

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 16th December 2010

Report of
Assistant Director, Planning &
Environmental Protection

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Ward:
Cockfosters

Application Number : TP/10/1128

Category: Other Development

LOCATION: 73, TRENT GARDENS, LONDON, N14 4QB

PROPOSAL: Erection of a part 3 -storey, part 2-storey rear extension incorporating dormer windows to front, both sides and rear to provide 44 additional bedrooms to an existing home for the elderly with communal areas and an additional 8 car parking spaces.

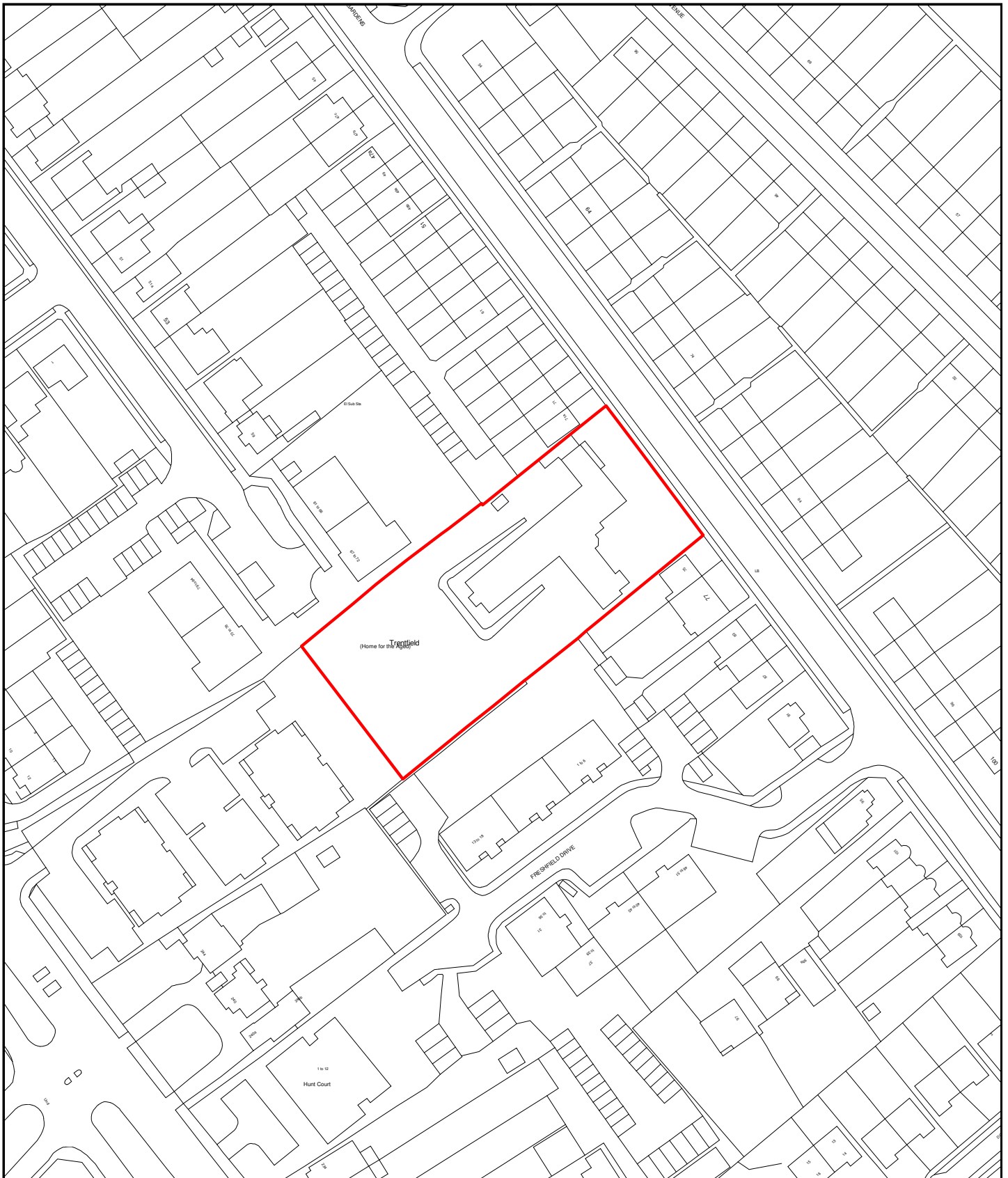
Applicant Name & Address:

Melis Ourris,
Autumn Gardens
73 Trent Gardens,
London,
N14 4QB

Agent Name & Address:

Peter Kidger,
Tasou Associates
4, Amwell Street
London
EC1R 1UQ

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



Development Control



Scale - 1:1250
Time of plot: 08:13

Date of plot: 03/12/2010

1.0 Site and Surroundings

- 1.1 The application site, 0.35 hectares, fronts onto Trent Gardens. Access is gained by two crossovers from Trent Gardens at either end of the frontage with 10 vehicular parking spaces to the front. The existing building is approximately a T-shape, extending across most of the width of the site. It is 2-storeys high with habitable space in the loft. Trent Gardens is characterised by 2-storey 3-bed single family dwellings.
- 1.2 At the rear of the application site is overgrown grassland on a significantly higher ground level than the front portion of the site. The south-west end of the site adjoins the rear boundary of a 3-storey purpose built block of flats at No.248 Chase Side. To the south of the site is Nos.1-18 Freshfield Drive a 3-storey purpose built block of flats. To the north of the site is Nos.67-72 De Bohun Avenue a 2-storey purpose built block of flats with habitable rooms in the roofspace.
- 1.3 The application property is currently in use as an old people's care home with 41 permanent residents in 41 single-bed rooms, typically from the Cypriot community with the majority placed by Local Authorities other than Enfield. The care provided is non-specialist in nature. There are 30 staff employed at the Home, with 10 on-site at any one time, working in 8-hour shifts.

2.0 Proposal

2.1 Physical development of Residential Nursing Home

- 2.1.1 The existing building, 3-storeys in height extends across the frontage of the site and has a projecting wing to the rear. The proposed extension, 3-storeys in height, would adjoin this existing rearward projecting wing by way of a glazed link. The proposed extension would be a floor height below natural ground level by way of excavation. The proposed extension would be wider than this existing wing and its central element would project rearwards so that it is close to the rear boundary of the site. It would also have a substantial wing projecting to the south at 2.5-storey level as well as single storey element projecting to the north. The existing gross floor space of the Care Home is 1381m² and the proposed additional floor space would be 1610m², and would result in a total gross floor space of 2991m².
- 2.1.2 The extended premises would have 85 single bedrooms for use as a residential nursing care home for the elderly. The plans indicate that the internal layout of the existing building will remain unaltered with 41 single bedrooms with the exception of a consulting room for a visiting General Practitioner (GP). The proposed extension would have two communal lounge areas at ground floor level, with ancillary rooms for staff, office and kitchen at ground floor level. A lift and stairwell would be provided in the central element of the proposed building. The property retains a substantial outdoor amenity space (over 300m²) to the north of the existing and proposed building.

2.2 Type of care and numbers of residents and staffing

- 2.2.1 The type of care is non-specialist care for elderly persons with typically with dementia and from Cypriot community. The number of residents would increase from 41 to 85, all roomed in single accommodation. The applicant's

statement states that the home will generate approximately 60 full time jobs. It is anticipated that the maximum number of staff on duty at any one time would be 20, operating in 8-hour shifts.

2.3 Parking and Access

2.3.1 The applicant seeks to retain the two vehicular accesses to the site. The southern access will continue to serve the existing parking area for eight vehicles (including one disabled space) as a Visitor's Car Park. The widened northern crossover will provide access to an additional eight spaces solely for Staff along the northern edge of the existing building. Total parking spaces are 18 (including 1 disabled space).

3.0 **Planning History**

3.1 TP/09/1343: an application for a three storey rear extension to provide 44 additional bedrooms to existing home for the elderly and provision of 8 additional car parking spaces was withdrawn 25-11-2009.

4.0 **Consultations**

4.1 Statutory and non-statutory consultees

4.1.1 London Fire & Emergency Planning Authority raises no objection to the proposal.

4.1.2 Enfield NHS Primary Care Trust raises an objection to the proposal unless monetary and other provision can be made to offset the increased strain on PCT services

4.1.3 Thames Water raises no objection. (Regarding surface water drainage a Directive can be attached advising the applicant to seek permission from Thames Water for discharge to a public sewer).

4.1.4 Traffic and Transportation raises no objections to the proposal subject to conditions.

4.1.5 Environmental Health raises no objection subject to conditions.

4.1.6 The Arboricultural Officer does not object to the proposal as long as trees work are carried out in accordance with good arboricultural practice.

4.1.7 Adult and Social Care raise an objection with the proposal on the grounds of increased burden on local social care services.

4.2 Public:

4.2.1 Consultation letters have been sent to 66 neighbouring and nearby properties. Notice was also displayed at the site and was published in the local press. In response, 4 objections were received raising all or some of the following objections:

- Out of proportion with and detrimental to the site
- Overdevelopment

- Detrimental to neighbours
- Noise and disturbance
- Dangerous inflow of traffic and congestion
- Parking pressure detrimental to highway safety
- Loss of outlook to neighbouring occupiers
- Reduce open space
- Bulky appearance
- Noise and disturbance at anti-social hours and from deliveries
- Insufficient parking provision

4.2.2 Petition

A petition containing 13 signatures was also received objecting to the development on the aforementioned grounds

5.0 **Relevant Policies**

5.1 Core Strategy Policies

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:

- SO1 Enabling and focusing change
- SO2 Environmental sustainability
- SO3 Community cohesion
- SO5 Education, health and wellbeing
- SO6 Maximising economic potential
- SO8 Transportation and accessibility
- SO10 Built environment

- CP6 Meeting particular housing needs
- CP7 Health and social care facilities and the wider determinants of health
- CP8 Education
- CP9 Supporting community cohesion
- CP10 Emergency and essential services
- CP13 Promoting economic prosperity
- 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
- CP46 Infrastructure contributions

5.2 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) GD1 – New developments are appropriately located
- (II) GD3 – Aesthetic and functional designs
- (II) GD6 – Traffic generation
- (II) GD8 – Site access and servicing
- (II) H8 – Privacy and over-looking
- (II) H9 – Provision of amenity space
- (II) H12 – Extensions
- (II) H15 – Roof extensions
- (II) T13 – Access
- (II) CS1 – Community Services

5.3 London Plan Policies

The following policies of the London Plan (GLA) – Spatial Development Strategy for Greater London (2004) may also be of relevance:

- 2A.1 Optimise use of site
- 3A.13 Special needs housing
- 3A.14 Addressing the needs of London's diverse population
- 3A.18-3A.23 Protection and Enhancement of Social Infrastructure and Community Facilities and Health Impacts
- 3C.1 Integrating Transport and Development
- 3C.22 Cycle Parking Strategy
- 3C.23 Parking Strategy
- 4A.7 Energy efficiency and renewable energy
- 4A.1-4A.9 Climate change and sustainability policies
- 4B.1 Design Principles
- 4B.3 Maximising the potential of Sites
- 4B.6 Sustainable Design and Construction
- 4B.7 Respect local context and communities

5.4 Other Policy Considerations:

- PPS1 Delivering Sustainable Communities
- PPG13 Transport

DfT Manual for Streets (2007).
LFEPA Guidance Note 29.

6.0 **Analysis**

6.1 Principle / Need)

- 6.1.1 The use of the site as a Care Home for elderly residents is long established and thus in land use terms, there is no objection to the principle.
- 6.1.2 The key issue of principle for this proposal is to assess whether the additional number of bed spaces for this type of care is fulfilling an identified need within the Borough and whether the level of additional demand on the Primary Care Trust's (PCT) services can be accommodated.
- 6.1.3 Enfield's Health & Adult Social Care services do not support the proposal. They have highlighted that give the low rating by the Care Quality

Commission (CQC), they are unlikely to place Enfield residents in this care home. Furthermore they indicate that there is an over-provision of non-specialist Care Homes for elderly persons in the Borough.

- 6.1.4 This has two implications in planning terms. Firstly, this proposal does not fulfil the identified need for high quality specialist dementia care within the Borough; and, secondly all additional residents at the property would be out of borough referrals, this would result in additional pressure on the local health and social care services. However it is noted that it is not the purpose of the planning system to limit competition in the market place and competition, by definition, requires supply to exceed demand.
- 6.1.5 Enfield Primary Care Trust (PCT) has indicated that the three local practices 'face considerable strain in meeting the high needs of the current residents' and that the additional burden that would result from the proposal cannot be accommodated by the existing local GP services. This burden would be further exacerbated by the difficulties in treating individuals who have fragile mental health and no/ poor English language skills. However the applicant has made a Unilateral Undertaking to provide and maintain a 'Medical Consulting Room' within the Care Home for visiting GPs and a payment of £156,000 to offset the burden on the Primary Care Trust. This Undertaking has allowed the PCT to support the development.

6.2 Impact on Character of Surrounding Area

- 6.2.1 The proposed extension 3-storeys high (1 below natural ground level) has a design inspired by the existing building. Given the extension's siting in relation to the existing building, the proposed extension would have a limited impact on the street scene. The land to the rear would be excavated and allow the proposed extension to be lower than the existing building, resulting in a subordinate appearance. Furthermore the two 'wing' elements of the proposed extension are set down, which helps to break up the bulk and mass of the extension.
- 6.2.2 The proposed dormer windows with hipped and pitched roof reflect and compliment the existing building and dormer windows. The proposed dormers would, due to their design, integrate with the existing building and due to their size have a subordinate appearance.

6.3 Impact on Neighbouring Properties

- 6.3.1 Given the distances between the proposed extensions and neighbouring residential properties on Trent Gardens, Freshfield Drive and Chase Side, the height of the proposed extension and the level of soft landscaping on the boundaries, the proposal is not considered to result in undue loss of privacy, light or outlook to these properties or their amenity areas.
- 6.3.2 The key potential impact is that between the proposed extension and the purpose-built flats at No.66-72 De Bohun Avenue. This block of flats has six windows in the first and second floor elevation facing the proposed extension. It appears that two of these windows serve bathrooms whilst the others serve habitable rooms. The distance between the extension and these flats is 13/14m. The proposed extension would have angled/oriel windows to avoid direct overlooking and would have tactically placed obscure glazed windows.

These design features are considered to ameliorate the potential for overlooking and loss of privacy between the occupiers of No.66 – 72 De Bohun Avenue and the future resident's of the proposed extension, having regard to UDP policy (II)H8 and the accompanying standards contained with Appendix A1.7.

6.3.3 Whilst it is accepted that the proposal will be in continual use, the development will exhibit characteristics similar to normal residential occupation and it is considered therefore that the development would not give rise to any unreasonable levels of noise and disturbance associated with the occupation of the development.

6.4 Standard of living conditions (light and internal/external amenity space)

6.4.1 The additional 44 bedrooms are of a sufficient size and shape to provide a functional layout which provides a satisfactory standard of accommodation. In terms of fenestration the key potential concern of those bedrooms on the first and second floor facing No.66 - 72 De Bohun Avenue which would have partially obscure glazed windows. The second floor bedrooms are served by sun pipes and the windows serving the bedrooms on the first floor are 1.5m high and 0.8m wide. Even accounting for the obscure glazed element, this would provide a considerable level of clear glazing, which would allow for sufficient light to enter the bedroom and provide a satisfactory outlook for residents.

6.4.2 The Council's Health and Adult Social Care Department advise that the Department of Health's minimum standards are 4.1m² per service user. Therefore 85 residents would create a requirement for 348.5m² of communal amenity space. The extended care home would provide adequate internal and external communal space to meet and exceed this standard.

6.5 Landscaping and Trees

6.5.1 The site as existing has considerable landscaping to the boundary at the rear on all three sides. The Tree Constraints Plan: 7053/01, indicates that the proposed extension would not result in the loss of any trees. The applicant proposes additional tree planting and soft landscaping to further mitigate the impact of the development with full details to be sought by condition. Overall it is considered that the development would not unduly prejudice the health of these trees, subject to appropriate conditions relating to the root protection area.

6.5.2 The existing parking area will be hard-surfaced, subject to condition ensuring permeability, surrounded by some soft landscaping and shrubs to soften its visual impact.

6.6 Traffic, Parking, Access and Servicing

6.6.1 Background

6.6.2 Trent Gardens is a busy local access road, the site has a PTAL of 1b (very low) and during peak times, the carriageway is reduced to one-way working by on-street parking. There are no restrictions to parking/loading/unloading on this stretch of road. There are currently three dropped kerb crossovers of

which two are located to the forecourt parking area and the third one located further down the carriageway providing access to a redundant garage. The width of the northern access is restricted and only allows for a one-way working.

6.6.3 *Trip generation and Highway impact*

6.6.4 Details of the predicted traffic generation associated with the proposed development are included within Section 4 of the Transport Statement. The predicted traffic flows have been derived from the TRICS database. Whilst it is likely that movements during peak times might be minimal (according to the TS: 9 in the morning and 8 in the evening peak time), it is anticipated that the proposal will generate the following traffic movements during the day:

- Residents: No vehicular ownership;
- Staff: It is estimated that 60 staff would be based at the proposed nursing home working 3 shifts a day, with changing over time at 07:30, 14:45 and 21:45. This equates to 24 staff per shift during the daytime (morning and afternoon) and a further 12 staff per shift for the night shift;
- Parking Spaces 18;
- Ambulance: 1 or 2 vehicular movements a day;
- Food delivery: 2-3 times a week;
- Refuse collection: once a week; and
- Visitors: 2-8 a day (Residents in the care home, in principle would be drawn from the local community and where they have relatives. Therefore it is envisaged that the visitors would walk or use public transport to visit relatives).

6.6.5 It is considered that these identified additional vehicular movements are not such that would cause harm to the free flow or safety of highway traffic, having regard to Policy (II)GD6 of the UDP.

6.6.6 Staff Travel Plan

6.6.7 It will be desirable to receive a full Travel Plan in order to ensure that staff sustainable travel habits are established from day one. Therefore, it is recommended that a planning condition be implemented which secures a staff travel plan prior to commencement of operation or occupation of the site, which ever is sooner.

6.6.8 Amount of Vehicle and Cycle Parking Spaces

6.6.9 It is considered that the amount of vehicle parking is sufficient to cater for demand and in accordance with London Plan Policy 3C.23 and UDP parking requirements which are set at 1 space per 10 beds and 1 space per 10 beds for visitors, this equates to 18 spaces in total. Therefore the 18 parking spaces provided are acceptable. The cycle stands providing for eight cycle parking spaces, in accordance with the TfL Cycle Parking Standards requiring a minimum of 1 cycle space per 3 staff.

6.6.10 Car Park Layout and Access

6.6.11 Eighteen vehicular car parking spaces are proposed (eight in the front car park and ten in the rear). The front car park will be designated as the visitor car park and the rear car park will only be for staff. A clear signage will be

installed for this purpose. The front car park will accommodate eight visitors' spaces (one space dedicated for disabled) and will have a carriage drive arrangement, with separate 'in' and 'out' crossovers with signage to that effect.

- 6.6.12 The width of the 'drive' from site access through to rear car park (as shown above) is too narrow to allow pedestrians and vehicles to pass, with inevitable conflict (exacerbated if wheel-chair users are involved). This could also prevent and delay vehicles pulling into the site off Trent Gardens to the detriment of safety and free-flow along the road. The same concern as the above would arise with exiting vehicles conflicting with approaching vehicles. This narrow drive does not provide a good view to approaching vehicles and with no scope to provide passing places this could result in vehicles being forced to reverse into Trent Gardens. These concerns will only be addressed by widening the access, for its entire length up to the building line or provision. A condition has been attached accordingly.
- 6.6.13 The guidance provided in Figure 7.1 of Manual for Streets shows that the minimum road width to enable two cars to safely pass is 4.1m. This should be provided to ensure that vehicles entering the site are not required to wait on the public highway which in turn would prejudice the free-flow of traffic on the main road. In addition, in order to minimise the risk of mounting the kerb, it is recommended that the width of the crossover be extended to a minimum width of 4.8m. Therefore, the existing access will need to be widened in order for the proposals to be acceptable. This can be secured through the implementation of planning Condition C12. Visibility splays (2m x 2m) for emerging vehicles to see pedestrians have been shown on the drawing (PP.10). This however would require removal of the existing side fence to the north of the access which has not been shown on the drawing and would need to be secured through a condition.
- 6.6.14 Staff will be able to use an existing rear service entrance, adjacent to the proposed cycle parking & hence there should be no need for staff to walk to the front entrance to access the building. Pedestrian access to the front entrance will remain as existing. The drive is of shallow gradient and leads directly to the main front door, which has a level threshold. There is a minimum width of 3.9m between the existing building and the boundary at the northern access which cannot be increased. It will be however possible to increase the width of the service driveway to 4.250m, allowing cars to pass each other. Furthermore, the existing front wall will be altered to accommodate the wider drive and the visibility splays.
- 6.6.15 Given the above analysis, it is considered that subject to appropriate conditions the development would unduly harm the safety or free flow of highway or pedestrian traffic.
- 6.6.16 *Fire Appliance Access*
- 6.6.17 It has been confirmed by the Applicant that the rear car park layout as shown in previous drawing TP/09/1343 - PP.04 would not be possible as it is contrary to the requirements of the London Fire Brigade which require clear access to the perimeter of the building in this area. LFRPA has raised no objections to the proposal on the basis that suitable access for fire appliances is provided, in accordance with B5 of Approved Document B. Specifically the

access road width is sufficient and an adequate amount of the perimeter can be reached by a Fire Truck.

6.6.18 *Emergency access*

6.6.19 A swept path for a 7.9m long pumping appliance reversing within the site has been provided and is acceptable. The submitted drawing however does not show how the vehicle will turn into/ out of Trent Gardens. Traffic & Transportation is satisfied however that this can be overcome by widening and improving the existing access (condition 4).

6.6.20 *Refuse and recycling*

6.6.21 There will be a new timber bin enclosure (for 2 x 1100 litre refuse bins and 1 x 1280 litre recycling bin) adjacent to the northern driveway. Service deliveries will be made via the existing rear entrance.

6.6.22 The existing and proposed refuse arrangements are unsatisfactory. The location of the refuse storage beneath the external escape stair within the northern car park is considered too remote from the highway. Also, the arrangement of leaving the refuse bins near the kerbside on the day of collection is unacceptable and would give rise to conditions prejudicial to the free flow and safety of pedestrians on the adjoining footway. The fact that this is an existing practice is not sufficient justification for this arrangement to be suitable for an even more intensified use, which would undoubtedly generate more waste than the existing development. To address this concern, a provision of a separate bin enclosure preferably next to the 3rd access (without obstructing vehicle sightlines) is required. There is also no mention of recycling facilities. However the LPA is satisfied that this can be dealt with through a condition (C19).

6.6.23 *Servicing*

6.6.24 Currently, food and service deliveries are made by small vans or cars that park easily on the front forecourt. With the new extension it is now proposed that all deliveries will be made via the side entrance. It is considered that there is enough room within the rear courtyard to safely accommodate servicing movements.

6.6.25 *Conclusion*

6.6.26 Given the above analysis it is considered that the proposed development does not prejudice the provision of on site parking nor would it lead to additional parking and therefore, 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.

6.7 Sustainable Design and Construction

6.7.1 The applicant has indicated that the scheme will be assessed under BREAM Multi-Residential Assessment. Core Strategy Policies 20 and 21 requires that the scheme meets the 'very good' standard of this assessment. A condition requiring the scheme meets this standard has been accordingly recommended.

- 6.7.2 An Energy Assessment has been submitted which demonstrates that over a 20% reduction of the Carbon Dioxide-equivalent building emission rate can be achieved through the use of 120 sq. m. of solar thermal panels and 125 sq. m. of solar photovoltaic panels. This on-site renewable provision accords with London Plan Policy 4A.7 and Core Strategy Policy 20. It is recommended that a condition is attached requiring the scheme to achieve the energy efficiency and on-site renewable provision identified in the Energy Assessment.

7. Conclusion

- 7.1. It is therefore recommended that planning permission be granted for the following reasons:
1. The proposal would provide additional accommodation services that meet the needs of identified vulnerable adults in accordance with Policy 6 of the Core Strategy and furthermore makes satisfactory provision to offset the additional burden placed on Enfield Primary Care Trust having regard to Policies 7 and 46 of the Core Strategy and London Plan Policy 3A.13.
 2. The proposed three-storey extension due to its design, does not detract from the character and appearance of the surrounding area or the visual amenities of surrounding occupiers having regard to Policy (II)GD3 of the Unitary Development Plan, Policy 30 of the Core Strategy and London Plan Policy 2A.1 and 4B.7.
 3. The proposal due to its size and siting does not significantly affect the amenities of adjoining or nearby residential properties having regard to Policies (II)H8 and (II)H12 of the Unitary Development Plan and Policy 30 of the Core Strategy.
 4. The proposed development does not prejudice the provision of on site parking nor would it lead to additional parking and therefore, 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 and Policies 24 and 25 of the Core Strategy and national guidance: PPG13.
 5. The proposed development by virtue of the quantity and quality of the internal and external communal space and size, layout and fenestration of the additional bedrooms provides a satisfactory standard of living for future occupiers, having regard to Policy (II)GD3 of the Unitary Development Plan and Policies 4 and 6 of the Core Strategy.
 6. The proposed makes satisfactory provision for sustainable design and off-setting carbon dioxide equivalent emissions, having regard to Policy (II)GD3 of the Unitary Development Plan, Policy 20 and 21 of the Core Strategy and National Guidance PPS1 and PPS1 supplement.

8. Recommendation

- 8.1 That planning be approved subject to the following conditions:

1. C60 Approved plans
2. C07 Details of Materials
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.

Reason: To ensure that the development does not prejudice highway safety, to ensure a satisfactory appearance and in the interests of sustainable drainage.

4. C10 Details of Levels
5. C11 Details of Enclosure
6. C12 Details of Parking/Turning Facilities
7. C14 Details of Access and Junction
8. The parking areas forming part of the development shall only be used for the parking of motor vehicles of the staff, suppliers, refuse and emergency services, residents and resident's families and shall not be used for any other commercial 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.

9. C17 Details of Landscaping including a creeper on the timber cladding on the end facades.

10. C19 Details of Refuse Storage & Recycling Facilities
11. C20 Details of Fume Extraction
12. C41 Details of External Lighting

13. Prior to the commencement of development, details indicating the type of fenestration to be used on the external face of the new extension, hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The plan will indicate amongst other things whether the fenestration will be fixed shut and/or in obscured glass and the level of obscuration as defined on the Pilkington Obscuration Range.

The scheme shall be completed in accordance with the approved details and shall not be altered thereafter without the approval in writing of the Local Planning Authority.

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

14. C25 No additional Fenestration
15. C26 Restriction of Use of Extension Roofs

16. Deliveries and collections to and from the premises shall only take place between the hours of 07.00 to 21.00 hours Monday to Saturday only.

Reason: To safeguard the amenities of the occupiers of nearby residential properties.

17. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any amending Order, the premises shall only be used as a Care Home for Elderly Persons and shall not be used for any other purpose within Use Class C2, or for any other purpose.

Reason: In the interests of the amenities of neighbouring occupiers and highway safety.

18. C59 Cycle parking spaces

19. Prior to the commencement of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Travel Plan shall be implemented, adhered to, monitored and reviewed by the site occupiers. The Local Planning Authority shall be notified of the reviews to be set down in the Travel Plan, with the recommendations to be approved or refused as appropriate, with revised recommendations being resubmitted within 1 month of refusal and all recommendations being implemented within 1 month of approval or such longer time as may be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development establishes as a sustainable entity by seeking to reduce car borne trips and promoting the use of sustainable transport modes.

20. Prior to the development being occupied a clear signage should be installed showing the front car park as designated for visitors whilst the rear car park for staff only.

Reason: In the interest of highway safety.

21. Prior to the development being occupied a one way priority signage for vehicles exiting and entering the northern car park should be made available/visible for visitors /staff accessing the site.

Reason: In the interest of highway safety.

22. Prior to the development being occupied a 'deliveries' signage should be installed on a front wall at the northern access to prevent deliveries taking place on street.

Reason: In the interest of highway safety.

23. Prior to the development being occupied the existing crossover to the service driveway should be widened to 4.8m whilst the width of the service driveway to 4.250m to allow cars to pass each other.

Reason: In the interest of highway safety.

24. Prior to the development being occupied the carriage drive parking arrangement with separate 'in' and 'out' signage should be provided in the front car park area. This should be kept clear at all times to allow for an appropriate/safe ambulance manoeuvres.

Reason: In the interest of highway safety.

25. Prior to the commencement of any development a Construction Environmental Management Plan (CEMP) written in accordance with London's Best Practice guidance shall be formally submitted to and approved in writing by the Local Planning Authority. The (CEMP) will address the following issues:

- (i) Noise
- (ii) Control of site drainage and run off
- (iii) Storage and removal of excavation/ demolition material
- (iv) The siting of work compounds together with loading and unloading
- (v) Contractors parking
- (vi) Wheel washing facilities and methodology
- (vii) Construction traffic routing
- (viii) Control of dust and air quality during demolition and construction
- (viii) Hours of work

The CEMP shall nominate a Construction Manager to oversee the management of these issues and the CEMP shall detail mechanisms for addressing complaints, monitoring, public liaison, prior notification works. The CEMP shall be adhered to at all times and regular monitoring and auditing performance shall be carried out in accordance with a schedule to be agreed with the Local Planning Authority.

Reason: To avoid nuisance or other environmental effects during demolition or construction and operational phases of the development.

26. The energy efficiency measures and on-site renewable provision identified in the 'Energy assessment' shall be implemented in accordance with those details submitted. Before the development is first occupied, the developer shall submit to the Local Planning Authority a statement confirming that the development hereby approved has been so carried out.

Reason: In the interest of sustainability.

27. Evidence confirming that the development achieves a BREAA Multi-Residential Assessment of no less than 'very good' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

a design stage assessment, conducted by an accredited and licensed Code for Sustainable Homes Assessor and supported by relevant

BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and, a post construction assessment, conducted by and accredited and licensed Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

28. Prior to the occupation of the new extension, hereby approved, the 'medical consulting room' indicated on plan no. PP.11 shall be provided and solely retained for this purpose thereafter.

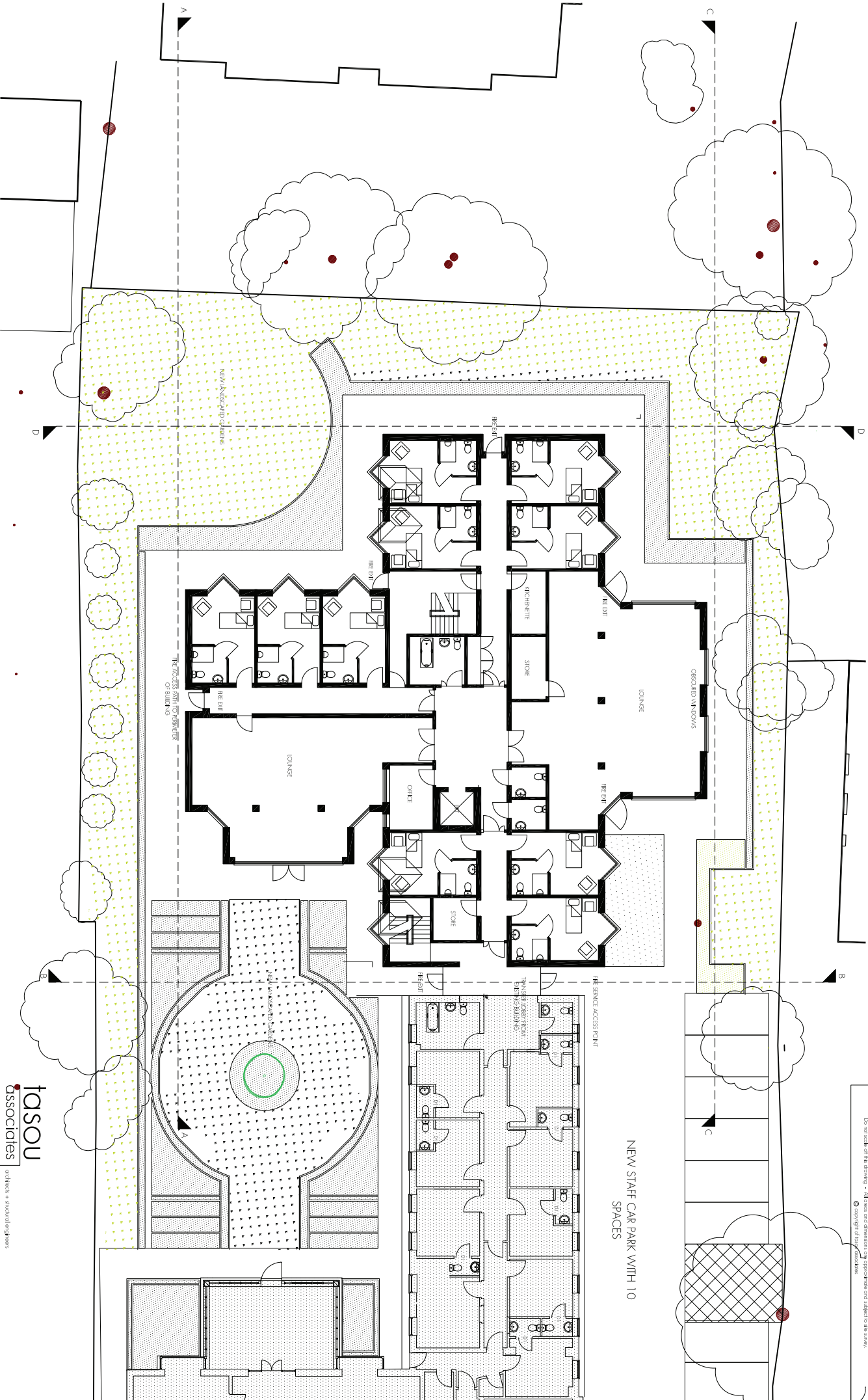
Reason: In the interests of the health of the Care Home's residents and minimising the burden on Enfield Primary Care Trust services.

29. C51A Time Limited Permission

Informatives

1. The applicant is informed that provision of an improved vehicular access for this proposal is seen as essential element of the scheme. The works to facilitate this will be undertaken by the Council's Highways Services Team at the applicant's expense.
2. Secure, lidded refuse containers must be provided for the storage of commercial waste. A commercial contract for the removal of refuse from the premises must be arranged.
3. Surface Water drainage: It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval is required Thames Water Developer services. They can be contacted on 0845 850 2777.

Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.



rev A: 19.11.2010 - car park layout altered

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Project: REAR EXTENSION of 73 Trean Gardens, London N14 4QB
 Drawing No: 1048
 Job No: 1048
 Drawing No: PP.01
 Date: JULY 2010
 Scale: 1:100
 Rev: A

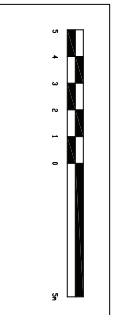




EXISTING SECTION/ ELEVATION AA



PROPOSED SECTION/ ELEVATION AA



- KEY:
- (01) BUILDINGS AT REAR OF 248 CHASE SIDE
 - (02) NEW TOWER BLOCK
 - (03) ROOF TERRACE
 - (04) NEW TOWER BLOCK
 - (05) TOWER BLOCK
 - (06) TOWER BLOCK
 - (07) FIRE EXIT

- REFERENCES:
- (08) GREEN HAT ROOF TO SINGLE STOREY LOUNGE
 - (09) GLAZED LINK LOBBY BETWEEN NEW EXTENSION AND EXISTING BUILDING
 - (10) GLAZED LINK LOBBY BETWEEN NEW EXTENSION AND EXISTING BUILDING
 - (11) NEIGHBOURING BUILDINGS AT DE BOHUN AVENUE

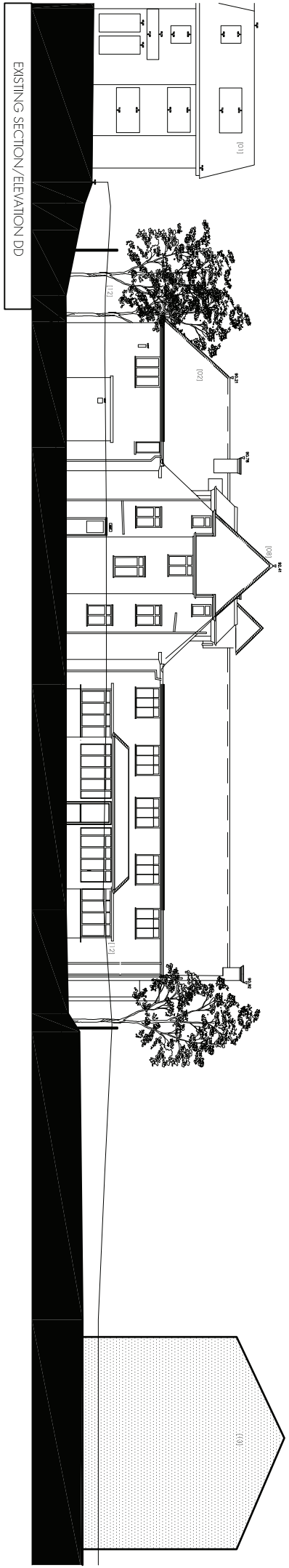
A 30/11/2010 WOOD GARDENS INTRODUCED TO GABLE ELEVATIONS

tasou
 associates

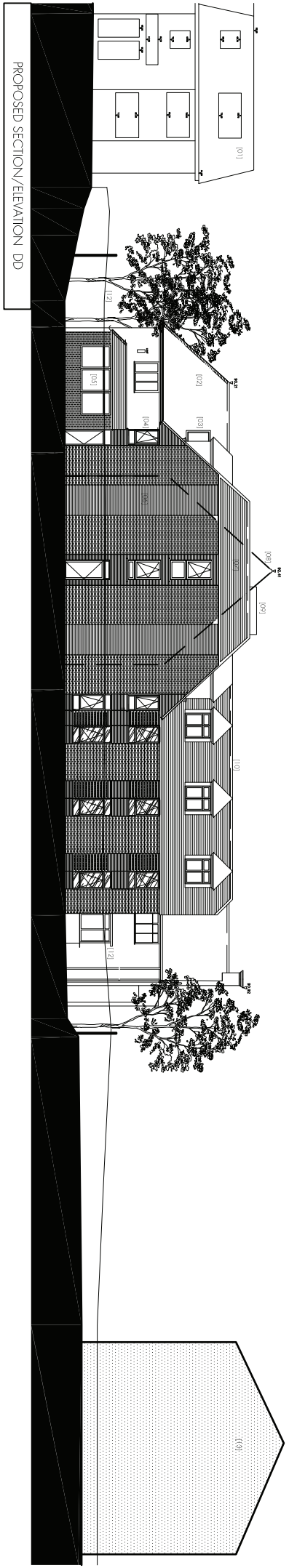
architects + interior designers

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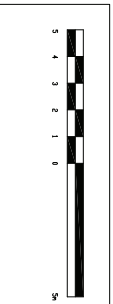
PP01
 REAR EXTENSION of 73 Tren Gardens, London N14 4QB
 ELEVATION AA [Existing and Proposed]
 1048
 JULY 2010
 PP.05
 A



EXISTING SECTION/ELEVATION DD



PROPOSED SECTION/ELEVATION DD



- KEY:
- [01] NEIGHBOURING PROPERTY AT DE BOHUN AVENUE
 - [02] REAR OF EXISTING BUILDING
 - [03] REAR OF EXISTING BUILDING
 - [04] BAY WINDOWS
 - [05] SINGLE STOREY LOUNGE WITH HAT GREEN ROOF
 - [06] TIMBER GARDING PANELS SET WITHIN NEW BRICKWORK
 - [07] NEW ROOF TILES TO MATCH EXISTING

- [08] OUTLINE OF EXISTING BUILDING
- [09] SOUTH EAST YARD AT LOWER LEVEL
- [10] TIMBER PROJECTING BAY WINDOWS WITH LOW LEVEL WINDOW PANELS
- [11] APPROX. LEVEL OF REAR BOUNDARY FENCE TO 248 CHASE SIDE
- [12] NEIGHBOURING PROPERTY AT 1-18 FRESHFIELD DRIVE

REMARKS:
 A 30/11/2010 TIMBER GARDING INTRODUCED TO GABLE ELEVATIONS

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PROJECT
 REAR EXTENSION of 73 Trent Gardens, London N14 4QB
 DRAWING NO.
 ELEVATION/SECTION DD [Existing and Proposed]
 1048
 DRAWING NO.
 PP.08
 DATE
 JULY 2010
 SCALE @ A1
 1:100
 SHEET NO.
 A