

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 23<sup>rd</sup> November-2010

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

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr A. Richards Tel: 020 8379 3857

**Ward:** Grange

**Application Number :** TP/10/0818

**Category:** Dwellings

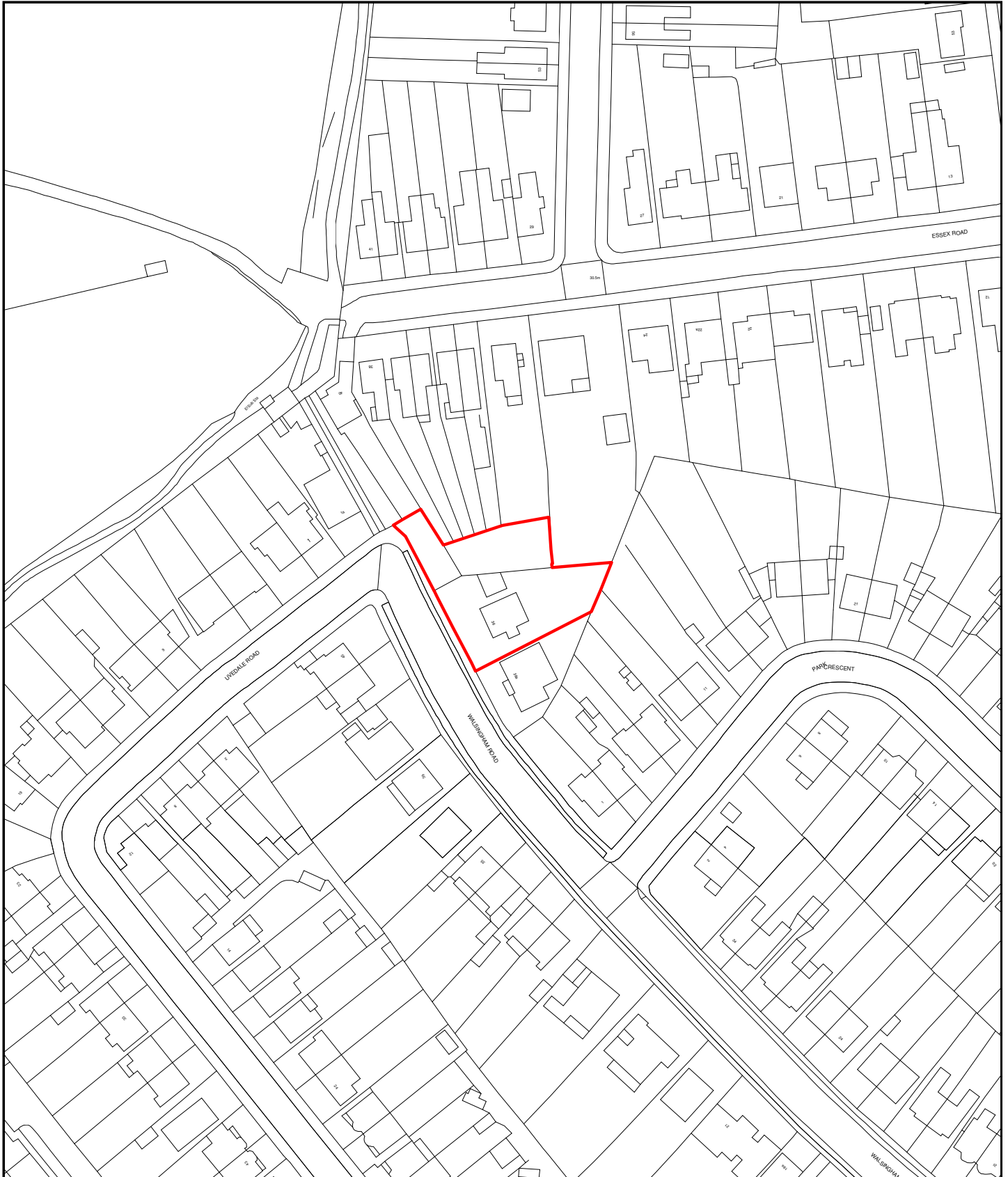
**LOCATION:** 36, WALSINGHAM ROAD, ENFIELD, EN2 6EY

**PROPOSAL:** Subdivision of site and erection of a detached 4-bed single family dwelling to side incorporating detached garage at front and vehicular access to Walsingham Road.

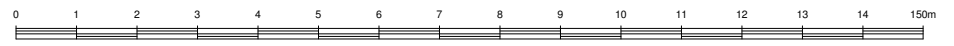
**Applicant Name & Address:**  
Mr Kevin Fitzgerald  
36, WALSINGHAM ROAD,  
ENFIELD,  
EN2 6EY

**Agent Name & Address:**  
Mr Ian Wood,  
IWPS Planning & Building Control Service  
Cumarah  
Dunmow Road  
Leaden Roding  
Essex  
CM6 1QB

**RECOMMENDATION:** That planning permission be **refused**.



### Development Control



Scale - 1:1250  
Time of plot: 11:47

Date of plot: 05/11/2010

## **1. Site and Surroundings**

- 1.1 The site comprises of a piece of garden land to the side of No.36 Walsingham Road, and is an irregular shaped plot, close to a sharp bend at the junction of Uvedale Road, together with a narrow strip of land extending to the north west, adjacent to a public footpath linking properties on Uvedale Road/Walsingham Road to Town Park.
- 1.2 Walsingham Road is characterised by single family dwellings in a mixture of housing styles. Numbers 36 & 36A, on the northern side of the road are 2-storey detached dwellings on elevated ground. Those dwellings on the southern side of the street are a mixture of detached bungalows and 2-storey semis. Within Uvedale Road, the dwellings are of a more uniform style, being mostly 2-storey 1930s semis.
- 1.3 The properties along the northern boundary of the site fronting Essex Road (Nos.26-40 (even) are within the Enfield Town Conservation Area and all of the aforementioned properties (except for Nos.30 & 40) are within the Article 4(2) Direction area removing permitted development rights for certain types of development.
- 1.4 The currently separated garden, falls within the Conservation Area and Article 4(2) Direction area and historically formed part of the rear garden of 28 Essex Road.

## **2. Proposal**

- 2.1 Permission is sought for the subdivision of site and erection of a detached 4-bed single family dwelling to side incorporating detached garage at front and vehicular access to Walsingham Road.
- 2.2 The proposed dwelling would have a maximum width of 9m, a maximum depth of 10.25m, 4.9m to eaves level, and approximately 8.2m to the ridge of a pitched roof.
- 2.3 The proposed garage will be 5m wide, 5.6m deep, a maximum eaves height of 2.5m, and approximately 4.2m in height to the ridge of the hipped roof.

## **3. Relevant Planning Decisions**

- 3.1 An application for the erection of detached 4-bedroom house with integral garage on land forming part of side garden of house (ref: TP/87/0161) was granted planning permission in July 1987. This dwelling is now known as 36A Walsingham Road.
- 3.2 An application for the erection of detached 3-bedroom house with detached garage and parking space on land forming part of side garden of house (ref: TP/88/0965) was refused planning permission by Planning Committee in September 1988 and a subsequent Appeal in October 1989 was dismissed as it was considered to result in a cramped form of development.
- 3.3 Following the refusal to TP/88/0965 above, planning permission was granted in March 1987 for the erection of a 2-bedroom detached bungalow style dwelling including accommodation within the roof space, with an integral

garage utilising the existing access off Essex Road, involving the demolition of the existing garage (ref: TP/96/0174). This dwelling is known as No.40 Essex Road.

- 3.4 An application for the demolition of garage and erection of a 2-storey side extension with basement garage (ref: TP/05/1527) was refused planning permission because of concerns of the roof design. A revised scheme (ref: TP/05/2172) was subsequently approved in February 2006.

#### **4. Consultations**

##### **4.1 Statutory and Non-Statutory Consultees**

- 4.1.1 Traffic and Transportation: Walsingham Road is an unclassified road and a relatively quiet residential street with low traffic movements. In traffic impact terms the addition of one extra house does not cause concern with regard to traffic generation. However Enfield Town Park is a major attraction to the west of the site - linked via footpath no.61 on the Definitive Map - and Walsingham Road therefore functions as a key pedestrian route to & from it. The road therefore serves not only as an important link to the park, it also serves as a more direct pedestrian route from the London Road area through the park to destinations west of Enfield Town, avoiding a longer route. As a 'quiet' residential street its footway has a more strategic role though. In this context there is a higher possibility of conflict between pedestrians/children passing the site on the footway, and vehicles leaving out of the site. To minimise this risk it is essential that vehicles reversing out of the site have adequate visibility of users of the footway. To achieve this there should be no obstruction of sight lines and a clear view of the footway is needed from vehicles as they reverse from the site. This dictates that enclosure of the site along Walsingham Road should be left open and any fence or hedge should be at a maximum height of 600mm high, up to 6m back from the new footway crossover. Furthermore with the tight bend close to the site, 'At any time' waiting restrictions must be put in place to keep the area clear of parked vehicles close to where a new access is being proposed.

- 4.1.2 Education raise no objection.

- 4.1.3 English Heritage (GLAAS) advise that the proposal is not considered to have any affect on the any heritage assets of archaeological interest. There is no requirement for an archaeological assessment.

- 4.1.4 Thames Water advise that there are no objections with regards to sewerage and water infrastructure. Moreover, should a connection be made to a public sewer, the prior permission of Thames Water will be required.

- 4.1.5 The Arboricultural officer confirms the following:

Trees T1 &2 are Norway Maples rather than London Plane;

Tree T3, identified as an Ash tree, are in fact two semi-mature trees in close proximity to each other – a Sycamore and an Ash.

The Tree Officer also confirms that given the trees on the site are located within the Conservation Area they are statutory protected and that no specific tree within the site merits additional protection afforded by Tree Preservation Orders.

#### 4.2 Conservation Advisory Group

The Group object for the following reasons:

- Loss of spaciousness and openness around the building which is characteristic of the area.
- Would appear as an overly large house against the diminutive scale of the existing cottages (identified in CA Character Appraisal).
- Poor and inappropriate detail (fenestration and Georgian style porch).

#### 4.3 Public

Consultation letters were sent to the occupiers of 15 adjoining or nearby properties. Twenty one letters of objection have been received raising some or all of the following points:

##### *Impact on amenity*

- Overlooking of Nos.26-40 Essex Road.
- Loss of outlook to properties fronting Essex Road.
- Development will destroy trees and landscaping, be detrimental to the amenity of my (No.32 Essex Rd) house.
- Loss of daylight and sunlight to the rear gardens of Essex Road properties.
- Overshadowing of garden.
- Overdevelopment of this site will impact negatively on living standards of surrounding residential properties and future residents of the proposed dwelling.
- Disruption caused by construction.

##### *Impact on surroundings/ conservation area*

- Gross overdevelopment.
- Overcrowding of the street.
- Detrimental to the character of the conservation area.
- The 1m distance to the rear boundaries of properties on Essex Road is too tight.
- PPS3 no longer considers private residential gardens to be brownfield land therefore the principle of this development is not in accordance with national policy.
- Architectural merit in relationship to Uvedale road, Essex Road and Walsingham Road.
- Garden grabbing and overdevelopment, especially as this land is designated as Article 4.
- The plot was formerly the garden of No.28 Essex Road.
- The UDP states that land developed within a conservation area must reflect those properties within the conservation area, therefore this development should reflect the style and character of Essex Road and not Walsingham Road.
- There is nothing about the proposed development which has any architectural redeeming features.
- The Council should protect areas which are sensitive to change.

- The Council should take steps to ensure that this land is always retained as purely garden space.
- The environmental impact from such a building is unacceptable.
- Impact on existing trees.

*Traffic/ vehicular issues*

- Position of garage will be a danger to other road users and pedestrians.
- Proposal is detrimental to Council's responsibility to reinforce and improve the foot network in/adjoining the conservation area.
- Dangerous crossover driveway.
- Vision of both the parked cars by pedestrians and for manoeuvring drivers is obstructed on a site on a busy corner.
- Access to the garage is limited.
- Increased parking problems.

*Other issues*

- The land remains registered at Land Registry as listed under 28 Essex Road.
- We (28 Essex Road) have offered to buy the land with a view to have used as a community garden/ allotment – an approach now promoted within the Big Society.
- The site is currently the safe home for wildlife.
- There are public sewers nearby.
- If any development should take place on this piece of land, I would wish immediately to enter into a complaints procedure with the Council.
- The trees are incorrectly identified.
- Loss of property value, particularly due to increased views towards Tower Point.

4.3.1 In addition, the Enfield Town Conservation Area Group comment that:

“The Group objects to the size of the dwellings and garage in proximity to the conservation area. Concerns were raised over the height of the site and felt that the dominance of the buildings would impact on the view into the conservation area from Walshingham Road”

## **5. Relevant Policy**

### **5.1 Unitary Development Plan**

(I)C1	Preserving and enhancing, areas, sites, buildings and landscape features of archaeological, architectural or historic importance.
(II)C27	Buildings or groups of buildings within conservation areas are retained and setting protected
(II)C28	Developments in Conservations Areas
(II)C30	Development within or adjacent to a Conservation Area
(I)GD1	Regard to surroundings
(I)GD2	Surroundings and quality of life
(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing

(II)H6	Range in size and tenure of housing stock
(II)H8	Privacy
(II)H9	Amenity Space

## 5.2 LDF – Core Strategy

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

5.2.2 The Enfield Plan – Core Strategy was submitted to the Secretary of State on 16th March 2010 for a Public Examination of the ‘soundness’ of the plan. The Inspector has confirmed that the Core Strategy is sound but it will not be adopted until the full meeting of Council in November 2010. The following policies from this document are of relevance to the consideration of this application:

- SO1: Enabling and focusing change
- SO4: New homes
- SO:6: The provision of high quality, sustainably constructed, new homes
- SO8: Transportation and accessibility
- SO10: Built environment
- SO16: To preserve local distinctiveness
- SO17: To safeguard established communities and the quality of the local environment
- SO18: To protect the Borough’s conservation areas
- CP 1: Sustainable and efficient land use
- CP2: Housing supply and locations for new homes
- CP4: Housing quality
- CP5: Housing types
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP23: Built heritage

## 5.3 London Plan

- Policy 2A.1 Sustainability criteria
- Policy 3A.1 Increasing London’s supply of housing
- Policy 3A.2 Borough housing targets
- Policy 3A.3 Maximising the potential of sites
- Policy 3A.5 Housing choice
- Policy 3A.6 Quality of new housing provision
- Policy 3C.23 Parking strategy
- Policy 4A.3 Sustainable design and construction
- Policy 4B.1 Design principles for a compact city
- Policy 4B.8 Respect local context and communities
- Policy 4B.11 London’s built heritage
- Policy 4B.12 Heritage conservation

## 5.4 Other Material Considerations

- PPS1: Delivering Sustainable Development

PPS3:	Housing
PPS5:	Planning for the Historic Environment
PPS9:	Biodiversity and Geological Conservation
PPG13:	Transport

Enfield Strategic Housing Market Assessment (2010)  
 Enfield Town Conservation Area Character Appraisal (2006)

## **6. Analysis**

### **6.1 Impact on the Conservation Area**

- 6.1.1 The introduction to the Enfield Town Conservation Area Character Appraisal (the Appraisal) states that ‘conservation areas are areas of ‘special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’ and... designation imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. In fulfilling this duty, the Council does not seek to stop all development, but to manage change in a sensitive way, to ensure that those qualities, which warranted designation, are sustained and reinforced rather than eroded.’
- 6.1.2 The element of the application site within the Conservation Area falls within that sub-area identified as ‘Enfield New Town’. Essex Road, at para.3.6.2, is described as more expansive and varied, where houses generally have a wider frontage and larger plots “consistent with their superior position on a street with a magnificent westward view into Town Park, and the wide footway offers seclusion behind hedges at the road edge” In addition, the Appraisal identifies Numbers 28 and 34-38 Essex Road as being houses that make a positive contribution to the area, and numbers 30 & 32 are described as neutral buildings.
- 6.1.3 The designation of the Conservation does not prevent new development provided it is appropriate and does not harm the special character and appearance. The proposal must be shown to preserve or enhance the setting of the conservation area. The site comprises of a large garden, the Enfield Town Conservation Area Character Appraisal reinforces the importance of the large garden within this specific segment of the conservation area and states in paragraph 3.6.6 of the Character Appraisal that “Gardens have considerable importance in this area; front gardens are not deep, even in the largest properties, so the views through gaps to back gardens, or across and into the long corner plots, are extremely important”. The two principal views of the site is from the south along Walshingham Road and from the west along Uvedale Road eastwards towards the Conservation Area. The site from both vantage points is characterised as an attractive garden with semi mature trees with the rear of the dwellings along Essex road visible beyond. The proposed dwelling would simply result in the loss of this attractive garden land which is an important element to be preserved within the conservation area creating the setting of the conservation area when viewed from the south and west.
- 6.1.4 The loss of the garden land so important to the character of the conservation area is not compensated by the proposed dwelling. The proposed dwelling takes its design cue from the adjoining dwelling to the south at 36



Walshingham Road, which is of little architectural merit, a fact reinforced that the decision was taken not to include the dwelling within the conservation area. The applicant's argument that the dwelling reflects the design of the adjoining dwellings along Walshingham Road is a poor one since any proposed dwelling should take as a guide those dwellings within the Conservation Area not those directly outside. The proposed dwelling only succeeds in harming the character of the conservation area and certainly does not preserve its intrinsic character.

6.1.5 The proposal also involves the levelling of a small bank at the frontage of the site and the creation of a level car parking area and a detached garage. Whilst this front area is not located within the conservation area it directly adjoins it any development here would need to be sensitive. Whilst on the submitted plans a low hedge is proposed across the majority of the street frontage, in reality in order to comply with visibility splay conditions, 6 metres of the hedge will need to be removed. This will result in an obtrusive open 10 metre wide strip at the frontage of the site. This along with the visual intrusion of cars parked on the parking area would detract from the current attractive garden site and will not preserve the setting of the conservation area beyond.

6.1.6 It should be noted that recent changes to guidance within PPS3 excludes residential gardens from 'brownfield' sites, however whilst this effectively ensures that there is no presumption in favour of such development on garden land, the changes to PPS3 do not go far enough as to state that there is a presumption against development of garden land. Consequently and application for development on garden land needs to be assessed on its own merit on its impact on the character of the area or as in this case the impact on the setting of the conservation area.

## 6.2 Impact on Character of Surrounding Area

### *Density*

6.2.1 The assessment of density must acknowledge PPS3 and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 2, therefore the London Plan suggests that a density of 150-250 habitable rooms per hectare (hrph) may be appropriate for this location. Eight habitable rooms are proposed on a site approximately 0.041319sqm, providing a density of approximately 194hrph. This would suggest that in terms of density, the proposed development would be acceptable.

### *Site Coverage / Scale*

6.2.2 With regards to amenity space provision, dwelling houses should make provision for an area equivalent to 100% of the gross internal area (GIA) of the dwelling or 60sqm, whichever is the greater. The proposed GIA is 148.53sqm and the proposed amenity space is calculated to be approximately 174 sqm, thus providing a ratio of 117%. On this basis, the level of amenity provision exceeds adopted standards and would therefore be acceptable. Local residents have questioned these calculations and argue that as the side garden is not useable private amenity space then this should be excluded from the calculation. The department is satisfied however that the correct calculation methodology has been used. Notwithstanding this if

the side garden was to be excluded from the calculation the amenity space provided would still be roughly 100% of the gross internal area of the dwelling which is the guideline.

- 6.2.3 The resulting amenity space provision for the existing dwelling must also be assessed, as it would be unacceptable to compromise provision or quality for the existing occupiers. The proposed level of amenity space for the existing dwelling would also exceed the adopted minimum standard.

#### *Design*

- 6.2.5 PPS1 advises that Local Planning Authorities should not attempt to impose architectural styles or particular tastes, and that design policies should concentrate on guiding factors such as the layout of the new development in relation to neighbouring buildings.
- 6.2.6 PPS3 advises that when assessing design quality, the development should be laid out so that: the space is used efficiently, is safe, accessible and user friendly; it provides for access to private outdoor space; and it integrates and compliments neighbouring buildings and the local area more generally in terms of scale, density, layout and access (para.16). At paragraph 49, the advice is that successful intensification needs not mean low quality accommodation with inappropriate space.
- 6.2.7 PPS5 advises at Policy HE9.5 that not all elements of a Conservation Area will necessarily contribute to its significance. When considering proposals, local planning authorities should take into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.
- 6.2.8 It is also advised within PPS5 that local planning authorities should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment and should treat favourably applications that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset. When considering applications that do not do this, local planning authorities should weigh any such harm against the wider benefits of the application.
- 6.2.9 The majority of the plot (that element which contains the dwelling and associated rear garden and not the garage) is within the Conservation Area. The applicant considered it more appropriate that the style and design of the proposed dwelling reflects those of which it will be more closely associated: namely those dwellings within Walsingham Road, and in particular Nos.36 & 36A. The department feels this is the incorrect approach as the dwellings along Walsingham Road are not of sufficiently high architectural standards, their exclusion from the Conservation Area is evidence of this. Any dwelling on the site should relate to those within the conservation area and the proposal fails to do this. The design while has a relation to those to the south along Walsingham road has a very poor relationship to those dwellings characteristic within the conservation area in where the site sits and does not make a positive contribution to the character and local distinctiveness of the conservation area

- 6.2.10 In terms of the detailing of the dwelling, such as the proposed fenestration, the applicant has agreed that the window frames will be wooden rather than the previously proposed.

*Height / Massing / Proximity to Boundaries*

- 6.2.11 The flank wall (north elevation) of the proposed dwelling will be sited between 2m (at the front) and 1m (towards the rear) from the rear boundaries of the dwellings fronting Essex Road. There is a further 30m minimum to the outrigger elements of those Essex Road properties. The flank wall facing No.36 will be 1m from the common boundary at its nearest point, with a further 5m to the flank wall of that dwelling. The proposed distancing to boundaries whilst in normal street settings is considered acceptable the site's location within the conservation area raises these standards. The proposed two storey dwelling appears cramped and offers little compensation to the loss of the attractive garden area which is an important element worthy of conserving within the Conservation Area. Whilst the scale and massing of the dwelling will not detract from the character and appearance of Walshingham road itself it, which is outside the conservation area the department feels that replacing an attractive garden important to the setting of the conservation area with a two storey dwelling of modern design cannot be argued would preserve the character and setting of the Conservation Area.
- 6.2.15 Whilst the proposed garage, at 4.2m in height, would be visible above the 1.8m rear boundary fences of those properties fronting Essex Road, due to differences in ground level, it will only project approximately 1.3m above the boundary fence and would be marginally higher than an existing garden shed in the rear garden of No.40 Essex Road. At a distance of approximately 25m from that dwelling, the garage would appear as an outbuilding and would not be unduly intrusive. In addition, the some vegetation along the common boundary between Nos.40 & 38 Essex Road would help to obscure views of the roof of the garage. However the garage when viewed from Uvedale road would be visible, notwithstanding the proposed hedge planting. The excavation works required would also be of concern and is debatable whether the garage preserves the setting of the conservation area beyond

6.3 Impact on Neighbouring Properties

*Distancing / Overlooking*

- 6.3.1 Appropriate distances are sought between dwellings and boundaries to safeguard the privacy of occupants, to allow for the maintenance of the dwelling from within the curtilage of the property and to achieve an acceptable appearance within the street scene.
- 6.3.2 The depth of the rear garden exceeds in general 11 metres. The windows facing towards the properties on Essex Road to the north are a ground floor window serving a family room and a first floor bathroom window. The ground floor window will have its views towards the north obscured by the 1.8m high boundary fence. The bathroom window will be of obscured glazing. The proposal would therefore not result in any detrimental overlooking and loss of privacy to the occupiers of the properties fronting Essex Road.

*Loss of Light / Outlook*

- 6.3.3 There is no detrimental impact in terms of loss of light and outlook to any of the surrounding properties. The development scheme is sited, as stated above, some 30m from the dwellings on Essex Road therefore the proposal will not impact on light to those dwellings or unduly impact on outlook.

#### *Overshadowing*

- 6.3.4 As the proposed dwelling is in excess of 30m from those on Essex Road, there will be no overshadowing of those dwellings or the garden / patio areas immediately to the rear of those dwellings. There will naturally be some overshadowing of the gardens immediately adjacent to those rear boundaries but this is considered to not be unacceptable.

#### 6.4 Access and Traffic generation

- 6.4.1 In traffic impact terms the addition of one extra house does not cause concern with regard to traffic generation. However Enfield Town Park is a major attraction to the west of the site and a footpath runs from Walsingham Road to the Park across the frontage of the application site. The footpath serves not only as an important link to the park, it also serves as a more direct pedestrian route from the London Road area through the park to destinations west of Enfield Town, avoiding a longer route. Given this context there is a higher possibility of conflict between pedestrians/children passing the site on the footway, and vehicles leaving out of the site. To minimise this risk it is essential that vehicles reversing out of the site have adequate visibility of users of the footway. To achieve this the Transportation department have recommended that there should be no obstruction of sight lines and a clear view of the footway is needed from vehicles as they reverse from the site. This dictates that enclosure of the site along Walsingham Road should be left open and any fence or hedge should be at a maximum height of 600mm high, up to 6m back from the new footway crossover. Furthermore with the tight bend close to the site, 'At any time' waiting restrictions must be put in place to keep the area clear of parked vehicles close to where a new access is being proposed.

- 6.4.2 Consequently subject to visibility conditions the siting of the access would not lead to conditions detrimental to highway safety for both vehicular and pedestrian traffic.

#### 6.5 Parking

- 6.5.1 Three parking spaces will be provided in total, inclusive of the parking within the garage. This level of provision is considered acceptable. Moreover the internal dimensions of the garage would also meet with adopted standards.

- 6.4.4 In relation to cycle parking, provision is to be made within the garage. This is considered acceptable.

#### 6.6 Housing Mix and Affordable Housing

- 6.6.1 The proposed development would provide an additional 4-bed family dwelling unit. There is a recognised shortage of such units in the Borough, therefore the proposed development would be acceptable in this regard.

#### 6.7 Biodiversity

6.6.1 Having regard to the comments of the Arboricultural officer, there are no issues for biodiversity as there are neither trees on the site nor any areas at ground level that would provide the habitat for any protected species. Furthermore, none of the above trees are worthy of a TPO. Information should though be provided on root protection measures, should planning permission be granted, particularly for trees within close proximity of the built development.

## 6.8 Sustainable Design & Construction

6.8.1 The Design & Access Statement and accompanying Sustainability Assessment detail the proposed measures to be incorporated into the construction. These include; a timber frame construction, mineral wool insulation, a sustainable mains drainage system, a rainwater re-harvesting / recycling system. The proposed measures are considered acceptable.

## 6.8 Other Matters

6.8.1 The potential impact of a scheme on property values are not a material consideration in the assessment of the planning application.

6.8.2 Thames Water have provided advice on the proposed scheme, which will be provided to the applicant by way of a Directive.

6.8.3 An Article 4(2) Direction does not stop development but provides a mechanism for the Local Planning Authority to have some control over development that could otherwise be undertaken without needing planning permission, that is, carried out as permitted development.

## 7. **Conclusion**

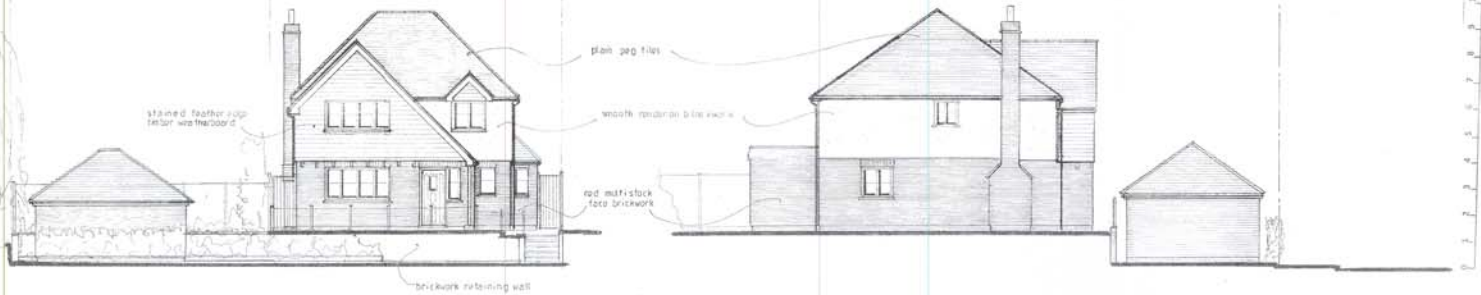
7.1 The Enfield Town Conservation Area Character Appraisal clearly highlights the importance of the large gardens in this part of the conservation area and the important vistas towards the conservation area is from the west and south towards the densely vegetated garden. The proposed dwelling would simply result in the loss of this attractive garden land which is an important element to be preserved within the conservation area creating the setting of the conservation area when viewed from the south and west. Consequently the proposal neither preserves nor enhances the setting of the conservation area. The application is therefore recommended for refusal.

## 8. **Recommendation**

8.1 That planning permission be **refused** for the following reason::

1. The proposed development would result in the loss of an important garden element intrinsic to the character of the conservation area and would neither preserve or enhance the setting of the conservation area but rather detract from the character of the Enfield Town Conservation Area. In this respect it is considered that the proposed development is contrary to policies (II)C27, (II)C28, (II)C30, (I)GD1, (I)GD2, (II)GD3 of the Unitary Development Plan, policies 4B.1, 4B.8 & 4B.12 of The London Plan and with PPS5: Planning for the Historic Environment.

Proposed Elevations 1:100.

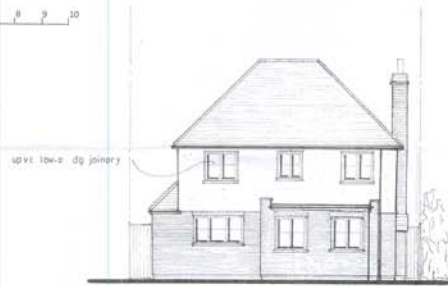


front west

side north



side south



rear east

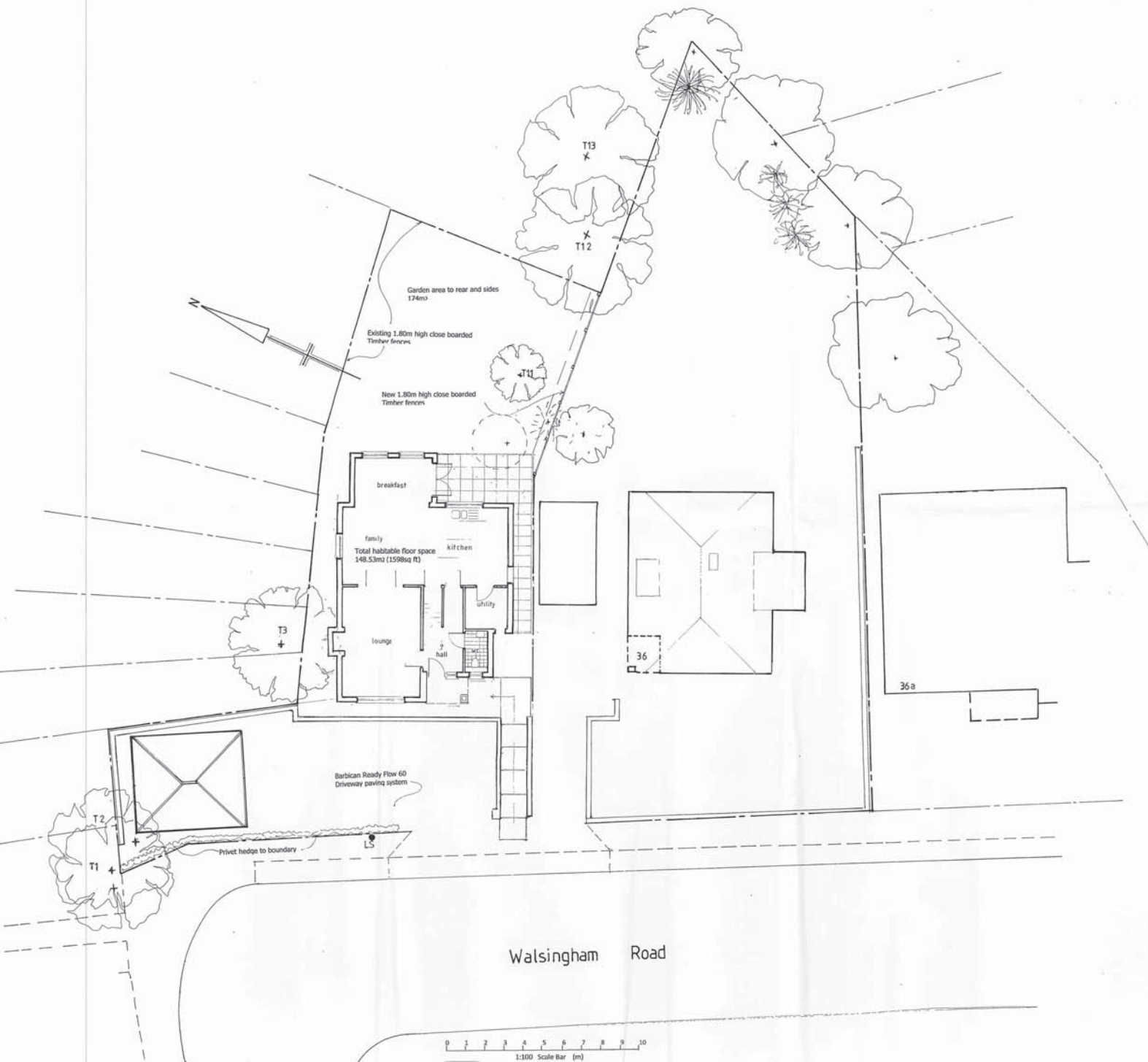
LONDON BOROUGH OF ENFIELD  
 04 OCT 2010

TP 10/0818  
 Revised/Additional Drawing  
 Received 4/10/10  
 Under cover of Agents Note  
 Dated 4/10/10

All dimensions to be checked on site.		Prepared by Ian Wood
REVISION	DATE	REMARK
B	September 2010	Prepared for Planning & Building Control Applications Roof Alterations 17/10/0818
<b>PROPOSED:</b> 4 BEDROOM DETACHED HOUSE & DETACHED GARAGE		
<b>SITE:</b> Land adjacent to: 36 WALSINGHAM ROAD, ENFIELD, MIDDLESEX. EN2 6EY		
<b>CLIENT:</b> Mr Mrs K. FITZGERALD		
<b>DRAWING SCALE:</b> PROPOSED ELEVATIONS 1:100		
Original drawing format @ A1		
<b>DATE:</b> SEPTEMBER 2010	<b>DRAWING No./ Revision</b> KF-002 - 10 / B	

Proposed Site Block Plan 1:100

TP/00/0818



LONDON ROAD  
08 Jun 2010

All dimensions to be checked on site. Prepared by Ian Wood

REVISION	DATE	REMARK
A	May 2010	Prepared for Planning & Building Control Applications

**PROPOSED:**  
4 BEDROOM DETACHED HOUSE & DETACHED GARAGE

**SITE:** Land adjacent to:  
36 WALSINGHAM ROAD,  
ENFIELD,  
MIDDLESEX,  
EN2 6EY

**CLIENT:** Mr Mrs K. FITZGERALD

**DRAWING SCALE:** PROPOSED SITE BLOCK PLAN 1:100

Original drawing format @ A1

<b>DATE:</b> MAY 2010	<b>DRAWING No. / Revision</b> KF-004 - 10 / A	
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