

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 13 September 2016

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Kevin Tohill
Liz Sullivan

Ward:
Bush Hill Park

Ref: 16/02041/HOU

Category: Householder

LOCATION: 58 Village Road, Enfield, EN1 2EU,

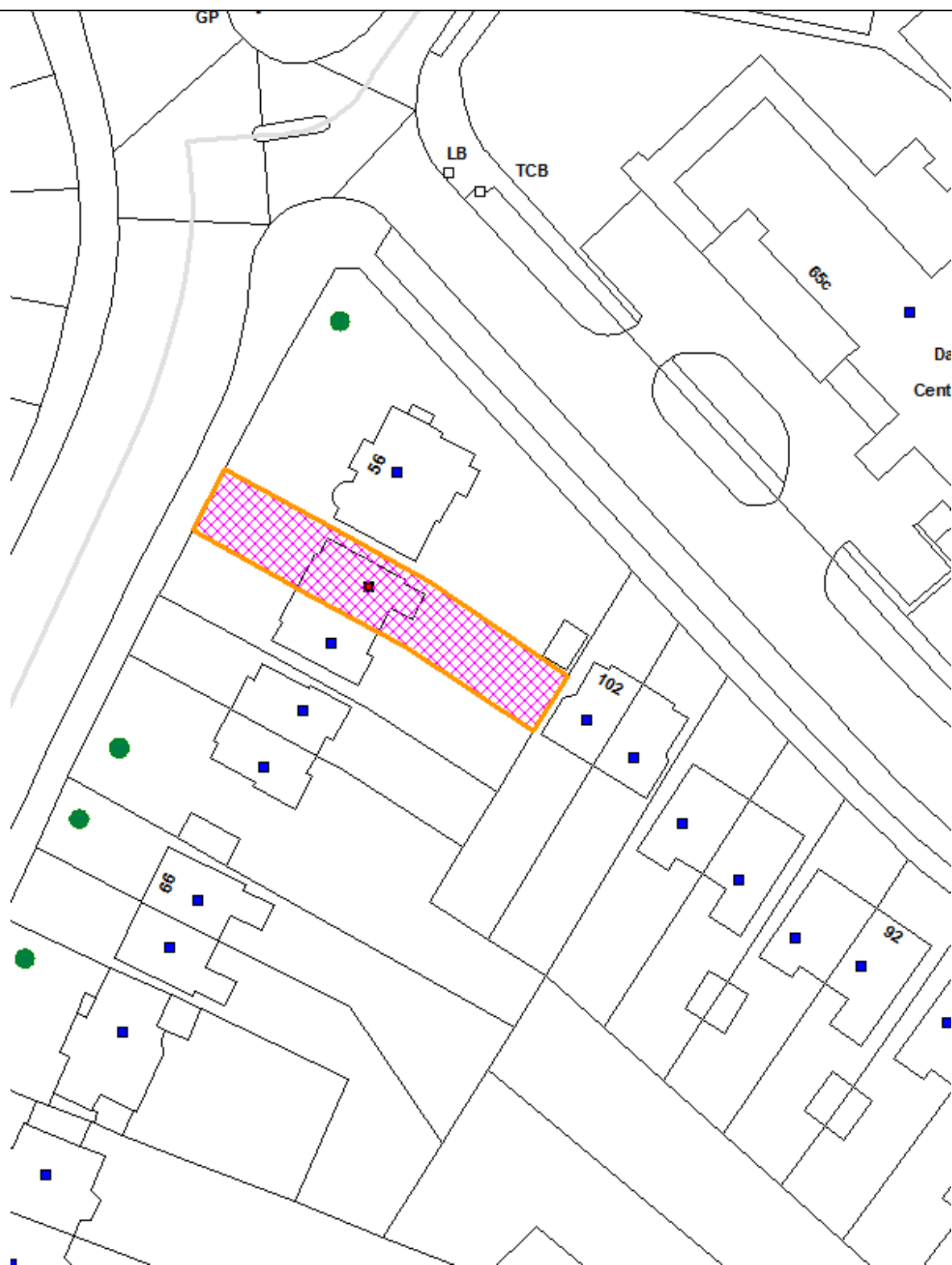
PROPOSAL: Erection of pillars to existing wall, railings and electronic sliding gate (RETROSPECTIVE)

Applicant Name & Address:
Ms Nil Fevzi
58 Village Road
Enfield
EN1 2EU

Agent Name & Address:
Ms Nil Fevzi

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

Ref: 16/02041/HOU LOCATION: 58 Village Road, Enfield, EN1 2EU,



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Scale 1:1250

North



1 Site and Surroundings

- 1.1 The site is located on the eastern side of Village Road which is identified as a Principal Road and contains a two-storey semidetached house.
- 1.2 The site is not located within a conservation area and does not contain a listed building.

2 Proposal

- 2.1 The proposal seeks retrospective permission for the erection of a front boundary wall with pillars and railings and an electronic sliding gate.

3 Planning History

P13-02773PLA Allowed at appeal (2013)
Vehicular Access

Other relevant planning history: 56 Village Road
P12-00814PLA Vehicular cross over – Allowed at appeal (2012)
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4 Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation have advised that a crossover joined to the neighbour on the left could be acceptable but the location of the existing lamp column is of concern. They have also advised that the wall at the height constructed would impede visibility and this would result in unsafe highway conditions for pedestrians and cyclists.

4.2 Public response

- 4.2.1 The neighbours were notified of the application by mail (5 letters).
- 4.2.2 No responses were received.

5 Relevant Policies

London Plan

Policy 3.5 Quality and Design of Housing Developments (para 3.34 on surfacing of front gardens)
Policy 7.4 Local character
Policy 7.6 Architecture

Core Strategy

Policy 30 Maintaining and improving the quality of the built and open environment

Development Management Document

DMD 37 Achieving high quality and design-led development

6 Analysis

Principle

- 6.1 The application is for the front boundary wall. However, along with the construction of this wall the applicant has also resurfaced the front garden and requires the relocation of the existing crossover. Both of these elements require permission in their own right (unless the hardsurfacing is constructed of a permeable material which has not been demonstrated) and directly affect the consideration of the application which has been submitted.
- 6.2 There is no concern regarding the principle of a boundary wall and gate. However, its height and prominent appearance coupled with the front garden almost entirely replaced with hard surfacing results in an unacceptable appearance in the street scene.

Character and appearance

- 6.3 The site has an existing crossover which was granted permission at appeal in 2013/14. The crossover is located centrally to the frontage and there was an existing low boundary wall and opening with a low metal gate to allow vehicular access. The front garden was mainly hard surfaced but a strip of landscaping ran up both edges of the deep front garden and made a notable contribution in the street scene.
- 6.4 The boundary now erected is up to 1.8m in height, the original wall on the right side of the frontage has been extended across the vehicular opening, while pillars and railings have been added on top of this. The electric gate is to the left side of the frontage and reaches the same height as the pillars. The structure has a severe and hard appearance in the street. The site is dominated by the boundary treatment and whilst it is considered that the introduction of soft landscaping would not in itself result in the boundary being acceptable, the lack of any greenery means there is no relief and emphasises the overall harmful effect of the wall and railings.
- 6.5 There are a variety of examples of front boundary walls and railings however the overall character of the road remains predominantly one of much lower front walls and open frontages with a good contribution of soft landscaping
- 6.6 In the immediate area on Village Road there are no records of permission having been granted for the existing scattering of higher boundary treatments, this includes the neighbouring property as set out in the planning history above.
- 6.7 Granting permission for this high boundary treatment could establish a precedent for enclosure of this scale/height in the road which cumulatively detract from its existing character.

Transportation

- 6.8 The proposed crossover location to the left side of the frontage requires permission in its own right, although the application as submitted does not include this. Traffic and Transportation have advised that this should consist of a 3.6m width crossover joined to the neighbour to the north of the property.

Proximity to the traffic island has been raised as a possible issue, although it is only marginally closer than the existing crossover and further away than the neighbouring crossover.

- 6.9 The existing location of the lamp column is of concern as crossovers are required to be 0.6m away which would not be the case in this instance. The Street Lighting Team would be consulted upon submission of the appropriate application to confirm if the column can remain in the current position, and if not a survey would then be undertaken to determine if and where the lamp column can be relocated to.
- 6.10 Notwithstanding this, in viewing the proposed crossover in combination with the height of the boundary treatment, Traffic and Transportation have advised that they would object to the proposal. While there is no in principle objection to the location of the crossover, the piers either side would adversely impact on visibility for drivers exiting the property.
- 6.11 The site is on the Cycle Enfield route with a cycle path proposed outside of the site, this further emphasises the importance of good visibility splays. Ideally visibility of 2m to either side above a height of 0.6m would be secured. It is noted that this level of visibility did not exist with the former boundary wall to the site frontage, where there was a centrally located crossover with a 1m high wall. However, the boundary wall now constructed would make visibility significantly worse. The boundary treatment would result in unsafe highway conditions for pedestrians and cyclists and is contrary to Enfield Technical Standards for Footway Crossovers and policy DMD 47.

7 Conclusion

- 7.1 The front boundary wall with pillars, railings and electric sliding gate is considered unacceptable in its scale and appearance and constitutes a prominent and intrusive feature in the street scene and leads to unsafe highway conditions for pedestrians and cyclists.

8 Recommendation

- 8.1 That planning permission be REFUSED for the following reasons:

- 1 The front boundary wall with pillars, railings and electronic sliding gate is unacceptable in its scale and appearance and prominent visual impact, the structure dominates the site and has a severe and hard appearance detrimental to the character and visual amenity of the street, further emphasised by the lack of relief in the form of soft landscaping in the deep front garden, contrary to policy 7.4 of the London Plan, Policy 30 of the Core Strategy and DMD 37 and DMD 46 of the Development Management Document.
- 2 The boundary treatment, by reason of its height, would unacceptably impede the visibility splays of drivers exiting the site resulting in unsafe highway conditions for pedestrians and cyclists and contrary to the Enfield Technical Standards for Footway Crossovers and DMD 46 of the Development Management Document.

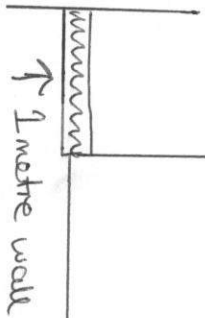
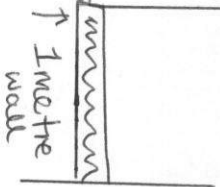
Before 2015

(No 56)

58 Village Road

N-Fevzi

* Picture 1



(No 60)

After 2016

(No 56)

58 Village Road

* Picture 2



posts x 3 (1.8 metre high)

* I plan to apply to Cossens to move kerb to left.

Existing 2.4 metre dropped kerb

(No 60)