

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 16<sup>th</sup> December 2010

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

**Contact Officer:**  
Aled Richards Tel: 020 8379 3857  
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Mr A. Jarratt Tel: 020 8379 3842

**Ward:** Southbury

**Application Number :** LBE/10/0034

**Category:** Other Development

**LOCATION:** 192, SOUTHBURY ROAD, ENFIELD, EN1 3SD

**PROPOSAL:** Single storey front extension to provide new entrance and relocation of cycle parking.

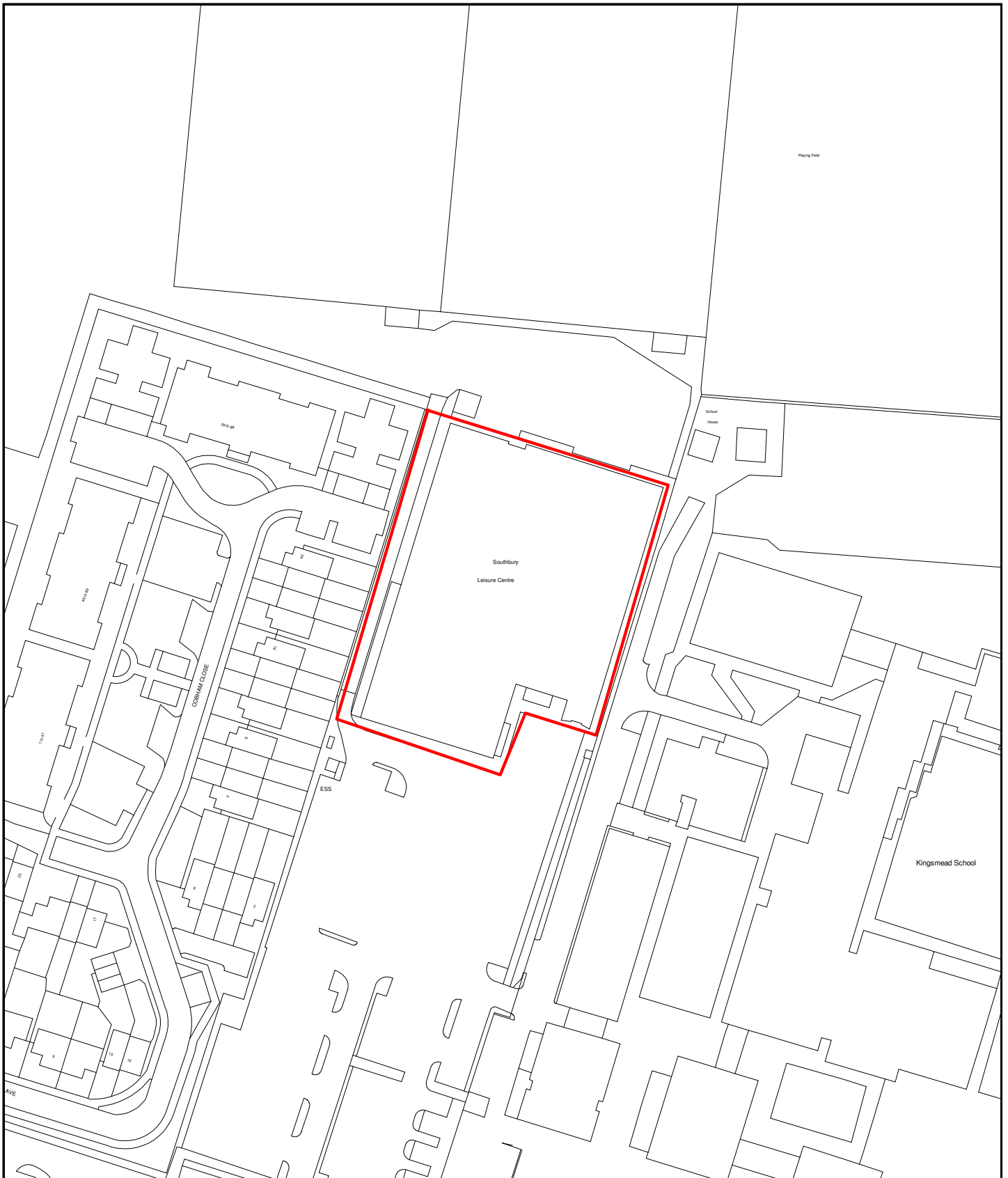
**Applicant Name & Address:**

London borough of Enfield  
PO Box 53,  
Civic Centre,  
Silver Street,  
Enfield,  
Middlesex,  
EN1

**Agent Name & Address:**

Mr Gustavo De Mdedo,  
Archer Architects  
7, Gateway 1000  
Arlington Business Park  
Whittle Way  
Stevenage  
Herts  
SG1 2FP

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



### Development Control



Scale - 1:1250  
Time of plot: 08:01

Date of plot: 03/12/2010

## **1 Site and Surroundings**

- 1.1 The Leisure Centre comprises a detached building located to the north of Southbury Road, adjacent to Kingsmead School.
- 1.2 The surrounding area is of mixed composition with the leisure centre being separated by 25 metres from the nearest neighbouring building (the adjacent Kingsmead School) and over 50 metres to the nearest residential properties, which are in Cobham Close: these residential properties being screened from the leisure centre entrance by another section of the existing leisure centre building.

## **2 Proposal**

- 2.1 Permission is sought for the removal of an existing steel and glass canopy to facilitate the introduction of a new enclosed lobby to its southern elevation which contains the main elevation, as well as the relocation of the existing bike rack.
- 2.2 The lobby would be finished with a 3.5 metre high flat roof with framed glazing and would have a triangular footprint. The lobby would project out from the main elevation, a maximum of 4.08 metres and at its widest point (where the structure adjoins the main building) would have a width of 7.5 metres.
- 2.3 The bike rack would be relocated from its current position to the site's western boundary which is shared with the adjoining Kingsmead School.

## **3 Relevant Planning Decisions**

- 3.1 There is none relevant to the planning application.

## **4 Consultations**

### 4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transport raise no objections to the application.

### 4.2 Public

- 4.2.1 Due to the scale of the proposed development, and the distance to the neighbouring residential properties, no direct neighbour notification has been carried out. However, a site notice was displayed at the site.

## **5 Relevant Policy**

### 5.1 LDF – Core Strategy

- 5.1.1 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

CP9: Supporting community cohesion  
CP30: Maintaining and improving the quality of the built and open environment

## 5.2 “Saved” 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 updated policies and development standards within the Development Management Document. The following are of relevance

(II)CS2	Community services and the effective use of land
(II)CS3	Facilities provided in the optimum location
(II)GD3	Aesthetic and functional design
(II)GD6	Traffic generation
(II)GD8	Access and servicing

## 5.3 London Plan

Policy 2A.1	Sustainability criteria
Policy 3A.18	Protection and enhancement of community infrastructure and community facilities
Policy 3C.17	Tackling congestion and reducing traffic
Policy 3C.23	Parking strategy
Policy 3D.13	Children and young people’s play and informal recreation strategies
Policy 4B.1	Design principles for a compact city
Policy 4B.8	Respect local context and communities

## 5.4 Other Material Considerations

PPS1:	Delivering sustainable development
PPG13:	Transport
PPG23:	Planning for open space, sport and recreation

# 6 **Analysis**

## 6.1 Impact on Neighbours

6.1.1 It is considered that the proposed single storey front extension (the new entrance) and the relocation of the existing bike stand, by reason of their height, size, siting and the separation from neighbouring buildings, would not have a detrimental impact upon the residential amenity or the activities of neighbouring buildings.

## 6.2 Impact on character and appearance of the area

6.2.1 The proposed single storey front extension would use modern materials, which would complement those of the existing building. Moreover, whilst the structure would be of an appropriately subordinate scale to the existing building, its design would add to the front elevation by creating a clear focal point for the main entrance.

6.2.2 The proposed bike shed which is to be positioned against the side boundary with the School, is a relatively modest structure which would not detract from

the setting and overall appearance of the building. Moreover, it would not detract from the character and appearance of the surrounding area.

### 6.3 Traffic Generation, Access and Parking

6.3.1 The repositioning of the cycle parking area remains close to the main entrance and thus would be acceptable. However, a condition is recommended to ensure that the cycle parking is relocated promptly and thereafter maintained.

6.3.2 The proposal has no implication for traffic generation, access or parking

## 7 **Conclusion**

7.1 In the light of the above, it is considered that the proposed single storey front extension to provide new entrance and relocation of cycle parking would be acceptable for the following reason.

- 1 The proposed single storey front extension to provide new entrance and relocation of cycle parking, by virtue of their separation from neighbouring properties and design, as well as the design, depth, height and scale of the proposed single storey front extension, would not result in a loss of residential amenity or cause undue detriment to the character and appearance of the surrounding area, with regard to policies (II)CS2, (II)CS3, (II)GD1, (II)GD2, (II)GD6 and (II)GD8 of the Unitary Development Plan as well as policies 3C.23, 4B.1 and 4B.8 of the London Plan and Policies CP9 and CP30 of the Core Strategy.

## 8. **Recommendation**

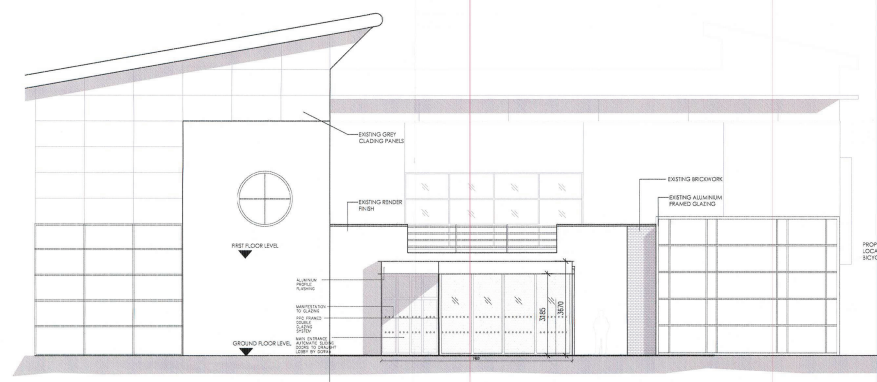
8.1 That in accordance with Regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission is deemed to be GRANTED subject to conditions.

- 1 The existing cycle parking shelter/equipment shall be reinstalled at the new location within 3 months of the completion of the development and thereafter, retained.

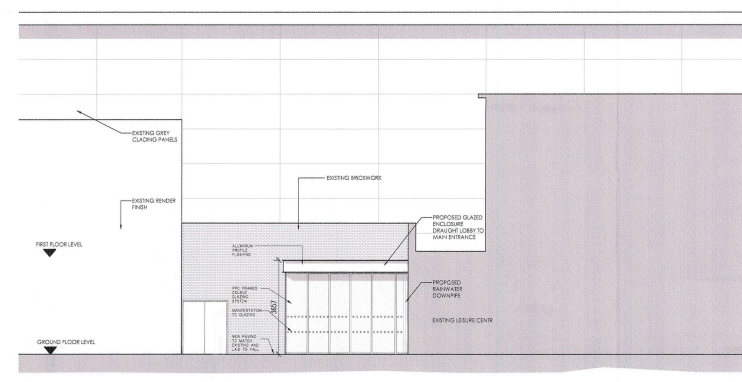
Reason: in the interests of encouraging use of bicycles as a sustainable and non car means of transport to / from the leisure centre, having regard to the Council's adopted Core Policies and "saved" Unitary Development Plan policies

- 2 C51A – Time limited permission (3 years)

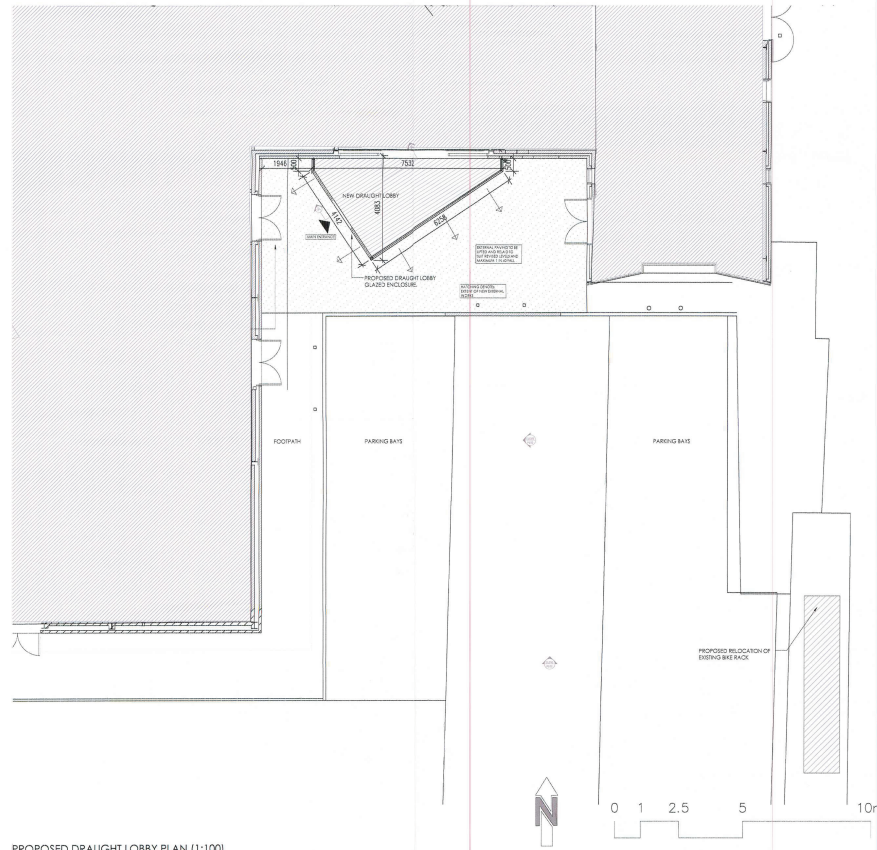
LSE/10/038



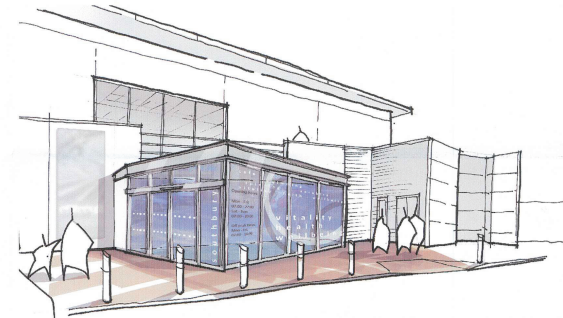
PROPOSED ELEVATION 1 (1:100)



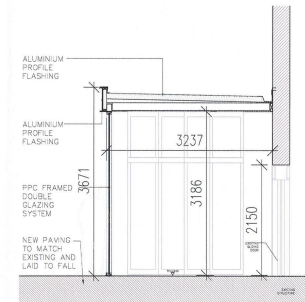
PROPOSED ELEVATION 2 (1:100)



PROPOSED DRAUGHT LOBBY PLAN (1:100)



PROPOSED VISUAL



PROPOSED SECTION A-A (1:50)

FOR PLANNING

Revision: By Approved

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Client:  
**FUSION**

Project:  
**SOUTHBURY LEISURE CENTRE  
 SOUTHURY RD, ENFIELD**

Drawing Title:  
**PROPOSED DRAUGHT LOBBY  
 PLANS/ELEVATION/SECTION**

Scale: 1:50/1000/1 04/10/10 IB  
 Date: Drawn: Checked:  
 Project No: 3794 Drawing No: P102 Revision: -

