

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 26th April, 2011 at 7.30 pm  
Venue: Room 1 / 2  
The Civic Centre, Silver Street,  
Enfield, Middlesex, EN1 3XA

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Council website: [www.enfield.gov.uk](http://www.enfield.gov.uk)

## MEMBERS

Councillors : Andreas Constantinides (Chairman), Toby Simon (Vice-Chairman), Kate Anolue, Ali Bakir, Yusuf Cicek, Don Delman, Ahmet Hasan, Ertan Hurer, Nneka Keazor, Dino Lemonides, Paul McCannah, Anne-Marie Pearce, Martin Prescott, George Savva MBE and Tom Waterhouse

**N.B. Any member of the public interested in attending the meeting should ensure that they arrive promptly at 7.15pm.**

**Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00pm on 21/04/11.**

## AGENDA – PART 1

1. **WELCOME AND LEGAL STATEMENT**
2. **APOLOGIES FOR ABSENCE**
3. **DECLARATION OF INTERESTS** (Pages 1 - 2)

Members of the Planning Committee are invited to identify any personal or prejudicial interests relevant to items on the agenda. Please refer to the guidance note attached to the agenda.

4. **MINUTES OF PLANNING COMMITTEE 29 MARCH 2011** (Pages 3 - 10)

To receive the minutes of the Planning Committee meeting held on Tuesday 29 March 2011.

**5. REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 242) (Pages 11 - 12)**

To receive the covering report of the Assistant Director, Planning and Environmental Protection.

5.1 Applications dealt with under delegated powers.  
(A copy is available in the Members' Library.)

**6. LBE/11/0007 - BRAMLEY SPORTS GROUND, CHASE SIDE, LONDON, N14 5BP (Pages 13 - 20)**

RECOMMENDATION: Approval subject to conditions  
WARD: Cockfosters

**7. LBE/11/0008 - ALBANY POOL, 505, HERTFORD ROAD, ENFIELD, EN3 5XH (Pages 21 - 30)**

RECOMMENDATION: Approval subject to conditions  
WARD: Enfield Highway

**8. TP/10/0339 - NORTH MIDDLESEX HOSPITAL, STERLING WAY, LONDON, N18 1QX (Pages 31 - 50)**

RECOMMENDATION: Approval subject to conditions  
WARD: Upper Edmonton

**9. TP/10/1410 - 293-303, FORE STREET, LONDON, N9 0PD (Pages 51 - 62)**

RECOMMENDATION: Refusal  
WARD: Edmonton Green

**SENT TO FOLLOW**

**10. TP/10/1753 - 6, WOOD RIDE, BARNET, EN4 0LL (Pages 63 - 80)**

RECOMMENDATION: Refusal  
WARD: Cockfosters

**11. TP/10/1761 - LAND AT, WELLINGTON PLACE, WHITEWEBBS LANE, ENFIELD, EN2 9HH (Pages 81 - 92)**

RECOMMENDATION: Approval subject to conditions  
WARD: Chase

**12. TP/11/0002 - FORTY HILL C OF E PRIMARY SCHOOL, FORTY HILL, ENFIELD, EN2 9EY (Pages 93 - 104)**

RECOMMENDATION: Approval subject to conditions  
WARD: Chase

**15. APPEAL INFORMATION** (Pages 105 - 106)

Monthly decisions on Town Planning Application Appeals.

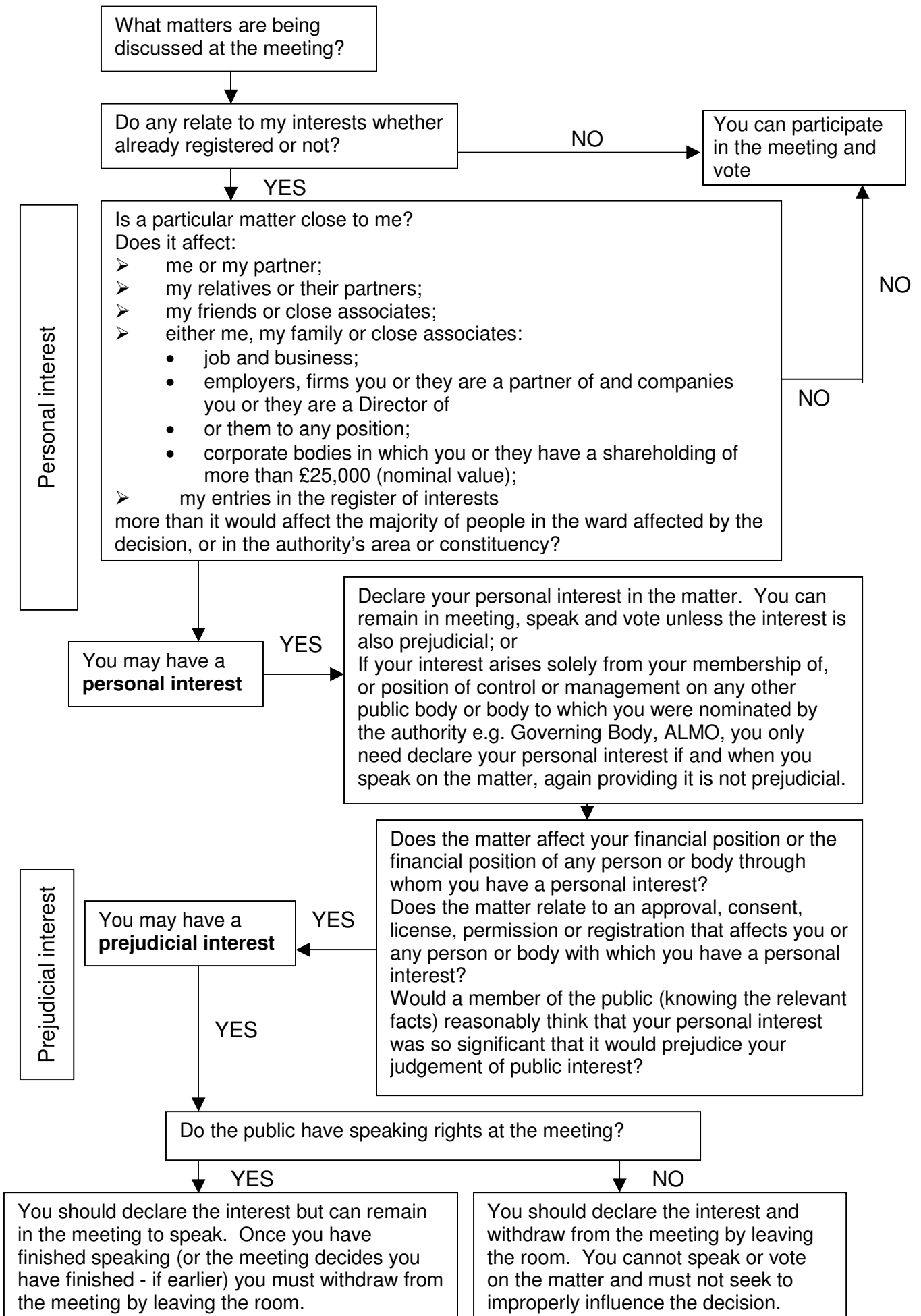
**16. EXCLUSION OF THE PRESS AND PUBLIC**

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).

(There is no part 2 agenda)

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**DECLARING INTERESTS FLOWCHART - QUESTIONS TO ASK YOURSELF**



**Note:** If in any doubt about a potential interest, members are asked to seek advice from Democratic Services in advance of the meeting.

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## PLANNING COMMITTEE - 29.3.2011

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE  
HELD ON TUESDAY, 29 MARCH 2011****COUNCILLORS**

**PRESENT** Andreas Constantinides, Toby Simon, Kate Anolue, Yusuf Cicek, Dogan Delman, Ahmet Hasan, Ertan Hurer, Nneka Keazor, Dino Lemonides, Paul McCannah, Anne-Marie Pearce, Martin Prescott, George Savva MBE and Tom Waterhouse

**ABSENT** Ali Bakir

**OFFICERS:** Bob Ayton (Schools Organisation & Development), Linda Dalton (Legal Representative), Bob Griffiths (Assistant Director, Planning & Environmental Protection), Andy Higham (Planning Decisions Manager), Steve Jaggard (Traffic & Transportation) and Aled Richards (Head of Development Management) Jane Creer (Secretary) and Jacqui Hurst (Secretary)

**Also Attending:** Approximately 15 members of the public, applicants, agents and their representatives.  
Dennis Stacey, Chairman of Conservation Advisory Group.

**901****WELCOME AND LEGAL STATEMENT**

The Chairman welcomed attendees to the Planning Committee, and introduced Linda Dalton, Legal representative, who read a statement regarding the order and conduct of the meeting.

**902****APOLOGIES FOR ABSENCE**

NOTED that apologies for absence were received from Councillor Del Goddard, Cabinet Member for Regeneration and Improving Localities.

**903****DECLARATION OF INTERESTS**

NOTED

1. Councillor McCannah declared a personal and prejudicial interest in application TP/10/1784 – 5, Walmar Close, Barnet, EN4 0LA as he had written a letter of objection previously.

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2. Councillor Pearce declared a personal and prejudicial interest in application TP/10/1784 – 5, Walmar Close, Barnet, EN4 0LA as she used to live at no. 6, Walmar Close and knew the applicant.

3. Councillor Pearce declared a personal and prejudicial interest in application TP/10/1770 – 93, Camlet Way, Barnet, EN4 0NL as she currently lived in Camlet Way and would be affected by this decision.

**904**

**MINUTES OF PLANNING COMMITTEE 16 FEBRUARY 2011**

**AGREED** the minutes of the meeting held on Wednesday 16 February 2011 as a correct record.

**905**

**ORDER OF AGENDA**

**AGREED** that the order of the agenda be varied to accommodate the members of the public in attendance at the meeting. The minutes follow the order of the meeting.

**906**

**REPORT OF THE ASSISTANT DIRECTOR, PLANNING AND ENVIRONMENTAL PROTECTION (REPORT NO. 222)**

RECEIVED the report of the Assistant Director, Planning and Environmental Protection (Report No. 222).

**907**

**TP/10/0339 - NORTH MIDDLESEX HOSPITAL, STERLING WAY, LONDON, N18 1QX**

NOTED that since the report was completed, a consultation was underway on the future of Enfield's hospitals, and after discussion with the NMUH NHS Trust, it was recommended that this application be deferred while that consultation was ongoing.

**AGREED** that a decision on the application be deferred to the next meeting of the Planning Committee.

**908**

**TP/10/1770 - 93, CAMLET WAY, BARNET, EN4 0NL**

NOTED

1. Having declared a personal and prejudicial interest, Councillor Pearce left the room and took no part in the discussion or vote on the application.

2. The introduction by the Head of Development Management, highlighting the changes to PPS3, the objections received, the views of Planning officers,



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and that issues were finely balanced and it was for Members to make a judgement.

3. An additional condition to replace Condition 22, in relation to balustrades and the safeguarding of the privacy of adjoining residents.
4. Receipt of a letter of objection from the occupiers of 99, Camlet Way, circulated to Members.
5. The deputation of Mrs Linda Lindsay, neighbouring resident of 99, Camlet Way, including the following points:
  - a. This was an example of back garden development intended to be prevented by the recently amended legislation.
  - b. This development would establish a precedent which could lead to further fragmentation of the north side of Camlet Way.
  - c. These gardens were a valuable buffer zone to the facing green belt.
  - d. The siting of the development would be overbearingly close in proximity to the garden of no. 99, and the access drive running alongside the garden boundary line would lead to loss of privacy and severely affect the amenity and enjoyment of her garden.
  - e. The water table could be disturbed by work on nearby ponds.
  - f. This development would be detrimental to the surrounding area.
  - g. She drew attention to the six letters of objection from local residents and references to dangerous traffic conditions. This would add to traffic volume.
  - h. The pavements were inadequate and there had already been a number of accidents and fatalities.
  - i. In respect of the calculation for contribution to affordable housing, she questioned the quoted market value of this house.
6. The response of Mr Paul Carter, the agent, including the following points:
  - a. There was nothing in the changes to PPS3 which affected the determining issues in this application; there was no automatic presumption against development.
  - b. The context was the wide variety of designs in the area, and the impact of this house had been reduced by making good use of the levels of the site.
  - c. The access drive was set some distance from the boundary of no. 99 and would be below ground level where it met the dwelling.
  - d. The impact on the green belt and surrounding properties had been assessed, and all trees on the boundary would be safeguarded.
  - e. He could confirm that fire officers had no objection to this development.
  - f. The proposal complied with up-to-date national and local policies.
7. Mr Dennis Stacey advised that the Conservation Advisory Group had not been consulted on the application as it was not in a conservation area, but he would be concerned about a precedent, and that the development would be against the spirit and style of the area.
8. Confirmation of the Head of Development Management that a proposal for a two-storey dwelling set high in the landscape would have been considered unacceptable, but in this case the visual impact was reduced considerably

**PLANNING COMMITTEE - 29.3.2011**

and the sustainability criteria was high, and it was not felt there was sufficient justification to warrant refusal.

9. Concerns expressed by Councillor Prescott in respect of such building on a backland site and increase in density out of keeping in the vicinity.

10. Councillor Simon's comments in support of the need for more housing in the borough and for the innovative, imaginative and sustainable design.

11. The advice of the Head of Development Management in response to Members' queries, on the effects and implications of amendments to PPS3 and potential reasons for refusal of planning permission.

12. The confirmation of the Head of Development Management that Traffic and Transportation officers had no objection in terms of traffic generation and did not consider there would be undue noise generated by vehicle movements. It was also considered this proposal would be very unlikely to have any effect on hydrology.

13. Planning officers' agreement to the request of Councillor Delman to seek conclusive and clear guidance from the office of the Secretary of State on PPS3.

14. The Head of Development Management's clarification on amenity space provision, and on the Council's adopted S106 policy document.

15. The confirmation of the Traffic and Transportation officer that in traffic terms there was no objection to one extra dwelling in Camlet Way.

16. Councillor Hurer's support for reasons to refuse planning permission in respect of unacceptability of the proposal in terms of overdevelopment and the visual impact.

17. The support of the majority of the Committee to accept the officers' recommendation: 7 votes for and 5 against.

**AGREED** that planning permission be granted, subject to the conditions set out in the report, deletion of Condition 22, and the additional condition below, for the reasons set out in the report.

Additional Condition (to replace Condition 22)

No approval is granted to the glass balustrade on the roof serving the eastern, western and southern elevations of the development and full details of the balustrades along these elevations shall be submitted to and approved by the local Planning Authority prior to the first occupation of the building and shall thereafter be erected in accordance with the approved details.

Reason: To safeguard the privacy of adjoining residents.

**909**

PLANNING COMMITTEE - 29.3.2011

**TP/10/1784 - 5, WALMAR CLOSE, BARNET, EN4 0LA**

NOTED

1. Having declared personal and prejudicial interests, Councillors Pearce and McCannah left the room and took no part in the discussion or vote on the application.
2. Introduction by the Head of Development Management, highlighting key issues.
3. The deputation of Mr David Clement, the applicant, including the following points:
  - a. Copies of background letters and emails were circulated to Members and other involved parties, including drawing numbers referred to.
  - b. He did not agree with points made in the officers' report.
  - c. As built, the roof width was reduced and the roof had decreased 5.17%.
  - d. The overall width of the frontage as built was reduced, increasing the space between nos. 4 and 5.
  - e. The overall as built depth was reduced, which reduced the ground floor and first floor.
  - f. Each of the planning approvals allowed the roof pitch to be increased.
  - g. It was not possible to scale from the printed drawings, and all drawings had carried a warning to that effect.
  - h. There was no reference in the June 2010 report to any vertical dimensions.
4. The response of Mr David Sumners, neighbouring resident of 6, Walmar Close, including the following points:
  - a. He was speaking on behalf of himself and his wife, and the occupiers of no. 4, Walmar Close.
  - b. The properties in Walmar Close were all of a similar size and proportion with the same ridge height and a harmony of design. No. 5 was now wider and bulkier and completely out of keeping in the street scene in architectural detail, overbearing design and huge size.
  - c. Construction was already underway when retrospective planning permission was approved in 2010. The application was referred to Committee as the original property had been demolished.
  - d. In September 2010 a stop notice was issued as what was being built was not the same as the plans approved. A letter from the builder confirmed that what was built was exactly what the applicant wanted.
  - e. It was important that proper procedures were enforced and developers must adhere to the rules properly made.
5. The Planning Decisions Manager's advice on planning history of the development.
6. The unanimous support of the Committee to accept the officers' recommendation.

**PLANNING COMMITTEE - 29.3.2011**

**AGREED** that planning permission be refused, for the reason set out in the report.

**910**

**LBE/10/0036 - CHURCHFIELD PRIMARY SCHOOL, LATYMER ROAD, LONDON, N9 9PL**

NOTED

1. The introduction by the Planning Decisions Manager, highlighting key issues.
2. The unanimous support of the Committee to accept the officers' recommendation.

**AGREED** that in accordance with Regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be deemed to be granted, subject to the conditions set out in the report and additional condition below, for the reasons set out in the report.

Additional Condition

That detail of an enhanced School Travel Plan to reflect the development hereby approved shall be submitted to and approved by the local planning authority. The School Travel Plan to be in place prior to the occupation of the development hereby approved.

Reason: in the interest of minimising traffic generation and vehicle movements on the surrounding roads and to safeguard the free flow and safety of vehicles and pedestrians on the surrounding highways.

**911**

**LBE/11/0001 - FORMONT CENTRE, WAVERLEY ROAD, ENFIELD, EN2 7BT**

NOTED

1. The dissatisfaction of the Committee that a retrospective application had been made on behalf of the London Borough of Enfield.
2. The unanimous support of the Committee to accept the officers' recommendation.

**AGREED** that planning permission be granted, for the reason set out in the report.

**912**

**LBE/11/0002 - GREEN TOWERS HALL, PLEVNA ROAD, LONDON, N9 0BU**

**PLANNING COMMITTEE - 29.3.2011**

NOTED

1. The introduction by the Planning Decisions Manager, highlighting key issues.
2. The unanimous support of the Committee to accept the officers' recommendation.

**AGREED** that planning permission be deemed to be granted in accordance with Regulation 3 of the Town and Country General Regulations 1992, subject to the conditions set out in the report, for the reasons set out in the report.

**913**

**TP/10/0972 - 8, CHASEVILLE PARADE, CHASEVILLE PARK ROAD, LONDON, N21 1PG**

NOTED

1. Introduction and update by the Planning Decisions Manager clarifying that, given the material change in circumstances, officers now recommended approval of planning permission.
2. Receipt of three additional letters of objection, including an objection from the freehold owner of no. 8a, Chaseville Parade in respect of the erection of an extractor flue which they had not consented to.
3. Members' support for an additional condition to secure an acceptable means of extraction system.
4. The unanimous support of the Committee to accept the officers' recommendation.

**AGREED** that planning permission be granted, subject to the conditions set out in the report and additional condition below, for the reason set out in the report.

Additional Condition

Prior to the first use of the development hereby approved written confirmation shall be forwarded to the local planning authority confirming that the siting of the extractor flue on the wall of 8a Chaseville Parade has been agreed with the property's owner. If an agreement cannot be reached, details of an alternative means of extraction to serve the development shall be submitted to and agreed by the local planning authority and shall thereafter be installed prior to the first use of the development.

Reason: to ensure an acceptable means of extraction system is provided to cater for the development and in the interest of the amenities of local residents.

**PLANNING COMMITTEE - 29.3.2011**

**914**

**TP/10/1685 - 154, PALMERSTON ROAD, LONDON, N22 8RB**

NOTED

1. An introduction and update by the Planning Decisions Manager, drawing attention to the receipt of revised plans which may address concerns raised, and officers' request that a decision be deferred to enable the accuracy of the revised plans to be established.
2. Receipt of an objection from Councillor Brett, Bowes Ward Councillor, on behalf of local residents.
3. If officers were minded to approve planning permission, they agreed to arrange for Councillor Brett to receive notification, and that the application would only need to be reported to Committee if requested by Councillor Brett.
4. The unanimous support of the Committee to accept the officers' recommendation above.

**AGREED** that a decision be deferred to enable the accuracy of the revised plans to be established.

**915**

**APPEAL INFORMATION**

NOTED the information on town planning appeals received from 07/02/2011 and 11/03/2011, summarised in tables. Full details of each appeal were available on the departmental website.

**MUNICIPAL YEAR 2010/2011 - REPORT NO 242**

**COMMITTEE:**  
 PLANNING COMMITTEE  
 26.04.2011

AGENDA - PART 1	ITEM 5
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SUBJECT -
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MISCELLANEOUS MATTERS
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**REPORT OF:**  
 Assistant Director, Planning  
 and Environmental Protection

**Contact Officer:**  
 Planning Decisions Manager  
 Andy Higham Tel: 020 8379 3848

**5.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS** INF

5.1.1 In accordance with delegated powers, 120 applications were determined between 16/03/2011 and 07/04/2011, of which 91 were granted and 29 refused.

5.1.2 A Schedule of Decisions is available in the Members' Library.

Background Papers

To be found on files indicated in Schedule.

**5.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS** DEC

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the Unitary Development Plan (UDP).
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

**5.3 APPEAL INFORMATION**

INF

The Schedule attached to the report lists information on town planning application appeals received between 16/03/2011 and 07/04/2011 and also contains information on decisions taken during this period.



## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 26<sup>th</sup> April 2011

**Report of**

Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**

Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Ms E. Kiernan Tel: 020 8379 3830

**Ward:**

Cockfosters

**Application Number : LBE/11/0007**

**Category:** Other Development

**LOCATION: BRAMLEY SPORTS GROUND, CHASE SIDE, LONDON, N14 5BP**

**PROPOSAL:** Construction of an all weather sports pitch with single storey reception block and 22 car parking spaces at front involving demolition of existing buildings.

**Applicant Name & Address:**

Simon Gardner,  
London Borough of Enfield  
CIVIC CENTRE,  
SILVER STREET,  
ENFIELD,  
EN1 3XA

**Agent Name & Address:**

Kerry White, Archer Architects  
Office 7  
Gateway 1000  
Arlington Business Park  
Stevenage  
Herts  
SG1 2FP

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

## **1. Site and Surroundings**

- 1.1 The site is located on the eastern side of Chase Side to the south of the Chicken Shed Theatre with the Bramley Road recreation ground to the south and east. The site presently contains an indoor bowls facility, squash courts and informal parking area with access from Chase Side
- 1.2 Adjacent to the eastern boundary of the site is the Grade II listed Clock Tower

## **2. Proposal**

- 2.1 The proposal involves the demolition of the existing bowls and squash facilities and the construction of an all weather sports pitch with single storey reception block and 22 car parking spaces.
- 2.2 The all weather pitch would have dimensions of 14.2m in width by 15m in depth and enclose by 5m high posts to the northern boundary and 3m high weld mesh fencing to the eastern boundary.
- 2.3 The reception block would have dimensions of 4m in width by 4m in depth and be finished with a flat roof to a maximum height of 3.2m
- 2.4 The car parking layout to the west, adjacent to Chase Side would be remodelled to accommodate 22 car parking spaces, including 2 disabled bays.

## **3. Relevant Planning Decisions**

- 3.1 TP/06/1579 - Erection of 8No. columns, 13 metres in height, with floodlights to match pitch adjacent Saracens Football Club - granted
- 3.2 TP/03/0038 - Moving containers to car park & portakabins to be used as changing rooms – granted

## **4. Consultations**

- 4.1 Statutory and non-statutory consultees
  - 4.1.1 Traffic and Transportation raise no objection in principle subject to improvement to the access and a management plan to control use of the parking area
  - 4.1.2 Any other comments received will be reported at Planning Committee
- 4.2 Public
  - 4.2.1 Two neighbouring properties were consulted. Press and site notices were also posted. Any responses will be reported verbally at Planning Committee.

## **5. Relevant Policy**

- 5.1 Core Strategy

At the meeting of the full Council on 10<sup>th</sup> November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance

SO8:	Transportation and accessibility
SO10:	Built environment
CP9	Supporting Community Cohesion
CP11	Recreation, Leisure, Culture & Arts
CP20	Sustainable Energy Use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP30	Maintaining and Improving the Quality of the Built and Open Environment
CP31	Built and Landscape Heritage
CP32	Pollution
CP36	Biodiversity

## 5.2 Unitary Development Plan

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance:

(II)GD3	Design
(II)GD6	Traffic Generation
(II)GD8	Access and Servicing
(II) H8	Privacy

## 5.3 London Plan

3A.18	Protection and Enhancement of Social Infrastructure and Community
3C.23	Parking Strategy
3D.6	Sports facilities
3D.13	Children and Young People's Play and informal recreation strategies
3D.14	Biodiversity and nature conservation
3D.15	Trees and woodland 188
3D.16	Geological Conservation
4B.1	Design Principles for a Compact City
4B.2	Design
4B.8	Respect Local Context and Character
4B.11	London's built heritage
4B.12	Heritage conservation

## 5.4 Other Relevant Policy

PPS1	Delivering Sustainable Development
PPS5	Planning for the Historic Environment
PPG13	Transportation
PPG17	Planning for Open Space, Sport and Recreation

## **6. Analysis**

### **6.1 Loss of Bowls and Squash Building**

6.1.1 Core Policy 11 of the Core Strategy seeks to resist the loss of existing recreation and leisure facilities unless it can be demonstrated that they are no longer required or will be provided elsewhere. It is acknowledged that demand for indoor bowls has declined and due to the size and configuration of the existing building, it does not readily lend itself to an alternative use. Leisure have confirmed that the demand for this facility could be accommodated elsewhere in the area. With regard to the squash facilities, it is also considered that existing demand is catered for in other facilities elsewhere within the Borough. Furthermore, the pressing demand within the Borough is for facilities of this nature. On balance therefore, no objection is raised.

### **6.2 Design and Impact on Character of the Area**

6.1.1 With reference to the proposed sporting / recreational use, this would be consistent with the current use and that of the surrounding area

6.1.2 The main visual feature of the proposal is the fencing and floodlighting. However, the weld mesh fencing is considered to be acceptable in appearance and at a height of 3 metres, would not appear unduly intrusive. For reasons of biodiversity, the acceptability of the proposed floodlights is still unclear. However, it is considered that there is no objection to the principle given the proximity to the built form of the Theatre and the fact that flood lighting exist in connection with the Saracens Training facility to the south. Consequently, the fencing and associated floodlighting would not harm the character and appearance of the area. A condition is suggested to cover the final design and specification for the floodlights.

6.1.3 The new reception building would measure 4. metres in depth by 4 metres in width to a maximum height of 3.2m. The design features a flat roof and would be constructed of steel cladding and finished in light/dark grey. Although it is recognised that this is not the most visual sensitive material, it is considered practicable and given its position at the back of the site adjacent to the boundary with the Theatre, it would not occupy an unduly prominent position where it could detract from visual amenity. As a result, given the circumstances, this structure is considered acceptable.

6.1.4 The parking area would replace the informal arrangements that currently exist. With the use of appropriate materials, this formalising of the existing would not impact on the character and appearance of the area.

6.1.5 The presence of the Grade II listed Clock Tower on the eastern edge of the development is also a material consideration. Whilst the proposals would have no direct affect upon the structure, the proximity has the potential to affect its setting. However, it is considered that the predominantly open form of the proposal all weather sports pitch together with the retention of landscaping around its edge alongside the proposed fencing and floodlighting, would ensure that the setting of this heritage asset is not harmed sufficient to warrant refusal of the application.

### **6.3 Impact on Neighbouring Amenities**

- 6.3.1 The nearest residential properties are sited approximately 200m to the east and 285m to the south. Due to this distance, noise and disturbance associated with the use of the all weather surface even during evening periods, is not felt likely to cause harm to residential amenity.
- 6.3.2 In addition, the relationship also means that the floodlighting associated with this use would not have a detrimental impact on residential amenities.

### 6.3 Sustainability

- 6.3.1 The information submitted with the application is considered insufficient to fully consider the sustainability of the proposed development. Further information has therefore been sought and an update will be provided at the meeting.

### 6.4 Biodiversity

- 6.4.1 The information submitted with the application is considered insufficient to fully consider the biodiversity implications arising from the development regards to impacts on habitats or lighting spillage. Further information has therefore been sought and an update will be provided at the meeting.

### 6.5 Car Parking and Access

- 6.5.1 The main issues are traffic generation and suitability of the access on to Chase Side to accommodate the more intensive vehicle movements. As Chase Side is a classified road then it is important that any development does not prejudice the traffic flow or highway safety. This could be impeded if two way vehicle movement to and from the site is not possible as vehicles could have to wait or slow suddenly on the highway to allow vehicles to exit.
- 6.5.2 Clarification has been sought to demonstrate that two way vehicle movements at the entrance to the site is possible. Given the Council's ownership of the land, it would also be possible to impose a condition to secure improvements if necessary
- 6.5.3 The requirement for two way access is informed by number and pattern of trip generation. The nature of the use (sports facility) means vehicle movements are likely to be concentrated around certain times i.e. before and after events. If events are infrequent then this is unlikely to be problematic, but it could lead to difficulties if it is operated intensively especially for example as a five a side facility.
- 6.5.4 In assessing the traffic generation the TA has used a worst case scenario which it states would be the use of the site as three five a side pitches all operating at the same time. This is considered reasonable, as it could mean a minimum of 33 users on the pitches at once. The TRICS database has been used in order to estimate the number of trips that this would generate, and it gives the following results:
  - a) The peak time is between 17:00 and 21:00 for weekdays, with a maximum of 32 two way vehicles movements between 19:00 and 20:00.

It is noted that the comparison sites have not been included in the appendix of the TA, so it is not possible to verify the results in terms of checking how similar the examples are to the proposed site. However, the peak level of traffic generation is not a problem in itself as it is outside the network peak, and further analysis in the TA shows it only represents a small percentage of the overall traffic flow.

- 6.5.4 However if vehicles are exiting and arriving at the same time then without two way access it could prejudice the flow of traffic along Chase Side, and this would be unacceptable and contrary to (II)GD8 of the UDP, PPG13 Appendix B, and the Design Manual for Roads and Bridges Vol 6, which require sites to be have suitable access arrangements that do not disrupt traffic flow on classified roads.
- 6.5.5 In terms of parking, it is considered the provision of the 24 spaces would be sufficient to meet the expected demand for the use of three pitches for five a side, which is considered the maximum level of use. Details of the parking requirement for any other uses are not given although policy in the London Plan does not prescribe an exact number of spaces for leisure uses. However as the site is not in a town centre and does not benefit from any local public car parks, all vehicles are likely to park on site. The parking accumulation shows data shows the max number of vehicles on site would be 23, but there are no any details on how the existing unauthorised parking serving the theatre and the Cat Hill campus will be controlled. Any unauthorised parking would impact on the number of spaces available, and given that there is only one access/egress, then the circulation of vehicles could be a problem if the parking is not controlled.
- 6.5.6 Notwithstanding the above, the capacity of the proposed parking to meet worst case scenario is acknowledged and subject to conditions regarding access, is considered to be acceptable in terms of impact o the adjoining highway.

## **7. Conclusion**

- 7.1 Having regard to the above considerations, it is considered notwithstanding the loss of the existing facilities, the proposal is acceptable as it would enhance the sporting and recreational offer available to residents of the Borough, it would not prejudice the character, appearance and residential amenities of the surrounding area or have detrimental impacts on highways, parking or pedestrian safety. The proposal is therefore considered acceptable for the following reasons
1. The proposal would not lead to conditions that would be detrimental to the highway safety and convenience in the locality, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan and 3C.23 of the London Plan.
  2. The proposed building and all weather sports pitch, by virtue of their size, height and design, would ensure that there is no significant harm to the character and appearance of the street scene or neighbouring amenities, having regard to Policies (II) GD3 of the Unitary Development Plan, CP30 and CP32 of the Core Strategy.

3. The proposed development would improve and contribute to community recreation and leisure facilities having regard to CP11 of the Core Strategy and PPG17.

**8. Recommendation**

- 8.1 That 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 condition:

- 1 The development shall not commence until details of the lighting columns including design, height, number, colour and finish, lamps and feeder pillars 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 and to safeguard any biodiversity value of the site.
- 2 C09 – Details of Hardsurfacing
- 3 C10 – Details of Levels
- 4 C11 – Details of Enclosure
- 5 C17 – Details of Landscaping
- 6 The development shall not commence until details of tree protection measures have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and maintained throughout the construction period.  
Reason: To protect existing planting during construction.
7. C22 – Details of Construction Vehicle Wheel Cleaning
- 8 That a schedule detailing the opening hours and use of the facilities, including the use of the floodlights, be submitted to and approved in writing by the Local Planning Authority before development begins.  
Reason: To safeguard the amenities of the occupiers of adjoining properties.
9. C51a – Time limit

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 26<sup>th</sup> April 2011

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

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Enfield  
Highway

**Application Number :** LBE/11/0008

**Category:** Other Development

**LOCATION:** ALBANY POOL, 505, HERTFORD ROAD, ENFIELD, EN3 5XH

**PROPOSAL:** Single storey side extension to provide gymnasium with air conditioner units to roof.

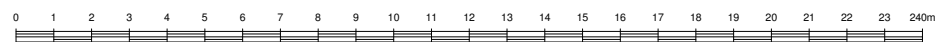
**Applicant Name & Address:**  
London Borough of Enfield  
CIVIC CENTRE,  
SILVER STREET,  
ENFIELD,  
EN1 3XA

**Agent Name & Address:**  
Kerry White, Archer Architects  
Arlington Business Park  
Stevanage  
Whittle Way  
Stevenage  
SG1 2FP

**RECOMMENDATION:** GRANTED



### Development Control



Scale - 1:2002  
Time of plot: 15:52

Date of plot: 07/04/2011

## **1. Site and Surroundings**

- 1.1 An existing leisure facility located on the eastern side of Hertford Road, on the junction with Connop Road, providing a swimming pool, gym and class studios.
- 1.2 The building is single storey with a projecting front entrance lobby, and a pitched roof tiled with grey slate. The front building line is approximately 15m behind the public footway on Hertford Road.
- 1.3 There is an existing car park serving the site, located to the north of the building and accessed via Connop Road, providing 62 parking spaces inclusive of 3 disabled parking spaces. Service vehicles access is via Eastfield Road.
- 1.4 The leisure centre is open from 07:00 to 22:00 hours seven days per week, with an average of 300 visitors per day midweek and 470 visitors during the weekend. A total of 55 staff are employed but no more than 15 are on site at any given time.
- 1.5 Vegetation around the building comprises mostly of lawn, with some trees sited along the southern boundary and in the south-west corner of the site fronting Hertford Road. Whilst these trees are not of such importance to warrant protection by way of a Preservation Order, they are considered to provide an important visual screen.
- 1.6 The surrounding area is a mixture of commercial and residential developments. South of the site and positioned nearer to the Hertford Road frontage is a parade of 6 commercial units with residential above. To the rear of this parade is Herm House, a 13-storey flat development accessed off Eastfield Road.

## **2. Proposal**

- 2.1 Permission is sought for a single storey side extension to provide a gymnasium with air conditioner units to roof.
- 2.2 The proposed extension will increase the floor area from 2,513sqm to 3,114sqm. The extension will be approximately 25m wide on the front (Hertford Road) elevation reducing to 11m on the rear elevation. Its depth would be 34m with 3m in height to the eaves, and approximately 5.5m in height to the top of a crown roof. Fenestration will consist of x3 windows on the front elevation (serving a crèche, studio and gym respectively), x3 high level windows on the south elevation (serving the gym), and a window and external door on the rear elevation.
- 2.3 The air conditioning units will be sited towards the south-west end of the roof extension.
- 2.4 The existing service access will be rerouted from Eastfield Road to the car park with a new service road provided at the rear of the building.

### **3. Relevant Planning Decisions**

- 3.1 In February 1998, planning permission was granted at Planning Committee (ref: LBE/97/0034) for a single storey side extension.

### **4. Consultations**

#### **4.1 Statutory and non-statutory consultees**

##### **4.1.1 The Sustainable Design Officer comments that**

- The scheme is aiming to achieve a 'very good' rating under BREEAM Other Buildings.
- The assessment however has been carried out by someone who is not a qualified 'Other Buildings' assessor, although they are qualified under other BREEAM schemes. This should not present an issue as a condition can be imposed to ensure that a design stage and post-construction assessment is undertaken by an appropriately accredited person.
- The Energy Assessment indicates that the CO2 emission savings will be 58% for the proposed extensions, which is considered acceptable. A condition is recommended to secure details of how the CHP Plant achieves this.
- Additional work should be undertaken on the feasibility of a living roof.

- 4.1.2 Traffic & Transportation advise that there are no objections as the development makes adequate provision for access, servicing and parking.

#### **4.2 Public**

- 4.2.1 Consultation letters have been sent to 116 neighbouring and nearby occupiers. Any comments received will be reported at Committee.

### **5. Relevant Policy**

#### **5.1 Local Development Framework**

At the meeting of the full Council on 10<sup>th</sup> November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein, are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

- CP9: Supporting community cohesion
- CP11: Recreation, leisure, culture and arts
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP22: Delivering sustainable waste management
- CP25: Pedestrians and cyclists
- CP26: Public transport
- CP30: Maintaining and improving the quality of the built and open environment
- CP32: Pollution
- CP36: Biodiversity

CP40: North east Enfield

## 5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance:

(II)CS1	Land requirements for Community Services
(II)CS2	Siting and design of buildings and equipment
(II)CS3	Effective and efficient use of land and buildings
(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing

## 5.3 The London Plan

Policy 2A.1	Sustainability criteria
Policy 3A.18	Protection and enhancement of community infrastructure and community facilities
Policy 3D.14	Biodiversity and nature conservation
Policy 4A.1	Tackling climate change
Policy 4A.2	Mitigating climate change
Policy 4A.3	Sustainable design and construction
Policy 4A.4	Energy assessment
Policy 4A.6	Decentralised Energy: heating, cooling and power
Policy 4A.7	Renewable energy
Policy 4A.9	Adaptation to climate change
Policy 4B.1	Design principles for a compact city
Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.8	Respect local context and communities

## 5.4 Other Relevant Policy

PPS1:	Sustainable development
PPS9:	Biodiversity and Geological Conservation
PPG13:	Transport
PPG17:	Planning for open space, sport and recreation
PPS22:	Renewable energy
PPG24:	Planning and noise

## 6. **Analysis**

### 6.1 Principle

6.1.1 The proposed development would improve an existing leisure facility and enhance the facilities available to local residents. As such the proposal is therefore consistent with the objectives of Policy 11 of the adopted Core Strategy and thus is considered acceptable in principle.

### 6.2 Impact on Character of Surrounding Area

6.2.1 Although the proposed extension is a significant addition to the side of the existing building and thus visible from the Hertford Road elevation, the overall design is considered acceptable as it integrates well with the style and form of the existing building. The resultant development would therefore be acceptable in terms of the character and appearance of the locality.

### 6.3 Impact on Neighbouring Properties

6.3.1 Although the side extension would bring the development closer to the southern boundary and the residential properties beyond, the separation and overall relationship is such that there would be no loss of outlook or privacy leading to an effect on the level of residential amenity enjoyed.

6.3.3 Moreover, the use of the extension should not lead to unacceptable noise and disturbance to the neighbouring flats. However, the air conditioning units have the potential to cause disturbance. Information is being provided by the applicant to confirm that any noise emissions will be at an acceptable level. This will be reported at Committee.

### 6.4 Sustainable Design & Construction

#### *BREEAM*

6.4.1 A BREEAM pre-assessment initial report has been submitted with the application, which indicates that the scheme is aiming to achieve a 'very good' rating under BREEAM Other Buildings. However, due to it being undertaken by a non-accredited 'Other Buildings' Assessor, a condition will be imposed as recommended by the Sustainable Design officer to seek a design stage and post-construction assessments by an appropriately accredited person.

#### *Energy*

6.4.2 The London Plan stipulates that an Energy Assessment, which should form part of the sustainable design and construction statement, must form part of any major proposal. The assessment should demonstrate expected energy and carbon dioxide emission savings (20%) from energy efficiency and renewable energy measures incorporated into the development (Policy 4A.4).

6.4.3 Whilst the scheme is not a major development, Core Policy 20 of the Core Strategy requires that all new developments (and existing developments where possible) need to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently, and using energy generated from renewable sources.

6.4.4 The development is aiming to achieve a 58% reduction in CO2 emissions for the extension and 4.5% for the existing building through the use of materials with proven thermal mass properties, fenestration arrangement and increased insulation. In addition, the existing CHP plant will be reutilised and reconfigured to provide additional energy savings which more than offset the use of renewable technology for the extension. Provision is also made for future possible connection to a local district heating network.

6.4.5 The above measures, in particular the re-use of the existing CHP plant, have been adopted after consideration of other technologies:

- Wind turbines have been excluded because the constant wind speed required (in excess of 9m/s) is insufficient at the site (approximately 5m/s).
- Whilst there is sufficient space on the roof to provide PV cells to meet with the 20% target, these have been excluded due to the high capital cost which is only partially offset by the Government feed in tariff scheme.
- Solar hot water systems have been excluded as they would conflict with the operation of the CHP plant.
- Biomass heating was excluded because the heat generation plant is existing and also due to the potential unacceptability of the boiler flue emissions.
- The proposed extension requires cooling it is proposed to achieve this via an air sourced heat pump system with variable refrigerant flow inclusive of heat recovery from refrigerant via heat transfer between areas with different thermal loads.

## 6.5 Biodiversity

6.5.1 The submitted Ecological Assessment considers that the site has low conservation value and minimal amenity value due to the site predominantly covered by amenity turf, shrub/ flower beds (in the car park) and occasional trees (several being native). Whilst this may be the current position, all schemes should look to enhance the ecological value of the site. To this end, a condition is suggested to secure ecological enhancements in the form of native, wildlife friendly plantings.

## 6.6 Access and Traffic Generation

6.6.1 Access and egress remain unaltered for vehicles. Service vehicle access however, will be re-routed from Eastfield Road to via the car park and a new service vehicle access to the rear of the development. A swept path analysis appears to demonstrate that service vehicles should be able to safely manoeuvre within the site.

## 6.7 Parking

6.7.1 The proposal does not involve any change to the existing level of parking provision. It is estimated that an increase in size of the leisure centre (23% increase in floor area) may generate a similar increase in visitor numbers. In terms of trip generation, the existing peak day flows have therefore been factored up by this same amount. The forecasted data shows that parking demand will peak at 53 spaces on weekdays (between 18:00 to 19:00 hours) and 36 cars (11:00 to 12:00 hours) at weekends. This therefore appears to demonstrate that existing parking provision will be sufficient and should not therefore lead to the demand for on-street parking. Nevertheless, it is also noted that the Leisure Centre is served by a number of bus routes along Hertford Road.

6.7.2 A total of 16 cycle parking spaces are to be provided in the form of 8 'Sheffield' type stands. This level of provision, their siting and design is considered acceptable.

## 7. **Conclusion**

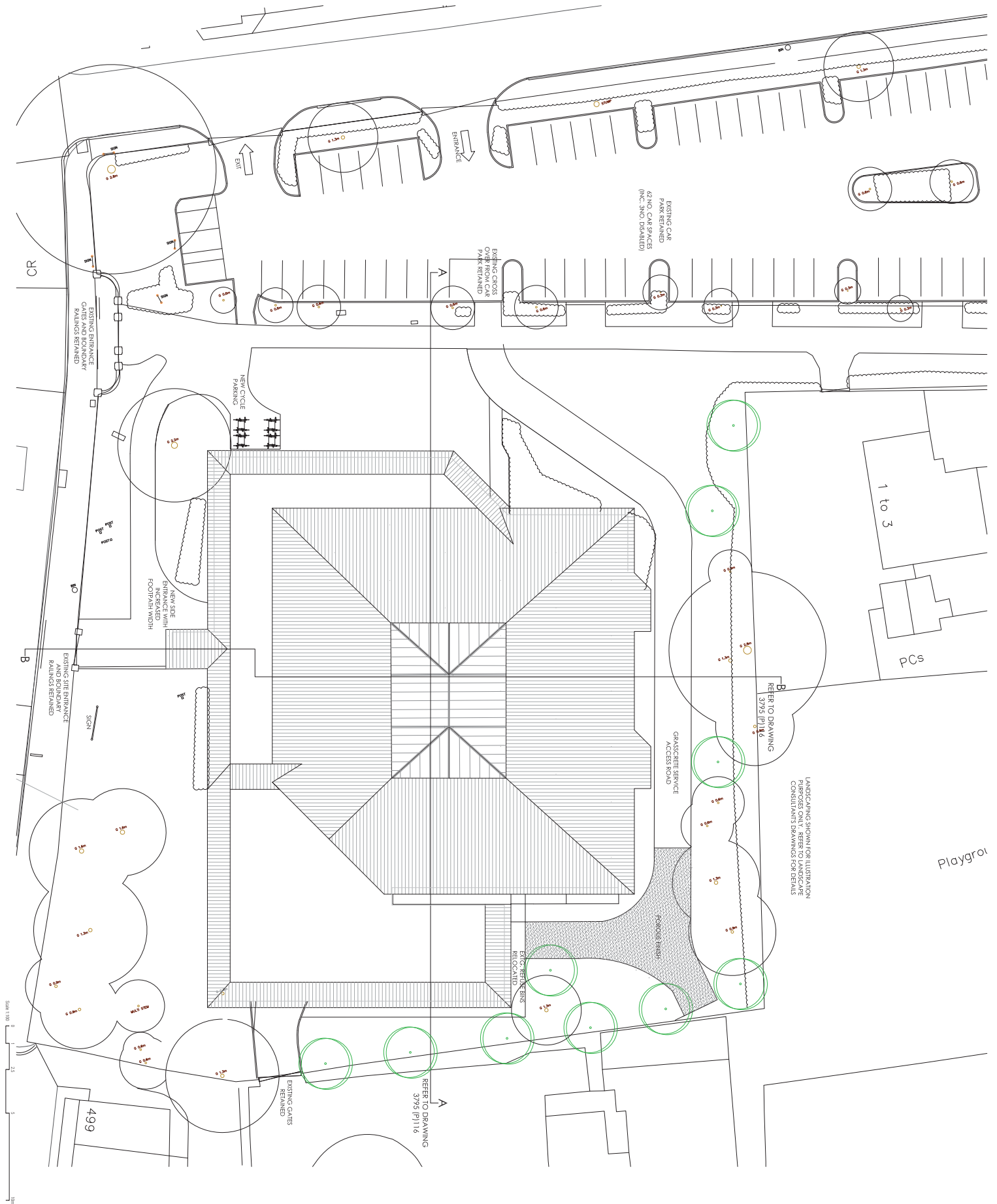
7.1 In the light of the above, it is recommended that the proposal be approved for the following reasons:

1. The proposed development improves facilities at the existing leisure centre in accordance with Council's aim of promoting community accessibility to good quality social facilities. It is considered that the proposed development complies with Core Policies 9 and 40 of the Core Strategy, Policies (II)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan, Policies 3A.18, 4B.1, 4B.8 of The London Plan, and with PPS1: Sustainable Development.
2. The proposed development due to its design, size and siting should not detract from the character and appearance of the surrounding area nor would it unduly affect the amenities of adjoining or nearby residential properties having regard to Core Policy 30 of the Core Strategy, Policies (II)CS2, (II)CS3 and (II)GD3 of the Unitary Development Plan and with Policy 4B.8 of The London Plan.
3. The proposed development, by virtue of conditions imposed will contribute to the provision of sustainable development within the Borough, having regard to Core Policies 20 and 36 of the Core Strategy, Policies 3D.14, 4A.1, 4A.3 and 4A.4 of the London Plan, PPS1: Sustainable Development, PPS9: Biodiversity and Geological Conservation, PPS22: Renewable Energy.
4. The proposed development provides a sufficient level of on-site parking and provides for adequate servicing facilities thereby not giving rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, Policy 3C.23 of The London Plan and with PPG13: Transport.

## **8. Recommendation**

- 8.1 That subject to the receipt of no new material considerations following the expiry of the consultation period, planning permission be deemed to be GRANTED in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to conditions:





FOR PLANNING

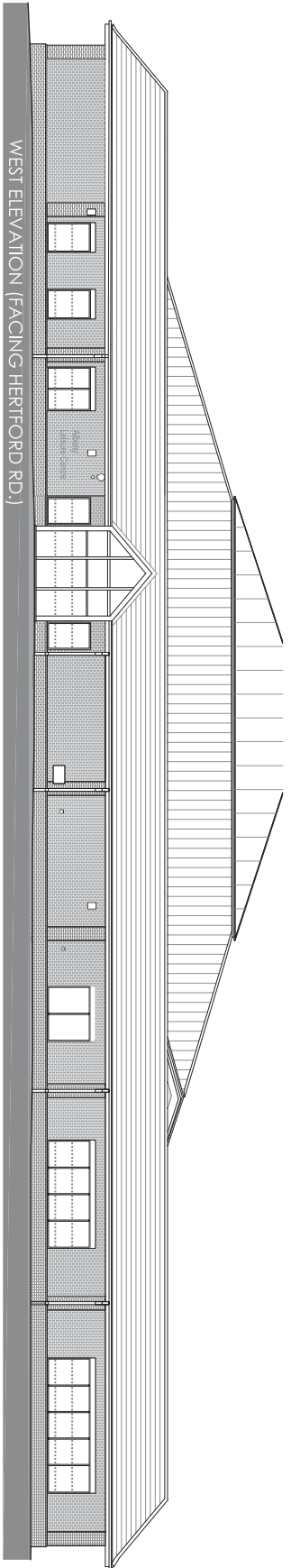
**archer architects**

Office 7, Gateway 1000  
 Aldergate Street  
 Whiteley Way  
 Slough, UK  
 SL1 2ZF

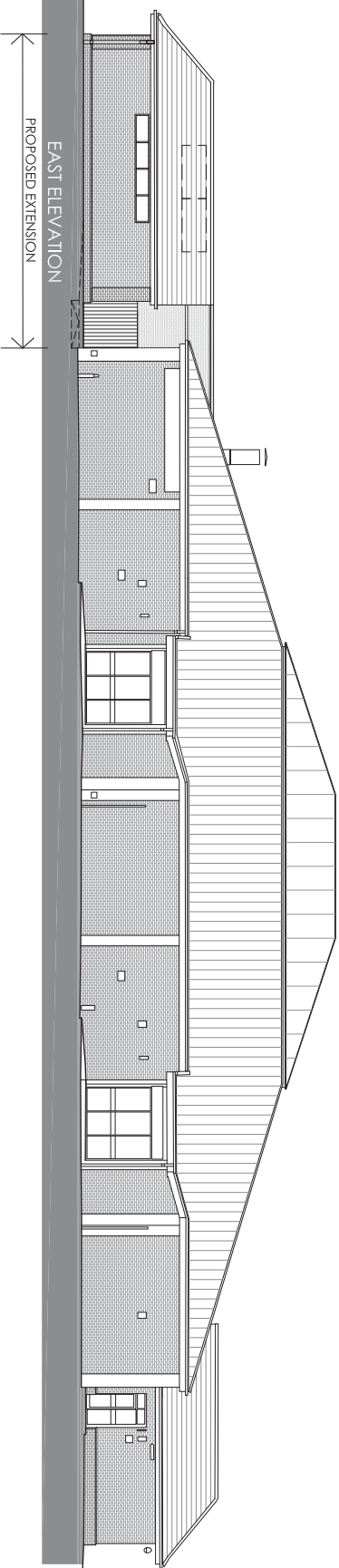
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 Slough, UK  
 SL1 2ZF

ENFIELD COUNCIL  
 ALBANY LEISURE CENTRE  
 PROPOSED SITE PLAN

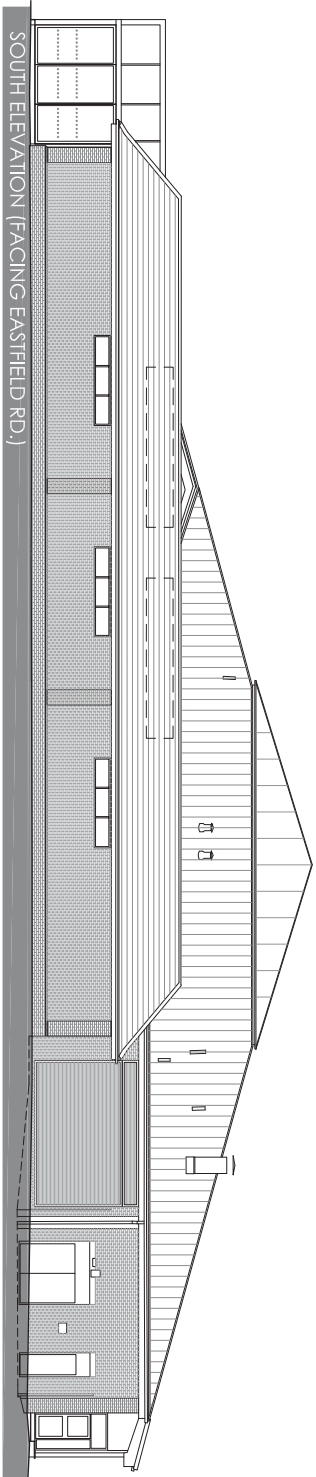
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 PROJECT: MCO  
 DRAWING: 3795 (P) 112



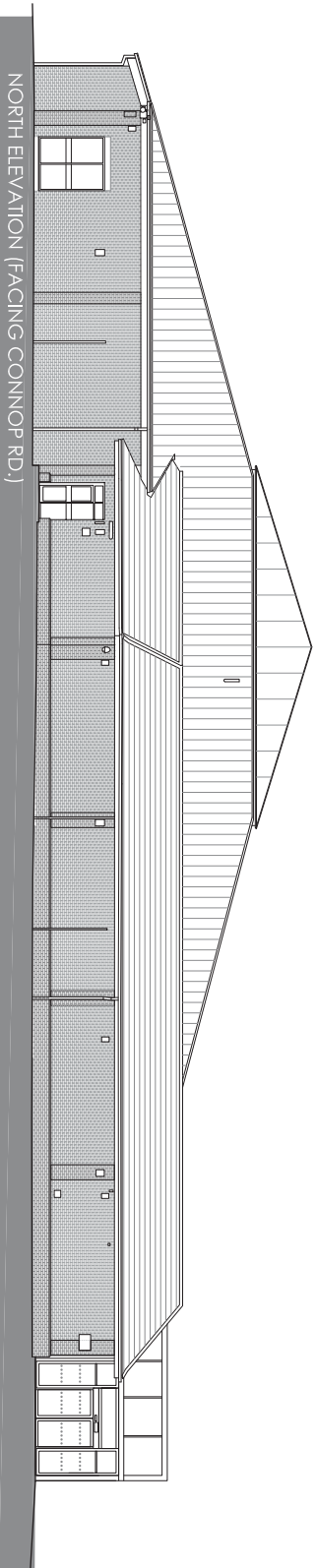
PROPOSED EXTENSION



EAST ELEVATION  
PROPOSED EXTENSION



PROPOSED EXTENSION



NORTH ELEVATION (FACING CONNOP RD.)

Scale: 1:100 0 3 2.5 5 10m

**MATERIALS**

- Facing Brickwork - To match existing.
- Roof (Pitched) - Grey concrete roof tiles, with half round hip and ridge tiles, to match existing. Profiled metal vertical cladding behind pitched roof; colour grey to match existing.
- Roof (Flat) - Single ply membrane.
- New Windows - PPC metal frames, colour: grey
- Existing Windows - Repoint all frames, colour: grey
- Existing Doors - Repoint all frames, colour: grey
- External Metalwork - Repoint, colour: grey (including rainwater goods and glazed roof).

**FOR PLANNING**

Office 7, Gateway 1000  
 Allington Street  
 Whiteley Way  
 Stevenage  
 Hertfordshire  
 SG1 1JF  
 01438 758400  
 e: archer@archer-uk.com  
 www.archerarchitects.co.uk

CLIENT: ENFIELD COUNCIL

PROJECT: ALBANY LEISURE CENTRE

TITLE: PROPOSED ELEVATIONS

DATE: 01/12/10  
 DRAWN BY: HCD  
 CHECKED BY: (P) 115  
 PROJECT NO: 3795

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date :26<sup>th</sup> April 2011

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

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

**Ward:**  
Upper Edmonton

**Application Number :** TP/10/0339

**Category:** Large Scale Major

**LOCATION:** NORTH MIDDLESEX HOSPITAL, STERLING WAY, EDMONTON,  
N18 1QZ

**PROPOSAL:** Erection of Six Storey Women's and Children's Unit together with provision of associated car parking.

**Applicant Name & Address:**

Kevin Howell  
NMUH NHS Trust  
Sterling Way  
Edmonton  
N18  
1QZ

**Agent Name & Address:**

Mark Lydall  
AHP Architects and Surveyors  
Wimpole Close  
Bromley  
Kent  
BR2 9JF

**RECOMMENDATION:** That planning permission be **GRANTED** subject to conditions



## **1.0 Site and Surroundings**

- 1.1 North Middlesex Hospital occupies an area of 9.32 hectares with the main site, to the east of Bull Lane comprising 8.18 hectares. The Hospital comprises a mix of older and more recent development with the most recognisable features being the 11 storey high tower block and the four storey high “old nurses home” on the frontage of the site with the North Circular Road.
- 1.2 The development site consists of an existing one and two storey Library and Learning Centre which is adjacent to the A406 boundary and which currently supports the provision of the Trust’s Education programme. The remainder of the site comprises tarmacadam parking and footways.
- 1.3 The surrounding area contains a mix of uses. To the east, the site is bounded by two storey terraced properties of Somerset Road whilst to the south, there are more two storey residential properties along Bridport Road. Also on Bridport Road facing the site is the Bull Lane/Commercial Road industrial area which is designated a Local Employment Area in the Interim Amendments to the UDP. Bull Lane bounds the site to the west beyond which is a residential development (Wigston Close): a development of 3 storey blocks of flats and the Hospital’s estate facilities. Along the northern boundary is the North Circular Road beyond which is residential development of 4 storey height.
- 1.4 The main vehicular access to the Hospital is from Bull Lane opposite its junction with Watermill Lane. Secondary access is also available via Sterling Way and the North Circular in the north eastern corner of the site. A total of 740 vehicles are able to park within the hospital grounds although there are only 700 spaces marked out. Bus routes 318 (North Middlesex Hospital to Stamford Hill) and 491 (Waltham Cross to North Middlesex Hospital) serve the site directly whilst routes 444, 34, 102 and 144 serve Bridport Road and Silver Street and 444 (Chingford – Turnpike Lane).

## **2.0 Proposal**

- 2.1 Permission is sought for the construction of a 6 storey building to provide new Women and Children’s Unit comprising 18 new maternity delivery suites, 2 Obstetrics Theatres and three 30-bed wards complete with all supporting plant space and ancillary accommodation.
- 2.2 The Lower Ground floor (Level -1) may accommodate an expanded Renal Dialysis Service but this is currently subject to review and may alternatively comprise a relocation of 32 existing dialysis stations with an additional expansion 16 stations.
- 2.3 Phase A of the development pertaining to this application provides;
  - i) A larger Consultant Led Delivery Unit including further high dependency beds and two new Obstetrics Theatres within Level 0 of the proposed new building.
  - ii) Level -1 of the new building will provide a plant room for the significant services associated with the provision of the new theatres and a ‘Shell space’ for future development.

Phase B of the development will provide 3 storey's of Ward accommodation within the new building at Levels 2, 3 & 4.

- 2.4 The proposal also involves the construction of a two storey generator building sited immediately to the west of the proposed 6 storey block
- 2.4 Overall, this application provides an additional 5814 sq metres on completion of Phase A and includes 220m<sup>2</sup> of Generator Building with a further 5594 sq metres on completion of Phase B.
- 2.5 Additional and associated parking to support the development is proposed to the east of the site within an area identified and previously approved in principle, for residential development. Retention of the land will provide the Trust with the space to create new clinical space in the future.
- 2.6 The development would also provide additional employment opportunities for 350 staff

### **3.0 Relevant Planning History**

- 3.1 TP/02/0785 – outline permission granted in July 2003 for the comprehensive redevelopment of the hospital together with the release of land for residential development
- 3.2 TP/02/0785/RM1-5 – reserved matters pursuant to the outline planning permission in respect of siting, design, external appearance, parking, access and landscaping approved in May 2005

### **4.0 Consultations**

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

- 4.1.1 Environment Agency have confirmed that the flood risk assessment carried out is acceptable and raise no other objection to the development subject to the imposition of a condition
- 4.1.2 Traffic and Transportation raises no objections subject to conditions
- 4.1.3 Assistant Director (Community Protection) raises no objection subject to the imposition of conditions
- 4.1.4 Any other responses will be reported at the meeting.

#### **4.2 Public**

- 4.2.1 Consultation letters were sent to 99 neighbouring and nearby residential properties. Notice was also published in the local press and displayed on site. No letters of objection have been received.

### **5.0 Relevant Policies**

#### **5.1 Core Strategy**

At the meeting of the full Council on 10th November 2010, the Core Strategy of the Local Development Framework was approved. The document and the

policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

- CP7 Health & Social Care Facilities
- CP9 Supporting community cohesion
- CP20 Sustainable energy use
- CP21 Sustainable water use
- CP28 Managing flood risk through development
- CP30 Maintaining and improving quality of built environment
- CP32 Pollution
- CP34 Parks, Playing fields and other Open spaces

## 5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP Policies are retained as material considerations pending the emergence of new and updated policies and development standards within the Development Management Document.

- (II) GD3 Aesthetics and functional Design
- (II) GD6 Traffic
- (II) GD8 Servicing
- (II) CS1 Facilitate the work of various community services
- (II) CS2 Siting and design of buildings to accord with the Council's environmental policies

## 5.3 The London Plan

- Policy 2A.1 Sustainability Criteria
- Policy 3C.23 Parking Strategy
- Policies 4A.1 - 4A.9 Tackling Climate change and Sustainable Design and Construction
- Policy 4B.5 Creating an inclusive environment
- Policy 4B.8 Respect local context and communities

## 5.4 Other Relevant Policies

- PPS1 Sustainable Development
- PPG13 Transport
- PPS25 Development and Flood Risk

## 6.0 **Analysis**

### 6.1 Principle

- 6.1.1 The proposed development of a Women's and Children's Unit to supplement existing services available at the Hospital would be consistent with the existing land use and although the surrounding area is predominantly residential in character, the proposed facility would front the North Circular Road which has a more distant relationship to neighbouring residential properties. In principle, therefore, no objection is raised to the construction of this modern facility.

6.1.2 The demolition of the existing buildings which house the library together with the former Nurses Home is acceptable.

6.2 Impact on Appearance of the Surrounding Area

6.2.1 The proposed Women and Children Units would be situated on the north boundary of the site with the North Circular Road and would infill the area between the podium / tower and the 4 metre boundary wall (of a depth of approx 45 metres) currently occupied by part two, part single storey buildings and parking areas. Of necessity, the new building must be situated immediately adjacent to the existing tower where linked services are located.

6.2.2 The footprint of the new building is constrained by these existing buildings and site features and in order to provide accommodation that meets the Trusts requirements, the new building needs 6 storeys of clinical accommodation plus one storey dedicated to plant and services distribution. Overall therefore, the height of the building would be approximately 23 metres.

6.2.3 Although the existing buildings are low-rise, many existing buildings on the hospital site set a precedent for the multi-storey building including the podium / tower against which this building would be seen. In addition, the recently constructed energy centre to the west represents a significant structure positioned on the same alignment as that proposed. With the demolition of the redundant Nurses accommodation, it is considered the proposed building will reinforce the northern boundary and provide a more urban street scene. It is also felt that the composition and scale of this group of buildings helps to create a more cloistered environment within the remainder of the hospital site while also acting as a noise barrier.

6.2.4 The north elevation of the new building (facing the North Circular Road) is staggered to follow the line of the inner site boundary road. At the closest point, the Building is approximately 6 metres from the boundary. Moreover , the northern boundary of the hospital site fronts a major dual carriageway and as such is very different in character to the predominantly residential streets bounding the remainder of the site.

6.2.5 With reference to the appearance of the building, there is an eclectic mix of architectural styles within the hospital site with a varied pallet of materials being used. Consequently, there is no obvious point of reference suggesting a suitable style for the new building. As a result, the external design of the external elevations is a product of the functional brief for the building and environmental context although it should be noted that the adjacent podium and tower built in the 1970's are horizontally banded, with glazing and concrete spandrels.

6.2.6 In response, it is proposed that the building will incorporate a rain screen cladding solution comprising silver aluminium laminated panels to match the new PFI building on the south eastern part of the site for the upper three storeys. The apparently random arrangement of windows helps it is considered, to break up the visual mass of the building, whilst on a practical level, the cladding will more easily accommodate re-use and rearrangement of panels to suit any future changes to window positions thereby supporting the future adaptability of the building.



6.2.7 The lower three levels will be finished in coloured insulated render while linear coloured louvers will be inserted within the render system at the engineering services mezzanine (level 1) to form a visual break between the occupied areas and the windowless service zone. It is considered that the change in material at this level also helps to overcome any possible colour-matching issues when the second phase is constructed. It is noted and accepted that a replacement of the render to the circulation cores may be required on construction of the second phase should significant discolouration occur.

6.2.8 It is acknowledged that the proposal due to its scale, would represent a significant physical presence in the area. However, its visual impact would be offset by its proximity to the main podium and tower which rises to 13 storeys and dominates the site. The proposed height would also be comparable with that of the approved hospital development although much of this is located to the south of the podium. In addition, residential development to the north and to the west along Wigston Close and Watermill Lane is of 3-4 with elements reaching 8 storeys in height which would also be comparable to the scale of the development being proposed. As a result, it is considered that the proposed development would not have an adverse impact on the appearance of the surrounding area or appear unduly dominant or incongruous when viewed within the context of the North Circular Road.

### 6.3 Phasing

6.3.1 The implementation of the development is based on two phases. The first phase will comprise three storeys with the Consultant Led Unit located at first floor level. The second floor level will comprise the service zone containing plant and services necessary to support the birthing areas and in particular, the operating theatres. The services zone will also act as a "buffer" zone, providing physical and acoustic separation between the Phase 2 building works and the occupied Phase 1 areas.

6.3.2 The second phase contains the upper three floors. At present, the layouts of the upper storeys proposed through Phase B are yet to be finally agreed. Plans and elevations of these areas are therefore to be considered indicative at this stage. A condition of any planning permission will cover the submission of these details in due course. However, should this second phase not come forward, it is considered that the first phase in isolation is acceptable in terms of its relationship to the character and appearance of the surrounding area.

### 6.4 Impact on Residential Amenities

6.4.1 The nearest residential property is located on Dickens close some 50 metres away on the opposite side of the North Circular Road. Taking into account the scale of the development and the distances involved, it is not considered that the physical presence of the development would detract from the outlook or residential amenities of these nearest properties.

### 6.5 Access

#### *Vehicular Access*

6.5.1 No new accesses onto the public highway are proposed as part of this development. Internal access arrangements will however be revised. In particular, it is proposed that the consented (post-PFI) servicing arrangement

on the hospital site will be retained and access to the FM yard shall be gained via the entry only access from Bull Lane. From the FM yard, delivery vehicles exit the Campus at the north-eastern access, via the on-site northern perimeter road.

- 6.5.2 It is proposed to make amendments to the routing of the on-site bus services as a result of the proposed severance of the PFI consented north/south road through the site which had been designed to accommodate a through bus route. Discussions have taken place between the Trust and Transport for London (TfL) to agree this modification but unfortunately, these have yet to be concluded and a condition is recommended to address this outstanding matter. However, there is no objection in principle subject to the agreement of TfL.

#### *Pedestrian Access*

- 6.5.3 In general the main pedestrian entrances to the new facility would be from the new east and west rotunda buildings of the recently constructed PFI buildings. On site pedestrian access to the retained estate will tend to be via individual building entrances.

#### 6.6 Parking

- 6.6.1 The additional car parking will be provided in two phases to support each of the construction Phase's 1 and 2. The parking constructed within Phase 1 will re-provide that lost from the development site and that required to meet the additional activity associated with the transfer of the maternity services from Chase Farm Hospital. The parking to support Phase 2 will be provided adjacent to the parking provided for Phase 1 and the design incorporates features to ensure a smooth transition between phases with little or no loss of interim parking.
- 6.6.2 In more detail, a total of 41 additional parking spaces are proposed in Phase 1 whilst a further 105 additional spaces are proposed on completion of Phase 2.
- 6.6.3 The total parking provision allocated to the new development has been derived by means of a pro-rata consideration of the consented Hospital parking provision (PFI scheme) based on floor area. The total on-site parking provision, post Phase 1 is 739 spaces, made up of 303 visitor and 436 staff spaces. As part of the Phase 2 development at the site, it is proposed to make provision of an additional 105 parking spaces comprising 65 spaces in the parking area to the east of the retained Tower Block reallocated to visitor use, as well as 50 additional staff spaces provided in association with Phase 2.
- 6.6.4 The resultant post-phase B parking provision amounts to 844 spaces comprising 339 visitor and 505 staff spaces. It is anticipated that the new car park on site would to a certain degree absorb the displaced car parking consequent from the new waiting restrictions proposed on the northern side of Bridport Road forming part of the consented PFI development.
- 6.6.5 With reference to cycle parking, it is proposed that 45 additional cycle parking spaces are provided. This level of provision accord with policy at a local and regional level and thus is considered satisfactory.

6.6.5 The adequacy of parking on site is a contentious issue with the hospital contributing to on street parking in the roads in the surrounding area. As part of the PFI scheme, the Trust is already contributing to a proposed CPZ that would cover the surrounding road. Taking this into account together with the level of provision indicated, no objection is raised. Further, subject to the satisfactory resolution of the discussion regarding the modification of the routing for Bus 491, access arrangements area acceptable.

## 6.7 Sustainability

6.7.1 In accordance with Core Policy 20 – *Sustainable Energy Use* the new building will be designed to ensure enhanced thermal efficiency exceeds the thresholds imposed by the recently introduced Part 'L' of the Building Regulations. The measures being considered cover both the building fabric and the installed plant. As a consequence the carbon emissions will be reduced assisting in the achievement of the targeted BREEAM rating.

6.7.2 Excessive solar gain will be avoided both through the design of the elevations where large glazed areas are avoided in favour of 'punched' windows and through implementation of passive solar gain control measures including solar control glazing and window blinds. Other design solutions for the building include CHP (combined heat and power) plant, low specific fan power air handling units, very high efficiency chillers and high efficiency lighting which may further incorporate daylight control. Further consideration is being given to the provision of some additional renewable energy technologies (photovoltaic cells are under currently the preferred option) but a condition is suggested to ensure the final design solutions meet the required standards.

6.7.3 In addition, the Trust has commissioned a BREEAM Healthcare Assessment for the new building with a target rating of 'EXCELLENT' in accordance with the requirements of the Department of Health. Accredited assessors have further reviewed the design and advised on a considerable number of stringent requirements that need to be implemented in the further stages of the development by the Trust, its Design Consultants and its Contractors. Whilst it is difficult to summarize all the specific measures that the Trust intends to undertake in the BREEAM assessment criteria groups (Management, Health, Energy, Transport, Water, Materials, Waste, Land Use & Ecology, Pollution), the criteria which are mandatory to achieve BREEAM 'EXCELLENT', together with the number of credits targeted. The Trust is aiming to achieve an overall score of at least 70%.

6.7.4 Furthermore the mandatory requirements of the Energy category require the Trust to meet specific threshold levels for CO<sub>2</sub> emissions. As a sealed window strategy has been adopted consideration has been given to the use of highly efficient Heat recovery system within the mechanical ventilation provision.

6.7.5 Whilst the area of hard surfaces and roofs is likely to be reduced across the development site within the extents of this application, consideration has been given to Core Policy 21 – *Delivering Sustainable Water Supply, Drainage & Sewerage Infrastructure* recognising the likely impact of future development on the hospital site. Grey water harvesting for the flushing of toilets in the new building will be implemented, along with water leak detection and sanitary water supply shut off.

## 6.8 Flood Risk

- 6.8.1 The FRA demonstrates that the site generally poses low risk to users of the proposed hospital redevelopment. This is based on the following:
- There are no records of historical flooding within the site
  - The proposals are for a hospital development in Flood Zone 2 deemed appropriate as per the recommendations of PPS25.
  - The on-site surface water sewer network will be designed to cater for the 1 in 30 year storm providing off-line storage in the form of Sustainable drainage systems (SUDS) attenuating the 1 in 100 year plus climate change event controlling downstream discharge rates to the natural Greenfield runoff rate.
  - The demolition of existing buildings in the flood plain will allow for the construction of the proposed car park and increase flood storage. This will constitute betterment over the existing flood regime both onsite and offsite
- 6.8.2 The strategy prepared for the site ensures that surface water run-off rates do not exceed pre-existing (natural) run-off rates by using sustainable drainage systems to provide attenuation prior to discharge to the receiving Thames Water sewer network. Moreover, the proposed integrated drainage strategy for the site promotes sustainable drainage systems (SUDS) in the form of a retention pond, which seeks to mimic as closely as possible the natural drainage regime of the pre-developed site. The proposed retention pond will enhance the natural environment through the provision of wildlife habitats and aesthetic landscapes. Furthermore they will also provide flood storage volume and albeit minor, a certain degree of infiltration into the substrata.

## 6.9 Biodiversity

- 6.9.1 The development site to the North of the Tower and Podium offers little opportunity to enhance the Biodiversity of the site being locked between the delivery bay to the west, Sterling Way to the north and new car parking to the east. However, it must be recognized that Core Policy 36 – *Biodiversity* identifies the hospital site as a 'Deficiency area'.
- 6.9.2 The current PFI development will in part improve the biodiversity of the site prior to the commencement of the proposed development and this proposal does not impact on the approved landscaping scheme. Nevertheless, an opportunity exists to effect the landscaping surrounding the proposed parking to east of the site at least in the short term. A condition covering the landscaping to maximize the biodiversity potential is proposed.

## 7.0 **Conclusion**

- 7.1 In the light of the above, it is recommended that condition planning permission be issued for the following reasons:
- 1 The proposed development due to its size, siting and design would not detract from the character and appearance of the surrounding area nor affect the amenities of adjoining or nearby residential properties having regard to Policy CP 30 of the adopted Core Strategy and Policy (II)GD3 of the Unitary Development Plan”
  - 2 The proposed development due to the level of additional parking proposed does not give rise to conditions, prejudicial to the free flow and safety of traffic on the adjoining highways having regard to Policies (II)GD6 and (II)GD8 of

the Unitary Development Plan as well as Policy 3C.24 and Annex 4 of the London Plan

- 3 The proposed development is acceptable having regard to the submitted flood risk assessment and Policy (II)GD12 of the Unitary Development Plan.
- 4 The proposed development would provide improve health car facilities for the benefit of local residents in accordance with Policies CP7 and CP9 of the adopted Core Strategy and Policies (II)CS1 and (II)CS2 of the Unitary Development Plan

## **8. Recommendation**

8.1 That planning permission be GRANTED subject to the following conditions:

1. C60 Development in Accordance with Approved Plans

2. Prior to any construction work commencing, details of a methodology for the demolition of existing buildings on the site shall be submitted to and approved by the Local Planning Authority. The demolition works shall be carried out in accordance with the methodology approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: in order to safeguard the amenities of neighbouring residential properties and to ensure the works do not prejudice air quality.

3. Prior to the commencement of any construction work including demolition, on Phase 1 of the development, a Construction Environmental Action Plan relating to that element shall be submitted to and approved by the Local Planning Authority. The Plan to be adhered to for the duration of the construction works for both Phases A & B.

Reason: in the interests of safeguarding the environment of the surrounding area.

4. Phase A of 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

5 In the event of Phase B of the development hereby approved proceeding, no construction shall commence until details of the elevations and external appearance of the upper levels including materials , have been submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details.

Reason: in the interests of ensure the development of if the highest design quality and does not detract from the visual amenities of the surrounding area

6. Phase A of the development hereby approved shall not be occupied until the additional 41 parking spaces together with the alterations to the internal road layout and previously approved parking arrangements, as shown

on Drg No A429-F-02A-03-01 PO1 (Phase A) have been constructed and are available for use. Thereafter, the parking spaces shall be retained unless otherwise agreed by the local planning authority

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

7. Phase 2 of the development hereby approved shall not be occupied until the additional 105 parking spaces, as shown on Drg No A429-F-02A-03-01 PO1 (Phase B) together with the alteration to the internal layout have been constructed and are available for use. Thereafter, the parking spaces shall be retained unless otherwise agreed by the local planning authority

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

8. No development shall commence until a Management Plan demonstrating the retention and availability of 698 parking spaces across the site for the duration of the construction period, has been submitted to and approved by the local planning authority. The approved plan shall be adhered to at all times.

Reason: To ensure that the development complies with Unitary Development Plan and London Plan policies and to prevent additional on street parking in the vicinity which would act to the detriment of the free flow and safety of traffic and pedestrians using the neighbouring highways?

9. The parking area(s) 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 and London Plan policies and to prevent the introduction of activity which would be detrimental to amenity

10. No plant, machinery, goods, products or waste material shall be deposited or stored on any open part of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and the appearance of the site.

11. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas 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 that levels have regard to the level of surrounding development, gradients and surface water drainage.

12. 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.

13. No development shall commence until details of trees, shrubs and grass to be planted in connection with Phase A 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.

14. In the event of Phase B of the development hereby approved proceeding, no construction shall commence until details of trees, shrubs and grass to be planted in connection with Phase A 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.

15 Details of any external lighting proposed in connection with the hospital development hereby approved together with appropriate mitigation measures to prevent external lighting affecting light sensitive premises including neighbouring residential properties shall be submitted to and approved by the Local Planning Authority. The lighting to be installed in accordance with the approved details.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers

16. In the event of Phase B of the development hereby approved proceeding, no construction shall commence until details of any external lighting proposed in connection with the hospital development hereby approved together with appropriate mitigation measures to prevent external lighting affecting light sensitive premises including neighbouring residential properties shall be submitted to and approved by the Local Planning Authority. The lighting to be installed in accordance with the approved details.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers

17 The development shall not commence until a scheme to deal with contamination of the site including an investigation and assessment of the

extent of contamination and the measures to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with written confirmation by the appointed specialist to confirm implementation prior to the commencement of hospital development.

Reason: To avoid risk to public health and the environment.

18 No development shall commence until alternative arrangement for the routing of Bus 491 together with any transitional arrangements to cover the construction period have been agreed with TfL and submitted to and approved by the local planning authority. The approved route to be implemented prior to the use of the development commencing.

Reason; in order to ensure adequate arrangements for public transport are maintained for the hospital

19 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.

20. The construction of the surface and foul water drainage system for the hospital element of the development hereby approved shall be carried out in accordance with details to be submitted to and approved by the Local Planning Authority in consultation with the Environment Agency prior to any element of the hospital development including demolition commencing.

Reason: to prevent pollution of the water environment

21 During the construction period for Phases A and B of the development hereby approved, an area shall be maintained within the site for the loading/unloading, parking and turning of delivery, service and construction vehicles.

Reason: to prevent obstruction on the adjoining highways and to safeguard the amenities of surrounding occupiers

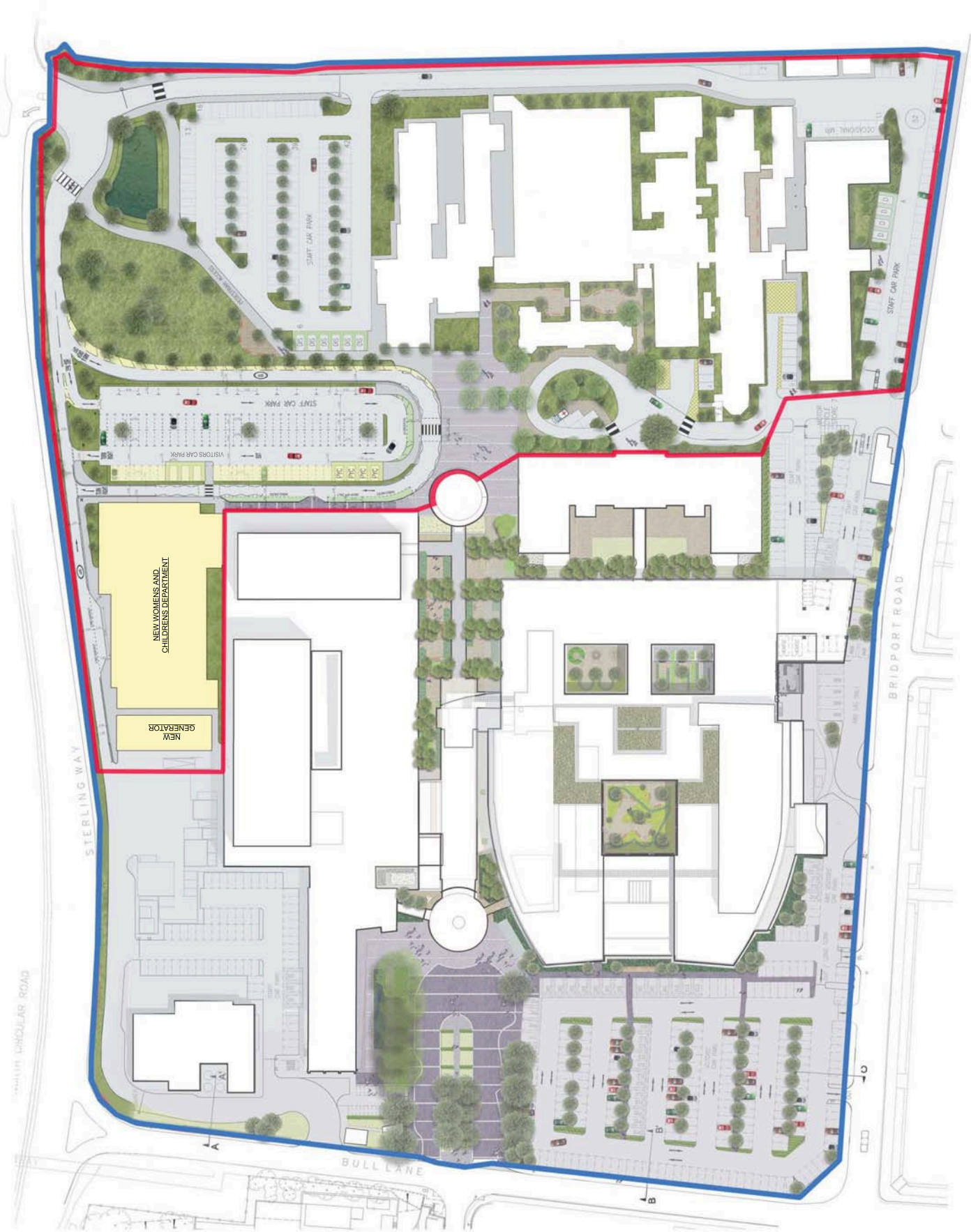
22. Details of facilities and methodology for cleaning the wheels of construction vehicles leaving the site of this element have been submitted to and approved in writing by the Local Planning Authority in respect of both Phases A and B. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period for each respective phase.

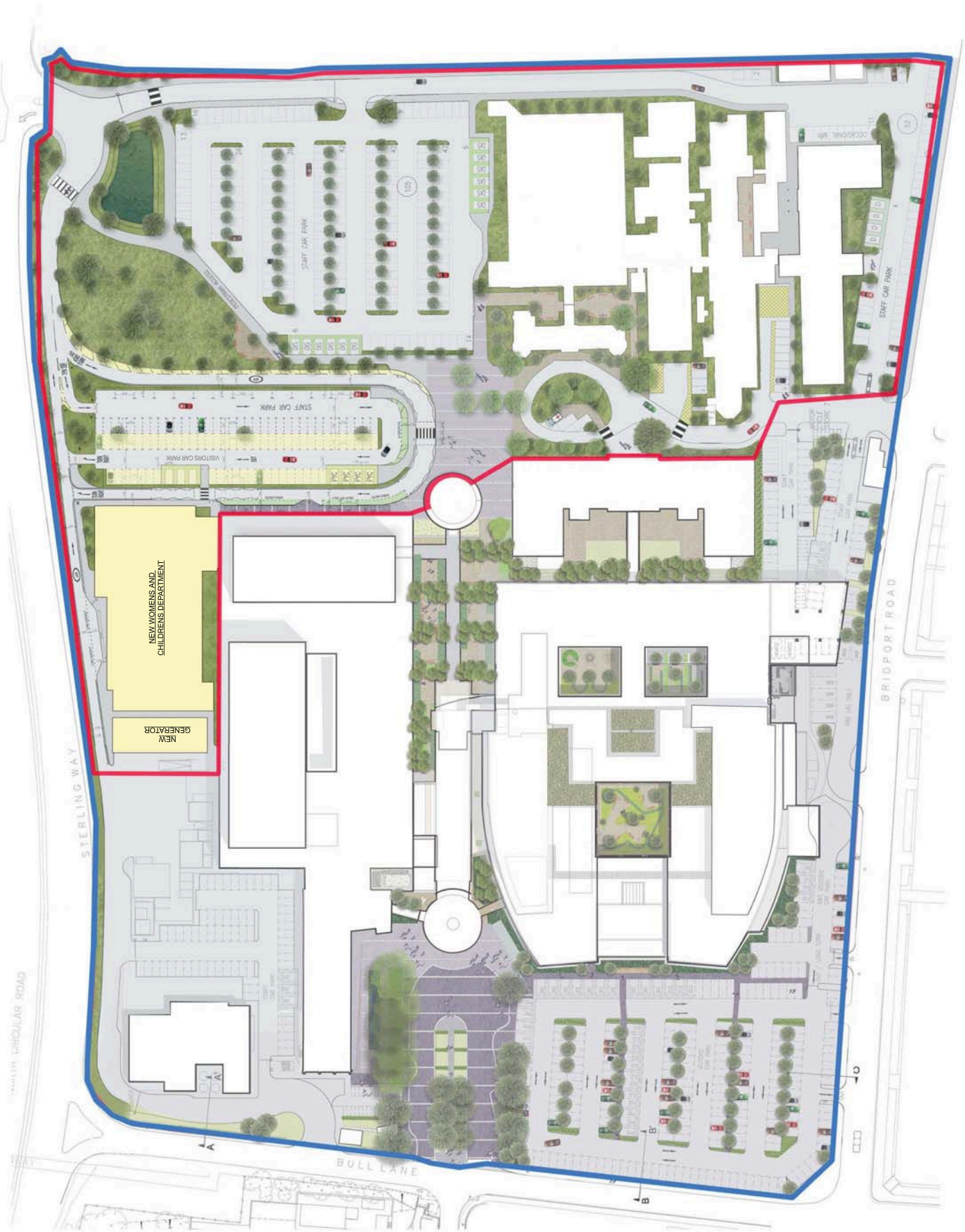
Reason: To prevent the transfer of site material onto the public highway in the interests of safety and amenity.

23. 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.



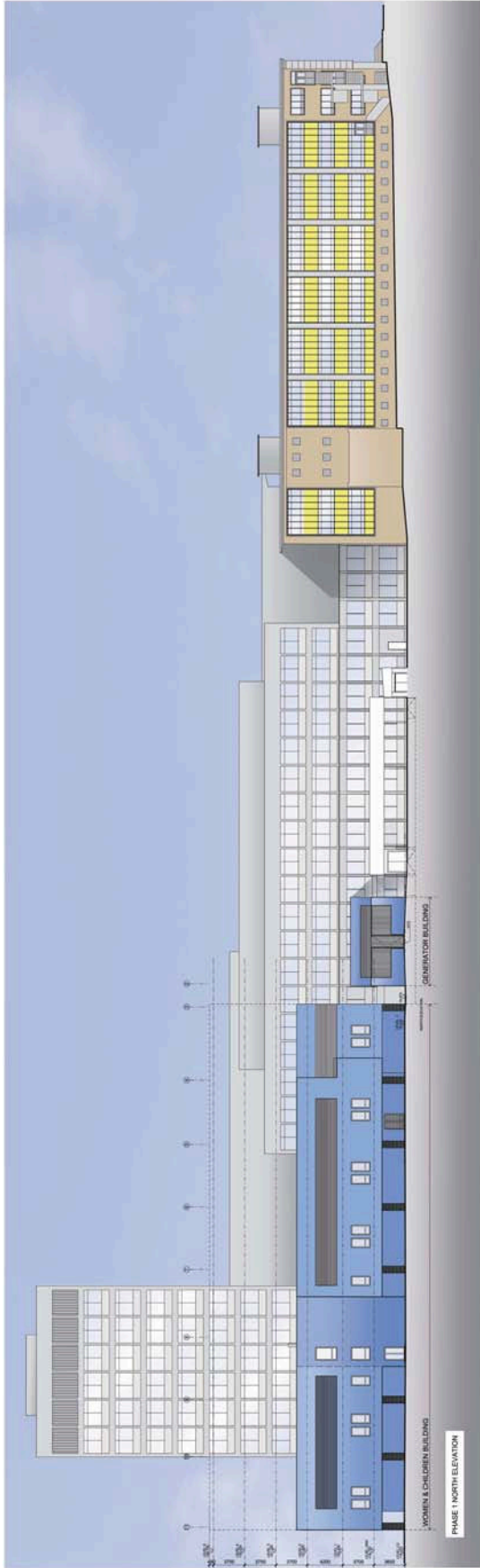
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.









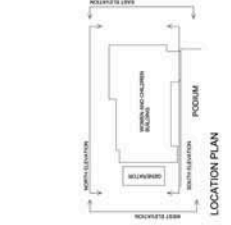


WOMEN & CHILDREN BUILDING  
PHASE 1 NORTH ELEVATION



WOMEN & CHILDREN BUILDING  
PHASE 2 NORTH ELEVATION

General Notes:  
 1. These drawings are Copyrighted and may be used only as shown.  
 2. These drawings are the work of the architect and are not to be construed as a contract.  
 3. These drawings are the work of the architect and are not to be construed as a contract.  
 4. These drawings are the work of the architect and are not to be construed as a contract.



NO.	DATE	REVISION HISTORY	BY	CHK	APP
1					
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NOTES:  
 WINDOWS IN PHASE 2 MAY BE SUBJECT TO CHANGE THROUGH DESIGN DEVELOPMENT

NO.	DATE	REVISION HISTORY	BY	CHK	APP
1					
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REFERENCE DRAWING LIST



**NORTH MIDDLESEX UNIVERSITY HOSPITAL**  
 North Middlesex University Hospital  
 North Middlesex University Hospital  
 Trust Variation V.12  
 General Site Elevations-North  
 Delivery Unit Women & Children's B.

**NIGHTINGALE PARTNERS**  
 ARCHITECTS  
 North Middlesex University Hospital  
 1.2000 AD+ NM3-NA-SKE-810033  
 PROPOSED REVISED

AREA	LEVEL	TRACE	PHASE	ISSUER	TYPE	SEQUENCE NO.	REV
NWCSL	A3	NM3	NA	SKE	810033	E	

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date :** 26<sup>th</sup> April 2011

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

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Robert Lanacaster Tel: 020 8379  
4019

**Ward:** Edmonton  
Green

**Application Number :** TP/10/1410

**Category:** Change of Use

**LOCATION:** 293 to 303 Fore Street, London, N9 0PD

**PROPOSAL:** Change of use from car sales and service workshops into a banqueting suite with ancillary offices, 3 retail units and a cafe involving a first floor extension, single storey rear extension, new entrance and external staircase at front, alterations to rear fenestration, installation of acoustic panels to first floor car park and replacement hard surfacing. (PART RETROSPECTIVE)

**Applicant Name & Address:**

Gursel Aksu  
70, Wolbrook House,  
Huntington Road,  
Edmonton,  
London,  
N9 8LR

**Agent Name & Address:**

Mr David Snell,  
David Snell Planning,  
89 Bengoe Street,  
Hertford,  
Herts,  
SG14 3EZ

**RECOMMENDATION: REFUSAL**

## **1. Site and Surroundings**

- 1.1 The site is located on west side of Fore Street, Edmonton, between the junctions with Sebastopol Road and Station House Mews. It lies between, but not in, the Lower Edmonton and Upper Edmonton Conservation Areas and to the north of Upper Edmonton Town Centre. To the north of the site is Edmonton Mental Health Community Centre. The site has a PTAL of 4/5, is accessed off a principal road and within an area designated as Flood Zone 2. The site area is 0.37 Hectares
- 1.2 The site contains 2 blocks: the front block is part one, part two-storeys high while the rear block is single storey with a parking area on the roof.
- 1.3 The site's previous occupiers were Kia Motors who used the site as car showroom and service workshop. The applicant indicates that the use ceased on 01/01/2007. The current use, the subject of this application, commenced 01/05/2010.
- 1.4 To the south is a site with a valid permission for major residential development, the structural frame to which has largely been completed. David Foster of Genesis Housing Association indicates that the development is expected to be completed by mid-2011.

## **2. Proposal**

- 2.1 Permission is being sought, retrospectively, for the change of use of the premises from car sales and service workshop to a mixed use banqueting suite, three retail units and café/restaurant involving a first floor extension, a single storey rear extension, external cladding, new entrance and external staircase at front, alterations to rear fenestration, new entrance to first floor level at rear, acoustic panels to first floor car park and replacement hard surfacing.
- 2.2 The floor space for the development is 2,580sqm. Of that, the banqueting suite has an internal floor area of 1,115 sq m, the retail areas have a floor area of circa 180 sq m and the 56 cover café would have a floor area of circa 170 sq m.
- 2.3 There are 92 vehicular parking spaces (including 5 disabled) provided in 3 separate areas with 12 spaces at the front of the site adjacent to the retail units, 18 spaces at the rear of the site and 62 spaces on the first floor roof accessed via the existing ramp. The applicant indicates that a Valet Service will / is operating that will 'shuttle' patrons' vehicles to and from the first floor car park. However, since it has been operating this has not been the case.
- 2.4 Furthermore, the applicant has provided a copy of a ten year lease over land at No.285 Fore Street to provide staff parking for the Banqueting Suite. The applicant indicates that this car park has 30 spaces.
- 2.5 The pedestrian and vehicular access points are unchanged. There are 30 cycle parking spaces on-site.



- 2.6 The applicant indicates that there are 45 full-time equivalent staff, however they would not necessarily be on-site at any one time comprising 15 staff for the banqueting hall on event nights, 8-10 managerial, maintenance and cleaning staff, 25-30 part-time workers for maintenance and cleaning of the suite, a minimum of 10 staff for the retail units and 10 staff for security and control. Patron numbers for the banqueting suite only are restricted to 400.
- 2.8 The proposed operating hours are 09:00 - 23:00 Mondays to Sundays for all uses with dispersal by 00.00.

### **3. Relevant Planning Decisions**

- 3.1 TP/02/0004- Change of use of workshop from B2 (general industry) to A1 (retail) and change of use of showroom to A3 (restaurant) (Refused).
- 3.3 TP/02/0938- Change of use from workshop (B2) to retail (A1) involving two-storey side extension, first floor canopy, new shop front and external alterations. (Withdrawn Lapsed).
- 3.4 TP/09/0174- Change of use of existing building to Retail and storage. (Withdrawn).
- 3.5 TP/09/0480- Change of use of existing building to from car dealership to storage (B8) and retail (A1). (Withdrawn).
- 3.6 TP/09/1826- Change of use from car sales and service workshops into a banqueting suite and conference hall with ancillary offices, 3 retail units and a cafe involving a first floor extension, external cladding, new entrance and external staircase at front, alterations to rear fenestration, new entrance to first floor level at rear and replacement hard surfacing. Refused 28/09/2010.
- 3.7 In addition, following the decision in September 2010, a temporary stop notice was served on the use of the premises: this took effect on 6<sup>th</sup> October 2010.

### **4. Consultations**

#### **4.1 Statutory and non-statutory consultees**

- 4.1.1 Traffic and Transportation objects to the proposal on the basis of potential overspill kerbside parking being detrimental to highway safety and free flow of traffic.
- 4.1.2 Property Services confirm that they have agreed to the change of use in lease of part of these premises that is within the Council's freehold ownership and leased to Currie Motors.
- 4.1.3 Environmental Health object to the proposal on the basis of noise and disturbance to occupiers' of the flats currently being constructed at Nos. 289-291 Fore Street and surrounding residents.
- 4.1.4 Environment Agency raises no objection to the proposal.

#### **4.2 Public**

4.2.1 Consultation letters were sent to 79 neighbouring properties. In addition, a Notice was displayed at the site. Three responses have been received, which are summarised below:

- The Edmonton United Reformed Church based at Nos. 313-319 Fore Street object to the proposal due to increased parking problems, loss of off-street parking spaces at Community House as well as blocking of access to car park at Community House.
- The occupiers at No.10 Station House Mews objects on the basis that the use is not appropriate for the site, the parking pressure resulting from the use and the noise and disturbance resulting from the use.
- A member of the public objects on the basis that the premises is operating without the necessary permission.

## 5. Relevant Policy

### 5.1 London Plan

2A.1	Sustainability criteria
3C.3	Sustainable transport in London
3C.16	Tackling congestion and reducing traffic
3C.22	Improving conditions for cycling
3C.23	Parking Strategy
4A1- 4A.11	Sustainability and energy use
4B.1	Design Principles
4B.2	High-class Architecture
4B.3	Quality of Public Realm
4B.8	Respect Local Context and Character

### 5.2 Unitary Development Plan

(II)GD3	Aesthetics and functional design
(II)GD6	Traffic Generation
(II)GD8	Site access and servicing
(II)S17	Out of centre retail development
(II)CS1	Support a full range of facilities and services appropriate to the needs of the Borough
(II)CS3	Community services on Council land

### 5.3 Core Strategy

9	Supporting Community Cohesion
11	Recreation, Leisure, Culture and Arts
13	Promoting Economic Prosperity
16	Economic Success and Skills
18	Shopping Provision across Enfield
20	Energy Use
21	Water Use
24	Road Network
25	Pedestrians and Cyclists
26	Public Transport

28	Managing Flood Risk through Development
30	Built Environment
31	Built Heritage
32	Pollution
39	Edmonton
46	Infrastructure Contributions

5.4 Other Material Considerations

PPS 1	Delivering Sustainable Development
PPS 1	Supplement
PPS 4	Planning for Sustainable Economic Growth
PPG 13	Transport
PPS 22	Renewable Energy
PPS 24	Planning and Noise
PPS 25	Development and Flood Risk

**6. Analysis**

6.1 Principle

6.1.1 Having regard to Core Strategy Policy 11, the Council seeks to support where appropriate, banqueting facilities and recognises the demand for such facilities within the Borough. Moreover, and with respect to PPS4: Planning for Sustainable Economic Growth and Core Policies 13 and 17, the scheme has brought back into use a vacant brownfield site as well as provided employment, which weighs in favour of scheme. Therefore, and having regard to Core Policy 30, the use of the land for such use could in principle prove acceptable. However acceptability will be dependant where such a development does not have an unduly detrimental impact on character of the area, neighbouring amenities or highway safety and the free flow of traffic.

6.2 Impact on character and appearance

6.2.1 It is considered that the external alterations / works including the first floor wood-clad extension, external cladding, external staircase, new entrances, alterations to the fenestration and new hard surfacing would not by virtue of their siting, size and design, have a detrimental impact on the character and appearance of the area. Furthermore it is considered that they would preserve the setting, character and appearance of the nearby Lower and Upper Edmonton Conservation Areas.

6.2.2 With regard to the proposed acoustic panels around the first floor open-air car park, their presence would be largely obscured from the street by the two-storey block at the front of the site and the nearly completed neighbouring residential block. It is considered therefore that in terms of the character and appearance of the locality, the panels would not harm the visual amenities of the area.

6.3 Impact on Amenities of Neighbouring Properties

6.3.1 A key issue is whether the nature, intensity and combination of the proposed uses along with the use of the first floor open car park, would have an undue detrimental effect on neighbouring occupiers' amenities due to the noise and general disturbance. This may be internal noise transmission arising from the

uses within the building; pedestrian or vehicular movements/activity, including servicing vehicles, and activity arising from patrons entering and leaving the premises particularly late at night; light nuisance from the security lights; and, noise and smells from the kitchen extractor duct and fans and air conditioning units.

- 6.3.2 Environmental Health in assessing the proposal, and having regard to the Noise Impact Assessment and Report on the Noise Survey, considers that adequate noise mitigation measures have been proposed to ensure that noise transmission from within the premises to surrounding properties would not unduly affect the amenities of these occupiers. A condition could be attached requiring that all the measures indicated in the application documents to be fully carried out.
- 6.3.3 The pedestrian entrances/exits to the site as well as to the banqueting suite, café/restaurant and retail shops are such that the likely movements of pedestrians would be well away from the south and west boundaries that are closest to residential properties. Consequently, it is considered that pedestrian movements in and out of the site would not cause undue harm to the amenities of neighbouring occupiers. Furthermore, and in the judgement of Environmental Health, smokers congregating outside the building are unlikely to cause noise and disturbance that would result in a significant loss of amenity to neighbouring residents.
- 6.3.4 It is considered that the external lighting (locations of which are shown on plan no. 0917 P 2E) could be adequately controlled through a condition, in particular in relation to their hours of operation, luminosity and 'spillage.'
- 6.3.4 The first floor car park (62 spaces) is situated on south-western boundary and is an open-air car park. It is accessed by a ramp situated to the rear on the south-western boundary. Therefore this access road would potentially be used by a maximum of 62 vehicles and 124 movements.
- 6.3.5 The adjacent site to the south is 289/291 Fore Street. Genesis Housing Group have largely completed a part 4, part 5 storey block of 25 residential flats on this land. The flats facing westwards have recessed balconies. The building has a staggered rear building line and so the distance between these flats and the open air car park varies between four, nine and fourteen metres. Some of these facing rooms are bedrooms, others are lounges and kitchens.
- 6.3.6 Given the function of the banqueting suite, and the maximum number of patrons proposed, it is considered that there would be a significant degree of activity around the roof level car park at the end of the social events involving people congregating, talking, laughing, shouting as well as the opening and shutting of car doors and starting, reversing and manoeuvring of vehicles. It is considered given the proximity to the neighbouring residential development, will cause undue noise and disturbance to the future occupiers' of the flats at Nos.289/291 Fore Street.
- 6.3.7 Environmental Health have considered the impact of the acoustic panels on mitigating this noise, including the submitted technical information. However, it is concluded that there would be noise breakout above the panels and, in any case, the panels would not mitigate noise to the flats in higher levels (particularly those with a direct line of sight to the car park).

6.3.8 Notwithstanding the above conclusion, it is noted that the acoustic panels would mitigate the light pollution caused to the occupiers of neighbouring flats by the vehicle headlights using the open air car park. Despite this, the presence of these panels would have the effect of increasing the height of the building by 3m high along the eastern and south edge of the car park and access ramp. The effect of this would be to increase the sense of enclosure to the neighbouring residential development leading to a loss of light and outlook as well as harm to the visual amenities of the neighbouring residential development particularly the ground floor flats of the development at No.289/291 Fore Street, but also the first floor flats at the same development and the ground floor flats at Nos. 40-68 Solomon Avenue.

6.4 Access, parking and traffic, cycling and refuse & re-cycling

*Vehicular and Pedestrian Access*

6.4.1 The scheme includes an automatic, CCTV controlled system which will be installed at the entrance to the site to control access. However, it will not operate during the operational hours to ensure that there is no delay to vehicles entering the site. The proposed barrier will only be in place outside of operational hours as a security measure. It is also proposed that the southern access will be entry and exit for all vehicle types whilst the northern access will be exit only. Service vehicles, taxis and cars will be able to use this one-way loop arrangement for drop off/pick up operations.

6.4.2 The internal layout is considered to provide adequate pedestrian accessibility as there will be an internal footpath that links the retail units, café, banqueting hall, toilets, kitchen and car park areas to the external footway network at the north eastern corner of the site.

*Emergency access and servicing / refuse*

6.4.3 Servicing for the banqueting hall and café/restaurant will be undertaken on site with vehicles entering via the main entrance on Fore Street, driving through to the car park on the eastern side of the site, loading/unloading, turning round in the car park area and driving out the same route in forward gear. Servicing to this part of the site will only occur during the hours of 08:00-16:00 hours when cars will not be allowed to park in this area to facilitate turning movements. Servicing for the retail element of the site will occur off highway from the frontage of the units with refuse collection being undertaken from the bin store located opposite the retail units at the western side of the site. Service vehicles can access this section of the site by using the one-way loop via the entrance/exit to/from Fore Street.

6.4.4 The four refuse bins in the rear car park will be wheeled by staff to the front of the site to be collected in the same way as the bins for the retail units. It is also envisaged that servicing and delivery vehicles would be no larger than 10m rigid goods vehicles. The majority of deliveries to the banqueting hall will be via transit vans as they will be for catering at events.

6.4.5 It is considered that there is sufficient space within the site for such vehicles to enter, safely manoeuvre without affecting the operation of the site and then exit in a forward gear and therefore subject to appropriate conditions the refuse provision, servicing and emergency access is acceptable. Three cycle

parking spaces will be located adjacent to the security kiosk, under the car parking ramp and in the northern corner of the site. It is considered, subject to condition, that the cycle parking provision is acceptable.

#### *Trip generation*

- 6.4.6 In order to predict the traffic generated by the existing car showroom, TRICS 20010(a) database has been interrogated and the following information obtained:

Period	Am Peak (08:00-09:00 am)			PM Peak (17:00-18:00 pm)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-Way
Trip Generation	17	5	22	6	15	21

The total Proposed Trip Generation indicated by the applicant is contained in the table below:

Period	Am Peak (08:00-09:00 am)			PM Peak (17:00-18:00 pm)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-Way
Trip Generation	13	7	20	8	10	18

#### *Staff Travel Plan*

- 6.4.7 As there is no modal split information available for a number of the proposed uses in either the TRICS or TRAVL databases to enable a direct comparison, it has been agreed that the modal shift targets will be based on the survey of staff when the site is operational and the targets will be refined. The Travel Plan will therefore need to include an Action Plan that sets out the programme for the implementation of measures and who will be responsible for their implementation.

#### *Car Parking*

- 6.4.8 There is a concern that the number of parking spaces proposed are insufficient to cater for the demand. Whilst the car parking for three small retail units is believed to be appropriate (12 parking spaces at front), it is considered that the same cannot be applied to the proposed banqueting unit and the café/restaurant unit: this unit by offering 56 seats could also have a potential to attract a considerable number of customers and would operate at the same time as the banqueting suite.
- 6.4.9 It is proposed that the overall level of parking for the banqueting hall is to be 92 spaces. The assumption made by the applicant that '60% of guests will arrive by car, 20% by taxi and 20% by public transport' is not based on any strong evidence therefore it is difficult to predict/ensure that this is what will happen.
- 6.4.10 Even based on the above assumption that 60% (out of 400) of guests will arrive by car the following scenarios could potentially take place:
- 1) 240 car trips (no car sharing)
  - 2) 2 people would car share, which equates to 120 car trips

3) 3 people would car share, which equates to 80 car trips,

This means that in some cases a parking shortfall of between 28 and 148 vehicles would need to be accommodated on street.

*Parking survey-public car parks*

- 6.4.11 A car park usage survey has been undertaken by the Applicant on Thursday 29<sup>th</sup> July 2010 for the following public car parks:
- Trafalgar Place Car Park- located 750m (9min walking) from the proposed site
  - Raynham Road Car Park-located 650m (8min) from the proposed site
  - Fairfield Road Car Park-400m (4min) from the proposed site
  - Lion Road Car park- 850m (10m) from the proposed site

The survey results confirmed that the closest car park (Fairfield Road) had only 5 car parking spaces available on that day.

*Parking survey-on street*

- 6.4.12 The survey revealed that the occupancy of the closest streets is in fact the highest (Sebastopol Road-95% occupancy, Fore Street South-100% occupancy). Moreover, taking into account the nature of the proposed banqueting suite (weddings) it is considered unrealistic that guests would walk 750m or 850m from the car park to the site. It is more likely that guests unfamiliar with the area will take the opportunity to park as close to the site as possible. This could have a detrimental effect upon the highway safety particularly along Fore Street (South) and Sebastopol Road which as the parking surveys revealed are already heavily parked with negligible scope to accommodate for the parking.
- 6.4.13 Therefore the scale of the proposals and the combination of uses gives concern in traffic and transportation terms if 400 people are to use the banqueting facilities (plus others using the further uses/floorspace proposed). Notwithstanding the likely traffic generation, there could be a particular risk of problems from inadequate off-street parking.

*Conclusion*

- 6.4.14 In the light of the above highway considerations, it is considered that the insufficient car parking provision is a fundamental concern as it will have a negative impact on the surrounding highway network and as a result, there is an objection to the scheme on this ground

6.5 Retail and café/restaurant element

- 6.5.1 The scheme seeks to introduce three Class A1 retail premises (flower shop, hairdressers and photography studio) with a combined floor space of 183sq m and a 56 cover Class A3 café/restaurant with a floor space of 171 sq m. The site is situated 85m from the Upper Edmonton Town Centre and is in an area of mixed Class C (residential) and Class D (non-residential) uses. Policies (I)S2, (I)S3 and (II)S2 seeks to maintain and enhance the role of Town Centres (including Upper Edmonton Town Centre) with particular regard to their viability and vitality. Therefore regard needs to be given as to whether the

proposed introduction of Class A1 and A3 uses would draw custom from the Town Centre and harm its viability and vitality. Given the relatively modest size of the proposed Class A1 floor space, the proposal is not considered to be of a scale that would detract from the viability or vitality of the Town Centre.

6.5.2 Core Policy 30 seeks to support proposals only where they are in an appropriate location. In assessing the retail and café / restaurant element of the scheme, the varied composition and mixed character of the area must be noted. It is therefore considered that as it is located on a busy classified road these elements of the proposal are acceptable.

## 6.6 Flood Risk and SUDS

6.6.1 The Environment Agency has raised no objections to the proposal on basis of the premises being at undue risk of flooding.

6.6.2 No information has been submitted to demonstrate that the relayed hard surfacing has been constructed in a manner that ensures that the risk and severity of downstream flooding has/ will be adequately mitigated.

6.6.3 The Council has suggested to the applicant that if a scheme demonstrates that the additional flood risk created by the relayed surface has been offset by some other means on the site, that this would be acceptable. However no information has been forthcoming in this respect. An objection therefore remains in connection with this issue

## 7. **Conclusion**

7.1. The proposal by virtue of the nature and intensity of the combination of uses would lead to overspill parking on the kerbside that would be to the detriment of highway safety and the free flow of traffic while the use of the open-air first floor car park would result in unacceptable levels of noise and disturbance to the future neighbouring occupiers at Nos. 289 & 291 Fore Street and residents at Nos. 40 to 68 Solomon Avenue. Furthermore, insufficient information has been demonstrated to show how the relayed hard standing will be / has been constructed from porous or permeable materials and therefore the development does not adequately mitigate downstream flooding. Thus it is considered that the harm identified above, outweighs the benefits of the scheme in terms of reusing a vacant building and providing employment and investment in the area.

7.2. It is therefore recommended that planning permission be refused

## 8.0 **Recommendation**

8.1 That planning permission be REFUSED for the following reasons

1. The proposal, by virtue of its scale and combination of uses, prejudices the ability of the site to satisfactorily provide adequate parking for the uses and results in on-street parking in the surrounding roads, leading to an unacceptable increase in kerbside parking to the detriment of the safety and the free flow of traffic on the highway. This



is contrary to Core Strategy Policy 24, London Plan Policy 3C.23, PPG13 and Policies (II) GD6 and (II) GD8 of the Unitary Development Plan, which seeks to ensure that such changes of use comply with the Council's standards and do not give rise to on-street parking which could be hazardous, cause congestion or have an adverse impact on safety and free flow of traffic on the surrounding highways.

2. The use of the first floor open air car park would give rise to undue noise and disturbance to the future occupiers' of the flats currently being constructed at Nos. 289-291 Fore Street to the detriment of their residential amenities, contrary to Core Strategy Policies 30 and 32 and Planning Policy Guidance 24: Planning and Noise as well as having regard to Supplementary Planning Guidance: Local Centres.
3. The proposed 3m high acoustic panels along the eastern and south edge of the car park and access ramp would, by virtue of their height, design and siting, result in a sense enclosure and loss of light and outlook to, as well as harm to the visual amenities of, particularly the ground floor flats of the development at No.289/291 Fore Street, but also the first floor flats at the same development and the ground floor flats at Nos. 40-68 Solomon Avenue. This would be contrary to Policy 30 of the Core Strategy and to the principles set out in Policy (II) H12 and Appendix A1.8 of the Unitary Development Plan.
4. The replacement hard surface has been constructed of non-porous materials and no provision has been made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the premises. Therefore, it is considered that the proposal does not adequately mitigate the risk and severity of down-stream flash flooding resulting from surface water falling on the hard surfaced area, contrary to Core Strategy Policies 28 and 32 and national guidance PPS: 1 Delivering Sustainable Development, Planning, Climate Change supplement to PPS: 1 and PPS: 25 Development and Flood Risk.

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 26<sup>th</sup> April 2011

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

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mrs J. Tebbutt Tel: 020 8379 3849

**Ward:**  
Cockfosters

**Application Number :** TP/10/1753

**Category:** Dwellings

**LOCATION:** 6, WOOD RIDE, BARNET, EN4 0LL

**PROPOSAL:** Subdivision of site and erection of detached 2-storey 5- bedroom single family dwelling to rear of site including basement, roof accommodation ,double garage and construction of boundary fencing , landscaping, and new access at side, involving demolition of existing car port.

**Applicant Name & Address:**

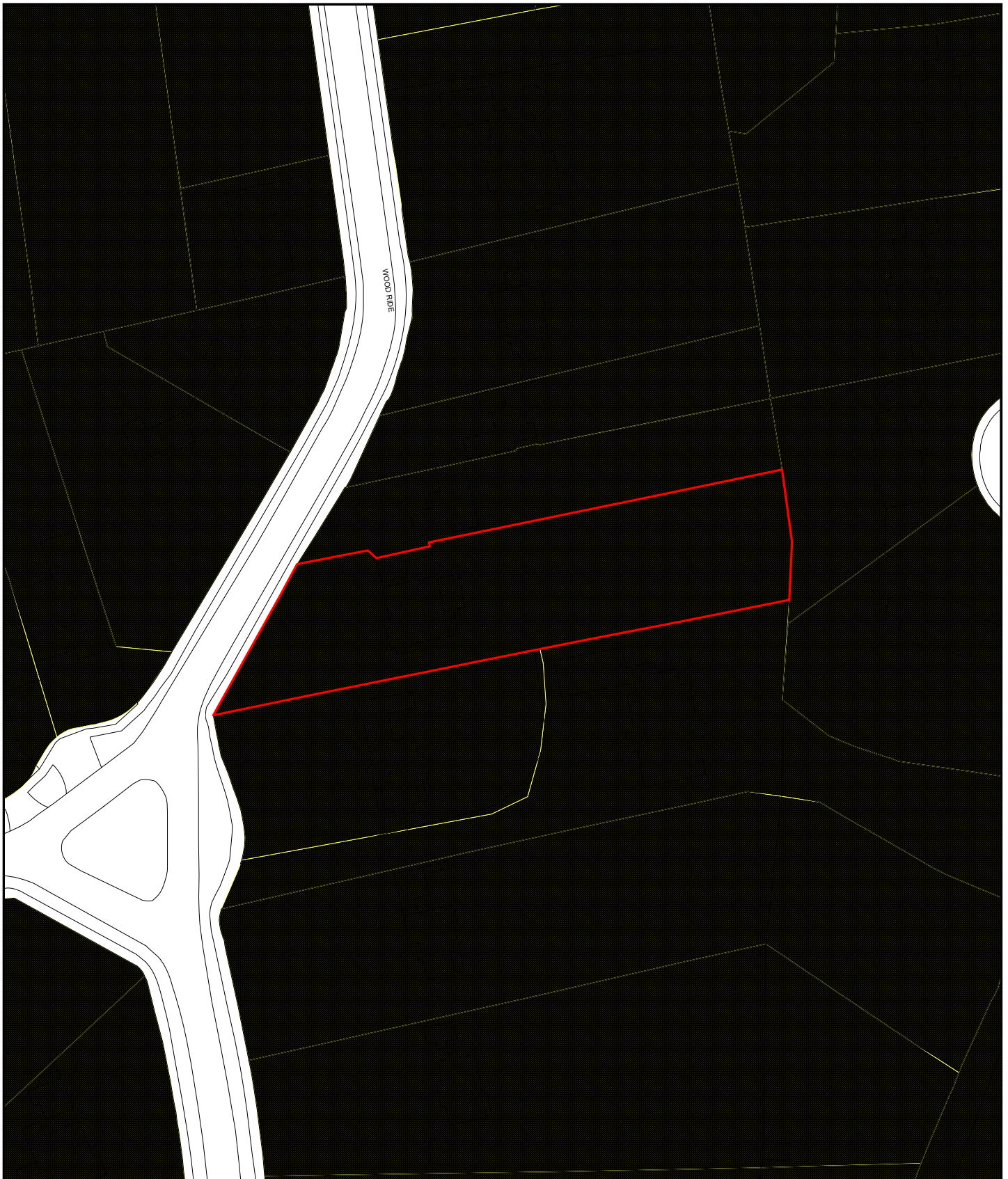
Mohammad Yadallee  
6, Wood Ride,  
Hertfordshire,  
Barnet,  
EN4 0LL

**Agent Name & Address:**

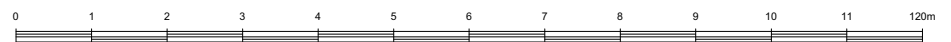
Iain Taylor, Fusion Residential  
FUSION RESIDENTIAL  
6 Hatters Lane  
Croxley Green Business Park  
Watford  
Hertfordshire  
WD18 8YH

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

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### Development Control



Scale - 1:1001  
Time of plot: 16:28

Date of plot: 07/04/2011

## **1.0 Site and Surroundings**

- 1.1 The application site comprises a detached house in substantial grounds on the eastern side of Wood Ride. The existing house is set back and occupies a stepped relationship with its neighbours. The surrounding area is residential comprising in the main of large two storey detached dwellings.
- 1.2 The frontage of the property is currently served by two access points onto Wood Ride.
- 1.3 The site contains a number of trees. None are the subject of a Tree Preservation Order. There is also a significant line of trees along the southern boundary but within the curtilage of 12 Beech Hill

## **2.0 Proposal**

- 2.1 Permission is sought for the subdivision of the site and the construction of a detached two storey house to the rear of the site. There would also be accommodation in the roof served by a single dormer window in the front elevation.
- 2.2 Access to the proposed dwelling would be attained by the creation of a new road between the existing house and the side elevation. The dwelling would be served from this access by a double garage.

## **3.0 Planning History**

### Site

- 3.1 There is no planning history relating to this site of relevance.

### Surroundings

- 3.2 TP/05/2161 – 12 Beech Hill  
An application for the sub-division of site and erection of a detached 6-bed dwelling house with double garage at front, construction of boundary wall and entrance gates and alterations to existing access was refused planning permission in January 2006. An appeal against this decision was allowed with planning permission granted in June 2006.
- 3.3 TP/10/1997 – 93 Camlet Way.  
Sub-division of site and erection of a single storey part lower ground single family dwelling with obscured glazed balustrade to roof and integral garage was approved in March 2011..

## **4.0 Consultations**

### 4.1 Statutory and Non-Statutory Consultees

- 4.1.1 The Arboricultural Officer comments that the most prominent and valuable trees in terms of amenity are located off site in neighbouring properties. In particular, there is a row of mature Cypress trees located along the southern boundary which could be affected by the construction of the access road.

However, the submitted Arboricultural Method Statement and the measures set out for tree protection, specifications for driveway construction mean that the proposals would be unlikely to harm the health and thus the amenity value of these trees.

- 4.1.2 The proposal would involve the loss of several trees in the back garden but these are not worthy of protection and some replacement planting is proposed. However, the development would involve a loss of green amenity space changing the balance between green and built landscape which could have a negative impact on the character of the area

#### 4.2 Public

- 4.2.1 Consultation letters were sent to 8 neighbouring properties. Six letters of objection were received raising all or some of the following comments:

- Overdevelopment
- Contrary to policy which prevents building on back gardens
- Would create an unacceptable precedent
- Size and scale leading to a loss of outlook
- Proximity to boundary leading to a loss of outlook
- overlooking and a loss of privacy to neighbouring properties
- would increase noise and disturbance
- loss of trees / impact on retention of existing

- 4.2.2 In addition, a letter of objection has also been received from the Hadley Wood Association who comment:

- privacy at No 5 Corbar Close will be severely damaged as the development is too close
- proximity of development will give rise to noise disturbance through the use of the garden
- proposal is atypical example of over development
- access road is of insufficient width to accommodate emergency services
- proposal does not conform to Council policy

### 5.0 **Relevant Policies**

#### 5.1 Core Strategy

At the meeting of the full Council on 10<sup>th</sup> November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

- SO1 Enabling and focusing change
- SO2 Environmental sustainability
- SO4 New Homes
- SO10 Built environment
- CP2 Housing Supply and Locations for New Homes
- CP3 Affordable housing for sites providing less than ten units
- CP4 Housing Quality
- CP5 Housing Types
- CP20 Sustainable energy use and energy infrastructure

- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and landscape heritage
- CP36 Biodiversity

## 5.2 Unitary Development Plan

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance:

- (II)GD3 Character / Design
- (II)GD6 Traffic implications
- (II)GD8 Access and servicing
- (II)H8 Privacy and overlooking
- (II)H9 Amenity space standards
- (II)T13 Access onto public highway
- (II)T16 Access for pedestrians

## 5.3 London Plan

- 3A.1 Increasing London's housing supply
- 3A.2 Borough housing targets
- 3A.3 Maximising the potential of sites
- 3A.5 Housing choice
- 3A.6 Quality of new housing provision
- 3C.23 Parking strategy
- 3D.14 Biodiversity and Nature Conservation
- 4A.3 Sustainable Design and Construction
- 4B.1 Design principles for a compact city
- 4B.5 Creating an Inclusive Environment
- 4B.8 Respect local context and communities

## 5.4 Other Material Considerations

- PPS1 Delivering Sustainable Communities
- PPS3 Housing
- PPS9 Planning and Biodiversity

London Plan: Interim Housing Supplementary Planning Guidance (April 2010)

## 6.0 **Analysis**

### 6.1 Principle of Development

- 6.1.1 The surrounding area is residential in composition and thus, in principle, residential represents an appropriate land use. However, whilst PPS3 "Housing" and the London Plan advocate the effective and sustainable use of land, it also indicates that there will be a need to consider sustainability issues and that some sites will not necessarily be suitable for development or housing. Moreover London Plan SPD identifies that private garden land can be an important element in defining local context (Policy 4B.8) with specific mention to the contribution of gardens to:

- a) local context and character including local social, physical, cultural and historical environment and economic standards
- b) providing safe secure and sustainable environments and play space
- c) supporting biodiversity and mitigating the effects of climate change
- d) enhancing the distinct character of suburban London

6.1.2 Acknowledgement must also be given to recent revisions to PPS3 which confirm that private residential gardens no longer fall within the definition of previously developed land and therefore, there is no longer a presumption in favour of development which could be used to override other considerations if appropriate. It must be recognised however that this revision does not mean there is an objection in principle to such development but places emphasis on the need for development to sympathetically integrate with the character and appearance of the locality and approach consistent with the Mayors Interim Housing SPG.

6.1.3 With this in mind, the main issue to be considered is whether the development proposed would satisfactorily integrate into the character and appearance of the surrounding area, the relationship to neighbouring properties, the impact on trees and the adequacy of access arrangements..

## 6.2 Character and Appearance

6.2.1 The prevailing character of the surrounding area is one of substantial detached dwellings set within significant residential curtilages with large undeveloped rear gardens resulting in a relatively low density residential environment: features which create the distinct and desirable character of Hadley Wood.

6.2.2 It is acknowledged that contrary to this character, there are examples of development which have occurred in the rear gardens of similar properties within the wider locality. In particular, that adjoining the site at 12 Beech Hill: Oak House, is a large detached two storey dwelling with accommodation in the roof space which was allowed in June 2006 following an appeal against the Council's refusal of planning permission appeal. For Members information, a copy of this Appeal statement is attached to this report.

6.2.3 In arriving at the decision that the development was acceptable, the Inspector concluded that the introduction of a detached two storey dwelling in the back garden would not have any significant harmful effect on the character and appearance of the locality. In so doing, the Inspector noted that the curtilage of 12 Beech Hill is the largest in the locality and that planting on the boundary would help to maintain the spacious character of the area.

6.2.4 As an appeal decision on a similar case, the comments are material to the assessment of this application particularly in the light of the revision to PPS3 which places emphasis on the need for proposals to respect and integrate into the local context and character of the area. The assessment must therefore be carefully considered especially when the proposed dwelling has a total floor area of approx 50% less than that of Oak House with plot width coverage of 60% compared with that of Oak House of 65%

6.2.5 In assessing the merits of this case, it is noted that the existing house occupies virtually the full width of the plot and thus, there would be minimal views of the proposed dwelling from Wood Ride. Nevertheless, it is



considered that the introduction of a two storey detached dwelling in this rear location would impact on the open garden character of the locality exacerbating the harm to the prevailing form and pattern of development which defines the main character and the distinct local context. Moreover, whilst the presence of Oak House cannot be ignored, the addition of a further house would increase the visual impact of back land development to the detriment of the area.

- 6.2.6 In the light of subsequent policy changes, it would also make it difficult to resist further similar development adding to the cumulative impact of such development on the character and appearance of the area especially where the intensity of development would increase to the detrimental of overall environmental quality. Although, the Inspector when considering Oak House did not give weight to the cumulative impact issue, it has received support on earlier appeals and thus, is considered a factor that can be taken into account.
- 6.2.7 Consistency of approach is also important, and a decision at 93 Camlet Way at March Committee is also material. Here, planning permission was granted for the construction of a detached dwelling in the rear garden. This application raised similar issue in terms of the impact of the character of the area given that it involved development in the rear garden albeit accentuated by the fact that the boundary abutted the green belt. Nevertheless, it was the considered opinion of the Committee that the design of the dwelling which was partially submerged into the ground, meant it had minimal presence when viewed from the surroundings and although it did involve an increase in built development, it was this factor that resulted in it being concluded that it did not have an adverse impact on the character and appearance of the area. In considering the current proposal, a distinction has to be identified in order to substantiate the recommendation and it is considered that the two storey form with accommodation in the roof space would result in a materially different effect on the open garden character.
- 6.2.8 Taking the above considerations into account, whilst the presence of the development at 12 Beech Hill and the conclusion that its impact is limited, is acknowledged. The introduction of a further two storey property, albeit of a smaller scale, would result in the introduction of a form of development that would contribute to the erosion of the established character unsympathetic to the local context. Moreover, in the light of the recent revision to PPS3 which confirms that private residential gardens no longer fall within the definition of previously developed land, the need for residential development can no longer be used to outweigh other amenity considerations. Mindful of this, a traditional two storey dwelling is considered unacceptable due to its failure to satisfactorily integrate into the existing pattern and character of the area. Consequently, it is considered the proposed dwelling would not be sympathetic to the site context while its siting to the rear of the existing dwelling would be of detrimental affect to the character of the surrounding area with regards to Core Policy 30 of the Core Strategy, Policy (II)GD3 of the UDP and Policy 4B.8 of the London Plan.

### 6.3 Relationship to Neighbouring Properties

- 6.3.1 The proposed dwelling at its closest, would be 24.5 metres from the rear of the existing dwelling: the separation increasing to 36.8 metres between the facing two storey elevations. Having regard to the Council's distancing

standard, this relationship is acceptable and would preserve acceptable levels of privacy and residential amenity.

- 6.3.2 With regard to 4 Wood Ride, the proposed dwelling would be 4 metres off the common boundary and the two storey facing distance would be 24 metres. This exceeds the normally applied standard of 22 metres and given the off set relationship which would reduce the direct presence of the proposed dwelling, is considered acceptable. It should also be noted that along the common boundary level with the house are a number of trees which would assist in screening the development from the outlook of the neighbouring property.
- 6.3.3 With regard to 12 Beech Hill, the overall separation between this property and that proposed would be in the region of 50 metres with a distance of at least 25 metres to the common boundary. It is considered that the dwelling therefore would not give rise to any overlooking, loss of light or outlook which would harm levels of residential amenity.
- 6.3.4 Oak House is situated to the rear of 12 Beech Hill. Again, between flank elevations there would be a distance of 12 metres and while the proposed dwelling would project beyond the rear building line of this property, the depth of projection would not exceed the requisite 30 and 45 degree lines. There are also trees located on this boundary and taking these factors into account, it is considered that the relationship of the proposed dwelling to this property is acceptable.
- 6.3.5 5 Corbar Close is to the rear of the proposed dwelling and would be separated by an overall distance 32.5 metres with a distance of approx 13 metres to the common boundary. Whilst the proposed dwelling would represent a significant addition in the outlook from this neighbouring property, it is considered that the distances involved mean that the effect is not sufficient to warrant refusal of the application in terms of loss of outlook and privacy.. Whilst the p
- 6.3.6 It should also be noted that all flank windows above ground level would be fitted in obscure glazing to prevent overlooking and loss of privacy.
- 6.3.7 With reference to the access road, it is noted that the road to serve the new dwelling would be sited along the common boundary with 12 Beech Hill and Oak House. However, it is considered that the creation of a single additional dwelling is unlikely to generate significant vehicle movements and thus, it is not considered to cause significant harm to the residential amenities of the neighbouring properties.

#### 6.4 Traffic, Access and Parking

- 6.4.1 The proposal includes the erection of a double garage with ancillary space for frontage parking which exceeds the London Plan maximum parking standards in 3C.23 and Annex 4. However, having regard to the location of the site and its low PTAL rating, this level of provision is not considered inappropriate with regards to Policy (II)GD6 and (II)GD8 of the UDP and 3C.23 of the London Plan.
- 6.4.2 The existing property would maintain adequate frontage parking and the large driveway has sufficient space for compensatory parking. Thus, the level of

provision for the existing dwelling is considered acceptable with regards to Policies (II)GD6 and (II)GD8 of the UDP and 3C.23 of the London Plan.

- 6.4.3 There is no objection in terms of traffic generation to the creation of an access onto Wood Ride to serve the new dwelling. Concerns have been raised regarding the adequacy of the width to cater for service vehicles and an update will be provided at the report.

#### 6.5 Impact on Trees

- 6.5.1 Although trees would be felled as part of this proposal none of the trees on site have TPOs. The trees to be removed are of limited landscape value or potential and do not include the more significant specimens. The loss of these trees is thus considered acceptable.

- 6.5.2 A tree protection plan has been prepared as part of the Arboricultural report which sets out the measures necessary to secure the effective retention and protection of trees identified as retained within the context of the proposals. The measures include root protection areas which are considered sufficient to protect the retained trees especially along the southern boundary. .

#### 6.6 Impact on Ecology / Biodiversity

- 6.6.1 An ecological assessment has been submitted as part of the application. The report indicates that evidence from detailed survey work shows no reason to suggest that an ecological designation, habitats or nature conservation interest nor any protected species will be significantly harmed by the proposal providing the following recommendations are carried out.

#### 6.7 Sustainable Design and Construction

- 6.7.1 A Code 3 dwelling is considered acceptable. Moreover, as the Council promotes the provision of inclusive design and accessibility in residential development through the application of Lifetime Homes Standards. The proposed dwelling meets the relevant criteria of the standards.

#### 6.8 Amenity Space

- 6.8.1 Policy (II)H9 of the UDP requires that amenity space for new residential development should be of a size equal to 100% of the total GIA or a minimum of 60sqm, whichever is the greater in area. The proposed new dwelling will have a GIA of 539 sq.m and amenity space of 550 sq. in the rear garden alone. This exceeds the policy requirement 9sqm equal to a provision of 162% therefore meeting the requirements of this policy.

- 6.8.2 The amenity space retained for the existing dwelling would also exceed the 100% of its gross internal area. No objection is therefore raised on amenity grounds.

#### 6.9 Affordable Housing

- 6.9.1 Core Policy 3 of the Enfield Plan Core Strategy requires that some form of contribution towards affordable housing will be expected on all new housing sites. For developments of less than ten dwellings, the Council will seek to

achieve a financial contribution to deliver off-site affordable housing based on a borough-wide target of 20% affordable housing.

- 6.9.2 With reference to the specified formula, a sum of £30,751 has been identified and the applicant has agreed to the financial contribution. An agreement will need to be entered into.

## **7.0 Conclusion**

- 7.1 Having regard to the above considerations, it is considered that the proposed sub-division of the site and erection of a two storey 5-bed family dwelling would be detrimental to the character and appearance of the surrounding area. Accordingly the proposal is considered unacceptable

## **8.0 Recommendation**

- 8.1 That planning permission be REFUSED for the following reasons subject to the following conditions:
1. The proposed subdivision and erection of a single storey family dwelling by virtue of its size, siting and design is considered to be detrimental to the character of the surrounding area and out of keeping with the local context contrary to Core Policies 30 and 31 of the Enfield Plan Core Strategy, Policy (II)GD3 of the Unitary Development Plan and Policy 4B.8 of the London Plan.



## Appeal Decision

Site visit made on 9 May 2006

by **K Nield** BSc(Econ) DipTP CDipAF MRTPI

an Inspector appointed by the First Secretary of State

The Planning Inspectorate  
4/09 Kite Wing  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6PN  
☎ 0117 372 6372  
e-mail [enquiries@planning-inspectorate.gov.uk](mailto:enquiries@planning-inspectorate.gov.uk)

Date 14 June 2006

**Appeal Ref: APP/Q5300/A/06/2007426**

**12 Beech Hill Avenue, Hadley Wood, Barnet, EN4 0LN**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Octagon Developments Limited against the decision of the Council of the London Borough of Enfield.
- The application ref: TP/05/2161, dated 29 November 2005, was refused by notice dated 3 January 2006.
- The development proposed is erection of a detached dwelling with garaging.

**Summary of Decision: The appeal is allowed subject to conditions set out in the Formal Decision below.**

### Preliminary Matters

1. The parties refer in their submissions to a previous appeal (Ref APP/Q5300/A/05/1185377) in respect of the same site. I do not have full details of that appeal scheme before me but I note that the Inspector was considering a scheme for the development of two dwellings within the rear garden of 12 Beech Hill Avenue and concluded his decision accordingly. In any event each case falls to be determined on its own particular merits and I will consider the appeal scheme on the information before me.
2. It is indicated by the appellant that entrance gates shown on the submitted plans do not form part of the appeal scheme.

### Main Issues

3. I consider that the main issues in this appeal are
  - (i) the effect of the proposed development on the character and appearance of the surrounding area, and
  - (ii) the effect on the living conditions of nearby residents through potential noise, disturbance and overlooking.

### Planning Policy

4. The development plan includes the Enfield Unitary Development Plan (UDP) dated 1994, and The London Plan - *Spatial Development Strategy for Greater London* (The London Plan), dated February 2004. UDP policies (I) GD1, (I) GD2 and (II) GD3 all aim to ensure that new developments should have regard to their surroundings and have high standards of aesthetic and functional design. Policy (II) GD3 provides a series of criteria against which to assess new development proposals for compatibility with adjoining properties and the

local area.

5. The London Plan seeks the maximum provision of additional housing and recognises that increased housing capacity can be achieved through redevelopment and by applying higher densities to new development.
6. I have been referred to national planning policy in respect of housing set out in Planning Policy Guidance Note 3: *Housing* (PPG3) which, amongst other matters, seeks to promote more sustainable patterns of development and to make more efficient use of land, by maximising the re-use of previously developed land within urban areas. I will also have regard to government policy contained in Planning Policy Statement 1: *Delivering Sustainable Development* (PPS1) and in Planning Policy Guidance Note 13: *Transport* (PPG13).

#### Reasons

##### *Effect on character and appearance*

7. The locality of the appeal site is characterised mainly by large detached dwellings of a variety of styles and designs. The existing dwelling comprises one of a group of similarly large dwellings within spacious and deep plots lying both adjacent to and south of the junction of Wood Ride with Beech Hill Avenue.
8. The appeal scheme proposes a large detached dwelling and associated buildings positioned centrally within a substantial plot comprising approximately half of the rear garden of 12 Beech Hill Avenue. There is no dispute between the parties that the development would constitute a backland development with the proposed dwelling being broadly in a tandem style relationship with the existing dwelling.
9. The scheme would retain a reasonable distance between the proposed dwelling and the existing dwelling and also to the common boundaries with adjacent properties. Although the proposed dwelling would have a large footprint within the plot and a substantial height and mass it would not be dissimilar in scale or form to nearby dwellings. In my view the appeal scheme would not be out of character with the locality and I do not, therefore, conflict in that respect with relevant development plan policies.
10. 12 Beech Hill Avenue is set back from the road and has substantial garden areas both to its front and rear with several mature trees and shrubs in both areas. The Council accepts that the position of the existing house and tree and shrub cover limit public views into the site. The appeal scheme would require the removal and thinning of several trees and shrubs at the rear of the existing house and between the existing house and 14 Beech Hill Avenue, the neighbouring dwelling to the south, to accommodate the access drive. I note that some new planting is proposed adjacent to the common boundary with 14 Beech Hill Avenue and I consider that this would help to maintain the spacious character of this area.
11. Whilst I note the Inspector's comment in paragraph 8 of his decision on the previous scheme (Ref APP/Q5300/A/05/1185377) that the cumulative effect of similar schemes could cause serious harm to the character and appearance of the area. I do not have details of any other schemes before me and, in any event they would be considered against relevant development plan policies. The curtilage of 12 Beech Hill Avenue is, however, the largest in the locality and I am satisfied that the appeal scheme within its large rear garden would not itself have a significantly harmful effect on the character and appearance of the locality.

12. I conclude on this issue that the proposed development would not be significantly harmful to the character and appearance of the locality or in conflict with UDP policies (I) GD1, (I) GD2 and (II) GD3.

*Effect on the living conditions of nearby residents*

13. Although no reason for refusal in respect of this matter was advanced by the Council, I have objections from the occupants of dwellings in the locality which I consider to be material to this appeal scheme.
14. I accept that the use of the proposed driveway between 12 and 14 Beech Hill Avenue by vehicles and pedestrians would lead to some noise and disturbance to occupants of 14 Beech Hill Avenue and that this would intrude into a presently quiet area at the rear of the adjacent dwelling. The vehicle generation from a single, albeit large, dwelling would not, in my opinion, be significantly high and the impact would be mitigated by the retained trees and shrubs along the common boundary together with proposed new planting. The harm to the amenities of occupants of 14 Beech Hill Avenue from the use of the access would not be significant in my view and it would not lead me to dismiss this appeal.
15. From my inspection I consider that parts of the proposed dwelling and its roof would be visible from neighbouring properties and gardens in Beech Hill Avenue and also from the rear of 4 and 5 Corbar Close to the east, particularly in the winter. The proposed dwelling would, however, be a considerable distance from nearby dwellings and it would not, in my opinion give rise to overlooking of those properties. Dormers in the second floor to bedrooms would allow an oblique view over neighbouring gardens at a distance but there would not be direct overlooking of windows to habitable rooms of those properties. In addition the existing vegetation and proposed additional landscaping would help to reduce visual impact of the appeal scheme.
16. I conclude on this issue that the proposed development would not have a significantly harmful effect on the living conditions of nearby residents through noise, disturbance and overlooking and would not be in conflict with relevant development plan policies.

**Other Matters**

17. I acknowledge that the scheme would make a limited contribution to housing supply as required by The London Plan. I also consider that the development of previously developed land without compromising the quality of the environment would meet the aims of paragraphs 57 and 58 of PPG3.
18. A number of examples of backland development in the locality have been brought to my attention together with appeal decisions in respect of proposed development at Parkgate Crescent (Appeal Refs: APP/Q5300/A/03/1119418, APP/Q5300/A/03/1128049 and APP/Q5300/A/03/1128848) and I inspected those sites. I noted in respect of the above appeals sites and the other locations referred to me that the sites are within generally higher density areas than the immediate vicinity of the present appeal site. I do not therefore consider that the examples referred to are directly comparable to the case before me and they do not lead me to a different decision.
19. The appellant refers to an inconsistency of advice from the Council's officers. That is not a matter before me but I note that the appellant company has exercised its right of appeal against the Council's decision.

**Conclusion**

20. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be allowed.

**Conditions**

21. The Council has suggested the imposition of a number of conditions in the event of planning permission being granted. The suggested conditions require the approval of materials to be used in the development including hard landscaping and also the provision and maintenance of soft landscaping and the protection of trees and shrubs during construction works together with the provision of wheel washing facilities. These conditions will protect the amenity of the area during the construction of the dwelling and also help to achieve an acceptable visual appearance to the scheme and I will attach them. I consider that a condition to restrict the use of the garage(s) should help to protect the visual and residential amenity of nearby residents.
22. Conditions are suggested to remove specified permitted development rights in respect of the insertion of additional windows and doors and regarding the erection of buildings or extensions. Circular 11/95 *The Use of Conditions in Planning Permissions* indicates that such rights should not be removed other than in exceptional circumstances. I consider that these conditions are necessary in this case, however, to prevent unacceptable overlooking of neighbouring gardens and to protect the spacious character of the locality and I will attach them.

**Formal Decision**

23. I allow the appeal and grant planning permission for erection of a detached dwelling with garaging at 12 Beech Hill Avenue, Hadley Wood, Barnet, EN4 0LN in accordance with the terms of the application (Ref: TP/05/2161), dated 29 November 2005 and plans submitted therewith subject to the following conditions:
1. The development hereby permitted shall be begun before the expiry of three years from the date of this permission
  2. 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.
  3. 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.
  4. The garage(s) hereby approved shall only be used for the accommodation of private motor vehicles and for purposes incidental to the residential occupation of the property but excluding use for habitable accommodation.
  5. 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



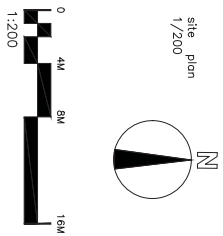
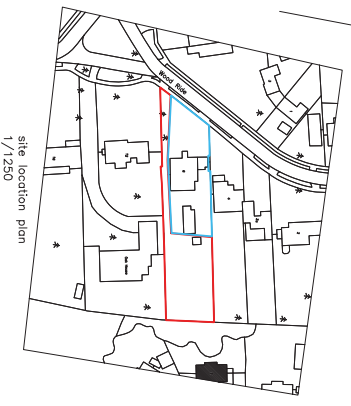
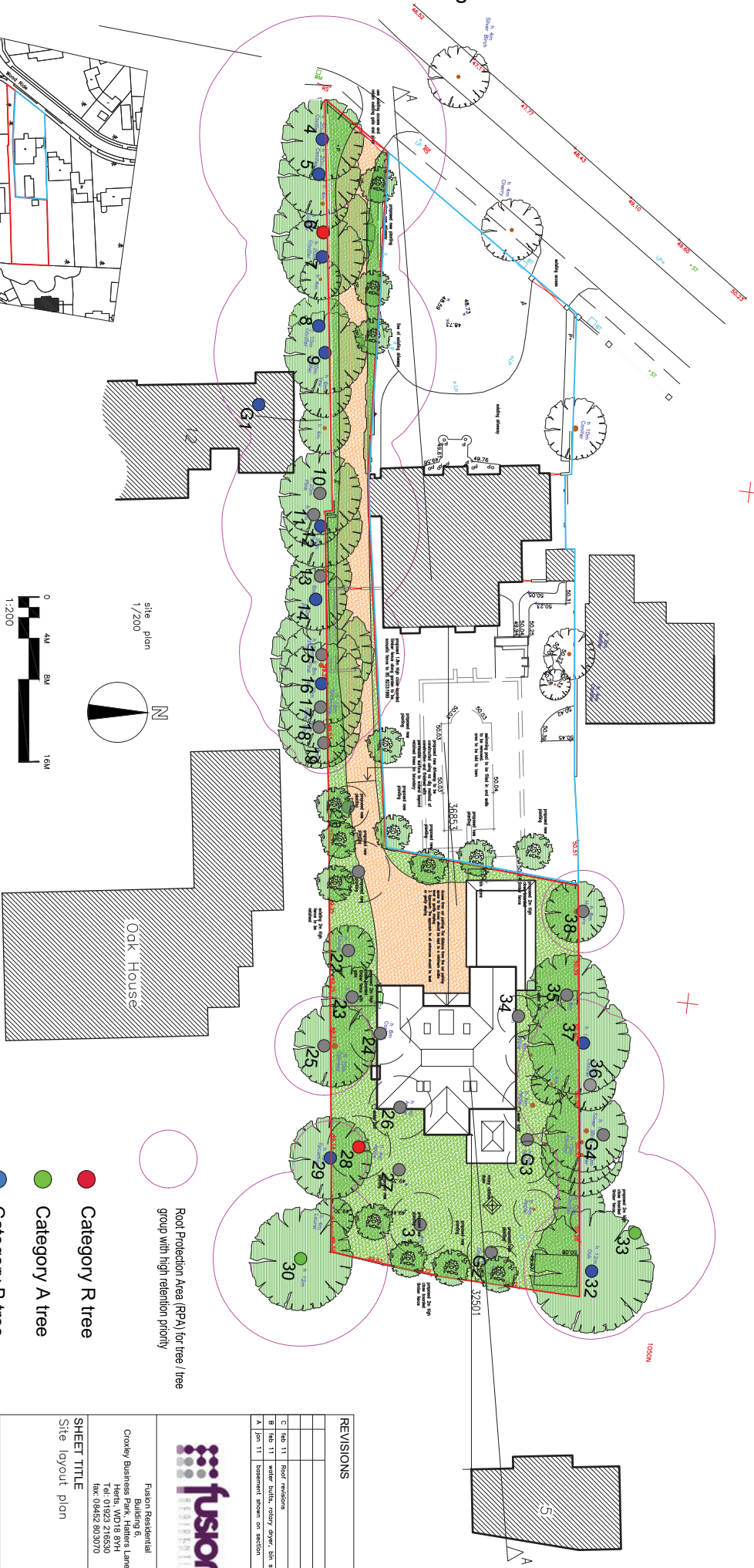
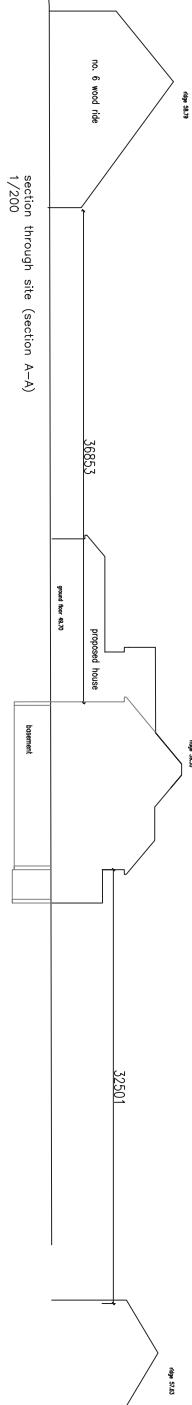
whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within 5 years of planting shall be replaced with new planting in accordance with the approved details.

6. For the duration of the construction period all trees and shrubs shown on the approved plans and application as being retained shall be protected by fencing a minimum height of 1.2 metres at a minimum distance of 2 metres from the existing planting. No building activity shall take place within the protected area. Any tree or shrub which dies or is damaged during the construction period shall be replaced.
7. The development shall not commence until details of facilities and methodology for cleaning the wheels of construction vehicles leaving the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period.
8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings shall be erected without the prior approval in writing of the Local Planning Authority.

*Kevin Baird*

INSPECTOR

46392  
 section through site (section A-A)  
 1/200



- Category R tree
- Category A tree
- Category B tree
- Category C tree

Root Protection Area (RPA) for tree / tree group with high retention priority

REVISIONS	
C	Feb. 11 Roof revisions
B	Feb. 11 window details, exterior doors, door storage screens
A	Jan. 11 basement shown on section



Fusion Residential  
 Building 6  
 Croxley Business Park, Hatfield Lane, Watford,  
 Herts, WD18 8YH  
 Tel: 01843 216530  
 Fax: 09452 803070

SHEET TITLE  
 Site layout plan

PROJECT  
 Proposed detached house to rear of 6 wood ride, hodley wood

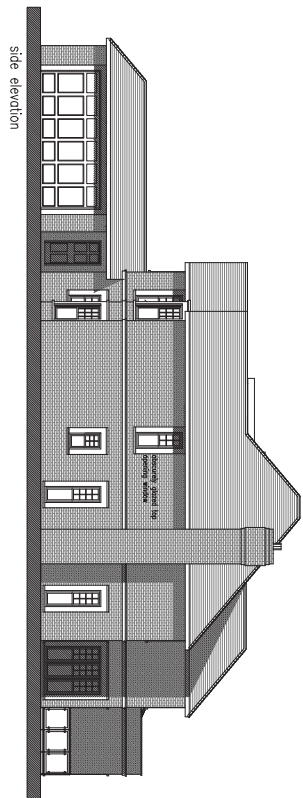
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SCALE  
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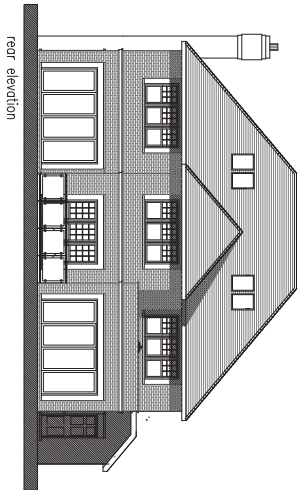
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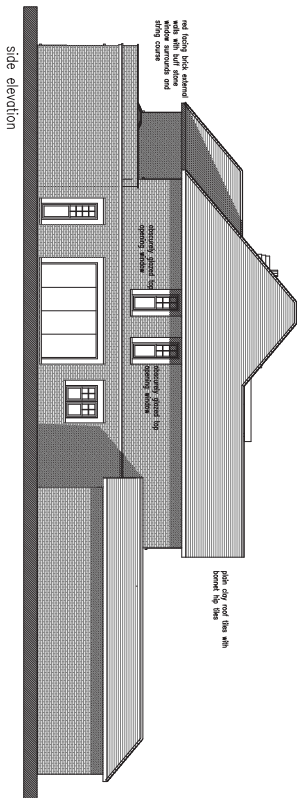
front elevation



side elevation



rear elevation



side elevation



REVISIONS

1	FEB 11	Revised elevations



Fusion Residential  
 Building 6  
 Coxley Business Park, Hales Lane, Watford,  
 Herts, WD18 8YH  
 Tel: 01923 216530  
 Fax: 09452 803070

SHEET TITLE  
 Proposed house elevations

PROJECT  
 Proposed detached house to  
 rear of 6 wood ride, hodley  
 wood

DATE 1/100 @A1  
 december 2010  
 DRAWING NUMBER  
 10 0185-SA

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 26<sup>th</sup> April 2011

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

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Chase

**Application Number :** TP/10/1761

**Category:** Change of Use

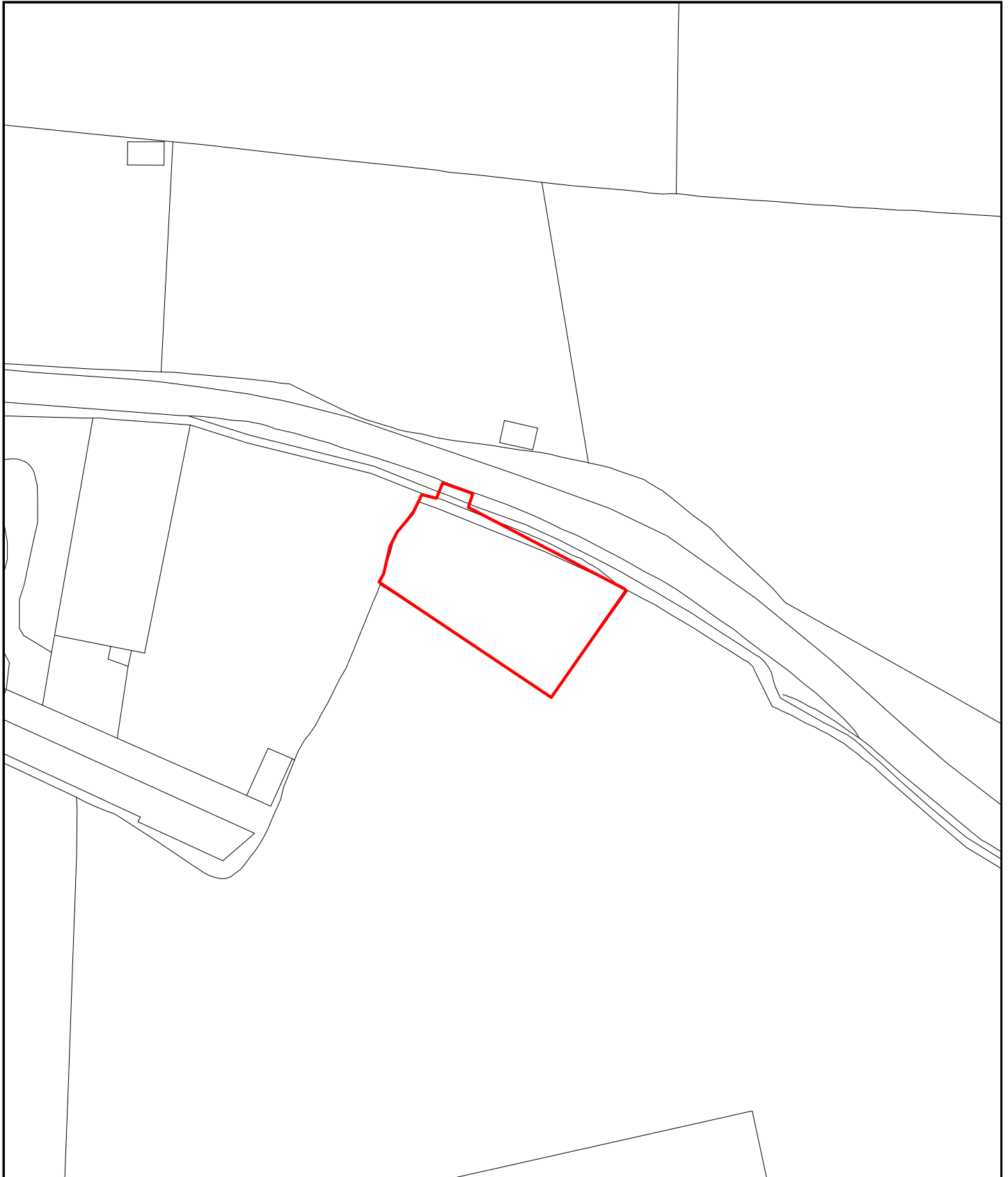
**LOCATION:** LAND AT, WELLINGTON PLACE, WHITEWEBBS LANE, ENFIELD, EN2 9HH

**PROPOSAL:** Change of use to a football training centre involving security fencing and laying out as an ecological area.

**Applicant Name & Address:**  
Tottenham Hotspur Football & Athletic Co  
SPORTS GROUND,  
WHITEWEBBS LANE,  
ENFIELD,  
EN2 9HH

**Agent Name & Address:**  
Samuel Stafford, Savills  
Ground Floor  
City Point  
Leeds  
LS1 2HL

**RECOMMENDATION:** That planning permission be granted subject to conditions



### Development Control



Scale - 1:1001  
Time of plot: 15:33

Date of plot: 06/04/2011

## **1. Site and Surroundings**

- 1.1 The application site comprises of 0.07 hectares of land at the northern edge the Tottenham Hotspurs Football Training Grounds, which is currently being developed.
- 1.2 The site comprises the former Invicta Cricket Ground and is bounded by Whitewebbs Lane to the north. In addition, the application site is within the Metropolitan Green Belt but does not fall part of Forty Hall and Bulls Cross Conservation Area. Moreover, the site does not contain any trees covered by a tree protection order.

## **2. Proposal**

- 2.1 Permission is sought to permit the enlargement of the approved training facility to enable additional youth pitches to be provided. This involves changing the use of the current cricket ground and part of the ecological zone (1,565sqm) approved under reference TP/07/1623 which is located along the eastern boundary of the former Invicta Cricket Club site. Re-provision would be in the form of land bounded by Whitewebbs Lane to the north and the northern boundary of the previously approved ecological zone. This replacement area equates to approximately 2,529sqm.
- 2.4 The proposal also involves the removal of the hedgerow which forms the eastern edge of the cricket ground together with the loss of hedgerow which was proposed as replacement and which was to be delivered as part of the main training centre proposals. The combined loss of hedgerow (both existing (118m) and originally proposed (85m) equates to 203m. However, the current proposals involve the provision of 274m of new hedgerow planting using native species: an increase of 71 metres.
- 2.5 A 2m high steel post and rail fence will be erected along the northern boundary of the site fronting Whitewebbs Lane. In addition, a 2.4m high timber fence is proposed along the eastern and southern boundary of the stables to screen the stables and a 2m high weld mesh fencing is proposed running west from the stables.

## **3. Relevant Planning Decisions**

- 3.1 TP/07/1623 - Construction of a football training centre comprising a building incorporating training and associated facilities, ancillary buildings and plant, external pitches, access roads, parking, pathways, fences and external lighting approved in April 2008.
- 3.2 TP/07/1623/DP5 - Details of Ecological Management Plan and Ecological Construction Method Statement submitted pursuant to condition 15 of approval under Ref:TP/07/1623 for construction of a football training centre approved September 2008.
- 3.3 TP/09/1658 - Construction of a football training centre comprising a building incorporating training and associated facilities. (Amended design of approved scheme under Ref:TP/07/1623) approved in January 2009.

## **4. Consultations**

#### 4.1 Statutory and non-statutory consultees

##### 4.1.2 The Arboricultural Officer comments that:

- The proposal to remove the central hedge and re-instate native planting areas primarily in the ecological zone and derelict hedgerow on the southern boundary are satisfactory.
- The hedge designated for removal has been unmanaged for many years, it is not an original field hedge and mainly consists of poor quality semi-mature oak trees interspersed with poor quality hawthorn / blackthorn stands.
- The removal of the hedge will not be detrimental to the site and the new plantings will be a great improvement in terms of species diversity and wildlife.
- The two oaks on the southern boundary which were originally to be retained have been removed under advice, due to them being in a very poor condition and limited safe useful life expectancy. The entire south boundary is to be replanted with native trees and therefore easily compensates for any tree loss.
- Only concern is the planting of a Cherry Laurel hedge along the north-west boundary as this is an alien species.

4.1.3 Natural England comment that they remain unsatisfied with the Ecological Survey (2010) as it was conducted during a sub-optimal period for species and habitats. In addition, they are of the opinion that it is unclear as to the level of impact of the tree removal and / or hedge removal on protected species such as bats. They also comment that the ecology zone created as part of the initial proposal will be relocated, with mitigation proposed and that this represents a retrograde step in terms of removing and negating the habitat creation work that has previously been undertaken. It is also unclear what the zone will consist of. Mitigation for the loss of the hedgerow and the relocation of the ecological zone need to be clearly outlined in an Ecological Management and Maintenance Plan.

#### 4.2 Public

No consultation letters were needed in connection with this proposal although the Crews Hill Residents Association was notified. No replies have been received and any comments received will be reported at the meeting.

### 5. **Relevant Policy**

#### 5.1 Local Development Framework

At the meeting of the full Council on 10<sup>th</sup> November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein, are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

- CP30: Maintaining and improving the quality of the built and open environment
- CP31: Built and landscape heritage
- CP33: Green Belt and countryside



CP34: Parks, playing fields and other open spaces  
CP36: Biodiversity

## 5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance

(II)G21	Reducing the visual intrusion of the built up area
(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing

## 5.3 The London Plan

Policy 2A.1	Sustainability criteria
Policy 3D.9	Green Belt
Policy 3D.14	Biodiversity and nature conservation
Policy 4A.1	Tackling climate change
Policy 4A.2	Mitigating climate change
Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.8	Respect local context and communities
Policy 4B.12	Heritage conservation
Policy 4C.4	Natural landscape

## 5.4 Other Relevant Policy

PPS1:	Sustainable development
PPG2:	Green Belts
PPS9:	Biodiversity and Geological Conservation
PPG13:	Transport
PPG17:	Planning for Open Space, Sport and Recreation

## 6. **Analysis**

### 6.1 Background

6.1.1 There are five purposes for including land in the Green Belt (para.1.5 PPG2). These are:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

6.1.2 In addition, the following objectives are provided at paragraph 1.6 of PPG2, in terms of land use:

- to provide opportunities for access to the open countryside for the urban population;
- to provide opportunities for outdoor sport and outdoor recreation near urban areas;
- to retain attractive landscapes, and enhance landscapes, near to where people live;
- to improve damaged and derelict land around towns;
- to secure nature conservation interest; and
- to retain land in agricultural, forestry and related uses.

6.1.3 It should be noted however, that the purposes of including land within the Green Belt is of “paramount importance” to its continued protection and outweigh the land use objectives.

## 6.2 Impact on Green Belt

6.2.1 The proposed development will not come into conflict with any of the identified purposes for including land within the Green Belt. In addition, in terms of land use, the proposal is considered to enhance the landscape and will further secure nature conservation through an enlarged ecological zone.

6.2.2 Fencing along Whitewebbs Lane has been previously approved under reference TP/07/1623.

## 6.3 Loss of Existing Cricket Club

6.3.1 The loss of an existing facility such as this would normally be resisted. However, in this case the facility, previously occupied by the Invicta Club, is now vacant and is not used. It is recognised that the proposal is not a like for like replacement but it is considered to represent albeit, through a different sporting medium, an adequate compensation for this loss of the existing facility

### 6.3.2 Ecological Impact

6.3.1 An existing hedge, at the eastern boundary of the former cricket field has been removed in order to allow for the opening up and linking of the former cricket field with the already approved training pitches. The hedge is not protected as it does not fulfil the criteria of an “important” hedgerow as defined in the Hedgerows Regulations 1997. This is because of it being dominated by a small number of woody species and the lack of additional features of note, such as connectivity to other hedgerows or woodland, association with banks and ditches, presence of parallel hedgerows or frequency of standard mature trees. The loss of this hedgerow however, will be compensated for by the planting of a new 274m hedgerow of native species.

6.3.2 In addition, the grassland present over the surface of the cricket ground is of no apparent ecological note, being dominated by a small number of common species such as perennial rye-grass, Yorkshire fog and annual meadow grass.

- 6.3.4 The management of the ecological zone will be in accordance with the recommendations in the ecological zone on the adjacent site, which was approved under reference TP/07/1623.
- 6.3.5 The ecological report confirms that due to the type and quality of habitats present, there is limited scope for protected species such as bats, slowworm and breeding birds to be present. Moreover, in respect of the cricket ground, the ecological report confirmed that it supported no habitats of particular note. However, in relation to bats, the ecological report confirms that the removal of the eastern hedgerow is likely to alter locally foraging and commuting behaviour but that the proposals will provide new foraging and commuting opportunities and maintain connectivity at a site level particularly through the provision and management of new hedgerow planting.
- 6.3.7 The potential of the vegetation to support breeding birds, their nests, eggs and young has also been considered and it is recommended that any works to remove such vegetation will be completed outside the bird breeding period (September to February, inclusive) unless a breeding bird survey by a suitably qualified person confirms that no breeding birds, active nests, eggs or dependent young are present immediately prior to the works commencing. Precautionary measures are also advocated for slowworm.
- 6.3.9 It is considered that due to the proposed replacement hedgerow, the enlarged ecological zone, and subject to suitable conditions being imposed, the development will not adversely affect the ecological value of the site.
- 6.4 Traffic & Transportation
- 6.4.1 As a result of the proposals, the existing access into Wellington Place, off Whitewebbs Lane, will be closed. Access into Wellington Place will therefore be from within the larger site via the main site access from Whitewebbs Lane. A condition is suggested requiring the reinstatement of the kerb.
- 6.4.2 The proposed development does not raise any wider issues in terms of vehicle and pedestrian safety as the use would not in itself, increase traffic generation or vehicle movements.. Moreover, the boundary fencing which lies adjacent to the highways is such that it would not prejudice sightlines or highway safety.
- 6.5 Other matters
- 6.5.1 The comments from Natural England have been noted, however it is considered that the sufficient information has been provided in order for the Local Planning Authority to make an informed assessment. Moreover, the ecological zone will be managed in accordance with the approved Ecological Management Plan (EMP) for the approved training facility.
- 6.5.2 Whilst the surveys were not conducted during the optimum period, the quality of the hedgerow has been properly assessed, as discussed in section 6.3.5 of this report, and identified as having limited scope for protected species. Moreover, the removal of the hedgerow and the two oak trees were undertaken at times when there would be no nesting birds present.










- 6.5.3 The relocation of part of the previously approved ecological zone is not considered a 'retrograde step' as this area has not yet been planted out. Moreover, the planting that has taken place within the part of the retained ecological zone is only newly planted.

## **7. Conclusion**

- 7.1 The proposed development is considered to enhance the ecological value of the site and would not be in conflict with the purposes of including land within the Green Belt. Furthermore, it is considered the proposal would sympathetically relate to the natural and open character of the surrounding area taking into account the approved training facility.
- 7.2 It is therefore considered that on balance, planning permission should be granted for the following reasons:
1. The proposed change of use would have no significant visual impact on the open character and amenity of the Green Belt having regard to Core Policy 33 of the Core Strategy, Policy (II)G21 of the Unitary Development Plan Belt, Policy 3D.9 of The London Plan and PPG2: Green Belts.
  2. The proposed development improves the ecological value of the site. It is considered that the proposed development complies with Core Policy 36 of the Core Strategy, Policies 3D.14 and 4C.4 of The London Plan, and with PPS1: Sustainable Development, and PPS9: Biodiversity and Geological Conservation.
  3. The proposed fencing, having regard to its design, size and siting, will not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan and with PPG13: Transport.

## **8. Recommendation**

- 8.1 That planning permission be granted subject to the following conditions:
1. C60 Drawing Numbers
  2. C17 Landscaping (as per EMP)
  3. C51A Time limited permission

-  Site boundary
- EXISTING FEATURES:**
-  Existing trees to be retained
-  Existing hedges to be retained
- PROPOSED FEATURES:**
-  Proposed fences as shown on KSS drawing number 06242-101-CC
-  Hedgerowplanting
-  Tree planting
-  Shrub planting
-  Wildflowerseeding
-  New plantingproposedas part of this application. Otherplanting within the red line relocatedfrom the proposalsshownwith the previousplanningapplication



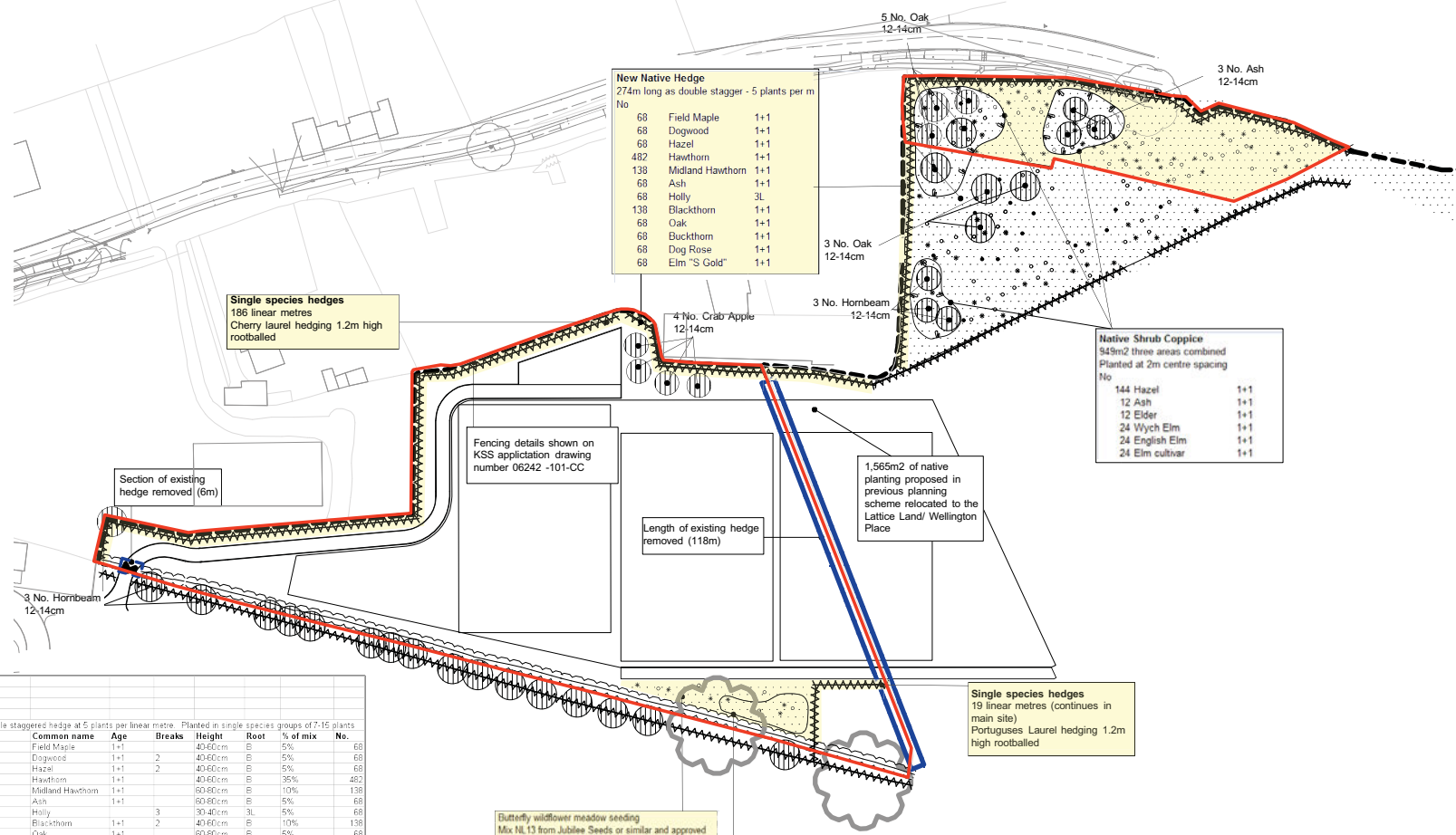
**edp**  
 The Environmental Dimension Partnership  
 14 Inner Courtyard, Whiteway Farmhouse  
 The Whiteway, Cirencester GL7 7BA  
 t 01285 640640  
 e info@edp-uk.co.uk  
 w www.edp-uk.co.uk

client  
**Tottenham Hotspur Football Club**

project title  
**Bulls Cross Training Ground  
 Invicta Cricket Club Site**

drawing title  
**Planting Proposals**

date 13 December 2010  
 drawing number edp252/71a drawn by RG  
 scale 1:1250 @ A3 checked RG



**New Native Hedge**  
 274m long as double stagger - 5 plants per m

No	Plant	Quantity
68	Field Maple	1+1
68	Dogwood	1+1
68	Hazel	1+1
482	Hawthorn	1+1
138	Midland Hawthorn	1+1
68	Ash	1+1
68	Holly	3L
138	Blackthorn	1+1
68	Oak	1+1
68	Buckthorn	1+1
68	Dog Rose	1+1
68	Elm "S Gold"	1+1

**Single species hedges**  
 186 linear metres  
 Cherry laurel hedging 1.2m high rootballed

**Native Shrub Coppice**  
 949m<sup>2</sup> three areas combined  
 Planted at 2m centre spacing

No	Plant	Quantity
144	Hazel	1+1
12	Ash	1+1
12	Elder	1+1
24	Wych Elm	1+1
24	English Elm	1+1
24	Elm cultivar	1+1

**Single species hedges**  
 19 linear metres (continues in main site)  
 Portugues Laurel hedging 1.2m high rootballed

**Native Shrub Coppice**  
 152m<sup>2</sup>  
 Planted at 2m centre spacing

No	Plant	Quantity
24	Hazel	1+1
2	Ash	1+1
2	Elder	1+1
4	Wych Elm	1+1
4	English Elm	1+1
4	Elm cultivar	1+1

**Butterfly wildflower meadow seeding**  
 Mix NL13 from Jubilee Seeds or similar and approved

Latin name	Common name	Age	Breaks	Height	Root	% of mix	No.
<i>Acer campestre</i>	Field Maple	1+1	2	40-60cm	B	5%	68
<i>Cornus sanguinea</i>	Dogwood	1+1	2	40-60cm	B	5%	68
<i>Corylus avellana</i>	Hazel	1+1	2	40-60cm	B	5%	68
<i>Crataegus monogyna</i>	Hawthorn	1+1	2	40-60cm	B	35%	482
<i>Crataegus laevigata</i>	Midland Hawthorn	1+1	2	60-80cm	B	10%	138
<i>Fraxinus excelsior</i>	Ash	1+1	2	60-80cm	B	5%	68
<i>Ilex aquifolium</i>	Holly	1+1	3	30-40cm	3L	5%	68
<i>Prunus spinosa</i>	Blackthorn	1+1	2	40-60cm	B	10%	138
<i>Quercus robur</i>	Oak	1+1	2	60-80cm	B	5%	68
<i>Rhamnus frangula</i>	Buckthorn	1+1	3	40-60cm	B	5%	68
<i>Rosa canina</i>	Dog Rose	1+1	3	80-80cm	B	5%	68
<i>Ulmus "Sapporo Gold"</i>	Elm cultivar	1+1	2	60-80cm	B	5%	68

Latin name	Common name	Age	Breaks	Girth	Height (cm)	No.	
<i>Carpinus betulus</i>	Hornbeam	3x	5	12-14cm	RB	350-425	3
<i>Fraxinus excelsior</i>	Ash	3x	5	12-14cm	BR	350-425	3
<i>Malus sylvestris</i>	Crab Apple	3x	5	12-14cm	BR	350-425	4
<i>Quercus robur</i>	Oak	3x	5	12-14cm	RB	350-425	8

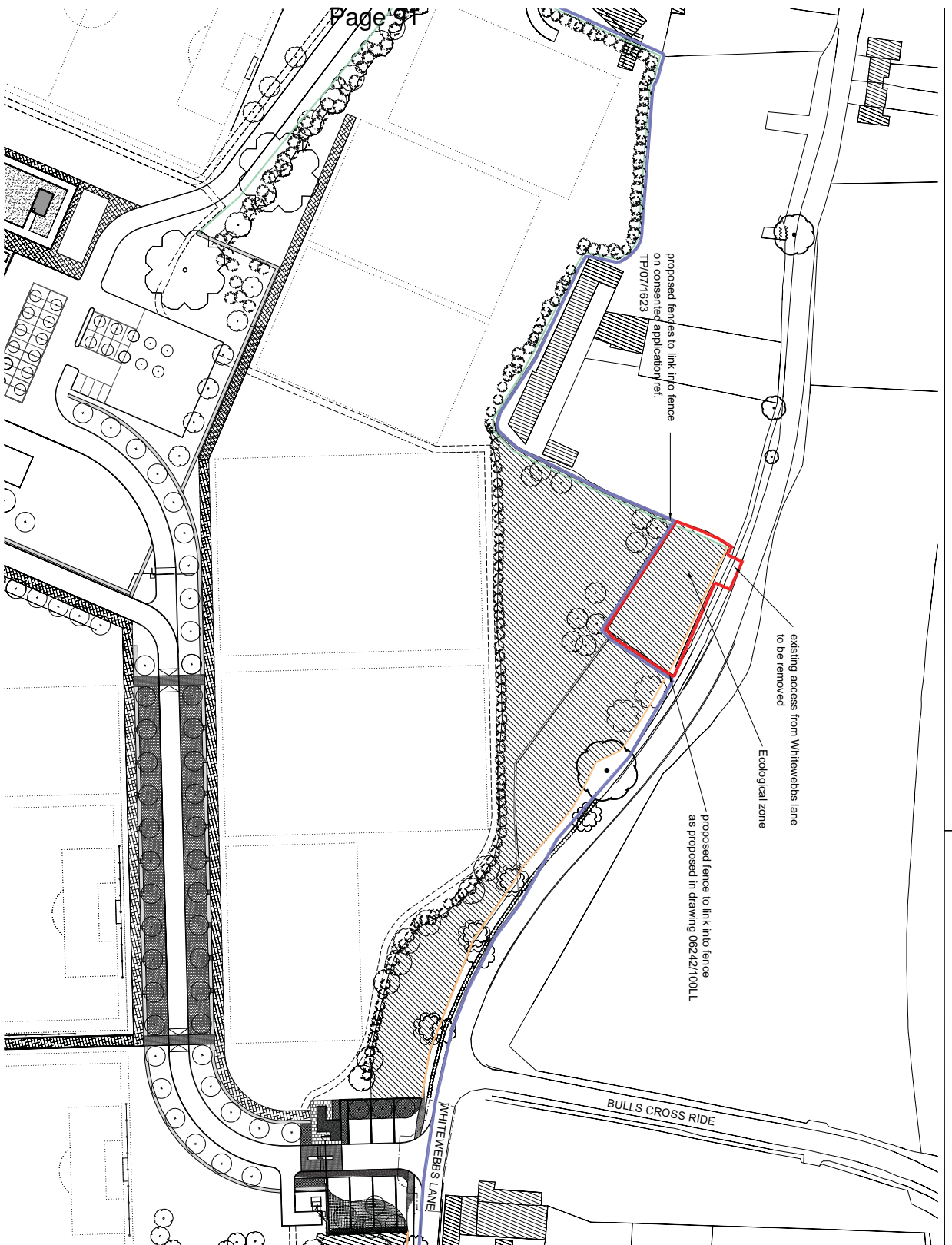
  

Latin name	Common name	Age	Breaks	Height	Root	% of mix	No.
<i>Corylus avellana</i>	Hazel	1+1	2	40-60cm	B	60%	476
<i>Fraxinus excelsior</i>	Ash	1+1	2	40-60cm	B	5%	29
<i>Sambucus nigra</i>	Elder	1+1	3	60-60cm	B	5%	29
<i>Ulmus glabra</i>	Wych Elm	1+1	2	60-60cm	B	10%	60
<i>Ulmus procera</i>	English Elm	1+1	2	60-60cm	B	10%	60
<i>Ulmus "Sapporo Gold"</i>	Elm cultivar	1+1	2	60-60cm	B	10%	60

Latin name	Common name	Breaks	Height	Root	Linear metres
<i>Prunus laurocerasus</i>	Cherry Laurel	1+1	120cm	3L	186
<i>Prunus lusitanica</i>	Portuguese Laurel	1+1	120cm	3L	19





Revisions

Revision	Date	Description
A	15.11.10	Preliminary Issue
B	16.11.10	Boundary updated to connect to public highway

DL

London

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F +44(0)20 7907 2299

Severnoks

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F +44(0)1732 467 841

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Figured dimensions only are to be taken from this drawing. Do not scale this drawing on site prior to works commencing. Any discrepancies shall be reported to KSS.

LEGEND

- SITE BOUNDARY LINE
- PROPOSED FENCE TYPE 1 (SERRATED BRICK)



PROPOSED FENCE TYPE 2 (SERRATED BRICK)



PLANNING

File reference

CAD/10/02/M00-WP

Drawn by \_\_\_\_\_ Date drawn \_\_\_\_\_

MB \_\_\_\_\_ Oct 09

Checked by \_\_\_\_\_ Date checked \_\_\_\_\_

JB \_\_\_\_\_ Oct 09

Scale at A3

1:1250

Project number

06242

Drawing number

101-WP

Revision

B

Client

Tottenham Hotspur Football Club

Project

Land at Wellington Place, Whitewebbs Lane, Enfield

Drawing title

Proposed Plan

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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 26<sup>th</sup> April 2011

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

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
Andy Higham Tel: 020 8379 3848  
Mr S. Newton Tel: 020 8379 3851

**Ward:** Chase

**Application Number :** TP/11/0002

**Category:** Other Development

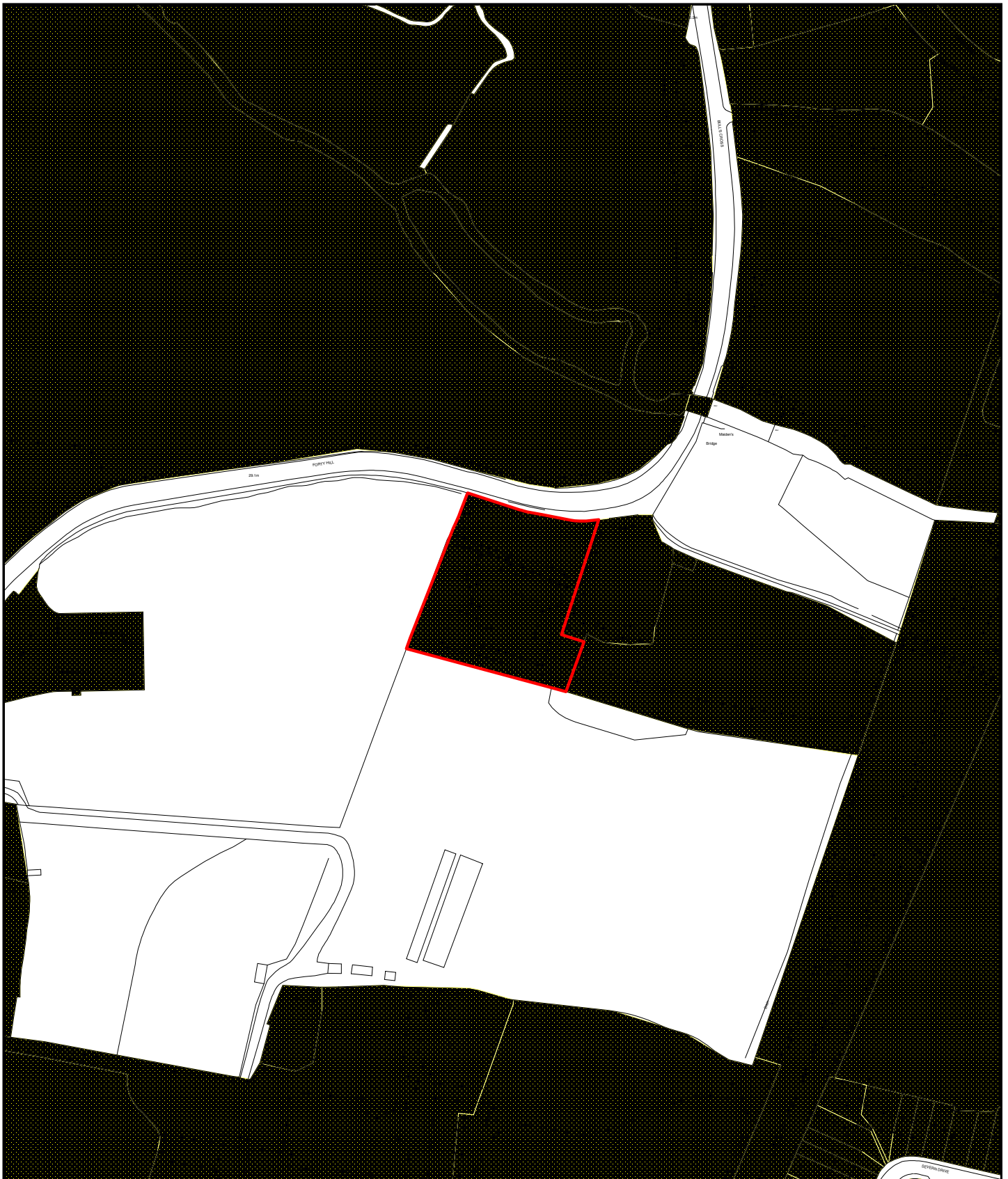
**LOCATION:** FORTY HILL C OF E PRIMARY SCHOOL, FORTY HILL, ENFIELD, EN2 9EY

**PROPOSAL:** Single storey extension to school hall (south west) elevation to provide an additional classroom and single storey extension to kitchen (south east) elevation to provide storage.

**Applicant Name & Address:**  
Richard Yarwood,  
Forty Hill CE Primary School  
Forty Hill,  
Enfield,  
Middlesex,  
EN2 9EY

**Agent Name & Address:**  
Stuart Pelan,  
Wilby and Burnett  
123, Provident House  
Ashdon Road  
Saffron Walden  
Essex  
CB10 2AJ

**RECOMMENDATION:** That planning permission be **GRANTED**, subject to conditions



### Development Control



Scale - 1:2002  
Time of plot: 11:24

Date of plot: 06/04/2011

## **1. Site and Surroundings**

- 1.1 The application site is located on the south side of Forty Hill, just to the west of Maiden's bridge within the Forty Hill Conservation Area, the Green Belt and Area of Special Character. The school is also locally listed.
- 1.2 The front building line of the main school building is sited approximately 25 metres from the back edge of the footpath and sits on slightly elevated ground. The site is well screened by trees on its east, west and south boundaries. Three of these trees, a Lawson Cypress, an Ash tree, and an Oak tree are covered by Tree Protection Orders: The Cypress and Ash trees are sited towards the front of the site, with the oak located in the south-east corner of the school.

## **2. Proposal**

- 2.1 Permission is sought for a single storey extension to the south west elevation to provide an additional classroom and a single storey extension to the rear of the school (south east elevation) to provide an enlarged kitchen facility.
- 2.2 The proposed classroom would have a maximum height of 2.8 metres, have a width of 9 metres and a depth of 3 metres. The kitchen extension would be 8.2 metres long x 3.85 metres wide with a height of 2.8 metres.

## **3. Relevant Planning Decisions**

- 3.1 TP/10/0390 - Erection of a canopy to outbuilding, including fencing, shingle path and landscaping at rear was approved in July 2010
- 3.2 TP/07/1158 – Single storey rear extension to south elevation was approved in August 2010

## **4. Consultations**

### **4.1 Statutory and non-statutory consultees**

- 4.1.1 Education comment that they fully support the proposals and that the School was approached by the Council to provide an additional "one-off" class as part of the Council's strategy for providing additional primary school places. The proposal is not for an additional form of entry.
- 4.1.3 Traffic and Transportation advise that due to the application not being for an additional form of entry but additional space to accommodate existing pupils, the development does not raise any transportation issues.
- 4.1.4 Thames Water raises no objections.
- 4.1.5 Any other comments received will be reported at Committee.

### **4.2 Public**

- 4.2.1 As the site's boundaries have no immediately adjoining neighbours, neighbour consultation letters were not sent out, however being in a

Conservation Area, the statutory site publicity was provided. To date, no comments have been received.

4.3 Conservation Advisory Group

4.3.1 Any comments from the Group will be reported at the meeting.

**5. Relevant Policy**

5.1 Local Development Framework

At the meeting of the full Council on 10<sup>th</sup> November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance:

- CP8: Education
- CP9: Supporting community cohesion
- CP20: Sustainable energy use and energy infrastructure
- CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
- CP30: Maintaining and improving the quality of the built and open environment
- CP31: Built and landscape heritage
- CP33: Green Belt and countryside
- CP36: Biodiversity
- CP46: Infrastructure contributions

5.2 Saved UDP Policies

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updated policies and development standards within the Development Management Document. The following are of relevance:

- (II)C30 Developments in Conservation Areas to replicate, reflect or complement traditional characteristics of the area
- (II)CS1 Land requirements for Community Services
- (II)CS2 Siting and design of buildings and equipment
- (II)CS3 Effective and efficient use of land and buildings
- (II)G6 Areas of Special Character
- (II)G21 Reducing the visual intrusion of the built up area
- (II)GD3 Aesthetics and functional design
- (II)GD6 Traffic
- (II)GD8 Site access and servicing
- (II)T1 To ensure development takes place in locations which have appropriate access to transport networks
- (II)T20 To give full consideration to the needs of cyclists

5.3 The London Plan

- Policy 3C.1 Integrating transport and development
- Policy 3C.3 Sustainable transport in London
- Policy 3C.17 Tackling congestion and reducing traffic

Policy 3C.21	Improving conditions for walking
Policy 3C.22	Improving conditions for cycling
Policy 3C.23	Parking strategy
Policy 3D.9	Green Belt
Policy 3D.14	Biodiversity and nature conservation
Policy 4A.1	Tackling climate change
Policy 4A.2	Mitigating climate change
Policy 4A.3	Sustainable design and construction
Policy 4A.6	Decentralised Energy: heating, cooling and power
Policy 4A.7	Renewable energy
Policy 4A.9	Adaptation to climate change
Policy 4B.1	Design principles for a compact city
Policy 4B.2	Promoting world-class architecture and design
Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.8	Respect local context and communities
Policy 4B.11	London's built heritage
Policy 4B.12	Heritage conservation
Policy 4B.15	Archaeology
Policy 4C.4	Natural landscape

#### 5.4 Other Relevant Policy

PPS1:	Sustainable development
PPG2	Green Belts
PPS5:	Planning for the Historic Environment
PPS9:	Biodiversity and Geological Conservation
PPG13:	Transport
PPS22:	Renewable energy
PPG23:	Planning and pollution control
PPG24:	Planning and Noise

## 6. **Analysis**

### 6.1 Principle / Relationship to Green Belt

- 6.1.1 As the school is located in Green Belt, the normal presumption is to resist new development which harms the essential open character. However, PPP2 Green Belts accepts that whilst educational development can be "inappropriate development", where the development is proposed for existing sites and has no greater impact than the existing development on the openness of the Green Belt, it does not exceed the height of the existing buildings and does not lead to a major increase in the developed proportion of the site, then educational development can be acceptable.
- 6.1.2 The footprint of the existing school buildings is approximately 1065sqm and the internal floor area is approximately 995sqm. The development would increase those areas to approximately 1168sqm and 1090sqm respectively. The development therefore involves a relatively minor increase in the overall site coverage and although the curtilage is limited, the siting, design and scale mean that the additional would sympathetically relate to the existing school building and would not represent a prominent development or harm the essential open character of the Green Belt.

6.1.3 Notwithstanding this, weight can also be given in such circumstances to the wider educational needs of the Borough in terms of the quality of school accommodation. The extensions being proposed are part of the Council's strategy for providing additional primary school places to meet immediate demand. Thus although there will be a temporary increase in pupils, the application does not support an expansion of the school by way of an additional form of entry.

6.1.4 On balance, therefore, it is considered that in principle, the proposed development would not represent an inappropriate form of development or harm the essential open character of the Green Belt.

## 6.2 Impact on Character of Conservation Area and Wider Surrounding Area

6.2.1 The classroom extension is sited some 40 metres back from the road frontage to the side of the school with the kitchen extension situated to the rear. With regard to their single storey form, both extensions are subservient to the existing buildings and will be of materials that would match the existing school building.

6.2.2 In terms of their relationship to the character and appearance of the Conservation Area, the Character Appraisal for the Conservation Area identifies that the school has suffered from an over-extension and the addition of a large tarmac playground in front of it. A further expansion therefore, could be considered contrary to the objective of safeguarding the appearance of the Conservation Area. In addition, it is also acknowledged that the school is locally listed and thus, makes an important contribution to the character of the area. However, each case must be weighed on its merits and in this instance it is considered that the size and subservient nature of the extensions means that they would have minimal presence and would not detract from the visual amenities of the Conservation Area. Moreover, any perceived harm is outweighed by the present educational needs of the Borough.

Consequently, it is considered therefore that the proposal does not further harm the character of the surrounding Forty Hill and Bulls Cross Conservation Area and or the long term objective of the Conservation Area.

## 6.3 Impact on Neighbouring Properties

6.3.1 There are no residential properties located within the proposal's immediately surrounding area. Therefore, it is considered that the works, by reason of separation, would not have a detrimental impact upon residential amenity.

## 6.4 Traffic Generation

6.4.1 Although this proposal does increase the capacity of the school through the provision of an additional classroom, it is considered that with a review of the existing school travel plan, the additional children would not materially increase the effects of current vehicular movement sufficient to warrant refusal of the application.

## 6.5 Sustainable Design & Construction

6.5.1 Core Policy 20 requires that all new developments (and existing developments where possible) need to address the causes and impacts of

climate change by minimising energy use, supplying energy efficiently, and using energy generated from renewable sources. A condition will be imposed to ensure that an energy statement is provided to demonstrate that the classroom extension will improve upon current building regulations.

6.5.2 In relation to trees, the most significant tree potentially affected by the proposed development is an Oak tree in the south-west corner of the site, which is covered by a Tree Preservation Order. The submitted plans show that the whilst the classroom extension will fall outside of the canopy spread area, the proposed trenches required for the drainage pipes will potentially compromise the root zone. The arboricultural report and the Arboricultural Officer agree that subject to conditions due to the minimal incursion into this zone combined with the ability of the trees roots to the south and west to compensate, there will be no significant harm to the health of the tree. The conditions will require that any trenches are excavated by hand, the works are supervised by an arboriculturist and that a protective fence is erected to prevent construction materials traffic from encroaching into the root protection area.

6.5.3 No other significant trees will be affected by the proposed development.

## **7. Conclusion**

7.1. It is considered that the proposed extensions would not harm the essential character of the Green Belt or the special character and appearance of Forty Hill and Bulls Cross Conservation Area. Mindful also of the benefit to the community of addressing the shortfall I primary places, it is considered on balance, that the proposal is acceptable and approval is recommended for the following reasons:

1. The proposed extensions, by virtue of their size and siting would have no significant visual impact on the open character and amenity of the Green Belt or the character and appearance of the Forty Hill and Bulls Cross Conservation Area having regard to Core Policies 31 and 33 of the Core Strategy, Policies (II)GD3, (II)C30, (II)G6 and (II)G21 of the Unitary Development Plan Belt, Policies 3D.9, 4B.11 and 4B.12 of The London Plan and PPG2: Green Belts, PPS5: Planning for the Historic Environment.
2. The proposed development improves facilities at the existing school campus as well as providing for additional teaching space for which there is a recognised shortage within the Borough. It is considered that the proposed development complies with Core Policies 8 and 9 of the Core Strategy, Policies (II)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan, Policies 3A.18, 3A.24, 4B.1, 4B.8 of The London Plan, and with PPS1: Sustainable Development.
3. The proposed development due to its siting and distancing from residential properties will not affect the amenities of the nearby residential occupiers having regard to Core Policy 30 of the Core Strategy, Policies (II)CS2, (II)CS3 (II)GD3 and (II)H8 of the Unitary Development Plan and with Policy 4B.8 of The London Plan.

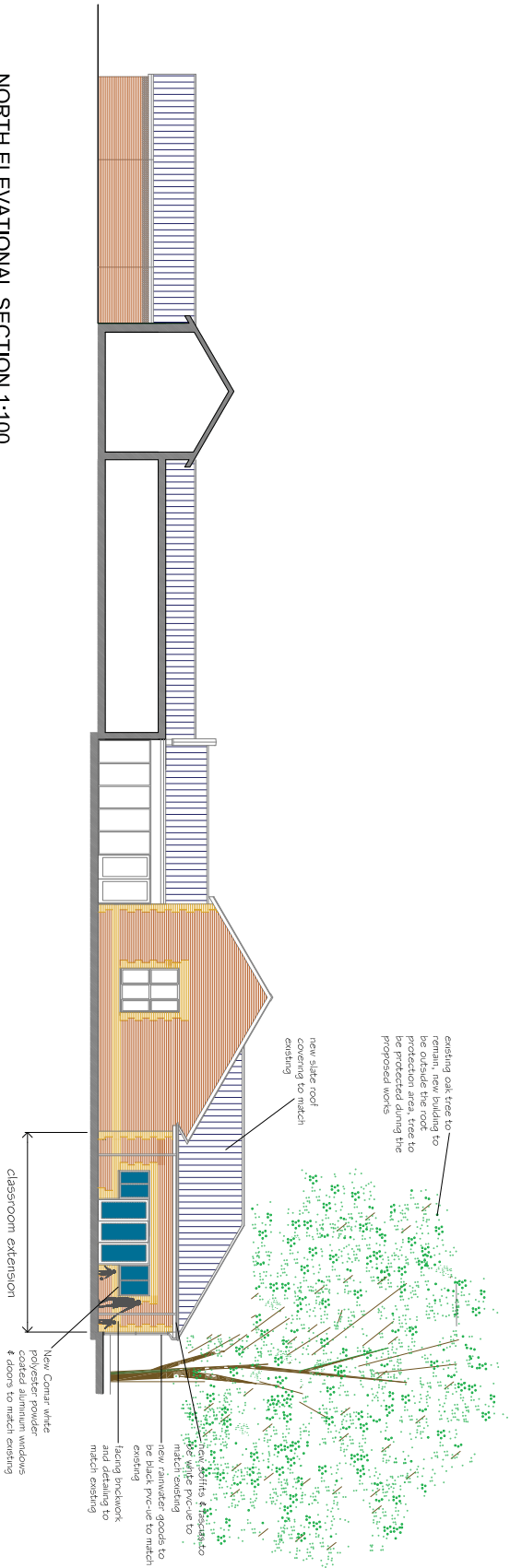
4. The proposed development, by virtue of conditions imposed will contribute to the provision of sustainable development within the Borough, having regard to Core Policies 20 and 36 of the Core Strategy, Policies 3D.14, 4A.1, 4A.3 and 4A.4 of the London Plan, PPS1: Sustainable Development, PPS9: Biodiversity and Geological Conservation, PPS22: Renewable energy.
5. The proposed development, having regard to its scale and the nature of the development, should not give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways and will make adequate provision for cycle parking, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, Policy 3C.23 of The London Plan and with PPG13: Transport.

## **8 Recommendation**

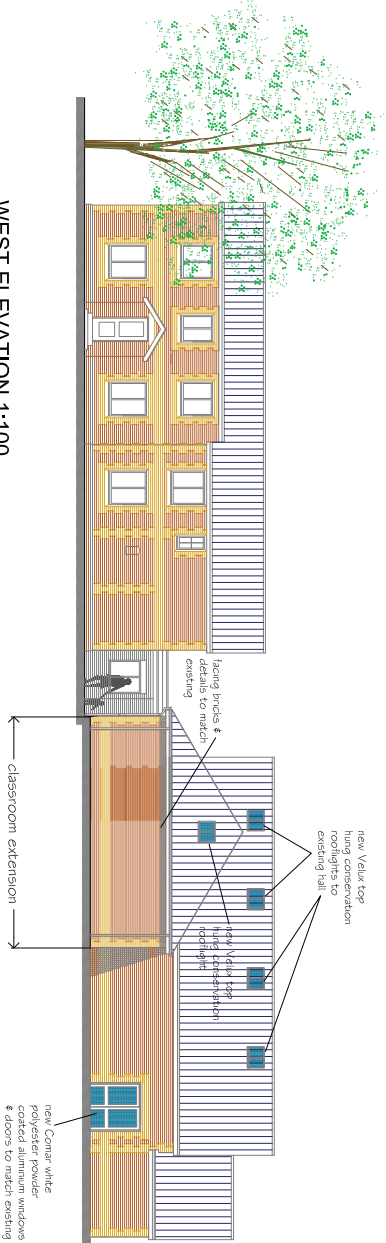
- 8.1 That planning permission be GRANTED, subject to conditions:



NORTH ELEVATIONAL SECTION 1:100



WEST ELEVATION 1:100



FORTY HILL C SCHOOL  
ENFIELD  
ADDITIONAL CLASSROOM  
ALTERATIONS  
THE GOVERNORS

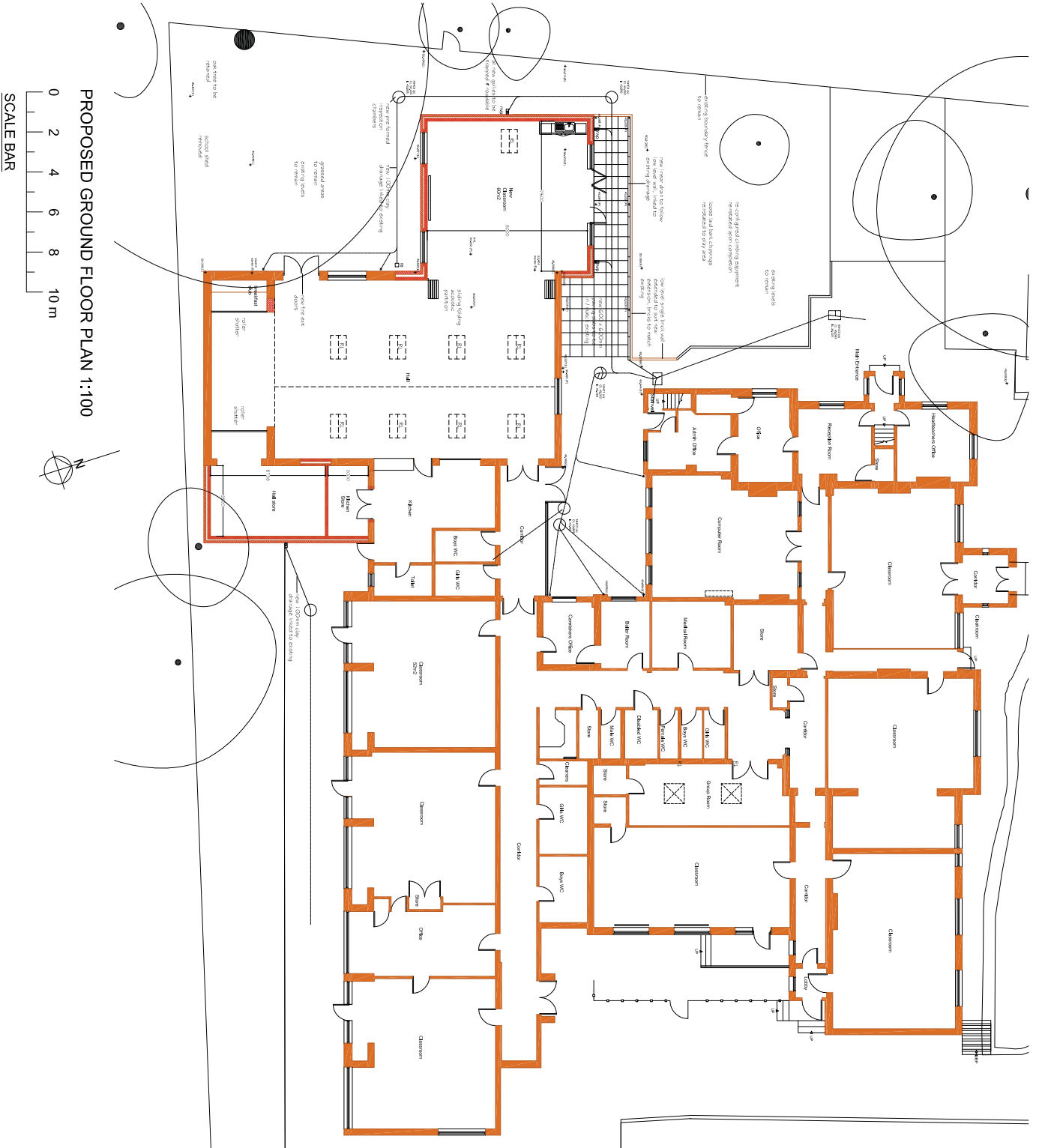
ELEVATIONS 1  
AS PROPOSED

**WILBY & BURNETT LLP**  
Project Management, Architecture & Surveying

**RICS** **RIBA** **Chartered Practice**

Woburn House, 228 Watling Road, Welwyn Hatfield, Essex, EN9 3JY  
Tel: 01438 734300 Fax: 01438 734301 Email: info@wiburnett.co.uk  
www.wiburnett.co.uk

OCT 2010 CK  
1:100 @ A1  
2393/SD05



PROPOSED GROUND FLOOR PLAN 1:100

SCALE BAR



PROPOSED SITE PLAN 1:500

SCALE BAR

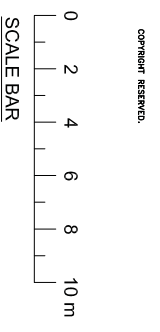
FORTY HILL C SCHOOL  
ENFIELD  
ADDITIONAL CLASSROOM  
ALTERATIONS  
THE GOVERNORS

PLAN  
AS PROPOSED

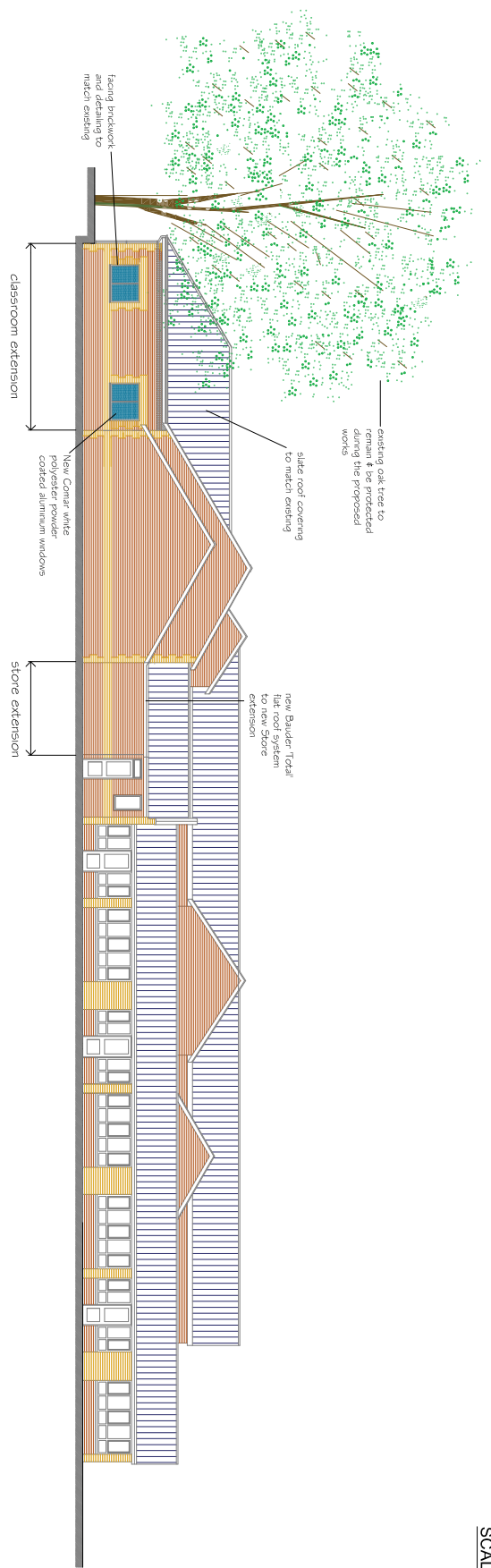
**WILBY & BURNETT LLP**  
Project Management, Architecture & Surveying  
**RIBA** **MRB**  
**Chartered Practice**

Project Name: 254 Baker Road, Seven Hills, Enfield, London  
15/01/2010  
15/01/2010

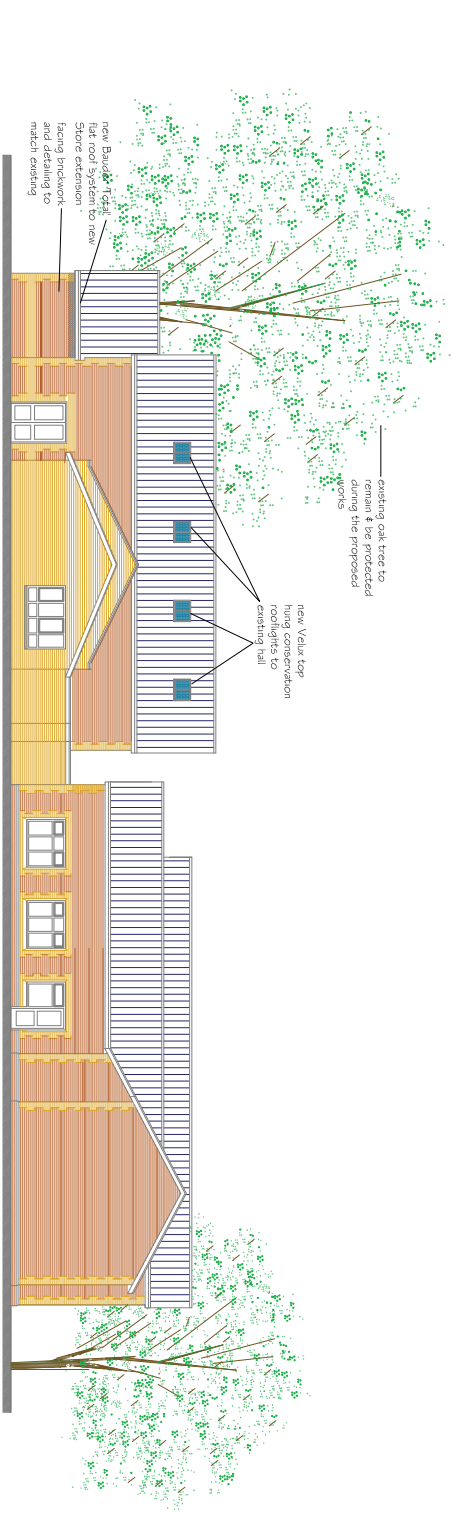
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2396/SD04



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SOUTH ELEVATION 1:100



EAST ELEVATION 1:100

FORTY HILL C SCHOOL  
ENFIELD  
ADDITIONAL CLASSROOM  
ALTERATIONS  
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ELEVATIONS 2  
AS PROPOSED

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**RIBA** **RIBA** **MP**  
**Chartered Practice**

Practitioner No: 224, 24/04/2010, 25/04/2010, 26/04/2010, 27/04/2010, 28/04/2010, 29/04/2010, 30/04/2010, 01/05/2010, 02/05/2010, 03/05/2010, 04/05/2010, 05/05/2010, 06/05/2010, 07/05/2010, 08/05/2010, 09/05/2010, 10/05/2010, 11/05/2010, 12/05/2010, 13/05/2010, 14/05/2010, 15/05/2010, 16/05/2010, 17/05/2010, 18/05/2010, 19/05/2010, 20/05/2010, 21/05/2010, 22/05/2010, 23/05/2010, 24/05/2010, 25/05/2010, 26/05/2010, 27/05/2010, 28/05/2010, 29/05/2010, 30/05/2010, 31/05/2010, 01/06/2010, 02/06/2010, 03/06/2010, 04/06/2010, 05/06/2010, 06/06/2010, 07/06/2010, 08/06/2010, 09/06/2010, 10/06/2010, 11/06/2010, 12/06/2010, 13/06/2010, 14/06/2010, 15/06/2010, 16/06/2010, 17/06/2010, 18/06/2010, 19/06/2010, 20/06/2010, 21/06/2010, 22/06/2010, 23/06/2010, 24/06/2010, 25/06/2010, 26/06/2010, 27/06/2010, 28/06/2010, 29/06/2010, 30/06/2010, 01/07/2010, 02/07/2010, 03/07/2010, 04/07/2010, 05/07/2010, 06/07/2010, 07/07/2010, 08/07/2010, 09/07/2010, 10/07/2010, 11/07/2010, 12/07/2010, 13/07/2010, 14/07/2010, 15/07/2010, 16/07/2010, 17/07/2010, 18/07/2010, 19/07/2010, 20/07/2010, 21/07/2010, 22/07/2010, 23/07/2010, 24/07/2010, 25/07/2010, 26/07/2010, 27/07/2010, 28/07/2010, 29/07/2010, 30/07/2010, 31/07/2010, 01/08/2010, 02/08/2010, 03/08/2010, 04/08/2010, 05/08/2010, 06/08/2010, 07/08/2010, 08/08/2010, 09/08/2010, 10/08/2010, 11/08/2010, 12/08/2010, 13/08/2010, 14/08/2010, 15/08/2010, 16/08/2010, 17/08/2010, 18/08/2010, 19/08/2010, 20/08/2010, 21/08/2010, 22/08/2010, 23/08/2010, 24/08/2010, 25/08/2010, 26/08/2010, 27/08/2010, 28/08/2010, 29/08/2010, 30/08/2010, 31/08/2010, 01/09/2010, 02/09/2010, 03/09/2010, 04/09/2010, 05/09/2010, 06/09/2010, 07/09/2010, 08/09/2010, 09/09/2010, 10/09/2010, 11/09/2010, 12/09/2010, 13/09/2010, 14/09/2010, 15/09/2010, 16/09/2010, 17/09/2010, 18/09/2010, 19/09/2010, 20/09/2010, 21/09/2010, 22/09/2010, 23/09/2010, 24/09/2010, 25/09/2010, 26/09/2010, 27/09/2010, 28/09/2010, 29/09/2010, 30/09/2010, 01/10/2010, 02/10/2010, 03/10/2010, 04/10/2010, 05/10/2010, 06/10/2010, 07/10/2010, 08/10/2010, 09/10/2010, 10/10/2010, 11/10/2010, 12/10/2010, 13/10/2010, 14/10/2010, 15/10/2010, 16/10/2010, 17/10/2010, 18/10/2010, 19/10/2010, 20/10/2010, 21/10/2010, 22/10/2010, 23/10/2010, 24/10/2010, 25/10/2010, 26/10/2010, 27/10/2010, 28/10/2010, 29/10/2010, 30/10/2010, 31/10/2010, 01/11/2010, 02/11/2010, 03/11/2010, 04/11/2010, 05/11/2010, 06/11/2010, 07/11/2010, 08/11/2010, 09/11/2010, 10/11/2010, 11/11/2010, 12/11/2010, 13/11/2010, 14/11/2010, 15/11/2010, 16/11/2010, 17/11/2010, 18/11/2010, 19/11/2010, 20/11/2010, 21/11/2010, 22/11/2010, 23/11/2010, 24/11/2010, 25/11/2010, 26/11/2010, 27/11/2010, 28/11/2010, 29/11/2010, 30/11/2010, 01/12/2010, 02/12/2010, 03/12/2010, 04/12/2010, 05/12/2010, 06/12/2010, 07/12/2010, 08/12/2010, 09/12/2010, 10/12/2010, 11/12/2010, 12/12/2010, 13/12/2010, 14/12/2010, 15/12/2010, 16/12/2010, 17/12/2010, 18/12/2010, 19/12/2010, 20/12/2010, 21/12/2010, 22/12/2010, 23/12/2010, 24/12/2010, 25/12/2010, 26/12/2010, 27/12/2010, 28/12/2010, 29/12/2010, 30/12/2010, 31/12/2010

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### Monthly Decisions on Town Planning Application Appeals

- 1.1 Between the 16<sup>th</sup> March and the 7<sup>th</sup> of April 2011, 15 appeal decisions had been received from the Planning Inspectorate. One of those was invalid. The table below confirms how many appeals were upheld and how many were dismissed. Details of each appeal can be viewed on the departmental website.

#### OVERALL PERFORMANCE

APPEALS RECEIVED	DISMISSED	ALLOWED	WITHDRAWN /INVALID	PERCENTAGE DISMISSED
12	9	2	1	75% Not including invalid appeal

- 1.2 Of the overall number of appeals these have been divided between delegated decisions, i.e those made by officers under the scheme of delegation and committee decisions. It will be noted that no appeals of refusals at committee had been determined.

#### DELEGATED DECISIONS

No. of APPEALS	DISMISSED	ALLOWED	WITHDRAWN/ INVALID	PERCENTAGE DISMISSED
12	9	2	1	75%

#### COMMITTEE DECISIONS

	No. of APPEALS	DISMISSED	ALLOWED	WITHDRAWN	PERCENTAGE DISMISSED
Refusal as per officer recommendation	0	0	0	0	Not applicable as no appeals decided
Refusal against officer recommendation	0	0	0	0	Not applicable as no appeals decided

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