

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 1st March 2018

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Sharon Davidson
Husnain Mazhar
Tel No: 020 8379 2670

Ward:
Southgate Green

Ref: 18/00060/FUL

Category: Full Application

LOCATION: 111 Bourne Hill, London, N13 4BE,

PROPOSAL: Vehicular access.

Applicant Name & Address:
Mrs Gonul Daniels
111 Bourne Hill
London
N13 4BE

Agent Name & Address:

RECOMMENDATION:

Planning permission be **REFUSED**

Note for Members:

Ref: 18/00060/FUL LOCATION: 111 Bourne Hill, London, N13 4BE,



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Scale 1:1250

North



1 Site and Surroundings

- 1.1 The application site consists of a two-storey semi-detached dwelling located on the south-east side of Bourne Hill, directly opposite the junction of Bourne Hill with Broad Walk. A public footpath runs between the subject site and the highway. A low front wall currently demarcates the front boundary of the site. The immediately adjoining sites feature existing vehicle crossings. The vicinity can be described as a well-established residential area with surrounding properties varying in shapes and sizes.
- 1.2 The property is not in a Conservation Area and is not listed, however, it is located on a classified road.

2 Proposal

- 2.1 The proposal involves the creation of a new vehicular crossover and hardstanding parking in the front of the house, measuring 6.3 metres in depth and 3.0 metres in width.
- 2.2 It is noted that previously two applications were refused for a vehicle crossover at the application site, one of which also had an appeal dismissed.

3 Relevant Planning Decisions

Application site

- 3.1 TP/01/1330 - Vehicular Access - REFUSED on 26.10.2001 for the following reasons:
1. *The formation of a vehicular access would lead to vehicles stopping, slowing down, and turning from or into the adjacent portion of highway, thus adversely affecting the safety and free flow of traffic, contrary to Policy (II) GD6, (II) GD8, (II) T13 and (II) T17 of the Unitary Development Plan.*
 2. *The proposed vehicular access would constitute a hazard to pedestrians on the public highway contrary to Policies (II) GD6, (II) GD8, (II) T13 and (II) T17 of the Unitary Development Plan.*
 3. *There is insufficient space within the proposed parking area for a vehicle to be turned so that it may both enter and leave the premises in forward gear. This would lead to vehicles reversing from or into the public highway to the detriment of the safety and free flow of traffic, contrary to Policies (II) GD6, (II) GD8, (II) T13 and (II) T17 of the Unitary Development Plan.*

3.2 TP/06/2132 - Vehicular Access - REFUSED on 09.01.2007 for the following reason (appeal dismissed):

1. *The proposal would compromise the safety and free flow of traffic and pedestrians along the highway and public footpath, contrary to Policy (II) GD6, (I)T2, (I)T11, (II) T15 and (II) T33 of the Unitary Development Plan.*

4 Consultation

Internal

Traffic and Transportation

- 4.1 *The Council's Traffic and Transportation Team objected to the proposal as it will result in the intensification of use of the access onto the Classified Road, to the detriment of safety and the free flow of traffic including pedestrians in a sensitive location on a junction. In these respects, the proposal contrary to the Council's Technical Footway Guidance 2013, as well as the aims of NPPF, Policy DMD46 of the Development Management Document, the Core Strategy Policies 24 and 30 and the London Plan Policy 6.13.*

Public:

- 4.2 Four adjacent properties were sent consultation letters about the proposal. Their consultation period ran from 18.01.2018 till 08.02.2018. No responses were received.

5 Relevant Planning Policies

5.1 London Plan (2016)

Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport

Policy 6.3 Assessing Effects of Development on Transport Capacity

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing Traffic Flow and Tackling Congestion

Policy 6.12 Road Network Capacity

Policy 6.13 Parking

Table 6.2 Parking Standards

Table 6.3 Cycle Parking Minimum Standards

5.2 Core Strategy (adopted November 2010)

Core Policy 24 - The Road Network

Core Policy 25 - Pedestrians and Cyclists

Core Policy 26 - Public Transport

Core Policy 30 - Maintaining and Improving the Quality of the Built and Open environment

5.3 Development Management Document (DMD) (November 2014)

DMD 6 - Residential Character

DMD 7 - Development of Garden Land (Access to Public Highway)

DMD 8 - General Standards for New Residential Developments

DMD 46 - Vehicle Crossovers and Dropped Kerbs

DMD 47 - Access, New Road and Servicing

5.4 Other Policy

National Planning Policy Framework

Design Manual for Roads and Bridges

Revised Technical Footway Crossover Standards 2013

6 Analysis

6.1 The proposal involves the creation of a new crossover to the existing property at 111 Bourne Hill. The site is located on a classified road and according to Policy DMD 46 of the Development Management Document, vehicle crossovers and dropped kerbs that allow for off-street parking and access onto road will only be permitted where:

- a) There is no negative impact on the existing character of the streetscape as a result of the loss of a front garden or grass verges to hardstanding or loss of front garden walls;
- b) There is no loss of street trees;
- c) There is no increase in on street parking pressures in areas already experiencing high on-street parking demand as a result of introducing a vehicle crossover;
- d) There is no adverse impact on the road safety;
- e) There is no adverse impact on the free flow and safety of traffic on the adjoining highway and in particular on the effective movement of bus services;
- f) Vehicles can enter / and exit the crossover in forward gear;

- g) It has been shown that there are no alternative opportunities for safe access to the property (for example to the rear or side); and
- h) The size of the off-street parking is large enough to ensure that vehicles do not overhang the footway.

6.2 In this case, criterion d, e, and f are not met:

6.3 The size of the hardstanding/forecourt for a vehicle to park on is insufficient to enable a vehicle to enter and leave the site in forward gear. The ability to turn on-site is particularly important as it will negate the need for vehicles to reverse across a footway and onto a highway creating a road safety hazard.

6.4 A crossover at this site would increase the intensity of vehicle movements onto the classified highway to the detriment of the free flow of traffic. Vehicles leaving the site would be required to reverse and turn from the subject site onto the roadway to the detriment of pedestrian and highway safety.

6.5 There is a robust history of refusals which have been upheld by the Planning Inspectorate in relation to vehicular accesses in the borough. The formation of new crossovers onto a classified road is generally resisted as to maintain their importance as traffic routes within the Boroughs road hierarchy network and for highway safety purposes, particularly when their cumulative impacts are considered.

6.6 A major consideration is also given to the location of the application site which is directly opposite the junction of Bourne Hill with Broad Walk. Bourne Hill is part of the A111 making it a relatively busy local distributor road. In addition, the proposed crossover would be sited next to a street tree which would significantly reduce visibility in the respective direction, further distracting the drivers on the main road at a location where many other factors already demand their attention.

6.7 Whilst it is noted that there are vehicle crossovers in the immediate vicinity, all neighbouring crossover applications, which were granted planning permission predate the current policy which was adopted in November 2014 and no new crossover applications on classified roads have been granted approval since. Nonetheless, each case must be decided on its own merits and this case has been assessed accordingly.

Traffic and Transportation

6.8 Objections to the proposed new crossover are raised by Traffic and Transportation on the basis that the formation of a vehicular crossover would increase the intensity of vehicle movements onto the roadway to the detriment of the free flow of the traffic. The size of the hardstand is of insufficient dimensions to provide sufficient space for manoeuvring of a vehicle so it can enter the highway in forward gear. Vehicles leaving the site would be required to reverse

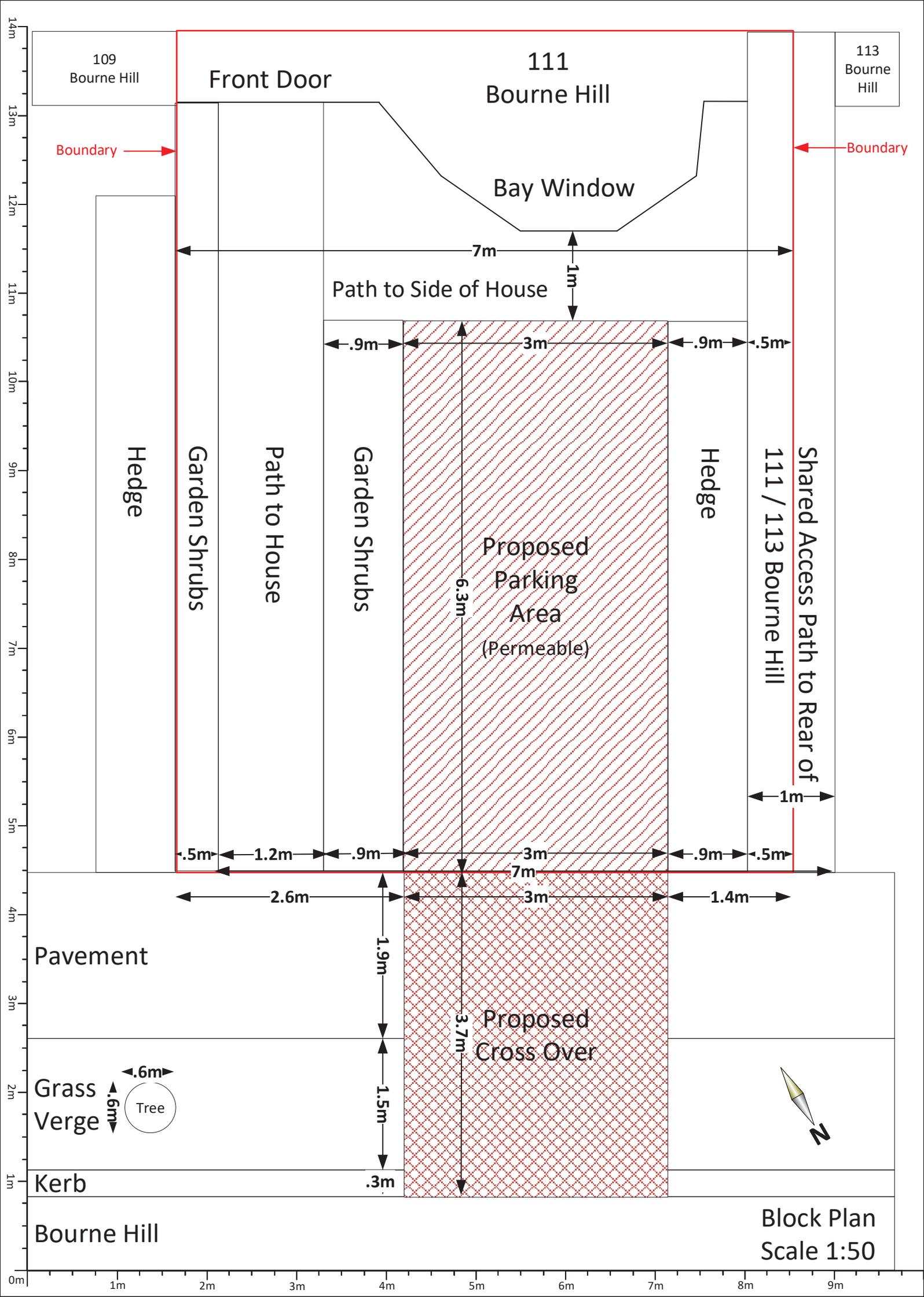
and turn from the subject site onto the roadway to the detriment of pedestrian and highway safety.

Conclusion

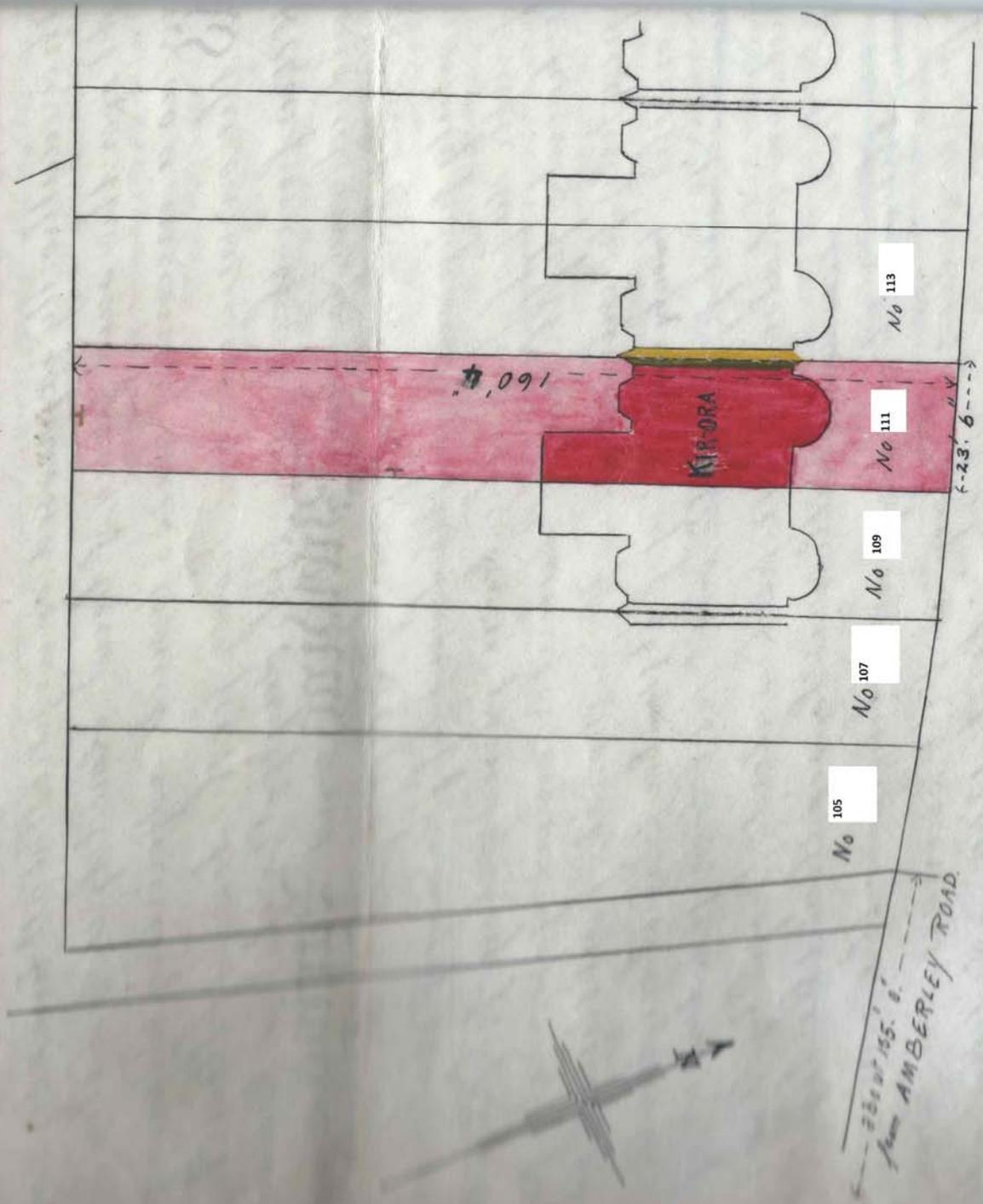
- 6.9 Taking the above into assessment, the status of Bourne Hill as a classified highway and the location of the application site directly opposite the junction of Bourne Hill with Broad Walk, the principle of the proposed new vehicular access is not considered acceptable, and therefore, would be contrary to the Council's Technical Footway Guidance 2013, Policy DMD 46 of the Development Management Document, Policies 24 and 30 of the Core Strategy, and the National Planning Policy Framework.

7 Recommendation

- 7.1 Having regard to the above assessment, it is recommended that the application is REFUSED for the following reason:
1. The proposed crossover will result in the intensification of vehicles reversing from or onto the Classified Road of Bourne Hill, directly opposite of the junction with Broad Walk, leading to vehicles stopping, slowing, and turning from or onto Bourne Hill, thus adversely affecting highway safety and the free flow of the traffic, including pedestrians and public transport. In these respects, the proposal would be contrary to the Council's Technical Footway Guidance 2013, Policy DMD 46 of the Development Management Document, and the Core Strategy Policy 24 and 30 as well as the aims of the NPPF.



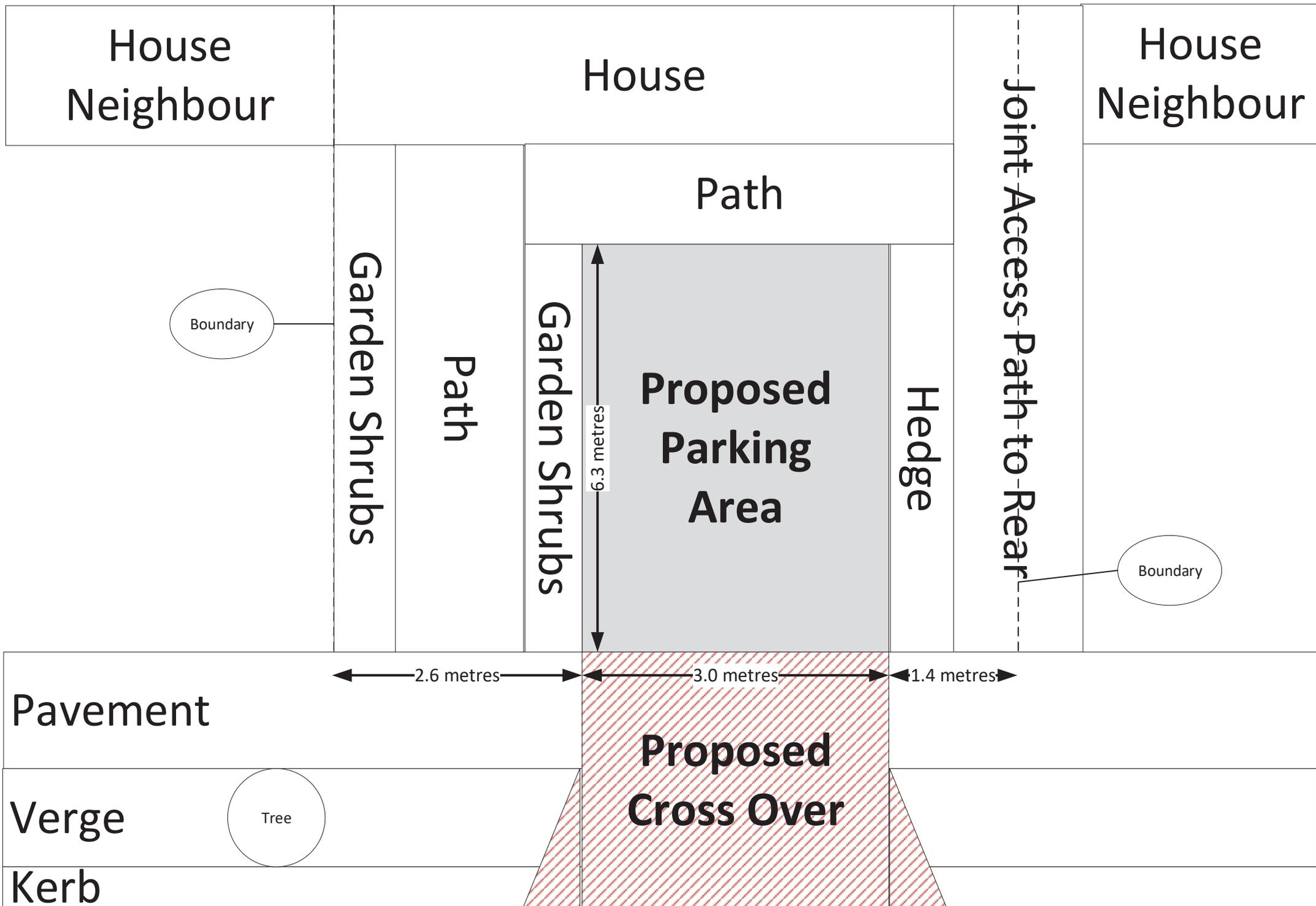
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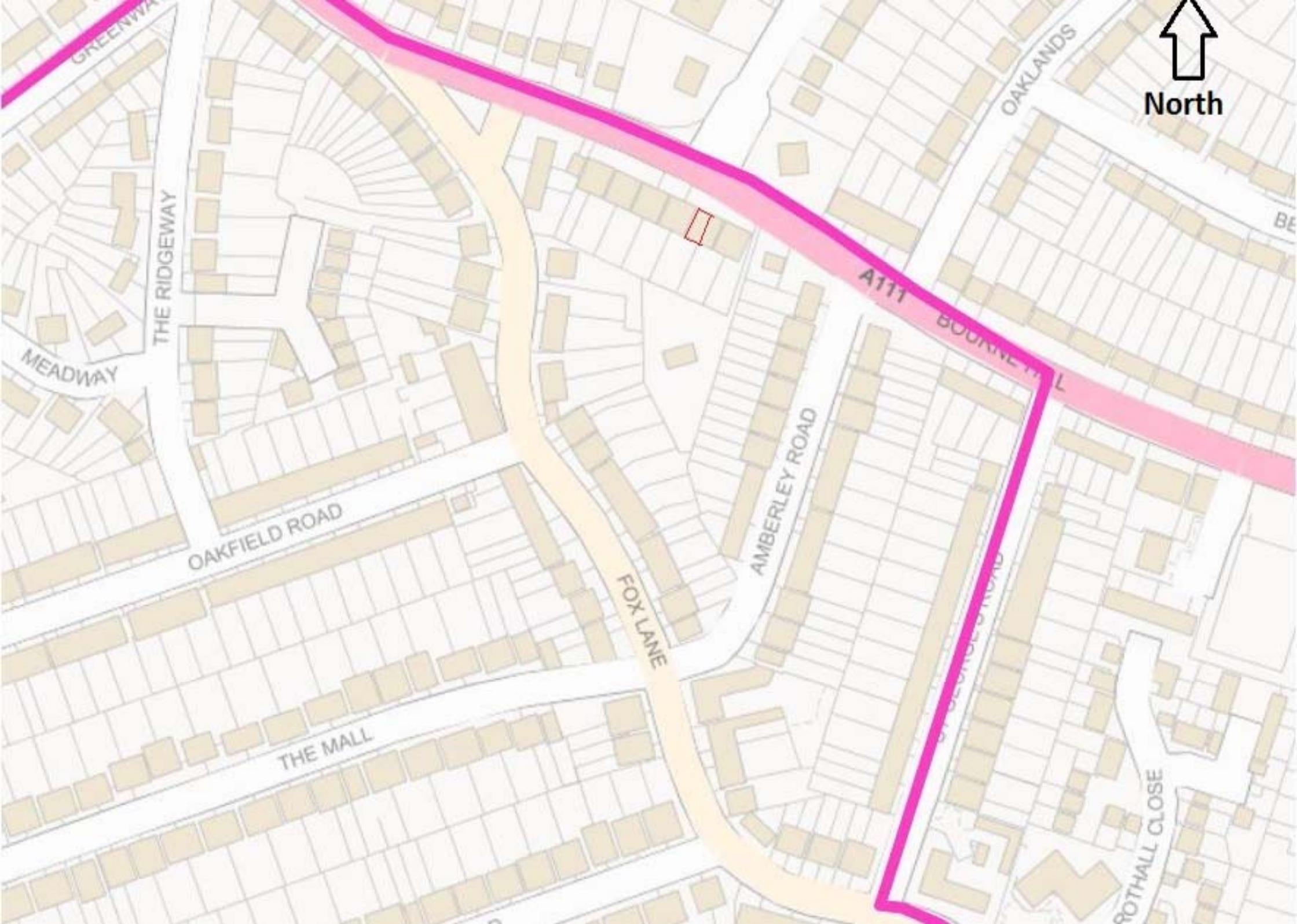


B O U R N E

H I L L

B R O A D
W A L K





GREENWAY

THE RIDGEWAY

MEADWAY

OAKFIELD ROAD

THE MALL

FOX LANE

AMBERLEY ROAD

A111

BOURNE HILL

OAKLANDS

ROTHALL CLOSE

N13 4BE

Bourne Hill, London



North



111 Bourne Hill

FOX LN

B

Oak

Bourne Hill

111 Bourne Hill, London, N13 4BE



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