic Generation*

6.2.2 At a pre-application stage the applicant that the acceptability of the proposals would be contingent upon demonstrating that there will be no material increase in the volume or worsening in the character of traffic entering and exiting the site. This provides the principle basis for the assessment of this element of the proposal.

6.2.3 Whilst some concerns have been raised regarding the lack of detailed survey data, the Traffic and Transportation and TfL now accept the applicant's traffic generation figures for the existing/lawful use of the site at approximately 359 movements per day, of which 204 were by HGVs.

6.2.4 The Traffic and Transportation team have raised further concerns regarding the assumptions that the feedstock would be delivered in loads of up to 12 tonnes due to the lack of evidence that the local suppliers have this capacity. However, even assuming a 5-6 tonne load the 60,000 tpa would give rise to only 84 HGV movements per day. Taking the movements from the 35 staff, notwithstanding that these would be on a shift basis and assuming a worst case scenario of single vehicle usage, this would provide a further 70 movements. This provides for a total of 154 movements per day, of which 84 were by HGVs. Even when considering these assumptions, the scheme would result in total and HGV vehicle movements at only 43% and 41%, respectively, of those previously indicated.

6.2.5 Notwithstanding these reductions, to ensure the most positive traffic outcome, TfL have requested conditions relating to a Delivery and Service Plan, a Sustainable Transport Travel Plan and that deliveries only take place between the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 16:00 on Saturdays and at no time on Sundays or Bank Holidays. The Delivery and Service Plan will seek, where possible, to further limit these hours, in particular for larger vehicles and supply contracts to avoid the morning and afternoon peak hours of 08:00 to 10:00 and 16:00 to 18:00. These restrictions also result in an improved

transport environment for residents surrounding the Montague Estate access road.

6.2.6 In light of the above, in particular the significant reduction in total and HGV movements, as well as the improvements in traffic management secured by conditions, the traffic generation is considered acceptable.

#### 6.2.7 Access

6.2.8 The development proposes to utilise the existing accesses on Gibbs Road to provide access to the car parking area for staff and visitors, and to provide an entrance only into the main site for delivery/servicing vehicles. A new exit is proposed between the two existing accesses in order to facilitate the proposed one-way internal access road. The new exit is located on the outside of the bend on Gibbs Road so it is considered that adequate visibility would be achievable.

6.2.9 Adequate pedestrian inter-visibility splays would also need to be provided at each of accesses however, this is not indicated on the application drawings. However, these can be secured by condition requiring details of landscaping and enclosure to be submitted.

6.2.10 The existing Second Avenue access is also to be maintained for 'cars and emergencies only'. In order to protect the amenity of the residents adjoining the Second Avenue/Montague Road junction and to ensure the effective operation of the one way working system, it is considered necessary to restrict this access to emergency vehicle only. This will be secured by condition.

6.2.11 The internal pedestrian footway within the site has an average width of 1.5m as measured from Drawing Number PL01. However, footways should have a minimum width of 2.0m (absolute minimum 1.8m) to comfortably allow two pedestrians, including a wheelchair, to pass. As there is considered to be sufficient space within the site to accommodate acceptable footways, this outstanding issue will be addressed by condition.

6.2.12 Overall, subject to the above conditions, the proposed access arrangements are considered acceptable.

#### 6.2.13 *Vehicular and Cycle Parking*

6.2.14 It would have been desirable to have received a full Travel Plan as part of the planning application, however, the commitment to the provision of a Travel Plan and the measures set out in the planning application are acknowledged. In order to ensure that sustainable travel habits are established from day one, this plan will be secured through the S106 agreement and will need to be implemented prior to occupation of the site.

- 6.2.15 The Traffic and Transportation team raised some concerns regarding the adequacy. However, the proposed car parking provision also includes car share spaces which form a part of the proposed Staff Travel Plan for the new facility. Through the implementation of the travel plan the number of single occupancy trips should reduce, however this would be undermined by an excessive level of car parking. As a result, the proposed formal car parking provision is considered to be of a level that includes an element of car parking restraint in line with current planning policy, without resulting in an excessive demand for on-street parking. Therefore, the proposed car parking provision is considered acceptable.
- 6.2.16 If there is to be shift work, then it would be reasonable to assume that there would be some overlap of arrivals and departures and as a result, the proposed development may generate on-street parking. However, the site does have the potential to provide a further 5 spaces if it is considered that the 10 spaces won't be enough to accommodate demand.
- 6.2.17 It is recommended that the travel plan include that car parking (both off and on-street) will be monitored on a regular basis and that if the number of single occupancy car trips does not reduce in line with targets, then the developer is required to pay for the implementation of parking restrictions on Gibbs Road. A Bond figure will be required to cover any potential survey costs of the Council should the Travel plan not be implemented correctly and this will be secured within the S106 agreement.
- 6.2.18 In respect of the car park layout, the two disabled spaces are substandard. In addition, the aisle width to the rear of these spaces, 5.0m, is also substandard as a minimum space of 6.0m is required. Therefore, there are some minor amendments required to the car parking layout, which, as there is adequate space to achieve these requirements, can be secured by condition.
- 6.2.19 In respect of cycle parking provision, the Transport for London's Cycle Parking standard is for 1 space per 500m<sup>2</sup> which would result in a minimum permissible requirement of 18 spaces. However, TfL have accepted that due to the automated nature of the equipment covering much of this floor area a lower provision of 8 spaces would be acceptable. These can be secured by condition.
- 6.2.20 Overall, subject to revisions secured by condition, the proposed parking arrangements are considered acceptable.

### 6.3 Renewable Energy and Sustainability Design and Construction

#### 6.3.1 *Renewable Energy*

- 6.3.2 The surplus electrical energy, some 83,000 MWhE (electrical) per annum, will go directly into the national grid via an on-site substation. This will provide a significant source of renewable electricity, which in turn will make a strong contribution to mitigating the effects of climate change.
- 6.3.3 The use of heat energy, however, is more complex. The amount of surplus heat energy, some 65,000 MWhT (thermal) per annum, means that no single supplier would be able to take it all. Indeed, it is unlikely that all of the excess heat energy would be in use until an Area Wide Network is implemented (this is confirmed by the LDA). As a result the heat usage must be split into two stages, pre and post-Area Wide Network.
- 6.3.4 In respect of the post-network stage, the S106 agreement will require connection and supply of excess heat to be made available. Indeed, the presence of this facility is likely to significantly reduce the risks involved in establishing such a network as a significant supply element would already be in place.
- 6.3.5 The pre-network stage is more challenging. Letters of interest have been provided by Coca Cola and Asda. In particular, these seek to enter further discussions once there is greater certainty through the grant of planning permission. The submitted Heat Assessment confirms discussions with St Modwen regarding the wider existing Edmonton Green Shopping Centre, along with the proposed north section redevelopment. The LDA suggest that the proposed Meridian Water development would be the other main demand, along with some potential from Tesco and Ikea. There are concerns regarding the number of organisations involved, their own development plans and whether, in practice, these discussions will result in active use of the excess heat. However, the potential heat users are unable to commit further resources until there is a greater certainty of supply (i.e. that planning permission has been granted, or even that the site is up and running). As a result, it is considered that it would be unreasonable to require agreements to be in place prior to the granting of planning permission. However, the requirement to continue to pursue all reasonable endeavours to secure use of this renewable fuel will be provided for with the S106 agreement.
- 6.3.6 The agreement will require reports on the ongoing 'all reasonable endeavours' at the following stages: before development commences, before installation of the first 20,000 tpa module, the second 20,000 tpa module and the final 20,000 tpa module. The agreement will set out Head Objectives that must be met prior to each stage. Discussions are still underway regarding the detail of these objectives and an update will be provided at the meeting.
- 6.3.7 The scheme also provides the opportunity to assist in the regeneration of the Montague Estate by providing opportunities for existing and

future commercial tenants to utilise this renewable heat resource. Whilst there are concerns regarding the extent of the existing need, some expressions of interest have been provided with the application. There will be a specific requirement to make all reasonable endeavours to secure usage within the estate. Discussions are currently being held regarding securing a specific fund to help bridge the infrastructure gap in respect of the surrounding estate.

6.3.8 The development will deal only with Treated Waste Wood (TWW), indeed the S106 agreement will provide a requirement that 95% of the feedstock (by weight) is TWW, as set out in the Waste Hierarchy section below. As well as achieving waste objectives, this will ensure that biomass, such as solid recoverable fuel, that could more readily be used in a CHP system where the heat usage was already confirmed, could not be used at the site. Whilst in the future, when an Area Wide Network is in place, this may be something that could be the subject of review, it is correct that this should require an amendment to the application. In particular, a review of the transport implications would be required. As a result of this limitation, the development is restricted to the objective of diverting TWW, which the submitted details suggest is currently sent to landfill and is acknowledged as very difficult to re-use or recycle, to provide energy.

6.3.9 Overall, the site will provide a significant renewable electricity contribution from first operation, which will expand as each of two remaining 20,000 tpa modules are added. In respect of heat energy, significant further work is required for both pre and post-Area Wide Network solutions. However, it is appropriate, and necessary, for this work to be completed once planning permission has been granted and this will be secured by a staged S106 agreement that requires reports and the meeting of heat objectives prior to commencement of development, first use of the plant, installation of the second and then the third 20,000 tpa modules.

#### 6.3.10 *Waste Hierarchy*

6.3.11 The Environment Agency's comments regarding the need to ensure that this plant is considered in line with the national waste policy which aims to move waste up the waste hierarchy - reduce, re-use, recycling and composting, recovery and disposal as final option and that the plant should not divert waste wood from markets that fall further up the waste hierarchy are accepted. This will be addressed in two ways, firstly the S106 will require that at least 95% of the feedstock (by weight) shall be Treated Waste Wood (TWW). This will ensure that waste which could be more readily re-used or recycled should be largely avoided. A 100% figure is not proposed to avoid operational difficulties. In addition, a condition is proposed requiring a Waste Hierarchy Strategy to be submitted, approved and implemented. This will require screening of intake and advice to customers. In particular, un-treated construction and demolition waste shall be diverted to (in



order) re-use or, subsequently, recycling. In addition, information will need to be provided to customers on the reduction in the use of materials.

#### 6.3.12 *Sustainable Design and Construction*

6.3.13 The site will be powered from its on site renewable energy from the CHP process, which significantly exceeds the requirements for 20% on site renewable. Indeed, as outlined above, the site will be a significant net exporter of electrical and heat energy.

6.3.14 The development will exceed building regulations insulation requirements with a U-value of 0.2 for the roof and wall panels. Recycled timber for cladding the substation

6.3.15 The site cannot adopt a full SUDS approach, due to on site land contamination. However, a condition is proposed requiring a feasibility study for the harvesting of rainwater from the substantial area building roofs for use on site, with prior treatment if required.

6.3.16 The industrial process will produce a number of by-products, the most significant of which will be approximately 450 tonnes of bottom ash/char material per annum. A condition is proposed requiring a study into sustainable methods of disposal of these products, including, in the case of the bottom ash, use as a secondary aggregate.

6.3.17 Overall, the renewable energy and sustainable design and construction elements of the proposal are considered acceptable.

#### 6.4 Air Quality

6.4.1 The Environmental Health Team, based upon additional information that has been received and the increase in stack height to 32 metres, which will assist with dispersal of by-product gasses, are now satisfied with the development. Whilst comment is made that the proposals will increase background NO<sub>2</sub>, this increase has been accepted. The site will be subject to an Environmental Permit from the Environment Agency. As a result, it will not be necessary to impose planning conditions regarding air quality. However, the pre-application advice confirmed the applicant would be required to contribute towards improvements to the air quality monitoring in the area. The Environmental Health Team confirms this requirement. This provides for a S106 contribution of £30,000.

6.4.2 Dust will be controlled by a Dust Management Plan, which will be secured by condition. A further condition will require a fast action automatic door system to the timber intake building.

6.4.3 Overall, the air quality impacts of the proposal are considered acceptable.

## 6.5 Impact on Character of Surrounding Area

6.5.1 The site is located within an industrial area and the principle of development has been assessed above and found to be acceptable. The remaining impact on the character of the surrounding area relate to the design, visual impact and layout of the proposals, which is assessed below.

### 6.5.2 *Design and visual impact*

6.5.3 The proposed building provides for a simple industrial design, whilst not particularly aspirational, is not out of keeping with its surroundings. Moreover, it reflects the design of the buildings previously approved at this site. There are some concerns regarding the increased stack height, now at some 32 metres above finished floor level. However, these two stacks are less than 1 metre in diameter, which will prevent them from being overly dominant. Overall, given the surrounding industrial context the proposed design and resulting visual impacts are considered acceptable.

### 6.5.4 *Layout*

6.5.5 The proposed layout provides for a high degree of site coverage. However, the internal road layout works well; all but the timber intake building have previously been approved and this level of built development facilitates the internal only unloading facilities that will provide for a modern and controlled waste environment.

6.5.6 The scheme includes indicative landscaping along the boundary with Gibbs Road, this will be secured by condition.

6.5.7 Overall, it is considered the proposed development would have an acceptable impact on the character of the surrounding area.

## 6.6 Impact on Neighbouring Properties

6.6.1 The site is surrounded by commercial properties, with residential dwellings at to the west along Montague Road and to the southwest Daniel Close with Rays Avenue and Rays Road beyond. The main impacts on these dwellings, as well as the surrounding commercial properties relate to noise and odour from the proposed operation; each is addressed in turn below.

6.6.2 Air quality impacts have been addressed above and will not be repeated here. The impact from traffic is addressed above, the overall reduction in transport movements and restrictions working hours should reduce the impact on surrounding residents when compared with the lawful use of the site.

### 6.6.3 *Noise*

6.6.4 The nearest dwelling is in Daniel Close and is approximately 15 metres from site boundary. The distance to the main building is some 65 metres with the intervening area used as an internal road, fire hydrant tank, car park and the substation. The nearest substation building would be approximately 18.5 metres from the front façade of properties in Daniel Close. However, this will be an enclosed building with the remaining substation elements some approximately 30 metres from the façade of these properties. Whilst substation equipment has the potential to emit a humming sound that may cause a nuisance to residents, the minimum distances required by EDF Energy are considerably exceeded. The submitted noise assessment has not addressed this matter in detail. As a result, further comments are awaited from the applicant and will be reported at the meeting. However, it is clear that any noise impacts could be overcome by the enclosure of this plant and equipment, where this is not proposed already.

6.6.5 In respect of the noise emanating from the main building this will include the plant machinery, feeding equipment, pelletisation, unloading of waste timber, as well as the gasifiers and CHP engines. However, this will operate in an entirely enclosed environment. The Environmental Health team are not satisfied with the noise data within the submitted assessment and further information has been requested. It is considered, however, that this will inform the level of attenuation required, rather than prevent development. If necessary, this matter could be addressed by a suitably worded condition. An update will be provided at the committee meeting.

6.6.6 To ensure the effect of the noise insulation is not bypassed by the opening of the doors to the feedstock building a condition is proposed that will require a scheme to be submitted and approved. This will secure a fast action automatic door system, along with a management plan, which shall include details of signage, a traffic light system and road markings to ensure vehicles do not activate the doors until they are actually entering the building (i.e. queuing vehicles must not activate the door opening mechanism).

6.6.7 The scheme does, however, include some external plant. Whilst it is accepted that the siting of this plant and the layout of the buildings will reduce their impact, the submitted assessment does not adequately address the noise emanating from this plant. However, the plant is understood to produce a limited amount of noise, which could, if required, be attenuated by condition. An update will be provided at the committee meeting.

### 6.6.8 *Odour*

6.6.9 As the scheme will imported a largely dry material, or even in the case of wet wood, the odours produced are limited. The submitted details confirm that the systems involved in processing the waste timber will not themselves give rise to odour problems. Moreover, these operation will take place in an enclosed environment. As a result, the restrictions requiring internal tipping and processing of waste timber, as well as the associated management plan, will ensure the development does not result in an unacceptable odour problem.

6.6.10 Overall, it is considered that the impact on the surrounding properties including commercial and residential properties, will be acceptable.

## 6.7 Other Matters

### 6.7.1 *Ecology*

6.7.2 Natural England has raised concerns regarding the lack of a Phase 1 Walkover assessment in respect of the potential ecological value of the site and presence of protected species. However, in this case, the site has been the subject of intensive development over the course of some months involving the construction of the L-shaped building and the raising of the roof of the centre building. Having regard to the fact that the remainder of the site is hard standing, it is considered there is a very low ecological potential for the site. The only area where there remains any realistic potential for protected species is the retained building to the northwest corner of the site. Given that, even this building, has a low potential due to its recent industrial use and recent construction activity involving this building, it is considered acceptable for such a survey to be undertaken through a suitably worded planning condition.

### 6.7.3 *Flood Risk*

6.7.4 The revised Flood Risk Assessment now satisfies the Environment Agency's concerns. Mitigation measures will be secured by condition. These involve the provision of approximately 136m<sup>3</sup> of compensatory flood storage on site and limiting the surface water run-off generated by the 1 in 100 year critical storm, taking the effects of climate change into account, so that it will not exceed the existing site run-off rate and will not increase the risk of flooding off-site.

### 6.7.5 *Contaminated Land*

6.7.6 The Environment Agency has identified the site as likely to be contaminated and located in a Source Protection Zone 2, which is also close to the Pymmes Brook. However, they are satisfied that this can be adequately addressed through conditions. A Directive is also proposed providing additional instructions from the Environment Agency on the reports required. Given that the site comprises almost entirely hardstanding and this is proposed to be retained, it is

considered these matters can be adequately addressed by the conditions proposed.

#### 6.7.7 *Risk Management*

6.7.8 A risk plan shows an adequate identification of the site risks with a clear indication of the management of these risks. However, detail will be required in this area but it is acceptable for this to form part of the management plan condition. London Fire and Emergency Planning Authority are satisfied with the proposals and the Environment Agency will have a monitoring role through the Environmental Permitting Regulations 2007.

6.7.9 Overall, subject to conditions, the risk management at the site is considered acceptable.

#### 6.8 Section 106 Matters

6.8.1 For the reasons set out within the report above, an agreement under S106 will be required to secure:

- the maximum capacity of 60,000 tonnes per annum for the facility
- at least 95% of the feedstock (by weight) shall be Treated Waste Wood (TWW)
- use of the Heat Off-take building solely for plant and machinery associated with the export of heat and steam from the site
- prior to the commencement of development a report including detailed plans showing the routes within the site of waste heat off-take (to ensure that space is made available now)
- the export of surplus renewable electrical and heat energy
- all reasonable endeavours to use heat energy prior to an area wide network, including reporting and phasing of development in respect of heat off-take objectives
- requirements to provide connections for an Area Wide Heating Network
- requirements to provide connections for individual or group heat users
- requirements to provide an infrastructure delivery fund to support the use of heat energy within the Montague Industrial Estate
- a contribution of £30,000 towards air quality monitoring in the local area
- travel plan including monitoring and a bond for highway restrictions

### 7. **Conclusion**

- 7.1 The proposed development will produce a significant amount of renewable electrical and heat energy. The latter has the potential to help progress and, in part, de-risk the proposed Area Wide Heating Network. Whilst it would be preferable to have agreements in place for the use of the surplus heat, the difficulties in securing such agreements without certainty of supply are acknowledged. The S106 agreement, however, will ensure that all reasonable endeavours are used to secure use of the surplus heat prior to an Area Wide Network and a requirement to connect to such networks. Overall, on balance, subject to the restrictions S106 agreement and those imposed by condition, the proposed development is considered acceptable.

## **8. Recommendation**

- 8.1 That planning permission be GRANTED subject to an agreement under section 106, as outlined above, and subject to the following conditions:

1. The development shall not commence until a feasibility study on the sustainable use of by-products, in particular re-use of the bottom ash/char material potentially as a secondary aggregate, has been submitted to and approved in writing by the Local Planning Authority. The use of the by-products shall accord with the approved details and shall be implemented in accordance with the approved time scales.

Reason: In the interests of sustainable development and mitigating the impacts of climate change.

2. The development shall not commence until a Management Plan, including a Dust Management Plan, addressing the day to day operating practices of the site that will reduce its impact on the surrounding environment (in respect of noise/air quality/odour/dust/hazardous materials), manage risks within the site processes and, in respect of dust, technical specifications of air tightness of the building has been submitted to and approved in writing by the Local Planning Authority. The operation of the facility shall at all times be in accordance with the Management Plan.

Reason: To reduce the impact of the development on the local environment, including the amenities of nearby occupiers, and in the interests of sustainable development.

3. The development shall not commence until a scheme for the provision of a fast action automatic door system for the timber intake building, along with a management plan, which shall include details of signage, a traffic light system and road markings to ensure vehicles do not activate the doors until they are actually entering the building (i.e. queuing vehicles must not activate the door opening mechanism) has been submitted to and approved in writing by the Local Planning Authority. In take material shall only be offloaded inside the timber

intake building, with ingress via the door on elevation B and egress via the door on elevation D of plan 0973/PL08 received by the Local Planning Authority on 21st December 2009. The doors on elevation A to the Timber intake and storage building, shown on the aforementioned plan, shall not be used for the intake of waste timber materials. The door system and management plan shall be in use at all times that the facility is operational.

Reason: To reduce the impact of the development on the local environment, including the amenities of nearby occupiers.

4. The development shall not commence until a feasibility study on the harvesting of rainwater from the building roofs for use on site, with prior treatment if required, has been submitted to and approved in writing by the Local Planning Authority. The approved rain water harvesting system shall be implemented in accordance with the approved details prior to first use of the site and shall be retained thereafter.

Reason: In the interests of sustainable development.

5. The development shall not commence until a Waste Hierarchy Strategy, which aims, in particular, to ensure un-treated construction and demolition waste shall be diverted to (in order) re-use or, subsequently, recycling, has been submitted to and approved in writing by the Local Planning Authority. It shall include screening of intake material, advice to customers and the regular provision of information to customers on the reduction in the use of materials. The facility shall operate at all times in accordance with the approved strategy.

Reason: In the interests of sustainable development, to ensure waste is dealt with as high up the hierarchy as possible.

6. No goods, products or waste material (including timber intake or chipped timber feedstock material) shall be deposited or stored on any open part of the site. Chipped/palletised feedstock timber shall only be transported from the wood chip processing building by overhead conveyor to the gasifier building. Waste timber shall only be processed on site and shall not be exported in either raw or processed form. Unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and the appearance of the site, to ensure the development is operated in accordance with the approved details.

7. The development shall not commence until details of the overhead conveyor system linking the wood chip processing and gasifier buildings, including covering and insulation, have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance prior to first use of the site and shall be retained thereafter.

Reason: To reduce the impact of the development on the local environment, including the amenities of nearby occupiers.

8. The development shall not commence until a bat survey has been undertaken of the existing heat off-take building, in accordance with the most recent guidance published by Natural England, and any necessary mitigation measures have been completed in accordance with details, which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development does not unacceptably affect a this protected species.

9. Notwithstanding the submitted details, the development shall not commence until a Noise Assessment addressing noise from the proposed building, external plant and substations areas, which may include mitigation measures including increase noise insulation and enclosures around these noise sources, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before first use of the facility hereby approved and shall be retained thereafter.

Reason: To protect the amenities of nearby residential and commercial properties.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the shall only be used for the production of energy from waste timber and shall not be used for any other purpose..

Reason: To ensure the implications of any potential change of use are adequately assessed through a planning application.

11. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated May 2010, SLR Ref: 403.3163.00001 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking the effects of climate change into account, so that it will not exceed the existing site run-off rate and will not increase the risk of flooding off-site.
2. Provision of approximately 136m<sup>3</sup> of compensatory flood storage on site.

Reason:

1. To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.
2. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.



3. To reduce the impact of flooding on the proposed development and future occupants.
12. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
    - 1) A preliminary risk assessment which has identified:
      - all previous uses
      - potential contaminants associated with those uses
      - a conceptual model of the site indicating sources, pathways and receptors
      - potentially unacceptable risks arising from contamination at the site.
    - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
    - 3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
    - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect the water environment.

13. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the water environment as the site is likely to be contaminated and located in a Source Protection Zone 2 and close to the Pymm's Brook.

14. The external finishing materials shall match those detailed within application, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance.

15. Deliveries to and collections from the site shall only take place between the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 16:00 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: To protect the amenities of nearby residential and commercial properties.

16. The development shall not commence until a scheme to provide Emergency Access only from Second Avenue, which shall include signage has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before first use of the facility and retained thereafter.

Reason: To protect the amenities of nearby residential and commercial properties.

17. The development shall not commence until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be in use at all times the facility is operating.

Reason: To protect the amenities of nearby residential and commercial properties.

18. Prior to the commencement of development details of access, any other highway alterations associated with the development and vehicle movements within the site including details of ingress and egress, internal one-way working system and associated signage throughout the site for heavy good vehicles shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained.

Reason: To safeguard the free flow and safety of traffic.

19. Prior to the commencement of development details of the redundant points of access and reinstatement of the verge to make good the footway shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained.

Reason: To provide safe and accessible linkages for pedestrians and cyclists and to preserve the interests of highway amenity.

20. The parking area(s) forming part of the development shall only be used for the parking of private motor vehicles and shall not be used for any

other purpose.

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

21. During the construction period of the approved development an area shall be maintained within the site for the loading/unloading, parking and turning of delivery, service and construction vehicles.

Reason: To prevent obstruction on the adjoining highways and to safeguard the amenities of surrounding occupiers.

22. The development shall not commence until details of facilities and methodology for cleaning the wheels of construction vehicles leaving the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period.

Reason: To prevent the transfer of site material onto the public highway in the interests of safety and amenity.

23. The development shall not commence until details of the surfacing materials to be used within the development including footpaths (which shall be 2.0m in width), access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

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

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

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

25. The site shall be enclosed, including site gates, 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.

26. The development shall not commence until details of parking and turning facilities, to include the provision of motorcycle parking, to be provided in accordance with the standards adopted by the Local Planning Authority have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be constructed in accordance with the approved details before the development is occupied and shall be maintained for this purpose.

Reason: To ensure that the development complies with Unitary Development Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

27. 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 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.

28. The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

29. The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

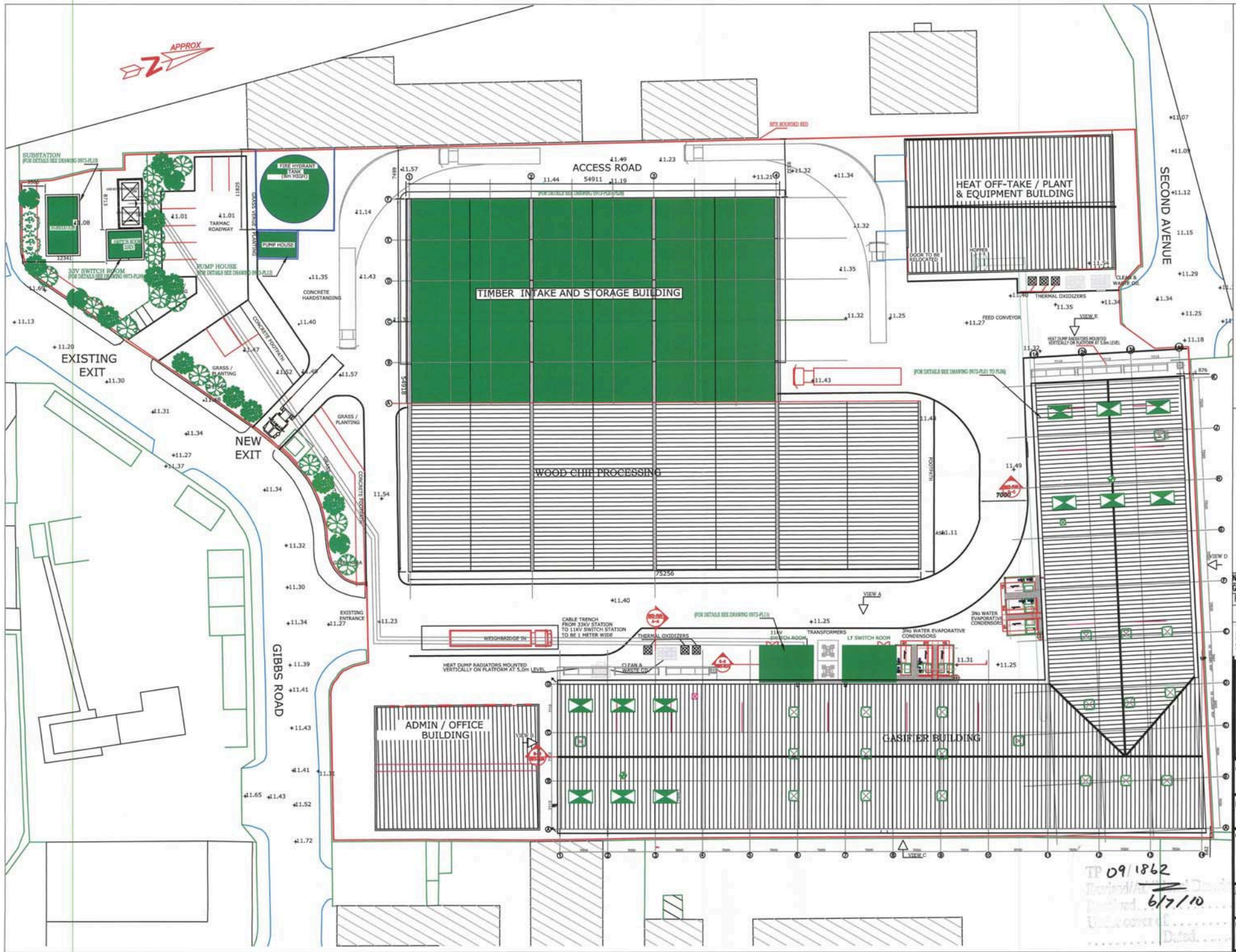
Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

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

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

8.2 The reasons for granting planning permission are as follows

1. The proposed development will contribute to the provision of renewable energy sources, as well as promoting the development of a decentralised energy network, whilst diverting waste from landfill having regard to Policy (II)EN29 of the Unitary Development Plan, Policies 4A.1, 4A.2, 4A.3, 4A.5, 4A.6, 4A.7, 4A.9, 4A.19, 4A.21, 4A.22, 4A.23, 4A.25 and 4A.26 of the London Plan (2008), Policy CP20 of the emerging Core Strategy, Policies NLWP1, NLWP3 and NLWP4, as well as the wider objectives of, the emerging North London Waste Plan, as well as the objectives of PPS1, PPS10 and the Enfield Renewable Energy and Low Carbon Study (2010).
2. The proposed development would retain land within a Primary Industrial Area within employment use having regard to policies (I)E1, (I)E2, (I)E4, and (II)E2 of the Unitary Development Plan, as well as policies 3B.1 and 3B.4 of the London Plan (2008) and the objectives of PPS1 and PPG4.
3. The proposed development would not detract from the character or visual amenities of the surrounding area or unduly affect the amenities of adjoining or nearby residential or industrial properties having regard to Policies (I)GD1, (I)GD2, (II)GD3, (I)EN6, (II)EN30 and (II)E15 of the Unitary Development Plan, as well as policies 4A.19 and 4A.20 of the London Plan (2008) and the objectives of PPS1, PPS3, PPS4 and PPG24.
4. The proposed development 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 well as Policy 3C.23 of the London Plan and the objectives of PPG13.
5. The proposed development 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.



NOTES

- LEGEND**
- PROPOSED EXTENSIONS
  - EXISTING BUILDINGS

NAME REVISED ON BUILDING	C	06-07-10	MOS
GASIFIER BUILDING HATCH REVISED	B	09-02-10	SP
FOR PLANNING	A	14-12-09	MOC
revision	issue	date	by

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**LYNCH & ASSOCIATES**  
CONSULTING ENGINEERS & PROJECT MANAGEMENT

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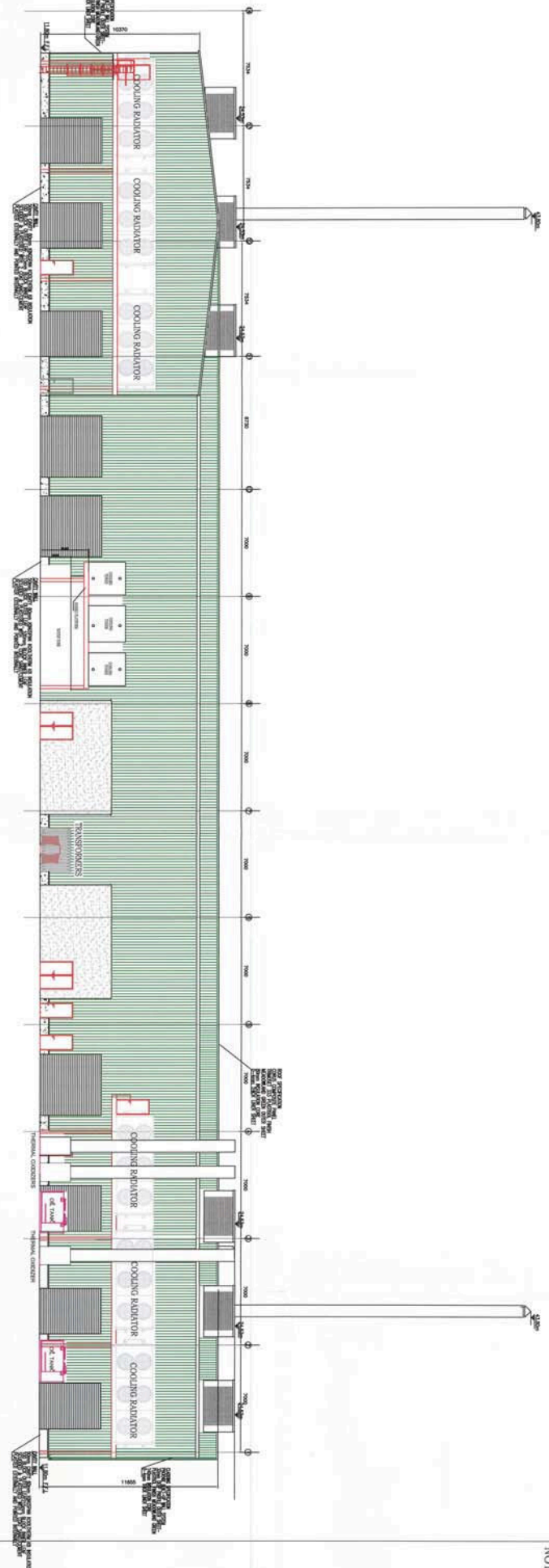
client  
**HOWARD'S CHP ENFIELD**

project  
GB001A

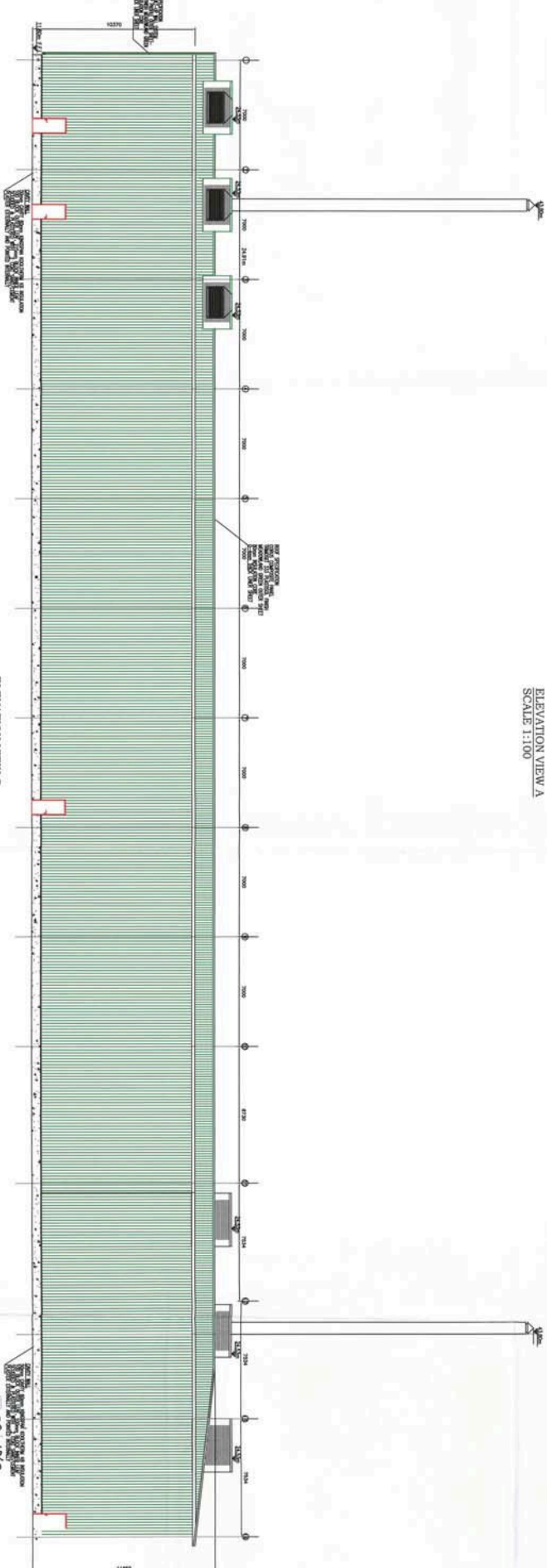
drawing  
SITE PLAN FOR CHP PLANT AT GIBBS ROAD

job no.	drawing no.	date
0973	PL01	27-05-09
scale	drawn by	checked by
1:250	MOC	ABC

TP 09/1862  
6/7/10



NOTES



<b>HOWARDS CHIP ENFIELD</b> GB001A	
PROJECT NO: 11100 DRAWING NO: 9973 DATE: 07-05-08 DRAWN BY: SP CHECKED BY: ABC	PROJECT: ELEVATIONS VIEW 'A' AND 'C' OF GARDNER BUILDING DRAWING NO: P.05 DATE: 07-05-08 DRAWN BY: SP CHECKED BY: ABC

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr R Lancaster Tel: 020 8379 4019

**Ward:** Chase  
Side

**Application Number :** TP/10/0182

**Category:** Minor Development

**LOCATION:** Oaktree School, Chase Side, London, N14 4HN

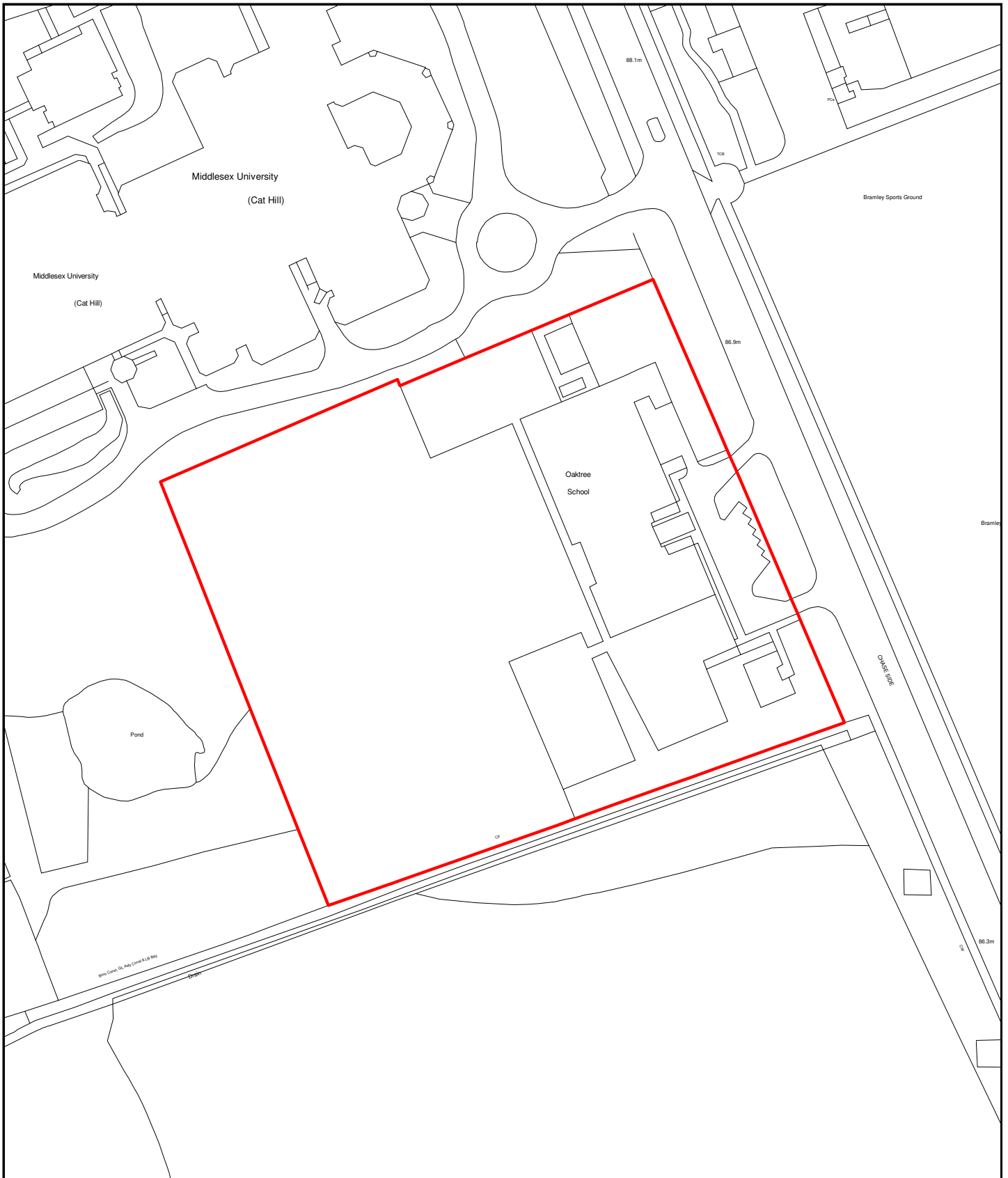
**PROPOSAL:** Construction of a 9m high airhall to existing rear playground to provide a covered play area.

**Applicant Name & Address:**  
Oaktree School,  
Chase Side,  
London,  
N14 4HN

**Agent Name & Address:**  
Mr Michele Sautschak,  
Rennie & Partners,  
26, High Road,  
East Finchley,  
London,  
N2 9PJ

#### RECOMMENDATION:

That in accordance with Regulation 3 of the Town and Country Planning General Regulations) 1992, planning permission be deemed to be **GRANTED** subject to the conditions.



### Development Control



Scale - 1:1250  
Time of plot: 10:47

Date of plot: 09/07/2010

## **1 Site and Surroundings**

- 1.1 Oaktree School comprises a single storey building located within a mixed use area, on the western side of Chase Side, south of Cat Hill roundabout. The main access to the school is from Chase Side. To the north and west of the site is the Cat Hill campus of Middlesex University whilst to the south is open space. Opposite are Chicken Shed Theatre and the Bramley Road Sports Ground. The Borough boundary with Barnet runs along the western and southern boundaries of the site.

## **2 Proposal**

- 2.1 Permission is sought for a 9m air hall situated to the side and rear of the main school building on an existing hardcourt area.
- 2.2 The school is a mixed day-school for pupils with a range of complex needs, including social, emotional and behavioural difficulties linked to their learning. It provides for pupils aged 7-19, but the school's emphasis has begun to move towards the older children. Consequently, there is a need for additional facilities catering for the needs of these older age groups. There would be no increase in pupil numbers and staff numbers would also remain the same, with additional staff only required in response to individual child needs, in line with current practice.

## **3 Relevant Planning Decisions**

- 3.1 None

## **4 Consultations**

### 4.1 Statutory and non-statutory consultees

- 4.1.1 Environmental Health raises no objections
- 4.1.2 Barnet raises no objections

### 4.2 Public

- 4.2.1 A consultation letter has been sent to Middlesex University. No comments have been received.

## **5 Relevant Policy**

### 5.1 Unitary Development Plan

- |          |  |
|----------|--|
| (I)GD1   | New development to have appropriate regard to its surroundings |
| (I)GD2   | New development to improve the environment                     |
| (II) GD1 | New developments are appropriately located                     |
| (II) GD3 | Aesthetic and functional designs                               |
| (II)GD6  | Traffic implications   |
| (II)GD8  | Access and servicing   |
| (II)CS1  | Facilitate work of various community facilities                |

- (II)CS2 Siting and Design of Community Facilities to comply with Council policies
- (II)CS3 Community facilities which are responsibility of Council to be provided in optimal locations and provide an effective and efficient use of land

## 5.2 London Plan

- 3A.21 Education Facilities
- 3C.23 Parking strategy
- 4A.14 Sustainable drainage
- 4B.8 Respect Local Context and Character

## 5.3 Local Development Framework

- 5.3.1 5.3.1 The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

- SO5 Education, health and wellbeing
- CP8 Education

## 5.4 Other Material Considerations

- PPS1 Delivering Sustainable Development
- PPG13 Transport

## **6 Analysis**

- 6.1 Situated to the rear of the main single storey school building, adjacent to the southern boundary the western boundary of the site, the air hall would be 18.6m wide, 33.6m long and 9m high. The proposal therefore represents a significant structure which will project above the height of the existing school. which the existing buildings will only partially screen. However, the site does benefit from significant mature tree screening along all boundaries including albeit it is not as thick along the Chase Side frontage. Nevertheless, and taking into account that fact that the building would be 55 metres back from the road frontage with the tree screen offering limited perspectives, its impact on the visual amenity and character of the area is considered to be limited.
- 6.2 In arriving at this conclusion, the fact that Barnet as the adjoining authority, have raised no objection on visual grounds, is also noted
- 6.3 Whilst the proposal would result in the loss of the outdoor hardcourt area, given that the proposal provides an indoor play area; there is no net loss of play facilities for the school. Furthermore the school would retain ample outdoor space and the proposed air hall would provide a more functional use in all weather conditions. Therefore the proposal is not considered to harm the school's ability to provide adequate play space for its pupils.
- 6.4 Due to the size and siting of the proposed air hall and the distance to the nearest neighbouring site, the proposal is not considered to harm neighbouring occupier's amenities.

## **7 Conclusion**

- 7.1 In the light of the above, although the proposal would be a large structure, the benefits to the facilities on offer at this school outweigh any perceived visual effects.

## **8 Recommendation**

- 8.1 That in accordance with Regulation 3 of the Town and Country Planning (General Regulations) 1992, planning permission be deemed to be GRANTED subject to the following conditions:

1. The external appearance shall accord with that described on the submitted plans and application form.

Reason: To ensure a satisfactory appearance.

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

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

- 8.2 The reasons for granting planning permission are:

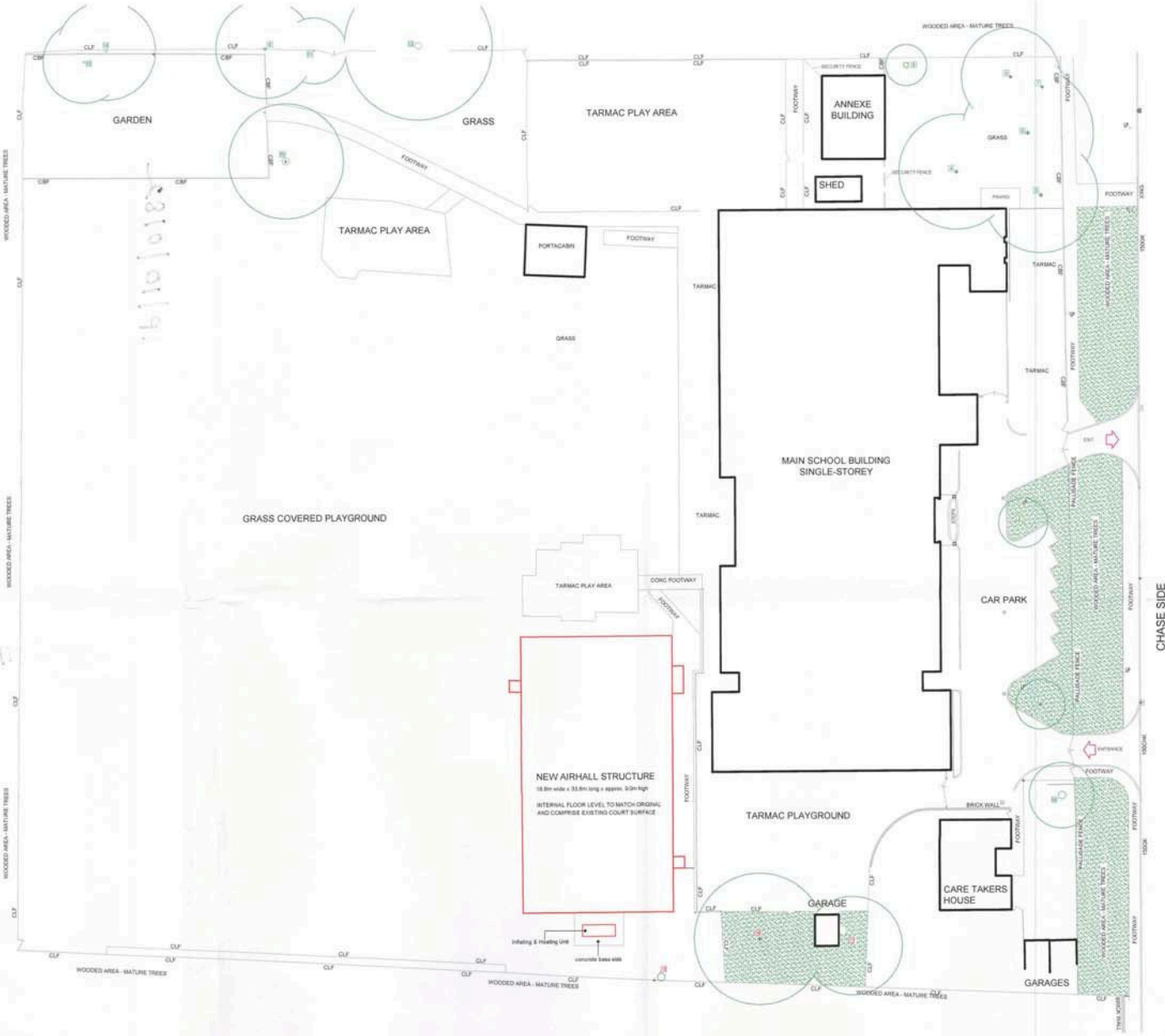
1. The proposed air hall actively contributes to the enhanced provision of educational facilities and thus is compatible of Policies (II) CS1, (II) CS2 and (II) CS3 of the Unitary Development Plan; 3A.17 and 3A.24 of the London Plan; and, PPS1: Sustainable Development.
2. The proposed air hall does not detract from the character and appearance of the surrounding area and would not serve to undermine residential amenity to neighbouring properties having regard to Policies (I) GD1, (I) GD2, (II) GD1 and (II) GD3 of the Unitary Development Plan.

TREE SCHEDULE			
No.	Species	Depth	Sp
1	S BIRCH	0.6	3
2	S BIRCH	0.6	3
3	LELANDI	0.7	2.5
4	CHERRY	1.4	7
5	TREE	1.4	7
6	TREE	1.4	7
7	TREE	0.5	3
8	TREE	0.7	6
9	OAK	6x0.6	6
10	OAK	2.7	7
11	OAK	0.55	4
12	OAK	0.8	10
13	CHERRY	0.7	5
14	OAK	3.8	6
15	TREE	3.0	8
16	TREE	1.3	8
17	TREE	1.3	8
18	TREE	2.1	4

Key:

- MH Manhole
- CL Cover Level
- L Invert Level
- SW Surface Water Sewer
- FW Foul Water Sewer
- GL Ground Level
- BT British Telecom
- EB Electricity Manhole
- WDC Water Stop Cock
- WU Water Meter
- GSC Gas Stop Cock
- HYD Hydrant
- CTV Cable TV Telephone
- LP Lamp Column
- TP Telegraph Pole
- SNP Street Name Plate
- SG Sign
- TL Traffic Light
- G Gully
- WG Water Gully
- XNG Vehicle Crossing
- PC Plain Crossing
- CK Concrete Kerb
- CHK Channel Kerb
- GX Granit/Kerb
- SOIL Soils

- CSF Chain Link Fence
- CCF Chain Link Fence
- CLF Chain Link Fence
- BWF Barbed Wire Fence
- PWF Post & Wire Fence
- DELAP Deactivated Fence



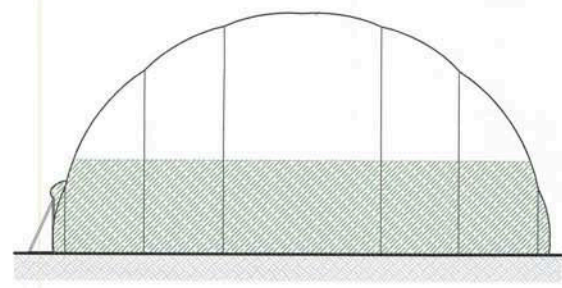
**RENNIE & PARTNERS**  
 25 HIGH ROAD  
 EAST FINCHLEY  
 LONDON N2 9PJ  
  
 TEL: 020 8444 7191  
 FAX: 020 8444 4330  
 EMAIL: [surveyors@renniepartners.co.uk](mailto:surveyors@renniepartners.co.uk)

LONDON BOROUGH OF SOUTHWARK  
 11 FEB 2010  
 DEVELOPMENT SERVICES

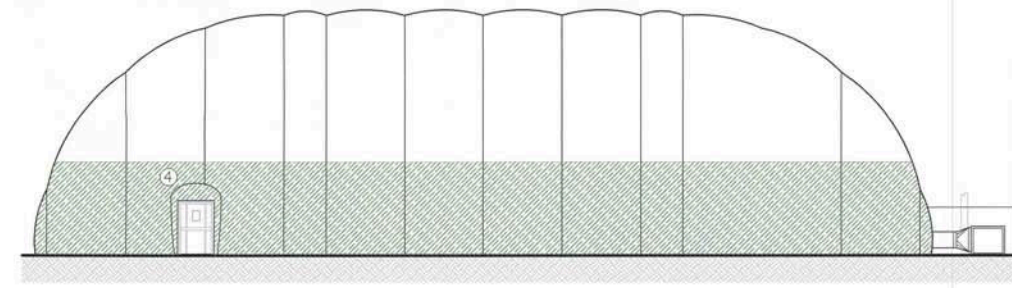
Project	OAKTREE SCHOOL CHAISE SIDE SOUTHGATE N14 4HN	Drawn by	MS
Client	OAKTREE SCHOOL CHAISE SIDE SOUTHGATE	Checked by	
Title	PLANNING SUBMISSION PROPOSED SITE PLAN NEW AIR-HALL STRUCTURE	Date	Nov 2009
		Scale	1:250 @ A1
		Drawing No.	P05

RENNIE & PARTNERS  
26 HIGH ROAD  
EAST FINCHLEY  
LONDON N2 9PJ

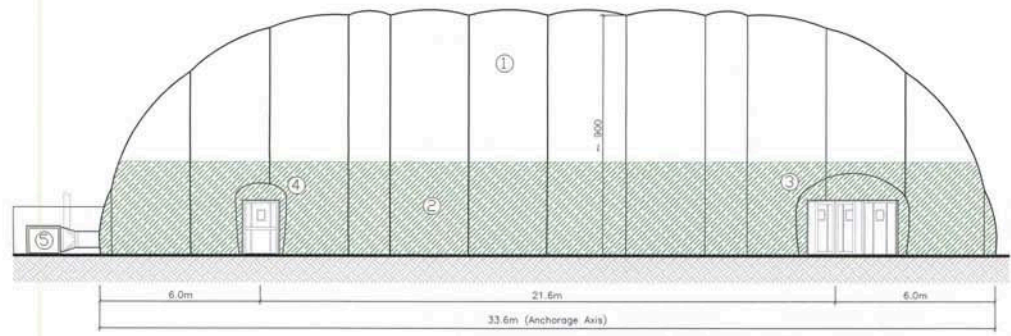
TEL: 020 8444 7191  
FAX: 020 8444 4330  
EMAIL:  
surveyors@renniepartners.co.uk



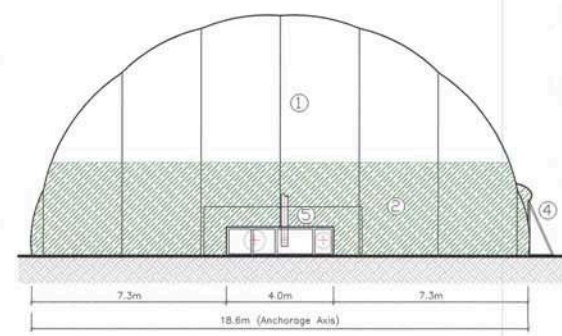
SIDE ELEVATION



REAR ELEVATION



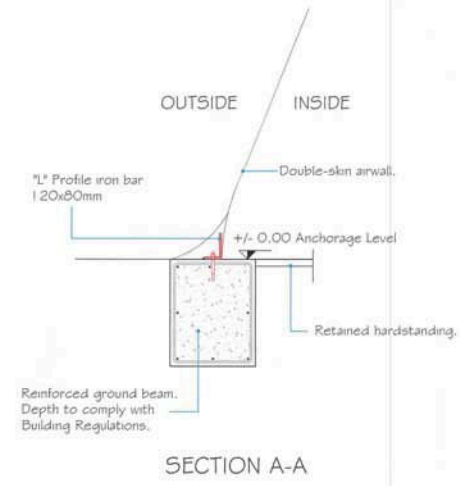
FRONT ELEVATION



SIDE ELEVATION



PLAN



SECTION A-A

**GENERAL**  
Construction of double-skin airhall, sized 33.6m long x 18.6m wide x 9.0m high.

**FOUNDATIONS**  
Reinforced concrete ringbeam to perimeter of structure, minimum 600mm wide x 1000mm deep. Ringbeam to be finished level with internal floor level. Ringbeam foundation to comply with Building Regulations.

**GROUNDWORKS**  
Existing grass embankment to the front of the proposed Airhall to be dug out and replaced with a 140mm thick concrete block/raft retaining wall (blockwork to be tan-banded one side) and 1200mm wide concrete path, linking the existing school playground handstanding to the Airhall main entrance and front fire escape doors.

Rainwater collected off the Airhall to discharge into a perimeter French drain connecting into the existing soakaway system.

**GROUND SLAB**  
Existing court hard-standing is relatively new and in good condition. The hard-standing is to be retained.

**AIRHALL MEMBRANE**  
Double-skin membrane.

Bottom section marked (2) within elevations to be green colour resin and outside.

Upper section marked (1) within elevations to be white colour resin and inside.

**ACCESS**  
Main entrance door marked (3) within drawings to be a revolving door designed for wheelchair access with green colour housing.

Two emergency exit doors, marked (4) within drawings to be 1.2m wide x 2.1m high with green coloured housings.

**INFLATING/HEATING UNIT**  
Inflation of Airhall is by centrifugal electric fan which blows hot or cold air dependent on the season. Heating is controlled by a thermostat which keeps internal area at constant 10 degrees C.

Heating burner, marked (5) within drawings to be Höpfling F150 unit. Burner to be gas operated. The air within the Airhall to be changed upto 3 times an hour, keeping it fresh and free from stale or "greenhouse" effect in summer.

All the components, which regulate the heating and ventilation systems to be provided with back-up systems, which automatically cut in should any aspect of the machinery fail.

The unit is to be positioned on a reinforced concrete ground slab - to side elevation, within a galvanneal housing, containing:

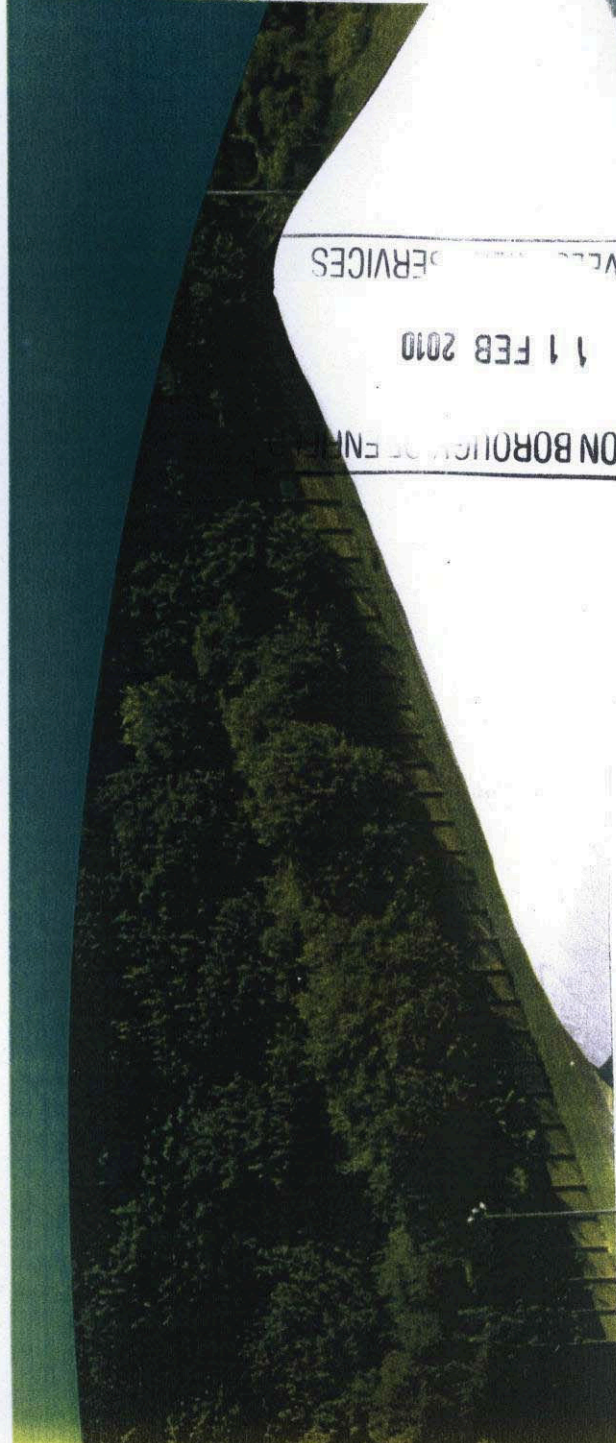
1. Main centrifugal fan operated by 7.5 kw drive by an electric motor;
2. Statically balanced motor and oil tank;
3. Control board for monitoring and control thermostat for heating;
4. Stainless steel chimney flue.

Slab supporting inflation/heating unit to be 4000mm wide x 6200mm long x 200mm thick reinforced concrete floor slab. Concrete grade C30, reinforced with 2 x 4 layers of A325 bars, with minimum 50mm cover.

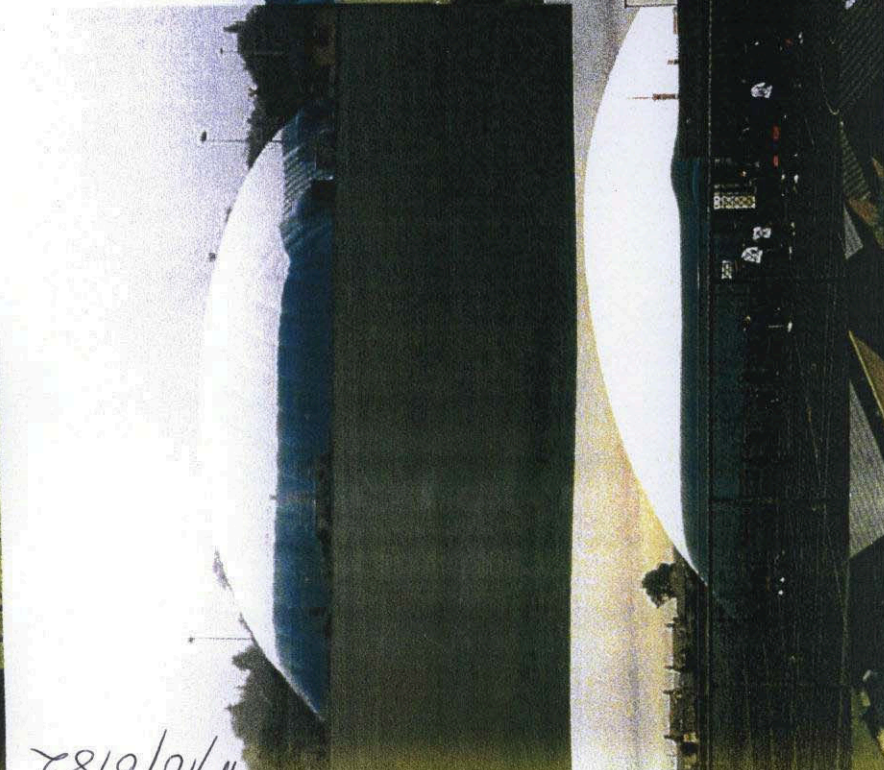
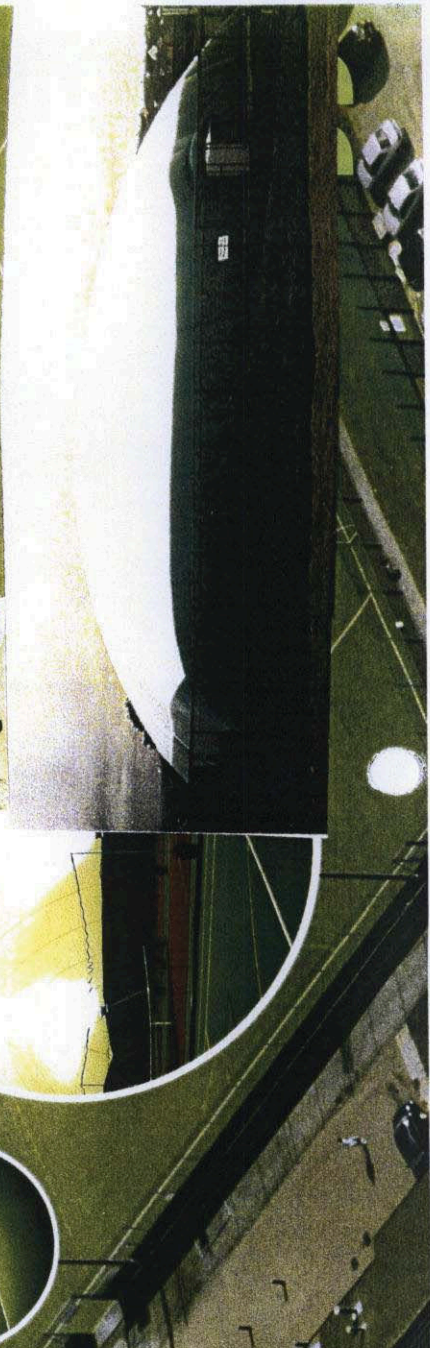
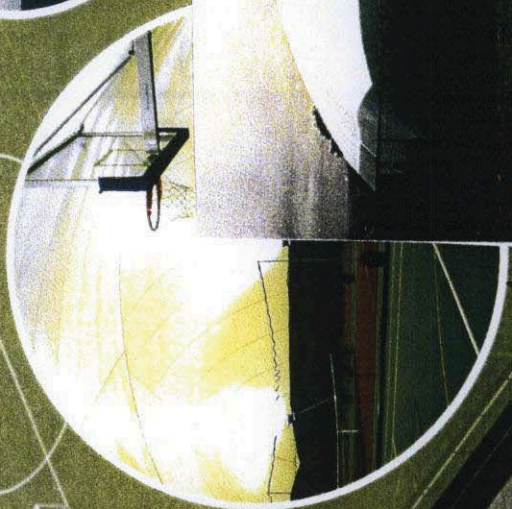
Unit to be fenced off with 1.2m high timber panelled fence and 1m wide timber gate, positioned on the perimeter edge of the floor slab.

LONDON BOROUGH OF BARNET  
11 FEB 2010  
DEVELOPMENT SERVICES

Property:	OAKTREE SCHOOL CHASE SIDE SOUTHGATE N14 4HN	Date:	November 2009
Client:	OAKTREE SCHOOL CHASE SIDE SOUTHGATE	Scale:	PLAN: 1:100 @ A1 ELEVATIONS: 1:40 @ A1 SECTION A-A: 1:20 @ A1
Title:	PLANNING SUBMISSION NEW AIRHALL BUILDING	Dwg. No.	P04



LONDON BOROUGH OF ENFIELD  
11 FEB 2010  
DEVELOPMENT SERVICES



11/01/08



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 27-Jul-2010

**Report of**

Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**

Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Ms E. Kiernan Tel: 020 8379 3830

**Ward:**

Cockfosters

**Application Number :** TP/10/0312

**Category:** Dwellings

**LOCATION:** LAND ADJACENT TO 8, ALDERWOOD MEWS, BARNET, EN4 0ED

**PROPOSAL:** Erection of a 2 storey detached 6-bed single family dwelling with rooms in roof with front dormer windows.

**Applicant Name & Address:**

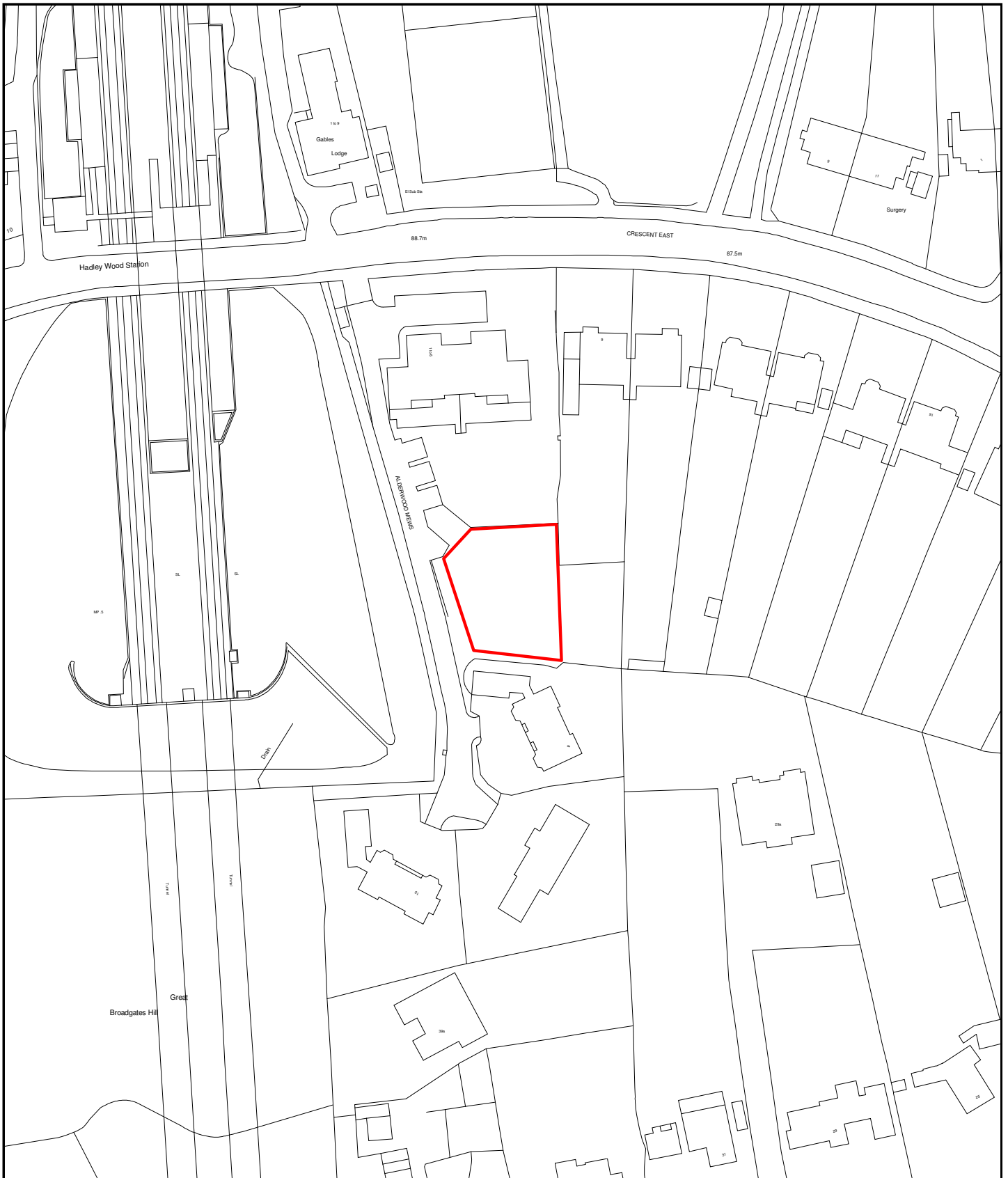
Mr Micheal Brown  
High Clere,  
Congelton Road,  
Alderley Edge,  
SK9 7AL

**Agent Name & Address:**

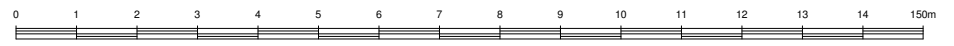
Mr Alan Cox,  
Alan Cox Associates  
59A, High Street  
Barnet  
Herts  
EN5 5UR

**RECOMMENDATION:**

That planning permission be **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 12:00

Date of plot: 09/07/2010

## **Note for Members**

Although an application of this nature would normally be determined under delegated authority, due to the concerns expressed by local residents about this scheme, Council McCannah has requested that the application be considered by the Planning Committee

### **1. Site and Surroundings**

- 1.1 The application site is situated on the southern side of Crescent East on the eastern side of the private access road serving the development at Alderwood Mews. The site comprises part of the rear garden of No.8 Alderwood Mews and is approximately 0.072 hectares.
- 1.2 The surrounding area is residential and the Alderwood Mews development comprises three detached dwellings to the rear of the site and a three storey block of flats at the site entrance. A feature of the site is the rise in ground level from Crescent East
- 1.3 The site is within the Hadley Wood Conservation Area and contains a number of trees, which are the subject of a Tree Preservation Order LBE Order No. 276.

### **2. Proposal**

- 2.1 Permission is sought for the erection of a 2 storey detached 6-bed single family dwelling with rooms in the roof space with front dormer windows and three rear roof lights.
- 2.2 The dwelling would be L-shaped with dimensions of 15m in width by 14m in maximum depth and finished with a crown roofline to a ridge height of 8.2m. Accommodation comprises a lounge, dining room, kitchen/family room, utility room and garage at ground floor level, four bedrooms (all with ensuite) at first floor level and two additional bedrooms within the roof space.
- 2.3 Four off street parking spaces are provided to the front of the property accessed off of Alderwood Mews.

### **3. Relevant Planning Decisions**

- 3.1 TP/00/0057 – permission for erection of three storey block of six 2-bed flats together with the provision of associated car parking spaces and vehicular access onto Crescent East was granted in July 2000
- 3.2 TP/00/1740 – permission for the erection of three storeys detached six bed houses with garages and access granted in August 2001
- 3.3 TP/02/0770 – permission for the erection of 2-storey detached five bed dwelling house on vacant land to the R/O 6 Crescent West was refused in August 2002 for the following reasons:
  - 1 That the proposed development will result in the loss of trees the subject of a Tree Preservation Order which contributes to the setting of the Hadley Wood Conservation Area and which perform an

important function in screening and integrating the new development to the south into the established character of the area. The development of this site, together with the removal of these trees will detract from the character and appearance of the Hadley Wood Conservation Area contrary Policies (I) C1, (II) C28 and (II) C38 of the Council's Unitary Development Plan.

- 2 The proposed development on a restricted plot together with the significant reduction in the size of the curtilage of Plot 1 of the adjacent new development, results in a cramped form of development having regard to the prevailing character of the area, detrimental to the character and appearance of the Hadley Wood Conservation Area contrary Policies (I) C1, (II) C28 and (II) C38 of the Council's Unitary Development Plan.

3.4 TP/02/0959 – permission for the erection of detached four bedroom house with integral double garage on vacant land to the r/o 6, Crescent East – refused August 2002 for the following reasons:

- 1 That the proposed development will result in the loss of trees the subject of a Tree Preservation Order which contributes to the setting of the Hadley Wood Conservation Area and which perform an important function in screening and integrating the new development to the south into the established character of the area. The development of this site, together with the removal of these trees will detract from the character and appearance of the Hadley Wood Conservation Area contrary Policies (I) C1, (II) C28 and (II) C38 of the Council's Unitary Development Plan.
- 2 The proposed development on a restricted plot together with the significant reduction in the size of the curtilage of Plot 1 of the adjacent new development, results in a cramped form of development having regard to the prevailing character of the area, detrimental to the character and appearance of the Hadley Wood Conservation Area and the area generally, contrary to policies (II) GD3 and (II) C30 of the Council's Unitary Development Plan.

#### **4. Consultations**

##### **4.1 Statutory and non-statutory consultees**

- 4.1.1 Traffic and Transportation have no objections to the proposed development subject to conditions
- 4.1.2 Thames Water has no objections in regards to sewerage infrastructure and surface water drainage is the responsibility of the developer
- 4.1.3 Duchy of Lancaster state that the covenants do not apply to this property and therefore the Duchy have no continuing interest
- 4.1.4 Network Rail has no objections to the proposed development

##### **4.2 Public**

4.2.1 Consultation letters have been sent to 12 neighbouring properties. Fourteen representations have been received, which raised all or some of the following issues:

- Out of character with surrounding Conservation Area in terms of design, size and siting
- Size, width, mass, height and siting would have adverse impact on the amenities of adjacent properties in regards to overlooking, loss of privacy and visually overbearing
- Pressures on existing trees on site
- Removal of trees would be detrimental to character of Conservation Area
- Overlooking to rear gardens of 6,8 and 10 Crescent East
- Additional traffic and parking problems
- Trees on site currently offer privacy
- Overdevelopment of site

4.2.2 In addition, Southgate District Civic Trust raises no objection to an additional house on the reasonable sized plot depending on the trees on consideration of the existing trees on site.

## 5. Relevant Policy

### 5.1 London Plan

3A.1	Increasing London's supply of housing
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3C.22	Improving conditions for cycling
3C.23	Parking strategy
4A.3	Sustainable design and construction
4B.1	Design principles for a compact city
4B.8	Respect local context and communities

### 5.2 Unitary Development Plan

(I) GD1	New development to have appropriate regard to its surroundings
(II) GD2	New development to improve the environment
(II) GD3	Design and character
(II) C30	Buildings, extensions and alterations in Conservation Areas
(II) C38	Tree protection in Conservation Areas
(II) GD6	Traffic implications
(II) H8	Privacy and overlooking
(II) H9	Amenity space
(II) T13	Access onto public highway
(II) T16	Access for people with disabilities

### 5.3 Local Development Framework

5.3.1 The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

- SO4 New homes
- CP4 Housing quality
- CP9 Supporting community cohesion
- CP30 Maintaining and improving the quality of the built and open environment

### 5.3 Other Material Considerations

- PPS1 Delivering Sustainable Communities
- PPS3 Housing
- PPS5 Planning and the Historic Environment
- PPG13 Transport

Hadley Wood Conservation Area Character Appraisal 2006

## 6. Analysis

### 6.1 Principle

- 6.1.1 The site is within an existing housing area and forms part of a substantial rear garden. The recent changes to PPS3 explicitly remove garden land from the definition of 'previously-developed land' and therefore the policy presumption in favour of making a more effective and efficient use of such land does not now apply. However, the Council must continue to consider the application on its merits and assess whether the proposal to redevelop the site as proposed, including the introduction of two dwellings within what presently constitutes the rear garden of the existing properties, would harm the character or appearance of the area or would have a detrimental impact on the amenities of the occupiers of adjoining properties. Accordingly, the changes to PPS3, do not introduce an objection in principle to the development of garden land but remove the weight to be attached to achieving a more efficient and effective use of such land.
- 6.1.2 The previously refused schemes TP/02/0959 and TP/02/770 are also relevant to the consideration of this application. However, there are key differences since the decisions were made. At the time of those applications the main development (i.e. three detached houses) was under construction and the application site had been retained as a wooded area to screen these new houses and ensure the development satisfactorily integrated into the area. Since then, many of the trees that were on the plot have been removed and therefore the plot does not form the same function as it did then. A number of trees remain around the periphery of the site and with the exception of a number of the lowest grade trees, these are to be retained.
- 6.1.3 With reference to these decisions, firstly, TP/02/0770 was for a two storey detached dwelling, which had a plot frontage of 31 metres and virtually extended across the full width (23m x 14m) and towards the frontage given the proposed detached garage. As a result, the proposal was considered to represent a cramped form of development, which had a greater visual prominence within the Conservation Area. The building would also have presented a substantial elevation within 2 metres of the site boundary to nos.1-6 Alderwood Mews and required the removal of a large grouping of trees. In comparison, the scheme in question has a smaller footprint (14m x

15m) and site coverage and thus is more sympathetically integrates into the locality.

- 6.1.4 Secondly, TP/02/0959 was for a two storey chalet style bungalow, which had a plot frontage of 23 metres and again was sited within the middle of the plot and set back from the access road by approximately 10 metres. This property had dimensions of 22 metres by 13 metres and extended across the width of the plot. With the removal of the trees within the site, this represents a material change in circumstances which potentially enables a new scheme to address the previous reasons for refusal.
- 6.1.5 However, the issues for consideration remain the integration of the new development with the character of the area, whether the plot is large enough to support a new dwelling of the scale and layout proposed and the effect on the area and those of neighbouring occupiers are safeguarded.

## 6.2 Effect on Character and Appearance of Surrounding Area

- 6.2.1 Taking into account the revisions to PPS3, the key consideration is whether the proposed development would detract from the existing residential form and character of the area.
- 6.2.2 The principle of development to the rear of the Crescent East frontage is already established through the development of Alderwood Mews. AS already identified, the character of this development is one of detached properties set with good sized residential curtilages. This form of backland development is also evident to the north of the application site. Consequently, it is considered that as the subdivision of this site would result in a plot and dwelling of comparable size to those existing in Alderwood Mews, the form and pattern of development would not be out of keeping or detrimental to the existing character of the area. Moreover, it is considered that the proposed development would reflect this in regards to width, frontage and depth and sits comfortably on its plot, which relates appropriately to the character of the street scene
- 6.2.3 In addition, with a density of 125 hrph, this is below the suggested density range of 150-200 hrph and is considered appropriate.
- 6.2.4 The amenity space provision should be equal to 100% of the total gross internal floor area (GIA) of the proposed dwelling or a minimum of 60 sq.m whichever is the greater in area. As well as providing a visual setting for the dwelling in the general street scene, the amenity space should provide for the passive or active recreation of the occupants. The amenity space provision for the new dwelling equates to approximately 429.sq.m (area calculated relates to space to east and north of building only). The dwelling has a gross internal floor area of approximately 355 sq.m. Accordingly, the level of amenity space at approximately 120% is above the 100% provision required by UDP policy and is consistent with the garden sizes for the existing plots within this development.
- 6.2.5 It is also important to consider the remaining amenity space to serve the existing dwelling at no. 8 Alderwood Mews. The dwelling has a gross internal floor area of approximately 420 sq.m and the amenity space is 375 sq.m. The level of amenity space at approximately 89% is below the 100% provision. However given that this area of amenity space is all private amenity space

and consists of a large area sited to the rear and additional parcels to either side elevation, which is comparable to the pattern of development within the street scene, the level of amenity space is adequate for the proposed dwelling and accords with policy (II) H9 of the UDP.

- 6.2.6 Additionally, it was noted that the site in question has been largely fenced off and therefore does not appear to have functioned as the main area of private amenity space to serve No.8 Alderwood Mews for a period of time. Furthermore, the amenity space figure could increase given that existing areas to the rear of the garage and landscaped areas to the front of the site were not included within the calculation, but could assist to create a suitable setting and further pockets of amenity space.

### 6.3 Effect on Character on Conservation Area

- 6.3.1 Since the previous refusals, a Character Appraisal of this Conservation Area has been undertaken. This does not refer specifically to the development at Alderwood Mews or the need to retain views to the woodlands or greenery within this development. However, the Character Appraisal notes that the loss of original architectural details, increased car parking, the replacement of original boundary walls, the need for appropriate management of street trees and the need for appropriate highway maintenance are key issues detracting from the character of the Conservation Area. Mindful of this, the proposed development would have minimal presence within the street scene and thus, it is considered it would serve to preserve the character and appearance of the Conservation Area.

- 6.3.2 The proposed dwelling is considered to be sympathetic to the Conservation Area in regards to design, detailing and choice of materials. The crown roofline and dormer windows would respect and integrate satisfactorily within the existing street scene. The dwelling features two and a half storeys in heights, which is compatible with neighbouring dwellings. The materials proposed of brickwork to match no. 8 Alderwood Mews and plain tiles are in keeping with the building styles within the immediate vicinity.

### 6.4 Effect on Neighbouring Properties

- 6.4.1 A number of residents have raised objections in regards to loss of sunlight/daylight and privacy particularly in relation to the rear gardens of Crescent East and relationship with no.8 Alderwood Mews.
- 6.4.2 Policy (II) H8 seeks to maintain adequate distances between buildings so as to safeguard the privacy of occupiers of existing and proposed dwellings. There are no proposed windows within the ground floor side elevation and the first floor windows within these elevations serve non-habitable rooms and therefore could be conditioned to contain obscured glazing should the scheme be granted. The proposed dwelling is also positioned to respect the 11 metre separation from the eastern boundary in terms of distance of first floor windows to the boundary.
- 6.4.3 The position of the building would not give rise to any loss of sunlight /daylight to the occupiers of No.8 Alderwood Mews. Additionally the separation distances and relationship of the proposed dwelling to both the flats at 1-6 Alderwood Mews and adjacent dwelling at. 6 Crescent East are considered acceptable and therefore would not have any detrimental impacts on



residential amenities. The rear windows would not give rise to unacceptable overlooking as there is a separation of 11 metres from the common boundary and additionally views would be restricted to the bottom section of the garden, not the immediate patio area and amenity space to the rear of the dwelling.

6.4.4 The proposed dormer windows within the front elevation would have views towards the street scene and railway embankment and therefore would not impact on privacy to adjacent occupiers.

6.4.5 The proposal shows that the flank walls of the dwelling would maintain a distance of 2 metres to the common boundary with No 8 Alderwood Mews and a minimum of 11 metres from the boundary with the rear garden of 6 Crescent East to the east.

#### 6.5 Traffic and Parking

6.5.1 The plans indicate that the hard standing at 8.0 x 6.0 would provide for four off street parking spaces (including those within the proposed garage), which is considered acceptable for the low PTAL rating at 1a, having regard to Policy 3C.23 of the London Plan.

6.5.2 Refuse would be collected as existing for the neighbouring houses, this is considered acceptable, however a condition could be secured for details of refuse storage, should the scheme be granted.

#### 6.6 Loss of Trees

6.6.1 The proposal would result in the loss of a number of trees (graded c in the report), particularly to the rear and side (north and east elevations) of the site.

6.6.2 A significant number of trees have already been removed from the site to facilitate the existing development. Consequently, the trees retained around the periphery and those which are located on the application site are therefore all the more important in ensuring the existing development is satisfactorily integrated into the established character of the area.

6.6.3 In comparison to the previously refused schemes, it appears that a cluster of trees, which were centrally located on the plot have since been removed since 2002, which formed the first reason for refusal.

6.6.4 The submitted Arboricultural predevelopment report and accompanying plans 366409/2 and site survey L27 09 indicate the root protection areas and number of trees to be felled as part of the development. The report indicates that 8 of the trees are Grade C and therefore proposed to be felled as part of the development and a further 8 trees are graded A, B and B/C and therefore of sufficient quality in terms of their condition and amenity value to justify retention. The Councils Arboricultural officer does not dispute this information and states that the principal trees are located on the boundaries of the plots thus indicating that the proposed development could be reasonably screened if these trees were retained. It is considered appropriate to attach conditions requiring replacement planting and a landscaping scheme to maintain the appearance of the site, should the scheme be granted.

6.6.5 It is therefore considered that the removal of a number of trees would not be detrimental to the character and appearance of the Conservation Area and

would still maintain a spread of tree coverage to both the north and east boundaries having regard to Policy (II) C38 of the UDP and consequently the previous reason for refusal based on trees has been overcome.

6.7 Other Issues

- 6.7.1 A letter has been received by the freeholders of Alderwood Mews stating that access for vehicles such as builders' plant and equipment such as heavy lorries associated with the development would not be granted. However, this is not a planning consideration and therefore would need to be resolved by all interested parties, should the scheme be granted.

7. **Conclusion**

- 7.1 In the light of the above, it is considered that the proposed detached dwelling would maintain the character and appearance of the Hadley Wood Conservation Area and would not have a detrimental impact on neighbouring amenities

8. **Recommendation**

- 8.1 That planning permission be granted subject to the following conditions:
- 1 C07 – Details of materials
  - 2 C09 – Details of hard surfacing
  - 3 C10 – Details of levels
  - 4 C11 – Details of enclosure
  - 5 C15 – Private vehicles only-garage
  - 6 C17 – Details of landscaping
  - 7 The development shall not commence until details of a replacement planting scheme detailing the 8 trees to be removed and semi mature replacement trees including planting plans, specifications of species, sizes, planting centres and numbers have been submitted to and approved in writing by the Local Planning Authority. Subsequently these works shall be carried out as approved.  
Reasons: The landscaping of this site is required in order to protect and enhance the existing visual character of the Hadley Wood Conservation Area in accordance with UDP policies
  - 8 For the duration of the construction period the retained trees to the north and east of the site protected under LBE No.276 shall be protected by fencing a minimum height of 1.2 metres at a minimum distance of 1 metre from the tree. No building activity shall take place within the protected area. Hand digging should initially take place during excavation works and an arboriculturalist should be present on site to oversee the works and advise on procedures to protect the trees if required.  
Reason: To protect the retained trees protected under LBE No.276 during construction
  - 9 C19 – Details of refuse storage
  - 10 C24 – Obscured glazing –first floor flank elevations
  - 11 C25 – No additional fenestration
  - 12 Removal of PD Rights
  - 13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order 1995 (as amended by Town and Country Planning (General Permitted Development) (Amendment)

(No. 2) (England) Order 2008 no development within Schedule 2, Part 1 Classes A to E shall be carried out to the dwelling or within the curtilage unless Planning Permission has first been granted by the Local Planning Authority

Reason: To ensure an adequate level of amenity space provision is retained with the rear gardens of the proposed properties and to protect the privacy of surrounding occupiers in accordance with Policies (I) GD1 and (I) GD2, (II) GD3 and (II) H9 of the Unitary Development Plan 1994.

14 C51a – Time limited permission



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Chase

**Application Number :** TP/10/0390

**Category:** Other Development

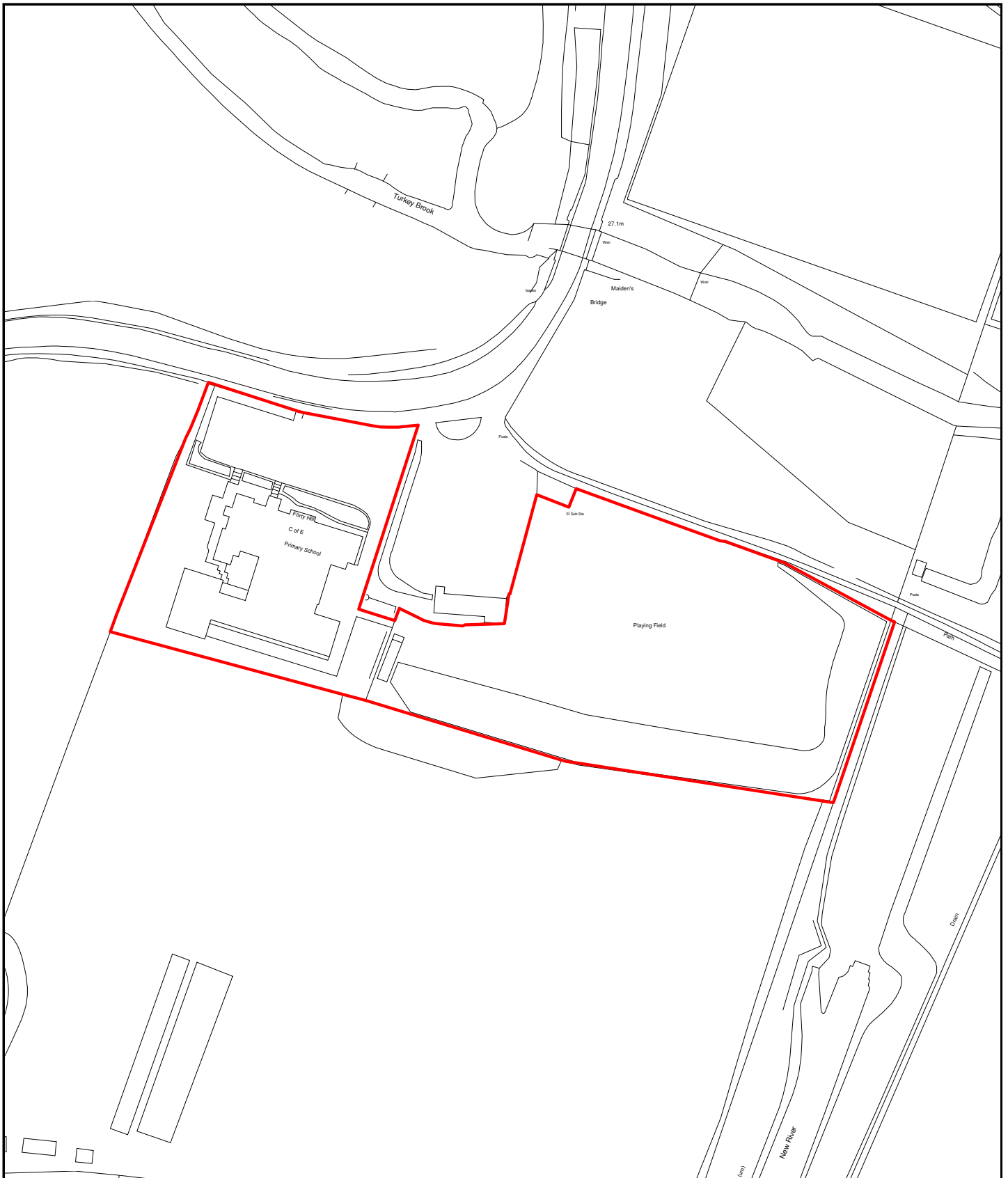
**LOCATION:** FORTY HILL C OF E PRIMARY SCHOOL, FORTY HILL, ENFIELD, EN2 9EY

**PROPOSAL:** Erection of a canopy to outbuilding, including fencing, shingle path and landscaping at rear.

**Applicant Name & Address:**  
Mr Richard Yarwood  
FORTY HILL C OF E PRIMARY SCHOOL,  
FORTY HILL,  
ENFIELD,  
EN2 9EY

**Agent Name & Address:**

**RECOMMENDATION:**  
That planning permission be **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 11:19

Date of plot: 09/07/2010

## **1. Site and Surroundings**

- 1.1 The application site is located on the south side of Forty Hill, just to the west of Maiden's bridge within the Forty Hill Conservation Area, the Green Belt and Area of Special Character. The school is also locally listed.
- 1.2 The proposal is specifically for works around an existing outbuilding which is adjacent to the staff car park and the playing fields.

## **2. Proposal**

- 2.1 Permission is sought for the erection of a standing canopy at the front of an outbuilding at the edge of the school site, a section of fencing and a shingle pathway.
- 2.2 The canopy would have a maximum height of 2.8 metres, have a width of 9 metres and a depth of 3 metres. The canopy would be constructed with a timber frame and a tinted polycarbonate roof. The canopy would be used to provide shelter for the school's children.
- 2.3 The fence would have a height of 1.5 metres and the section would be 16 metres in length, sited in between the outbuilding and the entrance to the staff carpark, enclosing an area which would contain the shingle pathway and entrance to the outbuilding.
- 2.4 The single pathway would be approximately 1.5 metres wide and would be set between the proposed section of fencing and the existing fencing which currently separates the staff car park from the adjacent playing fields. The proposed shingle pathway would provide access from the outbuilding to the staff carpark.

## **3. Relevant Planning Decisions**

- 3.1 There is an extensive planning history relating to the site. The most recent applications are: -
- 3.2 TP/07/1158 – Single storey rear extension to south elevation – Granted at Planning Committee 30-08-2010

- 3.3 TP94/0509- Erection of single storey extension at rear of school building to provide additional classroom accommodation Approved 20-09-94
- 3.4 TP/93/0440 – Erection of single storey extensions to existing school building to provide additional classrooms and associated facilities. Approved 24-08-93
- 3.5 TP/92/0609- Erection of single storey extension for use as new assembly hall and ancillary accommodation. Approved 12-11-92

#### **4. Consultations**

##### 4.1 Public

- 4.1.1 As the site's boundaries have no immediately adjoining neighbours, neighbour consultation letters were not sent out.

##### 4.2 External

- 4.2.1 None

#### **5. Relevant Policy**

##### 5.1 London Plan

3A.24 Education facilities

3D.9 Green Belt

##### 5.2 Unitary Development Plan

(I)GD1 Regard to surroundings

(II)GD3 Aesthetics and functional design

(I)C1 Conservation

(II)C30 Extensions to buildings in Conservation Areas

(I) G1 Resist inappropriate development in Green belt

(II)G1 Resist development in Green Belt

(II)G2 Appropriate uses in the Green Belt

(II)G6 Area of Special Character



5.3 Local Development Framework

5.3.1 The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

SO5 Education, health and wellbeing

CP8 Education

CP33 Green Belt and Countryside

5.4 Other Material Considerations

PPG 2 Green Belt

Forty Hill and Bulls Cross Conservation Area Character Appraisal 2009

**6. Analysis**

6.1 Principle / Relationship to Green Belt

6.1.1 As the school is located in Green Belt, the normal presumption would be against new development which harms the essential open character. However, PPP2 Green Belts accepts that whilst educational development can be “inappropriate development”, where the development is proposed for existing sites and have no greater impact than the existing development on the openness of the Green Belt, not exceed the height of the existing buildings and not lead to a major increase in the developed proportion of the site, then educational development can be acceptable.

6.1.2 The proposed canopy, fencing and shingle pathway would be sited to the front of the existing detached building but would respect the height of the structure. Although it would marginally increase the proportion of built development on the site, it's siting and scale means would not represent a prominent development or harm the essential open character of the Green Belt. Moreover, as an existing school, consideration must also be given to

the wider educational needs of the Borough in terms of the quality of school accommodation.

- 6.1.3 On balance, therefore, it is considered that in principle, the proposed canopy, fencing and shingle pathway would not represent an inappropriate form of development harm to the essential open character of the Green Belt

## 6.2 Impact on Character of Conservation Area and Wider Surrounding Area

- 6.2.1 The proposed canopy, fencing and shingle pathway are considered to be in an appropriate location and compatible with the existing use of the site. Although sited to the front of the existing outbuilding, the taller canopy would be sufficiently set back from the highway, and therefore would not be prominent in the public realm.

- 6.2.2 The Character Appraisal for the Conservation Area identifies the school has having a negative impact on its character and appearance. Due to the siting and relatively minor nature of this proposal, the design of the proposed canopy, fencing and pathway are considered satisfactory and being low rise, in keeping with the existing school buildings. It is considered therefore that it does not further harm the character of the surrounding Forty Hill and Bulls Cross Conservation Area and given the temporary nature of the proposal, does not harm the long term objective of the Conservation Area.

## 6.3 Impact on Neighbouring Properties

- 6.3.1 There are no residential properties located within the proposal's immediately surrounding area. Therefore, it is considered that the works, by reason of separation, would not have a detrimental impact upon residential amenity.

## 7. **Conclusion**

- 7.1. It is considered that the proposed canopy, fencing and shingle pathway would not result in a loss of residential amenity residential properties, reduce the openness of the Green Belt or detract from the character and appearance of the Forty Hill and Bulls Cross Conservation Area.

## 8 Recommendation

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

- The external finish of the canopy's timber frame and the fencing shall match those indicated on plan numbers A and C

Reason: To ensure a satisfactory appearance.

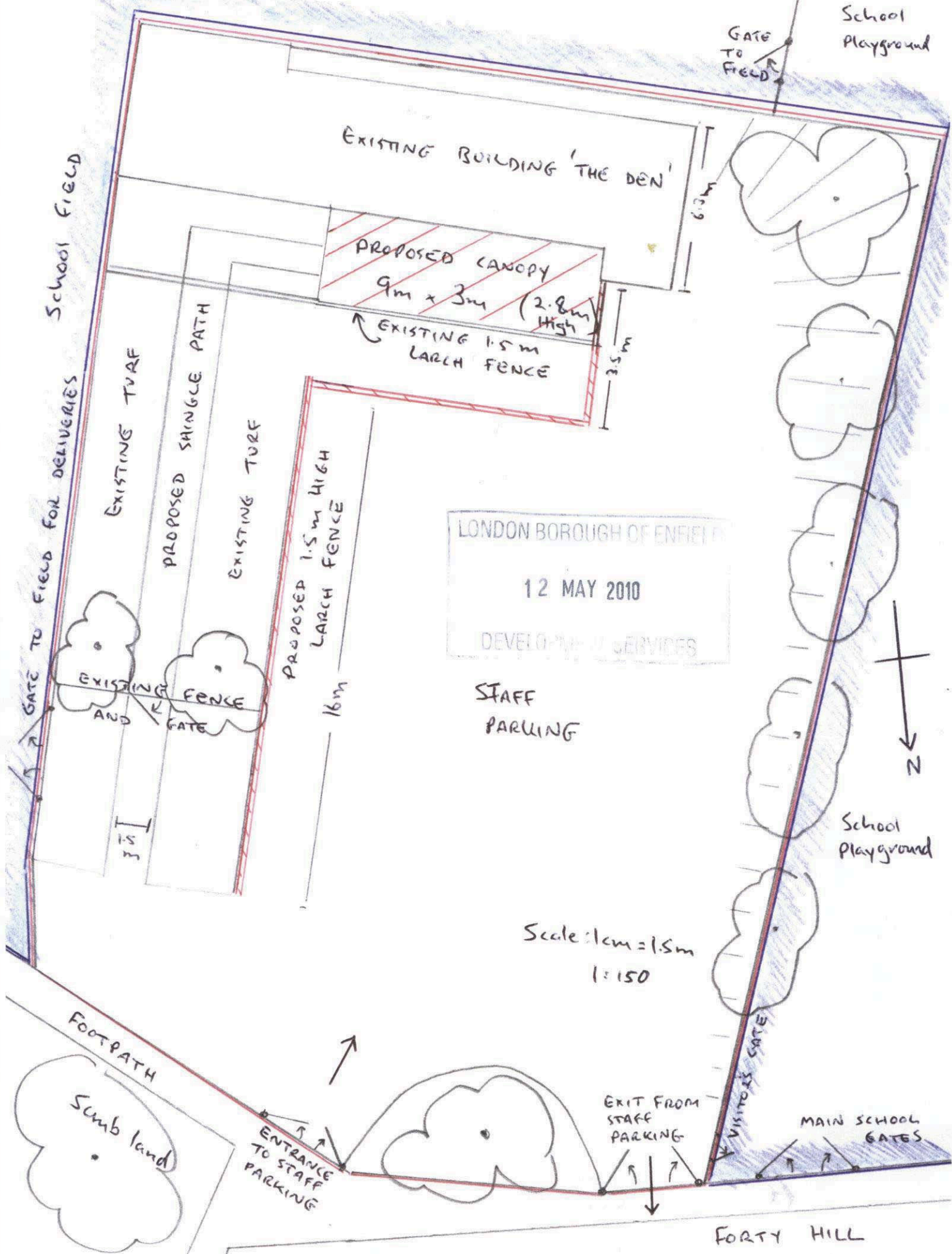
- C51A – Time limited permission (3 years)

8.2 The reasons for granting planning permission are:

1. The proposed canopy, fencing and shingle pathway, by virtue of their size and siting would have no significant visual impact on the open character and amenity of the Green Belt or the character and appearance of the Forty Hill and Bulls Cross Conservation Area having regard to Policies (I) GD1, (II) GD3, (I) C1, (II) C30, (I) G1, (II) G1 and (II) G6 of the Unitary Development Plan Belt and Planning Policy Guidance Note 2- Green Belts.

TP/10/0390

(B)



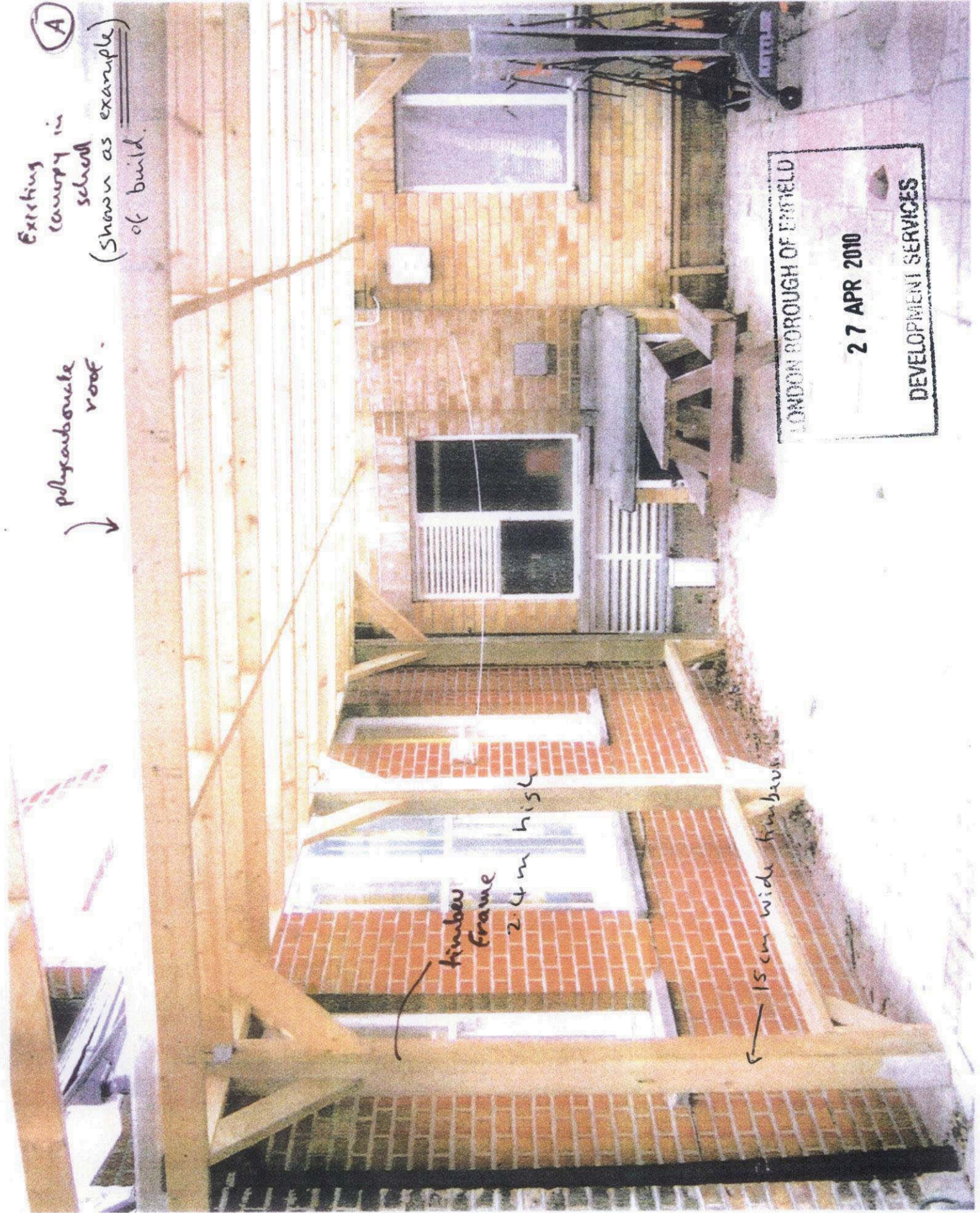
(A)  
Existing canopy in school  
(shown as example)  
of build.

polyarbonate roof.  
↓

timber frame  
2.4m high

15cm wide timbers  
←

LONDON BOROUGH OF ENFIELD  
27 APR 2010  
DEVELOPMENT SERVICES



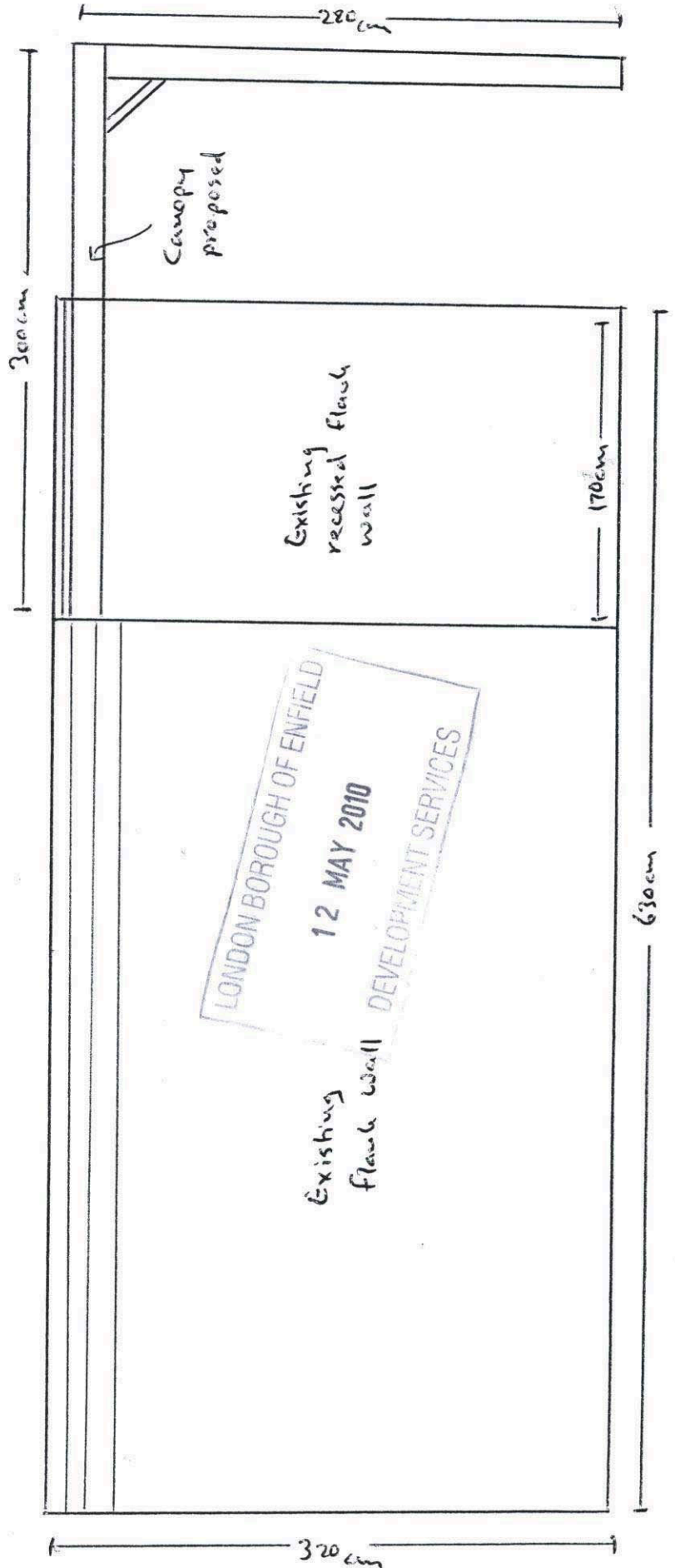
TP/10/0390

(D1)

FOREY HILL 'DEN'

View of side of building : East facing

Scale 1:33 (3cm = 1m)



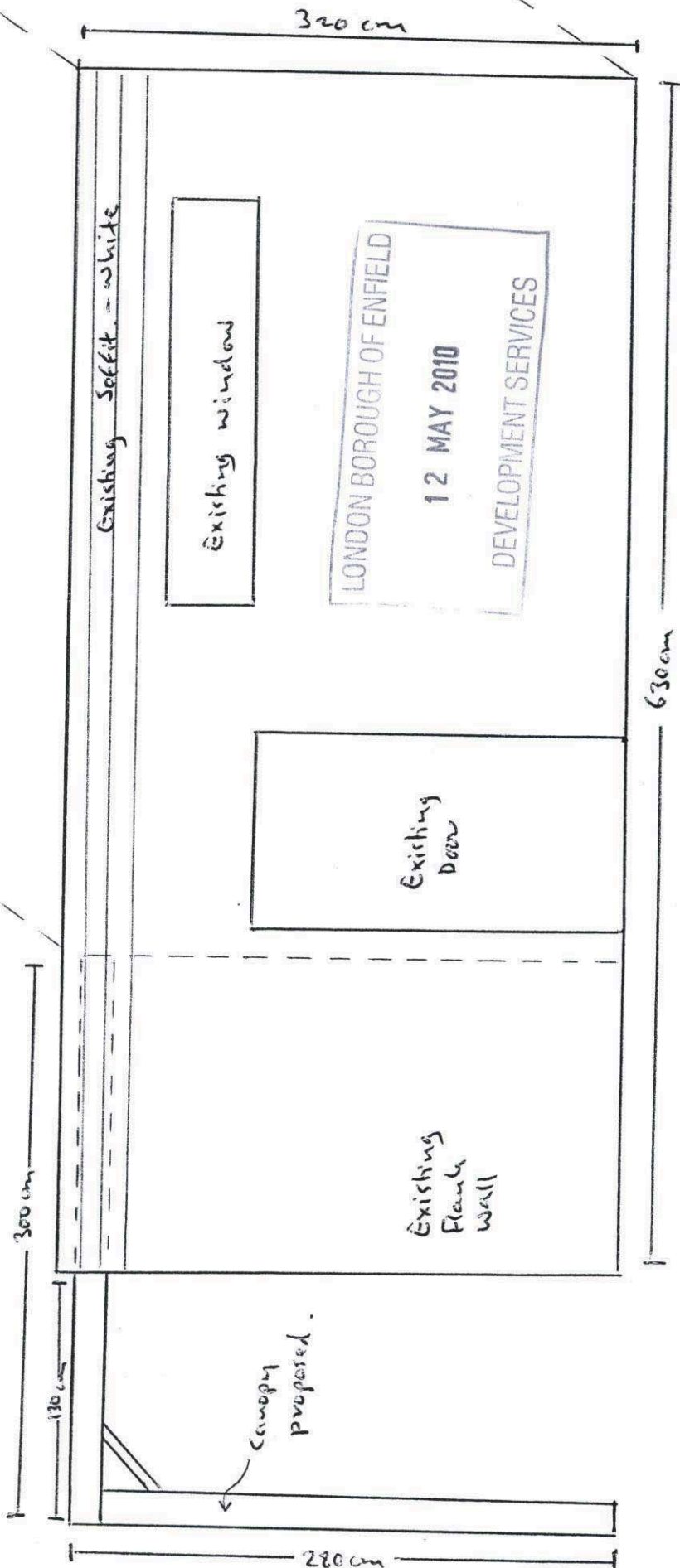
TP/10/0390

D2

Forty Hill 'DEN'

View of side of building: West Facing  
Scale 1:33 (3cm = 1m)

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr R. Lancaster Tel: 020 8379 4019

**Ward:** Bush Hill  
Park

**Application Number :** TP/10/0396

**Category:** Change of Use

**LOCATION:** 152, WELLINGTON ROAD, ENFIELD, EN1 2RH

**PROPOSAL:** Change of use of part of ground floor of bungalow to nursery/day care centre for a maximum of 8 children at any one time during the hours of 8:00-18:30.

**Applicant Name & Address:**

Ms Sotiroula Elias  
84, AMBERLEY ROAD,  
ENFIELD,  
EN1 2RA

**Agent Name & Address:**

**RECOMMENDATION:**

That planning permission be **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 11:26

Date of plot: 09/07/2010

## **1.0 Site and Surroundings**

- 1.1 A semi-detached bungalow on the western side of Wellington Road, the surroundings area has a predominantly residential character. The property is opposite Raglan Junior School, a bus stop and the junction of Wellington and Raglan Road. It is also 12m from the junction between Wellington Road and Manorway.
- 1.2 This section of Wellington Road is relatively narrow and much of the highway has on-street parking on each side of the highway, with the exception of parking restrictions outside the school.

## **2.0 Proposal**

- 2.1 Permission is sought for the use of part of the ground floor of the bungalow as a day care centre / after school club for a maximum of 8 children. The ground floor has five rooms. Only the lounge/living area, kitchen and bathroom will be used as a nursery. The first floor will remain solely in residential use.
- 2.2 The hours of use would be 08.00 hours to 18.30 hours Monday to Friday, term time only. Apart from the occupier there will be no other staff.
- 2.3 The applicant has indicated that the front forecourt area can contain five parking spaces. However these spaces would not be independent and egress from the forecourt area would involve reversing onto the highway if five cars were to use the forecourt simultaneously.
- 2.4 The applicant's have indicated that they run a similar facility at No.84 Amberley Road, EN1 and seek to relocate to the application site.

## **3.0 Relevant History**

- 3.1 TP/09/1760: Change of Use to a Nursery for up to 17 children was refused planning permission on the following grounds:
  1. The proposal by virtue of its location and the nature and intensity of use would cause undue noise and disturbance to neighbouring residents at Nos.150 & 154 Wellington Road, detrimental to levels of residential amenities and contrary to Policies (I)GD1, (I)GD2, (II)GD1, (II)GD3 and (II)CS4 of the Unitary Development Plan.
  2. The proposal fails to demonstrate that the first floor would be a self-contained unit and therefore would result in the loss of residential accommodation, detrimental to the maintenance and improvement of the Borough's housing stock and therefore would be contrary to Policies (II)GD1, (II)GD3 and (II)H2 of the Unitary Development Plan.
  3. There is insufficient evidence that the floor area/ head height would be sufficient to provide a reasonable standard of residential accommodation, detrimental to the living conditions of future occupiers contrary to Policy (II)H16 of the Unitary Development Plan and Supplementary Planning Guidance: Flat Conversions.
  4. The proposed conversion of the single family dwelling into a Day Care Centre/After School Club provides inadequate off-street parking and

would result in the potential for future on street parking in the surrounding roads, resulting in an unacceptable increase in kerbside parking in the adjacent streets to the detriment of safety and free flow of traffic on the Highway including pedestrian and public transport traffic using the public highway. In this respect the proposal is contrary to Policies (II)GD6, (II)GD8 and 3C.22 of the London Plan.

5. The proposed use would give rise to vehicles calling at the site and waiting on the adjoining highways leading to on-street parking which could be hazardous, cause congestion or have an adverse impact on safety and free flow of traffic on the surrounding highways, this would be exacerbated by the site's proximity to Raglan School and a Bus Stop, contrary to Policies (II) GD1, (II) GD6 and (II) T13 of the Unitary Development Plan.
6. The proposed off street parking spaces due to the restricted size of the forecourt and the absence of turning facilities would result in vehicles leaving the site in reverse gear. Due to the nature of traffic flow and the close proximity to the junction of Wellington Road/Raglan Road, vehicles reversing onto Wellington Road would have a detrimental effect upon the free flow of traffic and safety on the public highway, contrary to Policies (II) GD6 and (II) GD8 of the Unitary Development Plan.

## **4.0 Consultation**

### **4.1 Statutory and Non Statutory Consultation**

- 4.1.1 Thames Water raise no objections.
- 4.1.2 Transportation raise no objections on the grounds of parking and traffic (see detail in report).
- 4.1.3 ECSL Early Years Team raise no planning objections to the scheme.
- 4.1.4 Environmental Health raise no objections subject to conditions.

### **4.2 Public**

- 4.2.1 Consultation letters were sent to 34 neighbouring properties. 13 letters of objection have been received raising all or some of the following points:

- Inappropriate use
- Highway safety and traffic issues
- Noise and disturbance
- Sufficient nurseries in the area
- Increased traffic and congestion
- Increased demand for on-street parking
- Reversing off the forecourt area on the highway would be detrimental to highway safety
- Vehicle movements detrimental to safety of children
- Commercial enterprise in residential area
- Noise and disturbance associated with the children using the rear garden
- Over-intensive use of the property and out-of-scale for the location
- Limited outdoor space inappropriate for the intended use

- Unsafe structure

## 5.0 Relevant Policies

### 5.1 London Plan

- 3A.18 Protection and Enhancement of Social Infrastructure and Community Facilities
- 3A.24 Education Facilities
- 3C.23 Parking Strategy
- 4B.8 Respect Local Context and Communities

### 5.2 Unitary Development Plan

- (I)GD1 Regard to surroundings
- (I)CS1 Community services appropriate to the needs of the Borough
- (II)CS4 Day nurseries
- (II)GD6 Traffic Generation
- (II)GD8 Site Access and Servicing
- (II)H2 Change of use from Residential
- (II)H16 Flat conversions
- (II) T13 Pedestrian Safety

### 5.3 Local Development Framework

The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

- SO5 Education, health and wellbeing
- CP8 Education

### 5.4 Other Material Considerations

- PPS1 Delivering Sustainable Communities
- PPG13 Transport

## 6.0 Analysis

### 6.1 Background

- 6.1.1 In assessing any proposal involving a children's day nursery, the criteria and guidance within Policy (II)H2 of the UDP is applicable. In the preamble to this Policy, paragraph 9.2.6, states that certain non-residential uses are appropriate in residential areas where they serve the needs of the local communities. In particular, day nurseries are specifically mentioned as an example of an appropriate use and should be assessed in accord with the provisions of Appendix A1.6. This Appendix states that:

“For semi-detached houses, noise and disturbance maybe a concern and therefore the number of children involved will be an important consideration, that car facilities will need to be carefully located and

that the nursery should be of modest scale, probably confined to part of the ground floor”.

“Day nurseries must provide adequate off-street parking. If a residential unit is to be retained, then off-street parking will also need to be provided for the occupiers. On classified roads or roads where there is a high level of on-street parking, off-street setting down and picking up facilities may also be an essential requirement. In assessing the benefits which the facility will provided to the local community, the Council, as the LPA, will take account of the views of Directors of Social Services and Education”

“The provision of outside play space is highly desirable and the Council will take into account when considering the overall acceptability of any proposed day nursery”.

## 6.2 Loss of Residential

- 6.2.1 There is a general presumption against the loss of residential accommodation especially that of family size. However, Policy (II)H2 recognises that it may be appropriate where the use supports the wellbeing of the local community. The proposed nursery constitutes such a use. Moreover, as the layout has been revised to remove the semi self-contained of the first floor, the proposal now supports more effective continued residential occupation to overcome the previous refusal reason.

## 6.3 Impact on Residential Character

- 6.3.1 As a semi detached dwelling, it is considered that the property is appropriate for use as a children’s day nursery subject to it involving an appropriate number of children. There is no guidance regarding what constitutes an appropriate number but when considering such proposals, focus is on activity, the feel of the surrounding area in terms of composition and proximity of other dwellings and whether the intensification of use would be noticeable and materially enough to constitute harm that could be used to support a reason for refusal
- 6.3.2 In this case, it is considered 8 children given the only staff is the occupier of the property, would not generate an intensification of use that would materially affect the outward character of the property and its integration into the surrounding area. A contributory factor in this is the existing activity associated with the Raglan School.
- 6.3.3 Subject to a condition limiting the number of children and the extent of the property set aside for the nursery use, it is considered the proposed use would not harm the character of the area.

## 6.4 Impact on Amenities of Neighbouring Properties

- 6.4.1 It is considered that 8 children would not be inappropriate in itself in terms of the intensity of use. An important factor to assess is the noise and general disturbance associated with the property, in particular the use of the rear garden. It is considered that appropriate conditions limiting the numbers and times of children using the garden would mitigate this concern. As a result

this revised proposal is unlikely to give rise to a change in conditions which would be significantly detrimental to the amenities of neighbouring residents.

## 6.5 Traffic Generation

6.5.1 It is acknowledged that the proposed development is a relocation of an existing facility within the area. Therefore, on the basis that a new facility isn't being introduced, it is accepted that the proposed development will generate minimal additional trips on the surrounding highway network.

6.5.2 However, it is important to note that Wellington Road is an important local distributor road and as such is subject to relatively high volumes of commuter trips during the peak periods. It is a relatively narrow road subject to traffic calming features, including within the vicinity of the site, and a main bus route. Together with the traffic associated with the adjacent school, all of these factors combined mean that during the peak periods Wellington Road can experience congestion and delay.

6.5.3 Nevertheless, it is also recognised that a number of children attending the nursery are siblings, that some others are siblings of children otherwise being picked-up and dropped-off from Raglan School and that some children will arrive before and leave after the times associated with peak traffic flows, it not considered that the proposal would have the potential to significantly increase congestion and hazards particularly associated with vehicles slowing to enter the site or find a car parking space, thus exacerbating the existing problems already experienced on this part of the network.

6.5.4 In order to try and establish the impact an increase in on-street parking demand could have on the surrounding highway network, parking beat surveys were undertaken on Monday 25<sup>th</sup> January and Tuesday 26<sup>th</sup> January 2010 between 3-6pm. These surveys confirmed concerns that there is already a significant demand for on-street car parking with substantial levels of parking recorded on Raglan Road, Manorway, Bagshot Road and Amberley Road during the whole of the 3-hour survey period. On Wellington Road, the parking and waiting restrictions somewhat limit the on-street parking opportunities within the vicinity of the site, with what parking is available heavily used at present.

6.5.5 However given the limited intensity and nature of the use, as well as the picking-up and dropping-off times, it is not considered to be to the detriment of free-flow of traffic on the highway, including on Wellington Road, for all users particularly buses and highway safety and has overcome the previous refusal reasons.

## 6.6 Parking

6.6.1 The PTAL of the site is 2 which indicates a relative low access to public transport. The proposed level of car parking is sufficient to accommodate the residential parking within the site in accordance with the relevant parking standards within the UDP. Furthermore it is considered that 1 or 2 vehicles at a time could use the forecourt as a dropping-off area and still egress the site in forward gear.

6.6.2 Therefore it is considered, taking account of the frequency and times of vehicles entering and exiting the proposed site and general highway network

peak period; the use and associated movements would not be to the detriment of the free flow of traffic and highway safety for road users including pedestrians and public transport, in accordance with Policies (II) GD6 and (II) GD8 of the Unitary Development Plan and has overcome the previous refusal reasons.

## 6.7 Quality of Provision

6.7.1 It is Ofsted not the Local Authority that is the relevant authority to consider the quality of provision. Furthermore, a day nursery requires a Certificate of Registration from Ofsted in order to operate legally.

6.7.2 Notwithstanding the above, a consideration as identified by the Unitary Development Plan is the desirability of outside play space. There are no statutory standards for minimum outdoor space standards. However Early Years Statutory guidance highlights that 'Wherever possible, there should be access to an outdoor play area, and this is the expected norm for providers. In instances where outdoor space cannot be provided, outings should be planned and taken on a daily basis (unless circumstances make this inappropriate, for example unsafe weather conditions). In this case, the garden appears to provide sufficient space for an outdoor play area. In this case, the application site has a rear garden sufficient for the needs of the children.

6.7.4 The Statutory Framework for the Early Years Foundation Stage (May 2008) whilst not a material planning policy, highlights the legal requirements in terms of space: 3.5 sqm per child under 2; 2.5sqm per child two years old; 2.3sqm per child per child aged 3-5years. However the information submitted has not indicated the specific ages of the children and therefore it is not possible to calculate whether this standard would be met. It is fair to say however that the full use of the ground floor is likely to be of sufficient size to the meet these minimum standards.

6.7.5 In addition, it is also noted that statutory guidance highlights 'daylight should be the main source of light'. The submitted plans showing the layout and windows indicate that the nursery would receive good levels of natural light.

6.7.6 It should also be noted the Council's own Early Years team have raised no objections to the proposal.

## 7.0 **Conclusion**

7.1 In the light of the above assessment it is considered that the previous refusal reasons have been overcome and that the application should be approved for the following reasons:

1. The proposed use would not result in an over-intensive use of the dwelling or unduly detract from the residential amenities of neighbouring occupiers, having regard to the likely increase in comings and goings, traffic generation and noise and disturbance. The proposal is considered to be in accordance with Policies (I)GD1 and (II)CS4 of the Unitary Development Plan.
2. The proposed increase in numbers would not prejudice the provision of on-street parking nor would it give rise to conditions prejudicial to the free



flow and safety of traffic on the adjoining highways having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, Policy 3C.23 of the London Plan and PPG13.

## **8 Recommendation**

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

1. That for the purpose hereby approved the children's nursery and its ancillary accommodation shall be used only between the hours of 0800 to 1830 Mondays to Fridays and not at all on weekends or school holidays 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 occupiers of adjoining and nearby residential properties.

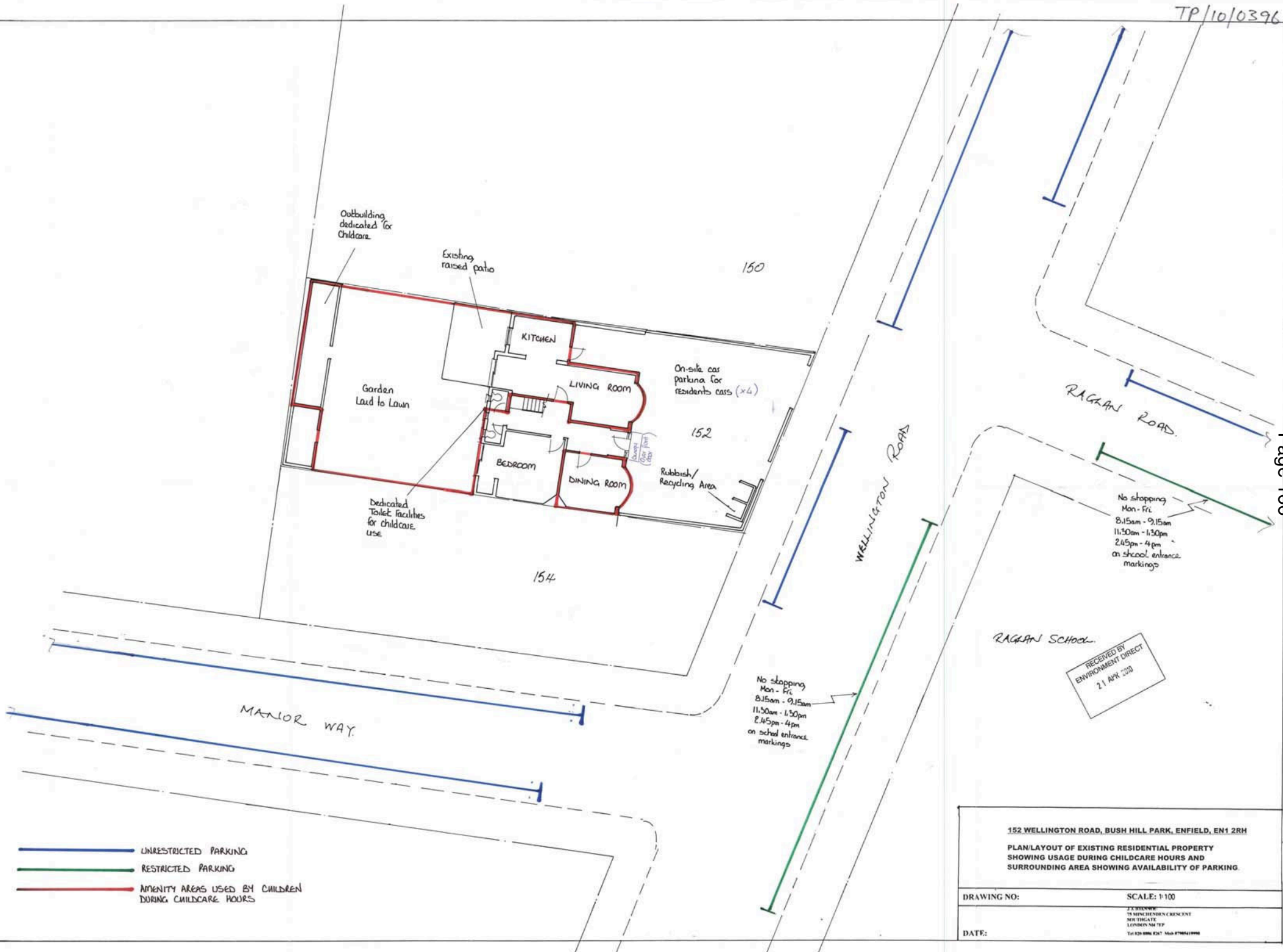
2. That the garden area shall be used for outdoor recreation in connection with the use of part of the ground floor of the premises as a children's nursery only between the hours of 1020 to 1040 and 12.20 to 13.15 for a maximum of five children and between the hours of 15.30 to 16.30 for a maximum of eight children may use the garden area at any one 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 occupiers of adjoining and nearby residential properties.

3. That the lounge/ living room, kitchen and bathroom on the ground floor of the premises hereby approved shall be used as a children's day nursery/ after school club for a maximum of 8 children and for the times specified, and for no other purpose within Class D1 of the Town and Country Planning (Use Classes) Order 1987 without the prior written consent of the Local Planning Authority, or shall be used for purposes ancillary to the remainder of the residential use.

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

4. C15 Private Vehicles Only - Garages
5. C16 Private Vehicles Only - Parking Areas
6. C51A Time Limited Permission
7. C59 Cycle parking spaces



- UNRESTRICTED PARKING
- RESTRICTED PARKING
- AMENITY AREAS USED BY CHILDREN DURING CHILDCARE HOURS

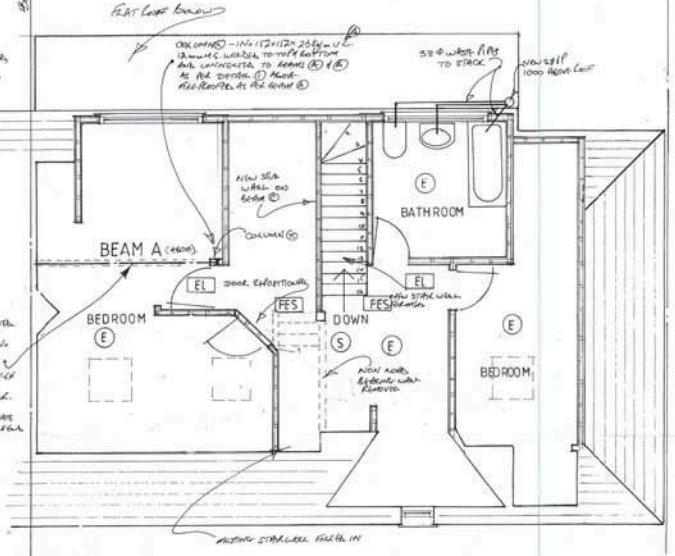
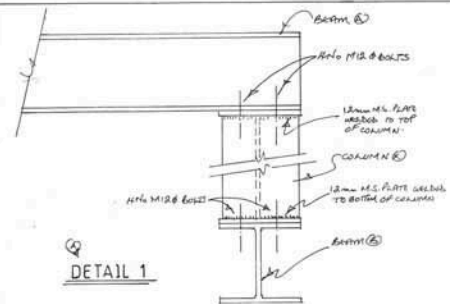
152 WELLINGTON ROAD, BUSH HILL PARK, ENFIELD, EN1 2RH  
 PLAN/LAYOUT OF EXISTING RESIDENTIAL PROPERTY  
 SHOWING USAGE DURING CHILDCARE HOURS AND  
 SURROUNDING AREA SHOWING AVAILABILITY OF PARKING.

DRAWING NO:	SCALE: 1:100
DATE:	J.A. HENNING 25 MARSHBEN CRESCENT SOUTHGATE LONDON SW14 7EP TEL: 020 8996 8247 FAX: 020 8996 1998

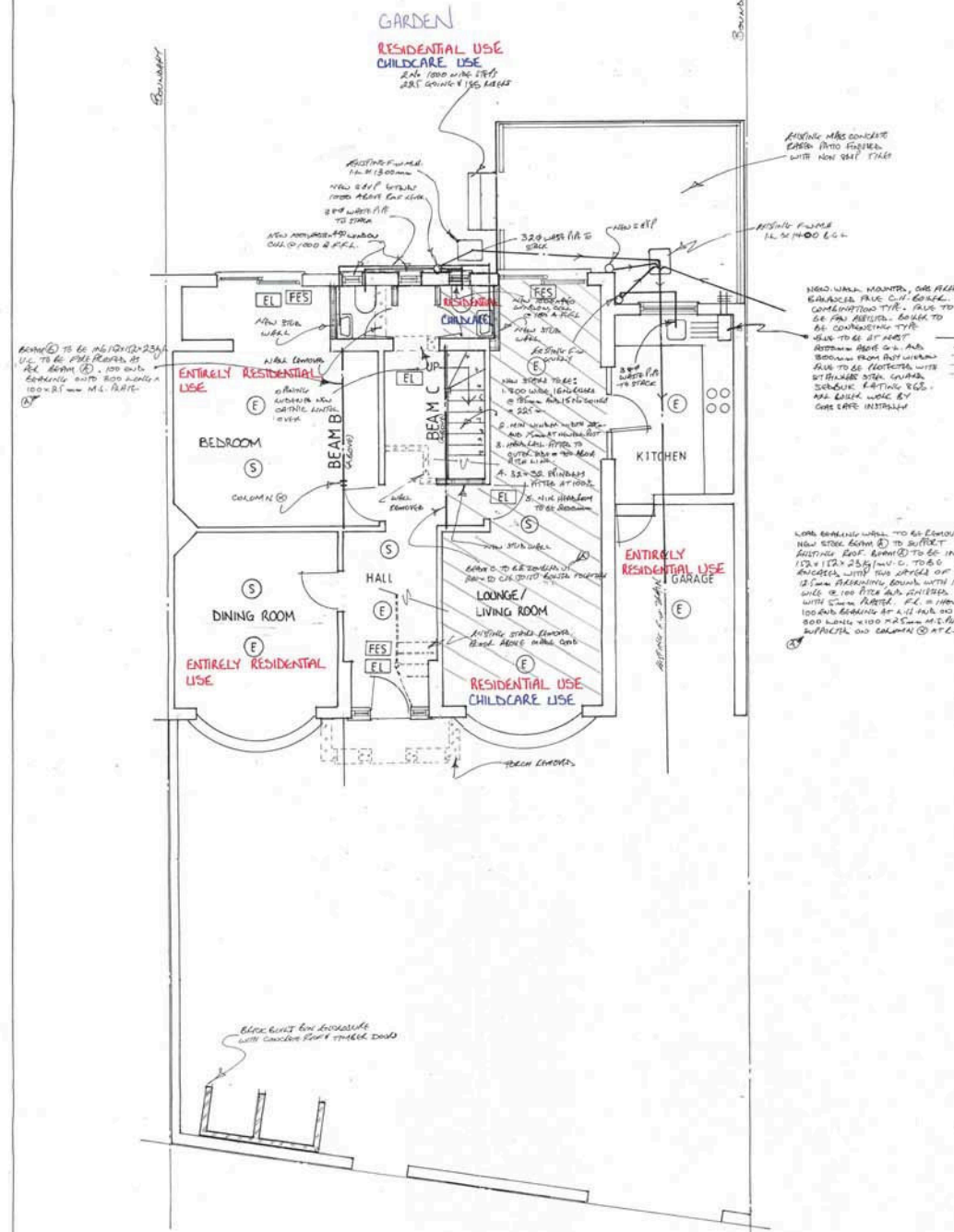
TP/10/0396

WARNING - THE CLIENT AND CONTRACTOR SHOULD BE AWARE THAT HE NEEDS TO COMPLY WITH CERTAIN PARTS OF THE CDM REGULATIONS AND THE PARTY WALL ACTS 1939 AND 1962. PARTICULAR CONCERNS EXIST ON THE SITE. A BUILDING OVER AGREEMENT WITH THE LOCAL WATER UNDERTAKER WILL BE NECESSARY. WARNING

- A. GENERAL**
- All dimensions are in millimetres unless shown otherwise.
  - All dimensions are to be verified by the Contractor on site.
  - Discrepancies to be notified to Engineer prior to commencement of work.
  - All work is to be carried out to the Building Regulations relevant British Standards, in accordance with accepted industry good practice and to the satisfaction of the Local Authority Building Inspector.
- B. WALLS**
- External render to be 20mm in two coats to BS5262 and incorporating a waterproofing agent.
  - All wall voids to be supported on double joists.
  - All new walls to be filled with slaking to match existing.
  - All walls supporting slabs to be 1 hour fire resistant from both sides, to the double layer of 150mm Firebricks with staggered joints, finished with 5mm plaster, on 100x60mm timber studs at 450mm c/c vertically and 400mm c/c horizontally.
  - All external walls to be filled with EXPANET.
- C. CEILING AND FLOOR**
- All timber to be stress graded to BS 4978 grade C16.
  - All timber to be treated with an approved preservative to BS5268 Pt 5.
  - All new floors to be 22mm tongue and groove.
  - All existing floors above ground floor to be lined with 6mm dense type hardboard with all joints sealed.
- D. ROOFS, WINDOWS AND VENTILATION**
- Minimum ventilation area to any room to be 1/20th of floor area.
  - Background ventilation to all habitable rooms rooms to be via 228x226mm airbrick at high level of 2m above finished floor, and 400mm to all utility rooms and bathrooms.
  - New kitchens to be provided with electric extractor fans of capacity not less than 80 litres per second and which may be operated intermittently.
  - External bathrooms and WC's to be fitted with extractor fans of capacity 15 litres per second and which can be operated intermittently. Internal bathrooms to be fitted with electric extractor fans of capacity 15 litres per second, which are to be minimum of 80 litres per second with 15 minute overrun. A gap of 10mm to one provided under door.
  - New windows and external doors to be aluminium double-glazed in hardwood frames.
  - Glazing to doors to be in limited glass to BS5268 in accordance with N1 of part N of Building Regulations with ventilators to BS5268 above finished floor level.
  - Glazing to comply with Approved Document A.
  - Internal doors to be to client's specification, but of 1 hour fire resistance, to be self-closing with steel closing devices, to be fitted with 20mm fire hardboard, which are to be screwed and glued and to be provided with intumescent strips.
  - Each bathroom, living room and kitchen to be provided with one operable window for fire escape purposes. Escape window to have minimum CLEAR opening width of 500mm wide a 900mm high fitted with "Firemax" hinges.
- E. CONCRETE AND STEELWORK**
- All concrete to be to BS1187 grade 30 and well compacted on casting.
  - Concrete for concrete below DPC to be DPC and DPC above DPC.
  - All steelwork to be new and of grade 43.
  - Minimum bearing of rolled sections to be 150mm and 150mm for CANTICES.
  - All existing bolts which are to later additional loads to be exposed and inspected for suitability to take extra loads. To be replaced with agreed bolts if inadequate.
- F. DRAINAGE**
- All gutters to be in black PVCu, gutters to be 110mm HR and RWHs to be 63mm dia. RWHs and waste pipes to discharge below ground and above water line.
  - New drains to be 100mm diameter PVCu flexible jointed to 150mm concrete at a fall of 1:40.
  - All above ground drainage to be to BS5772. All wastes to have 50mm seal traps.
  - All connections of new drains into existing to be to the satisfaction of the Local Authority.
  - New S&VP to be in 100mm diameter PVCu and is to extend 200mm above eaves level.
  - Connections to S&VP of HWB and bath not to be within 200mm of WC connection.
- G. FIRE ALARM, SMOKE DETECTION AND FIRE PRECAUTIONS**
- All positions marked (S) to be fitted with smoke detectors connected to alarm. To be hard wired from separate circuits from the mains and fitted with battery backup.
  - First floor to be signalled for fire resistance by applying fire resistant type hardboard raised over floorboards at joints sealed. All doors leading to common areas to be FD30S.
  - All services penetrating separating floors or walls to be enclosed in double layer of 150mm fire lining and 5mm plaster and to be fire stopped.
  - All positions marked (H) to be fitted with heat detectors connected to alarm.
  - Positions marked (EL) to be fitted with emergency lights to be hard wired from separate circuits from the mains and fitted with battery backup.
  - Positions marked (FES) to be fitted with Fire Escape Signs.
- H. ELECTRICAL, PLUMBING, HEATING AND DECORATIONS**
- All wiring and electrical work will be designed, installed, inspected and tested in accordance with the requirements of BS7671, BS 1470 section, Wiring Guidance and Regulation Part P (Electrical safety), by a competent person registered with an electrical self-certification scheme authorized by the Secretary of State. The competent person is to send to the client and the local authority a self-certification certificate and a BS7671 Electrical installation test certificate within 30 days of the completion of the electrical work.
  - Light switches to be positioned so that their centres are at 1100mm above finished floor level.
  - Power sockets to be positioned so that their bottoms are at 450mm above finished floor level.
  - Positions marked (E) to be fitted with energy efficient light bulbs.
- I. CONTROL OF HEATING**
- All radiators to be fitted with thermostatic valves, hot water cylinder to be fitted with thermostat controlling boiler. Boiler to be fitted with strong devices to control hot water and heating provisions and thermostat.
  - The contractor is to test and commission the boiler and extended central heating/ hot water heating system to confirm compliance with Approved Document L 1 paragraphs 1.47 - 1.50. The contractor is to provide the client and the Local Authority with a certificate of compliance.
- J. IMPORTANT - RISK ASSESSMENTS UNDER THE CDM REGULATIONS - IMPORTANT**
- TO THE CLIENT - I am required under the CDM Regulations to undertake risk assessments for my design work and to inform you, other designers and your contractor of pertinent issues. I have undertaken risk assessments and I have informed you of my recommendations. It is important that YOU INFORM ME of your contractor and other designers WELL BEFORE the start of the work, so that I can inform them of my findings. I need to inform the relevant parties of risks such as those due to demolition work, working at heights, working near live services and unloading and lifting into place of heavy members, etc.



FIRST FLOOR PLAN  
ENTIRELY RESIDENTIAL USE



GROUND FLOOR PLAN

RECEIVED BY CONTRACTOR  
ENVIRONMENT DIRECTOR  
12 APR 2007

LONDON BOROUGH OF ENFIELD  
23 MAR 2008

S. K. ELIA  
152 WELLINGTON ROAD, BUSH HILL PARK, ENFIELD EN1 2RH  
EXISTING PLANS  
DRAWING NO: WRE/EL/2 OF 3 SCALE: 1:50  
DATE: NOVEMBER 2009

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Chase

**Application Number :** TP/10/0601

**Category:** Other Development

**LOCATION:** MAIN BUILDING, ST MICHAELS C OF E PRIMARY SCHOOL,  
BRIGADIER HILL, ENFIELD, EN2 0NB

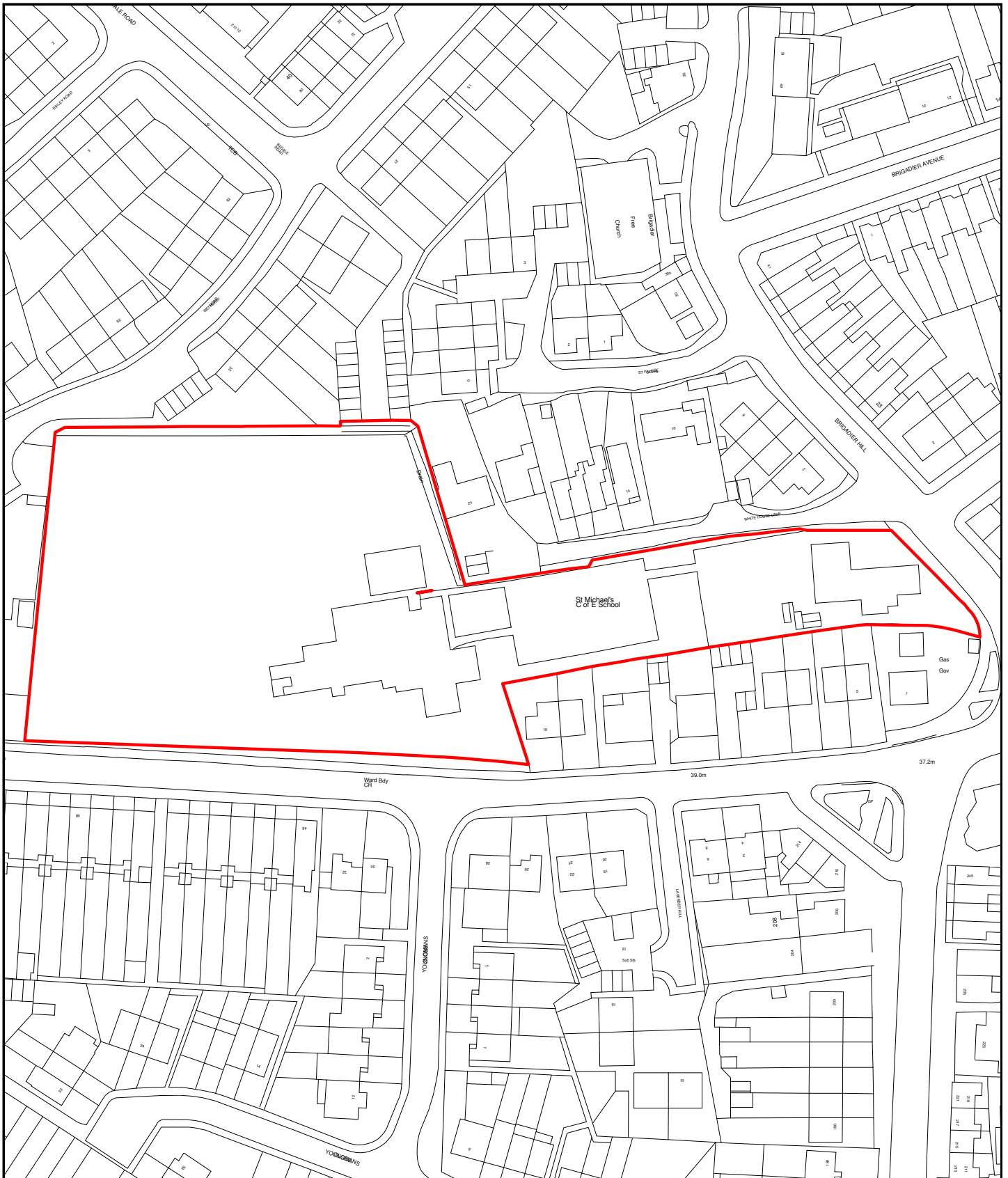
**PROPOSAL:** Two storey rear extension to main building to expand from 1 to 2 form entry, single storey extension to provide a new entrance at front of main building, new window to main hall, landscaping works to sloping grass pitch to provide a level pitch and Multi use games area (MUGA), vehicular access to Lavender Hill together with demolition of single storey accommodation at rear.

**Applicant Name & Address:**  
Inigo Woolf,  
The London Diocesan Board for Schools  
36, Causton Street,  
London,  
SW1P 4AU

**Agent Name & Address:**  
Rowan Parnell,  
GHM Rock Townsend  
The Old School  
Exton Street  
SE1 8UE

**RECOMMENDATION:**

That in light of the objection raised by Sport England to the loss of playing fields and therefore, subject to the views of the Government Office for the West Midlands, planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions.



## Development Control



Scale - 1:1250  
Time of plot: 12:31

Date of plot: 14/07/2010

## **1. Site and Surroundings**

- 1.1 An existing school campus bounded by Brigadier Hill to the east, Lavender Hill to the south, a new flat development (3-storeys) to the west and residential to the north.
- 1.2 The school accommodation is provided within two blocks. The first, accommodating the Nursery and Reception classes is located near to the Brigadier Hill frontage and consists of single storey buildings. The second block, set within the larger part of the site and located to the south east of the playing fields, comprises of predominantly single storey, with some two storey elements.
- 1.3 Ground levels increase to the north and west.

## **2. Proposal**

- 2.1 Permission is sought for the erection of a two storey rear extension to main building to expand from 1 to 2 form entry, single storey extension to provide a new entrance at front of main building, new window to main hall, landscaping works to sloping grass pitch to provide a level pitch and Multi use games area (MUGA), vehicular access to Lavender Hill together with demolition of single storey accommodation at rear.

### *Proposed building*

- 2.2 This element will involve the creation of 1170sqm of additional floor space to provide x4 classrooms, a studio, kitchen and dining room on the ground floor, and x4 classrooms, a music practice room, ICT room and plant room on the first floor.
- 2.3 First floor elements on the south, west and east elevations are set back from the ground floor and offer external teaching decks.

### *External Play Area*

- 2.4 This element, to be sited west of the proposed extension, consists of the creation of a Multi Use Games Area (MUGA) that will provide an all weather surface of approximately 30m x 14.5m
- 2.5 North of the MUGA are timber steps for spectators to sit and beyond this will be the re-graded grass pitch.
- 2.6 To the south of the MUGA will be a natural play area with timber sculpture, timber logs and timber stepping stones recycled from cut trees. Large stones, sand pits and timber decking are also proposed.

### *Parking*

- 2.6 The existing parking area, accessed off Lavender Hill, will have its parking provision increased from x3 spaces to x6 spaces, inclusive of x1 disability

space and x1 delivery/ service bay. An on-site waiting area is to be provided for unscheduled visitors to wait prior to entering the car park.

*Refuse/ Servicing*

- 2.7 The existing bin store, located by the Brigadier Hill entrance, is to be relocated to the upgraded parking facilities on lavender Hill.

**3. Relevant Planning Decisions**

- 3.1 Various applications have been made for extensions.

**4. Consultations**

**4.1 Statutory and non-statutory consultees**

Traffic and Transportation

- 4.1.1 It is advised that due to the expected increase in pupil and staff numbers and the resulting impact that will have on expected trip generation, the proposal would only be supported subject to the mitigation measures identified within the submitted Transport Assessment are implemented.

Property Services

- 4.1.2 No comments have been received from the Director of Property Services.

Environmental Protection & Regulations

- 4.1.3 It is advised that there is no objection. Conditions have been suggested.

Sport England

- 4.1.4 It is advised that Sport England objects to the proposed development as it would result in a substantial loss of playing fields for landscaping and for the proposed building. It is suggested that the building should be pulled back from the playing field and all unnecessary wasteful landscaping that results in the loss of formal sports fields be removed.

Thames Water

- 4.1.5 It is advised that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. With regard to sewerage and water infrastructure, there are no objections to the proposal.

Metropolitan Police

- 4.1.6 Secure by Design – School, standards are encouraged. The importance of restricting unauthorised beyond the front building line to the north of the school is stressed, with a suggestion that a lockable 1.8m railing gate would retain surveillance yet provide controlled access to and from the classrooms and playing fields.



Enfield NHS Primary Care Trust

4.1.7 No comments have been received.

**4.2 Public response**

4.2.1 Notification to 92 neighbouring and nearby occupiers. Two letters have been received from the occupiers of 22 Radcliffe Avenue and 2 Brigadier Hill, raising the following points:

- Ongoing noise and lorry issues from existing works related to the Kindergarten extension.
- Increase in congestion.
- Increase in illegal parking and Health and Safety risks to children and residents.
- Parking should be restricted on Brigadier Hill, Brigadier and Radcliffe Avenues.
- There should be double yellow lines at the junction of Lancaster Road and Brigadier Hill.
- Fast moving traffic entering Brigadier Hill off Lancaster Road.
- If there is insufficient funds to make the roads safer around the school now, the school should not be expanding until such time as funding is available.
- Insufficient parking space for existing and proposed staff levels.

**5. Relevant Policy**

**5.1 London Plan**

- Policy 2A.1 Sustainability criteria
- Policy 3A.17 Addressing the needs of London's diverse population
- Policy 3A.18 Protection and enhancement of community infrastructure and community facilities
- Policy 3A.24 Education facilities
- Policy 3C.17 Tackling congestion and reducing traffic
- Policy 3C.23 Parking strategy
- Policy 3D.13 Children and young people's play and informal recreation strategies
- Policy 4A.1 Tackling climate change
- Policy 4A.2 Mitigating climate change
- Policy 4A.3 Sustainable design and construction
- Policy 4A.4 Energy assessment
- Policy 4A.7 Renewable energy
- Policy 4A.14 Sustainable drainage
- Policy 4B.1 Design principles for a compact city
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.6 Safety, security and fire prevention and protection
- Policy 4B.8 Respect local context and communities

**5.2 UDP**

- (I)CS1 Provision of community services

(II)CS2	Community services and the effective use of land
(II)CS3	Facilities provided in the optimum location
(I)GD1	Regard to surroundings
(II)GD1	Appropriate location
(II)GD3	Aesthetic and functional design
(II)GD6	Traffic generation
(II)GD8	Access and servicing

### **5.3 LDF**

5.3.1 The Planning and Compulsory Purchase Act 2004 requires the Council to replace the Unitary Development Plan with a Local Development Framework. At the heart of this portfolio of related documents will be the Core Strategy, which will set out the long-term spatial vision and strategic objectives for the Borough.

5.3.2 The Enfield Plan – Core Strategy was submitted to the Secretary of State on 16th March 2010 for a Public Examination of the 'soundness' of the plan. The hearings sessions of the Examination have finished. The following policies from this document are of relevance to the consideration of this application:

- SO1: Enabling and focusing change
- SO2: Environmental sustainability
- SO3: Community cohesion
- SO5: Education, health and wellbeing
- SO8: Transportation and accessibility
- SO10: Built environment
- CP8: Education
- CP9: Supporting community cohesion
- CP25: Pedestrians and cyclists
- CP30: Maintaining and improving the quality of the built and open environment

### **5.4 Other Relevant Policy**

- PPS1: Delivering sustainable development
- PPG13: Transport
- PPS22: Renewable energy
- PPG23: Planning for open space, sport and recreation

## **6. Analysis**

### **6.1 Principle**

6.1.1 The proposal is considered acceptable in principle.

### **6.2 Impact on Character of Surrounding Area**

#### *Design*

6.2.1 The design of the building is considered acceptable as it respects the existing built form on the site and its surroundings.

*Height / Massing / Proximity to Boundaries*

- 6.2.2 The proposal represents a significant increase in size and bulk when compared with the existing buildings on the site, however it is considered that all elements of the proposal are appropriate to the context of the site and surroundings, with sufficient distancing retained to boundaries.

6.3 Impact on Neighbouring Properties

*Distancing / Loss of Light / Outlook*

- 6.4.2 The residential dwellings on the opposite side of Lavender Hill are approximately 28m distant and afforded some screening by the retained vegetation along Lavender Hill. The flats to the west are approximately 26m distant and also screened by some vegetation.
- 6.3.2 Due to the siting of the proposed extension, there will be no harm to neighbouring occupiers in terms of loss of light and outlook.
- 6.3.3 The redevelopment of the playing fields will not further impact on residential amenity in terms of noise emanating from the site as they are existing playing fields.

*Overlooking / Loss of Privacy*

- 6.3.4 Whilst some external teaching area is to be provided on the first floor decking, it is considered that due to distancing, proposed and existing boundary screening, there will be no detrimental impact on the amenities of neighbouring residential occupiers in terms of loss of privacy and overlooking.

6.4 Highway Safety

*Access and Traffic generation*

- 6.4.1 The main concern is with the increase in traffic generation as a result of almost doubling the number of pupils. The other amendments to the layout of the school can be considered acceptable; the location of the new car park accessed from Lavender Hill, although tight, will only hold four cars and is an increase on the existing three spaces. The servicing is also confirmed to be acceptable as shown on the submitted tracking drawings.
- 6.4.2 There is a concern however with the predicted number of trips resulting from the expansion. The future trip numbers have been predicted based on the modal split of the existing figures, which for car journeys is 27.4%, which appears low in comparison to similar sites that have been surveyed, and especially considering the ages of the pupils.
- 6.4.3 A number of mitigation measures have been proposed to address the increase in pupil numbers:

To slow down vehicles turning the corner of Lavender Hill and Brigadier Hill.

- Tightening the radii to the junction with Lancaster Road to reduce vehicle speeds and improve visibility.
- Straightening the Lancaster Road zebra crossing.
- Move the crossing on Brigadier Hill further back (possibly replace with a zebra crossing) – This is considered essential.
- Provide a mini roundabout at the junction of Lavender Hill and Chase Side.
- Additional signage (vehicle, speed, or time activated)

To help ease the parking situation outside St Michaels School.

- Extending central 'hatched' road markings further north to allow informal dropped crossings with pedestrian refuges provided.
- Maintaining the 'School Keep Clear' road markings and widening the western footway of Brigadier Hill – this would also compliment the tightening of the radii on the junction of Brigadier Hill
- Provide informal crossing points away that could be phased as the school numbers increase.

Junction Protection

- Junction protection (double yellow lines) would be required around the junctions surrounding the school. These would be subject to Traffic Management Orders.

6.4.4 The above mitigation measures would help improve the accessibility for pedestrians, which based on the submitted figures, would increase to 285 trips. The proposed junction protection and waiting restrictions would help alleviate some of the problems related to parking, but an increase of 65 vehicles will still create significant parking problems and also raises safety concerns. It is therefore important that the soft measures such as the travel plan are also implemented and carefully monitored. It is considered that the school has enough time to improve the modal split as pupil numbers will increase gradually.

*Parking*

6.4.5 On site parking is considered acceptable. Subject to the implementation of the mitigation measures, the proposed development makes appropriate provision for access and car parking and would not prejudice the provision of on-street car parking, nor should it give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways.

*Cycle parking*

6.4.6 The school does not currently benefit from any cycle parking but is proposing 20 cycle parking spaces. Provision should be made on a ratio of 1 space per 10 members of staff / pupils. Given the expected increase in pupil numbers (up to 420 from an existing roll of 240) with the requisite increase in staff (22FT / 35 PT from 15FT / 25PT), there should be a greater provision for cycle parking. The design, siting and number of the design store can be secured by condition.

6.5 Sustainable Design and Construction

*Energy*

- 6.5.1 The London Plan stipulates that an Energy Assessment must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (20%) from energy efficiency and renewable energy measures incorporated into the development (Policy 4A.4).
- 6.5.2 The submitted Energy Statement outlines the measures to be adopted within the scheme. These include:
1. The incorporation of lower 'U' values than minimum Building Regulations, the control of building fabric in relation to the quantity of external glazing area.
  2. The use of highly efficient equipment such as luminaries and automatic control gear, heat recovery to mechanical ventilation systems, the use of high efficiency mechanical fans, installation of effective automatic controls
  3. The use of a Air Source Heat Pumps and solar panels.

It is estimated that the implementation of the above measures will reduce CO2 emissions by 40% or 8032kg CO2/ yr saving.

6.6 External Play Area

- 6.1 Sport England have objected to the proposal on the basis that the proposal does not accord with any of the exceptions in Sport England's playing fields policy, as it is considered that the proposal results in the loss of playing fields which will be required particularly as the school is proposing to expand by one form of entry.
- 6.2 Whilst the above policy objection is noted, an analysis of the external play area/ fields has been provided by the applicant and detailed on drawing no.2015. The existing playing fields, as discussed earlier, slopes upwards in a northerly and westerly direction. An area immediately north and west of the existing school buildings has a 1 in 8 slope, with the remainder of the field having a 1 in 14 slope. At present, there is one playing pitch on the 1 in 14 slope and it is also noted that the field is suffers from poor drainage. The existing open grass space amounts to a total area of 5050sqm but with a total useable area for pitch use being 3500sqm (1 in 14 slope).
- 6.3 The proposal reduces the total open grass space to 4035sqm but increases the useable area to 3600sqm and provides x2 level pitches (inclusive of the MUGA).
- 6.4 With regards to Sport England's comments about wasteful landscaping on the playing field, the landscaping will not be changing from the existing situation. That is, at present, on the south west corner of the site and running along that frontage with Lavender Hill are some woody vegetation, with additional trees located on the north east corner. The Local Planning Authority would not like to encourage the loss of the trees without proper justification, particularly as the trees concerned provide some useful screening of the site.

- 6.5 Paragraph 15 of PPG17, advises that development on playing fields should not be allowed unless:
- i. the proposed development is ancillary to the use of the site as a playing field (eg new changing rooms) and does not adversely affect the quantity or quality of pitches and their use;
  - ii. the proposed development only affects land which is incapable of forming a playing pitch (or part of one);
  - iii. the playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity and quality and in a suitable location - see paragraph 13 above; or
  - iv. the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field
- 6.6 It is considered that the objection from Sport England is not justified and that the increase in useable playing area compensates for the loss of some open field. Moreover, the existing landscaping around the perimeter of the site is not altering and also serves to provide a useful screen.

## **7. Conclusion**

- 7.1 The design and form of the proposed extension is considered acceptable and will not be out of keeping and character with the existing form of development nor should it unduly harm the existing amenities of neighbouring residential occupiers.
- 7.2 The redevelopment and reorganisation of the playing field increases the provision of useable play areas and in this regard, provides for better play facilities at the school.
- 7.3 Sustainability methods to be incorporated into the scheme far exceed the minimum requirements thus making the development an exemplar for sustainable design and construction and helping to reduce the carbon footprint of the development and the Borough.
- 7.4 Approval is recommended for the following reasons:
1. The proposed development improves facilities at St Michaels C of E Primary School as well as providing for additional teaching space for which there is a recognised shortage within the Borough. It is considered that the proposed development complies with policies (II)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan, policies 3A.18, 3A.24, 3D.13 4B.1, 4B.8 of The London Plan, and with PPS1: Sustainable Development, PPG23: Planning for open space, sport and recreation.
  2. The proposed development due to its design, size and siting would not detract from the character and appearance of the surrounding area nor would it unduly affect the amenities of adjoining or nearby residential properties having regard to policies (II)CS2, (II)CS3, (I)GD1, (I)GD2, (II)GD3 and (II)H8 of the Unitary Development Plan and with policy 4B.8 of The London Plan.

3. The development, by virtue of conditions imposed, should not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways and will make adequate provision for cycle parking, having regard to policies (II)GD6 and (II)GD8 of the Unitary Development Plan, policy 3C.23 of The London Plan and with PPG13: Transport.

## 8. Recommendation

- 8.1 That in light of the objection raised by Sport England to the loss of playing fields and therefore, subject to the views of the Government Office for the West Midlands, planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to the following conditions:
  1. C07 Details of Materials
  2. C09 Details of Hard Surfacing
  3. C10 Details of Levels
  4. C11 Details of Enclosure
  5. C12 Parking and Turning Facilities  
Parking and turning facilities shall be provided in accordance with Drawing No.2002 unless otherwise approved in writing by the Local Planning Authority.  
Reason: To ensure the development complies with adopted standards and does not prejudice conditions of safety or traffic flow on the adjoining highway.
  6. NSC1 Details of Cycle Parking  
The development shall not commence until details of the siting, design and number of the cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed prior to the use of the building hereby approved commences and permanently retained for cycle parking.  
Reason: To ensure the provision of cycle parking in line with the Council's adopted standards.
  7. NSC2 Construction Methodology  
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:
    - (i) A photographic condition survey of the roads and footways leading to the site,
    - (ii) Details of construction access and vehicle routing to the site,
    - (iii) Arrangements for vehicle servicing and turning areas,
    - (iv) Arrangements for the parking of contractors vehicles,
    - (v) Arrangements for wheel cleaning,

- (vi) Arrangements for the storage of materials,
- (vii) Hours of work.

The development shall 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 the adjoining highways, and to minimise disruption to neighbouring properties.

8. NSC3

Contamination

Prior to the commencement of development, a scheme to deal with the risks associated with contamination of the site shall each be submitted to, for the approval in writing, by the Local Planning Authority. The scheme shall include:

- 1) A preliminary risk assessment identifying all previous uses and potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The approved scheme shall thereafter be implemented, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect against risks arising from contamination and in accordance with the recommendations of the submitted desktop study.

9. NSC4

Contamination monitoring

If, during development, contamination not previously identified is found to be present at the site, then no further development, unless otherwise agreed in writing by the Local Planning Authority, shall be carried out until the developer has submitted and obtained prior written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect against risks arising from contamination.

10. NSC5

Contamination – piling

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express



written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.  
Reason: To protect against pollution risk.

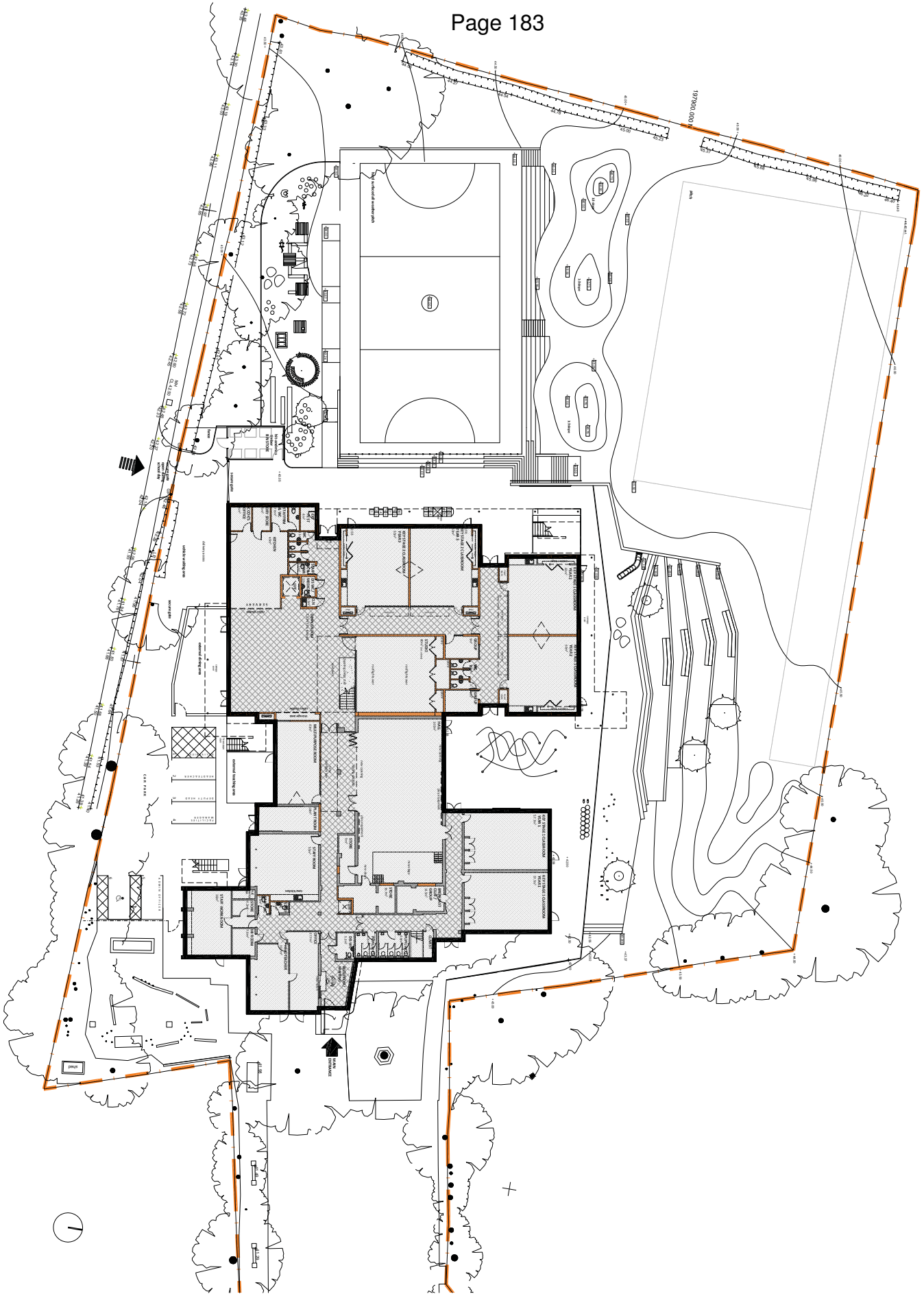
11. NSC6      SUDS  
No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable drainage (SUDS) scheme, in accordance with the principles of sustainable drainage systems set out in national planning policy guidance 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.
12. NSC7      SUDS 2  
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 concludes 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.
13. C17      Details of Landscaping
14. C19      Details of Refuse Storage / Recycling
15. C25      No Additional Fenestration
16. C37      Restricted hours – Deliveries
17. C38      Restricted hours – Opening (Mon-Fri 07:00-18:30, Sat 09:00-21:00)

- 18. C41 External Lighting (in accordance with submitted lighting statement/ layout)
- 19. NSC8 Energy Saving Measures (as identified in Energy Statement)
- 20. NSC9 Off-site Highways Mitigation Measures

That prior to the commencement of the development details shall be submitted to and approved by the Local Planning Authority setting out a programme for the implementation of the mitigation measures identified but not limited to those described within the supporting Transport Statement Appendix O. All mitigation works to be undertaken before 31st March 2011, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure measures are provided within an appropriate timescale to improve pedestrian and road user safety in the vicinity of the site

- 21. C51A Time Limited Permission



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0m 10m 20m

KEY  
 Site boundary

REVISION DATE/DRAWN

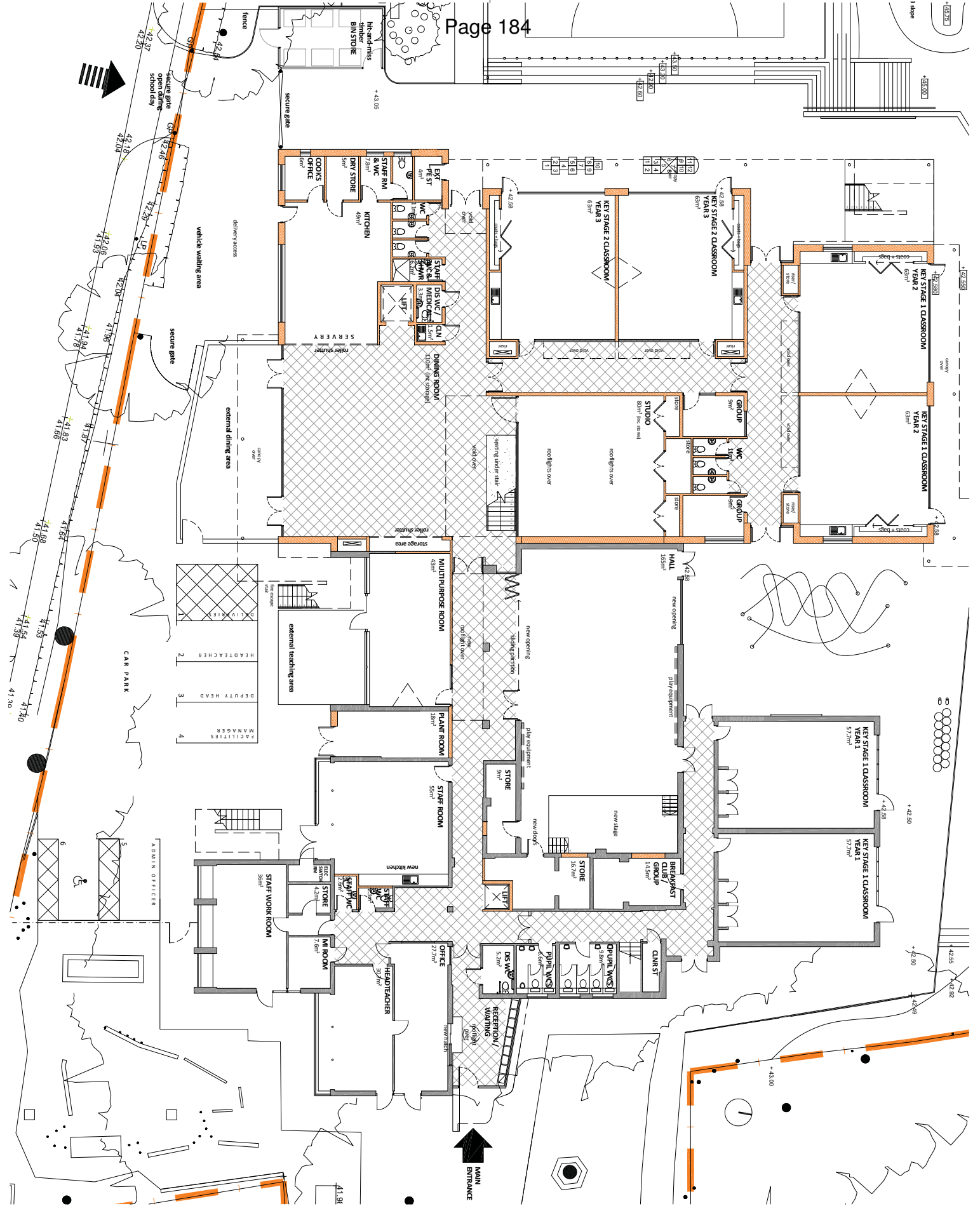
THE CHURCH  
 T: 020 7261 9577  
 F: 020 7261 1381  
 www.green-group.co.uk

PROJECT ST MICHAEL'S CE  
 PRIMARY SCHOOL

DRAWING TITLE SITE PLAN  
 PROPOSED

DATE MARCH 2010 DRAWN SG  
 SCALE 1:200 @ A1 CHECK RP  
 STATUS PLANNING  
 JOB NO. RX-2887  
 DRAWING NO. 2001

1



**KEY PLAN**

**KEY**

- Site boundary
- Existing building
- Proposed building

0m 5m 10m

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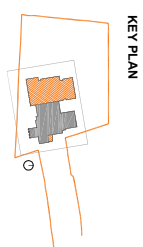
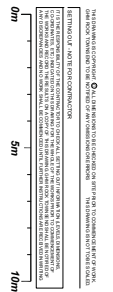
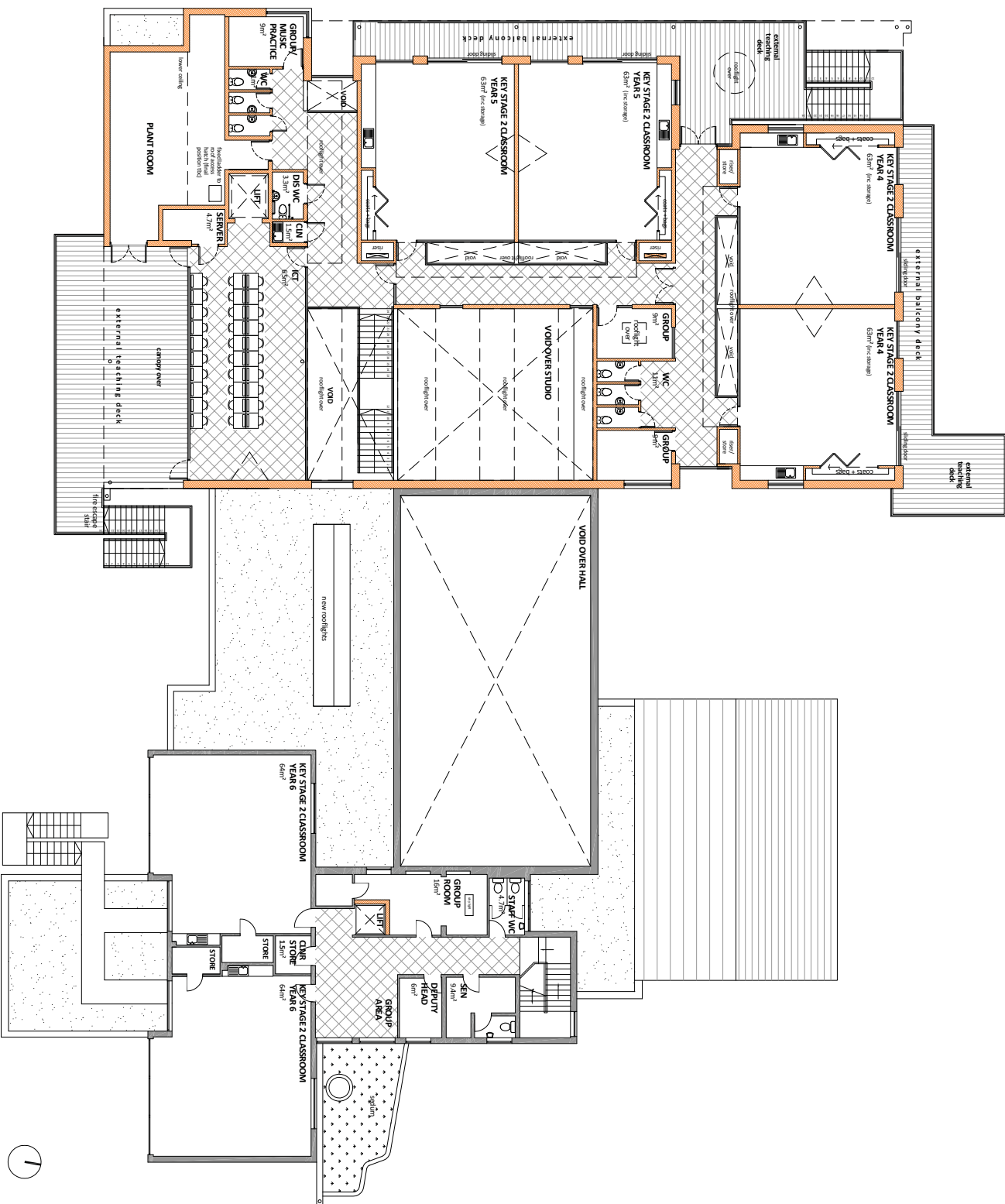
DATE: MARCH 2010  
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 CHECK: DMG

**PLANNING**

JOB NO: RX-2687  
 DATE: 2002

PROJEC: ST MICHAEL'S CE PRIMARY SCHOOL  
 DRAWING TITLE: GROUND FLOOR PLAN  
 PROPOSED

ARCHITECT: [Logo]



**PROJEC** ST MICHAEL'S CE  
**PRIMAR** PRIMARY SCHOOL  
**DRAWING** TITLE FIRST FLOOR PLAN  
**PROPOSED**  
**DATE** MARCH 2010  
**SCALE** 1:100 @ A1  
**PLANNING**  
**JOB NO.** RX-2887  
**2003**

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0m 5m 10m

- KEY**
- 1** Buff / stock brickwork (to match existing school)
  - 2** Glazing
  - 3** Coloured panel to glazing
  - 4** Balcony
  - 5** Canopy
  - 6** Chain downpipe
  - 7** Aluminium coping
  - 8** Rooflight
  - 9** New glazed entrance/reception



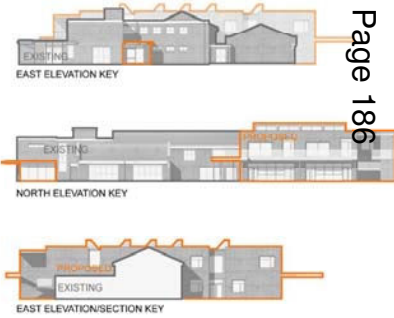
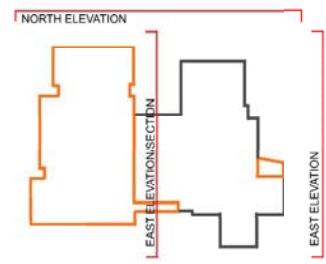
EAST ELEVATION



NORTH ELEVATION



EAST ELEVATION/SECTION



Page 186

REVISION (DRAWN)

PROJECT	ST MICHAEL'S CE
PRIMARY SCHOOL	
DRAWING TITLE	ELEVATIONS
PROPOSED	
(SHEET 1 OF 2)	
DATE	MARCH 2010
SCALE	1:100 @ A1
STATUS	PLANNING
JOB NO	RX-2687
DRAWING NO	2006

GINV Rock Forward

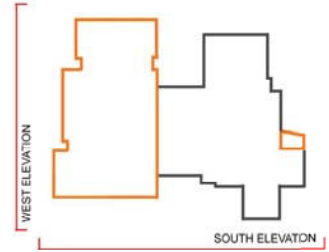
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KEY

- 1** Buff / stock brickwork (to match existing school)
- 2** Glazing
- 3** Coloured panel to glazing
- 4** Balcony
- 5** Canopy
- 6** Chain downpipe
- 7** Aluminium coping
- 8** Rooflight



SOUTH ELEVATION



SOUTH ELEVATION KEY



WEST ELEVATION KEY



WEST ELEVATION

REVISION \_\_\_\_\_ ©/TE/DR/AM

PROJECT	ST MICHAEL'S CE		
	PRIMARY SCHOOL		
DRAWING TITLE	ELEVATIONS		
	PROPOSED		
(SHEET 2 OF 2)			
DATE	MARCH 2010	DRAWN	RP
SCALE	1:100 @ A1	CHECK	DMS
STATUS	PLANNING		
JOB NO.	RX-2687		
DRAWING NO.	2007	REVISION	

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mrs S.L. Davidson Tel: 020 8379  
3841

**Ward:**  
Cockfosters

**Application Number :** TP/10/0715

**Category:** Dwellings

**LOCATION:** 65 & 67, Kingwell Road, Barnet, EN4 0HZ

**PROPOSAL:** Redevelopment of site to provided 3 x 2-storey houses with new access road and alteration to existing vehicular access to Kingwell Road (OUTLINE - access and layout)

**Applicant Name & Address:**

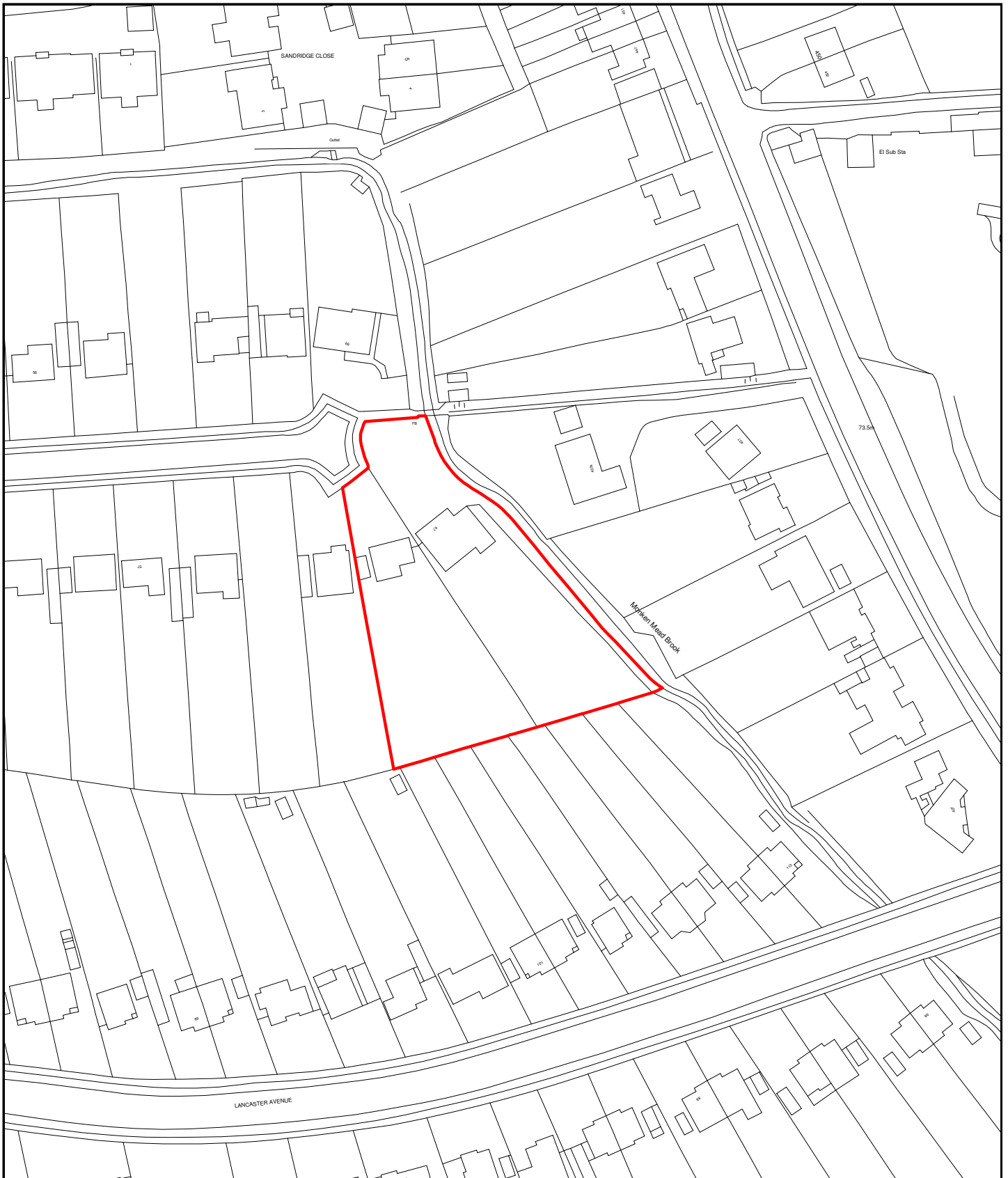
Red Seven Property  
Wrotham Business Park,  
1, Wrotham Park,  
HERTFORDSHIRE,  
Barnet,  
EN5 4SL

**Agent Name & Address:**

Costas Anatolitis,  
Anatolitis Associates  
28, Meadowcroft  
Manor Road  
Potters Bar  
Herts  
EN6 1DQ

**RECOMMENDATION:**

That planning permission be **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 11:40

Date of plot: 09/07/2010

## **1 Site and Surroundings**

- 1.1 The application site comprises two existing two storey detached houses, 65 and 67 Kingwell Road together with their gardens and has a total area of approximately 0.3 hectares. It is located at the end of Kingwell Road, a cul-de-sac characterised primarily by detached houses. The site adjoins Monken Mead Brook along its eastern boundary. There are a number of trees on the site, primarily to the plot boundaries, none of which are the subject of a Tree Preservation Order.

## **2 Proposal**

- 2.1 This is an outline application proposing the demolition of the existing houses on the site and the redevelopment of the site with the erection of 3 new detached houses. The application deals with details of access and layout only, with all other matters reserved for later consideration. However, indicative elevation drawings have been provided confirming that the houses would be two storeys in height.
- 2.2 One house would be sited to the site frontage with a further two houses towards the rear of the site. A new access driveway is proposed to serve the new houses to the rear of the site, running in proximity to the boundary with No.63 Kingwell Drive. Each house would have the benefit of a garage with further parking available to the frontage of each plot.
- 2.3 The houses, with the exception of Plot 1 to the site frontage, are positioned to respect an 8m buffer zone to Monken Mead Brook. Plot 1 encroaches on this buffer zone, but is a replacement for an existing dwelling in a similar position.

## **3 Relevant Planning Decisions**

- 3.1 TP/08/0131 Planning permission refused for the redevelopment of the site, involving the demolition of the existing properties and the erection of 4 detached houses on grounds of :
- i) Cramped form of development that would be out of keeping with the character of the area, would detract from the existing open aspect to the rear of the site and thus detract from the character and amenities of the area;
  - ii) The siting, size and scale of the proposed dwellings together with the siting of the proposed access road, would result in a dominant and obtrusive form of development when viewed from No.63 Kingwell Road and will give rise to noise, disturbance and general activity detrimental to the amenities of the occupiers of this property; and
  - iii) failure to provide adequate turning and manoeuvring facilities for refuse collector vehicles and fire appliance vehicles to the detriment of the highway infrastructure and adequate servicing of the development; and
  - iv) the failure to provide an adequate buffer zone between the Monken Mead Brook and any proposed hard standings, buildings or structures
- 3.2 TP/08/0132 Planning permission refused for the redevelopment of the site involving the demolition of the existing properties and the erection of 8 houses on the same grounds as above.

- 3.3 An appeal was lodged against the Council's decision on both applications. Whilst the Inspector dismissed both appeals he made the following observations:

"I acknowledge that in closer views of the appeal site – at the eastern end of the cul-de-sac – there would be views of the additional housing, and so there would be more of an impression of development at depth. However, since I have found earlier that there is already an impression of continuous built development along the road, I consider this change in both appeals would not be harmful to the character of the wider area. The spacing between the proposed properties within the site in both appeals would be commensurate to the size of the houses proposed, so not leading to an unacceptably cramped layout or appearance within the proposed development."

"I saw at my site visit that there has been past infilling of housing to the rear of existing properties in the vicinity of the appeal site. This has been achieved without harm to the general spacious character of the area, Government guidance in PPS3: Housing (2006) seeks the effective and efficient use of land for housing. The appeal site lies within the defined settlement and, from my observations at the site visit and for the reasons given, I am satisfied that the land could be used more effectively for housing without harm to the character and appearance of Kingwell Road."

- 3.4 The Inspector similarly found that the development was acceptable in terms of access and highway safety. However, he agreed with the Council that the development would unacceptably harm "the current open outlook and good degree of privacy for existing adjoining neighbours". He also considered that the siting of the access road along the boundary with No.63 Kingwell Road, given its proximity to the boundary and its depth of projection into the site would cause unreasonable disturbance to the occupiers of No.63. The Inspector also noted that the development conflicted with the Environment Agency's requirements for an 8m buffer to Monken Hadley Brook and objected to the development on these grounds.

## **4 Consultations**

### **4.1 Statutory and non statutory consultees**

#### **4.1.1 Environment Agency**

Given the amendments to the siting of dwellings so that, with the exception of Plot 1, the 8m buffer zone to Monken Mead Brook is respected, the Environment Agency raises no objection to the development subject to conditions requiring that the development be carried out in accordance with the Flood Risk Assessment and that prior to the commencement of development details of a scheme for the provision and management of the 8m buffer zone to the Monken Mead Brook shall be submitted to and approved.

#### **4.1.2 Duchy of Lancaster**

The Surveyor of Lands for the Duchy of Lancaster does not have any specific observations to make concerning the proposed development

#### 4.1.3 Biodiversity

The Biodiversity Officer agrees with the ecological report findings that protected species are unlikely to be adversely affected by the proposed development. As such there is no objection to the development on ecological grounds. It is recommended that new landscaping provided on the site, in association with the development should include native species and wildlife friendly planting.

#### 4.1.4 Traffic and Transportation

Traffic and Transportation advises that the proposed scheme in introducing a new extended crossover to the kerb of the existing turning head at the end of Kingwell Road, would improve the situation for the refuse vehicle and fire appliance to turn and manoeuvre. The access road would be 4.1m in width. This is in accordance with the Manual for Streets guidance and would enable two cars to safely pass. The proposed layout will not however work if the bins are located along the flank wall of each property as suggested in the submitted 'Design and Access Statement' as this would either result in a necessity of refuse vehicles accessing the site and reversing more than 20m or would create a situation where bins would be wheeled out of the premises and displaced onto the public highway which is against the recommendation included in the Manual for Streets (paragraph 6.8.13). However, appropriate provision can be secured by a way of condition, where a bin enclosure will be required to be situated outside the proposed access gates.

Concern has been raised to the development on grounds of inadequacy of the access and turning area for the fire appliance within the proposed development. According to the Manual for Streets, fire tenders should not have to reverse more than 20m from the end of an access road which in this case cannot be achieved. The applicant has therefore been asked to discuss their proposals direct with the fire brigade to ensure measures are in place to meet the requirements of the Brigade and Building Regulations.

#### 4.2 Public

Consultation letters have been sent to the occupiers of 21 adjoining and nearby occupiers. In addition a notice has been displayed on site. In response seven letters of objection have been received. The objections raised can be summarised as:

- garden grabbing
- makes no contribution to affordable housing
- loss of privacy
- concerns that landscape buffer alongside access road would not be maintained by future occupiers
- size and scale of proposed dwellings
- gated development out of character with the road
- not sustainable in terms of traffic, parking and access
- poor access for emergency, refuse and delivery vehicles, Such vehicles will have to park in the turning head obstructing it and or residents driveways representing a nuisance to residents
- noise and disturbance during construction
- noise and disturbance from new occupiers

- existing road base is weak and couldn't withstand heavy traffic required to construct development
- the turning head currently provides a place for children to play as use is light, construction of the development would prevent this
- loss of view
- over crowding of the area
- impact on ground water run off and flooding
- impact on existing sewerage pipe which runs across the site and sewerage infrastructure of additional households
- wasteful demolition of two good houses, unnecessary and a waste of resources
- This applicant is responsible for a number of other development projects in the area and these lie semi-abandoned and boarded up.
- Lack of school places and other social infrastructure

## **5 Relevant Policy**

### **5.1 London Plan**

- 3A.1 Increasing London's Housing Supply
- 3A.2 Borough Housing targets
- 3A.3 Maximising the potential of sites
- 3A.5 Housing choice
- 3A.6 Quality of new housing provision
- 3C.23 Parking strategy
- 3D.14 Biodiversity and nature conservation
- 4A.3 Sustainable design and construction
- 4A.12 Flooding
- 4A.14 Sustainable drainage
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment
- 4B.8 Respect local context and communities

### **5.2 Unitary Development Plan**

- (I)GD1 New development to have appropriate regard to its surroundings
- (I)GD2 New development to improve the environment
- (II)GD3 Design and character
- (II)GD6 Traffic implications
- (II)GD8 Access and servicing
- (II)GD12 Flooding
- (II)H8 Privacy and overlooking
- (II)H9 Amenity space
- (II)T13 Access onto the public highway
- (II)T16 Access for pedestrians
- (II)T19 Provision for cyclists

### **5.3 Local Development Framework**

The Enfield Plan – Core Strategy was submitted to the Secretary of State on 16<sup>th</sup> March 2010 for a Public Examination of the 'soundness' of the plan. The

hearings sessions of the Examination have commenced. The following policies from this document are of relevance to the consideration of this application:

Core Policy 2	Housing supply and locations for new homes
Core Policy 4	Housing Quality
Core Policy 20	Sustainable Energy Use and Energy Infrastructure
Core Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 28	Managing flood risk through development
Core Policy 30	Maintaining and improving the quality of the built and open environment

#### 5.4 Other relevant policy

PPS1	Delivering sustainable development
PPS3	Housing (June 2010)
PPG13	Transport

## 6 **Analysis**

### 6.1 Principle

6.1.1 The application site includes garden land. The recent changes to PPS3 explicitly remove garden land from the definition of 'previously-developed land' and therefore the policy presumption in favour of making a more effective and efficient use of such land does not now apply. However, the Council must continue to consider the application on its merits and assess whether the proposal to redevelop the site as proposed, including the introduction of two dwellings within what presently constitutes the rear garden of the existing properties, would harm the character or appearance of the area or would have a detrimental impact on the amenities of the occupiers of adjoining properties. Accordingly, the changes to PPS3, do not introduce an objection in principle to the development of garden land but remove the weight to be attached to achieving a more efficient and effective use of such land.

6.1.2 The concern raised by residents about the wasteful demolition of two good houses is noted. However, as they are not listed, nor located within a Conservation Areas, there is no objection in principle to the loss of the properties.

### 6.2 Impact on the character of the area

6.2.1 The impact of the development on the character of the area was an issue the Inspector had to give due consideration to when considering the earlier appeals. Whilst that Inspector at that time clearly gave some weight to the previous version of PPS3, which included garden land within the definition of 'previously-developed land', he did conclude that overall the introduction of new dwellings at the rear of the site would not harm the character of the area. He also considered that the dwellings and the spacing between them was commensurate to their size and therefore the development would not appear cramped.

6.2.2 This application, reduces the total number of units to the rear of the site, albeit that the individual houses themselves are larger than previously proposed. Nevertheless, the scale of backland development was previously considered acceptable and such that it would not harm the character of the area. As there has been no material change in the character of the area since the appeal decisions, it is considered it would be difficult to justify a different conclusion. The spacing between the dwellings to the rear of the site is similar to the earlier scheme. The plot sizes for each dwelling is slightly larger, reflecting the reduction in the number of units now proposed. The dwellings would be provided with amenity space in excess of the Council's amenity space standards. Accordingly, no objection is raised to the impact of the development on the character of the area.

6.2.3 Concern has been raised about the provision of a gated development. Whilst large gated communities are not to be encouraged, this proposal would effectively gate a private driveway that serves only two dwellings. These dwellings, being located to the rear of the site would not enjoy the same level of natural surveillance that existing properties to the Kingwell Road frontage benefit from. Moreover, as only two dwellings are proposed to the rear, there is a greater opportunity that both properties could be unoccupied at the same time. Accordingly, in this instance, no objection is raised to the principle of gating the rear dwellings. The gates would be sited to align with the front main wall of the frontage dwellings, thus set well back from the frontage and subject to their detailed designed, would not be dominant or obtrusive within the street scene.

### 6.3 Impact on adjoining residents

6.3.1 The Inspector in considering the earlier appeals was of the view that the proposal would have an unacceptable impact on the amenities of the occupiers of No 63 Kingwell Road on two particular grounds:

- i) on the basis of the information before him, he did not have details of the scale or design of the proposed houses and therefore considered the development would cause harm to the open outlook and privacy; and
- ii) the siting of the access road in proximity to the boundary with No.63 and the minimal landscaping indicated meant that it could lead to an unreasonable degree of disturbance.

6.3.2 This application remains an outline planning application with details of layout and access only provided. However, indicative elevation drawings have been provided which confirm that the proposed houses would be two storeys in height surmounted by a pitched roof. The two-storey element of the proposed house nearest No.63 would be positioned between 7m and 10.2m from the site boundary. A single storey garage is proposed to the side which would be sited between 2m and 4.8m from the site boundary. This differs from the earlier schemes in that dwelling was a minimum of either 1.2m (TP/08/0131) or 1.8m (TP/08/0132) away from the boundary and as there was no detail of scale, the Inspector found this unacceptable. The nearest dwelling is therefore sited further away from the boundary than previously proposed. Moreover, the indicative elevations confirm that the element nearest the boundary is single storey in height. On this basis, the relationship with No.63 is considered acceptable although conditions are recommended to ensure



that the height of the dwellings and the garage element does not exceed those shown on the indicative plans.

- 6.3.3 The dwelling nearest No.63 is orientated so that its main front elevation faces into the application site and therefore the provision of windows within this elevation at ground and first floor level would not give rise to undue overlooking. The flank elevation is orientated to face the garden of No.63. Conditions are recommended to ensure that any windows installed in this flank elevation, which would more than likely be to non-habitable rooms, would be obscure glazed and fixed to a height of 1.7m above the floor level of the relevant room. This would safeguard the privacy of the occupier of No.63.
- 6.3.4 The Inspector's other concern related to the proximity of the access road to the site boundary and the minimal amount of landscaping indicated; a landscape strip of 1m in width for the entirety of the length of the access road. This application pulls the proposed access road away from the site boundary at the point where it lines up with the front elevation of No.63. The landscaping ranges in depth from 1m towards the site frontage, to 6.5m at its deepest point, providing the opportunity to incorporate sufficient trees/shrubs to mitigate the impact of the proposed access road. A condition is recommended requiring the submission of details of the landscaping scheme. Moreover, the application reduces the number of dwellings proposed to the rear of the site and thus the level of activity that would be associated with them. Accordingly, it is considered that this objection to development has now been addressed and the amenities of the occupiers of No.63 would not be unduly prejudiced.
- 6.3.5 The two dwellings to the rear of the site are located slightly closer to the sites rear boundary than was previously the case. At the pinch points the houses would be sited closer to the boundary (minimum 9.4m) than the Council's distancing standards would normally require i.e. 11m. However, the purpose of these distancing standards is largely to safeguard the privacy of adjoining occupiers. In this instance the proposed dwellings would be sited in the order of 58m away from the houses in Lancaster Avenue that back onto the site and therefore it is considered that the development would not unduly prejudice the amenities of the occupiers in terms of loss of privacy.

#### 6.4 Access and parking

- 6.4.1 The development provides an acceptable form of access to serve the number of dwellings proposed and each dwelling would have adequate parking. Previous objections to the development based on the inadequacy of the existing turning head at the end of Kingwell Road were not supported on appeal and therefore have not been raised here. The Fire Brigade have confirmed that they are satisfied with the proposal subject to the removal of a small section of landscaping to the front of Plot 3. This can be removed without compromising the development or the amenities of the occupiers of adjoining properties.
- 6.4.2 Concerns raised during consultation about construction traffic damaging Kingwell Road are noted . However, this is not a matter that can be dealt with through the planning process.

#### 6.5 Impact on trees

6.5.1 The site contains a number of trees none of which are the subject of a Preservation Order. An Arboricultural Report has been submitted as part of the application. This categorises the trees on site according to their amenity value. Of the 28 trees surveyed, nine are considered category 'A' or 'B' and these are to be retained. The other trees are almost entirely category 'C' and are generally ornamentals located along what is presently the common boundary between the existing plots of No's 65 and 67. These would be removed and no objection is raised to this. A group of trees/shrubs presently exist to the common boundary with No.63. The Arboricultural Report confirms that these would be retained and supplemented with new planting. An informal line of Cypress trees to the rear boundary are also shown for retention. Conditions are recommended requiring trees to be protected during construction.

## 6.6 Biodiversity

6.6.1 Earlier applications were refused following objections from the Environment Agency (EA) to the fact that development would take place within 8m of Monken Mead Brook and therefore would not provide a buffer zone important for providing native landscaping and for wildlife. The EA are now satisfied with the development and raise no objections subject to conditions.

6.6.2 The application is supported by an Ecological Report and this confirms that the development would be unlikely to have an impact on any protected species. The development provides opportunity to provide some new landscaping and it is recommended that this includes native species and is wildlife friendly. A condition is recommended requiring the submission of landscaping details.

## 6.7 Sustainable Design and Construction

6.7.1 The applicant's design and access statement confirms that the dwellings will be designed to meet Code 3 for sustainable homes and to meet Lifetime Homes Standards. A condition requiring this is recommended.

## 6.8 Other Issues

6.8.1 The concern raised by residents that this development does not contribute to the provision of affordable housing is noted. However, as the development involves a net gain of only two dwellings, there is no requirement in adopted policy to make provision for affordable housing.

6.8.2 Concern has also been expressed about noise and disturbance during the construction phase. This is an inevitable, albeit temporary, consequence of development and is not grounds for withholding planning permission.

## 7 **Conclusion**

Having regard to the Inspector's decision on the previous appeal, it is considered that the development now proposed would have no greater impact on the character of the area than the appeal schemes which on this ground, he found acceptable. Moreover, it is considered that the amendments to the scheme since the earlier decisions, including the repositioning of the access road and the dwellings at the rear, together with the clarification on scale of the dwellings, address

the concerns identified regarding impact on the amenities of the occupiers of No.63. The scheme is therefore considered acceptable

## **8 Recommendation**

8.1 That planning permission be GRANTED subject to the following conditions:

- 1 The development shall not commence until detailed drawings showing the design of buildings, including existing and proposed levels, have been submitted to and approved in writing by the Local Planning Authority. The buildings shall be constructed in accordance with the approved details before the development is occupied.

Reason: To ensure a design which complies with Unitary Development Plan Policies.

- 2 The development shall not commence until details of the external appearance of the development, including the materials to be used for external surfaces of buildings and other hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details before it is occupied.

Reason: To ensure an appearance which complies with Unitary Development Plan Policies.

- 3 The development shall not commence until details of existing planting to be retained and trees, shrubs and grass to be planted and the treatment of any hard surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

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

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

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

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

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

- 6 That development shall not commence on site until details of the design and appearance of the proposed entrance gates and associated piers proposed to the access driveway serving PLOTS 2 and 3 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: In the interests of amenity.

- 7 The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development 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 development is occupied or the use commences.

Reason: To ensure that the development complies with Unitary Development Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

- 8 That all garages forming part of this development shall only be used for the accommodation of private motor vehicles and for purposes incidental to the residential occupation of the property but excluding use for habitable accommodation.

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

- 9 For the duration of the construction period all trees and shrubs shown on the approved plans and application as being retained shall be protected by fencing a minimum height of 1.2 metres at a minimum distance of 3 metres from the existing planting. No building activity shall take place within the protected area. Any tree or shrub which dies or is damaged during the construction period shall be replaced.

Reason: To protect existing planting during construction.

- 10 The development shall not commence until details of facilities for the storage of refuse bins on collection day for the benefit of Plots 2 and 3, within the curtilage of PLOT 1 have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

- 11 The development shall not commence until details of facilities and methodology for cleaning the wheels of construction vehicles leaving

the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period.

Reason: To prevent the transfer of site material onto the public highway in the interests of safety and amenity.

- 12 The any glazing to be installed in the flank elevations of the proposed houses indicated shall be in obscured glass and fixed to a height of 1.7m above the floor level of the room to which they relate. 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.

- 13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

- 14 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no balustrades or other means of enclosure shall be erected on the roof of any single storey element of the dwellings hereby approved. No roof of any part of the dwellings shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

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

- 15 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 without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties and the ensure development does not encroach into the buffer zone to the Monken Mead Brook.

- 16 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated May 2010 and drawings: site layout plan no 275-3 (May 2010), existing site layout and location plan 275-2 (May 2010) and topographical survey 275-1 (AUGust 2006), and the following mitigation measures detailed within the supporting documents:

1 No additional building footprint to encroach within 8m of the top of bank of Monken Mead Brook compared to the existing built footprint.

2 Finished floor levels set no lower than 300mm above the 1 in 100 year flood level, taking the effects of climate change into account.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to reduce the impact on the ecological environment and maintain essential access to Monken Mead Brook.

- 17 Prior to the commencement of development a scheme for the provision and management of an 8 metre buffer zone measured from the top of the bank of the Monken Mead Brook, excluding the proposed encroachment of building 1 as shown on drawing 275-3 dated May 2010, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The scheme shall include:

- 1 Plans showing the extent and layout of the buffer zone.
- 2 Details of the planting scheme
- 3 Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term.
- 4 Details of any fencing and lighting.

Reason: Development that is adjacent to the Monken Mead Brook has a potentially severe impact on its ecological value. This is contrary to government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan. Land alongside the Monken Mead Brook is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change.

- 18 Before the development hereby permitted commences an initial design stage assessment shall be carried out by an accredited assessor for the Code for Sustainable Homes and an interim certificate confirming compliance with at least level 3 of the Code shall be submitted to and acknowledged in writing by the Local Planning Authority. The dwellings shall not be occupied until a final Code certificate of compliance has been issued.

Reason: To ensure that the development is built in accordance with the Code for Sustainable Homes.

- 19 That the plot 3 dwelling house hereby approved shall be sited in accordance with drawing number 275-3A and the front corner of two storey element of the dwelling shall be sited a minimum of 10.2m and the rear corner 7m from the common boundary of the site with No.63 Kingwell Road and the eaves of the two storey element shall not exceed 5.6m in height and the ridge 8.8m in height unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of NO.63 Kingwell Road

- 20 That the single storey garage attached to Plot 3 shall not exceed 3.3m in height and shall be sited in accordance with drawing number 275-3A so that its front corner is a minimum of 4.8m and its rear corner a minimum of 2m from the common boundary of the site with No.63 Kingwell Road, unless otherwise agreed in writing by the Local Planning Authority.

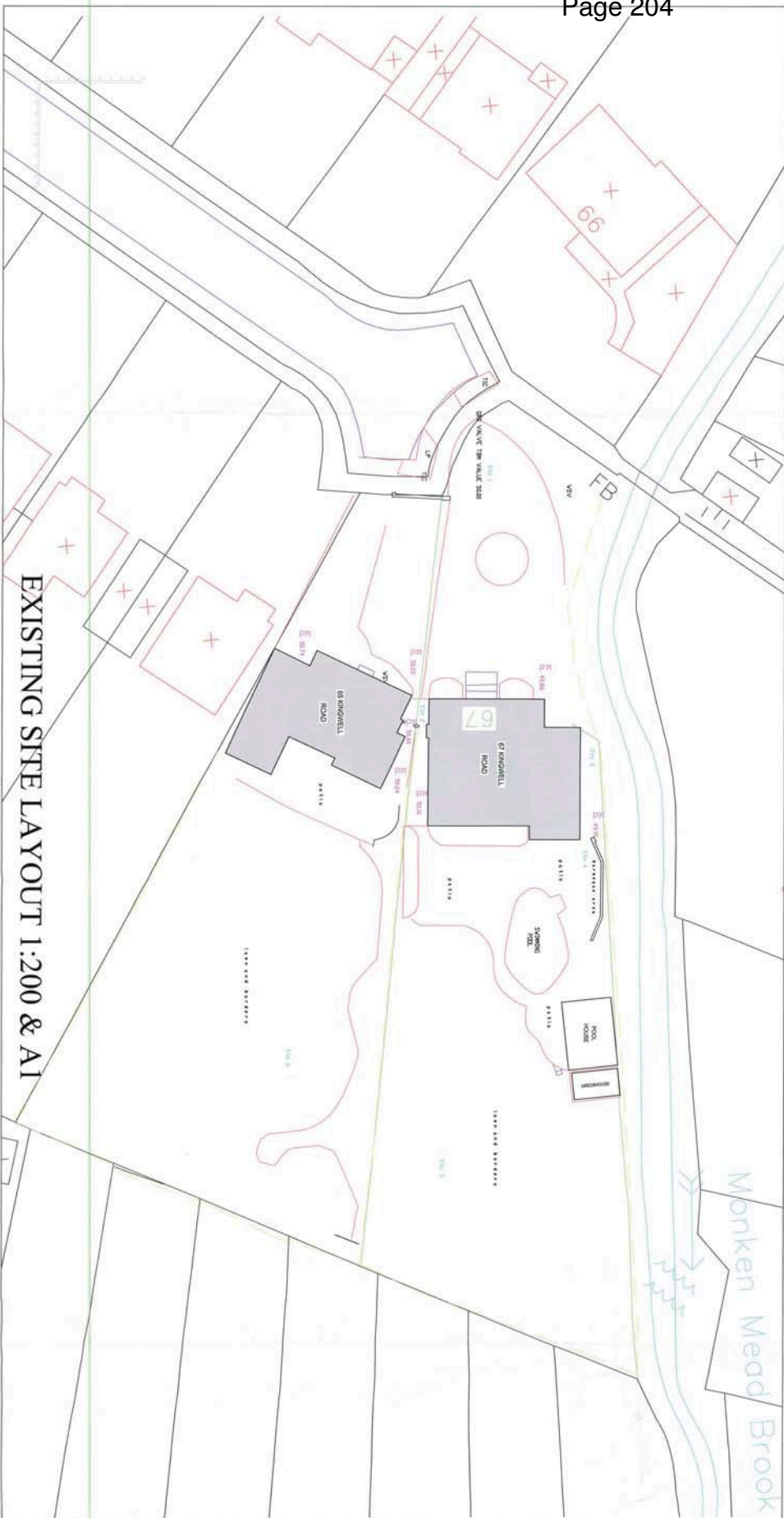
Reason: To safeguard the amenities of the occupiers of No.63 Kingwell Road.

- 21 Application for the approval of any reserved matters must be made to the Local Planning Authority not later than (i) the expiration of three years beginning with the date of this decision notice and (ii) the development to which this permission relates must be begun not later than the expiration of two years from the final approval of the last reserve matter to be approved.

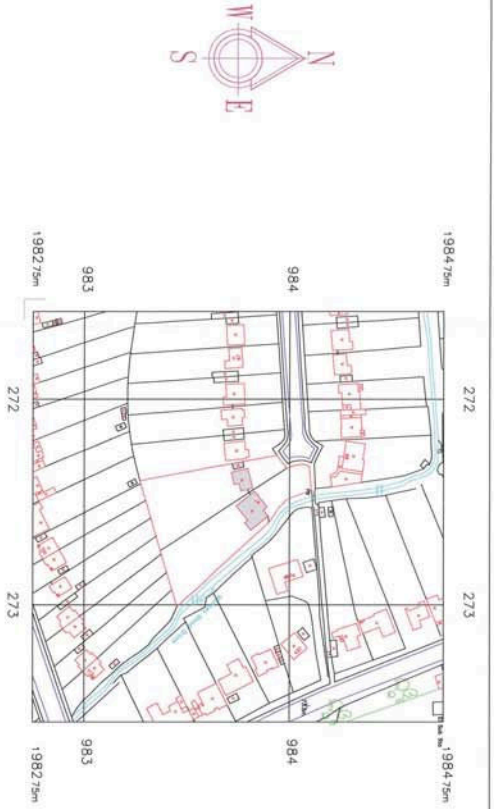
Reason: To comply with S.51 of the Planning and Compulsory Purchase Act 2004.

8.2 The reasons for granting planning permission are

- 1 Having regard to the earlier appeal decision, the introduction of new dwellings within this setting is considered to have no undue impact on the character and appearance of the area. In this respect the development has appropriate regard to Policies (I)GD1, (II)GD3 and (II)H9 of the Unitary Development Plan.
- 2 The development, by virtue of its form, layout, height, bulk, scale and massing and provision for landscaping has appropriate regard to the amenities of the occupiers of adjoining properties. In this respect the development complies with Policies (I)GD1, (II)GD3, (II)H8 of the Unitary Development Plan.
- 3 The development is provided with appropriate means of vehicle, cycle and pedestrian access and makes appropriate provision for car parking, having regard to the London Plan standards. In this respect the development complies with Policies (II)GD6, (II)GD8, (II)T13, (II)T15, (II)T16 and (II)T19 of the Unitary Development Plan and London Plan policy 3C.23.



EXISTING SITE LAYOUT 1:200 & A1



Ordnance Survey  
OS Sitemap



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LOCATION PLAN, SCALE 1:1250, @ A1  
65 & 67 KINGWELL ROAD HADLEY WOOD EN4 0HZ

NOTES  
The information on this drawing is for the use of the client only and is not to be used for any other purpose without the prior permission of the architect.

7/10/0715

**anatolitis associates**  
28 MANOR ROAD, ROTTERS BAK  
HEATHFORDSHIRE DN4 1DQ  
TEL: 01707 659357  
FAX: 01707 831059

LONDON BOROUGH OF HENRYETTA  
27 MAY 2010

Check  
RELI 7 PROPERTY

Job Title  
RESIDENTIAL DEVELOPMENT  
65 & 67 KINGWELL ROAD EN4 0HZ

Drawing Title  
EXISTING SITE LAYOUT  
& LOCATION PLAN

Scale  
1:200 & 1:1250 @ A1

Date  
MAY 2010

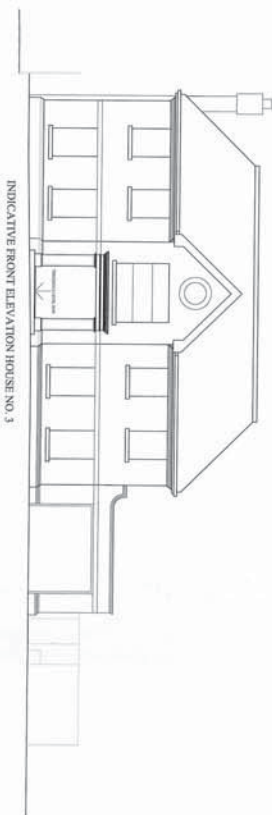
Drawn By  
CJA

Proj No.  
275 - 2

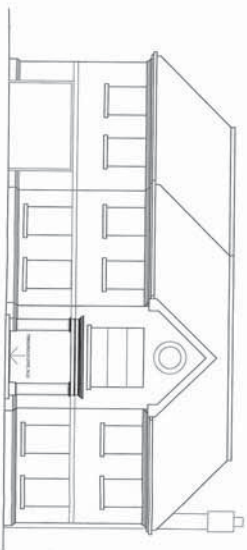




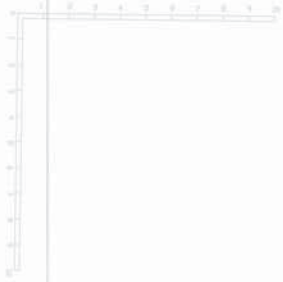
INDICATIVE FRONT ELEVATION HOUSE NO. 2



INDICATIVE FRONT ELEVATION HOUSE NO. 3



INDICATIVE FRONT ELEVATION HOUSE NO. 1



16/10/2012

21/01/07

LONDON BOROUGH OF ENFIELD  
21 MAY 2010  
DEVELOPMENTS

NOTES

1. All dimensions are to be checked on site.  
2. Level datum is based upon site TBM selected as per valve on path in front drive. Please refer to topographical drawing No 275.2

TP/10/0715

REV A. -

**anatolitis associates**  
28 MANOR ROAD, POTTERS BAR  
HERTFORDSHIRE EN9 1DQ  
TEL: 01707 69337  
FAX: 01707 851099

Client  
RED 7 PROPERTY

Job Title  
RESIDENTIAL DEVELOPMENT  
65-67 KIMMELL ROAD EN4 0HZ

Drawing Title  
INDICATIVE FRONT ELEVATIONS

Scale  
1:100 @ A1

Date  
MAY 2010  
Drawn By  
CIA

Day No  
275 - 4  
Rev.

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 27<sup>th</sup> July 2010

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mrs S.L. Davidson Tel: 020 8379  
3841

**Ward:** Ponders  
End

**Application Number :** TP/10/0752

**Category:** Other Development

**LOCATION:** ST MATTHEWS C OF E PRIMARY SCHOOL, SOUTH STREET,  
ENFIELD, EN3 4LA

**PROPOSAL:** Erection of 2 free standing canopies to provide play shelters.

**Applicant Name & Address:**  
Mr Stefan Roos  
ST MATTHEWS C OF E PRIMARY SCHOOL,  
SOUTH STREET,  
ENFIELD,  
EN3 4LA

**Agent Name & Address:**

**RECOMMENDATION:**  
That planning permission **GRANTED** subject to conditions.



### Development Control



Scale - 1:1250  
Time of plot: 11:49

Date of plot: 09/07/2010

**1 Site and Surroundings**

- 1.1 St. Matthews C of E Primacy School is located on the south side of South Street. The main buildings are positioned towards the South Street frontage with the play area and gardens to the rear but with a frontage to Allens Road. The surrounding area is predominantly residential

**2 Proposal**

- 2.1 This application proposes the erection of two free standing canopies to provide play shelters, within the play/garden area which fronts Allens Road. The canopies would be open sided, with powder coated steel frames and a polycarbonate roof. They would stand a maximum 3.8m above ground level and cover an area of 50 sq.m.

**3 Relevant Planning Decisions**

- 3.1 None

**4 Consultation**

4.1 Statutory and non-statutory consultees

- 4.1.1 None

4.2 Public

- 4.2.1 Consultation letters have been sent to the occupiers of 25 nearby residents. In addition a notice has been posted on site. No responses have been received.

**5 Relevant Policy**

5.1 London Plan

4B.8 Respect Local Context and Character

5.2 Unitary Development Plan

- |         |   |
|---------|---|
| (I)GD1  | New development to have appropriate regard to its surroundings  |
| (I)GD2  | New development to improve the environment  |
| (II)GD3 | Design  |
| (I)CS1  | Community services  |
| (II)CS2 | Design/siting of community service buildings  |
| (II)CS3 | Council provided community services to represent an efficient and effective use of land and buildings |

5.3 Local Development Framework

The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

SO5 Education, health and wellbeing

CP8 Education

CP30 Maintaining and improving the quality of the built and open environment

#### 5.4 Other Material Considerations

PPS1 Delivering Sustainable Development

### **6 Analysis**

#### 6.1 Effect on the Character and Appearance of the Area

6.1.1 The proposed development is an open lightweight structure. Due to its size, design and siting, it would have little impact on the character and appearance of the street scene and the wider area.

#### 6.2 Effect on Residential Amenities

6.2.1 The nearest residential properties are located opposite the site, on the opposite side of Allens Road. Given the size and scale of the proposed structure, it would have no impact on the occupiers of these properties, in terms of light or outlook.

### **7 Conclusion**

7.1 The proposed structure provides an area of shelter from the elements for pupils at the school. Its design is functional and acceptable in the context of the area, having limited impact beyond the curtilage of the school. Approval is recommended for the following reason:

- 1 The proposed structure, having regard to its size, siting and design, has appropriate regard to its surroundings, the amenities of the area and those of nearby residents. In this respect the development complies with Policies (I)GD1 and (II)GD3 of the Unitary Development Plan.

### **8 Recommendation**

8.1 That planning permission GRANTED subject to the following condition:

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

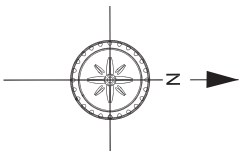
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.



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Proposed location of  
new play shelter

ALL WORKING DIMENSIONS TO BE CHECKED ON SITE.  
ANY DISCREPANCIES BETWEEN DRAWINGS OR DIFFERING SCALES  
ARRANGEMENT TO BE NOTIFIED TO SUPERVISING OFFICER FOR  
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REVISIONS

PROJECT  
ST MATTHEW'S CE SCHOOL  
SOUTH STREET  
PONDERS END  
ENFIELD

CLIENT  
THE GOVERNORS

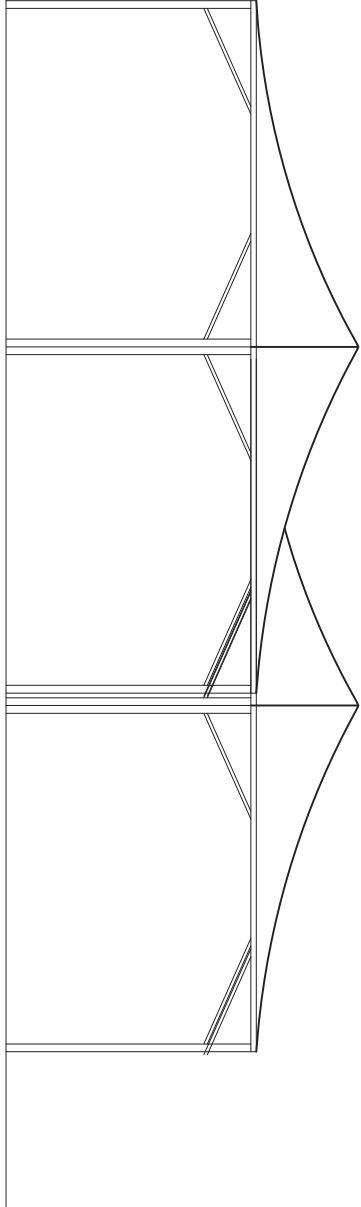
DETAIL  
SITE LOCATION PLAN

PROPOSED NEW  
PLAYGROUND SHELTER

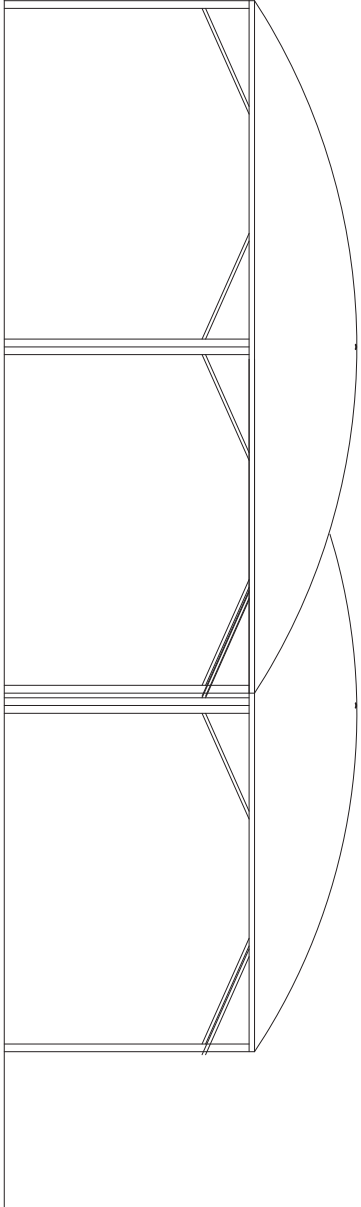
**WILBY BURNETT LLP**  
Project Management, Architecture & Surveying  
**RIBA** **AR**  
RCS  
Professional House, 478 Addicks Road, Sutton 16 10JN, Surrey, GU24 0JW  
Tel: 01753 51007 Fax: 01753 51009 Email: info@wbburynet.com

DATE	APRIL 2010	DRAWN BY	
SCALE	1:1250 at A3	CHECKED BY	
DRAWING NO.	2165/PP15	REVISION	

VUE A 45 DEGRES



VUE A 45 DEGRES



General Notes

No	Revision/Issue	Date

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**CLUB**  
**MANTTA**

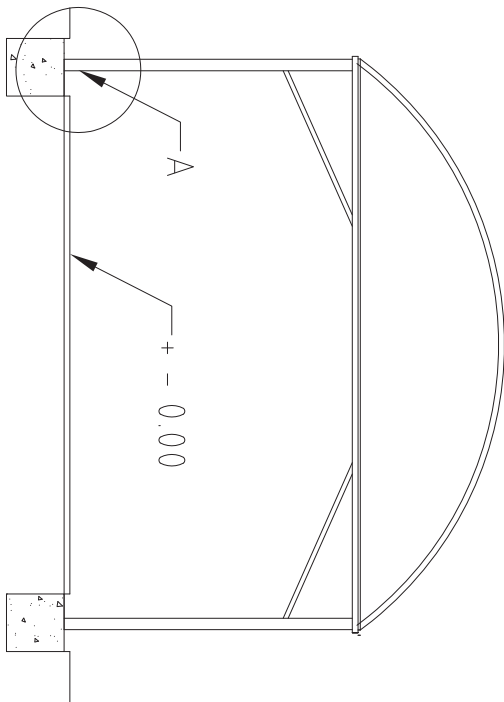
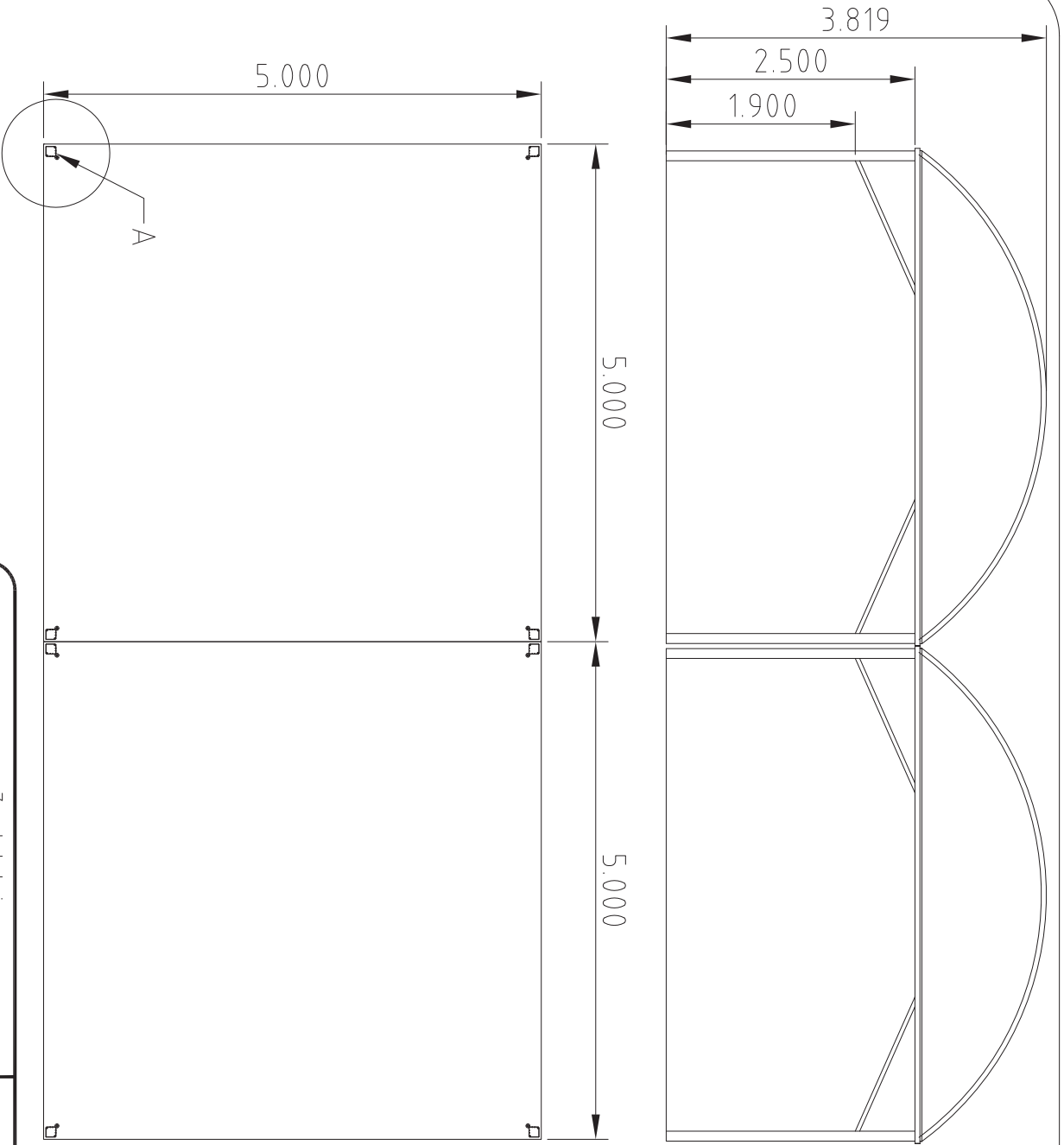
**DALLO**  
 Zac du bel air  
 rue Gustave Eiffel  
 78120 Rambouillet FRANCE  
 tel : 01 30 46 55 55  
 fax : 01 30 41 08 73  
 Email : info@dallo.com

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78120 Rambouillet FRANCE  
tel : 01 30 46 55 55  
fax : 01 30 41 08 73  
Email : info@dallo.com

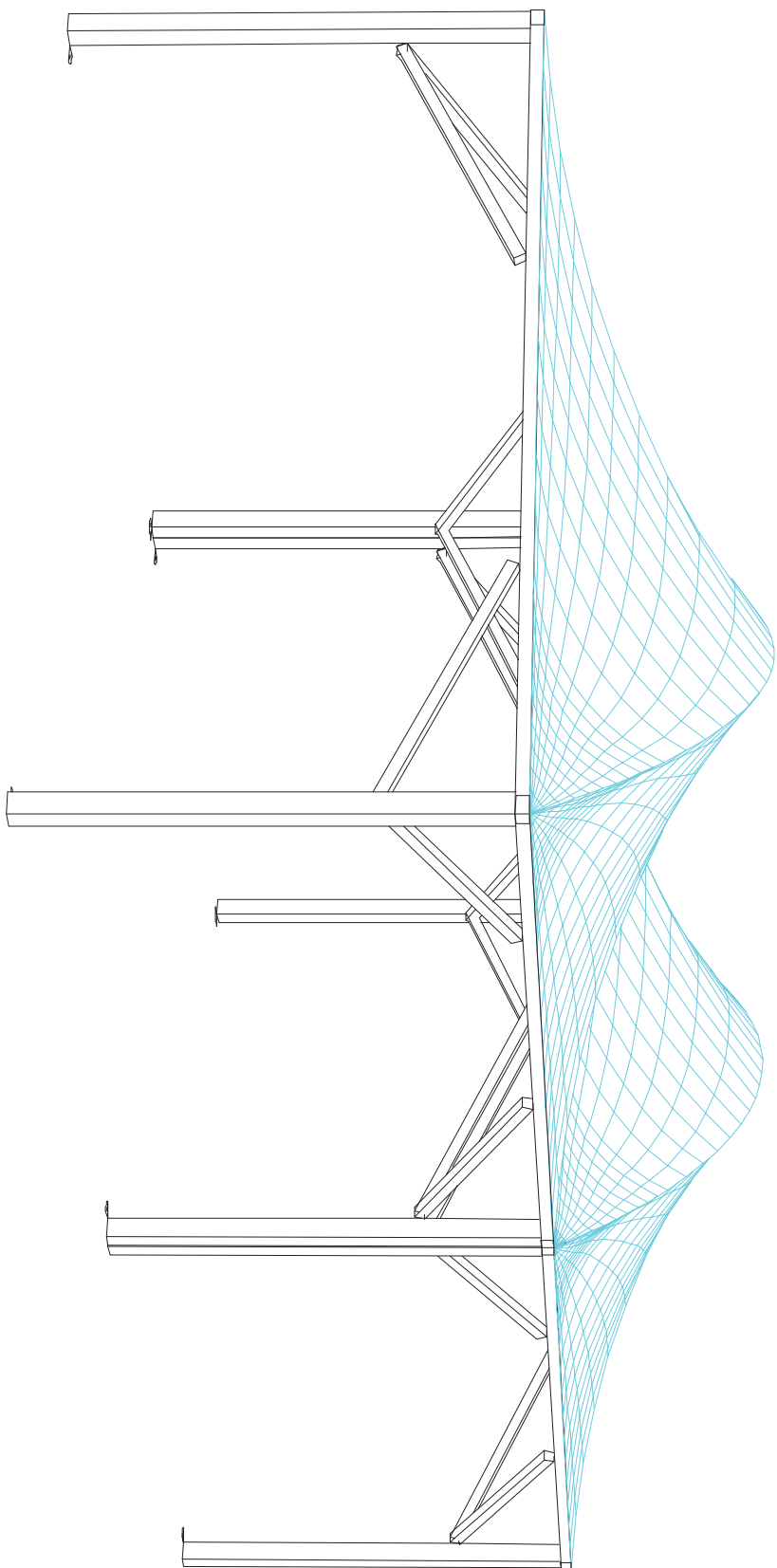
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General Notes



No	Revision/Issue	Date

**5x5  
CLUB  
MANTA**

**DALO**

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rue Gustave Eiffel  
78120 Rambouillet FRANCE  
tel : 01 30 46 55 55  
fax : 01 30 41 08 73  
Email : info@daloo.com

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Date	indice
	A1

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**LONDON BOROUGH OF ENFIELD**

**PLANNING COMMITTEE**

**Date : 27<sup>th</sup> July 2010**

**Report of**  
Assistant Director, Planning  
& Environmental Protection

**Contact Officers:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
David Warden Tel: 020 8379 3931

**Ward:**  
Winchmore Hill

**Application Number : TP/10/0614**

**Category:** Householder  
Development

**LOCATION: 112 Woodberry Avenue, London N21 3LB**

**PROPOSAL:** Single storey rear/side extension, rear conservatory and rear dormer with balustrade (PART-RETROSPECTIVE).

**Applicant Name & Address:**

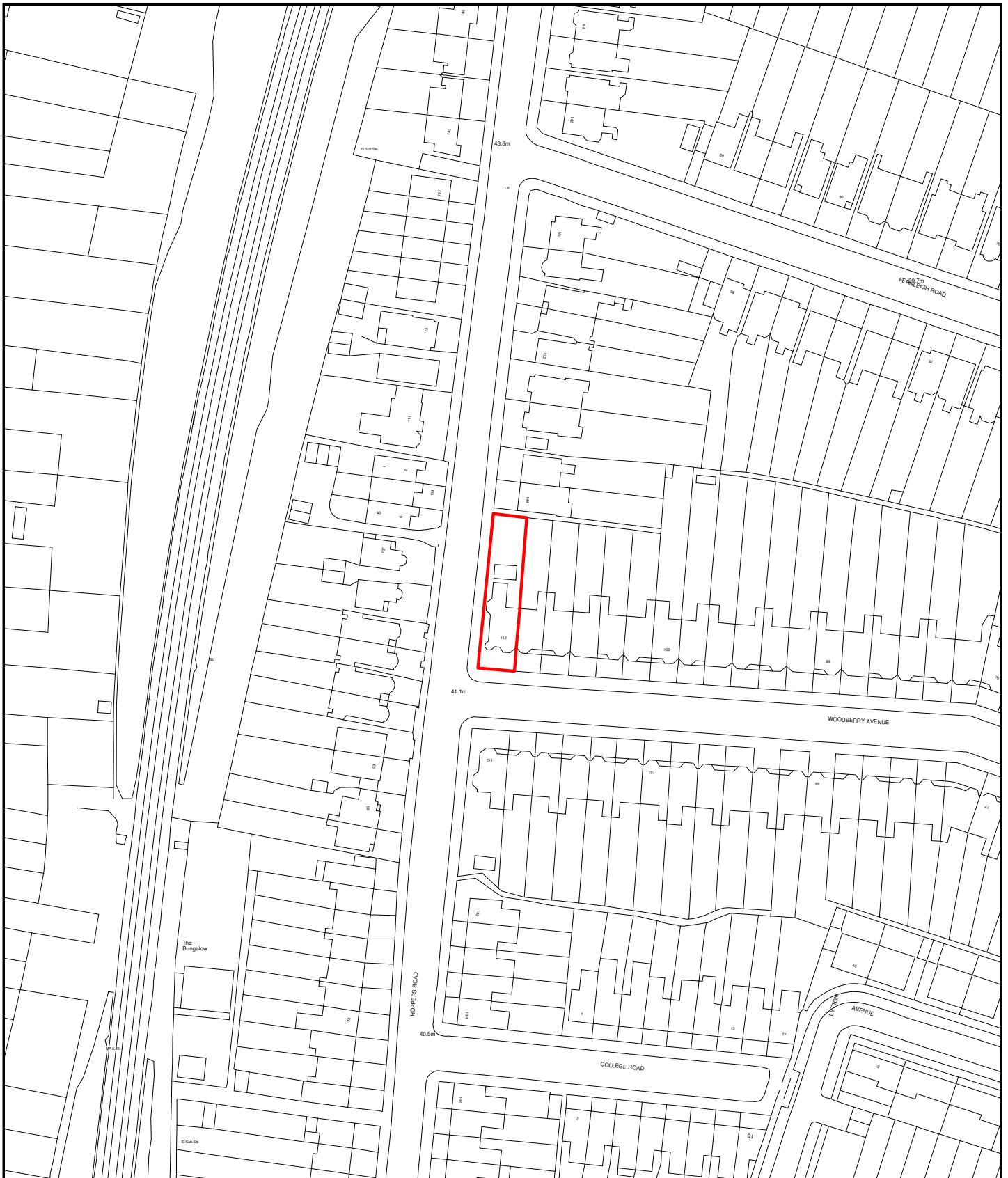
Mr B Joseph  
112 Woodberry Avenue,  
London  
N21 3LB

**Agent Name & Address:**

Mr Philip Nicholas  
Building Design Consultants  
47 Deer Park Way,  
Essex,  
Waltham Abbey,  
EN9 3YN

**RECOMMENDATION:**

That planning permission be **REFUSED**.



### Development Control



Scale - 1:1250  
Time of plot: 10:51

Date of plot: 16/07/2010

## **1. Site and Surroundings**

### **1.1 Site**

1.1.1 The application site is located at the corner of Woodberry Avenue and Hoppers Road and comprises a traditional two storey end of terrace property. The property is characterised by its frontage to both of these streets and its corner feature.

### **1.2 Surroundings**

1.2.1 The surrounding area is predominantly residential in character and is occupied by a range of terraced and semi-detached dwellings.

1.2.2 The property is not located within a Conservation Area, nor is it a listed building.

## **2. Proposal**

2.1 The application property has recently been extended without the benefit of planning permission, involving both a single storey rear extension and rear dormer window. This application seeks to retain the rear dormer window and part of the rear extension, with the remainder of the rear extension demolished.

2.2 The proposed rear extension involves two elements. The first lies to the rear of the main building, along the common boundary with 110 Woodberry Avenue. It extends to a depth of 3 metres and has glazed walls and roof above a dwarf wall. The second element of the extension projects to the rear of the two storey outrigger. It extends to a depth of 1.6 metres and is of brick construction with a mono-pitched roof above. It replaces a former attached outside toilet of a similar depth.

2.3 The proposed roof extension involves a rear dormer that is 3.8 metres wide, 5.3 metres deep and 2.6 metres high. The dormer is set up from the eaves and down from the ridge by 0.3 and 0.1 metres, respectively. However, it projects beyond the hipped tile by some 1.5 metres. The dormer has a flat roof and is constructed from hanging tiles. Two velux rooflights are also provided to the front slope. This element of the application seeks retention of the dormer as constructed.

## **3. Relevant Planning Decisions**

3.1 TP/10/0081 Single storey rear extension and rear dormer (RETROSPECTIVE), refused on 13-Apr-2010 for the following reasons:

*The proposed rear extension by reason of its size, siting, height and excessive rearward projection would have a more overbearing impact on the residential amenities of the adjoining occupiers resulting in a loss of light and sense of enclosure to no. 110 Woodberry Avenue, contrary to Policies (I)GD1, (I)GD2 and (II)H12 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.*

*The proposed rear dormer due to its size, siting and projection beyond the plane of the roof fronting Hoppers Road would appear as an overly dominant, visually discordant and intrusive form of development detrimental to the appearance of the property and the visual amenities of the area when viewed from neighbouring properties. This would be contrary to Policies (II)H15, (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.*

- 3.2 LDC/09/0382      Erection of rear conservatory and a rear dormer window, refused on 11-Dec-2009 for the following reason:

*The proposed development, due to the excessive depth of the rear conservatory and the extension of the rear dormer beyond the plane of the existing roof slope which forms the principal elevation of the dwellinghouse and fronts the Hoppers Road, would breach requirements A.1(e)(i) and B.1(b) of Schedule 2, Part 1, Classes A and B, respectively, of the Town and Country Planning (General Permitted Development) Order 1995 (As amended by Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008). The proposal, therefore, does not constitute permitted development.*

#### **4. Consultations**

##### 4.1 Statutory and non-statutory consultees

- 4.1.1 Winchmore Hill Residents' Association objects to the application stating that it is the third such application, which, with the exception of the ground floor conservatory, is the same as the previous schemes. As the main objection and reason for refusal was the shape and dominance of the roof extension, the Association does not believe there is any significant change to warrant approval.

##### 4.2 Public

- 4.2.1 Consultation letters were sent to 14 neighbouring properties. At the time of writing no responses have been received.

#### **5. Relevant Policy**

##### 5.1 UDP Policies

(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)H6	Size and tenure of new developments
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)H12	Residential Extensions
(II)H15	Roof Extensions

##### 5.2 Local Development Framework – Core Strategy:

5.2.1 The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

SO1            Enabling and focusing change  
SO2            Environmental sustainability  
SO8            Transportation and accessibility  
SO9            Natural environment  
SO10          Built environment

CP4            Housing quality  
CP30 Maintaining and improving the quality of the built and open environment  
CP36 Biodiversity

### 5.3 London Plan

2A.1           Sustainability criteria  
3C.23          Parking Strategy  
4A.1           Tackling Climate Change  
4A.3           Sustainable Design and Construction  
4B.1           Design principle for a compact city  
4B.6           Sustainable design and construction  
4B.8           Respect local context and communities

### 5.4 Other Relevant Considerations

PPS1           Delivering Sustainable Development  
PPS3           Housing  
PPG13          Transport

## 6. **Analysis**

### 6.1 Background

6.1.1 This proposal follows an application for a certificate of lawful existing use or development (CLEUD) and a previous planning application that were both refused. The proposed single storey rear extension has been reduced in size, but the rear dormer remains unchanged from these previously considered schemes.

6.1.2 The main issues to be considered are the impact of the proposed rear extension on no. 110 Woodberry Avenue and the impact of the proposed dormer on the street scene and character of the area. Each is addressed in turn below:

### 6.2 Impact on Neighbouring Properties

6.2.1 The adopted policies on rear extensions permit projections of up to 2.8 metres. However, the recent changes to permitted development rights allow for a depth of up to 3 metres and thus, it is considered appropriate to apply this higher standard. The proposed depth of the conservatory element of the proposal has been reduced from 6 metres in the previously refused scheme

to 3 metres in this case. This now accords with the adopted standard and is considered acceptable.

- 6.2.2 The remaining element of the proposal would project some 6 metres from the rear elevation of no. 110 Woodberry Avenue. However, this part of the extension is set some 2.3 metres in from the common boundary with this property. As a result, it is considered it would be sufficiently distant to ensure there would be no unacceptable impact to the amenities of the occupiers of no. 110 Woodberry Avenue.
- 6.2.3 It is considered the proposed rear extensions would not have any adverse impacts on other properties.
- 6.2.4 The proposed rear dormer would include doors with a Juliet balcony. However, these are common features of such roof extensions and it is not considered these will result in an unacceptable level of overlooking to the neighbouring properties.
- 6.2.5 Overall, the impact on the neighbouring properties is considered acceptable.

### 6.3 Impact on Character of Surrounding Area

- 6.3.1 The proposed rear extensions are of a scale that is in keeping with the character of the property and would not harm the visual amenities of the surrounding area. This element is considered acceptable.
- 6.3.2 Roof dormers on rear facing roofs may be accepted under Policy (II) H15 of the UDP provided they are of an appropriate size and location within the roof plane, are in keeping with the character of the property, and are not dominant when viewed from the surrounding area.
- 6.3.3 The proposed rear dormer would have a modest set in from the party wall with No 110 whilst being set up from the eaves and set down from the ridge of the property. Nevertheless, there are concerns that these provide only limited separation resulting in a dormer that is too large for the roof space. Moreover, when viewed in the context of the projection of the rear dormer towards Hoppers Road, it is clear that together, these elements provide for an overly dominant addition. In particular, this is accentuated by the proposal breaches the plane of the roof fronting Hoppers Road. This projection is visible and prominent from the front of the property and along Hoppers Road. Consequently, it is considered this projecting element provides for a wholly unacceptable and incongruous visual appearance. These concerns are supported by Winchmore Hill Residents' Association.
- 6.3.4 Even when viewed from the rear, the crossing of the line of hipped tiles provides for the appearance of an overly dominant addition. This line is breached by some 1.5 metres, which constitutes 39% of the width of the dormer window.
- 6.3.5 Notwithstanding the acceptability of the proposed rear extension, it is considered the proposed rear dormer due to its size, siting and projection beyond the plane of the roof fronting Hoppers Road would appear as an overly dominant, visually discordant and intrusive form of development detrimental to the appearance of the property and the visual amenities of the



area when viewed from neighbouring properties. This would be contrary to Policies (II)H15, (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.

#### 6.4 Other considerations

6.4.1 It is not an offence under the Planning Acts to carry out development without first obtaining any necessary planning permission; indeed it is possible to make retrospective application. The fact that this is a retroactive application should also not affect the assessment of the proposals planning merits. However, such development is carried out at the owner's risk that it may need to be amended or removed later should the proposal be found to be unacceptable

6.4.2 The applicant contends that the development was carried out under advice from their agent that it constituted permitted development. However, an application for a lawful development was not submitted to confirm this until after the development had been carried out. This application was then refused, which confirmed the works did not benefit from permitted development rights.

6.4.3 It is important to note that the applicant has received consistent advice regarding the remedy to this contravention. This is to reduce the rear dormer to an extent that it does not breach the plane of the roof fronting Hoppers Road. If this were carried out the proposal would constitute works that could have been constructed under permitted development rights. Alternatively, an appeal could be lodged against either, or both, the Council's decisions to refuse to grant a lawful development certificate or planning permission.

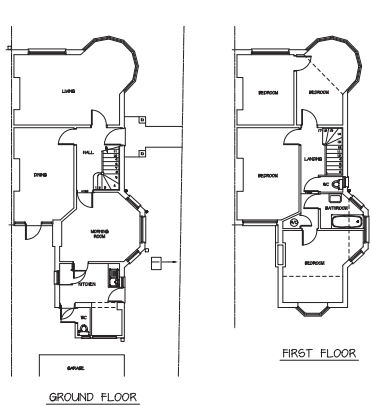
### 7. **Conclusion**

7.1 The proposed rear extension is considered acceptable. However, the rear dormer window has an unacceptably harmful effect on the character of the local area. There can be no suggestion that simply because the development has been completed it should receive more favourable consideration.

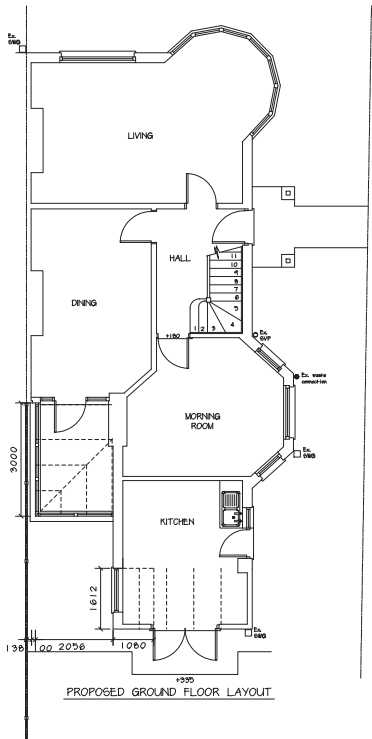
### 8. **Recommendation**

8.1 That planning permission be REFUSED for the following reason:

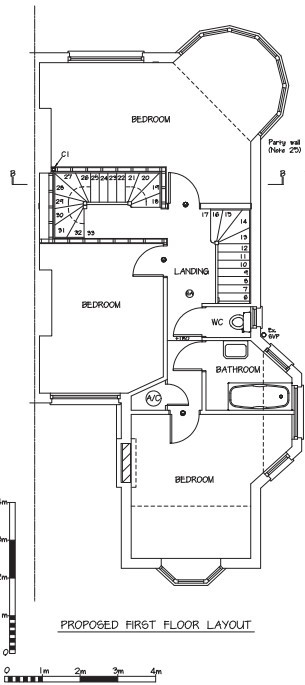
1. The proposed rear dormer due to its size, siting and projection beyond the plane of the roof fronting Hoppers Road would appear as an overly dominant, visually discordant and intrusive form of development detrimental to the appearance of the property and the visual amenities of the area when viewed from neighbouring properties. This would be contrary to Policies (II)H15, (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.



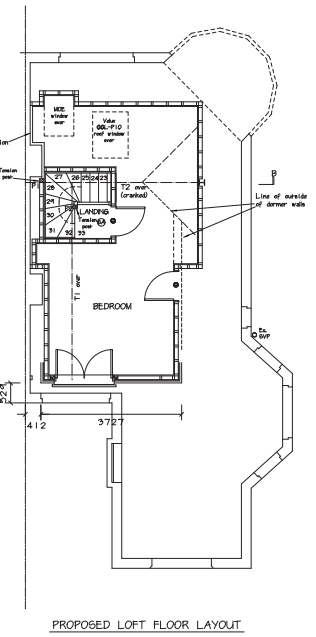
GROUND FLOOR  
EXISTING LAYOUTS - 1:100



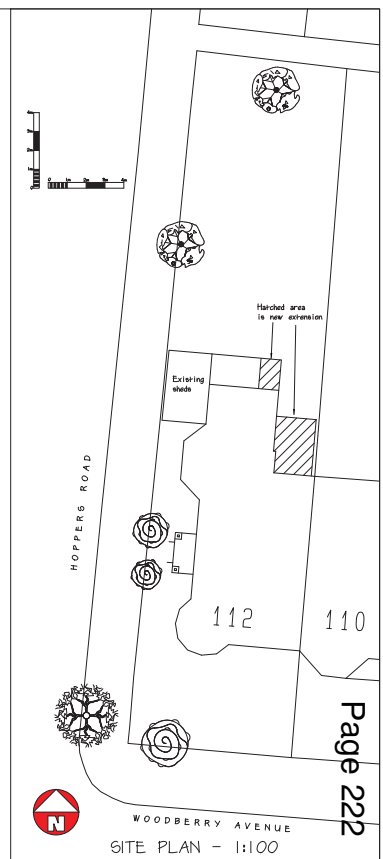
PROPOSED GROUND FLOOR LAYOUT



PROPOSED FIRST FLOOR LAYOUT



PROPOSED LOFT FLOOR LAYOUT



WOODBERRY AVENUE  
SITE PLAN - 1:100



EXISTING ELEVATIONS - 1:100

EXTERNAL FINISHES  
Generally to match existing  
Roof slopes and dormer walls of plain tiles colour-matched to existing.  
Dormer flat roof of built-up felt system.  
Conservatory roof of multi-pane polycarbonate in patent glazing bars.  
Joinery of double glazed uPVC.  
Pavement of crazy paving.



PROPOSED ELEVATIONS - 1:100

COPYRIGHT: The contents of this drawing may not be reproduced in part or in whole without the written consent of Building Design Consultants	
PROJECT: Proposed loft conversion, conservatory and alterations	DRAWING NUMBER: 0403716C
DRAWING: Planning drawing (retrospective)	
CLIENT: Mr. B. Joseph	Building Design Consultants
SITE: 112 Woodberry Avenue, London, N21 3LB	ARCHITECTURAL DESIGNERS STRUCTURAL ENGINEERS BUILDING SURVEYORS PLANNING CONSULTANTS BUILDING CONSULTANTS
DATE: January 2010	Rear of 1, Harewood Close, Wilham Abbot, Essex EN9 1QP
SCALE: 1:50; 1:100 @ A0	Tel: 01992 768866 Fax: 01992 768877
Preparation: A: 09/10 PM B: 10/10 PM C: 20/10 PM D: 21/10 PM	
THIS WORK MAY BE AFFECTED BY THE PROVISIONS OF THE PARTY WALL etc. ACT 1996	
THE CONTRACTOR MAY BE RESPONSIBLE FOR NOTIFYING HIS LOCAL AUTHORITY REGULATIONS 1994 IF THE PROJECT IS COMMERCIAL OR INDUSTRIAL. A PLANNING SUPERVISOR SHOULD BE APPOINTED.	

TOWN PLANNING APPEALS

**Appeal Information for Period: 08/06/2010 to 12/07/2010**

Section 1: New Town Planning Application Appeals

Section 2: Decisions on Town Planning Application Appeals

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Page 225  
SECTION 1  
NEW TOWN PLANNING APPLICATION APPEALS

Application No.: TP/00/1946/VAR2      Ward: Bowes

Appeal Type: Written Evidence

Appeal Received date: 21-Jun-2010

Location: 29, Green Lanes, Palmers Green, London, N13

Proposal: Variation of condition 02 of approval granted under ref: TP/00/1946 to permit extension of opening hours as follows: 11:00-02:00 hours Monday to Saturday and closed Sunday.

---

Application No.: TP/09/1480      Ward: Edmonton Green

Appeal Type: Written Evidence

Appeal Received date: 18-Jun-2010

Location: PUBLIC CONVENIENCES, ANGEL CORNER PARADE, ANGEL ROAD, LONDON, N18 2QH

Proposal: Redevelopment of site to provide a part 2, part 3-storey block with rear dormer incorporating 2 retail premises on ground floor and 8 self-contained flats above (comprising 5 x studio, 3 x 1-bed flats).

---

Application No.: TP/09/1646      Ward: Southgate

Appeal Type: Written Evidence

Appeal Received date: 14-Jun-2010

Location: THE LODGE, THE BOURNE, LONDON, N14 6QY

Proposal: Single storey side extension.

---

Application No.: TP/09/1695      Ward: Lower Edmonton

Appeal Type: Written Evidence

Appeal Received date: 07-Jul-2010

Location: 10, BATH ROAD, LONDON, N9 0JU

Proposal: Conversion of single family dwelling into 2 x 1-bed self contained flats (RETROSPECTIVE).

---

Application No.: TP/09/1731                      Ward:Southbury

Appeal Type: FASTTRACK

Appeal Received date: 17-Jun-2010

Location: 25, CENTRAL AVENUE, ENFIELD, EN1 3QB

Proposal: Rear conservatory.

---

Application No.: TP/10/0012                      Ward:Jubilee

Appeal Type: Written Evidence

Appeal Received date: 11-Jun-2010

Location: 9, CHATSWORTH DRIVE, ENFIELD, EN1 1EX

Proposal: Two storey side extension to form a new 3-bed dwelling to existing end of terraced property, and a single storey rear extension to existing property.

---

Application No.: TP/10/0037                      Ward:Southgate

Appeal Type: Written Evidence

Appeal Received date: 29-Jun-2010

Location: 65, FOUNTAINS CRESCENT, LONDON, N14 6BD

Proposal: Conversion of a single family dwelling into 1 x 2-bed and 1 x 3-bed self contained flats.

---

Application No.: TP/10/0051                      Ward:Bush Hill Park

Appeal Type: FASTTRACK

Appeal Received date: 10-Jun-2010

Location: 100, FIRS LANE, LONDON, N21 2PG

Proposal: Single storey rear extension.

---

Application No.: TP/10/0144

Ward: Bowes

Appeal Type: Written Evidence

Appeal Received date: 25-Jun-2010

Location: 3, CHEQUERS PARADE, CHEQUERS WAY, LONDON, N13 6BX

Proposal: Use of covered storage area at rear as a laundrette.

---

Application No.: TP/10/0152

Ward: Southgate Green, Winchmore Hill

Appeal Type: Written Evidence

Appeal Received date: 01-Jul-2010

Location: 58, ULLESWATER ROAD, LONDON, N14 7BT

Proposal: Alterations to the roof at the side to form a gable end with flank window, rear dormer window with doors and a terrace and balustrades.

---

Application No.: TP/10/0157

Ward: Grange

Appeal Type: FASTTRACK

Appeal Received date: 22-Jun-2010

Location: 105, GREEN DRAGON LANE, LONDON, N21 2NL

Proposal: Part 2-storey side extension and front porch.

---

Application No.: TP/10/0272

Ward: Haselbury

Appeal Type: Written Evidence

Appeal Received date: 11-Jun-2010

Location: 69, SILVER STREET, LONDON, N18 1RP

Proposal: Change of use of ground floor from retail (A1) to football club (D2).

---

Application No.: TP/10/0303

Ward: Bowes

---

Appeal Type: Written Evidence

Appeal Received date: 08-Jun-2010

Location: 76, UPSDELL AVENUE, LONDON, N13 6JN

Proposal: Erection of 1x2-bed detached single family dwelling to rear of 76, Upsdell Avenue, with excavation to include a lower ground floor as habitable rooms, involving demolition of existing garage and store, with construction of hard standing and vehicular access.

---

Application No.: TP/10/0451

Ward:Turkey Street

Appeal Type: FASTTRACK

Appeal Received date: 22-Jun-2010

Location: 17A, COLVIN GARDENS, WALTHAM CROSS, EN8 8QZ

Proposal: Conversion of garage into a habitable room and first floor side extension.

---



SECTION 2  
DECISIONS ON TOWN PLANNING APPLICATION APPEALS

Application No.: AD/09/0078

Ward:Upper Edmonton

(Delegated - 21-Dec-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 12-Jul-2010

Location: Footbridge over Angel Road between, Advent Way And Ravenside Close,  
London, N18

Proposal: Installation of an internally illuminated 48 sheet advertising hoarding  
(RETROSPECTIVE).

---

Application No.: CAC/09/0005

Ward:Haselbury

(Delegated - 14-Oct-2009 - REFUSED)

Appeal Type: Hearing

Appeal Decision: Appeal Dismissed

Decision Date: 28-Jun-2010

Location: 69, CHURCH STREET, LONDON, N9 9PY

Proposal: Demolition of existing bungalow in connection with redevelopment under  
Ref:TP/09/1237.

---

Application No.: TP/03/0801/VAR5

Ward:Edmonton Green

(Delegated - 20-Mar-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 22-Jun-2010

Location: 395, FORE STREET, LONDON, N9 0NR

Proposal: Variation of Condition 2 of approval under Ref TP/03/0801/VAR3 to vary the  
opening hours from 0800 to 0030 on Mon - Sat, and 0900 - 2330 on sundays and bank  
holidays to 24hr opening daily Monday - Saturday and 0800-2330 Sundays.

---

Application No.: TP/09/0294

Ward: Bowes

(Delegated - 28-Apr-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 16-Jun-2010

Location: 45, GREEN LANES, LONDON, N13 4TN

Proposal: Conversion of property into 4 x self contained flats comprising of (1x1- bed , 2x studio, 1x2-bed) and office space on ground floor.

---

Application No.: TP/09/0427

Ward: Southgate

(Delegated - 01-May-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 22-Jun-2010

Location: 110, LAKENHEATH, LONDON, N14 4RX

Proposal: Retention of raised patio at rear. (RETROSPECTIVE)

---

Application No.: TP/09/0431

Ward: Jubilee

(Delegated - 21-May-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 23-Jun-2010

Location: 19, DIMSDALE DRIVE, ENFIELD, EN1 1HE

Proposal: Single storey rear extension.

---

Application No.: TP/09/0433

Ward:Enfield Highway

(Delegated - 26-May-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 30-Jun-2010

Location: 69, REDLANDS ROAD, ENFIELD, EN3 5HW

Proposal: First floor side extension to create a 2-storey, 2-bed end of terrace single family dwelling.

---

Application No.: TP/09/0488

Ward:Grange

(Planning Committee - 30-Nov-2009 - REFUSED)

Appeal Type: Hearing

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 15-Jun-2010

Location: 1-6, CLOCK PARADE, LONDON ROAD, ENFIELD, EN2 6JG

Proposal: Demolition of existing building and erection of a part 2, part 3-storey building comprising one retail unit (Class A1) and 22 self-contained residential units (4 x 1-bed, 9 x 2-bed, 9 x 3-bed) with front, side and rear balconies, roof terrace, car and cycle parking at surface and basement levels and access to London Road.

---

Application No.: TP/09/0830

Ward:Enfield Highway

(Delegated - 05-Aug-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Allowed

Decision Date: 30-Jun-2010

Location: 69, REDLANDS ROAD, ENFIELD, EN3 5HW

Proposal: First floor side extension.

---

Application No.: TP/09/0855

Ward:Southbury

(Delegated - 06-Aug-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 28-Jun-2010

Location: 125, LEIGHTON ROAD, ENFIELD, EN1 1XW

Proposal: Use of garage at rear for office use by the residential occupier (RETROSPECTIVE).

---

Application No.: TP/09/1075

Ward:Winchmore Hill

(Delegated - 02-Oct-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 23-Jun-2010

Location: 1, CAVERSHAM AVENUE, LONDON, N13 4LL

Proposal: Conversion of residential care home into 6 x 1-bed self contained flats involving conversion of garage into a habitable and new vehicular access to Caversham Avenue.

---

Application No.: TP/09/1103

Ward:Grange

(Delegated - 19-Oct-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 02-Jul-2010

Location: 2, RIDGE AVENUE, LONDON, N21 2AJ

Proposal: Change of use of single family dwelling into offices and a first/second floor 1x2-bed flat (RETROSPECTIVE) and a proposed first floor rear extension.

---

Application No.: TP/09/1237

Ward:Haselbury

(Delegated - 14-Oct-2009 - REFUSED)

Appeal Type: Hearing

Appeal Decision: Appeal Dismissed

Decision Date: 28-Jun-2010

Location: 69, CHURCH STREET, LONDON, N9 9PY

Proposal: Demolition of existing bungalow and erection of a part 3, part 4-storey block of 8 self-contained flats (3 x 1-bed and 5 x 2-bed).

---

Application No.: TP/09/1351

Ward:Southgate Green

(Delegated - 20-Nov-2009 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 22-Jun-2010

Location: 15, ARNOS ROAD, LONDON, N11 1AP

Proposal: Rear conservatory (RETROSPECTIVE).

---

Application No.: TP/09/1413

Ward:Southgate

(Delegated - 17-Dec-2009 - REFUSED)

Appeal Type: FASTTRACK

Appeal Decision: Appeal allowed subject to condition(s)

Decision Date: 11-Jun-2010

Location: 199, WINCHMORE HILL ROAD, LONDON, N21 1QN

Proposal: Erection of 2.5m high boundary fence from patio level between 197 and 199 Winchmore Hill Road and erection of rear conservatory and raised patio.

---

Application No.: TP/09/1564

Ward:Ponders End

(Delegated - 04-Jan-2010 - REFUSED)

Appeal Type: Written Evidence

Appeal Decision: Appeal Dismissed

Decision Date: 17-Jun-2010

Location: 19, QUEENSWAY, ENFIELD, EN3 4SA

Proposal: Change of use of part of first floor from light industrial to fitness centre (D2).

---

Application No.: TP/09/1731

Ward:Southbury

(Delegated - 26-Feb-2010 - REFUSED)

Appeal Type: FASTTRACK

Appeal Decision: Invalid appeal

Decision Date: 24-Jun-2010

Location: 25, CENTRAL AVENUE, ENFIELD, EN1 3QB

Proposal: Rear conservatory.

---

Application No.: TP/09/1871

Ward:Upper Edmonton

(Delegated - 16-Mar-2010 - REFUSED)

Appeal Type: FASTTRACK

Appeal Decision: Appeal Dismissed

Decision Date: 06-Jul-2010

Location: 2, MIDDLEHAM ROAD, LONDON, N18 2SB

Proposal: Single storey rear extension.

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