

Development Control

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

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

Date of plot: 05/01/2010

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

Contact: David Snell 3838

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

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

Applicant Name & Address:

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

Agent Name & Address:

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

1. C51A Time Limited Permission

Site and surroundings

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

Proposal

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

Relevant planning history

None.

Consultations

Public

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

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

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

Internal

None.

External

None.

Relevant policy

The London Plan

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

Unitary Development Plan

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

Local Development Framework

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

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

Other material considerations

PPG2 – Green Belts

Analysis

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

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

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

Conclusion

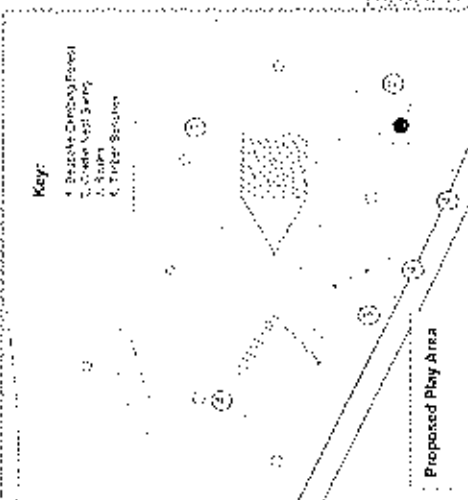
The application is recommended for approval for the following reasons:

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

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

Trent Park Climbing Forest

London Borough of Ealing



Key:

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

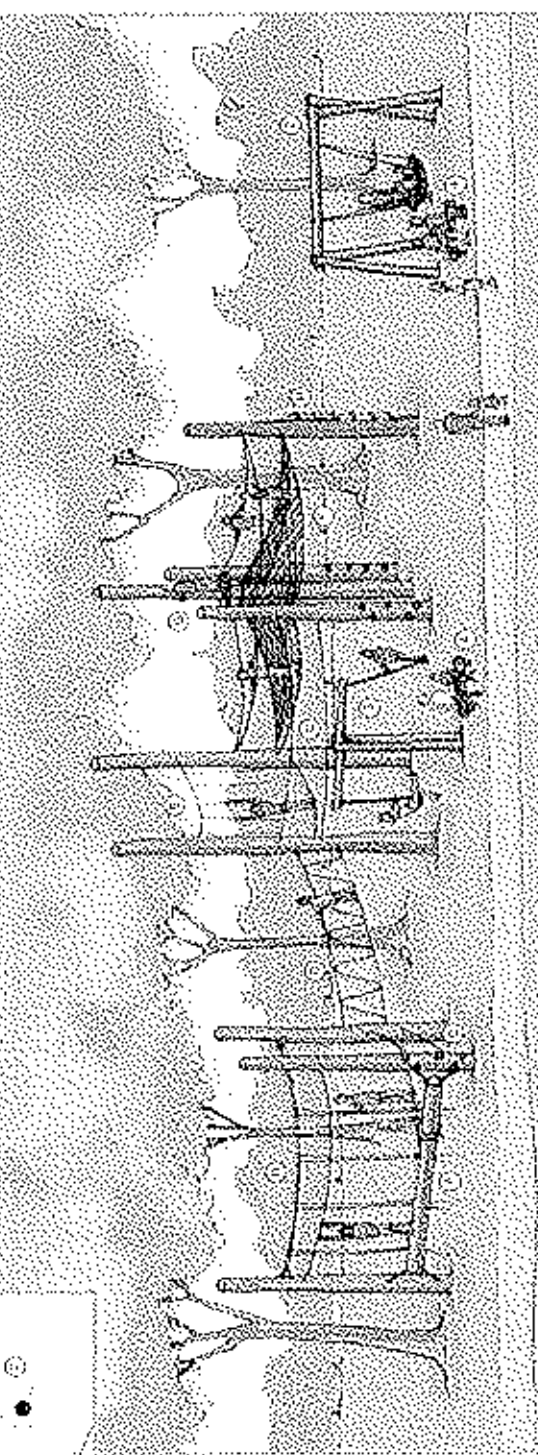
Climbing Forest

Key:

- A. Balance Beam
- B. Rope Net
- C. Lookout Point
- D. High Course Rope
- E. Parallel Ropes
- F. Grips Ropes
- G. Square Net
- H. Low Course Rope
- I. Trunk
- J. Trunk



Nest Swing



Scales



Lookout Point



Square Net



High Course Rope



Grips Ropes



Parallel Ropes



Low Course Rope

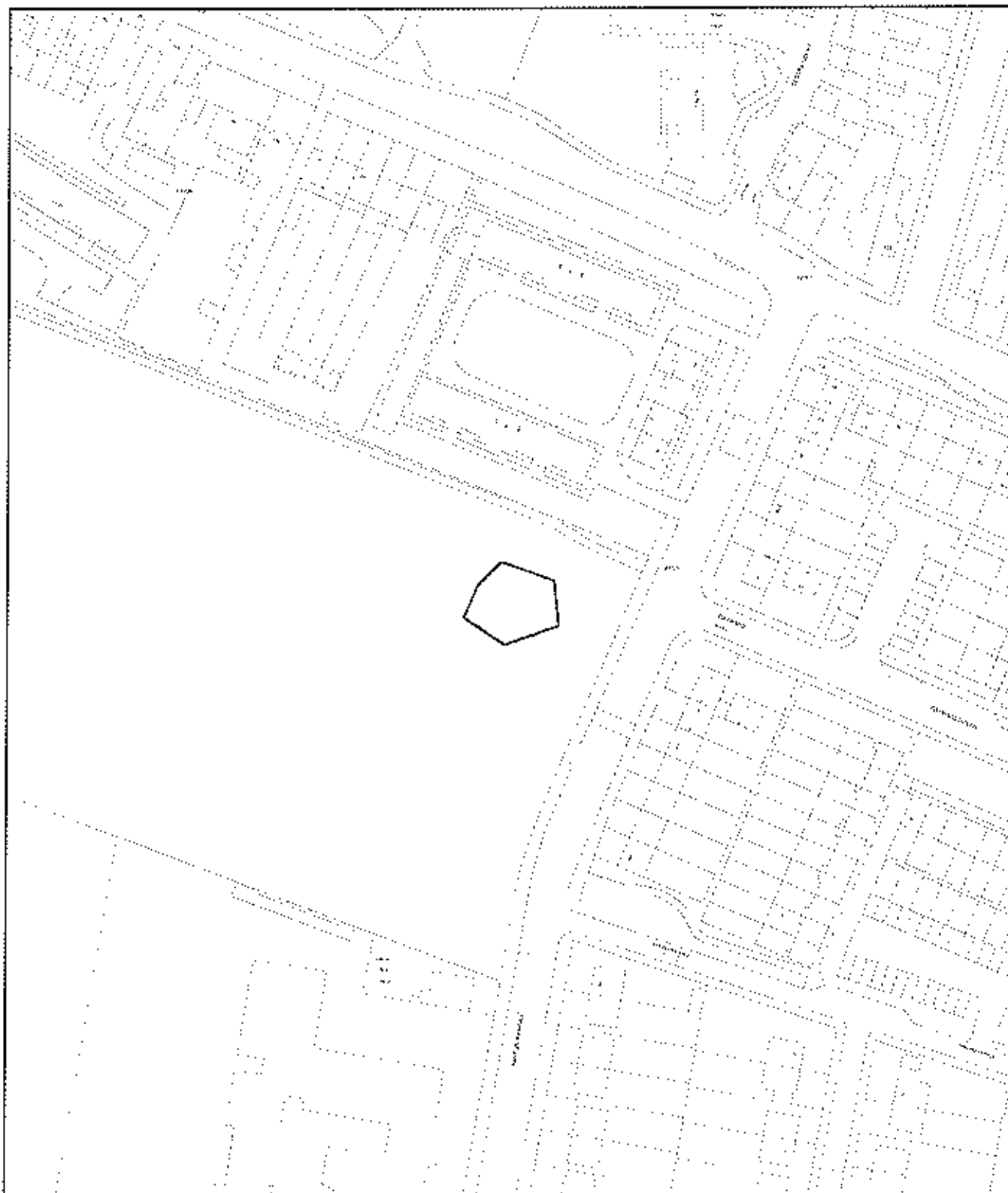


Noose Steps



Balancing Trunk





Development Control

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

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

Date of plot: 05/01/2010

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

Contact: Nigel Catherall 3833

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

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

Applicant Name & Address:

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

Agent Name & Address:

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

1. C51A Time Limited Permission

Site and Surroundings

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

Proposal

Permission is sought for the installation of a basket swing as part of a new play area to be sited adjacent to the existing play area. The structure would have a maximum height of 5.29m and would be supported by a three-pronged frame with a base diameter of 7.55m. An extended safety area would have a diameter of 10.52m and a total ground coverage of 87m².

Relevant Planning Decisions

None.

Consultations

Public

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

External: None.

Internal: None

Relevant Policy

London Plan

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

UDP Policy

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

Other Material Considerations

None

Analysis

Principle

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

Impact on Character of Surrounding Area

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

Impact on Neighbouring Properties

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

Conclusion

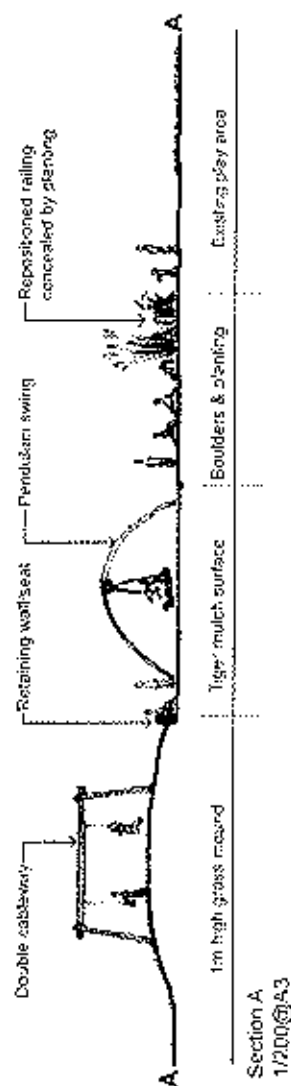
In the light of the above, the proposal is considered acceptable for the following reason:

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

Church Street Recreation Space Proposed Additional Play Area

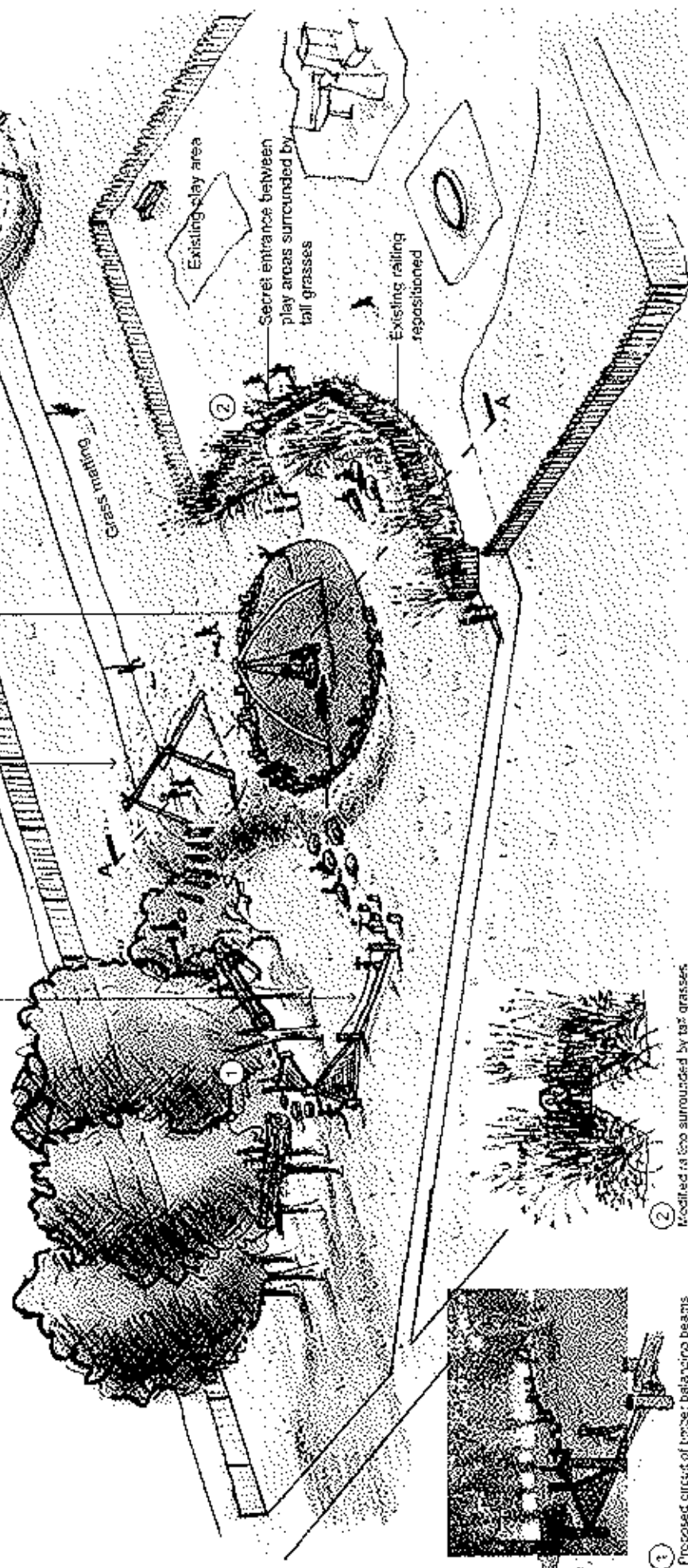
Note: The Giant swing is the only proposal
subject to planning approval

Large pendulum swing set in tiger mulch
surface, surrounded by timber retaining
edge/seating



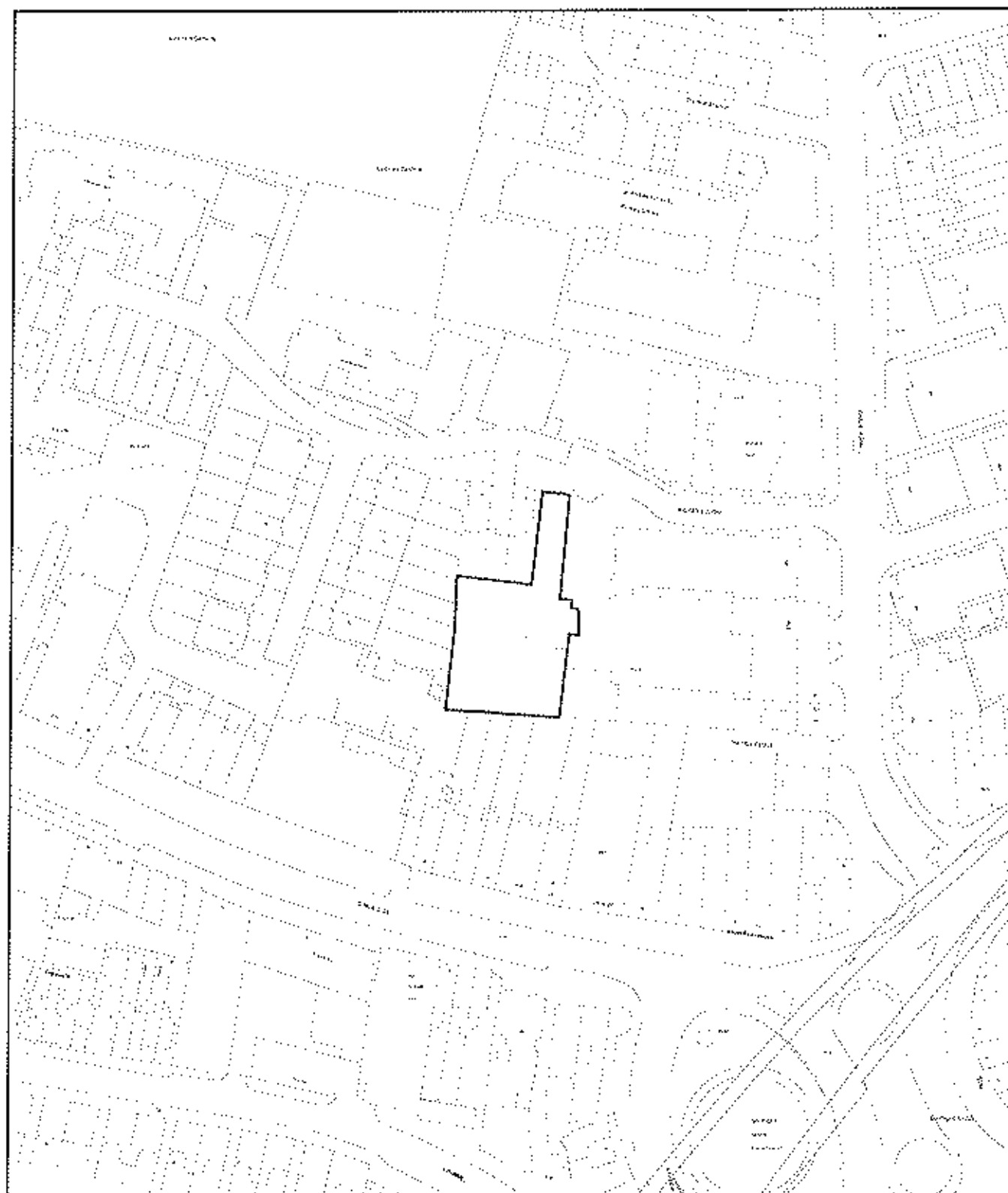
Double cableway
on 1meter high mound

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



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

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



Development Control

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

Date of plot: 06/01/2010

Application Number: TP/09/0969 **Ward:** Southgate
Date of Registration: 14th July 2009

Contact: Robert Lancaster 4019

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

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

Applicant Name & Address:

Active learning
c/o Agent

Agent Name & Address:

Indigo Planning Ltd
Swan Court
Worple Road
London
SW19 4JS

Note for Members

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

Assessment

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

Table 1- Existing traffic movements in Pickard Close:

Time	Arrivals	Departures
08.00-09.00	54	32

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

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

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

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

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

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

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

Table 4 - Car borne drop-off

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

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

Table 5 - Modal split for existing N14 Site

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

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

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

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

Conclusion

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

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

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

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

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

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

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

Additional objection response

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

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

- the safety of children.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Site and Surroundings

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

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

Proposal

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

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

History

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

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

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

Relevant Policies

London Plan

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

Unitary Development Plan

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

Other Material Consideration

- PPS1 Delivering Sustainable Communities

Consultation

Public

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

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

Internal

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

Environmental Health raises no objection subject to conditions.

Analysis

Principle of Use

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

Character and Appearance

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

Relationship to Neighbouring Properties

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

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

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

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

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

Traffic, Parking and Access

Traffic Generation

A reason for refusal on the previous application stated:

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

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

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

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

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

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

EXISTING USE:

Table 1 TRAVL existing gym (consented) use*

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

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

PROPOSED USE:

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

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

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

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

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

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

London Borough of Enfield Classified Traffic Survey

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

EXISTING SITUATION:

Table 3 London Borough of Enfield Traffic Survey

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

Applicant's Parking Accumulation Survey (APAS)

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

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

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

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

PROPOSED COMBINED WITH EXISTING

Table 5 Proposed combined with existing based on LBE survey

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

Table 6 Proposed combined with existing based on APAS survey

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

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

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

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

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

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

31.7% off all arrivals between 08.00-09.00 are associated with the school drop off. It was observed that out of all these movements 13 vehicles that arrived at Pickard Close between 08.30-09.30 AM were most likely associated with a drop off school children for the nearby St Andrew's Southgate Primary School.

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

Table 9 Queues/delays along Chase Road

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

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

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

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

Staff Parking

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

Pedestrian Movement

A reason for refusal on the previous application stated:

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

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

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

Cycle Parking

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

Refuse

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

Conclusion

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

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

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Briefing Note

indigo

Active Learning Nursery, Southgate – Play Area Management Plan

Background

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

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

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

Proposal

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

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

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

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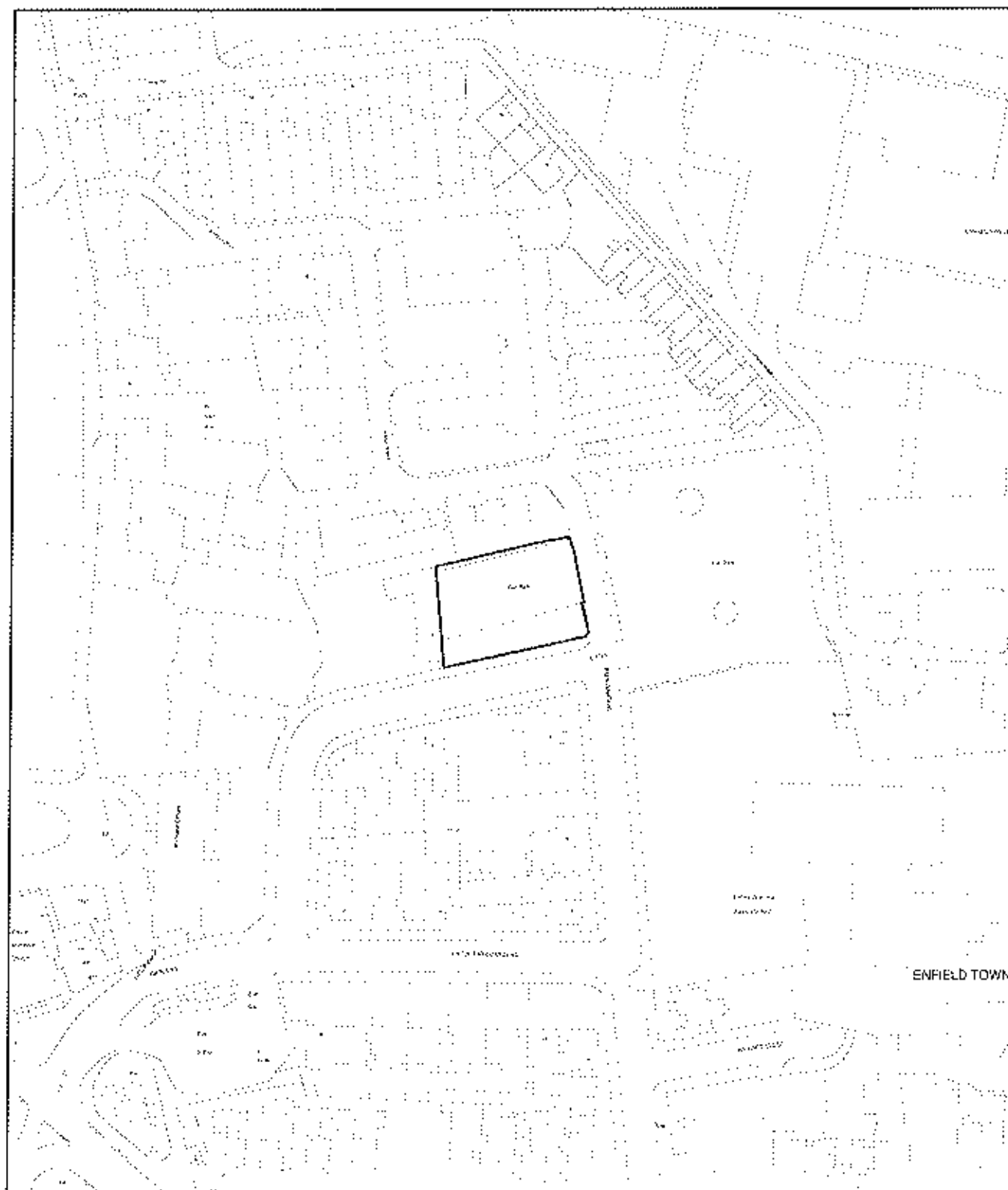
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09/10/16
document
my email from council, Mr
Dwyer, dated 20/9/16

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

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



Development Control

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

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

Date of plot: 05/01/2010

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

Contact: Sharon Davidson 3841

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

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

Applicant Name & Address:

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

Agent Name & Address:

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

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

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

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

Reason: In the interests of highway safety.

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

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

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

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

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

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

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

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

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

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

Reason: To comply with Unitary Development Plan policy.

18. C57 Sustainability

19. C51A Time Limited Permission

Site and Surroundings

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

Proposal

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

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

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

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

Relevant Planning Decisions

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

Consultation

Public

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

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

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

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

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

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

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

External

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

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

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

Internal

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

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

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

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

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

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

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

Conservation Advisory Group

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

Relevant Policy

London Plan

2A.8 Town Centres

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

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

3C.1 Integrating transport and development

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

Unitary Development Plan

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

Local Development Framework

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

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

Core Policy 31 Built and landscape heritage

Core Policy 42 Enfield Town

Core Policy 46 Infrastructure Contributions

The Enfield Town Area Action Plan Issues and Option April 2007

Other relevant policy

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

Enfield Town Conservation Area Character Appraisal

Analysis

Principle

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

Design and scale

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

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

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

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

Impact on neighbouring properties

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

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

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

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

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

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

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

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

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

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

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

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

Traffic, access and parking

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

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

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

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

Impact on trees

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

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

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

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

Sustainable Design and Construction

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

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

S106 Agreement

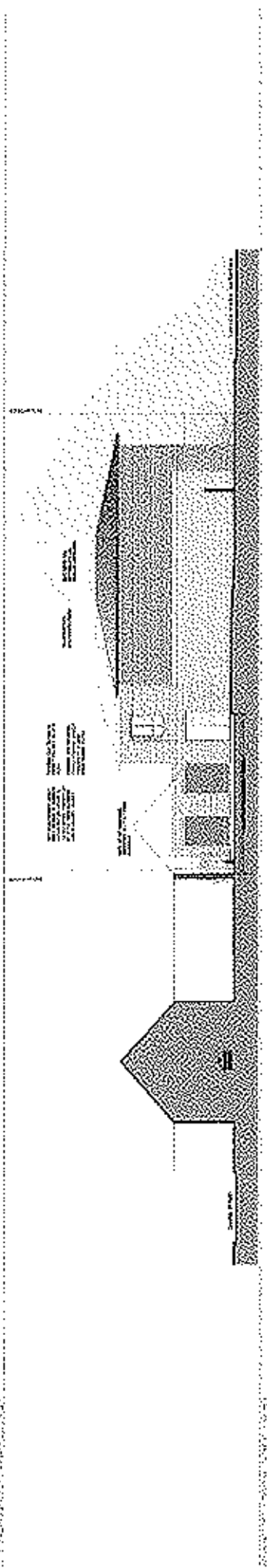
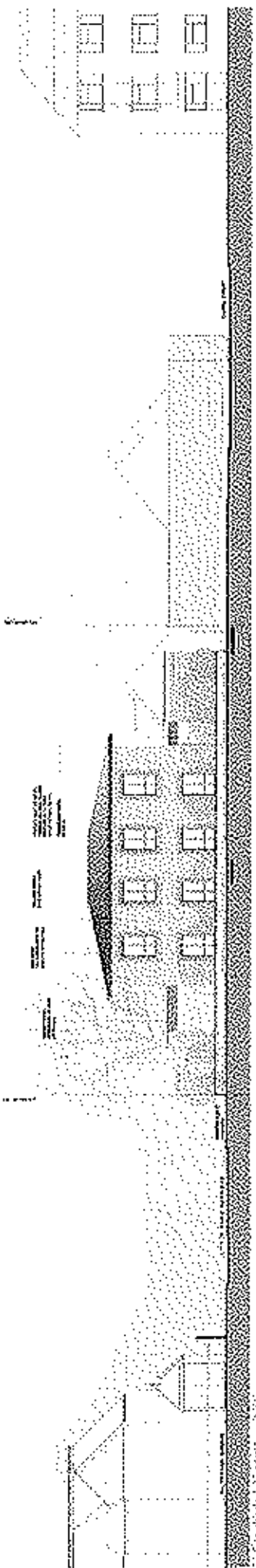
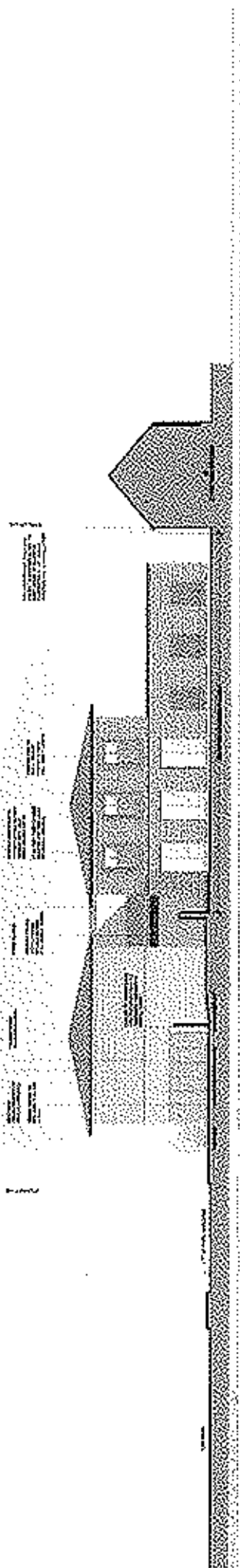
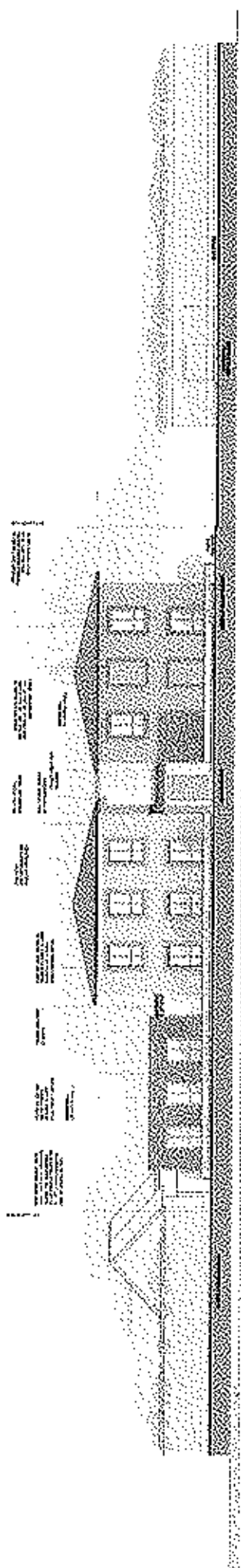
A S106 Agreement is recommended to support this application to secure the necessary amendments to the existing on-street parking controls to allow for the provision of the loading area to the Little Park Gardens frontage, the tightening of controls on the bend, the provision of the public footpath along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

Conclusion

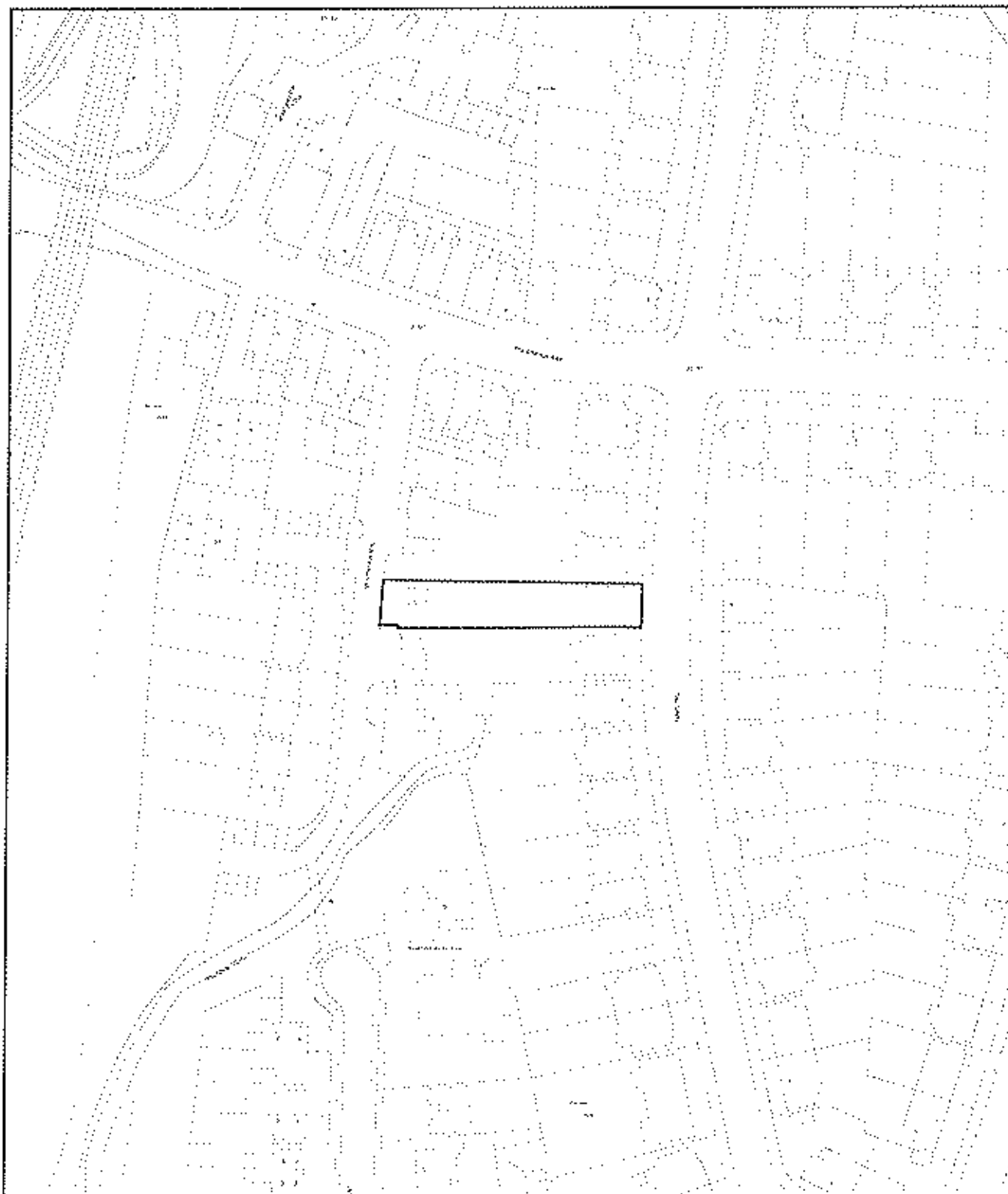
In conclusion, the proposed uses are appropriate for this town centre site with the benefit of good public transport access. The design and scale of the building is considered appropriate given the proposed non-residential use and respects and complement the character and appearance of its immediate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

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

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



Application No:- TP/09/1200



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Development Control

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

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

Date of plot: 07/01/2010

Application Number: TP/09/1200 **Ward:** Grange
Date of Registration: 18th August 2009

Contact: David Warden 020 8379 3931

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

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

Applicant Name & Address:

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

Agent Name & Address:

Mr Kevin Birch
154, HOPPERS ROAD
LONDON
N21 3LA

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

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

Site and Surroundings

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

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

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

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

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

The site is within the Grange Park Conservation Area.

Proposal

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

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

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

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

Relevant Planning Decisions

None at the application site

Adjacent site 25 Nestor Avenue

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

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

Public

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

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

External

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

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

Any other responses will be reported at the meeting.

Conservation Advisory Group

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

Internal

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

Relevant Policies

London Plan (2008)

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

Unitary Development Plan

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

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

Local Development Framework - Core Strategy Preferred Options

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

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

Other Material Considerations

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

Grange Park Conservations Area Character Appraisal, November 2008

Analysis

Principle

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

Character and Appearance of the area

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

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

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

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

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

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

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

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

Impact on Neighbouring Properties

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

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

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

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

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

Parking and Access

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

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

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

Other Matters

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

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

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

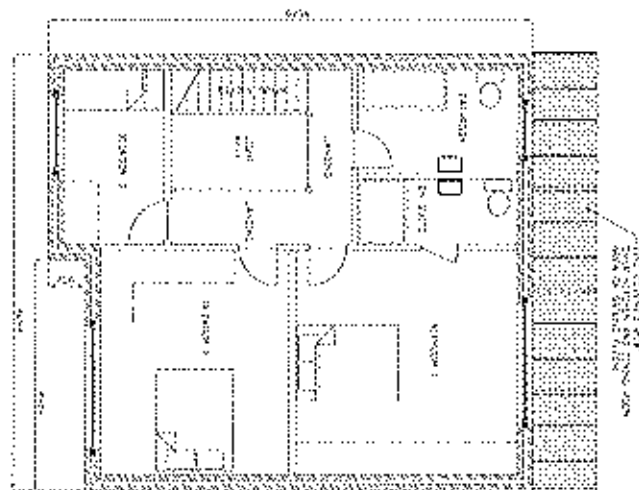
Sustainable Design and Construction

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

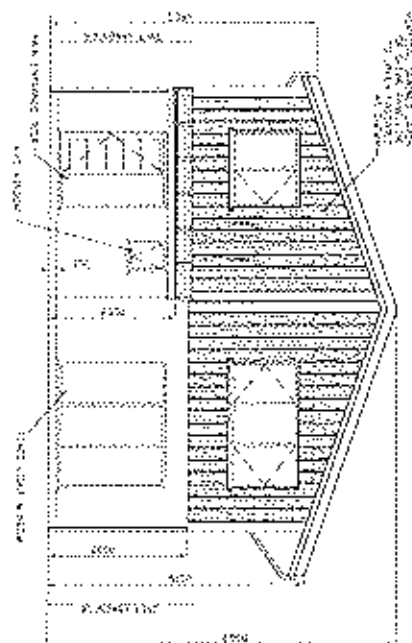
Conclusion

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

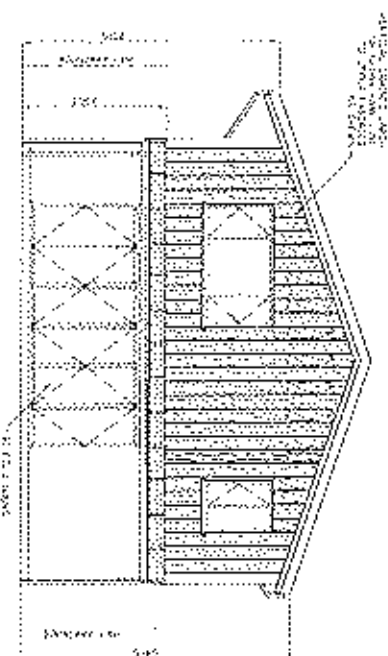
The proposed development, by reason of its size, height, scale, bulk and design, represents an inappropriate form of development that would result in an unaccepted adverse impact on the streetscene, as well as failing to preserve or enhance the character of the Grange Park Conservation Area. This is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



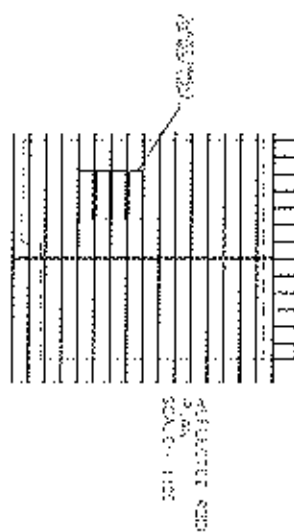
PROPOSED NEW FIRST FLOOR LAYOUT PLAN
SCALE: 1/8" = 1'-0"



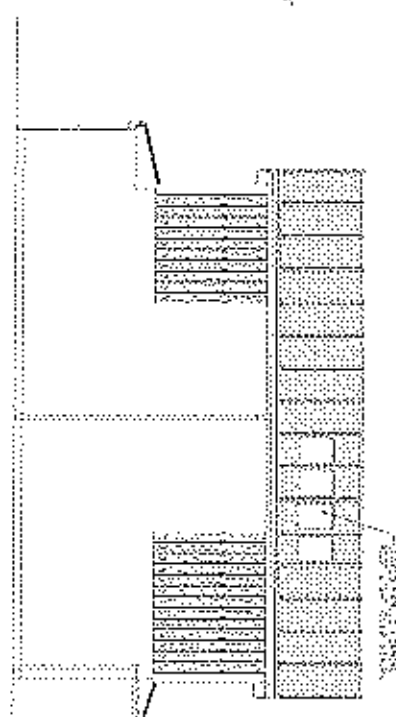
PROPOSED NEW FRONT ELEVATION
SCALE: 1/8" = 1'-0"



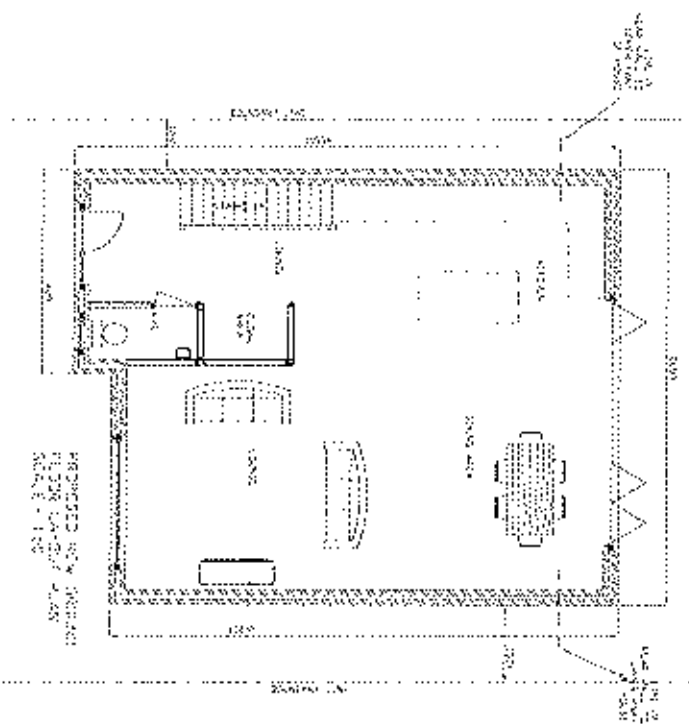
PROPOSED NEW REAR ELEVATION
SCALE: 1/8" = 1'-0"



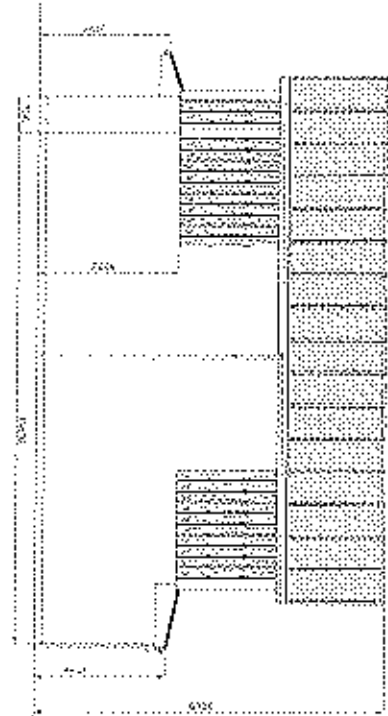
PROPOSED NEW SIDE ELEVATION
SCALE: 1/8" = 1'-0"



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

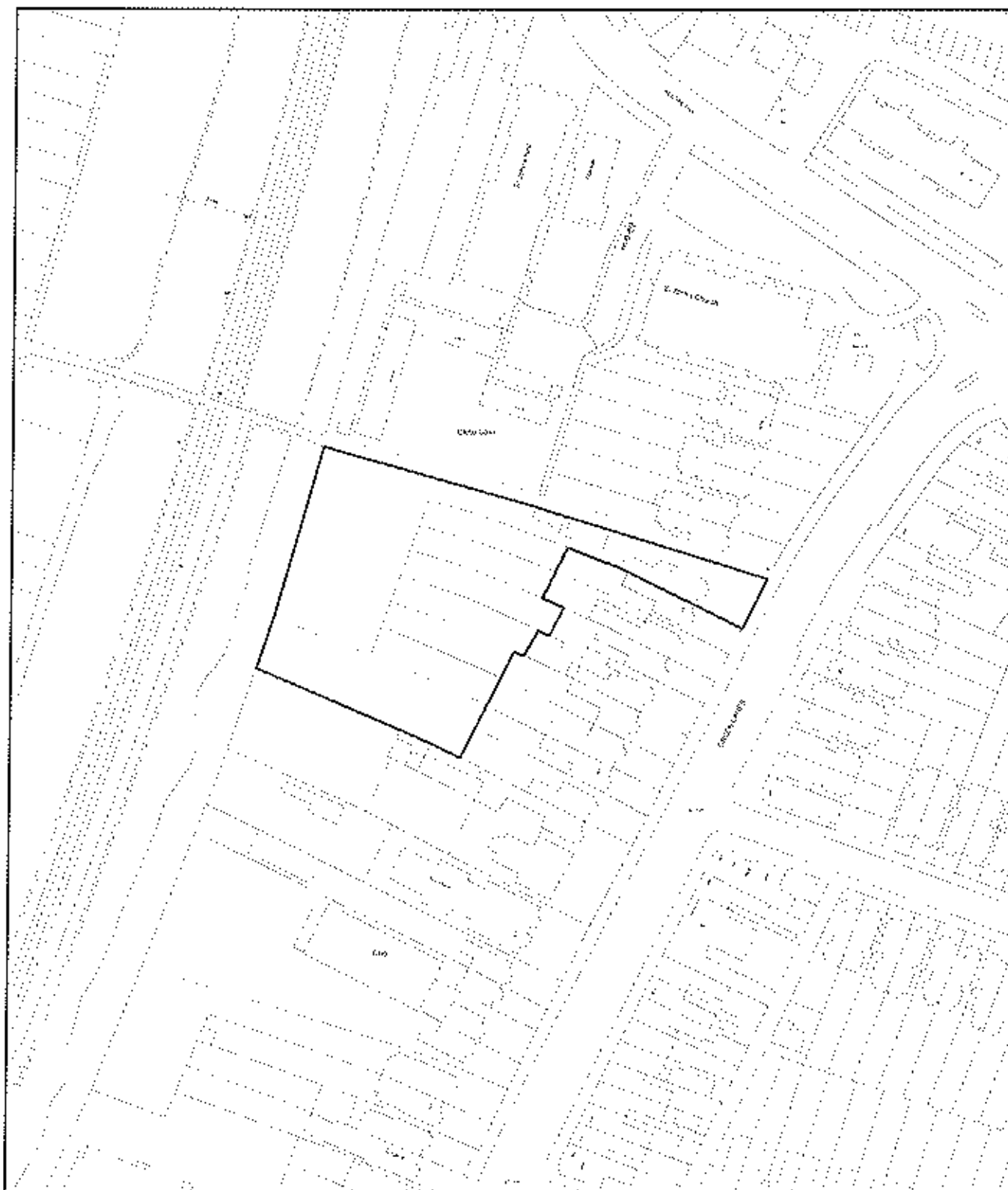


PROPOSED NEW SECOND FLOOR LAYOUT PLAN
SCALE: 1/8" = 1'-0"



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

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



Development Control

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

Scale - 1:1250

Time of plot: 12:28

Date of plot: 05/01/2010