LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE Date: 31st August 2010

Report of Contact Officers:

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Application Number: TP/10/0335 Category: Minor Dwellings

LOCATION: Catherine Court, London N14 4RB

PROPOSAL: Erection of 2x2 storey extension to existing block of flats to provide 4x1 bed flats.

Applicant Name & Address:

Mr Philip Wade Dorrington PLC 14, Hans Road, London

SW3 1RT

Agent Name & Address:

Ward:

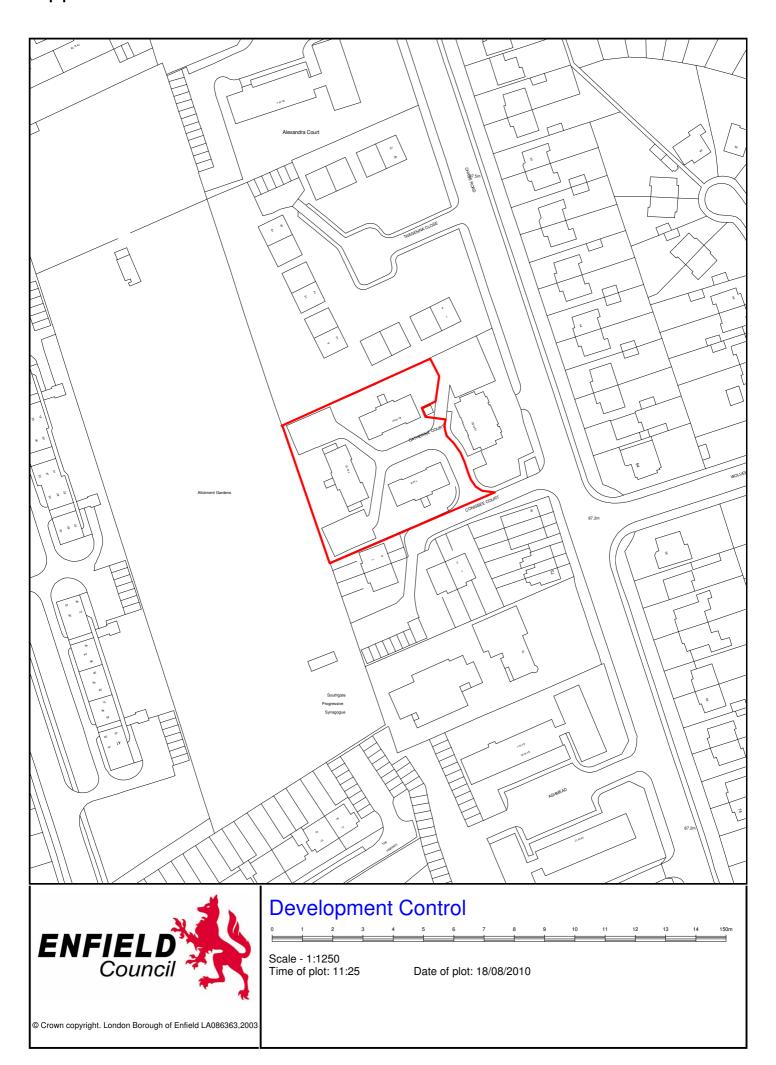
Cockfosters

Mr Chris Kelly Spratley Studios 43, Station Road, Henley On Thames, Oxfordshire RG9 1AT

RECOMMENDATION:

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

Application No:- TP/10/0335



1. Site and Surroundings

1.1 Site

- 1.1.1 The application site is located to the west of Chase Road and is accessed from Conisbee Court, which is a small cul-de-sac. The site comprises a group of four buildings that make up Catherine Court. Three of the blocks were constructed at the same time and provide strong art-deco features. The remaining block, fronting Chase Road, was built later. Together these buildings provide a rectangular courtyard. The application principally concerns extensions to the westernmost of these blocks, which currently comprises 6 two bedroom fats over three floors.
- 1.1.2 The surrounding area is predominantly residential in character. To the north of the site lies Tregenna Close and to the south lies Conisbee Court, both are cul-de-sacs of two storey maisonettes with hipped roofs. The flank wall of no. 7 and 8 Conisbee Court aligns with the southern boundary with the site at a distance of approximately 1 metres, whereas the properties in Tregenna Close are approximately 6 to 15 metres from the site boundary. A large area of allotments runs along the western boundary of the site, as well as that of Tregnna Close and Conisbee Court. Further south along Chase Road lies the Southgate Progressive Synagogue. To the east of the site are traditional two storey properties fronting Chase Road.
- 1.2.2 The site is within walking distance of Oakwood Tube Station, as well as the southern entrance Trent Country Park and Oakwood Park.

2. Proposal

- 2.1 The application proposes to two storey extensions to both of the flank elevations of the westernmost block. The revised design provides for fenestration that aligns with that of the existing building, but is subordinate in size and through the absence of a bay projection. The extensions will be in matching brickwork with a hipped pitched roof that reflects that of the existing building. Each extension is 8.3 metres in width and is set back from the front façades and aligns with the rear, with the exception of a single storey rear element that is 4.3 metres wide and projects a2.2 metres beyond the rear of the main building.
- 2.2 The extensions will each provide an additional one bedroom flat at ground and first floor. This provides for a total of four additional one bedroom flats of between 54 and 60 square metres each.
- 2.3 The proposal utilises the existing site access from Chase Road, via Conisbee Court. The involves the loss of parking areas. However, additional parking is provided adjacent to the access, in front of two of the existing blocks; to the rear of each of these blocks and to the side and rear of the extended block. This results in an increase in on site parking spaces from 12 to 16. Communal amenity space to the rear of each of the existing blocks, as well as the extended block.

3. Relevant Planning Decisions

3.1 TP/09/1577 Three storey extension to both sides of block (flats 1-12) to provide 8 additional 1-bed self contained flats with balconies to first and

second floor rear, undercroft access and new parking layout, withdrawn in December 2009.

3.2 TP/90/0861 Erection of a 3-storey block of 12 flats (6 studio & 6 1-bed) with associated parking facilities and construction of vehicular access, granted October 1990.

4. Consultations

- 4.1 <u>Statutory and non-statutory consultees</u>
- 4.1.1 None
- 4.2 Public
- 4.2.1 Consultation letters were sent to 61 neighbouring properties. At the time of writing 20 responses have been received, including a response from Tregona Close Limited. These raise all or some of the following concerns:
 - Loss of light, view and outlook, in particular from Catherine Court and neighbouring blocks
 - Overlooking of adjoining blocks
 - Increased noise and disturbance including from the access road and number of residents
 - Overly dense in an already heavily developed area
 - Loss of garden and landscaped areas
 - Insufficient amenity space for existing and proposed units
 - Parking spaces in front of neighbouring windows
 - Lack of parking in an area that is already saturated, with existing garages not for the use of residents
 - Inadequate access and road widths to accommodate manoeuvring space including for larger vehicles
 - Increased traffic
 - Exit to Chase Road is inadequate
 - Design does not respect art deco building and would be detrimental to neighbouring buildings
 - Extensions will unbalance the building compared with surrounding blocks
 - Materials, in particular timber cladding, are inappropriate
 - Inaccurate description in the application, in particular in respect of tree screening and that there are four, not three, existing blocks
 - Increase in crime
 - Additional refuse
 - Risk of fire due to timber cladding and bonfires on adjacent allotment land
 - Pressure on infrastructure and utilities
 - Disruption during construction
 - Boundary treatment ownership issues
 - Potential for future damage to boundary treatment
 - Potential for the later addition of a third storey
 - Potential damage to existing buildings
 - Potential financial loss

4.2.2 Petition

A petition has also been received with 37 signatures supporting the concerns outlined above.

5. Relevant Policy

5.1 <u>UDP Policies</u>

(I)GD1 (I)GD2	Regard to Surroundings / Integrated into Local Community Quality of Life and Visual Amenity
(IÍ)GD1	Appropriate location
(II)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)H6	Size and tenure of new developments
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)H12	Residential Extensions
(II)H14	Terracing
(II)H15	Roof Extensions
(II)H16	Flat Conversions

5.2 <u>Local Development Framework:</u>

5.2.1 The Enfield Plan – Core Strategy has now completed its Examination in Public on the 'soundness' of the plan and the Inspectors report is now awaited. In the light of the matters raised, it is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

SO1	Enabling and focusing change
SO2	Environmental sustainability
SO4	New homes
SO8	Transportation and accessibility
SO9	Natural environment
SO10	Built environment
CP2	Housing supply and locations for new homes
CP4	Housing quality
CP5	Housing types
CP17	Town centres
CP18	Delivering shopping provision across Enfield
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP24	The road network
CP25	Pedestrians and cyclists
CP30	Maintaining and improving the quality of the built and open environment
CP31	Built and landscape heritage
CP32	Pollution
CP36	Biodiversity
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5.3 London Plan

2A.1	Sustainability criteria
3A.1	Increasing London's supply of housing
3A.2	Borough Housing Targets
3A.3	Maximising potential of sites
3A.5	Sustainable Design and Construction
3A.6	Quality of new housing provision
3C.21	Improving Conditions for Walking
3C.22	Improving conditions for cycling
3C.23	Parking Strategy
4A.1	Tackling Climate Change
4A.3	Sustainable Design and Construction
4B.1	Design principle for a compact city
4B.3	Maximising the potential of sites (see also Table 4B.1)
4B.5	Creating an inclusive environment
4B.6	Sustainable design and construction
4B.8	Respect local context and communities
Annex 4	Parking standards

5.4 Other Material Considerations

PPS1	Delivering Sustainable Development
PPS1	Supplement Climate Change
PPS3	Housing
PPG13	Transport

Supplementary Planning Guidance: Flat Conversions

London Plan Supplementary Planning Guidance: Children and Young People's Play and Recreation

London Plan Supplementary Planning Guidance: Sustainable Design and Construction (2006).

Draft London Plan Supplementary Planning Guidance: Interim Housing Guidance (2009).

6. Analysis

6.1 Principle

6.1.1 The site is located in close proximity to Oakwood Tube Station and the provision of additional residential units would be consistent with the surrounding character of the area. It would increase the supply of housing within the Borough assisting in the attainment of the Boroughs housing targets. The principle of the proposed development therefore, subject to the detailed considerations below, is considered acceptable.

6.2 Impact on Character of Surrounding Area

Design

6.2.1 The design of the proposal has been revised to reflect that of the existing building. The proposed timber cladding material has been replaced with

traditional brick and tile, reflecting that of the main building. The proposals seek to strike a balance between reflecting the features of the main building without creating a direct copy or attempting to compete with them. This is achieved by the use of materials set out above, very similar hipped roofs, horizontal alignment of the window positions and vertical emphasis to the centres of the blocks. However, the proposed set backs to the front elevation, lack of projecting bay features and less ornate detailing to the centre panels and, moreover, are a storey lower. These features ensure that the extensions are subordinate to the main building.

6.2.2 Overall, the design of the proposed extensions and alterations are considered acceptable.

Density

- 6.2.3 The site lies in a suburban area, but has some urban influences including Oakwood Tube Station and the mixture flats of 2-3 storeys and terraced housing. The site lies in PTAL 3. The London Plan 2008 density matrix suggests a density of 150 to 250 habitable rooms per hectare or a unit range of 50 to 95 units per hectare.
- 6.2.4 The application proposes an additional 4 one bed flats and there are 19 existing two bed flats. This provides for an existing density of 75 u/h or 226 hrph (57/2525x10,000) and a proposed density of 91 u/h or 257 hrph (65/2525x10,000). Whilst the number of units per hectare is within the range, the number of habitable rooms exceeds the range. However, this is by only 7 habitable rooms per hectare. Having regard to the sites proximity to Oakwood Tube Station, as a highly sustainable means of transport, it is considered, on balance, that this is acceptable. Whilst this excludes the block fronting Chase Road, these do fall outside of the application site and have their own curtilage. Moreover, these have a larger proportionately larger curtilage that the existing three southern blocks. 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.
- 6.2.5 In this instance, the siting and orientation of the surrounding buildings are factors that will limit the scale of development that is acceptable within the site. However, the proposed buildings are subordinate to the existing blocks and have been designed to respect their character.
- 6.2.6 Having regard to these matters, as well as the surrounding patterns of development, the extent of site coverage and the numerical assessment details above, it is considered that the proposed density is acceptable and would not result in an overdevelopment of the site.

Layout

- 6.2.7 The proposed layout largely reflects that of the existing building, but involves reconfigured car parking spaces and amenity space that are discussed in more detail below.
- 6.2.8 Overall, the proposed layout is considered acceptable.

Amenity space

- 6.2.9 The adopted standard requires the provision of 75% of the gross internal area (GIA) for flats with 2 or more bedrooms and 50% for those with one bedroom. The existing flats no. 1 to 19 have a collective GIA of 1,251 and are all two bedroom units, giving rise to a requirement for 939 square metres of amenity space. The proposed one bedroom flats have a total GIA of 230 square metres and a requirement for 115 square metres of amenity space. This provides for a total requirement of 1,054 square metres. Whilst the existing amenity space provision of 1,157 square metres will be reduced, largely to provide space for parking, the proposed amenity space is still exceeds that required at 1,094. Whilst it is noted that there is a fourth block fronting Chase Road that is excluded from these calculations, it has its own distinct amenity space, which is proportionally larger than the remaining blocks. The quantity of amenity space is, therefore, considered acceptable.
- 6.2.10 In respect of the quality of provision, the space provided is a mixture of shared semi-private space in front, to the rear and at the sides of each block. There are some concerns that the revised parking layout will impact upon the usability of the amenity space areas, but the level of use and private nature of these parking areas will, on balance, ensure that this does not unacceptably affect the quality of provision. Overall, the quality of the amenity space is considered acceptable. It is also acknowledged that the properties are within walking distance to Trent Country Park and Oakwood Park.
- 6.2.11 Overall, it is considered the proposed development would have an acceptable impact on the character of the surrounding area.

6.3 Impact on Neighbouring Properties

- 6.3.1 The proposed buildings would, with the exception of a single storey projection of 2.2 metres, which itself is set 4 metres from the existing building, would align with the rear. As a result, the proposed development would not result in any unacceptable overlooking, overshadowing or loss of outlook for the block to which it is attached. In respect of the two existing blocks set at 90 degrees to the extended block, there is a separation distance of 8 metres and there are no windows in the flank elevation of these blocks. Whilst it is acknowledged that there will be some increase in overlooking of the amenity space to these blocks, this is shared semi-private space and overlooking already takes place. Overall, it is considered there will be no unacceptable adverse impact from the extensions to this building on the existing buildings in Catherine Court.
- 6.3.2 In respect of the neighbouring buildings, Tregenna Close is set some 21 from the proposed building, at its nearest point, and 5 metres from the boundary of its garden area. As a result, any overlooking from the front will be distant and, due to the orientation of the properties, will be oblique. Whilst no. 7 and 8 Conisbee Court is only 6.4 metres from the flank elevation of the proposed extension. The proposed building will align with the flank elevation of this property. As a result, any overlooking would also be oblique. The only windows proposed to the sides of the extension would be at ground floor. These would provide views that are already available from the existing car park areas. In respect of the Tregenna Close elevation, the distance to the existing dwellings will prevent overlooking, whilst no. 7 and 8 Conisbee Court have only obscure glazed windows to the flank elevation. Consideration has

been given to requiring these ground floor windows to be obscured. However, they provide natural surveillance for the car parking area and do not have any adverse overlooking impacts. As a result, such a requirement would be unnecessary

- 6.3.3 In respect of the concerns raised regarding loss of light and outlook to Tregenna Close and Conisbee Court, in the case of the former the separation distances set out above will ensure that there is no unacceptable loss of light, overbearing impact or loss of outlook. In respect of Conisbee Court the alignment of the property, as well as the retained separation of 6.4 metres, will likewise ensure that these impacts are very limited. Overall, the impact on the adjoining properties is considered acceptable
- 6.3.4 Having regard to the residential nature of the proposed development it is not considered that the proposal would result in an unacceptable level of noise and disturbance to nearby residents. The impacts from the proposed parking areas are discussed within the highways section below. In respect of the concerns raised regarding disruption during construction, for a scheme of this size, this is not a basis upon which planning permission could be refused.
- 6.3.5 Overall, it is considered the proposal will not have an unacceptable impact on the amenities of neighbouring properties.
- 6.4 Quality of proposed accommodation
- 6.4.1 The adopted minimum unit sizes for one bedroom units is 45 square metres. Two of the proposed units are 56.4 square metres and the remaining two are 59.9 square metres. Each of these significantly exceeds the adopted standards. The proposed stacking is also considered acceptable.
- 6.4.2 There are some concerns regarding the outlook from the proposed flats as each of the front elevations faces the flank wall of existing three storey buildings at a distance of only 8 metres. However, having regard to the dual aspect nature of the units and the open aspect to the west, on balance, this is considered acceptable.
- 6.4.3 Overall, the quality of the proposed accommodation is considered acceptable.
- 6.5 Highway Safety
- 6.5.1 Traffic Generation

The site lies within a medium PTAL 3 and is located close to local tube and bus facilities. The proposal would result in an increase in the traffic movements to and from the site. However, the level of traffic generation from the proposed four one bedroom flats would be limited. Having regard to this limited increase, it is considered the proposed development is unlikely to have a material impact on the capacity or operation of the surrounding highway network.

- 6.5.2 Access, Vehicular and Cycle Parking
- 6.5.3 The site will utilise the existing access from Chase Road, via Conisbee Court. It is noted that this is a narrow width, but is adequate to serve the existing and proposed development. However, it will be necessary to secure no waiting

- restrictions at the site access to protect visibility splays. This will be secured by condition.
- 6.5.4 The scheme involves the removal of part of the existing parking areas and the re-provision of parking spaces in two smaller parking courts, as well as adjacent to the access road and behind the existing blocks. These parking areas meet the adopted standards in respect of their size and manoeuvring space. There are some concerns regarding competition between drivers parking adjacent to the access road and those entering or leaving the site. However, the number of units using the access will ensure that this does not give rise to an unacceptable highway safety risk. There are further concerns regarding the proximity of the proposed parking areas to the existing blocks. Whilst this is a feature of the existing parking layout, it will be increased within the proposed design. However, some areas will benefit from a reduction in the number of cars along their boundary. Overall, on balance, it is considered that the level of use of these spaces would not give rise to an unacceptable adverse impact on the amenities of neighbouring residents.
- In respect of the amount of parking provision, the submitted plans show 12 existing spaces. Whilst it is acknowledged that, in practice, approximately 14 cars may be accommodated, these parking spaces do not comply with the minimum length and manoeuvring areas. As a result, the consideration of the application is proceeding on the basis of the 12 existing spaces shown the submitted plans. The proposed scheme results in four additional units and four additional parking spaces, increasing the total number to 16. The London Plan provides for a maximum standard of "1 to less than 1 per unit" and goes on to suggest that sites close to transport links should provide less than one space per 1 and 2 bed unit. Having regard to the sites proximity to Oakwood Tube Station, this suggests that the proposal for four additional spaces may be an over provision. However, concerns have been raised regarding existing parking problems and deficiencies. Whilst this application must consider the additional parking demand from the proposed development, it is not considered appropriate to seek to limit the number of new parking spaces in this instance. It is clear from the London Plan policy that the proposal meets, if not exceeds, the required amount of parking provision. Two of the parking spaces will need to be disabled spaces, which can be secured by condition.
- 6.5.6 Whilst the location of the cycle and refuse storage is shown on the plans, further details will be required on security and size of refuse containers, respectively. These details will be secured by condition.
- 6.5.7 Overall, in respect of highway safety the proposal is considered acceptable.

6.6 Housing Mix

6.6.1 The scheme proposes four 1 bed units, whereas the Enfield Strategic Housing Market Assessment (2010) identifies a significant need for larger sized 3 and 4 bedroom units. However, the limited size of the scheme and restriction on the size of the extensions, as well as the limited amenity space discussed above, mean that larger units would not be possible within this scheme. In addition, the proposal would increase the variety within this site, which currently comprises entirely two bedroom units. Overall, on balance, the proposed mix of unit sizes is considered acceptable.

7. Conclusion

- 7.1 It is considered the scheme provides for an acceptable design that respects the character of the existing buildings, whilst the proposed density is at the top, or just above, the London Plan range, the sites sustainable location ensure that this will not be detrimental to the character of the surrounding area. The concerns raised by neighbouring properties have been discussed in detail, where it has been concluded that any impacts would be acceptable. The proposal includes amenity space, unit sizes, parking spaces and cycle parking that all meet the adopted standards. In light of the above, it is considered that the proposed development is acceptable for the following reasons.
 - 1. The proposed development would contribute to increasing the range of the Boroughs housing stock, having regard to London Plan Policies 3A.1 and 3A.2, as well as providing units of an acceptable size and stacking having regard to Policies (I)GD1, (I)GD2, (II)GD3 and (II)H16 of the Unitary Development Plan, adopted Supplementary Planning Guidance on Flat Conversions and policies 3D.2 and 3D.3 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPS4.
 - 2. The proposed development would not have an unacceptable impact on the character and appearance of the area having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)GD3 of the Unitary Development Plan as well as the objectives of PPS1 and PPS3.
 - 3. The proposed development would not unacceptably impact on the amenities of nearby residents having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
 - 4 The proposed development would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13

8. Recommendation

- 8.1 That planning permission be GRANTED for the following conditions:
 - 1. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

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

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

 The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

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

4. The development hereby approved shall not commence until a mechanism to secure the introduction of parking controls in Conisbee Court has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not be occupied until such time as the parking controls have been implemented, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the free flow of traffic, emergency access needs, and highway safety.

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

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

6. The parking area forming part of the development shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

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

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 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. The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and

Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

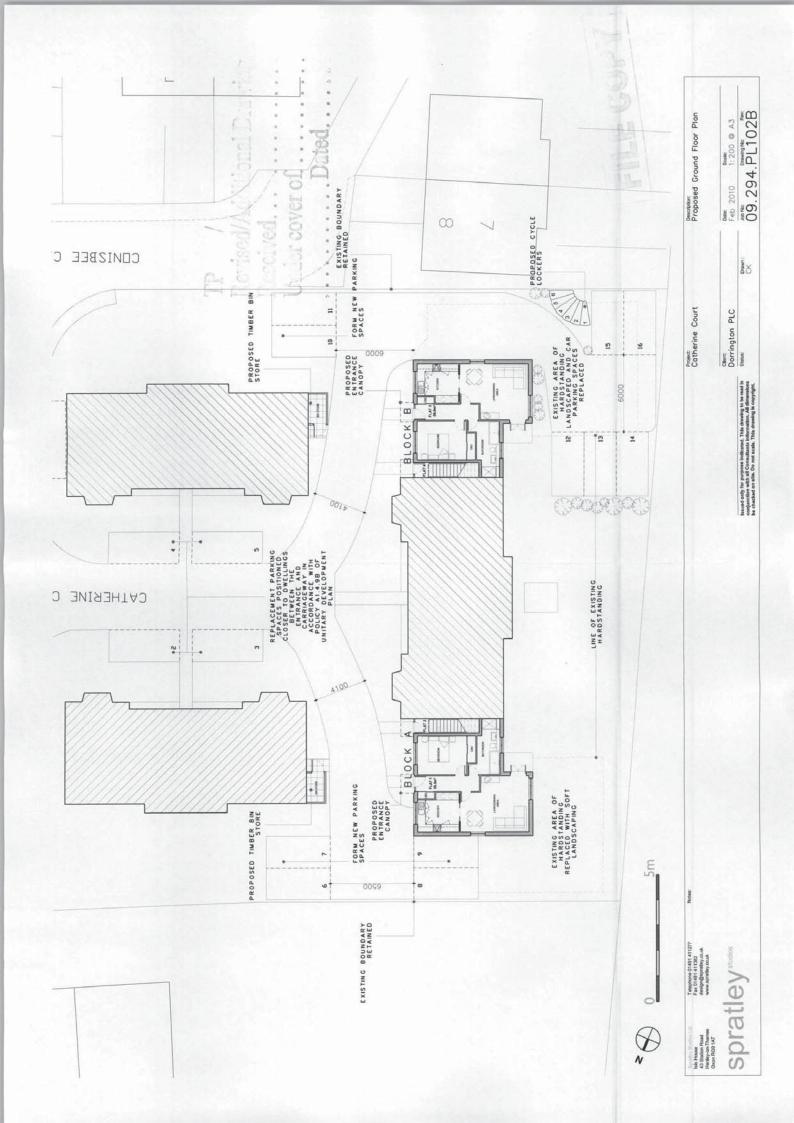
Reason: To safeguard the privacy of the occupiers of adjoining properties.

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

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

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

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



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09.294.PL105 C Proposed East and West Elevations CK Project Catherine Court Clent Dorrington PLC Status Planning Issued only for purpose indicated. This drawing to be read in conjunction with all Consultants information. All dimensions be checked on site. Do not scale. This drawing is copyright. Notes 1 CLAY PANTILES TO MATCH EXISTING
2 MULTI-REB BAICKWONRY TO MATCH EXISTING
3 PAINTED METAL WINDOWS
4 OFF-WHITE RENDER TO MATCH EXISTING Telephone 01491 411277 Fax 01491 411383 design@sprattey.co.uk www.sprattey.co.uk spratleystoge WEST ELEVATION EAST ELEVATION