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Scale 1/1250 Date 20/1/2009

Centre = 531481 E 194426 N

**Application Number:** TP/08/1209 **Ward:** Winchmore Hill

**Date of Registration:** 16th June 2008

**Contact:** Andy Higham 020 8379 3848

**Location:** KING EASTON GARDEN CENTRE, 69, STATION ROAD, LONDON, N21 3NB

**Proposal:** Erection of three buildings to provide 8 residential units and a retail unit for A1 use comprising one 2-storey detached 3-bed dwelling involving rooms in roof with front and side dormer windows, one 2-storey block of 5 terraced houses (comprising 4 x 2-bed and 1 x 3-bed), one part 3-storey block (comprising retail unit on ground floor, a 2-bed flat on first floor and a 1-bed flat on second floor) involving accommodation in the roof with front dormer window and balconies to first floor at front and rear, together with access from Compton Road and provision of 9 car parking spaces.

**Applicant Name & Address:**

Croft Homes  
c/o Agent

**Agent Name & Address:**

Ms Gaby Higgs, GML Architects  
40, Featherstone Street  
London  
EC1Y 8RE

**RECOMMENDATION:** Granted Subject to Conditions

1. C07 Details of Materials
2. C09 Details of Hard Surfacing
3. C10 Details of Levels
4. C11 Details of Enclosure
5. C12 Details of Parking/Turning Facilities
6. C14 Details of Access and Junction
7. C17 Details of Landscaping
8. C18 Details of Tree Protection (INSERT REQUIRED)
9. C22 Details of Const. Vehicle Wheel Cleaning
10. C25 No additional Fenestration
11. The development hereby approved shall not commence until details of the 10% of onsite renewable energy through solar thermal hot water systems for each of the dwellings and a further 3.3KW photovoltaic array stated within the submitted Renewable Energy Strategy have been submitted to and approved in writing by the Local Planning Authority. These works shall then be implemented prior to the occupation of any residential unit hereby approved and

shall thereafter be retained.

Reason: In the interests of promoting renewable energy and mitigating climate change.

12. The development hereby approved shall not commence until details of a scheme to secure the retention and maintenance of the hedge and trees marked on submitted plan 2940-06/D received by the Local Planning Authority on 19th January 2009. The scheme shall include details of the heights of the hedge and trees and a detailed ongoing maintenance plan including future management arrangements to secure the long-term future of the hedge and trees. The scheme shall be implemented prior to the occupation of any residential unit hereby approved and shall be retained thereafter.

Reason: To protect the amenities of the adjoining residents and in the interests of the Winchmore Hill Green Conservation Area.

13. The development shall not be occupied until the measures to protect the buildings from external noise have been completed in accordance with the conclusions of the submitted noise assessment. The measures shall thereafter be retained.

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

14. The development hereby approved shall not commence until a scheme for waiting restrictions along Compton Road and Station Road, that includes road markings and road signage for no-loading restrictions at anytime and peak time respectively, is submitted and approved in writing by the Local Planning Authority. These works shall then be implemented prior to the commencement of use or otherwise agreed to in writing by the Local Planning Authority.

Reason: In the interests of highway safety and free flow traffic.

15. The development hereby approved shall not commence until a scheme to prevent vehicles parking on the shop frontage or gaining access via Station Road has been submitted to and approved in writing by the Local Planning Authority. These works shall then be implemented prior to the commencement of use and thereafter maintained.

Reason: In the interests of highway safety and free flow traffic.

16. The nine parking spaces shown on approved plan 2940-04-D received by the Local Planning Authority on 19th January 2009 shall be marked out and numbered prior to the occupation of any residential unit hereby approved. The spaces so provided shall be retained thereafter solely for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To ensure that the development provides adequate off street parking and to prevent the introduction of activity which would be detrimental to amenity.

17. The development shall not commence until details of the design and siting of 8 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 prior to first use of the residential units hereby approved and permanently retained for cycle parking.

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

18. The development shall not commence until details of the siting and design of refuse storage areas for each of the proposed residential and retail units 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 and shall be retained thereafter.

Reason: In the interests of amenity and the recycling of waste materials in support of the Borough's waste reduction targets

19. The redundant footway crossing to Station Road must be broken out and returned to footway, to the satisfaction of the Local Planning Authority.

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

20. 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.

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

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

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

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

22. The development hereby approved shall not commence until details of a Construction Management Plan have been submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented in accordance with the approved details before any works are carried out on site and shall remain in place until the development is completed.

Reason: To protect the amenities of neighbouring residents and in the interest of highway safety.

23. The retail use hereby approved shall not commence until the shop front of the premises is provided with a window display which shall be maintained.

Reason: To safeguard the appearance of the street scene.

24. Deliveries and collections to and from the retail unit fronting Station Road shall only take place between the hours of:

Monday to Saturday  
09:30 and 15:30  
18:30 to 20:00  
Sunday and Bank Holidays  
08:00 and 20:00  
and at no other times.

Reason: To safeguard the amenities of the occupiers of nearby residential properties and in the interests of highway safety.

25. The retail unit fronting Station Road shall only be open for business and working between the hours of 07:00 and 23:00 Monday to Saturday and 08:00 and 20:00 on Sundays and Bank Holidays.

Reason: To safeguard the amenities of the occupiers of nearby residential properties.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, the retail unit fronting Station Road shall only be used for purposes within Use Class A1 Retail as defined by the Town and Country Planning (Use Classes) Order 1987.

Reason: To protect the vitality and viability of Winchmore Hill Green.

27. Before first use of the first floor flat unit A, the rear balcony shall be provided with a 1.8 metre high obscured screen between points A and B marked on plan 2940-06/D received by the Local Planning Authority on 10th December 2008. The screen shall thereafter be retained. The remaining area cross hatched on plan 2940-06/D shall not be used for any recreational purpose, storage or other purposes and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

Reason: To protect the amenities of the adjoining residents.

28. The glazing to be installed in the first floor western elevation to unit D serving B1 indicated on drawing No 2940-10/D received by the Local Planning Authority on 10th December 2008 shall be fixed and in obscured glass. 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.

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, save for those specifically detailed within the approved application, no balustrades or other means of enclosure shall be erected on any roof. No roof 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.

30. T001 British Standard 3998

31. C51A Time Limited Permission

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

### **Site and Surroundings**

The site comprises a former garden centre occupying a linear stretch of land between the railway embankment and the properties fronting Compton Terrace and the Roseville flats. The site has a large greenhouse located to the centre of the site along with a number of other smaller greenhouses and single storey storage building across the site, with the remainder being open land. The site lies within the Winchmore Hill Green Conservation Area, where the Character Appraisal recognises the neutral contribution of the existing buildings. The site currently has accesses at either end of the site, from both Station Road and Compton Road.

The surrounding area is predominantly residential with shops and commercial uses within The Green and fronting Station Road. To the east of the site lies the railway embankment with residential development fronting Rose Neath Avenue beyond. To the west lies a row of traditional pre-1900 terraced properties, along with Roseville the more recent two storey pitched roof block of flats with associated garage court. To the north and south lie Holly Lodge and Manor Park House, respectively, which comprise three storey flat roofs post war blocks of flats.

### **Proposal**

The proposal is for 8 residential and one A1 retail unit arranged as three blocks. The first block fronting Station Road will be two stories with accommodation in the roof. It will comprise a 105 square metre shop to the ground floor, a two bedroom flat with rear balcony to the first floor and a two bedroom flat to the second floor. The central block will comprise a mews of 5 two bedroom terraced dwellings. The unit nearest to the adjacent Roseville flats will be single storey with dormers to the east elevation (facing the railway) providing for accommodation in the roof. The remaining dwellings in the mews will be two storey, with a mixture of pitched and flats roofs. There would also be a two storey three bedroom detached dwelling with accommodation in the roof is proposed fronting Compton Road, adjacent to Compton Terrace.

The site will be accessed from an improved existing access off Compton Road, with pedestrian access from Station Road. The scheme includes nine car parking spaces, located towards the Compton Road end of the site and cycle parking towards the centre of the site. An access road for servicing of the shop runs along the eastern site boundary, at the top of the railway embankment. A mixture of private and shared amenity space is provided across the site in the form of enclosed gardens, balconies and communal space along with small landscaped areas.

### **Relevant Planning Decisions**

PRE/08/0020 Redevelopment of site for proposed retail (140m<sup>2</sup>) and residential development (8 units).

TP/06/1768 Erection of three buildings to provide 8 flats and commercial unit for A1/A2 use (comprising one 2 storey building of 2 x 2 bed flats with Juliet Balcony to north elevation; one 2 storey building of 4 x 2 beds with balconies to east elevation; and one 2 storey building with accommodation in the roof and commercial use on ground floor and ancillary basement and 1 x 2 bed and 1 x studio flat above), together with access from Compton Road, provision of 8 car parking spaces and

erection of a 1.8m high wall and gates to Compton Road, withdrawn November 2006.

CAC/06/0013 Demolition of existing dwellings in association with TP/06/1768, withdrawn November 2006.

PRE/07/0037 Redevelopment of site for proposed retail (170m<sup>2</sup>) and residential development (12 units)

TP/92/1065 Retention of greenhouse and single storey storage building within existing garden centre originally approved under reference TP82/0753, granted December 1992.

TP/87/1774 Retention of greenhouse and single storey storage building within existing garden centre originally approved under ref. TP 82/753, granted January 1988.

### Public

Consultation letters have been issued to 131 neighbouring properties. The re-consultation period expired on 14<sup>th</sup> January 2008 and at the time of writing 41 objections have been received stating the following concerns:

#### **Character and Appearance**

- Narrow site
- Building too close to 6 Compton Terrace
- Setting back the shop seems 'odd'
- Loss of hedge adjacent to Roseville, previously required to be retained by a condition
- An extensions to the Green in front of the shop should be requires, as was the case with Roseville
- Only small units proposed, not family dwellings
- Poor quality design and materials
- Flat roofs negatively affect the Conservation Area
- Over-development
- Poor configuration
- Lack of amenity space
- Out of scale with surroundings
- Lack of boundary separation
- Unsympathetic to the Conservation Area
- Loss of railway embankment trees expose the site to the streetscene
- Detached unit will have a far more attractive and open setting
- Existing retail premises vacant, another is not needed
- Would not preserve or enhance the character of the Conservation Area
- Low cost housing detracts from the character of the Conservation Area
- Accommodation in the roof is not conducive with the area
- Loss of the 'village feel' to the area
- Previous use was low intensity
- Contrary to Conservation Area Character Appraisal
- Controls are sought for the 'type' of shop
- Lack of landscaping

#### **Impact on Neighbours**

- Loss of privacy, including a window in the flank elevation and a rear balcony to the shop/flat unit
- Overshadowing and loss of light, particularly flats 5-10 Roseville

- Overbearing impact
- Pitched roofs increase impact
- Single storey buildings would be more acceptable
- Loss of trees and hedge to the rear of no.'s 7-12 Compton Terrace
- Disturbance from lights
- Noise and disturbance, including from the security gates
- Loss of views
- Insufficient separation distances
- Inadequate height of boundary fences

### **Highways**

- Distance of parking spaces from units
- Rear servicing required for shop
- No staff parking for shop
- Lack of visitors parking
- Dangerous road with a lack of parking
- Opposite the station
- Emergency services access
- Lack of turning space
- Shop in this location is a safety hazard
- Site should be used as a car park
- Lack of pedestrian visibility splays
- Loss of forward visibility along Compton Road
- Car parking is provided on land outside of the control of the applicant

### **Other matters**

- Impact on local infrastructure
- Incorrect description, not 8 flats
- Site boundary includes part of no. 6 Compton Terrace over which a possessory title must exist and part of the garden of no. 12 Compton Terrace
- Development would prevent access to the garage for no. 6 Compton Terrace
- Impact on the right of way to the rear of Compton Terrace, which is incorrectly shown as part of the site
- Invalid ownership certificate
- Impact on wildlife on railway embankment
- Lack of clarity in the drawings
- Not all properties received consultation letters
- Maintenance problems as buildings abut the boundary
- Subsidence and drainage concerns due to proximity of new buildings
- Disruption during construction
- Trees not shown on the plans
- Inaccurate elevation of 212 Hoppers Road

### **External**

Winchmore Hill Residents' Association find the 5 mews houses generally acceptable although minimal private space is provided and the use of timber cladding is questionable. Concerns were stated regarding the proximity of the retail unit to the pavement edge. The improvements by increasing this separation are noted, but the association suggests the scheme would benefit from a further set back to 8 metres from the pavement edge to match that of Roseville and provide a continuous green area. Finally, concerns are stated regarding the felling of two trees within the application site, not on the railway embankment without approval.



Southgate District Civic Trust notes that the revisions cover most of their concerns , but the fenestration and balustrade to the front of the proposed shop are not in keeping with the Green or the wider Conservation Area.

Thames Water does not object to the application, subject to an informative relating ground water, combined sewers and storm water attenuation.

Any other responses will be reported at the meeting.

#### Internal

The Conservation Advisory Group does not object to the application commenting that the proposed contemporary blocks, with pitched roofs to the mews, are in keeping with the Conservation Area and the Station Road shop/flat block is supported. The group commented that the main effect on the Conservation Area would come from the 'two ends', with some concerns expressed regarding the dominance of the retail/flat block fronting Station Road.

The Head of Environmental Health does not object to the application subject to a condition relating to a Construction Management Plan.

Director of Education, Child Services and Leisure has no objection to the application.

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

#### **Relevant Policies**

##### London Plan (2008)

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

##### Unitary Development Plan

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

- (II)T16 Adequate access for pedestrians and disabled persons
- (I)C1 Preserve and Enhance matters of Archaeological, Architectural or Historic Interest
- (II)C30 Development in a Conservation Area
- (II)C38 Resist the Loss of Trees of acknowledged public amenity value
- (I)S1 Shopping Centres
- (I)S3 Local Shopping Centres

### Local Development Framework - Core Strategy Preferred Options

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.

The Council is now considering the responses received in connection with the consultation on the Preferred Options for the Core Strategy. As a policy document, the Core Strategy is at an early stage in its process to adoption and thus, presently, can only be afforded limited weight as a material consideration. As the process continues the weight to be attributed to the Core Strategy will grow and the relevant policies are reported to demonstrate the degree to which development proposals are consistent with the emerging policy direction for the Borough.

- SO1 Sustainability and Climate Change
- SO3 Protect and enhance Enfield's environmental quality;
- SO6 High quality, sustainably constructed, new homes to meet the aspirations of local people
- SO8 Affordable Housing, Family Homes and Social Mix
- SO11 Safer and stronger communities
- SO16 Preserve the local distinctiveness
- SO17 Safeguard established communities and the quality of the local environment
- SO18 Conservation, Listed Buildings and Heritage
- SO21 Sustainable Transport
- CP1 Sustainable and Efficient Land Use
- CP2 Sustainable Design and Construction
- CP5 Air, Water, Noise and Light Pollution and Contaminated Land
- CP10 Managing the Supply and Location of New Housing
- CP12 Housing Mix
- CP14 Safer and Stronger communities
- CP23 Built Heritage
- CP29 Promoting sustainable transport and improving access for people with restricted mobility
- CP31 Walking and Cycling

### Other Material Considerations

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

Winchmore Hill Green and Vicars Moor Lane Conservations Area Character Appraisal, April 2006  
 Conservation Area Management Proposals, January 2007

## **Analysis**

### Principle

The redevelopment of the site for a mixed retail and residential use would be consistent with the surrounding character of the area. It would increase the supply of housing within the Borough assisting in the attainment of the Boroughs housing targets whilst seeking to add to the vitality and viability of The Green as a Local Shopping Centre. The principle of the proposed development therefore, subject to the detailed considerations below, is considered acceptable.

### Character and Appearance of the area

#### *Density*

The site is within adjacent to Winchmore Hill Green within an area characterised by mixed-use development including terraced houses and flats. The site lies in PTAL 2 and for the purposes of the London Plan 2008 density matrix it is considered the site lies within an urban area. The matrix suggests a density of 200 to 450 habitable rooms per hectare or a unit range of 45 to 120 units per hectare.

The application proposes 8 residential units (1 x 1-bed, 6 x 2-bed and 1x 3-bed) resulting in 24 habitable rooms giving a residential density of 140 hrph (24/1720x10,000) or 46 u/h, which lie well within the range set out above. However, advice contained in PPS1 and PPS3, states that a numerical assessment of density must not be the sole test of acceptability and must also depend on the attainment of appropriate scale and design relative to character and appearance of the surrounding area. In this instance, the need for any development to preserve and enhance the special character and appearance of the Conservation Area is a material factor that will limit the scale of any proposal.

The site is located close to the core of the former village centre, where it would generally be expected to find tighter developments. Having regard to the surrounding patterns of development, the extent of site coverage and the numerical assessment details above, it is considered that the proposed density is acceptable and would not result in an overdevelopment of the site.

#### *Amenity space provision*

The proposed amenity space provision for the site is made up of private gardens to units B, D and E and private courtyards to units C1, C2 and C3 totalling 191 square metres, balconies to units C1, C2 and C3 and the first floor flat above the retail unit totalling 50 square metres and shared amenity space to the rear of the retail unit and to the south of unit D of 155 and 137 square metres respectively. This results in a total amenity space of 533 square metres. In addition, 73 square metres of landscaping and 283 square metres of shared landscaped hard surface is provided.

The UDP standard requires amenity space to be equal to at least 50% of the Gross Internal Area (GIA) of the proposed 1-bed flat and 75% of the GIA of all other flats and 100% of new houses. Balconies may provide an alternative form of amenity space provided that they are not detrimental to the privacy of adjoining occupiers. The provision of amenity space in the form of balconies and roof terraces should not exceed 15% of the total amenity space provision.

The GIA of the 1-bed flats is approximately 48 square metres, the 2-bed flat is approximately 56 square metres and the houses total 513 square metres. This provides for amenity space requirements of 24, 42 and 513 square metres respectively. The total amenity space requirement is, therefore, 579 square metres. Whilst this falls 66 square metres below the adopted standard, the shared amenity space areas are bordered by both soft and hard landscaping followed by the railway embankment. As such, it is considered there will be a reasonable degree of openness to these areas that will ensure they provide high quality amenity space. Less than 10% of the

amenity space will be provided in the form of balconies. Overall, the proposed amenity space is considered acceptable.

### *Design and Impact on the Conservation Area and wider Street Scene*

The scheme proposes three buildings, which each need to respond to their respective streetscene and the constraints of a narrow site. Taking each in turn, the proposed retail building with flats above has been amended to provide a balanced elevation to Station Road with an appropriate mix of traditional and contemporary features including zinc chequered dormer windows, vertically emphasised first floor windows and a timber framed shopfront. The shopfront itself provides a traditional form with limited space for advertising and features such as stall risers and smaller separate panes of glazing. The building will be set 5 metres back from the edge of the footway to allow for tree planting and landscaping serving to continue the landscaped corridor appreciating The Green. The rear of the building has a more contemporary design with an angled flat roofed timber clad projection. It is considered that the proposed building is appropriately sited and provides a good transition between the more traditional frontage and the contemporary design within the centre of the site.

The proposed central mews dwellings whilst predominantly with pitched roofs provide a contemporary design with light render at the ground floor and brickwork above. There are two storey projecting elements with flat roofs providing balconies to the east elevation facing the railway. Unit D will also have a flat roof to both its two storey and single storey elements. Overall, the design is considered to be of a high quality. It must also be noted that, notwithstanding the removal of the trees along the railway that previously screened the site, the central block is located in excess of 40 metres from any public viewpoint on either Station Road or Compton Road. As such, any views of the contemporary design would be relatively distant.

The building is sited abutting the western boundary of the site adjoining the Roseville's garage court. However, tightly located buildings are characteristic of the centre of such former village settings and, moreover, this relationship would not be visible from public points within the Conservation Area. The impact of this building on the adjacent properties is addressed later.

The mews building has been stepped to allow for the retention of the hedge along the boundary with Roseville. Whilst there would be some loss of the hedge to the northern part of the site, due to the siting of the proposed retail unit, it is not considered that this will have a significant impact on the character of the Conservation Area.

Finally, the proposed detached dwelling fronting Compton Road will be of brick construction with a slate roof and a front zinc chequered dormer window aligned with projecting square window features. The eaves and ridgeline will be similar to that of the existing dwelling to which it is most closely aligned. It is considered the design respects the existing terraced properties, whilst introducing some contemporary features. The building forms a triangle and is sited approximately 1 metre from the back of the footway. The siting reflects that of the adjoining terrace and is in keeping with the character of Compton Road. Whilst the shape of the building is unusual, it is considered that when viewed from the surrounding streets it will not appear out of character. Amended plans are awaited replacing the timber cladding to the front elevation with render to ensure an appropriate balance between traditional and contemporary design.

The remainder of the site will form a mixture of hard and soft landscaping provides access, amenity and parking areas. The proposed parking spaces to the southern end of the site will be visible from Compton Road. However, they will be separated and screened with landscaping such that they will not be overly dominant. There are gates proposed to the Compton Road entrance. However, these will be set back from the pavement edge and will be subject to a condition require detailed designs to be submitted.

The application was considered by the Conservation Advisory Group, who raised no objections to the proposal. Whilst some concerns were stated regarding the Station Road retail block, the plans have since been revised to increase to provide an setback to ensure the building is not overly dominant.

Overall, it is considered that the proposed design and siting of the buildings will effectively combine traditional and contemporary elements to make a positive contribution to the Conservation Area.

#### Impact on Neighbouring Properties

The proposed building fronting Station Road will result in development along the boundary with Roseville, which will require the removal of part of the existing hedge. However, the single storey element will be located over 8 metres from the nearest window with the two storey element at least 10 metres away. Both elements will be at an angle to Roseville and will 'splay' away from the building increasing the level of separation. It is not considered that this relationship will result in an overbearing impact on Roseville or its gardens, or an unacceptable loss of light. As such, it is considered acceptable. The windows to this block will face station road and the railway embankment. Whilst a single window is proposed to the western elevation this is located forward of existing trees and the angles involved mean that any overlooking of Roseville will be oblique or obscured. The rear elevation has an angled projection and a screen along the balcony to prevent overlooking, which is considered acceptable.

The proposed mews will result in single and two-storey development within approximately 4 and 10 metres of Roseville, respectively. However, again the alignment of these buildings means that the nearest points quickly splay away. In addition, in the case of the ground floor element this would be sited behind an existing high hedge that will be retained as part of the development. The two-storey element will wrap around Roseville's garage court. Whilst it will result in some enclosure of this space, the area itself provides a service and amenity function. Views of the block from Roseville will be largely across this existing garage court. As such, having regard to both the outlook from the windows and the garden area, it is not considered that there will be an unacceptable impact on the amenities of the occupiers of Roseville. There are no windows proposed that would face Roseville.

The single and two storey elements of unit D to the mews block will be located over at least 9 and 16 metres from the properties fronting Compton Terrace. It is not considered that this relationship would result in an unacceptable overbearing impact on these properties or their gardens. Ground and first windows are proposed to the west elevation facing towards Compton Terrace. However, the first floor window can be obscured and fixed. The ground floor window would predominantly look out over its own garden area. Whilst there would be some views of the rear of the properties fronting Compton Terrace, it is not considered these would be to a level that would result in an unacceptable level of overlooking. The south facing windows to unit D would allow for some views of the rear gardens of the properties fronting Compton Terrace. However, these would generally be oblique and at sufficient distance to ensure there is not an unacceptable loss of privacy.

Concerns have been raised regarding the inclusion of the alleyway to the rear of no.'s 6-12 Compton Terrace within the application site and the loss of the trees located within the site in this location. The applicant has provided a copy of the Land Registry Title that shows this area falls within the their ownership but appears to be subject to a Right of Way to the adjoining dwellings. The application previously showed the loss of the entire tree scheme. However, the application has been amended to include the retention of 3 trees within the application site to the rear of no.'s 7 and 8 Compton Terrace. After detailed investigation, Officers accept that it is not possible to

retain the remaining hedge to the rear of 9-12 Compton Terrace without compromising the requisite turning circle for refuse and emergency service vehicles. The partial removal of this hedge will increase the views into the site from the properties fronting Compton Terrace and the potential for views of the rear of these properties from the application site. However, the view from Compton Terrace will be of a landscaped area included new tree planting. Views to the rear of the properties fronting Compton Terrace would be at a distance of over 13 metres and would be from ground level only. In addition, a condition requiring details of means of enclosure is proposed, which will require a 2-metre high fence in this location. As such, it is not considered that the partial removal of this hedge will result in an unacceptable loss of outlook or privacy. Concerns have also been raised regarding security, as access to the rear of the properties fronting Compton Terrace will now be possible from the application site. However, this is offset by the increased natural surveillance provided by these properties and is, therefore, considered acceptable.

The proposed detached dwelling is aligned with the side of no. 13 Compton Terrace, which contains side windows facing the application site. However, the proposed dwelling would be sited approximately 4 metres from these windows. It is considered that given the windows are located to the side of the property, where it is common to find other development in close proximity, there will not be an overbearing impact on this property. The windows serving this dwelling face towards Compton Road and the railway embankment, with the rear windows angled away from no. 13. It is considered that any overlooking would be sufficiently oblique as not to result in an unacceptable impact on privacy.

Overall, it is considered that sufficient separation distances have been provided and the design and layout of the scheme refined to ensure that it will not have an unacceptable impact on the amenities of the adjoining properties.

#### Parking and Access

The site is located in a relatively low PTAL 2 area but is adjacent to Winchmore Hill Station, which provides good rail links. The application proposes car parking at a ratio of 1 space per unit, with a further staff parking space for the proposed shop. Whilst concerns regarding on street parking problems within the surrounding streets are noted, it is considered that the proposed level of parking is adequate. The plans show adequate vehicular and pedestrian visibility splays at the proposed access and that refuse and emergency service vehicles can enter and adequately turn within the site. However, to ensure that adequate visibility is retained it will be necessary to implement no waiting restrictions at the point of access.

The application shows that the proposed retail unit will be serviced from the rear. However, due to the limited access width and long reversing distance it is considered likely that, in practice, servicing will take place from Station Road. As such, a condition is proposed requiring a scheme for no loading restrictions to prevent loading during peak hours. Whilst concerns have been raised regarding servicing at anytime, it is considered that providing 'off-peak' only servicing to Station Road is acceptable and Traffic and Transportation do not object to the proposal.

The plans show an appropriate location for cycle parking but do not include details of refuse storage. However, conditions are proposed requiring details of the design of the cycle parking and details of refuse storage to be submitted and approved.

#### Other Matters

The site is located at the top of the railway embankment and the proposed units are likely to be affected by noise from the railway. The applicant has provided a PPG24 Noise Assessment, which concludes that acceptable internal noise levels can be achieved through the use of thermal

double-glazed units and normal trickle ventilation. The amenity areas are stated to fall within the principles of the World Health Organisations Guidelines on Community Noise. As such, it is considered, subject to a suitably worded condition, the impact on the site by railway noise is acceptable.

The site provides a mixture of dwelling sizes, whilst it is heavily weighted to two bedroom units, due to the constraints of the site, it is considered that it would not be appropriate to insist upon a greater number of family sized units.

Concerns have been raised regarding the ownership of a piece of land to the east of no. 6 Compton Terrace. It has been suggested that this, in fact, forms part of the garden to no. 6 Compton Terrace. The applicant has provided a Land Registry Title including a map that clearly shows this area of the site falls within their ownership. As such, it is considered that there was not a need to serve notice on no. 6 Compton Terrace. However, should it later come to light that, through adverse possession or any other means, this area falls outside of the control of the applicant the garden area to unit D would be reduced. To consider the worst case scenario the application has been amended to reduce the size of unit D, by removing a single storey projecting element to ensure that if this area of land is 'lost' unit D would have sufficient amenity space.

### Sustainable Design and Construction

The submitted Design and Access Statement confirms that the proposal will be constructed to Code Level 3 in the Code for Sustainable Homes. A Renewable Energy Statement is also provided confirming that 10% of onsite energy will be provided in the form of solar thermal hot water systems for each of the dwellings and a further 3.3KW photovoltaic array. A condition is also proposed requiring details of a Sustainable Drainage System to be submitted to and approved. Overall, it is considered that the proposal is in accordance with the objectives of policy 4A.3 'Sustainable Design and Construction' of the London Plan.

### **Conclusion**

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

### Reasons for granting planning permission

1. The proposed 8 residential and 1 retail unit would contribute to increasing the range and quantity of the Borough's housing stock, as well as providing additional retail facilities to Winchmore Hill Green having regard to policies (I)GD1, (I)GD2 and (II)H6 of the Unitary Development Plan, policies 3A.1, 3A.2, 3A.3 and 3A.6 of the London Plan (2008), as well as the objectives of PPS1 and PPS3
2. The proposed 8 residential and 1 retail unit would not detract from the character and appearance or the visual amenities of the surrounding area including the special character of the appearance of the Winchmore Hill Green Conservation Area, having regard to Policies (I)GD1, (I)GD2, (II)GD3, (I)C1, (II)C30, (II)C35 and (II)C38 of the Unitary Development Plan and Policies 4B.12 and 4B.13 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPG15.

3. The proposed 8 residential and 1 retail unit would not unacceptably affect the amenities of adjoining or nearby residential properties having regard to Policies (I)GD1 and (I)GD2 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
4. The proposed 8 residential and 1 retail unit would not prejudice through overlooking or loss of privacy, the amenities enjoyed by neighbouring properties, having regard to Policy (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
5. The proposed 8 residential and 1 retail unit including the provision of 9 parking spaces and 8 secure cycle spaces would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13.



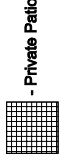
UNIT	AREA	TYPE
RETAIL	105 sqm	RETAIL
A1	56 sqm	2 BED FLAT
B	48 sqm	1 BED FLAT
C1	77 sqm	3 BED HOUSE
C2	83 sqm	2 BED HOUSE
C3	81 sqm	2 BED HOUSE
D	61.5 sqm	2 BED HOUSE
E	103 sqm	3 BED HOUSE



- Concrete block paving,  
- Shared access



- Soft landscaping



- Private Patio



- Grasscrete Parking



- Hedge retained

- Low Level lighting bollards



- Security light on timer,  
angled downwards



- Right Of Way



REV	DATE	DESCRIPTION
A	AUG '08	Amendments to shop Amendments to C1,C2,C3 Amendments to D&E Right of way added
B	NOV '08	Amendments to unit B
C	DEC '08	TREES ADDED
D	JAN '09	UNIT D REDUCED UNIT A SET BACK AT FRONT

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GARDEN CENTRE AT STATION ROAD  
 WINCHMORE HILL N21 3NB  
 MAY 2008

1:200@A1 1:400@A3

SITE PLAN 2940 - 04 D



- C DEC '08 Unit A (shop) set back at front  
Unit C1,C2 & C3 roof amended
- B NOV '08 Amendments to unit A  
Amendments to unit B
- A AUG '08 Pitched roof added  
Shop unit amended

REV DATE DESCRIPTION

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GARDEN CENTRE AT STATION ROAD  
 WINCHMORE HILL, N21 3NB  
 MAY 2008

NTS@A3

3D STUDY	2940 - 19	C
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