

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 26th April 2010

Report of
Assistant Director, Planning
& Environmental Protection

Contact Officers:
Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
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Ward:
Southgate
Green

Application Number : TP/09/1596

Category: Small Scale Major:
Dwellings

LOCATION: 20 Cannon Hill, London N14 6LG

PROPOSAL: Conversion of vacant bakery and store above into 1 x 2-bed and 1 x 1-bed flat involving alterations to first floor rear fenestration and conversion of detached stores to provide 2 x 2-bed terrace houses involving a 2-storey infill extension and alterations to roof and 2 off street parking spaces.

Applicant Name & Address:

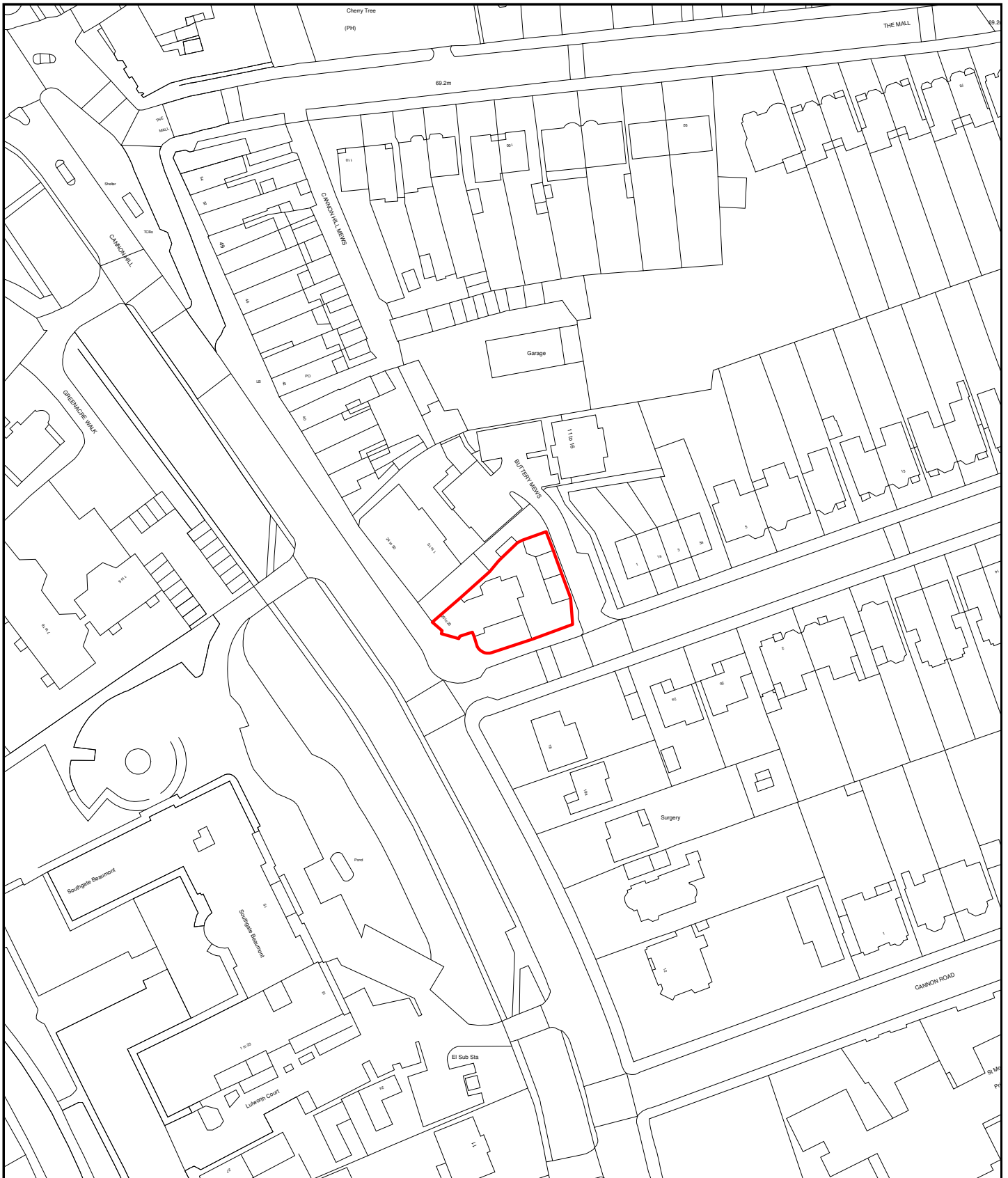
Mr Dino
20 Cannon Hill,
London
N14 6LG

Agent Name & Address:

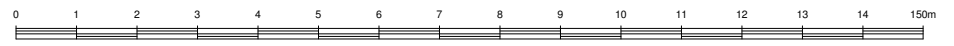
Mr Peter Ottery
P. E. Ottery
112, Southbury Road,
Enfield
EN1 1YE

RECOMMENDATION:

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



Development Control



Scale - 1:1250
Time of plot: 13:21

Date of plot: 09/04/2010

1. Site and Surroundings

1.1 Site

1.1.1 The site is located at the junction of Cannon Hill and Selborne Road. It is approximately 530 square in area and was most recently used as by M & J Hire Centres, but is currently vacant. It comprises a three storey building with frontage onto Cannon Hill and Selborne Road, an attached two storey former bakery building and a part single, part two storey Mews block to the rear. The site is enclosed by a 1.8 metre high feature boundary wall providing an enclosed courtyard. This yard is accessed from Buttery Mews via large double access gates.

1.2 Surroundings

1.2.1 The site lies within the Southgate Green Conservation Area, where there is a statutory requirement for development to preserve or enhance the character of the Conservation Area. The Conservation Area Character Appraisal identifies the site and properties to the north as lying within a 'Retail Area'. It dates the buildings between 1914 and 1935; listing the frontage and centre buildings as 'Landmark buildings' and the Mews block as 'making a positive contribution to the area'.

1.2.2 Southgate House is a Grade II* listed building situated on the western side of Cannon Hill. It is set back from Cannon Hill itself with mature trees along the boundary.

1.2.3 The site falls within the Southgate Green small local centre.

1.2.4 The surrounding area is predominantly residential in character, with retail and commercial uses fronting Cannon Hill. To the east of the site, beyond Buttery Mews, lie two storey, largely semi-detached, properties fronting Selborne Road. To the south there are substantial detached properties fronting Cannon Hill. To the west is the listed Southgate House, discussed above. Finally, to the north lies a three storey parade providing retail at the ground floor and residential above; this includes the recently erected Buttery Mews development.

2. Proposal

2.1 The application proposes the conversion and alterations to the central, former bakery building, to provide a 2 and a 1 bedroom flat at the ground and first floor, respectively. The main external changes will involve demolition of a small single storey side projection, replacement of a single storey rear projection and additional windows to the rear elevation and steps. In addition, the lower section of the central bay window facing Selborne Road will be replaced with a door to provide access to amenity space; the detailing has been revised following

comments from the Conservation Advisory Group. The retail unit to the Cannon Hill frontage will be retained.

- 2.2 The remaining element of the scheme involves the extension and conversion on the Mews block at the rear of the site to provide two 2 bedroom terrace houses. The part of the scheme has seen a number of revisions and now proposes a subordinate infilling section between the existing two storey buildings. The eastern wall to Buttery Mews will remain unchanged, above which a pitched part glazed, part lead clad roof is proposed. The western elevation facing the internal courtyard is provided with a wall up to the eaves level of the existing southern building, which lies below that of the existing northern building. This will include fenestration at the ground floor to match the existing two simplified dormers at the façade above. The roof and dormers will again be lead clad.
- 2.3 The existing courtyard area will be divided up to provide external amenity space for the ground floor flat and two houses. The plans have been amended to retain the existing access from Buttery Mews to provide two parking spaces, whilst retaining the existing prominent boundary wall. The only part of the boundary wall to be removed lies approximately in the centre of the Selborne Road frontage to provide a pedestrian access. It is suggested that this was the site of a former pedestrian access that was previously bricked up; this is supported by the position of the existing brick piers. Refuse and secure cycle storage are provided within former courtyard, adjacent to the proposed pedestrian access.

3. Relevant Planning Decisions

- 3.1 PRE/06/0109 Redevelopment of site to provide residential accommodation on upper floors and possible ground floor.
- 3.2 CAC/07/0010 Removal of security gates fronting Selborne Road., granted Jan-2008.
- 3.3 TP/07/2425 Erection of security gates and security rail to inside face of wall fronting Selborne Road, granted Jan-2008.
- 3.4 TP/07/1220 Replacement of gate and installation of security railing. (RETROSPECTIVE), withdrawn.
- 3.5 TP/04/1547 Construction of first floor to existing stores involving alteration to doors and fenestration, refused in November 2004 for the following reason:

The proposed alterations to the building, including the roofline, doors and windows, by reason of its design, would not preserve or enhance the special character and appearance of the

Southgate Green Conservation Area. This would be contrary to the advice contained in PPG 15 'Planning and the Historic Environment' and to Policies (I)C1, (II)C1, (II)C28 and (II)C30 of the Unitary Development Plan.

- 3.6 CAC/04/0002 Demolition of existing stores, refused in March 2004 for the following reason:

The demolition of the existing buildings would represent an act harmful to the established amenities and environment of the Southgate Green Conservation Area and would not preserve or enhance the special character and appearance the Conservation Area. This situation would be contrary to the advice contained in PPG 15 'Planning and the Historic Environment' and to Policies (II)C1 and (II)C26 of the Unitary Development Plan.

- 3.7 TP/04/0189 Erection of a detached single storey building to provide 3 stores, refused in March 2004 for the following reason:

The proposed building, by reason of its design, would not preserve or enhance the special character and appearance the Southgate Green Conservation Area. This would be contrary to the advice contained in PPG 15 'Planning and the Historic Environment' and to Policies (II)C1 and (II)C26 of the Unitary Development Plan.

- 3.8 TP/98/1067 Vehicle maintenance workshop building at rear, granted November 1999.
- 3.9 CAC/98/0013 Demolition of out buildings. (single/double storey stores and walls), withdrawn.
- 3.10 CAC/98/0012 Demolition of two existing single storey workshops at rear, granted November 1999.

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Southgate District Civic Trust advise that they have no objection to the conversion of the former bakery, or the rear conversion involving infilling of the two existing Mews buildings provided suitable materials are used. Commenting prior to exactly such revisions to the scheme, the Group suggested that the parking would be better accessed from Buttery Mews to retain the existing boundary wall.
- 4.1.2 Conservation Advisory Group (CAG) considered the initial submission and two separate revisions to the proposals at meetings in December,

February and March. In each case they objected and commented as follows:

- 4.1.3 CAG December - Proposals will totally damage the buildings. No sensitivity. Old bakery will have poor adaptations. Mews are very characterful, unique and make a positive contribution to the Conservation Area. The lifting and filling will be a basic standard solution. The works add nothing and detract a lot from the character. Parking would be better accessed from Buttery Mews to retain more of the boundary wall. The planting screen could be better repositioned. Application should be refused.
- 4.1.4 CAG February - The earlier objections have not been overcome in respect of the Mews extension. The infill extension is deleterious and destroys the essence of the two disparate units. The gap between them is very important and key to the character of the existing informal composition. The two separate units must continue to be visually expressed and preserve the separateness of the two elements. Any link should be single storey / not project beyond the eaves. A lightweight glazed link can be a device to achieve this in some circumstances.
- 4.1.5 CAG March - The earlier objections have not been overcome: *Any link should be single storey / not project beyond the eaves. A lightweight glazed link can be a device to achieve this in some circumstances* Although the ridge height infill had been lowered, the link was still two storeys and projected above the eaves. The finished lead sheeting to the roof slope was facing inwards and the aluminium framed obscure safety panels in lead sheet surround is an outward facing slope. The parameters set down by CAG at the meeting of 25th February 2010 had not been met.
- 4.2 Public response
- 4.2.1 Consultation letters were sent to 25 neighbouring properties. A notice was erected adjacent to the site and another placed in the local press.
- 4.2.2. At the time of writing 2 responses have been received stating concerns regarding the following matters:
- A1 retail currently, so significant change of use
 - Loss of retail
 - Precedent for other retail premises
 - Lack of parking
 - Overdevelopment
 - Traffic generation
 - Refuse collection
 - Pressure on local services
 - Design must reflect historic character of the area

5. Relevant Policy Considerations

5.1 UDP Policies

(I)GD1	Regard to Surroundings / Integrated into Local Community
(I)GD2	Quality of Life and Visual Amenity
(II)GD1	Appropriate location
(II)GD3	Character / Design
(II)GD6	Traffic Generation
(II)GD8	Site Access and Servicing
(II)H6	Size and tenure of new developments
(II)H8	Privacy and Overlooking
(II)H9	Amenity Space
(II)H15	Roof Extensions
(II)H16	Flat Conversions
(I)S1	To ensure the availability of a range of viable shopping and service facilities.
(I)S3	Safeguard the vitality and viability of local shopping centres
(II)S16	Proposals for shopping development outside town centres
(II)S17	Considering proposals for retail development
(II)S19	Shop fronts
(II)T13	Access onto Public Highway
(II)T16	Provision for pedestrians
(II)T19	Provision for cyclists
(I)C1	Preserve and enhance character and settings of historic interest
(II)C2	Promote Conservation
(II)C16	Impact on Listed Buildings
(II)C26	Demolition of structures in Conservation Areas
(II)C30	Development Proposals in Conservation Areas

Supplementary Planning Guidance: Flat Conversions

5.2 Emerging Local Development Framework: Preferred Options:

- 5.2.1 The Planning and Compulsory Purchase Act 2004 requires the Council to replace the Unitary Development Plan with a Local Development Framework. At the heart of this portfolio of related documents will be the Core Strategy, which sets out the long-term spatial vision and strategic objectives for the Borough.
- 5.3.2 The Core Strategy has now been submitted to the Secretary of State and an Inspector appointed. The Examination in Public to consider whether the Strategy meets legal requirements and that it passes the tests of soundness (it is justified, effective and consistent with national policy) is scheduled for this summer and thus, some weight can be given

to the policies contained therein. The following are considered of relevance to the consideration of this application.

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

5.3 London Plan

2A.1	Sustainability criteria
3A.1	Increasing London's supply of housing
3A.2	Borough Housing Targets
3A.3	Maximising potential of sites
3A.5	Sustainable Design and Construction
3A.6	Quality of new housing provision
3C.21	Improving Conditions for Walking
3C.22	Improving conditions for cycling
3C.23	Parking Strategy
3D.2	Town centre development
3D.3	Maintaining and improving retail facilities
4A.1	Tackling Climate Change
4A.3	Sustainable Design and Construction
4B.1	Design principle for a compact city
4B.3	Maximising the potential of sites (see also Table 4B.1)
4B.5	Creating an inclusive environment
4B.6	Sustainable design and construction
4B.8	Respect local context and communities
4B.11	London's Built Heritage
4B.12	Heritage Conservation
4B.13	Historic Conservation Led Regeneration
Annex 4	Parking standards

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

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

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

5.4 Other Relevant Considerations

PPS1	Delivering Sustainable Development
PPS1	Supplement Climate Change
PPS3	Housing
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning for the Historic Environment
PPG13	Transport

6. **Analysis**

6.1 Principle

6.1.1 The proposal has the potential to contribute to the quantity and range of residential accommodation available, as required by the London Plan. The proposal would also represent an appropriate use of an otherwise underused historic building thus helping to safeguard its future. In addition, whilst there would be some loss of servicing area to the frontage retail unit, the retail floorspace and suitable facilities would remain. It is considered that the retained retail unit would be readily usable and, as a result, the proposal would not adversely affect the vitality and viability of the local centre. Overall, the principle of development, subject to the detail consideration below, is considered acceptable.

6.2 Impact on Character of Surrounding Area (including the Southgate Green Conservation Area)

6.2.1 *Design and impact on the Southgate Green Conservation Area*

A number of concerns were initially raised regarding the design of the scheme, including the loss of boundary wall, the detailing of the door to the existing bay window and, significantly, the changes to the Mews block. Each is addressed in turn below.

The scheme has been revised to retain all but a small section of the existing boundary wall. This is located in the centre of the Selborne Road frontage and provides a pedestrian access to the site. This limited loss of boundary wall is considered acceptable. A directive is

proposed advising the Conservation Area Consent will be required for this demolition.

The proposed changes to the bay window to the Old Bakery have been revised to ensure the detail reflects that of the existing fenestration. Moreover, due to the height of the existing boundary wall it will be the upper pane of glass that is retained that will largely be visible; rather than the door below. CAG's latter comments did not raise concerns regarding this detailing, which is now considered acceptable.

The infilling of the section between the existing two storey Mews buildings has seen three successive revisions to seek to address concerns regarding its dominance. The final result is that the infill is subordinate to the ridge heights of both buildings being sited 0.4 and 0.8 metres below the ridges of the northern and southern block respectively. The eaves of the infill would follow that of the southern block and be 0.8 metres below that of the northern block. The roof is detailed in lead sheeting with glazed sections and understated dormer windows. This aims to avoid competition with, whilst complimenting, the existing slate roofs.

The Conservation Advisory Group maintains an objection to this infill element of the scheme. They suggest that any link should not project above the eaves of the building. Whilst these concerns are acknowledged, it is considered the revised proposal, through its subordinate detailing maintains an adequate degree of separation between the existing northern and southern Mews buildings. The suggested limitation that the infill should not project above the eaves, would limit the building to a single unit and require separate staircases in each existing building.

It is acknowledged that the Character Appraisal identifies the frontage site as a landmark building and the Mews as making a positive contribution to the Conservation Area. However, whilst CAG's concerns are understood, it is considered that the scheme has been revised to an acceptable level that will provide beneficial use of buildings that have been under pressure to be demolished for some time without compromising their design. It is considered the proposal will preserve the character of the Southgate Green Conservation Area.

This approach is further supported by the fact that although the historic buildings are of significant visual interest, views of them and the existing separation, are limited from Selbourne Road and the wider Conservation Area: that perspective being from Selbourne Road as you approach the site from the east..

6.2.2 *Density*

The London Plan Density Matrix suggests a density of 150 to 250hrph or 40-80 units per hectare (u/ha), given the site's suburban location, its

PTAL rating and the density of the surrounding development. Having regard to the sites location in respect of the Southgate Green local centre and the presence of three storey development, it is considered that a density at the top of this range could be acceptable.

The site scheme proposes 4 units with 11 habitable rooms. When taken with the existing development on site this results in a density of 321 hrph (17/530x10,000) or 113 u/ha. The proposed density exceeds that set out within the London Plan. However, this is largely because the existing flats within the three storey block have no outside space and because the areas outside the building provide a yard for the existing commercial unit. Having regard to this pre-existing high density form of development and the surrounding character of the Southgate Green local centre, the proposed density is considered acceptable. Moreover, the numerical assessment of density provides only part of the method of assessment. In this case, the proposal involves only limited extensions to existing buildings and provides for external amenity space for all but the first floor flat. Overall, the proposed density is considered acceptable.

6.2.3 *Layout*

The layout of the development is largely fixed by the position of the existing buildings and boundary walls. The proposed cycle and refuse storage areas are appropriately sited along the pedestrian access to the development.

In respect of amenity space, UDP Policy (II)H9 requires that the amenity space for houses should be equal to 100% of their GIA, flats with two or more bedrooms should be 75% of their GIA and flats with one bedroom 50% of their GIA. This provides for an amenity space requirement of 172 square metres.

The proposed amenity space is provided in four areas, one for each house and a front and rear area serving the ground floor flat. This provides a total of 172 square metres, or 79% of the required standard. Taking each unit in turn, the ground floor flat has 83 square metres against a standard of 59 square metres. The northern and southern houses have 41 and 48 metres, respectively, against standards of 68 and 65 square metres. The first floor flat has no amenity space proposed. The shortfall of amenity space provision for the houses and lack of amenity space provision for the first floor flat is of concern. However, the areas provided for each of the houses is a useable private area to each unit. Moreover, not only must there be an element of flexibility in historic conversion projects such as this, but Mews properties such as this often rely upon more limited outside spaces. In respect of the absence of amenity space to the first floor flat, whilst this should be avoided, the proposal is for a one bedroom flat and it is not uncommon for flats above shops not to have dedicated outdoor space. In addition, the Broomfield Park is within less than 5 minutes walk from

the site. Overall, on balance, the proposed amenity space provision is considered acceptable.

Overall, the proposed layout is considered acceptable.

6.3 Impact on Neighbouring Properties

6.3.1 The proposed development will largely utilise existing windows. Whilst some additional fenestration is proposed and some disused windows will be brought back into use, due to their positioning, the use of obscure glazing and the orientation of surrounding buildings it is not considered that any will result in an unacceptable level of overlooking. In particular, in respect of the impact on no. 1 Selborne Road, there are two windows that would face the side elevation of this property. However, there are no windows to the flank elevation of no. 1 Selborne Road and the proposed first floor window within the development will be obscured glazed. It is considered this will ensure there is no unacceptable impact on the amenities of the occupiers of no. 1 Selborne Road.

6.3.2 Having regard to the lawful use of the site, it is not considered that the proposal would result in an unacceptable level of noise and disturbance to nearby residents.

6.3.3 Overall, it is considered the proposal will not have an unacceptable impact on the amenities of neighbouring properties.

6.4 Quality of proposed accommodation

6.4.1 The adopted minimum unit sizes are 45 and 57 square metres for one and two bedroom units, respectively. The proposed two and one bedroom ground and first floor flats are 78 and 51 square metres, respectively. The northern and southern Mews houses are 68 and 65 metres, respectively. Each of these units exceeds the relevant standard. Whilst there are some slight limitations in respect of headroom of the first floor of the Mews houses, this is to be expected in the conversion of historic buildings and the extent of the limitations will not significantly limit the use of the space such that their would be an unacceptable impact on future occupiers.

6.4.2 The proposed stacking is considered acceptable.

6.4.1 Overall, the quality of the proposed accommodation is considered acceptable.

6.5 Highway Safety

6.5.1 *Traffic Generation*

The site lies within a medium to low PTAL 2, but is located close to local amenities and bus routes. The level of traffic generation, when compared with the previous and lawful potential use of the site, is likely to result in a net reduction in movements to and from the site. Whilst there is likely to be a change in the pattern of these movements, it is considered the proposed development is unlikely to have a material impact on the capacity or operation of the surrounding highway network.

6.5.3 *Vehicular and Cycle Parking*

The proposed development provides only two parking spaces for four flats. However, the existing site previously employed a number of staff from the premises with little off street parking. Moreover, the provision of a greater number of parking spaces on the site would involve the loss of large sections of the prominent wall to Selborne Road. It is considered this wall forms an important feature within the Conservation Area and its loss should be avoided. A cycle store is provided with capacity for one space per unit. As a result, on balance, the level of vehicular and cycle parking is considered acceptable.

Overall, in respect of highway safety the proposal is considered acceptable.

6.6 Housing Mix and Affordable Housing

6.6.1 *Number of affordable housing units*

The site falls below the threshold of sites capable of providing 10 units set out in the London Plan. The emerging Core Strategy suggests that sites such as this should be provide for an off-site contribution. However, having regard to the size of this development and that the Core Strategy is yet to be subject to Examination, it is considered, on balance, that a requirement for affordable housing will not apply in this instance.

6.6.2 *Mix Unit Sizes*

The proposal provides only 1 and 2 bedroom units, whereas the Enfield Housing Needs Survey (2005) identifies a significant need for larger sized 3 and 4 bedroom units. However, the development is constrained by the size of the existing buildings and significant extensions to provide additional bedrooms would not be acceptable in design/conservation terms. As a result, the proposed mix of unit size is considered acceptable.

7. **Conclusion**

- 7.1 Notwithstanding the objection from CAG, it is considered, on balance, that the scheme provides for an acceptable design that will preserve the character of the Southgate Green Conservation Area. Whilst there are some concerns regarding the level of amenity space provision, each of the units is provided with their own external outside space of a reasonable size. Having regard to the limitations placed upon this conversion projects, on balance, it is considered that the proposed development is acceptable.

8. Recommendation

- 8.1 That planning permission be GRANTED for the following conditions:

1. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

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

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

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

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

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

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

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 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.

6. The refuse storage facilities shall be provided in accordance with the approved details before the development is occupied.

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

7. The obscure glazing to windows and staircase screen shown on approved plans 04/B received by the Local Planning Authority on 16th February 2010 and plans 05/A and 06/C received by the Local Planning Authority on 23rd March 2010 and 23rd March 2010, respectively, shall be provided prior to the occupation of any of the units hereby approved. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

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

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

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, the Mews houses shall not carry out development within Classes A to F without the prior approval in writing of the Local Planning Authority.

Reason: To ensure the proposals that impact on the amount of amenity space, or the character of the character of the Southgate Green Conservation Area.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no walls, fences, gates or any other means of enclosure shall be erected in a position that would be visible from the public highway.

Reason: To preserve the character of the Southgate Green Conservation Area

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

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

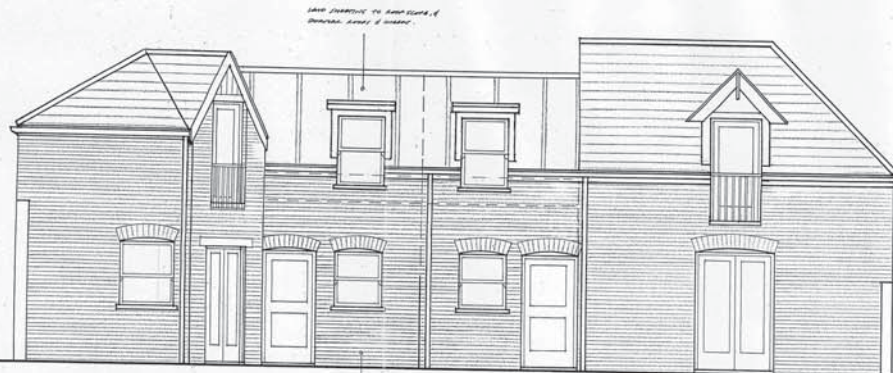
12. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

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

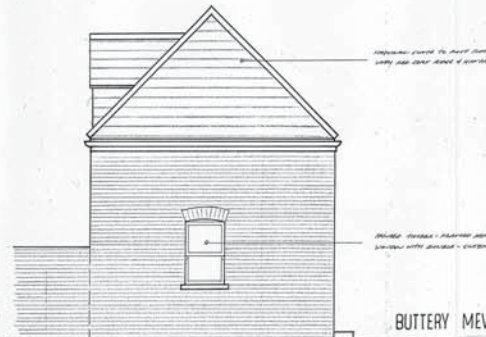
8.2 The reasons for granting planning permission are as follows

1. The proposed development would contribute to increasing the range of the Boroughs housing stock, having regard to London Plan Policies 3A.1 and 3A.2, as well as providing units of an acceptable size and stacking without having an undue adverse affect on the Southgate Green small local centre having regard to Policies (I)GD1, (I)GD2, (II)GD3, (II)H16, (I)S1, (I)S3 and (II)S16 of the Unitary Development Plan, adopted Supplementary Planning Guidance on Flat Conversions and policies 3D.2 and 3D.3 of the London Plan (2008), as well as the objectives of PPS1, PPS3 and PPS4.
2. The proposed development would not have an unacceptable impact on the character and appearance of the area, as well as preserve the character of the Southgate Green Conservation Area, having regard to policies (I)C1, (II)C26, (II)C30, (I)GD1, (I)GD2, (II)GD1, (II)GD3 and (II)H15 of the Unitary Development Plan and the Southgate Green Conservation Area Character Appraisal, as well as the objectives of PPS1, PPS3, PPS4 and PPS5.
3. The proposed development would not unacceptably impact on the amenities of nearby residents having regard to policies (I)GD1, (I)GD2, (II)GD1 and (II)H8 of the Unitary Development Plan, as well as the objectives of PPS1 and PPS3.
4. The proposed development would not give rise to unacceptable on street parking, congestion or highway safety issues, having regard to Policies (II)GD6, (II)GD8 and (II)T13 as of the Unitary Development Plan, Policy 3C.23 of the London Plan (2008), as well as the objectives of PPG13.

NOTES
All dimensions must be checked on site and not scaled from this drawing.

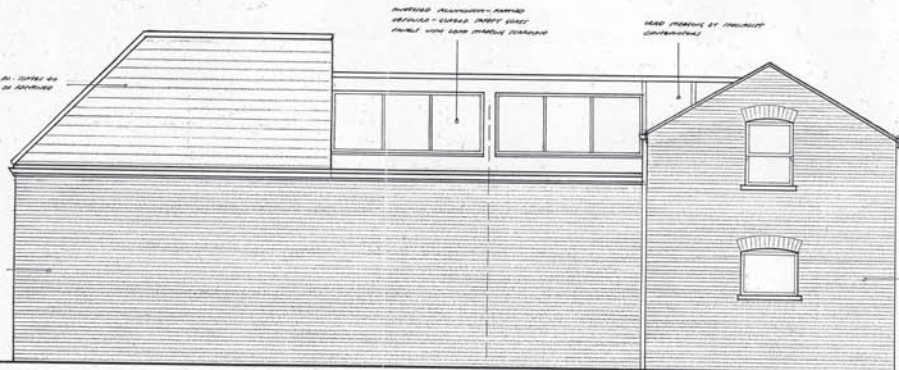


west elevation

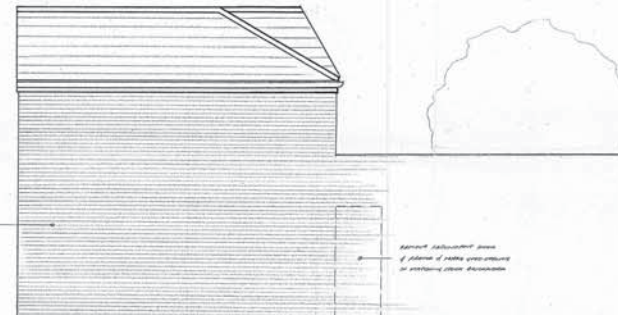


south elevation

BUTTERY MEWS



east elevation



north elevation



section 0-0



section b-b

Date	Revisions

© copyright



TP 09/15/96
Revised/A...
Revised, 23/3/10
Under cover of...
Dated

Client
mr. d. constantinou.
Job Title
proposed conversion of rear part into 4 s/c dwellings.

Drawing Title
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LONDON, N.14.

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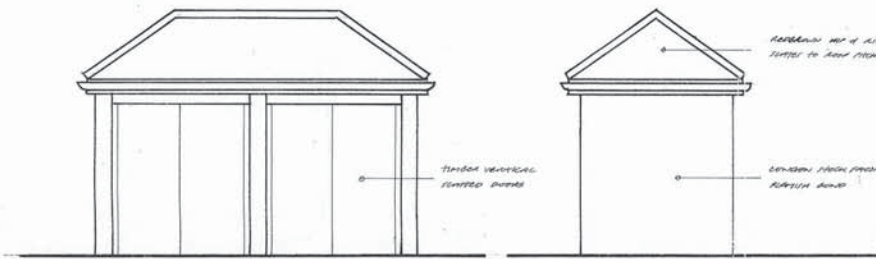


side elevation

rear elevation



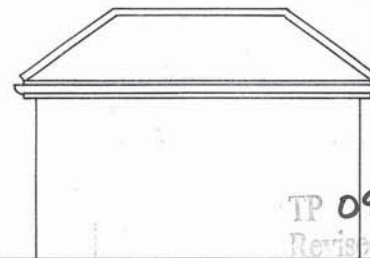
front elevation



front elevation

side elevation

cycle / refuse
store details



rear elevation

NOTES
All dimensions must be checked on site and not scaled from this drawing.

Date	Revisions
A 10.2.2010	ISSUE DRAWING TO CLIENT WITHOUT APPROVAL

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Client
mr. d. constantinou.

Job Title
proposed conversion of rear
part into 4 s/c dwellings.

Drawing Title
20, CANNON HILL,
LONDON, N.14.

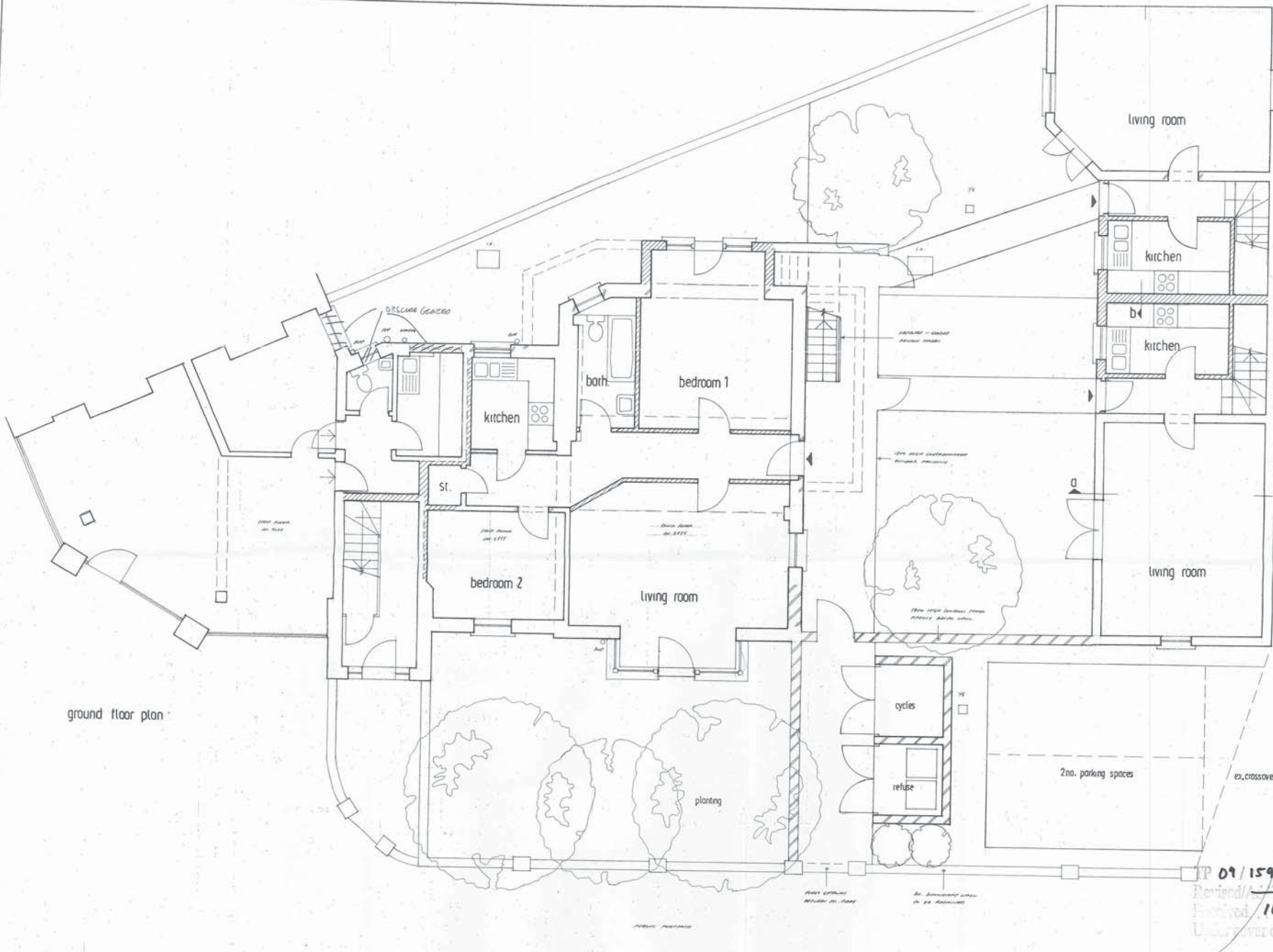
Scale 1:50

Date 16.9.09. Drawn by *Art*

Drg No. 08 Rev. A

LONDON BOROUGH OF ENFIELD
16 FEB 2010
DEVELOPMENT SERVICES

TP 09/1596
Revised/Additional Drawing
Received 16/2/10
Under cover of
Dated



ground floor plan

NOTES
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Date	Revisions

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16 FEB 2010
DEVELOPMENT SERVICES

Client
Mr. d. constantinou.
Job Title
proposed conversion of rear part into 4 s/c dwellings.

Drawing Title
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LONDON, N. 14.

Scale 1:50
Date 16. 9. 09 Drawn by

Orig. No. 04 Rev. B

TP 09/1596
Revised/
16/2/10
Dated

SELBORNE ROAD

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