

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 26<sup>th</sup> October 2010

**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:** Grange

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

**Category:** Dwellings

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

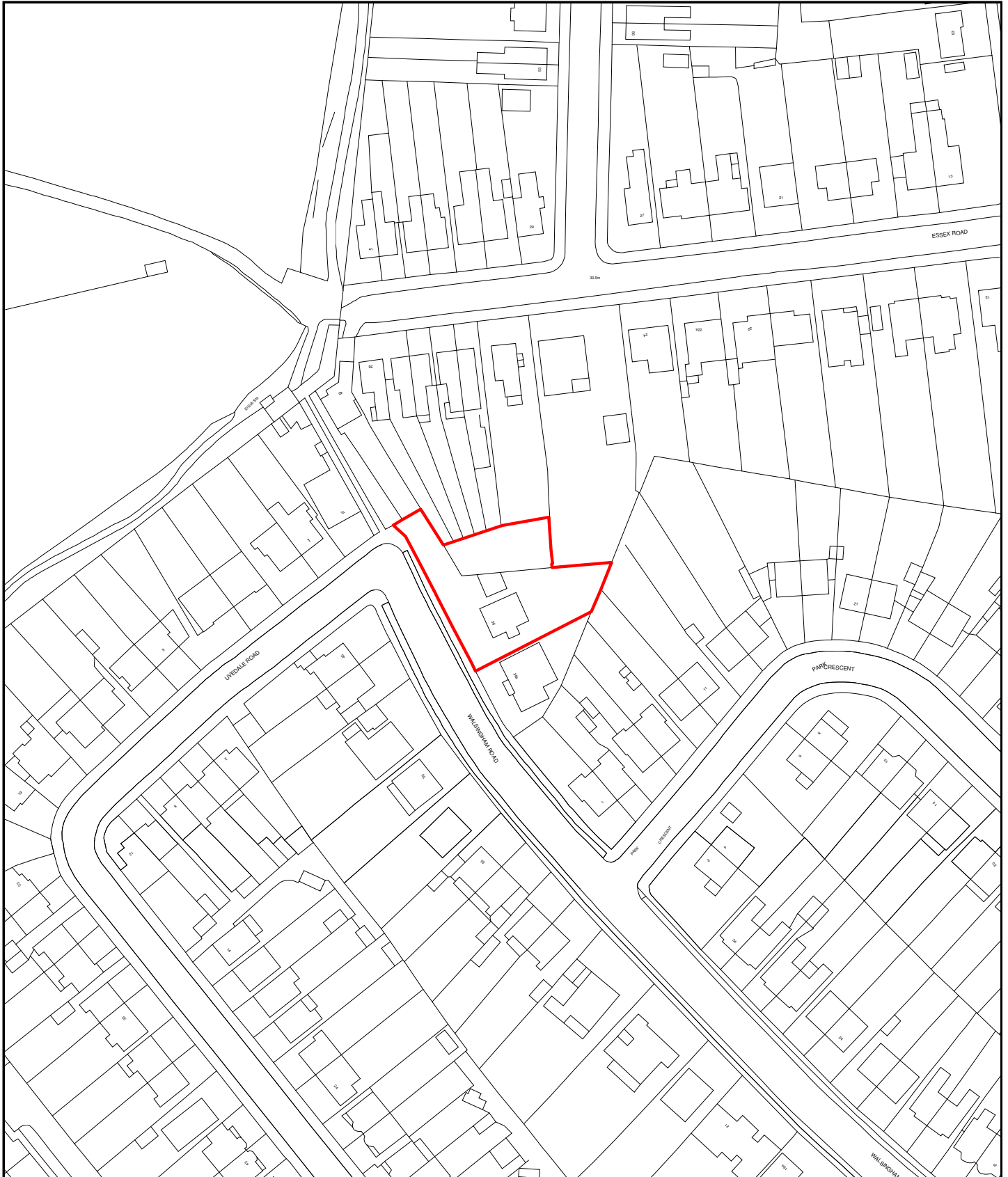
**PROPOSAL:** Subdivision of site and erection of a detached 4-bed single family dwelling to side incorporating detached garage at front and vehicular access to Walsingham Road.

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

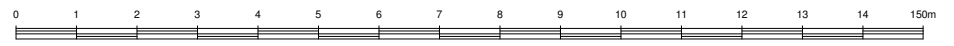
**Agent Name & Address:**  
Mr Ian Wood,  
IWPS Planning & Building Control Service  
Cumarah  
Dunmow Road  
Leaden Roding  
Essex  
CM6 1QB

**RECOMMENDATION:**

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



### Development Control



Scale - 1:1250  
Time of plot: 13:30

Date of plot: 08/10/2010

## **1. Site and Surroundings**

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

## **2. Proposal**

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

## **3. Relevant Planning Decisions**

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

dwelling including accommodation within the roof space, with an integral garage utilising the existing access off Essex Road, involving the demolition of the existing garage (ref: TP/96/0174). This dwelling is known as No.40 Essex Road.

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

#### **4. Consultations**

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

- 4.1.1 Traffic and Transportation raise no objections subject to imposing conditions on access and private vehicles parking only for the parking areas.

- 4.1.2 Education raise no objection.

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

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

- 4.1.5 The Arboricultural officer confirms the following:

Trees T1 &2 are Norway Maples rather than London Plane;  
Tree T3, identified as an Ash tree, are in fact two semi-mature trees in close proximity to each other – a Sycamore and an Ash.

##### **4.2 Conservation Advisory Group**

The Group object for the following reasons:

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

##### **4.3 Public**

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

###### *Impact on amenity*

- Overlooking of Nos.26-40 Essex Road.
- Loss of outlook to properties fronting Essex Road.
- Development will destroy trees and landscaping, be detrimental to the amenity of my (No.32 Essex Rd) house.

- Loss of daylight and sunlight to the rear gardens of Essex Road properties.
- Overshadowing of garden.
- Overdevelopment of this site will impact negatively on living standards of surrounding residential properties and future residents of the proposed dwelling.
- Disruption caused by construction.

*Impact on surroundings/ conservation area*

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

*Traffic/ vehicular issues*

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

*Other issues*

- The land remains registered at Land Registry as listed under 28 Essex Road.
- We (28 Essex Road) have offered to buy the land with a view to have used as a community garden/ allotment – an approach now promoted within the Big Society.

- The site is currently the safe home for wildlife.
- There are public sewers nearby.
- If any development should take place on this piece of land, I would wish immediately to enter into a complaints procedure with the Council.
- The trees are incorrectly identified.
- Loss of property value, particularly due to increased views towards Tower Point.

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

- Only a part of this development falls within the conservation area.
- The land in question is higher than that in Essex Road and the side of the proposed house is very close to the rear gardens in Essex Road.
- The site is restricted and there could be a case for overdevelopment.
- This is no longer considered as brownfield site – recent legislation which is intended to preserve rear gardens.
- the house is not out of keeping with those adjacent to it in Walsingham Road

## 5. Relevant Policy

### 5.1 Unitary Development Plan

(I)C1	Preserving and enhancing, areas, sites, buildings and landscape features of archaeological, architectural or historic importance.
(II)C27	Buildings or groups of buildings within conservation areas are retained and setting protected
(II)C28	Developments in Conservations Areas
(II)C30	Development within or adjacent to a Conservation Area
(I)GD1	Regard to surroundings
(I)GD2	Surroundings and quality of life
(II)GD3	Aesthetics and functional design
(II)GD6	Traffic
(II)GD8	Site access and servicing
(II)H6	Range in size and tenure of housing stock
(II)H8	Privacy
(II)H9	Amenity Space

### 5.2 LDF – Core Strategy

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

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

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

### 5.3 London Plan

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

### 5.4 Other Material Considerations

PPS1: Delivering Sustainable Development  
 PPS3: Housing  
 PPS5: Planning for the Historic Environment  
 PPS9: Biodiversity and Geological Conservation  
 PPG13: Transport

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

## 6. **Analysis**

### 6.1 Principle

6.1.1 The introduction to the Enfield Town Conservation Area Character Appraisal (the Appraisal) states that 'conservation areas are areas of 'special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' and... designation imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. In fulfilling this duty, the Council does not seek to stop all development,

but to manage change in a sensitive way, to ensure that those qualities, which warranted designation, are sustained and reinforced rather than eroded.'

- 6.1.2 The element of the application site within the Conservation Area falls within that sub-area identified as 'Enfield New Town'. Essex Road, at para.3.6.2, is described as more expansive and varied, where houses generally have a wider frontage and larger plots "consistent with their superior position on a street with a magnificent westward view into Town Park, and the wide footway offers seclusion behind hedges at the road edge" In addition, the Appraisal identifies Numbers 28 and 34-38 Essex Road as being houses that make a positive contribution to the area, and numbers 30 & 32 are described as neutral buildings.
- 6.1.3 The designation of the Conservation does not prevent new development provided it is appropriate and does not harm the special character and appearance. The use of the site for residential purposes would also be consistent with the prevailing character whilst the provision of additional housing would accord with local, regional and national guidance. In principle, such a proposal could receive favourable consideration but the principle must be weighed against policies and guidance which seeks to protect the character of the surrounding area and residential amenity. In addition, it should be noted that whilst recent changes to guidance within PPS3 excludes residential gardens from 'brownfield' sites, it does not preclude such land from future development as each proposal must still be weighed against all of the relevant planning considerations.

## 6.2 Impact on Character of Surrounding Area

### *Density*

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

### *Site Coverage / Scale*

- 6.2.2 With regards to amenity space provision, dwelling houses should make provision for an area equivalent to 100% of the gross internal area (GIA) of the dwelling or 60sqm, whichever is the greater. The proposed GIA is 148.53sqm and the proposed amenity space is calculated to be approximately 413.9sqm, thus providing a ratio of 278.6%. On this basis, the level of amenity provision exceeds adopted standards and would therefore be acceptable.
- 6.2.3 The resulting amenity space provision for the existing dwelling must also be assessed, as it would be unacceptable to compromise provision or quality for the existing occupiers. Approximately 389.32sqm of amenity space will be retained for the existing dwelling, which has a GIA of approximately 130sqm.



The proposed level of amenity space for the existing dwelling would therefore also exceed adopted the minimum standard.

- 6.2.4 It is recognised that the proposed dwelling provides a greater footprint than the existing dwelling but one that would be comparable in size to No.36A. Moreover, whilst the depth of the proposed rear garden (maximum point, 12m) is less than the approximate average of 30m for those dwellings fronting Essex Road, the level of provision far exceeds those aforementioned dwellings.

### *Design*

- 6.2.5 PPS1 advises that Local Planning Authorities should not attempt to impose architectural styles or particular tastes, and that design policies should concentrate on guiding factors such as the layout of the new development in relation to neighbouring buildings.
- 6.2.6 PPS3 advises that when assessing design quality, the development should be laid out so that: the space is used efficiently, is safe, accessible and user friendly; it provides for access to private outdoor space; and it integrates and compliments neighbouring buildings and the local area more generally in terms of scale, density, layout and access (para.16). At paragraph 49, the advice is that successful intensification needs not mean low quality accommodation with inappropriate space.
- 6.2.7 PPS5 advises at Policy HE9.5 that not all elements of a Conservation Area will necessarily contribute to its significance. When considering proposals, local planning authorities should take into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.
- 6.2.8 It is also advised within PPS5 that local planning authorities should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment and should treat favourably applications that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset. When considering applications that do not do this, local planning authorities should weigh any such harm against the wider benefits of the application.
- 6.2.9 Whilst the majority of the plot (that element which contains the dwelling and associated rear garden and not the garage) is within the Conservation Area, it is considered more appropriate that the style and design of the proposed dwelling reflects those of which it will be more closely associated: namely those dwellings within Walsingham Road, and in particular Nos.36 & 36A. The properties fronting Essex Road are some 30m distant at their nearest point and the style of those dwellings would be largely incompatible with the style found within Walsingham and Uvedale Roads. In addition, it is only the rear elevations of those aforementioned dwellings that are partially visible from Walsingham Road and which would still be visible from within the street.
- 6.2.10 Furthermore, the design of the proposed roof has been altered to introduce a more conventional hipped roof rather than the Dutch Barn-hip. This has resulted in the dwelling appearing less bulky and also produces the effect of opening the gap between the proposed and surrounding dwellings.

- 6.2.11 In terms of the detailing of the dwelling, such as the proposed fenestration, the applicant has agreed that the window frames will be wooden rather than the previously proposed. This detail can be secured by a suitably worded condition. The remaining detail is considered acceptable.

*Height / Massing / Proximity to Boundaries*

- 6.2.12 Whilst it is acknowledged that some of the dwellings within Walsingham Road are single-storey, some with rooms in the roof, the houses with which the proposed dwelling is most closely associated with and seen within the same context, Nos.36 & 36A, are two-storey dwellings. The proposed ridge height is equivalent to the aforementioned dwellings, and is therefore considered acceptable.
- 6.2.13 The introduction of the hipped roof design considerably reduces the impact of the massing near to the rear boundaries of those properties on Essex Road and on No.36 Walsingham Road.
- 6.2.14 The flank wall (north elevation) of the proposed dwelling will be sited between 2m (at the front) and 1m (towards the rear) from the rear boundaries of the dwellings fronting Essex Road. There is a further 30m minimum to the outrigger elements of those Essex Road properties. The flank wall facing No.36 will be 1m from the common boundary at its nearest point, with a further 5m to the flank wall of that dwelling. The proposed distancing to boundaries is considered acceptable and will not detract from the character and appearance of the street scene and would still preserve the character and setting of the Conservation Area.
- 6.2.15 Whilst the proposed garage, at 4.2m in height, would be visible above the 1.8m rear boundary fences of those properties fronting Essex Road, due to differences in ground level, it will only project approximately 1.3m above the boundary fence and would be marginally higher than an existing garden shed in the rear garden of No.40 Essex Road. At a distance of approximately 25m from that dwelling, the garage would appear as an outbuilding and would not be unduly intrusive. In addition, the some vegetation along the common boundary between Nos.40 & 38 Essex Road would help to obscure views of the roof of the garage.

6.3 Impact on Neighbouring Properties

*Distancing / Overlooking*

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

### *Loss of Light / Outlook*

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

### *Overshadowing*

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

### 6.4 Access and Traffic generation

- 6.4.1 The existing vehicular access serving No.36 is to be widened to accommodate a new access for leading to the proposed parking area/ garage. The width of the proposed access would not be acceptable however a condition could be imposed requiring the applicant to submit revised details. This would entail retaining a strip of verge to separate the two access points.
- 6.4.2 The siting of the access would not lead to conditions detrimental to highway safety for both vehicular and pedestrian traffic. In addition a greater distance is retained to the entrance with Town Park than which was approved for the construction of No.40 Essex Road (ref: TP/96/0174), which is immediately adjacent to the pedestrian footpath and the vehicular entrance into Town Park.

### 6.5 Parking

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

### 6.6 Housing Mix and Affordable Housing

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

### 6.7 Biodiversity

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

## 6.8 Sustainable Design & Construction

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

## 6.8 Other Matters

- 6.8.1 The potential impact of a scheme on property values are not a material consideration in the assessment of the planning application.
- 6.8.2 Thames Water have provided advice on the proposed scheme, which will be provided to the applicant by way of a Directive.
- 6.8.3 An Article 4(2) Direction does not stop development but provides a mechanism for the Local Planning Authority to have some control over development that could otherwise be undertaken without needing planning permission, that is, carried out as permitted development.

## 7. **Conclusion**

- 7.1 The development is considered to be of an overall design and scale that would not be out of keeping and character with the existing street scene that is Walsingham Road. Moreover, the design and scale does not detract from the character of the Conservation Area but still helps to preserve its setting.
- 7.2 The element of the site within the Conservation Area has no direct relationship to the Conservation Area and this is not as a result of it being fenced off from the rear gardens of those properties still within the Conservation Area. It is a detached piece of land which by the nature of it historically forming the bottom of the garden of No.28 Essex Road and running along the rear gardens of Nos.30-38, finds itself within the Conservation Area. In PPS5 terms, this site is not of any significance to the Conservation Area.
- 7.3 Should the application site have been entirely outside of the Conservation Area, a high design standard would still have been required because policies are in place for developments on land immediately adjacent to Conservation Areas. In addition, the Article 4(2) Direction will still provide the Local Planning Authority to have some degree of control over any further development of the property, should planning permission be granted for the present scheme.
- 7.4 Having regard to all relevant material considerations, approval is recommended for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing and assist in meeting with the provision of family housing within the Borough, having regard to policies 3A.1, 3A.2, 3A.3 & 4B.8 of The London Plan, and with PPS1: Sustainable Development, PPS3: Housing.

2. The proposed development due to its design, size and siting, does not detract from the character and appearance of the street scene and would preserve the setting of the Enfield Town Conservation Area. In this respect it is considered that the proposed development has appropriate regard to policies (I)C1, (II)C27, (II)C28, (II)C30, (I)GD1, (I)GD2, (II)GD3, (II)H9 of the Unitary Development Plan, policies 3A.3, 4B.1, 4B.8, 4B.11 & 4B.12 of The London Plan and with PPS5: Planning for the Historic Environment.
3. The proposed development due to its design, size, siting and proposed uses does not unduly affect the existing amenities of adjoining or nearby residential occupiers having regard to policies (I)GD1, (I)GD2, (II)GD3, (II)H8 of the Unitary Development Plan and policy 4B.8 of the London Plan.
4. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies (I)EN6, (II)EN30 of the Unitary Development Plan, and with Policies 4A.1, 4A.3, 4A.4, 4A.5, 4A.6 and 4A.7 of the London Plan, and with PPS1: Delivering Sustainable Development.
5. The proposed development provides sufficient parking facilities to avoid giving rise to conditions prejudicial to the free flow and safety of vehicular and pedestrian traffic on the adjoining highways having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, Policies 3C.22 and 3C.23 of the London Plan, and PPG13: Transport.

## 8. Recommendation

8.1 That planning permission be **granted** subject to the following conditions:

1. C60 Drawing numbers
2. C08 Materials to match (submitted plans)
3. C09 Details of hard surfacing
4. C10 Details of levels
5. C11 Details of enclosure
6. C14 Details of access and junction

Notwithstanding the details shown on Drawing No.KF-004-10/A, the development shall not commence until detailed drawings showing the means of access to the development including a separation of at least 0.60m between the proposed crossover and the existing crossover at 36 Walsingham Ave have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before it is occupied.

Reason: To ensure that the development complies with Unitary Development Plan Policies and in the interests of the street scene.

7. C15 Private vehicles only – Garages
8. C16 Private vehicles only – Parking areas
9. C17 Details of landscaping
10. C18 Details of tree protection
- 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 between 1.5 and 2.0 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. In addition, no lopping, topping or felling of any trees shall take place within the nesting season.
- Reason: To protect existing planting during construction and to ensure that the development does not have an adverse impact on biodiversity in accordance with PPS9.
11. C19 Details of refuse storage
12. C24 Obscured glazing
13. C25 No additional fenestration
14. C26 Restriction of use of extension roofs
15. C28 Restriction of permitted development – Buildings.
16. NSC1 Details of new fenestration/joinery
- Notwithstanding the details provided on the submitted plans and accompanying documentation, all new fenestration and joinery shall be constructed of timber in accordance with large-scale joinery details (scale 1:20) to be submitted to the Local Planning Authority for approval in writing. The fenestration shall be installed in accordance with the approved detail.
- Reason: To ensure a satisfactory appearance to the development and to help preserve the traditional character and setting of the conservation area.
17. NSC2 Tree root protection
- Prior to development commencing, details shall be submitted to the Local Planning Authority for approval in writing, showing the proposed method of excavation and details of the design of the footings and foundations including measures for the protection of the roots for the trees within the application site or near to the common boundary with the application site. The works shall be undertaken in accordance with the approved details.
- Reason: To ensure that nearby trees are not harmed by the proposed development.
18. NSC3 Construction Methodology
- That development shall not commence on site until a construction methodology has been submitted to and approved

in writing by the Local Planning Authority. The construction methodology shall contain:

- (i) A photographic condition survey of the roads and footways leading to the site;
- (ii) Measures to protect the users of the adjacent public footpath; and
- (iii) Arrangements for wheel cleaning.

The development shall be undertaken in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

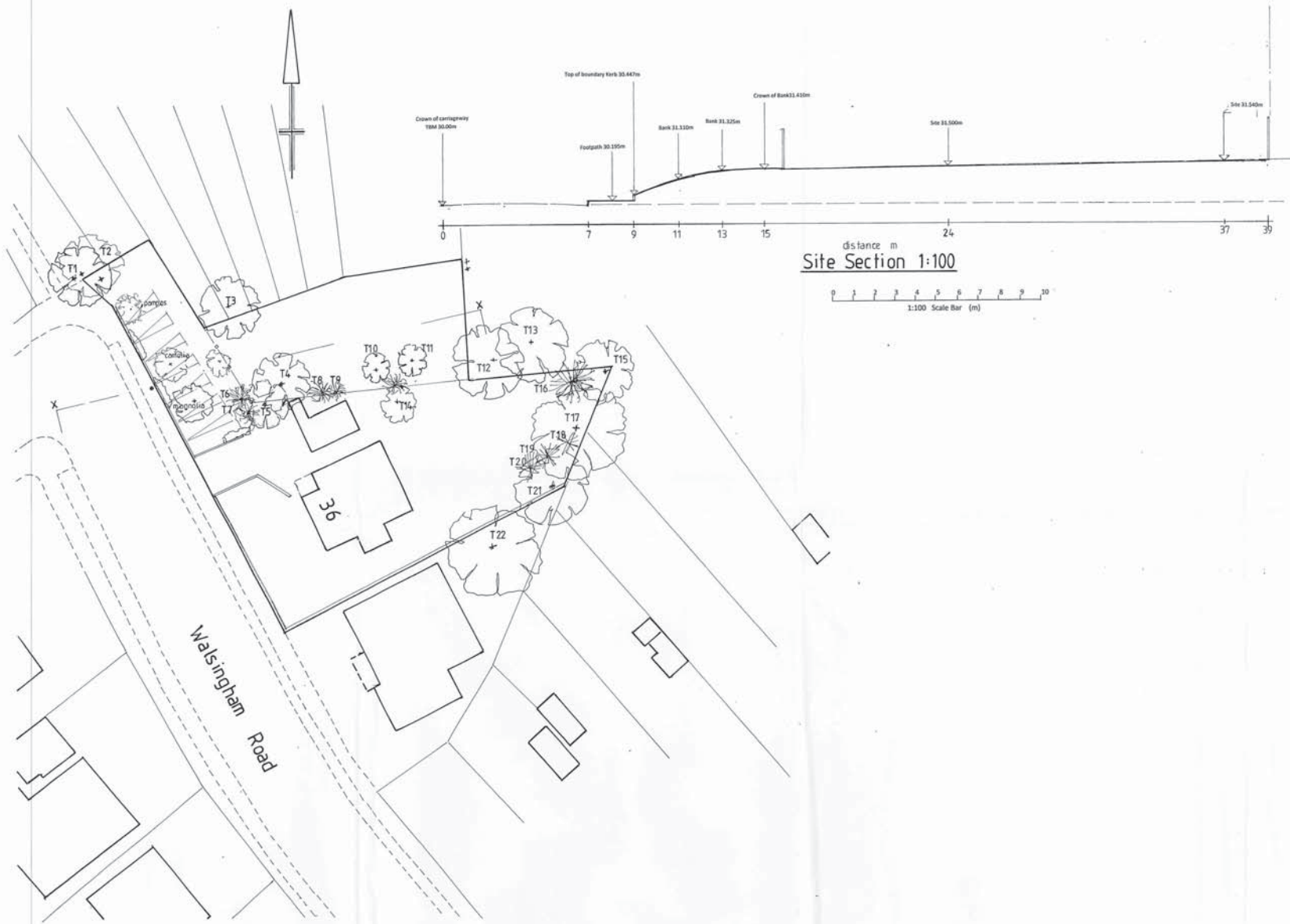
Reason: To ensure the implementation of the development does not lead to damage to the existing roads, prejudice highway safety or the free-flow of traffic on the adjoining highway, and to minimise disruption to neighbouring properties.

- 19. C57 Sustainability
- 20. C51A Time limited permission

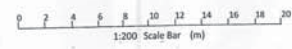
TP/10/0818

**TREE SCHEDULE**

Tree Ref	Species	Canopy radius	Remarks
T1	London Plane	4.00m	Outside of site. Retain
T2	London Plane	4.00m	Outside of site. Retain
T3	Ash	3.00m	Outside of site. Retain
T4	Ash	3.00m	To be removed
T5	Elder	2.00m	To be removed
T6	Conifer	1.50m	To be removed
T7	Conifer	1.50m	To be removed
T8	Conifer	1.50m	To be removed
T9	Conifer	1.50m	To be removed
T10	Apple	2.00m	To be removed
T11	Apple	2.00m	To be removed
T12	Ash	4.00m	Retain
T13	Lime	4.00m	Outside of site. Retain
T14	Apple	2.00m	Outside of site. Retain
T15	Silver Birch	3.00m	Outside of site. Retain
T16	Conifer	2.50m	Outside of site. Retain
T17	Ash	4.00m	Outside of site. Retain
T18	Conifer	2.50m	Outside of site. Retain
T19	Conifer	2.50m	Outside of site. Retain
T20	Conifer	2.50m	Outside of site. Retain
T21	Lime	4.00m	Outside of site. Retain
T22	Oak	4.00m	Outside of site. Retain



Existing Site Block Plan 1:200



LONDON BOROUGH OF ENFIELD  
 08 JUN 2010

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

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

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

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

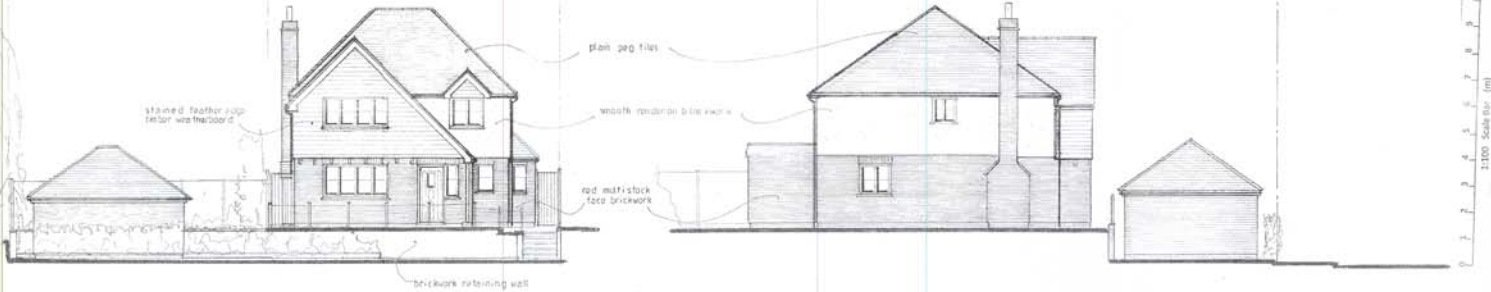
**CLIENT:** Mr Mrs K. FITZGERALD

**DRAWING SCALE:**  
 EXISTING SITE BLOCK PLAN 1:200  
 SITE SECTION 1:100  
 Original drawing format @ A1

<b>DATE:</b> MAY 2010	<b>DRAWING No. / Revision</b> KF-003-10 / A	
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Proposed Elevations 1:100.

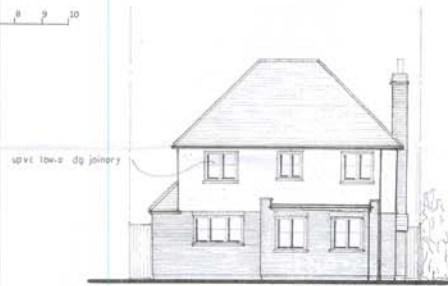


front west

side north



side south

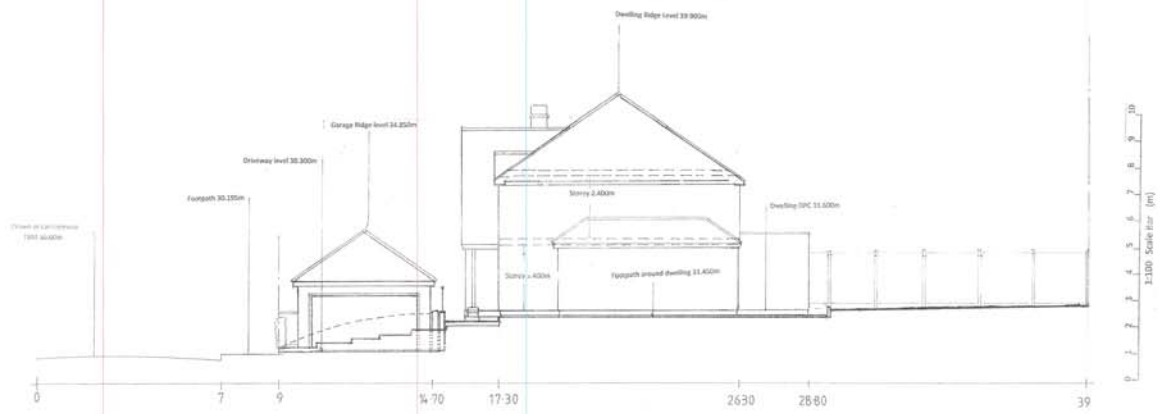


rear east

RECEIVED  
04 OCT 2010  
LONDON BOROUGH OF ENFIELD

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

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



Proposed Site Section 1:100



Street Scene Elevation 1:100

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

All dimensions to be checked on site.		
Prepared by Ian Wood		
REVISION	DATE	REMARK
B	September 2010	Prepared for Planning & Building Control Applications Roof Alterations TP/10/0818
<b>PROPOSED:</b>		
4 BEDROOM DETACHED HOUSE & DETACHED GARAGE		
<b>SITE:</b>		
Land adjacent to: 36 WALSINGHAM ROAD, ENFIELD, MIDDLESEX, EN2 6EY		
<b>CLIENT:</b>		
Mr Mrs K. FITZGERALD		
<b>DRAWING SCALE:</b>		
PROPOSED SITE SECTION 1:100 PROPOSED STREET SCENE ELEVATION 1:100		
Original drawing format @ A1		
<b>DATE:</b>	<b>DRAWING No. / Revision</b>	
SEPTEMBER 2010	KF-005 - 10 / B	