

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

Date of Registration: 14th August 2009

Contact: David Warden 3931

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

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

Applicant Name & Address:

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

Agent Name & Address:

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

Note to Members

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

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

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

Character and appearance

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

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

Amenity space

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

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

Overlooking facing Glebe Court

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

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

Overlooking from roof gardens

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

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

Outlook and lights for future residents

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

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

Mechanism to secure adequate noise attenuation

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

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

Loss of protected trees without adequate replacements

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

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

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

Other matters

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

Additional Information from Traffic and Transportation

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

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

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

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

The Proposed Access Road

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

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

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

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

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

Access/Junction onto Green Lanes

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

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

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

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

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

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

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

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

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

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

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

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

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

In summary, it can be noted that:

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

Conclusion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason: To protect existing planting during construction.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

16. C07 Details of Materials

17. C19 Details of Refuse Storage & Recycling Facilities

18. C23 Details of Archaeological Investigation

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

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

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

Reason: In the interests of highway safety.

21. C59 Cycle parking spaces

22. C51A Time Limited Permission

Site and Surroundings

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

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

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

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

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

Proposal

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

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

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

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

Relevant Planning Decisions

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

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

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

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

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

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

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

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

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

- PRE/08/0065 Proposed demolition of existing property at 499 Green Lanes and erection of 57 flats within part 3, part 4, part 5-storey blocks (20 x 1-bed, 19 x 2-bed, 18 x 3-bed) with 62 car parking spaces - Advice issued.
- PRE/08/0064 Proposed redevelopment of site by the erection of 46 residential units in 3 blocks - Initial advice given.

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

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

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

Surrounding Area Planning History:

(Rear of 481, Green Lanes):

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

Consultation

Public

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

Character and Appearance

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

Impact on Amenities

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

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

Highways and Parking

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

Other

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

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

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

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

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

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

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

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

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

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

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

External

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

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

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

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

Internal

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

Primary

5 places x £13,115 = £65,575

Secondary

1 place x £19,762 = £19,762

TOTAL = £85,337

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

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

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

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

Relevant Policies

London Plan (2008)

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

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

Unitary Development Plan

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

Local Development Framework - Core Strategy Preferred Options

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

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

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

Other Material Considerations

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

Analysis

Principle

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

Character and Appearance of the area

Density

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

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

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

Amenity space provision

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

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

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

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

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

Design and Impact on the Street Scene

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

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

Impact on Neighbouring Properties and Future Occupiers

Outlook

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

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

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

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

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

Overlooking

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

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

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

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

Other matters

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

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

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

Affordable housing, unit size, mix, tenure and accessibility

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

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

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

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

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

Parking and Access

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

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

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

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

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

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

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

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

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

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

Trees and Biodiversity

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

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

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

Other Matters

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

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

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

S106 Matters

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

Sustainable Design and Construction

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

Conclusion

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

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

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

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

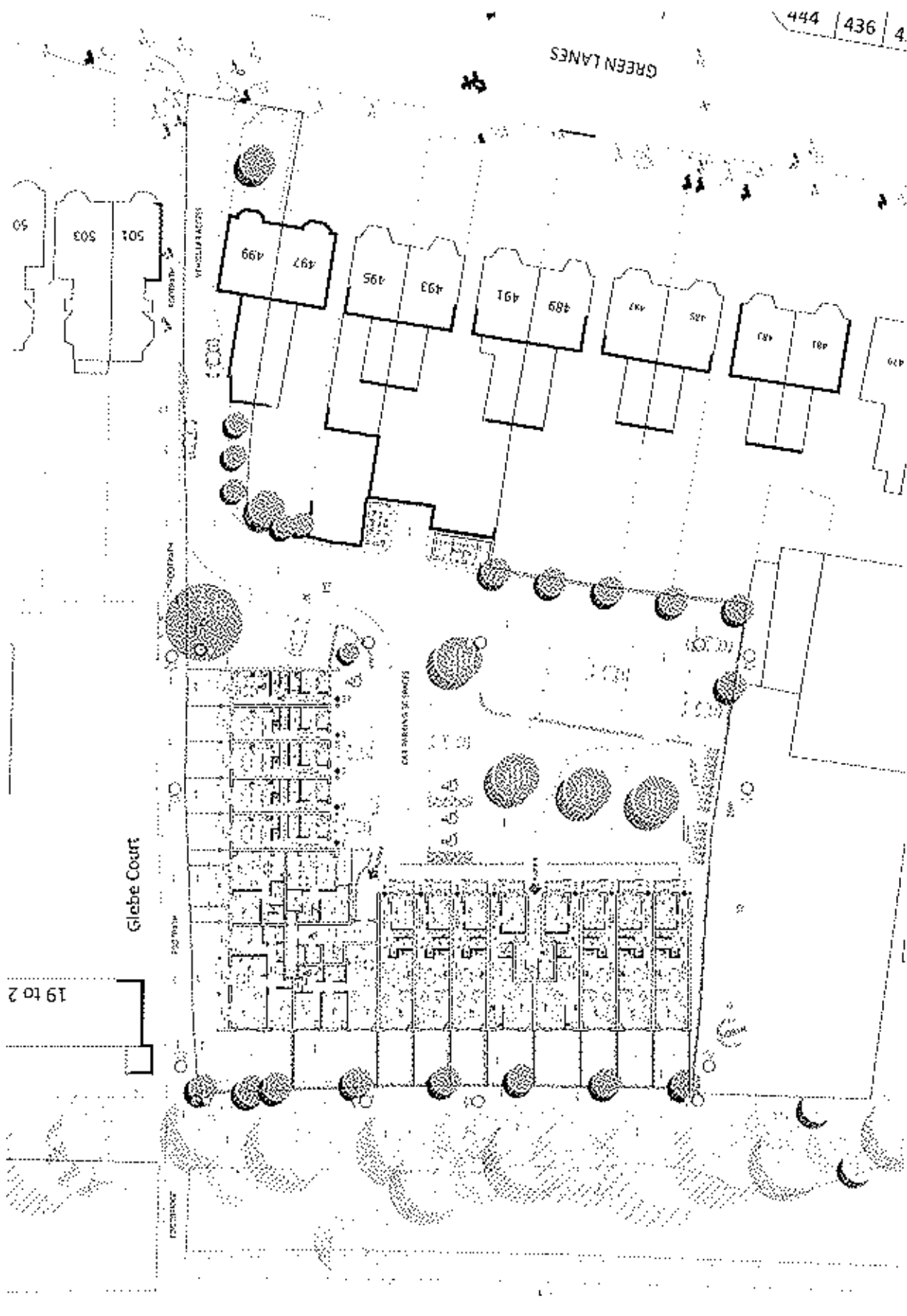
The proposed development of 36 residential including the provision of 30 parking spaces and 36 secure cycle spaces would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy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

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

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

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

P 80 A



Site at 483 Green Lanes, London N13 4BS
 The site is situated at the rear of 483 Green Lanes, London N13 4BS. The site is bounded by Green Lanes to the north and Glebe Court to the south. The site is currently occupied by a residential development consisting of a row of buildings numbered 483 to 499. The site is proposed to be redeveloped with a new residential development consisting of a row of buildings numbered 483 to 499. The site is proposed to be redeveloped with a new residential development consisting of a row of buildings numbered 483 to 499.

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land at rear of 483 - 489 Green Lanes N13 4BS

P 82



- 1 BED / 20
- 2 BED / 40
- 3 BED / 60
- 4 BED / 70

Site at 489 Green Lanes, London N13 4BS

Site Area: 1950 sq m (20,381 sq ft)

Plot 1 (approx): 1,000 sq m (10,764 sq ft)

Plot 2 (approx): 1,000 sq m (10,764 sq ft)

Plot 3 (approx): 1,000 sq m (10,764 sq ft)

Plot 4 (approx): 1,000 sq m (10,764 sq ft)

Plot 5 (approx): 1,000 sq m (10,764 sq ft)

Plot 6 (approx): 1,000 sq m (10,764 sq ft)

Plot 7 (approx): 1,000 sq m (10,764 sq ft)

Plot 8 (approx): 1,000 sq m (10,764 sq ft)

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Plot 28 (approx): 1,000 sq m (10,764 sq ft)

Plot 29 (approx): 1,000 sq m (10,764 sq ft)

Plot 30 (approx): 1,000 sq m (10,764 sq ft)

Plot 31 (approx): 1,000 sq m (10,764 sq ft)

Plot 32 (approx): 1,000 sq m (10,764 sq ft)

NORTH

0

10

20m

A. Proposed Land Use: Residential

1672 P.82

10/00/01

12.07.09

Site: 489 Green Lanes

London N13 4BS

PROPOSED

FIRST FLOOR PLAN

Studio 08

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

P 84^A



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

Site at 499 Green Lanes, London N13 4BS

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

A. 10,000 sqm (2,471 sq ft) 27.90%

1672 P. 84 A
10,000 sqm (2,471 sq ft) 27.90%

Site at
499 Green Lanes
London N13 4BS

10,000 sqm (2,471 sq ft) 27.90%

THIRD FLOOR PLAN

P 84^A

10,000 sqm (2,471 sq ft) 27.90%

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

P 886



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

Site at 489 Green Lanes, London N13 4SS

Site Area - 1072 sqm (10 861 sq ft)

4 unit 2 storey - 4 unit 2 storey

4 unit 2 storey - 4 unit 2 storey

4 unit 2 storey - 4 unit 2 storey

4 unit 2 storey - 4 unit 2 storey

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4 unit 2 storey - 4 unit 2 storey

A. Planning Application
Reference: 15/01153

1572 / 2P

1572 / 4P

1572 / 5P

1572 / 7P

1572 / 10P

1572 / 12P

1572 / 14P

1572 / 16P

1572 / 18P

1572 / 20P

1572 / 22P

1572 / 24P

1572 / 26P

1572 / 28P

1572 / 30P

1572 / 32P

1572 / 34P

1572 / 36P

1572 / 38P

1572 / 40P

1572 / 42P

Studio 88

489 Green Lanes
London N13 4SS

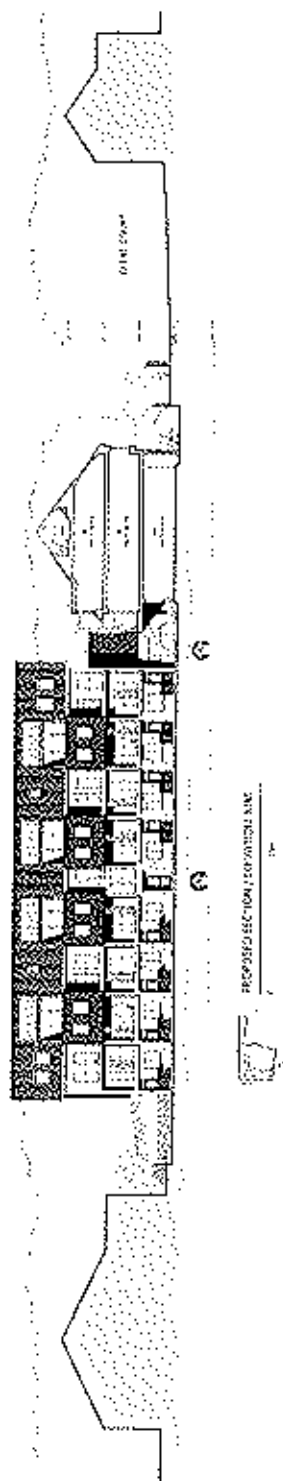
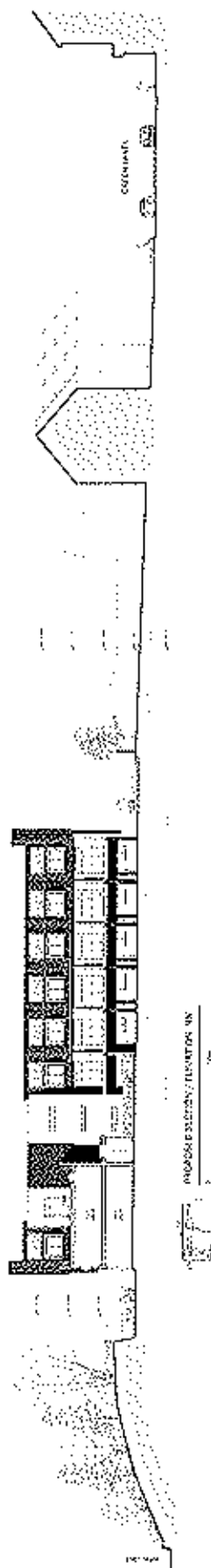
Roof Plan

NORTH

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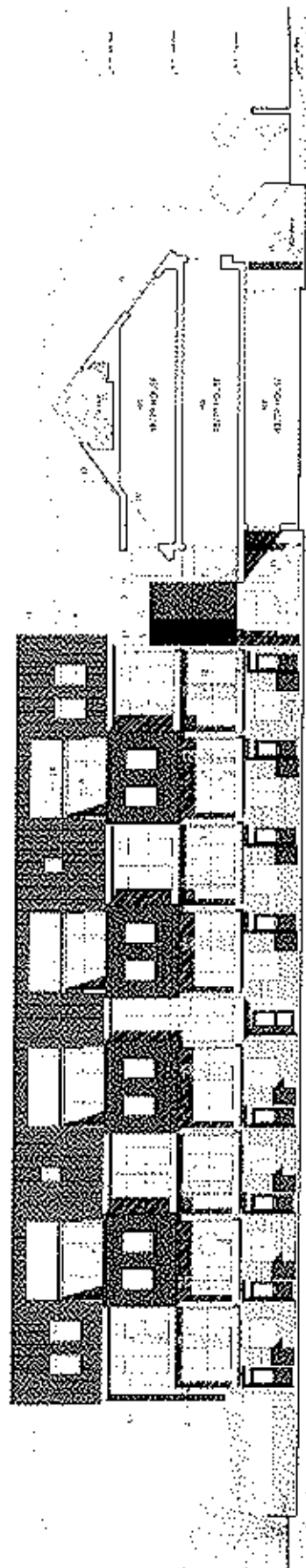
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A. 1672.429
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 1999 Green Lanes
 London N13 4BS

1984 + 1985

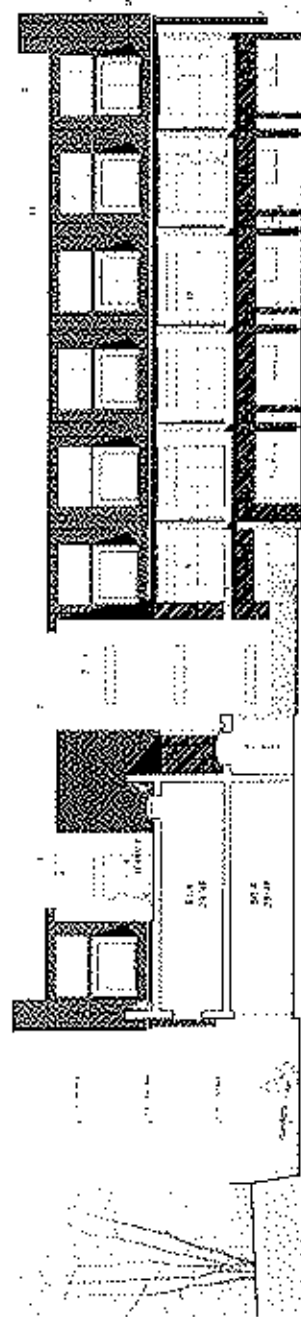
land at rear of 483 - 499 Green Lanes N13 4BS

P 92^A



PROPOSED SECTION / ELEVATION MM

10m



PROPOSED SECTION / ELEVATION NN

10m



ELEVATIONS MM + NN

10m

Studio DB

Site: 483 Green Lanes, London N13 4BS

18.75m x 10.5m

12.25m x 10.5m

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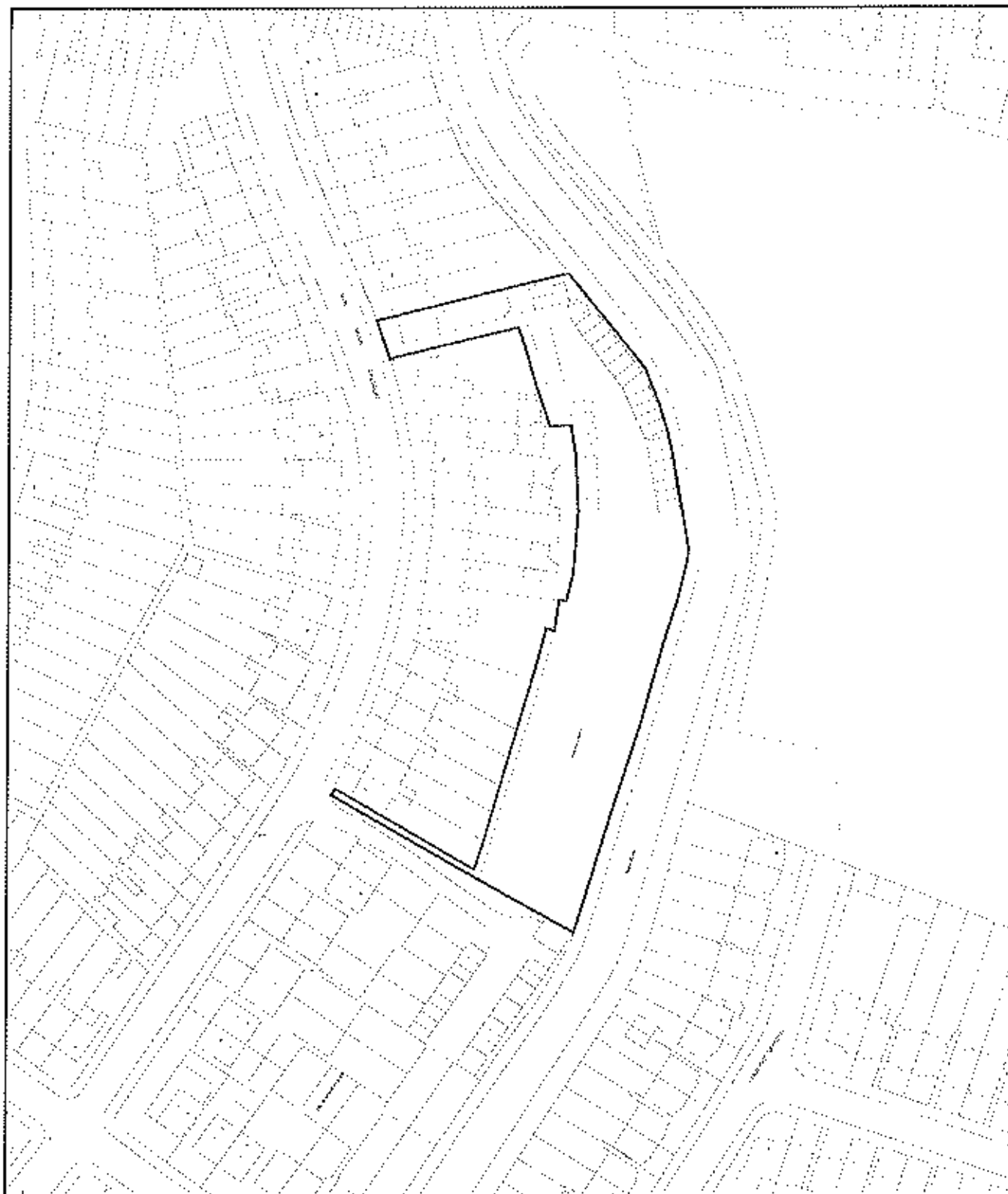
18.75m x 10.5m

12.25m x 10.5m

18.75m x 10.5m

12.25m x 10.5m





Development Control

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

Scale - 1:1250

Time of plot: 15:12

Date of plot: 05/01/2010

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

Date of Registration: 22nd October 2009

Contact: David Warden 020 8379 3931

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

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

Applicant Name & Address:

Newriverside
885a, Green Lanes
London
N21 2QS

Agent Name & Address:

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

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

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

Site and Surroundings

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

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

Proposal

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

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

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

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

Relevant Planning Decisions

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

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

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

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

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

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

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

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

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

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

Consultation

Public

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

Character and appearance issues:

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

Impact on neighbouring property and future residents issues

- Poor standard of accommodation

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

Sustainability and environmental issues:

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

Highway issues:

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

Other matters

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

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

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