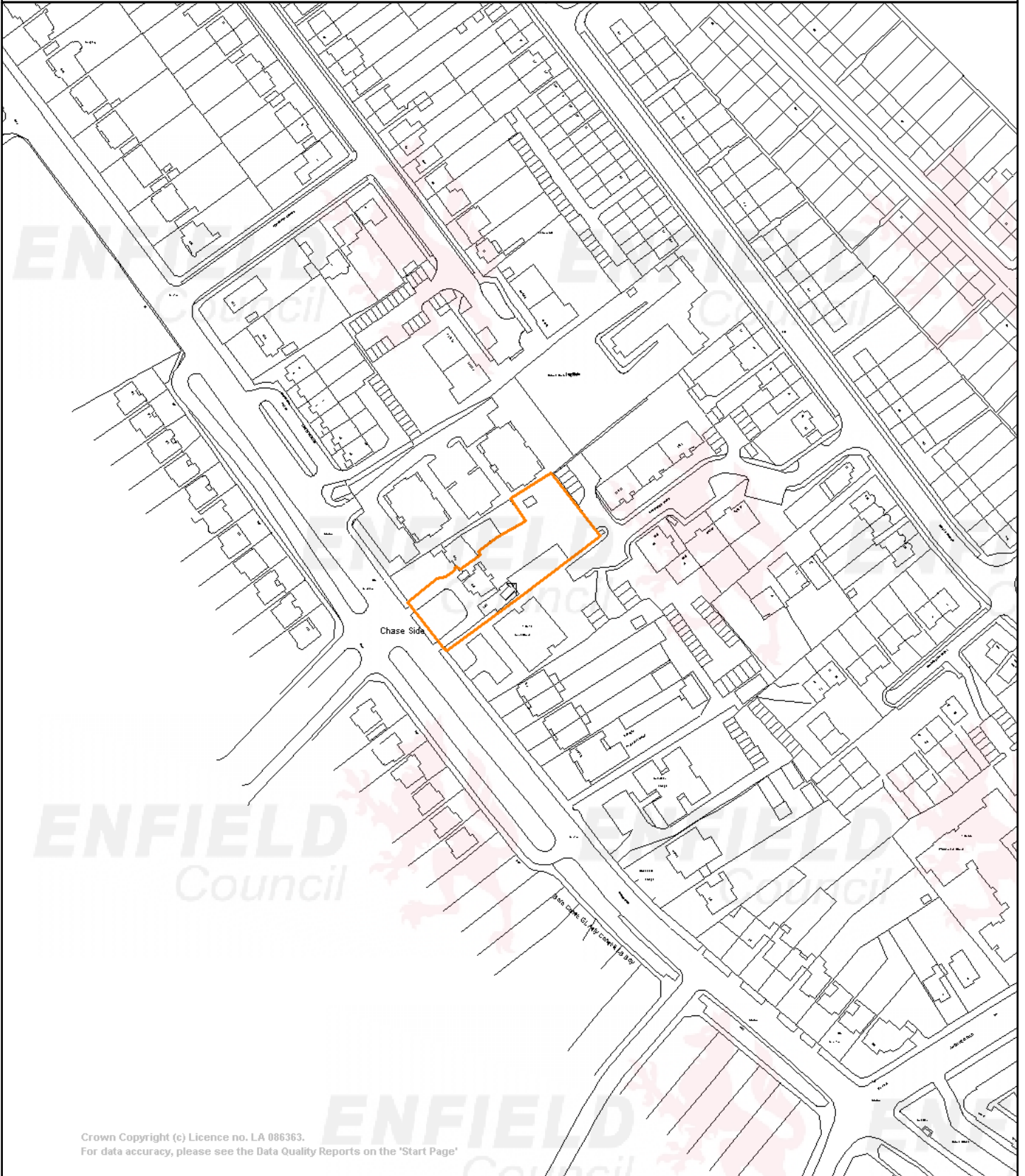


TP/07/0508



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Scale 1/2138 Date 21/12/2007

Centre = 528792 E 194934 N

Application Number: TP/07/0508 **Ward:** Cockfosters
Date of Registration: 27th March 2007

Contact: Andy Higham 020 8379 3848

Location: 240, 240A & 240B Chase Side, London, N14 4PL

Proposal: Demolition of existing buildings and erection of two 3-storey buildings plus roof sunrooms and terraces, of 21No. flats (comprising 14 x 2 bed and 7 x 1 bed) incorporating balconies at first and second floors, together with surface and basement car parking and access to Chase Side (Revised scheme).

Applicant Name & Address:

Urban Vision Land Developments Ltd
1, The Brambley
Cheshunt
Herts
EN8 8JD

Agent Name & Address:

Recommendation: That planning permission be **GRANTED** subject to conditions and the completion of a Section 106 Agreement.

1. C07 Details of Materials
2. C09 Details of Hard Surfacing
3. C10 Details of Levels
4. C11 Details of Enclosure
5. C12 Details of Parking/Turning Facilities
6. C14 Details of Access and Junction
7. C16 Private Vehicles Only - Parking Areas
8. C17 Details of Landscaping
9. C18 Details of Tree Protection
10. C19 Details of Refuse Storage
11. C21 Construction Servicing Area
12. C22 Details of Const. Vehicle Wheel Cleaning
13. C24 Obscured Glazing
14. C25 No additional Fenestration
15. C51A Time Limited Permission

Site and Surroundings:

The application site comprises two detached two storey properties: one occupied as a single family dwelling house and the other as two flats. The surrounding area is residential in character with Hunt Court to the south and 13-18 Freshfield Drive to the

east. Immediately north adjoining the site (and sharing access) is 244 Chase Side: a two storey property occupied as a dental practice at first floor with residential at ground floor. Beyond this is the residential development of Fairfields: a mix of two and three storey development.

Two access points exist onto Chase Side although the property is situated opposite the junction of Chase Side with Monkfrith Way.

Amplification of Proposal:

Permission is sought for the demolition of the existing buildings on the site, and redevelopment for residential purposes in the form of two 3 storey buildings with roof top sunrooms and terraces and providing 21 flats with balconies at first and second floors. Surface and basement car parking is provided with access from Chase Side.

Relevant History:

TP/98/1549 – outline permission was refused in March 1999 for a three storey block of 4 x 2 bed flats, together with provision of basement car parking and vehicular access onto Freshfield Drive on land at the rear of 240 Chase Side

TP/99/1063 – planning permission was granted in March 2000 for the erection of a terrace of 3 x 3-storey single family dwelling houses, together with vehicular access onto Freshfield Drive and provision of car parking spaces on land at the rear of 240 Chase Side. This permission has not been implemented.

TP/04/1392 – outline planning permission was resolved to grant on 26/5/05 subject to a legal agreement for highway works for the demolition of existing buildings and redevelopment of site for residential accommodation for private sale and 'key worker' (Outline application - siting and means of access).

TP/06/0520 - Demolition of existing buildings and erection of two 3 storey buildings plus roof sunrooms and terraces, of 23No. flats (comprising 21 x 2 bed and 2 x 3 bed) incorporating balconies at first and second floors, together with surface and basement car parking and access to Chase Side. Refused June 2006.

Consultation:

Public

Consultation letters have been sent to 108 neighbouring properties. In response, 17 letters of objection were received, raising all or some of the following grounds:

- traffic / parking problems and congestion
- loss of privacy and outlook and light
- inappropriate choice of materials and finishes
- application is not for key-workers
- high density by too many flats for the site
- decrease in quality of life for adjoining residential occupiers
- impact on trees
- height and design out of keeping with other developments in area
- development different from outline scheme
- noise and disturbance through construction
- strain on water services.

Following the receipt of revised plans, reconsultation has been carried out and 10 letters of objections have been received. These raise all or some of the following points:

- development would still result in an extreme loss of daylight to the kitchens and living rooms with flank windows that would thus need to be lit all day causing residents to incur additional costs;
- proposals remain larger than the outline proposals
- Block A is larger and effectively 4 storey with the conservatories and sun rooms
- Block B would also appear as 4 storey due to the roof top sun rooms and terraces
- Increased parking provision
- There would still be a loss of daylight and outlook arising from the positioning and height of the frontage block to the flank windows of Hunt Court serving kitchens and living rooms of these flats;
- Presence of the 4 storey block would remove outlook and overshadow property especially those on the ground floors where any effect will be exacerbated.
- The footprint of Block A would project beyond the rear of Hunt Court exacerbating the effects
- Loss of privacy will remain due to the inclusion of flank windows in Block A facing the flank wall of Hunt Court. Although some are to be obscure glazed, others are to be tinted and will not prevent overlooking and loss of privacy;
- Development is of a scale which will over dominate the amenities and setting of neighbouring developments
- The roof top sun rooms and balconies will give the appearance of 4 storey which is out of keeping with surrounding area and will also lead to overlooking and a loss of privacy
- Block A and B would overlook the gardens of Hunt Court
- Roof top terraces would cause overlooking
- Development will result in the loss of several mature trees adversely affecting quality of outlook
- Proposed replacement landscaping will not compensate for this loss of existing trees.
- Development and in particular Block B will appear overbearing when viewed in the context of the surrounding area;
- Traffic generated by the development is inappropriate and will cause highway safety issues at the access to the site close to the junction with Monkfrith Way.
- Development still represents an over development of the site

Councillor McCannah has also expressed his objections to the proposed development in support of those issued by local residents.

External

None.

Internal

Education, Environmental Health and Regeneration have no objections.

Relevant Policies:

London Plan

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

3A.1	Increasing Supply of Housing
3A.2	Boroughs Housing Targets
3A.3	Efficient Use of Housing Stock
3A.4	Housing Choice
3C.1	Integrating Transport and Development
3C.21	Improving Conditions for Parking
3C.22	Parking Strategy
4A.7	Energy efficiency and renewable energy
4B.3	Maximising the potential of Sites
4B.6	Sustainable Design and Construction
4B.7	Respect local context and communities

Unitary Development Plan.

(I) GD1	Developments have appropriate regard to surroundings
(I) GD2	Developments to improve environment
(II) GD1	New developments to be appropriately located
(II) GD3	Aesthetic and functional design
(II) GD6	Traffic considerations
(II) GD8	Access and servicing
(II) GD10	Development integrated into locality
(II) GD11	Access for people with disabilities
(II) H8	Maintain privacy and prevent overlooking
(II) H9	Amenity space

Other Material Considerations:

PPS1	Sustainable Communities
PPG3	Housing
PPG13	Transport

Analysis:

Principle

The use of the site for residential purposes would be in keeping with the current use of the site and the composition / character of the surrounding area. As a result, there would be no objection in principle to the use of the site for residential purposes. This is further confirmed by the resolution of Planning Committee to grant outline planning permission (ref: TP/04/1392) for residential use. Moreover, the provision of additional residential units of accommodation would support local and regional policies aimed at increasing the supply of housing within existing urban areas.

Impact of Built Form on Character and Appearance of Surrounding Area

The application proposes two blocks: a 3 storey block with roof top conservatories and sun terrace at the front of the site and a further 3 storey block at the rear, again with roof top conservatories and sun terrace. The Blocks would be separated by approx 18 metres.

With reference to the principle of a two block development and its integration into the character and appearance of the surrounding area, the form would not be dissimilar to other existing development in the vicinity namely that at Fairfield's and established by the resolution of the outline application.

An indicator regarding the amount of development and its compatibility with the surrounding area, is that of density. Policy 4B.3 of the London Plan is the applicable policy and seeks to maximise the potential development of sites by reference to a density matrix. Against this matrix, the site is considered a suburban location along a transport corridor and close to a Town Centre (in this case, Southgate Town Centre) and thus, a density range 200-250 hrph. This conclusion is supported by a low PTAL rating of 1b which confirms the relative accessibility of the site to a range of public transport options.

The proposed density of 315 hrph is above this upper limit. Nevertheless, PPS3 advocates greater flexibility in the application of density standards to maximise development and although numerically therefore, the proposed development would be in excess of the range contained in policy, the question of whether the proposed scheme represents an appropriate form of development and not an overdevelopment of the site, must involve more than a numerical assessment and take into account the relationship of the development to its surroundings and the street scene as well as the impact on neighbouring residential properties, parking, access and sustainability, to establish acceptability.

It is acknowledged that the present scheme involves a larger footprint and overall scale of development than that considered at the outline stage: the outline scheme involved a part 3 storey, part 2 storey development at the front although with accommodation in the roof with a three storey development in the rear.

Block A would be sited approximately 5m from the boundary with no. 244 Chase Road and 2 metres from the boundary with Hunt Court although an overall separation of 4.2 metres would exist. The separation to the southern boundary with Hunt Court would be 2m as per the previous schemes and overall, these distances are considered to be sufficient to provide appropriate levels of separation for the development when viewed within the street scene taking into account the difference in height, scale and design of other buildings that contribute to the street scene along this section of Chase Side.

The siting of the 3 storey block at the front would reflect the front alignment of the existing buildings on the site and respect the building line of the adjacent Hunt Court.

The proposed frontage building (Block A) in this current application is 3 storey with sun rooms and terraces on the roof which adds a virtual fourth storey although it is set back from the edges of the building. The design / external appearance of the proposed development is modern and revisions have been made to the design including the introduction of traditional building materials. In particular the main walls on the frontage block are brick with lighter coloured brick at 1st and 2nd floor levels and contrasting red brick at ground floor level. The roof terrace material is Kingspan panels in pepper black, with glazed conservatory. The block to the rear is clad in vertical timbers, again with high amounts of glazing and the Kingspan panels repeated for the roof terraces. Notwithstanding the increase in height of the building, it is considered the design and massing of the building when viewed in the street scene and in relation to Hunt Court (a three storey building with gable ended roof), would not be overly dominant nor detract from the visual amenities of the street scene.

The proposed building to the rear also three storey with sun rooms / terraces above. As stated previously, there is no objection to the siting of building at the rear which would be consistent with that at Fairfield to the north. Moreover, the scale of this

existing development on the adjacent site would be similar if not larger than that now proposed. To the rear of the site is Freshfield Drive which contains several three storey blocks. As a result, with reference to the appearance of the development in the surrounding area, the scale is considered to be acceptable

Residential Amenities – Hunt Court

The main relationship to be considered when assessing the acceptability of Block A (the frontage Block) is that with Hunt Court to the south. Although it would maintain 2 metres from the side boundary, the Block would project a further 3.6 metres rearward than the scheme previously approved at outline under ref: TP/04/192 and in particular, an overall distance of 8.6 metres beyond an recess containing several kitchen windows to Flats in Hunt Court. However, when refusing a subsequent scheme under ref: TP/06/0520, which involved three storey development, an identical relationship was not identified as being of concern and was not therefore, the subject of a reason for refusal. Although residents of the adjacent Hunt Court have raised concerns regarding the scale of the proposed Block A and its impact on light and outlook, in particular the main kitchen (at ground, 1st and 2nd floor levels) windows facing the application site, given the opinion that the relationship due to the overall separation was sufficient to avoid an undue impact on the amenities of these adjacent occupiers, no objection is raised.

The impact on the high secondary windows is considered to be acceptable as the main windows in the lounges and kitchens in the flats provide the main source of light.

Concern has also been expressed with regard to Block A, regarding the presence of large flank windows facing kitchen windows on Hunt Court. These windows serve bedrooms and are unlikely to give rise to issues of loss of privacy. However, in response to the concerns raised by residents, further discussions are occurring to review the need and arrangement of these windows and an update will be reported at the meeting.

The block at the rear (Block B) is located where planning permission to erect a terrace of 3 x 3-storey single family dwelling houses, has already been granted under Ref. TP/99/1063. In addition, the outline scheme (TP/04/1392) incorporated an 'L' shaped also reflecting the footprint of that now proposed. However, it must be acknowledged that the proposed block represents a larger and squarer building form than either of the buildings proposed in these previous applications. Discussions have resulted in significant alteration and improvements and in particular, the distance of the Block from the boundary with Hunt Court has been increased to 5.8 metres which is consistent with that of the outline scheme. The nearest corner would also be 20metres from the nearest corner of Hunt Court. The overall degree of separation therefore, is considered sufficient to avoid the proposed Block B being unduly intrusive or overbearing in the outlook from this adjacent development notwithstanding its increased size.

Residential Amenity – Relationship to 244 Chase Side

Block A is sited 5 metres from the flank wall of 244 Chase Side.: a two storey detached property occupied as a flat on the ground floor with a dental; surgery above. Although the Block would project beyond the rear of this adjacent property, the 5 metre separation is sufficient to avoid issues of loss of light and outlook. Furthermore, the windows proposed in this facing (northern) elevation are secondary and largely to bedrooms. As a result, it is considered that the level of overlooking

would not be sufficient to cause undue loss of amenity sufficient to warrant refusal of the planning application.

Block B is sited 2 metres from the rear boundary of No 244. This results in an overall separation of 24 metres to the rear of No.244. Although this is slightly below the normally applied standard of 25 metres for distance between facing windows, the arrangement reflects that accepted at outline. As a result, it is considered the effect on the amenities of the existing flat at No 244 are not considered sufficiently material to warrant refusal of the planning application in the light of the outline planning permission.

A further point of concern has been the proximity of the access road and ramp to the underground car park to the residential boundary with No 244 Chase Side. The ground floor is occupied by residential use with the 1st floor occupied by a dentist. There are flank windows facing the application site. Given the proximity of the access way to no. 244, to address issues of noise and disturbance associated with it vehicle movements, including vehicles waiting to go into the underground car park and the acceleration noise of cars exiting the underground car park, an acoustic barrier is proposed along the boundary with this property with details to be secured through condition

Residential Amenity – Relationship to Freshfield Drive

Freshfield Drive is situated to the east of the development and contains 3 storey residential development. Block B would be sited 2metre from the rear boundary and thus 12 metres from the flank wall of Nos 13-18 Freshfield Drive: the intervening area comprising a parking court. The eastern elevation of Block B contains a number of windows which face the flank elevation of this existing residential development as well as its communal amenity space to the rear. Objection have been received that these window would result in an increase in overlooking and loss of privacy. However, the windows serve bedrooms and have been reduced in width where they overlook the amenity space. In addition, it is proposed that these windows will be fitted with obscure glazing. As a result, it is considered that there will be no loss of privacy.

In the absence of any flank windows in the nearest block, it is considered that the amenities of the occupiers of Nos 13-18 Freshfield Drive, will not be unduly affected due to a loss of light and outlook. Moreover, although the development would clearly represent a significant addition in the outlook of Nos 31-36 Freshfield Drive which are situated to the south and have more windows with views of the development site, the separation and overall relationship is such that these properties will also not be affected through a loss of light, outlook and privacy.

Residential Amenity – Impact of Balconies, and Roof Terraces

The introduction of sunrooms, roof terraces and balconies was a concern in the previously refused application (ref: TP06/0520) in regard to an adverse impact on both the occupiers of Hunt Court, Fairfield's and Freshfield through overlooking and their relationship with those blocks. The siting and design of the sunrooms and terraces have been revised to prevent overlooking and any resulting loss of privacy. Balconies to the side elevations of Block B remain but these will be fitted with privacy screens to prevent direct overlooking of Hunt Court and 244 Chase Side to address any concerns in this regard. As a result, the inclusion of these features is considered to now be acceptable and avoid any undue impact on residential amenity.

Means of access and parking

The residential development would result in an intensification of the use of the exiting accesses onto Chase Side. This is of concern as Chase Side is heavily trafficked and the accesses points particularly the northern one, are located opposite and vehicles turning north in conflict with the junction with Monkfrith Way leading to concerns over highway safety

To address this concern, agreement has been reached to the introduction of a vehicle direction control barrier which would prevent vehicles leaving the development by the northern access. In addition, road markings are proposed on Chase Side itself to encourage traffic to turn away from the site. Accordingly, subject to these measures, no objections have been raised to this access.

The previous application refused under ref: TP/06/0520 raised concerns about the access to the basement car park and the layout of the basement. The layout of was considered awkward and could restrict the general usage of the parking spaces leading to pressures to park in other less acceptable locations. The current proposal has addressed these areas of concern. The provision of 30 spaces is considered acceptable having regard to UDP standards, the London Plan and PPG13 Transport.

Sustainable Design and Construction:

The sustainability assessment submitted scores in excess of 50% which is considered to be acceptable having regard to sustainable design and construction good practice.

Conclusion:

In the light of the above, it is recommended that planning permission be approve for the following reasons:

The proposed development would contribute to the supply and availability of housing within the Borough in accordance with London Plan Policies 3A.1 & 3A.2.

The proposed development taking account of the siting, scale and deign of the two blocks proposed would not detract from the character and appearance of the surrounding area having regard to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan.

The proposed development taking account of the siting and design of the two blocks subject to conditions requiring obscured glazing and the provision of privacy screens on balconies would not give rise to condition prejudicial to the amenities of neighbouring properties having regard to Policies (I)GD1, (I)GD2, (II)GD3 and (II)H8 of the Unitary Development Plan.

The access arrangements for the 21 flats and associated traffic generation subject to the necessary off site highway works to be secured through condition, would not give rise to conditions prejudicial to the free flow and safety of vehicles using the adjoining highway having regard to Policy (II)GD6 of the Unitary Development Plan.

The provision of parking is considered to be sufficient to avoid conditions arising which would be prejudicial to the free flow and safety of vehicles using the adjoining highways. Having regard to Policy (II)GD8 of the Unitary development Plan and Policy 3C.22 of the London Plan

