

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 21 May 2020

Report of:

Head of Planning

Contact Officer:

Michael Kotoh-Mortty
Claire Williams
Andy Higham

Ward:

Haselbury

Application Number: 20/00022/HOU

Category: Householder

LOCATION: 22 Lancing Gardens, London N9 9EU

PROPOSAL: Erection of a new front boundary wall together with vehicular access.

Applicant Name & Address:

Mrs Mohym Bedekova
22 Lancing Gardens
London
N9 9EU

Agent Name & Address:

Mr Chris Arnauti
CA (UK) Ltd
2 Batcheldor Gardens
Bromham
Bedfordshire
MK43 8SP

RECOMMENDATION: That planning permission be GRANTED subject to conditions.

Ref: 20/00022/HOU LOCATION: 22 Lancing Gardens, London, N9 9EU,



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Scale 1:1250

North



1.0 **Note for Members**

- 1.1 Although a planning application for this type of development would normally be determined by officers under delegated authority, the application is being reported to the Planning Committee for determination as the applicant is a Councillor and a member of the Planning Committee

2.0 **Recommendation**

- 2.1 That planning permission be GRANTED subject to the following conditions:

1. Time Limited Permission
2. Approved Plans

Development to be carried out in accordance with the following approved plans:

Proposed Block Plan - 03 Rev D

Proposed Floor Plan – 04 Rev D

Proposed Elevation Plan – 05 Rev D

Location Plan

3. Materials to Match

3. **Executive Summary**

- 3.1 The report seeks approval for a proposed widening of the existing vehicular access and a new front boundary wall. The proposed works include a widening of the existing crossover by 2.4m to create a total width of 4.8m, along with a separate pedestrian access which would be 0.9m wide and a 0.6m high front brick wall with piers. The existing brick wall would be reconfigured to facilitate the extension. The proposed works would maintain a separation from the nearby tree and lamp post sited on the public highway.

- 3.2 The reasons for recommending approval are:

- i) The proposed development would not impact on highway safety, on-street parking or the free flow of traffic;
- ii) The proposed development would be consistent with the objectives of national, regional and local policy in terms of maintaining the street character and appearance and;
- iii) The development would improve the quality of both pedestrian and vehicular access at the site.

4. **Site and Surroundings**

- 4.1 The site comprises a two-storey end-of-terrace dwelling with an existing single vehicle crossover that leads to hardstanding to accommodate parking for several cars within the front garden. The property is not located on a

classified road and there are no parking restrictions within the vicinity of the site however it is sited in an Area of Archaeological Importance. Outside of the application site on the public highway, there is a lamp post situated at the east corner of the front entry and a tree can be found at the west corner of the front pavement. The property retains a close boarded wooden fence at the east boundary.

- 4.2 The immediate surrounding area is largely characterised by residential use with properties in a variety of architectural styles. There are examples of crossovers within the vicinity of the site.

5. Proposal

- 5.1 Permission is sought for the widening of the existing crossover and new front boundary wall and comprises:

- An extension of the existing crossover to the west by 2.4m (this would result in an overall crossover width of 4.8m). This proposed crossover width equates to eight paving slabs and one on each side along the crossover wings, making ten paving slabs in total width.
- Erection of new 0.6m high front brick wall with piers which would incorporate a separate 0.9m wide pedestrian access.

6. Relevant Planning History

- 6.1 TP/03/1653 – Single storey side extension incorporating mono-pitched roof to front. – GRANTED with Conditions on 15.10.2003

- 6.2 P13-00489PLA – Part single, part 2-storey side extension and part single, part 2-storey rear extension. – REFUSED on 24.04.2013 for the following reasons:

The proposed size, siting and design of the extension would not be sympathetic causing harm to the integrity of the parent building. As such the proposals is contrary to Policies (II) GD3 and (II) H12 of the Unitary Development Plan; Policy CP30 of the Core Strategy and Policies 11 and 14 of the Submission Version Development Management Document.

The proposed two storey side extension by reason of its proximity and size would have a detrimental impact on the amenities of neighbouring occupiers at Nos.195-199 Winchester Road having regard to their light and outlook. As such the proposal is contrary to Policies (II) GD3 and (II) H12 of the Unitary Development Plan Policy CP30 of the Core Strategy and Policies 11 and 14 of the Submission Version Development Management Document.

- 6.3 17/00351/CEA – Extension of roof at side to form gable end, rear dormer with rooflights, single storey side and rear extension with outbuilding at rear. – GRANTED with Conditions on 30.03.2017.
- 6.4 17/00352/HOU – Part single, part 2-storey rear and side extension and rear dormer with front rooflights. – GRANTED with Conditions on 27.03.2017.

7. Summary of Key Reasons for Recommendation

- i) The development is acceptable location in terms of its effect on the appearance on the property and the wider street scene.
- ii) The development does not impact on the amenities of neighbouring properties;
- iii) The reduction in the height of the initially proposed front wall from 1m to 0.6m address any visual concern and means the proposed wall would not prejudice sight lines and would result in a form which is coherent with the character of the setting; ,
- iv) The extension of the existing crossover and the provision of a segregated pedestrian access would result in an appropriate form of development and enhance pedestrian and vehicular access at the site;
- iv) The proposed development would not impact on highway safety or the free flow of traffic.

8. Consultation

Public:

- 8.1 Consultation letters were sent to 14 neighbouring properties. No responses were received.

Internal Consultees:

- 8.2 Highways (Crossovers):

No objection.

- 8.3 Traffic and Transportation:

No objection.

9. Relevant Policies

- 8.1 London Plan (2016)

6.2 Providing Public Transport Capacity and Safeguarding Land for Transport

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.10 Walking

6.11 Smoothing Traffic Flow and Tackling Congestion

6.12 Road Network Capacity

6.13 Parking

Table 6.2 Parking Standards

Table 6.3	Cycle Parking Minimum Standards
7.4	Local character
7.5	Public realm
7.6	Architecture

9.2 Core Strategy

CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP30	Maintaining and improving the quality of the built and open environment

9.3 Development Management Document

DMD 6	Residential Character
DMD 7	Development of Garden Land (Access to Public Highway)
DMD 8	General Standards for New Residential Developments
DMD 37	Achieving High Quality and Design-led Development
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments

9.4 Other Material Considerations

- National Planning Policy Framework (NPPF) 2018 (revised)
- National Planning Practice Guidelines (NPPG)
- Enfield Characterisation Study
- Manual for Streets
- Mayors Transport Strategy (May 2010)
- Revised Technical Standards for Footway Crossovers (April 2013)
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- Travel Planning for new development in London 2011 (TfL)
- Manual for Streets 1 & 2, Inclusive Mobility 2005 (DfT)
- Draft London Plan

10. **Assessment**

10.1 The main issues arising from this proposal for Members to consider are:

1. Design and Impact on Street Scene;
2. Residential Amenity;
3. Traffic and Car Parking;

Design and Impact on Street Scene

10.2 Policy 46 of the Development Management Document states that 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.
- 10.3 The front of the application site comprises hardstanding, an existing vehicular crossover and a brick wall on the front boundary which partially encloses the front garden area. It is considered the proposal to extend the existing crossover together with the erection of a replacement front wall with a segregated pedestrian access, due to its scale and design, would not significantly alter the appearance of the application site or have a negative impact on the character of the area.
- 10.4 The proposed crossover would represent an additional width of 2.4m to the existing crossover and it would incorporate a separate 0.9m wide pedestrian access, along with a 0.6m high front brick wall. The Council's Revised Technical Standards for Footway Crossovers administered by the Highways team from April 2014 states that maximum crossover width should not normally exceed 4.8m and the proposal meets this requirement. The Crossover Guidelines also state that front boundary walls/fences should not exceed a height of 0.6m and the revised scheme has met this requirement. The proposed boundary treatment would also accord with Policy DMD8 that sets out that boundary treatments should not exceed 1m in height. The application proposes materials that would be sympathetic to the character of the existing dwelling and therefore the scheme would appear coherent at the site.
- 10.5 In terms of design, Core Strategy Policy 30, and Policies DMD8 and DMD37 requires all developments to be of a high-quality design, having special regard to their context. Alongside DMD46, it is considered the proposed development accords with these policies.

Residential Amenity

- 10.6 Policy DMD8 and Policy CP30 of the Core Strategy seeks to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties.
- 10.7 The proposed crossover and front wall would not have any significant impacts on neighbouring amenity, given the nature, siting and scale of the scheme.

Access and Parking

- 10.8 Policy DMD 45 relates to car parking, cycle provision and parking design while Policy DMD46 relates to vehicle crossovers and dropped kerbs.

- 10.9 The existing front car parking space at the site can accommodate two vehicles. The proposed scheme would not compromise this existing arrangement and would not impact on-street parking within the vicinity of the site. The proposal would also not impact on highway safety, street parking pressures, the free flow of traffic or the nearby existing street tree. Traffic and Transportation and the Crossovers team have raised no objection to the proposed development. In this regard, the proposal accords with policies DMD45 and DMD46 of the DMD.

Other matters

- 10.10 Having regard to DMD 46, there is no street tree that would be affected by the widening of the existing crossover

11. CIL

- 11.1 The proposal does not involve the creation of additional floor space and is therefore, is not liable to make any contribution.

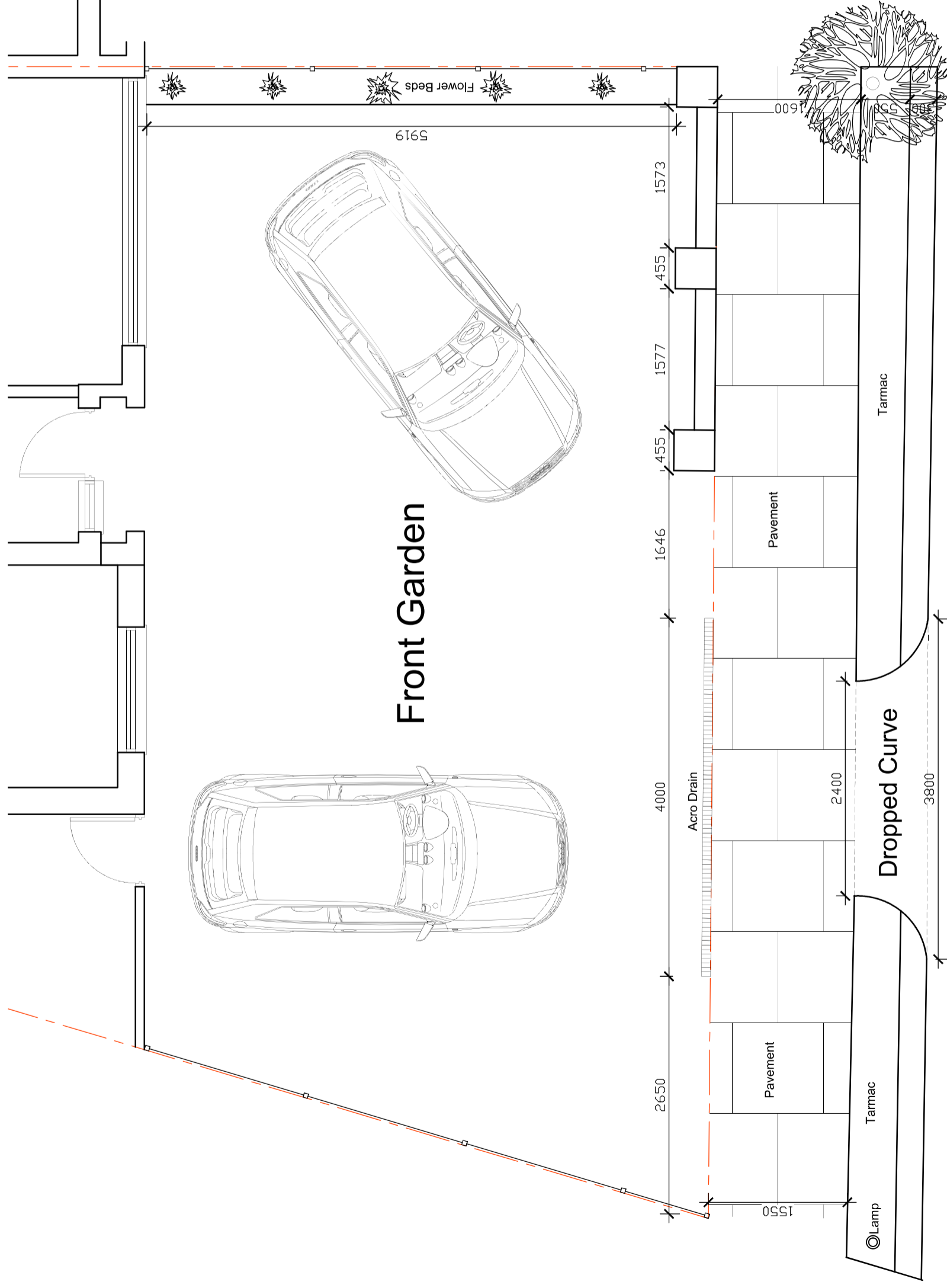
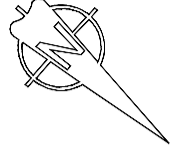
12. Conclusion

- 12.1 The proposed development has been considered having regard to local and national policy and with regard to the existing street character, pattern of development and transportation impacts.
- 12.2 The proposed crossover extension would facilitate an enhanced vehicular access at the site. The development contributes to an enhanced pedestrian safety by incorporating a separate pedestrian access as well as a front boundary wall which is lower in height than the existing front wall and this would improve visibility at the site. There would be no major visibility issues when entering or exiting the site, no adverse impact on the road safety of highway users and no adverse impact on the free flow and safety of traffic on the adjoining highway. The new vehicular access would not be excessive in width and would not appear out of keeping along Lancing Gardens which consists of residential properties that have implemented vehicle crossovers and hardstanding within their front curtilages.
- 12.3 Having regard to the above assessment against the suite of relevant adopted planning policies, it is recommended that planning permission should be granted subject to conditions.



Notes

All dimensions to be checked by the Contractor before construction proceeds.



Existing Floor Plan

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London N9 9EU

title: Existing Floor Plan

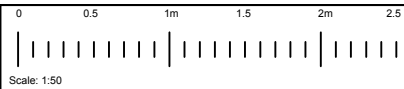
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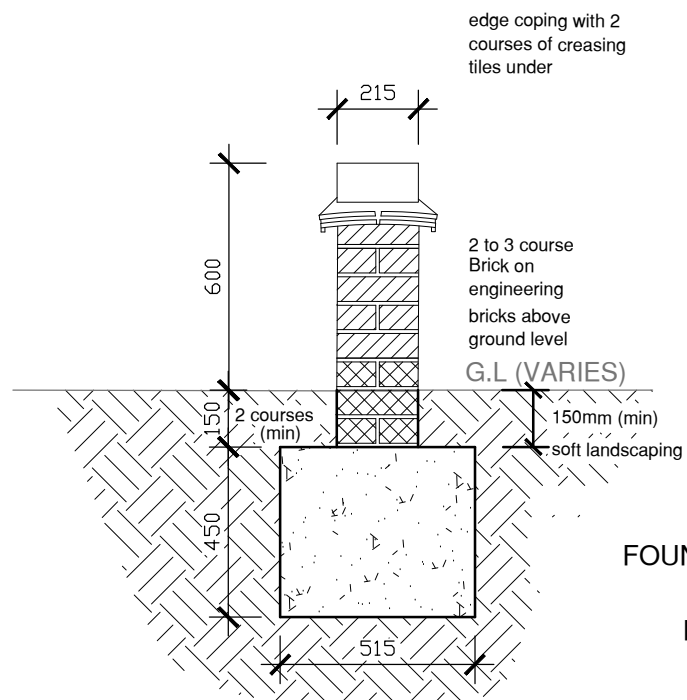
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Notes
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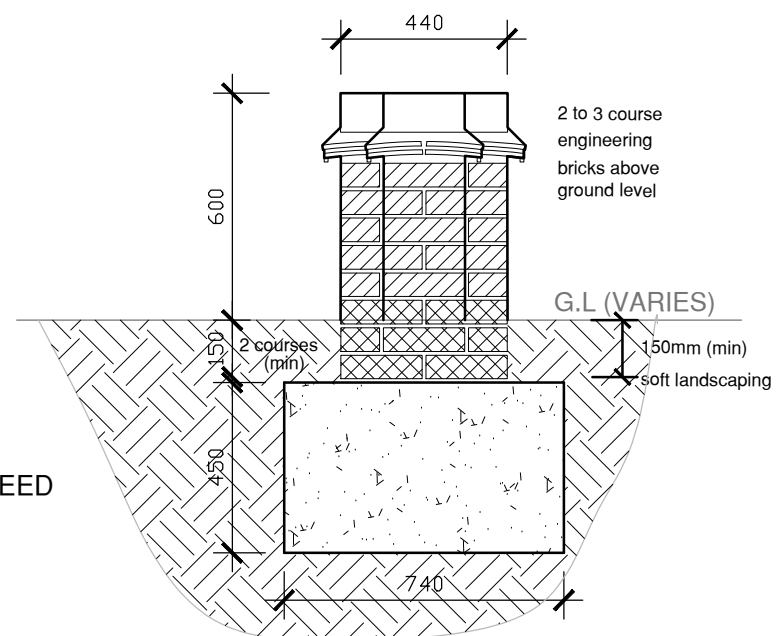


Proposed Front Elevation



Section AA

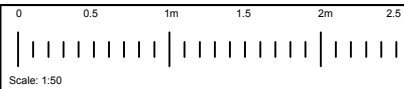
FOUNDATIONS TO BE AGREED BY ST ENG/ DISTRICT SURVEYOR



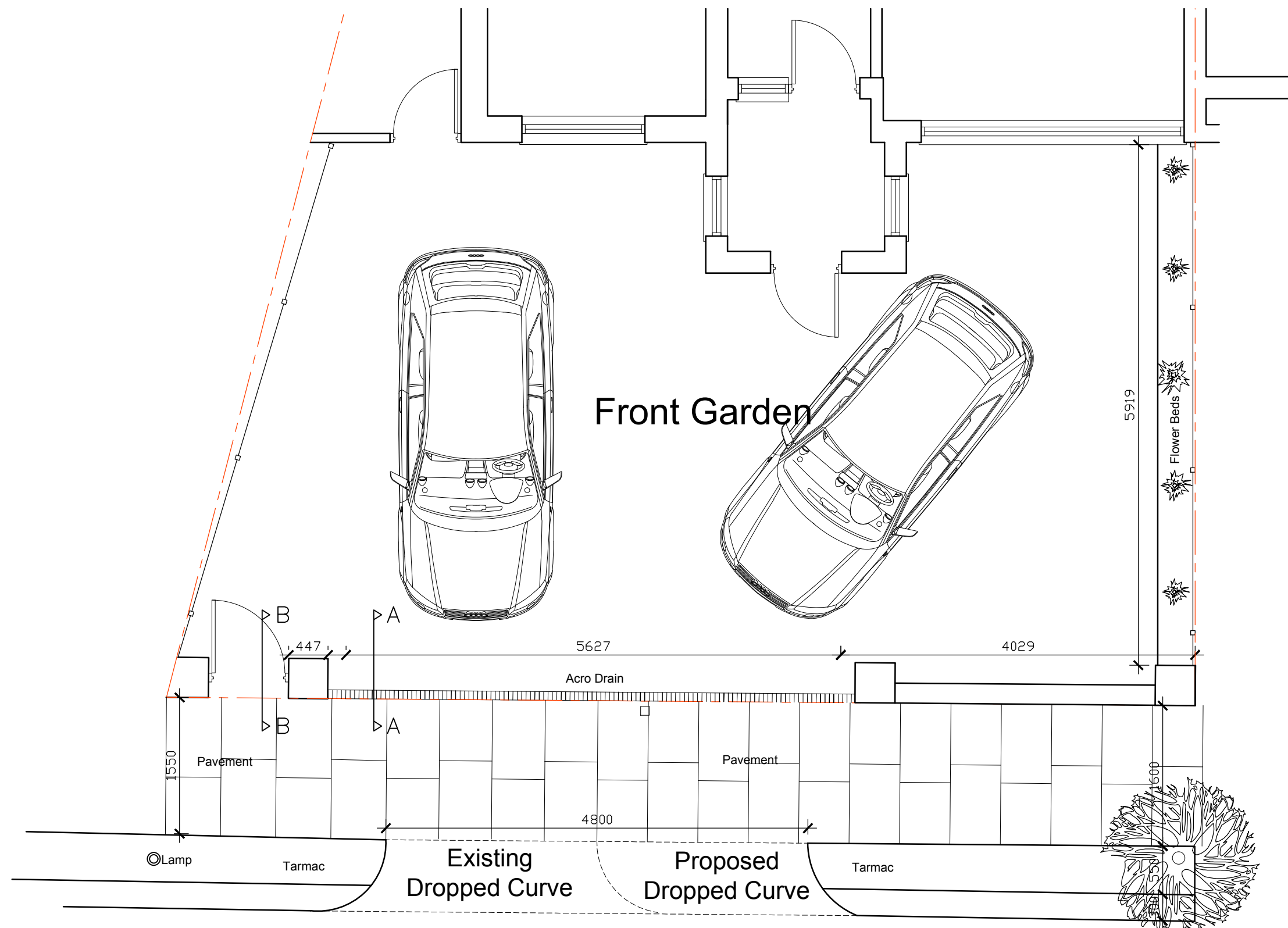
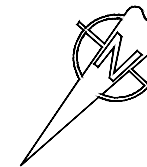
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date 10 March 2020	chk
drg no. 05	rev D



Notes
 All dimensions to be checked by the Contractor before construction proceeds.



Proposed Floor Plan

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project 22 Lancing Gardens London N9 9EU	
title Proposed Floor Plan	
scale 1:50 @ A3	dwn
date 10 March 2020	chk
drg no. 04	rev D