

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 23rd April 2013

Report of
Assistant Director - Planning,
Highways & Transportation

Contact Officer:
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Ward: Lower
Edmonton

Application Number : P13-00338LBE

Category: Other Development

LOCATION: ELDON INFANT SCHOOL, ELDON ROAD, LONDON, N9 8LG

PROPOSAL: Variation of condition 18 under ref:LBE/03/0004 to allow pedestrian access onto Woodland Road.

Applicant Name & Address:

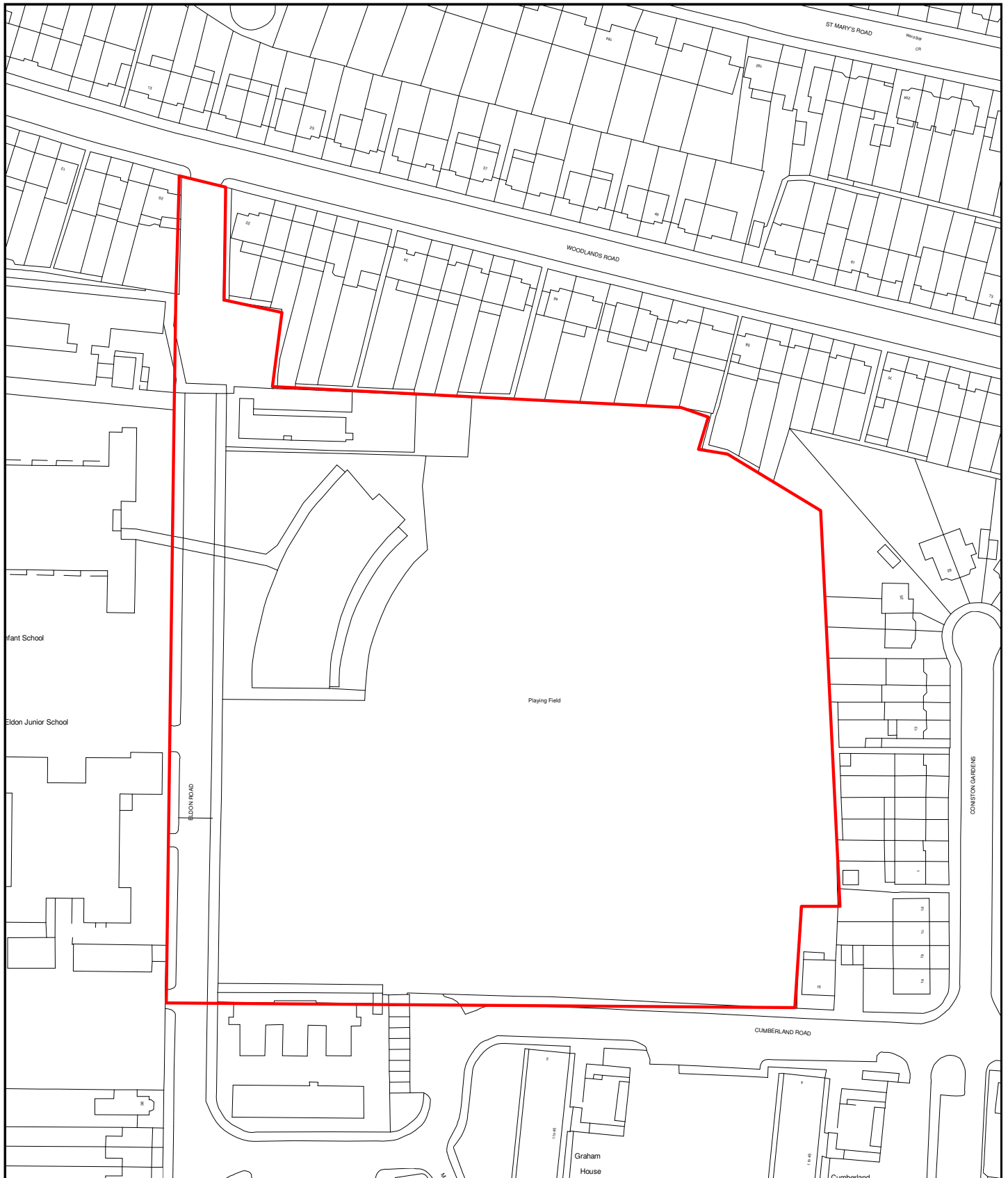
Julie Messer
ELDON INFANT SCHOOL,
ELDON ROAD,
LONDON,
N9 8LG

Agent Name & Address:

John Keefe,
Ream Partnership
Wickham House
464, Lincoln Road
EN3 4AH

RECOMMENDATION:

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



ENFIELD
Council



Development Control



Scale - 1:1250
Time of plot: 10:05

Date of plot: 10/04/2013

1 Site and Surroundings

- 1.1 The application site comprises the Eldon Infant school and Eldon Junior School. The site is located on Eldon Road and surrounded by Woodland Way to the north and St Peter's Road to the west.
- 1.2 The main access to the site is Eldon Road from the south which provides both vehicular and pedestrian access. Pedestrian access is available from St Peters Road. Staff and service vehicles currently have access via Woodlands Way.
- 1.3 The site is not within a conservation area nor does it contain any listed buildings.

2 Proposal

- 2.1 The proposal is for the variation of condition (18) under ref: LBE/03/0004 to allow pedestrian access onto Woodland Way.
- 2.2 Condition 18 of permission granted under LBE/03/0004 states that "The vehicular access onto Woodland Road hereby approved shall be used solely by staff to access the parking area and service vehicles attending the school and shall not be used to provide general access to the school by pupils. Details of a scheme to prevent general access by pupils shall be submitted to and approved by the Local Planning Authority and thereafter implemented prior to the occupation of the development hereby approved". The reason for the imposition of this condition was "in the interests of safeguarding the residential amenities of properties along Woodlands Road."

3 Relevant Planning Decisions

- 3.1 LBE/03/0004 - Erection of replacement early years unit with associated play space together with construction of new site access to Woodlands Road and provision of car parking. (Outline). Granted subject to conditions on 08 October 2003.
- 3.2 LBE/03/0004/1 - Submission of reserved matters for design, external appearance and landscaping pursuant to conditions 01, 02 and 03 together with submission of details of phasing, surfacing, levels, enclosure, parking/turning, loading/unloading, access roads/junctions – Approved

4 Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation – No objection subject to a condition regarding the implementation of parking restrictions (zig-zag lines) at the entrance of the school on Woodland Road.

4.2 Public

- 4.2.1 Consultation letters have been sent to the occupiers of 97 neighbouring properties. The consultation period elapsed on 12 March 2013 and 3

responses have been received together with a representation on behalf of 30 local residents. The following issues were raised:

- Condition 18 was attached to protect residential amenities
- Parking would be more of a problem
- Increase in pollution
- Further obstructions on the pavement
- Parking restrictions would affect residences
- Impact on disabled access
- Impact on visiting carers/dial a ride
- Impact on health
- Traffic risk to children from accidents
- Increased congestion
- Objection to concern of vehicular access through the site
- Concern on increased opening hours.

5 Relevant Policy

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application."

5.4 The London Plan

Policy 7.1 Building London's Neighbourhoods and communities
Policy 7.4 Local character

5.5 Local Plan - Core Strategy

CP8 Education
CP30 Maintaining and improving the quality of the built and open environment

5.6 Saved UDP Policies

(II)GD3 Aesthetics and functional design
(II)GD6 Traffic impact

(II)GD8 Servicing and access

5.7 Submission version DMD

DMD Policy 47 – New roads, access and servicing

5.8 Other Relevant Policy

National Planning Policy Framework

6 Analysis

6.1 The main issues for consideration in the determination of the application are the impact on the character of the surrounding area, the impact on nearby residential amenities and the effects on the local highway network.

6.2 Character and Appearance

6.2.1 The proposed use of the entrance of Woodlands Road for pedestrians will not involve any physical alterations as the existing entrance has a separate pedestrian gate which is currently locked. The proposal is therefore considered to respect the character and appearance of the surrounding area and street scene with regards to Core Policy 30 of the Enfield Plan Core Strategy and Policy (II)GD3 of the UDP.

6.3 Impact on residential amenity

6.3.1 The proposal will involve the use of the existing entrance for pupils and parents of the nursery to access the site without having to cross the school playgrounds. The existing entrance is currently used for staff and service vehicles. It is recognised that the use of the Woodlands Road access by pedestrians has the potential for temporary increases in the level of traffic and demand for off-street parking along Woodlands Road. However, the dropping off and collection of pupils from the entrance, although in proximity to residential properties will only occur at two periods of the day which is not considered to significantly impact on the residential amenities of the occupiers of nearby adjacent properties with regards to Policy (II)GD3 of the UDP.

6.3.2 A number of residents have objected to the proposal, indicating the increase in traffic and pedestrian movements will disrupt local residents. Whilst it is noted that there will likely be an increase in both vehicular and pedestrian, the increase is not considered to be significant.

6.4 Impact on local highway network

6.4.1 The proposal to allow pedestrian access to the school via Woodland Road is likely to result in pupils being dropped off and picked up via Woodland Road. It would increase temporary parking demands during drop off and pick up periods given that there are no parking restrictions on Woodland Road. On the other hand, allowing pedestrian access via Woodland Road would redistribute parking demands and vehicular and pedestrian traffic throughout the surrounding highway network. This would therefore be beneficial for traffic flow. However, a mitigation measure, parking restriction (zigzag lines), would have to be implemented during school hours at the entrance of the access on Woodland Road to ensure road safety. This would prevent parking at the

entrance, which would otherwise cause conflict of movements for pedestrians and vehicles entering and leaving the site.

- 6.4.2 The proposal is not considered to give rise to conditions prejudicial to the free flow and safety of traffic using the adjoining highway, including pedestrian traffic, having regard to Policies (II) GD6, (II) GD8 and (II) T13 of the Unitary Development Plan and Submission version DMD policy 47.

7 Conclusion

- 7.1 The proposed variation of condition 18 of planning permission ref: LBE/03/0004 to allow pedestrian access onto Woodland Way is not considered to be detrimental to the character of the surrounding area, nor impact on nearby residential amenities or the local highway network. Accordingly it is recommended that the proposal is approved for the following reasons:

1. The proposed variation of condition 18 under ref: LBE/03/0004 to allow pedestrian access onto Woodland Road is considered to respect the character of the surrounding area and not cause undue harm to the residential amenities of nearby properties with regards to Core Policy 30 of the Enfield Plan Core Strategy and Policy (II)GD3 of the Unitary Development Plan.
2. The proposal is not considered to give rise to conditions prejudicial to the free flow and safety of traffic using the adjoining highway, including pedestrian traffic, having regard to Policies (II) GD6, (II) GD8 and (II) T13 of the Unitary Development Plan and Submission version DMD policy 47.

8. Recommendation

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

1. The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The use of the access shall not be available other than for staff and service vehicles attending the school until such time as parking restrictions in the form of zig-zag lines have been implemented at the entrance of the school on Woodland Road.

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.

3. 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.