

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 18<sup>th</sup> December 2012

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

**Contact Officer:**  
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**Ward:** Chase

**Application Number :** P12-02566PLA

**Category:** Other Development

**LOCATION:** FORTY HALL PARK AND ESTATE, FORTY HILL, ENFIELD, EN2 9EU

**PROPOSAL:** Widening of main entrance involving repositioning of north piers and wall, and realignment of kerb and bollards; installation of replacement entrance gates, increasing height of central piers, reinstatement of north pier pedestrian access and construction of footway to existing car park involving repositioning of existing fencing and vegetation.

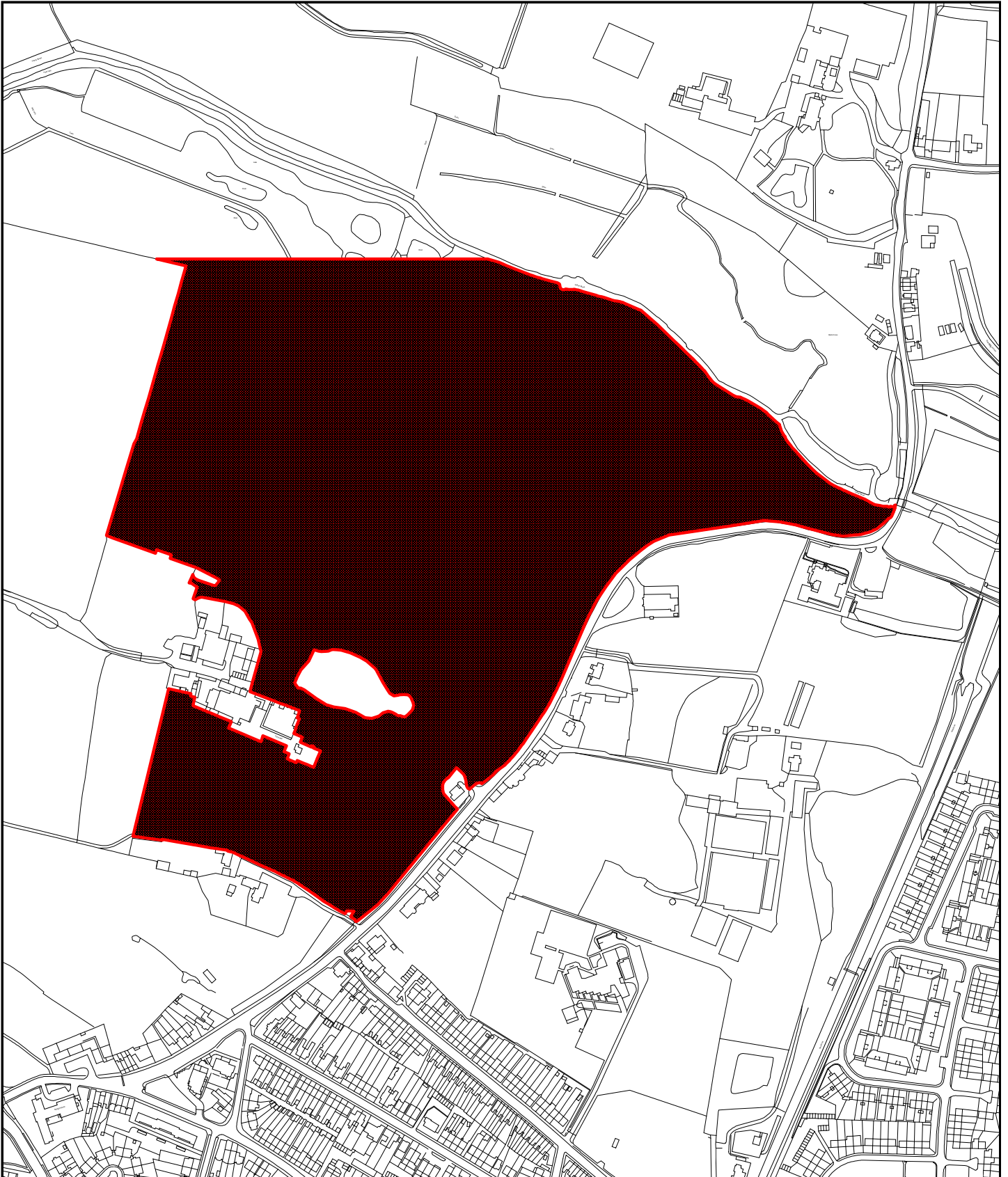
**Applicant Name & Address:**

Mrs Eleanor Brown,  
London Borough of Enfield  
Civic Centre,  
Silver Street,  
Enfield,  
EN1 3XA

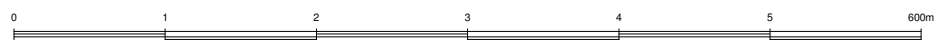
**Agent Name & Address:**

**RECOMMENDATION:**

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



## Development Control



Scale - 1:5000  
Time of plot: 13:47

Date of plot: 05/12/2012

## **1. Site and Surroundings**

- 1.1 Forty Hall is a Grade I Listed Building situated within a larger estate which comprises of parklands, associated farming and educational activities. The site itself is situated to the north-west of Forty Hill which is located in the Green Belt and the designated Forty Hill Conservation Area. The parklands of the Forty Hall estate are also designated Local Open Space.
- 1.2 The entrance to the site is situated opposite the Clock House Nursery. The entrance gateway is a Grade II Listed structure which is circa 1800 and consists of 6 tall piers with plinths and entablatures. The 4 central piers run across the entrance to Forty Hall and support one double and two single panelled wooden gates which delineate the vehicular and pedestrian entrances. From the 4 central piers, a brick wall with stone coping links to the plainer outer piers. The main entrance to Forty Hall is currently 3.6 metres wide. It has been indicated that the narrow width of the entrance has resulted in serious damage to the gates and piers caused by large vehicles visiting the park and associated facilities over time.

## **2. Proposal**

- 2.1 The proposal is for the widening of the main entrance involving the repositioning of the north piers and wall, and the realignment of kerb and bollards; the installation of replacement entrance gates and the increase in, increasing the height of the central piers, reinstatement of the north pier pedestrian access and construction of a footway to existing car park involving the repositioning of existing fencing and vegetation.
- 2.2 The 3 stone piers and curved brick wall to the north-east of the entrance would be dismantled and moved by approximately 1.8metres as shown on plan no. GA-707. This would increase the width of the carriageway to 4.8 metres thus enabling large vehicles to comfortably enter and exit the site without risk of damage to the piers. It would also reduce traffic congestion in the Forty Hill area. The 2 central piers would be increased in height by inserting 2 new courses of stonework. New wooden gates would be inserted between the newly positioned piers that would closely follow the original design with the exception of the scalloped stiles (the top of the existing gates are straight).
- 2.3 Within the site, the existing vegetation and fencing would be repositioned in line with the piers and brick wall. The repositioning of the piers would enable the north-eastern pedestrian access to be reopened and a new kerbed pathway would be laid to allow pedestrian access to and from the car park.

## **3. Relevant Planning History**

- 3.1 The relevant planning history in relation to the current application is as follows:

LBE/11/0028 – Construction of new vehicular access to Forty Hill north of existing entrance with associated gates, together with fencing along eastern boundary, resurfacing of main car park and provision of over-flow car park to the north, removal of existing stepped pedestrian access from car park and construction of access ramp, retention of existing entrance gateway as a

pedestrian and cycle entrance involving re-opening of blocked pedestrian gate and construction of a new footpath, provision of refuse storage area and associated landscaping works. Concerns were raised regarding these proposals and the application is yet to be determined, pending the outcome of the current planning application.

#### **4. Consultations**

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

###### **4.1.1 Biodiversity**

The proposals involve some minor scrub / tree clearance adjacent to the main gate. As such, there should be no objections to the proposals on ecological grounds. A condition or informative to ensure that clearance works occur outside of the bird nesting season could be imposed.

###### **4.1.2 Conservation Officer**

The principal of improving access to Forty Hall is accepted as necessary. The existing entrance serves for both vehicles and pedestrians. The gateway was designed for carriages and pedestrians and is unsuited for coaches and service vehicles. It has also been damaged on numerous occasions by vehicles turning in the entrance and reversing into the listed structure. An application was made to create an alternative access to the north of the gateway. This was considered to be harmful to both the conservation area and green belt. I cannot comment on the harm to the green belt but it is strange to consider the harm to a conservation area so great that a better solution is to demolish and rebuild more than half of a listed structure. The significance of conservation areas is generally far more flexible and subject to change and development than individually listed buildings and structures and I consider that to be the case here.

The evidence for the assertion that the gateway is not 1800 but is in fact Edwardian is taken from the various OS maps that survive. It is worth comparing other details if the accuracy of these maps is being relied upon. The octagonal lodge in the same map appears to have a jagged edge in the 1874 OS map which isn't shown on the 1773 sale map. The 1987 OS map shows the lodge to be circular rather than octagonal and the jagged edge is gone. It is unlikely that one would assume on this basis that the lodge had altered in shape three times and finally ended up as a circular building.

The gateway in the 1874 OS map is splayed. The splays are straight rather than curved as they are now. The 1897 map again shows splayed sides though these appear to be irregularly curved and the entranceway slightly larger than previously. The Drury Partnership interprets this as being a rebuilding or change from the gateway in the 1874 map. The drainage plan from 1903 clearly shows a curved wall and pilasters in the current configuration though the OS map from 1913, by which time the gates in the current formation certainly existed, shows straight splays with no piers indicated. I would therefore hesitate before drawing a conclusion that the existing gates date from between 1874 and 1903 since the depiction of the gateway in the OS maps seems indicative.

The other evidence presented supports their theory that the existing gateway may incorporate earlier fabric and that a rebuild at some point at the beginning of the twentieth century seems likely. The main concern is that the gateway is being too readily dismissed because it is thought to be Edwardian. Even if the evidence presented is accepted it is still a historic gateway that was designed as a carriage entrance. The demolition and widening of the gateway makes it no longer a historic gateway but a modern entrance for large vehicles built using historic fabric. Historic structures bear witness to history and in their construction and design teach us and future generations about the past. To demolish something and rebuild it means it no longer represents the generation that originally built it. The gateway will therefore no longer be of the same historic significance and will be substantially harmed by the demolition and rebuilding ('Significance' is defined in the NPPF and is quoted by the Paul Drury Partnership in their assessment as the value of the heritage asset to this and future generations because of its heritage interest). Although the fabric from the piers may well be re-usable it is unlikely all or most of the bricks will be re-usable if cement mortar has been used for the joints. The effect either way will be quite different from existing precise brickwork.

Forty Hall, its site and its associated buildings, has a long history as a residential estate and contains assets (and aspects of assets) from multiple periods. There is a danger in assessing the significance of an asset that it will be distilled to a period or style when sites like this are not that neat or simple. The fabric deemed less significant also contributes and should be treated carefully as continual erosion can cause serious harm and loss.

It is therefore not recommend that listed building consent is granted. If the case officer decides to recommend approval the brickwork should be carefully conditioned. A schedule of works for the dismantling and rebuilding should also be submitted.

#### 4.1.3 English Heritage

They advised that the application should be determined in accordance with national and local policy guidance, and on the basis of the Council's specialist conservation advice.

#### 4.1.4 Landscape

In reference to the previous options discussed with regard to a 'better' entrance to Forty Hall, it is considered that the application submitted represents the least potentially damaging proposal to the trees on the site and the implications of tree amenity in the conservation area.

As such, there are no objections to the proposal but to ensure the retention and protection of the trees implicated further details will need to be submitted, notably an Arboricultural Implications Assessment and a Tree Protection Plan and associated Method Statement. All documents are to conform to BS: 5837 (2012).

In addition, given that trees are to be retained adjacent to the proposed new footway which will be constructed within the Root Protection Zone of the trees, this should be constructed with methods and materials that will not be significantly damaging to the existing tree roots, following the principles of 'no

dig' construction and those set out in BS:5837 (2012). Relevant landscape conditions should therefore be discharged before any demolition or construction begins.

#### 4.1.5 Traffic and Transportation

The proposal will result in large vehicles, including coaches, being able to access the site and the car park. The swept path drawings are considered acceptable and demonstrate the suitability of the new access, and the inclusion of parked cars opposite the access as part of the assessment ensures the design is robust. It is noted that two way passing of coaches and cars will not be possible, however this is the compromise in terms of keeping the gates within or close to the golden ratio, and although visitor numbers are expected to increase, the movement of vehicles to and from the site is not considered high enough to mean the lack of two way working would impact on highway safety. Should two vehicles need to pass side by side then there is suitable waiting space within the access road to the site.

It should also be noted that alternative measures were considered including widening the gates to 6.0m, which would have provided additional manoeuvring room. However it is considered the design does allow for the most common form of large vehicles to access the site safely whilst still allowing even larger vehicles to access if required (this will be on a less frequent basis). The footpath reduction is not a concern as the existing lack of a suitable footway in this location means the impact is negligible. The proposal is an improvement on the existing arrangement and will not have a negative impact on highway safety.

The proposed widening of the gates will improve the access and servicing arrangement to Forty Hall and will not have a detrimental impact on the highway safety conditions of Forty Hill, having regard to guidance contained in the Manual for Streets, Policy (II)GD8 of the UDP, and Policy 6.13 of The London Plan 2011.

#### 4.2. Conservation Advisory Group (CAG)

4.2.1 The Group are supportive of the gate proposal but have some comments relating to the details:

- The piers should be constructed from stone not concrete faced with stone. This is about the authenticity of the construction which should be of commensurate quality with the existing structure.

- Have they considered the ground levels? The tarmac was resurfaced recently which means the gates will not be able to open fully if hung so that they are level with the bottom of the piers.

- Before any dismantling starts the LPA must make sure matching brickwork can be found. They will not be able to re-use bricks that have been re-pointed in cement mortar and those sorts of bricks are not produced so may have to be specially made ... even then the seams that the clay was originally taken from may no longer be open. A mismatched gateway will look awful.

- The gateway must be recorded in detail before it is demolished. The bollards are shown as being asymmetric - is there a good reason for this? If not they should be symmetrical.

#### 4.3 Public

4.3.1 Consultation letters were issued to 28 neighbouring residential properties. In addition, notice was published in the local press and displayed at the site. No letters of representation had been received at the time of writing this report.

#### 4.4 Local Groups

##### 4.4.1 *Forty Hill and Bulls Cross Study Group*

The Group raises no objection for the need to improve access to the Forty Hill Estate, however, the Group would like to make the following comments on this application:

1) The impact of the scheme to the heritage asset. The proposed scheme represents a significant intervention to this Grade 2 listed structure. The Group is concerned/ would ask that:

a) All materials are re-used from the existing structure to minimise the visual impact of the newly rebuilt elements of the gateway (should any new materials have to be used these should be placed to the rear of the gateway);

b) The plans show an a-symmetrical layout of the roadway leading to the gates, this disturbs the symmetry of the gateway and is not explained in the application;

c) There are no plans indicating any changes required to the topography of the driveway. As the drive rises through the gateway and the proposed new gates are to be much longer no indication has been given to adjust the ground levels to compensate;

d) The extended piers are capable of supporting the new gates. The Group is concerned that more extensive intervention than that currently proposed may be required to provide the necessary support for the new, more substantial, gates.

2) The Group are concerned at the introduction of concrete into the upper sections of the main piers. The Group would ask that the type/ method of construction used elsewhere in the piers is replicated where possible, i.e. if the cappings are solid stone then the new extensions are made from stone.

3) The Group would ask that materials (mortar/ bricks/ stone) currently used on the gates be matched exactly and that the existing structure is recorded to an EH Level 3 or 4 standard prior to alteration/demolition.

4) The Group are concerned at the opening of the right hand pedestrian access due to the risk of pedestrian/ vehicle conflict on Forty Hill road and inside the gateway (there is no 'safe route' away from the gate).

#### 5. **Relevant Policy**

##### 5.1 Local – Plan - Core Strategy

CP31 Built and Heritage Landscape

## 5.2 Unitary Development Plan (UDP) Policies

- (II)C16 Historic Buildings
- (II)C18 Historic Setting
- (II)C20 Historic Assets
- (II)C39 Replacement of Trees Contributing to Public Amenity Value

## 5.3 The London Plan

- 7.8 Heritage Assets and Archaeology
- 7.9 Heritage-led Regeneration

## 5.4 Other Relevant Policy Considerations

Chapter 12 of the National Planning Policy Framework (NPPF)

## **6. Analysis**

### 6.1 Principle of Development

6.2 The application site is located within the Green Belt and designated Forty Hill Conservation Area. In addition, the entrance gateway is a Grade II Listed Structure and situated within the setting of the Grade I Listed Forty Hall Manor and wider estate. The proposed widening of the gateway would not result in the significant enlargement of the structure and therefore, it is considered the development would not encroach into the openness of the surrounding Green Belt, having regard to Policy 33 of the Core Strategy and Chapter 9 of the NPPF. Furthermore, the widening of the gates would not result in the loss of designated local open space and therefore, would accord with Policy 11 of the Core Strategy.

6.3 The proposed widening of the gateway would require the dismantling of the listed structure, the repositioning of the piers and wall, together with the increase in height of the two central piers. This would involve the material alteration of the structure in terms of its siting, proportions and design. The nature of the proposed works would in turn lead to the loss of some of the listed fabric of the gateway which would it is considered, represent substantial harm to the listed structure. As such, the proposed development would normally be contrary to the aims of Chapter 12 of the NPPF unless a clear and convincing justification of exceptional merit can be demonstrated. Consideration therefore turns to the justification for the proposed development and whether exceptional circumstances can be demonstrated that would outweigh the substantial harm to the listed gateway

### 6.4 Listed Building and Conservation Considerations

6.5 The Conservation Officer accepts the principal of improving access to Forty Hall as necessary because the current width of the gateway is unsuited for coaches and service vehicles. However, the concern is that the demolition and widening of the listed structure would create a modern entrance for large vehicles, built using historic fabric and thus losing the integrity of the heritage asset. English Heritage has not made specific comments on the proposal other than to recommend that the application be determined in accordance with national and local policy guidance, and on the basis of the Council's specialist conservation advice. CAG and the Forty Hill and Bulls Cross Study



Group also accept the need for the widening of the entrance gates subject to conditions ensuring that the dismantling and rebuild is carefully monitored.

6.6 Paragraph 133 of the NPPF states that where a proposed development will lead to substantial harm to, or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

6.7 The applicant considers the width of the existing gates to be a limiting factor to the growth of visitor numbers to Forty Hall which would also impact upon their wider community engagement priorities. Two-way traffic is restricted through the gateway and coaches cannot enter the site at present. Furthermore, those large vehicles which can enter the site (e.g. service vehicles) frequently cause damage to the listed structure which is costly to repair and results in damage to the fabric of the listed gateway. A number of different options have been investigated to address the issues around access to the site; both in terms of accessibility for visitors, highways safety and long-term protection of the listed structure.

6.8 Having looked at a range of possible schemes as demonstrated in the submitted application, the applicant considers that options around improving accessibility are limited due to the location of the site in the Green Belt, road safety issues and allotments surrounding the site. Furthermore, significant concerns were raised regarding the creation of a new access to the north of the existing entrance (LPA Ref: LBE/11/0028) on the grounds of its impact on veteran trees, the surrounding Conservation Area and encroachment into the Green Belt. As such, the applicant revisited the option to enlarge the existing gateway to enable coaches and minibuses to enter Forty Hall Park in the form of the current application.

6.10 Whilst it is acknowledged that the proposed widening of the entrance would equate to substantial harm to the listed gateway, it is considered that a balance should be struck between the preservation of the listed gateway and the long-term viability of the Forty Hall estate and its associated educational and community uses which contribute substantially to public engagement across the Borough. It is considered that the nature of the listed structure does not prevent the continued use of the site and its facilities in the short-term, however, it is recognised that the existing access arrangements into the Forty Hall are inadequate and present a limiting factor for future growth of this important community facility. Moreover, in a 'do nothing' scenario the gateway in its current form would be at continued risk from damage caused by vehicles entering the site

- 6.11 The Council's Conservation Officer comments that historic fabric deemed less significant still contributes (to the significance of a listed asset) and should be treated carefully as continual erosion can cause serious harm and loss. Conversely, whilst it is considered that the dismantling and repositioning of the listed gateway would be intrusive and result in the loss and degradation of some historic fabric, in the long-term, the proposed works would ensure the longevity of the gateway in situ (albeit in its rebuilt form) whilst enabling greater accessibility for visitors to Forty Hall and the wider estate. In addition, it is also considered that despite the proposed the widening of the entrance, the width would still appear as a single entity thereby preserving the appearance of the gateway and its setting.
- 6.12 The NPPF states that any harm or loss to a listed building or structure should require clear and convincing justification; the circumstances should be exceptional. It is considered that the supporting evidence submitted with the application, together with the considerations outlined above would demonstrate that on balance the harm to the listed structure would be outweighed in the long-term by creating more suitable access arrangements and contributing to wider public engagement in Enfield. Forty Hall is of benefit to the wider community and the proposed works would enhance accessibility to Forty Hall and contribute to public engagement. It is therefore considered that the public benefits brought about by the scheme would outweigh the harm to the listed gateway. As such, it is considered that approval of the development should be recommended in this instance.
- 6.13 The Conservation Officer comments that in the event of a recommendation for approval conditions relating to the brickwork and a schedule of works should be included. The Conservation Amenity Groups support this view, however, they raised concerns regarding the levels within the site, the use of closely matching brickwork and choosing stone over concrete in the construction of the piers. It is considered that the use of quality materials is important in maintaining the authenticity of the structure and therefore relevant material conditions should be recommended as part of the listed building consent. Concerns have also been raised concerning the topography of the site and whether the levels can accommodate the gate panels as shown on the submitted elevation plans. In the interest of maintaining the appearance of the listed structure and highway safety (by ensuring the gates are functional in their position) it is considered that conditions relating to the levels within the site and a cross section of the structure should be recommended in this instance.
- 6.13 Access and Highway Safety
- 6.14 Traffic and Transportation indicate that the proposal will result in large vehicles, including coaches, being able to enter the site and car park. The submitted swept path drawings demonstrate the suitability of the new access and the assessment includes parked cars opposite the access to ensure the design is sufficiently robust. Although it would not be possible to accommodate two-way passing vehicles, the expected increase in visitor numbers is not considered high enough to mean the lack of two-way working would impact on highway safety. In the event that two vehicles need to pass side by side then there is suitable waiting space within the access road within the site. Furthermore, the proposed development would not be detrimental to pedestrian safety even as a result of the reduction in the footpath and in any event, would result in a significant improvement compared to the current

arrangements. The proposed development is therefore considered acceptable as the widening of the gates will improve the access and servicing arrangement to Forty Hill and will not have a detrimental impact on the highway safety conditions of Forty Hill.

#### 6.15 Biodiversity

6.16 The Council's Ecology Officer raised no objections to the proposal on ecological grounds as the development will only involve some minor scrub/tree clearance adjacent to the main gate. As such, it is considered that the proposed development would not threaten the habitat of protected species, however in accordance with the advice of the Ecology Officer, it is recommended that a condition be imposed to ensure that clearance works occur outside of the bird nesting season.

6.17 Turning to landscape, the Council's Tree Officer considers that the proposals represent the least potentially damaging to trees on the site and the implications of tree amenity in the conservation area. It is considered that the proposed development would be acceptable in terms of impact on trees and vegetation. However, to ensure the retention and protection of the trees within the vicinity of the gateway, an Arboricultural Implications Assessment and a Tree Protection Plan with associated Method Statement would be required.

#### 6.18 Neighbouring Amenity

6.19 The proposed development would involve alterations to the listed gateway, however, it is considered that the location of the structure, its size and visual appearance would not impact upon the amenities of adjoining occupiers.

6.20 Whilst it is acknowledged that the proposed widening of the access would enable coaches to enter the site and visitor numbers are anticipated to increase over time, it is not considered that these vehicle movements would have a detrimental impact upon the adjoining occupiers along Forty Hill over and above that already experienced. It is therefore considered that the proposed development would not result in a level of noise and disturbance that would be detrimental to the amenities of adjoining neighbouring occupiers.

### **7. Conclusion**

7.1 Having regard to those considerations outlined in Paragraphs 6.5 to 6.13, it is considered that there are very special circumstances in this case to allow a departure from Chapter 13 of the NPPF policy. It is also considered that the development would appropriately and sympathetically integrate subject to the identified conditions, with its environs. Consequently, it is that the proposed works are acceptable for the following reasons:

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1. The Council considers that the public benefits of the proposed development would in this instance outweigh the substantial harm to the listed structure. As such, it is considered that the development would be acceptable in this instance, having regard to those considerations outlined within Sections 6.5 to 6.13 of the report, Policy CP31 of the Core Strategy and Chapter 13 of the National Planning Policy Framework.

2. The proposed development, by virtue of its size, scale, siting and design would not encroach upon the openness of the surrounding Green Belt nor result in the loss of local open, having regard for Policies 11 and 33 of the Core Strategy and Chapter 9 of the National Planning Policy Framework.
3. The proposed widening of the gates will improve the access and servicing arrangement to Forty Hall and will not have a detrimental impact on the highway safety conditions of Forty Hill, having regard to the guidance contained in the Manual for Streets, Policy (II)GD8 of the UDP, and Policy 6.13 of The London Plan 2011.
4. The proposed development is not considered to have a detrimental effect on neighbouring occupier's residential or visual amenities nor harm the character and appearance of the existing site and wider locality having regard to Policy (II)GD3 of the Unitary Development Plan and CP30 of the Core Strategy.
5. The proposed development, by reason of its scale and siting, would have sufficient regard to the health of retained trees and vegetation, having regard to Core Policies 30 and 36 of the Core Strategy.
6. The Council is satisfied that the proposed development would not be detrimental to the conservation status of the site or protected species, having regard to CP36 of the Core Strategy and Policy 7.19 of the London Plan 2011

## **8 Recommendation:**

- 8.1 That planning permission be deemed to be granted in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the following condition:
  1. C60 – Approved plans
  2. C51A – Time limit
  3. C54 – Start of works notification
  4. The development shall not commence until detailed drawings showing the design of entrance gateway, including existing and proposed levels and cross-section, have been submitted to and approved in writing by the Local Planning Authority. The entrance gateway shall be constructed in accordance with the approved details pursuant to this condition.  
Reason: In the interest of the design and external appearance of the development, having regard to Policy (II)GD3 of the Unitary Development Plan, Policies 30 and 31 of the Core Strategy.
  5. Prior to any building works being commenced, the external materials of construction for the entrance gateway hereby permitted shall be approved in writing by the Local Planning Authority and the development shall thereafter be implemented in accordance with the approved materials.  
Reason  
To ensure the historic and architectural character of the structure is properly maintained, in accordance with Policy 31 of the Core Strategy and Chapter 13 of the National Planning Policy Framework.

6. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.  
Reason: To ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy.
7. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS 3998. If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.  
Reason: To screen, preserve and enhance the development, ensure adequate landscape treatment in the interest of amenity and ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, having regard to Policies CP30, CP31 and CP36.
8. No works or development shall take place until a scheme for the protection of the retained trees (BS 5837, the Tree Protection Plan) has been agreed in writing with the Local Planning Authority. This scheme shall include:
  - a. a plan to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and Root Protection Area (BS 5837) of every retained tree on site and on neighbouring or nearby property to the site in relation to the approved plans and particulars. The positions of all trees to be removed shall be indicated on this plan.
  - b. the details of each retained tree as required in accordance with BS 5837 in a separate schedule.
  - c. a schedule of tree works for all the retained trees in paragraphs (a) and (b) above, specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS 3998.
  - d. written proof of the credentials of the arboricultural contractor authorised to carry out the scheduled tree works.
  - e. the details and positions (shown on the plan at paragraph (a) above) of the Ground Protection Zones (BS 5837).
  - f. the details and positions (shown on the plan at paragraph (a) above) of the Tree Protection Barriers (BS 5837), identified separately where required for different phases of construction work (e.g. demolition, construction, hard landscaping). The Tree Protection Barriers must be erected prior to each construction phase commencing and remain in place, and undamaged for the duration of that phase. No works shall take place on the next phase until the Tree Protection Barriers are repositioned for that phase.

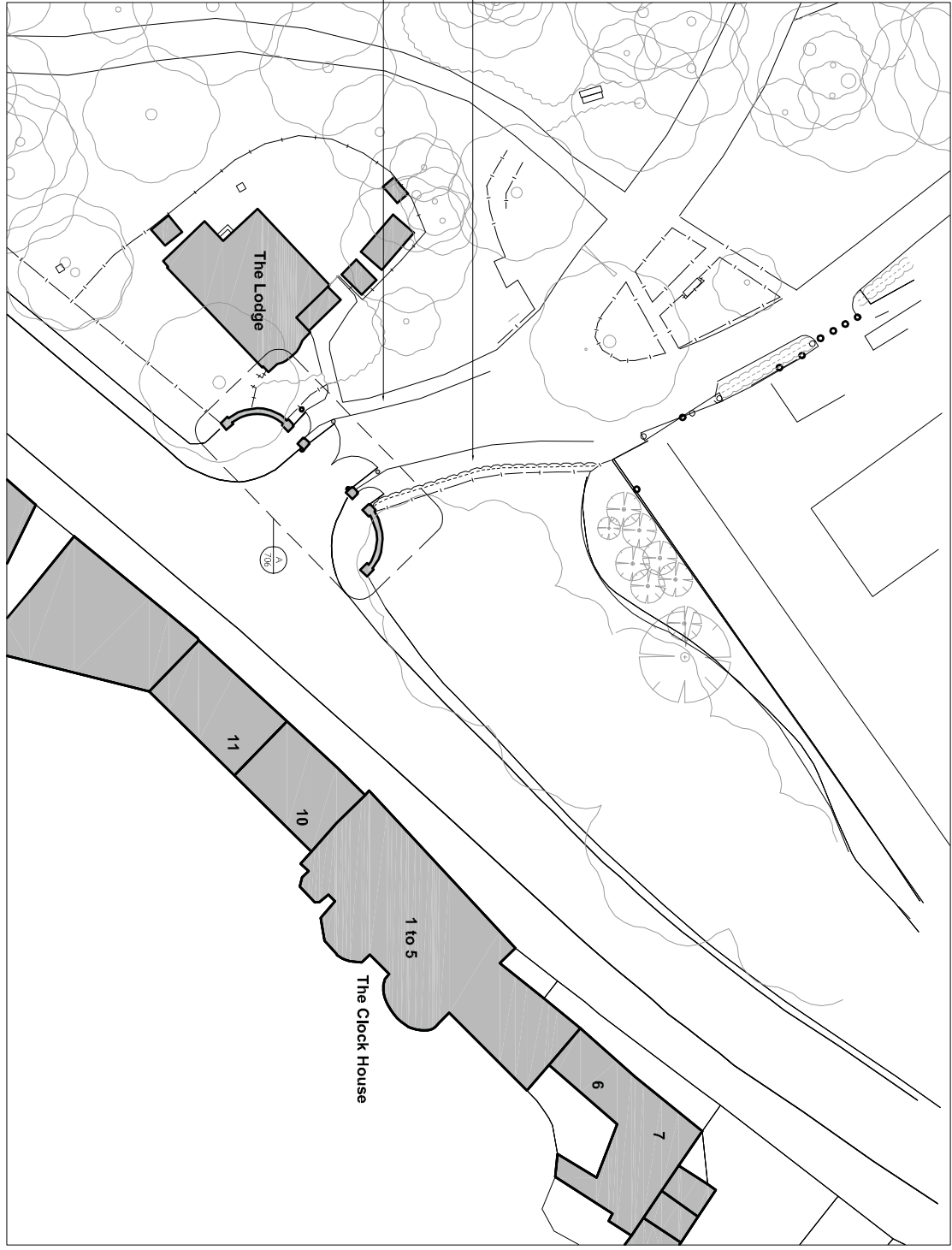
- g. the details and positions (shown on the plan at paragraph (a) above) of the Construction Exclusion Zones (BS 5837).
- h. the details and positions (shown on the plan at paragraph (a) above) of the underground service runs (BS 5837).
- i. the details of any changes in levels or the position of any proposed excavations within 5 metres of any Root Protection Area (BS 5837) of any retained tree, including those on neighbouring or nearby ground.
- j. the details of any special engineering required to accommodate the protection of retained trees (BS 5837), (e.g. in connection with foundations, bridging, water features, surfacing)
- k. the details of the working methods to be employed with the demolition of buildings, structures and surfacing within or adjacent to the Root Protection Areas of retained trees.
- l. the details of the working methods to be employed for the installation of drives and paths within the Root Protection Area's of retained trees in accordance with the principles of "No-Dig" construction.
- m. the details of the working methods to be employed with regard to the access for and use of heavy, large, difficult to manoeuvre plant (including cranes and their loads, dredging machinery, concrete pumps, piling rigs, etc) on site.
- n. the details of the working methods to be employed with regard to site logistics and storage, including an allowance for slopes, water courses and enclosures, with particular regard to ground compaction and phytotoxicity.
- o. the details of the method to be employed for the stationing, use and removal of site cabins within any Root Protection Areas (BS 5837).
- p. the details of tree protection measures for the hard landscaping phase (BS 5837).
- q. the timing of the various phases of the works or development in the context of the tree protection measures.

Reason: To screen, preserve and enhance the development, ensure adequate landscape treatment in the interest of amenity and ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, having regard to Policies CP30, CP31 and CP36.

- 9. No works or development shall take place until a scheme of supervision for the arboricultural protection measures has been approved in writing by the Local Planning Authority. The scheme will be administered by an Arboriculturalist (as defined in BS5837). Furthermore the scheme will be appropriate to the scale and duration of the works and include the following details:
  - a. induction and personnel awareness of arboricultural matters.
  - b. identification of individual responsibilities and key personnel.
  - c. statement of delegated powers.
  - d. timing and methods of site visiting and record keeping, including updates.
  - e. procedures for reporting and dealing with variations and incidents.

Reason: To screen, preserve and enhance the development, ensure adequate landscape treatment in the interest of amenity and ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, having regard to Policies CP30, CP31 and CP36.

DO NOT SCALE DRAWINGS. THE CONTRACTOR AND DESIGNER IS TO BE REFERRED TO THE ARCHITECT.



New building to match existing  
New stone path  
Existing vegetation to be retained  
Allas landscaping to be specified

Existing southern path retained

A ENTRANCE GATES - SITE PLAN  
AS PROPOSED



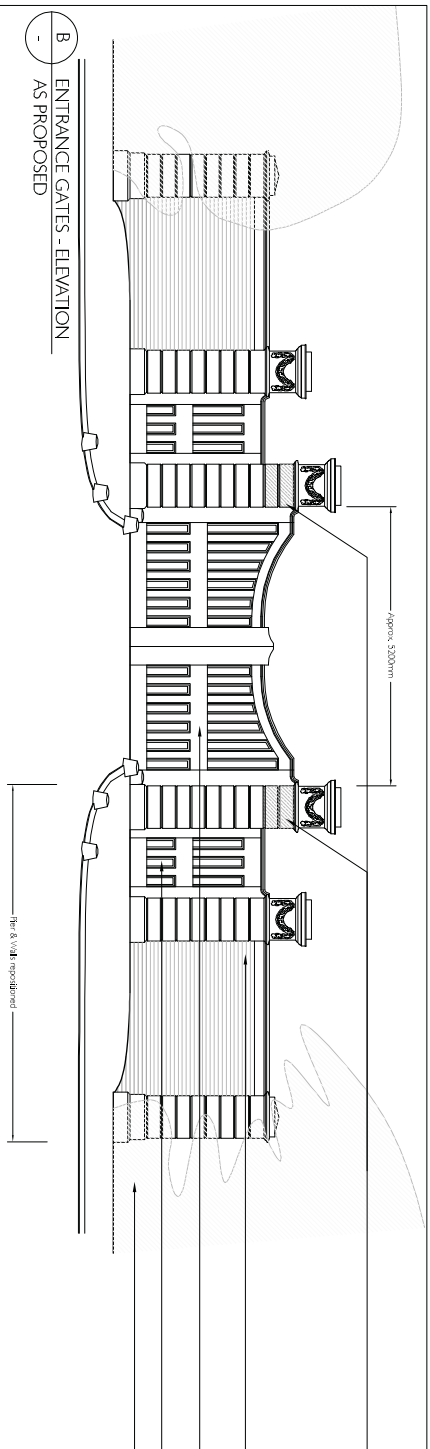
TENDER	
P2 Tender	Sept 12
Rev.	DATE

**THOMAS FORD & PARTNERS**  
CHARTERED ARCHITECTS SURVEYORS

177 BRIDGATE  
STONEMAN • LONDON • SE18 4QH  
TEL: 020 886 2289 • FAX: 020 886 2146  
EMAIL: info@thomasford.com

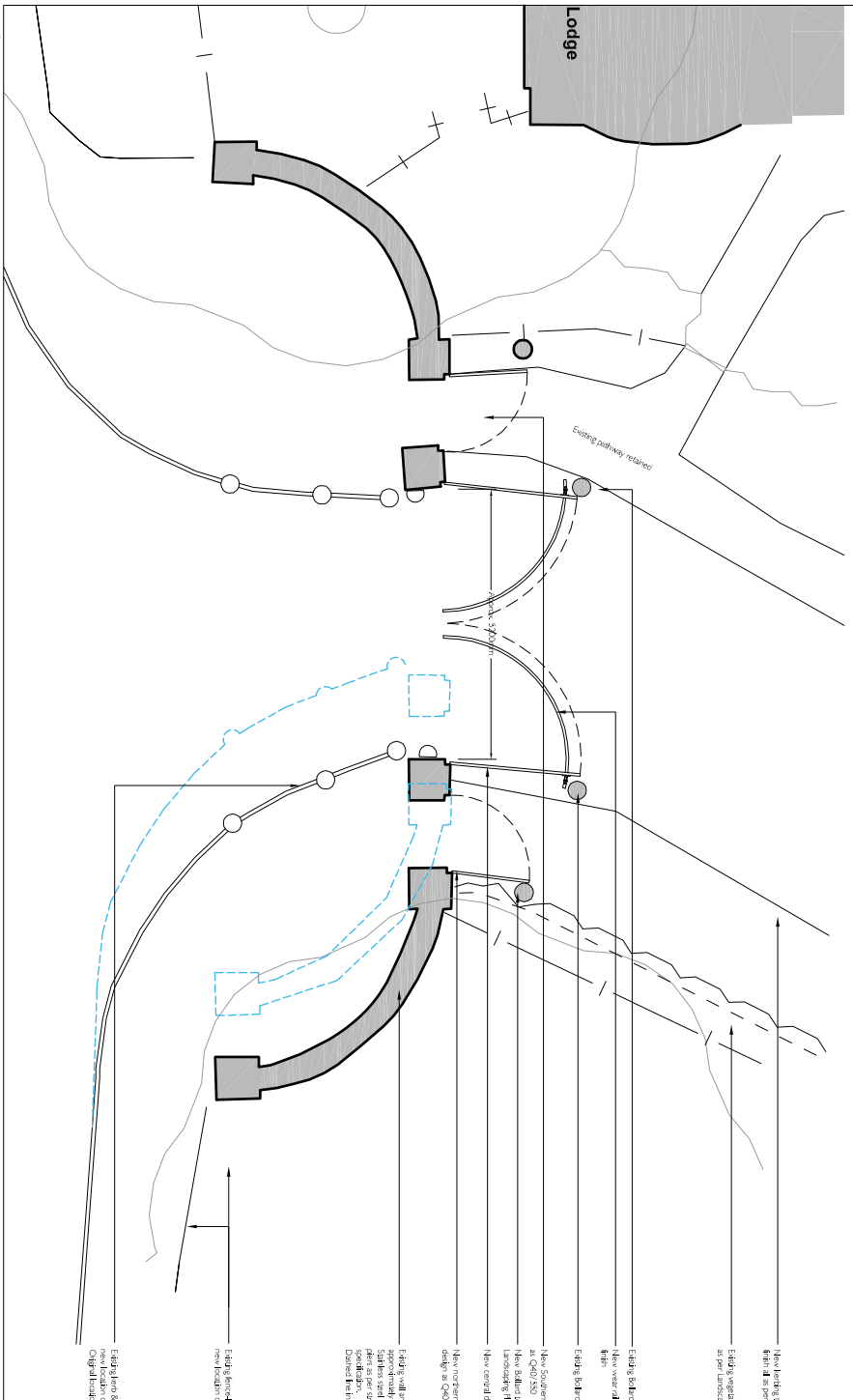
PROJECT			
ENFIELD FORTY HALL PARKS FOR PEOPLE			
TITLE			
FORTY HALL ENTRANCE GATES SITE PLAN			
AS PROPOSED			
OWNER	DATE	SCALE	CREATED
Sed	AUG 10	1:200	NO
PROJECT NO.	DRAWING NO.		
841305	GM-705		172

DO NOT SCALE DRAWINGS. THE CONTRACTOR AND DESIGNER SHALL BE RESPONSIBLE FOR ANY DISCREPANCIES OR TO BE REFERRED TO THE ARCHITECT.



**B** ENTRANCE GATES - ELEVATION  
AS PROPOSED

- 2 no. new courses of stone to match existing to keep overall appearance by required as per CQ/1250
- Existing walling gate pier reinforced approximately 1400mm to north as CQ/125.
- New double gate as CQ/1250
- New northern high gate to match existing design as CQ/1250 consistent with work on existing wall & pier per Landscape Plan & Specification



**A** ENTRANCE GATES - PLAN  
AS PROPOSED

- New lighting to match existing & new road lights as per accompanying Plan & Specification
- Existing vegetation line & fencing repositioned as per accompanying Plan & Specification
- Existing brick reinforced
- New rear of gate pier like to new road pier
- Existing brick reinforced
- New Southern Gate to match existing design as CQ/1250
- New double gate to match existing as per accompanying Plan & Specification
- New central double gate as CQ/1250
- New northern high gate to match existing design as CQ/1250
- Existing walling gate pier reinforced approximately 1400mm to north as CQ/125. Substituted concrete to meet as CQ/125. Existing walling gate pier reinforced. Existing walling gate pier reinforced. Deleted the includes original position.
- Existing brick & vegetation to match existing from existing wall pier
- Existing kerbs & verges to match existing from existing wall pier.
- Existing kerbs & verges repositioned to suit new location of wall & pier. Original location from datum.

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SCALE 1:100 (A1)  
SCALE 1:100 (A3)

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TENDER	
P2 Tender	Sept 12
NO.	DATE

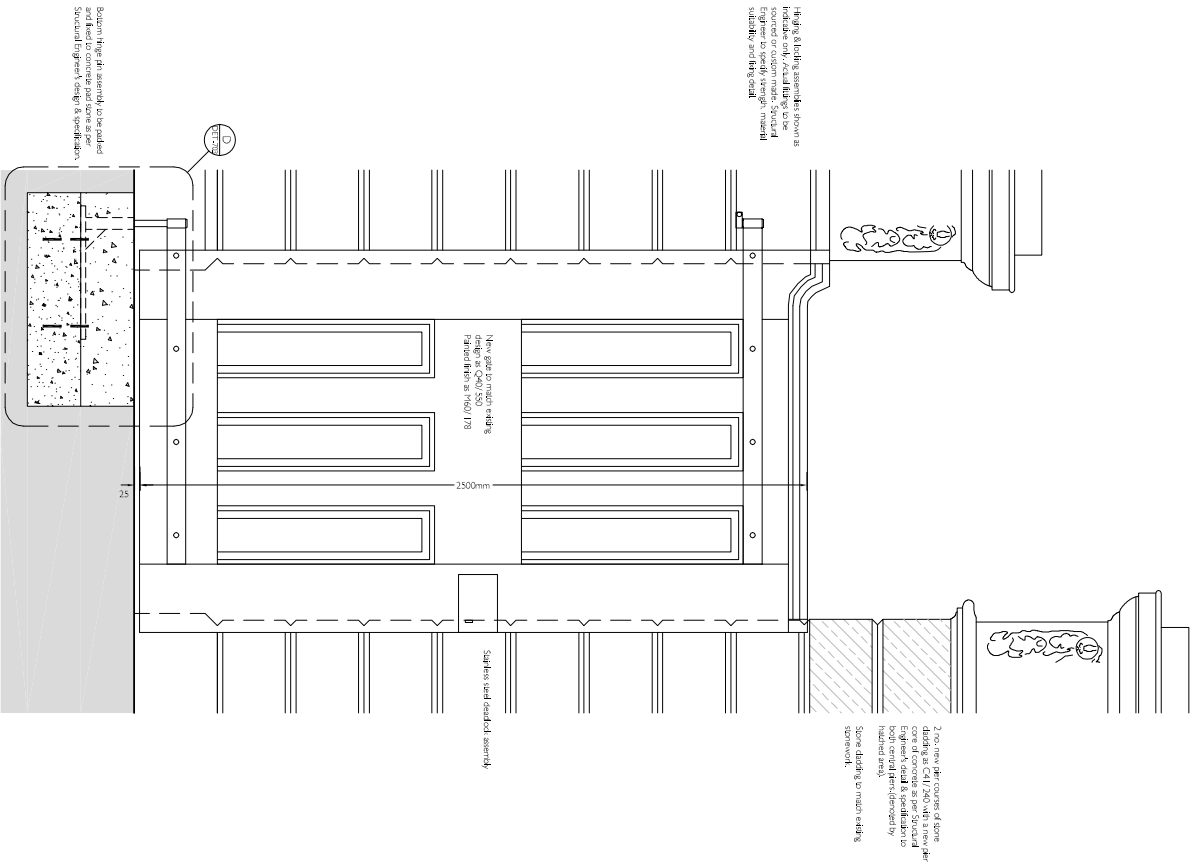
**THOMAS FORD & PARTNERS CHARTERED ARCHITECTS SURVEYORS**

177 BRIDGATE  
STERLING • LONDON • SEASIDE  
TEL: 02288 2230 • FAX: 02288 2216  
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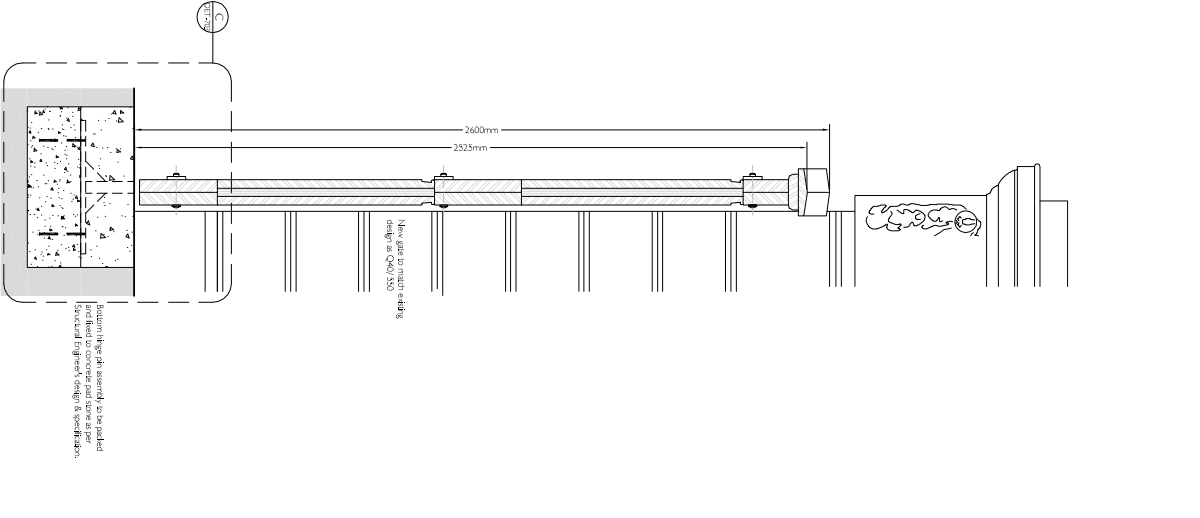
PROJECT			
ENFIELD FORTY HALL PARKS FOR PEOPLE			
TITLE			
FORTY HALL ENTRANCE GATES PLAN & ELEVATION			
AS PROPOSED			
DATE	SCALE	DRAWN BY	CHECKED BY
Aug 10	1:50	GM/TK	MS
PROJECT NO.	DATE	SCALE	NO.
841305	GM/TK	1:50	172



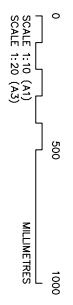
DO NOT SCALE DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS TO BE REFERRED TO IN ARCHITECT.



**A** PEDESTRIAN ENTRANCE GATES - ELEVATION  
AS PROPOSED



**B** PEDESTRIAN ENTRANCE GATES - SECTION  
AS PROPOSED



PROJECT		ENFIELD FORTY HALL PARKS FOR PEOPLE	
TITLE			
FORTY HALL ENTRANCE GATES PEDESTRIAN GATE ELEVATION & SECTION AS PROPOSED			
DATE	SCALE	DATE	CHECKED
Aug 10	1:10		
PROJECT NO.	DRAWING NO.		
841305	DE-1202		172

177 RENOUE  
**THOMAS FORD & PARTNERS**  
 CHARTERED ARCHITECTS SURVEYORS  
 STONEYHAY • LONDON • SOUTH  
 TEL: 020 886 2280 • FAX: 020 886 2146  
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TENDER		50p 02
NO.	REVISION	DATE
P2	Tender	

DO NOT SCALE DIMENSIONS. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE TO BE REFERRED TO THE ARCHITECT.

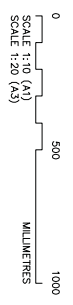
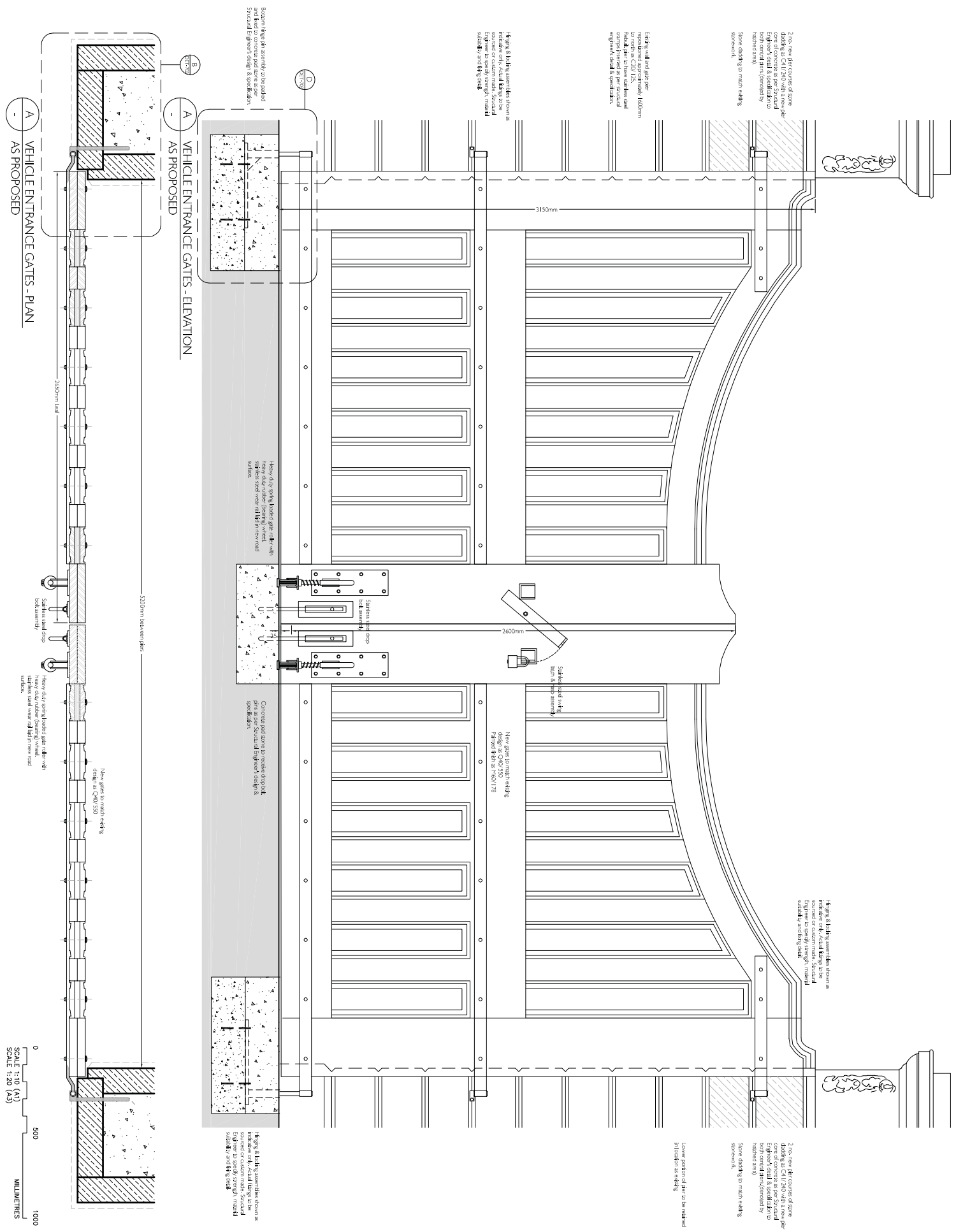
2 no. new pier courses of stone dressing as C64/240 with a new pier. Engineer's seal & specification to both central piers (provided by hand on draw).  
Stone dressing to match existing scrework.

Existing wall and gate pier reproduced approximately 1000mm below ground level. Actual height to be confirmed on site. Engineer to specify strength, material suitability and fixings etc.

Height & locking assemblies shown as indicative only. Actual height to be confirmed on site. Engineer to specify material and locking detail.

2 no. new pier courses of stone dressing as C64/240 with a new pier. Engineer's seal & specification to both central piers (provided by hand on draw).  
Stone dressing to match existing scrework.

Lower portion of pier to be reduced in location as indicated.



<b>TENDER</b>	
NO.	12
DATE	17/10/2018
DATE	17/10/2018

**THOMAS FORD & PARTNERS**  
CHARTERED ARCHITECTS SURVEYORS

177 BENDISLE  
STONEMAN • LONDON • SE24 8QH  
TEL: 020 869 2289 • FAX: 020 869 2416  
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PROJECT <b>FORTY HALL PARKS FOR PEOPLE</b>		
TITLE <b>FORTY HALL ENTRANCE GATES VEHICULAR GATE ELEVATION &amp; PLAN AS PROPOSED</b>		
DATE	SCALE	STATUS
17/10	1:10	CHECKED
18/10	1:20	REV.
18/10	1:20	1/2

















