

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 4 January 2022

Report of
Head of Planning
- Vincent Lacovara

Contact Officer:
Andy Higham
Sharon Davidson
Jacob Ripper

Ward:
Haselbury

Ref: 21/03765/RE4

Category: Full Planning Application

LOCATION: Access road to the rear of 158-188 Gatward Green and Adjacent to 156 Church Street, London, N9 9AR

PROPOSAL: Construction of a new heavy duty vehicle crossover to connect Church Street to existing Access Road together with resurfacing and strengthening of the road.

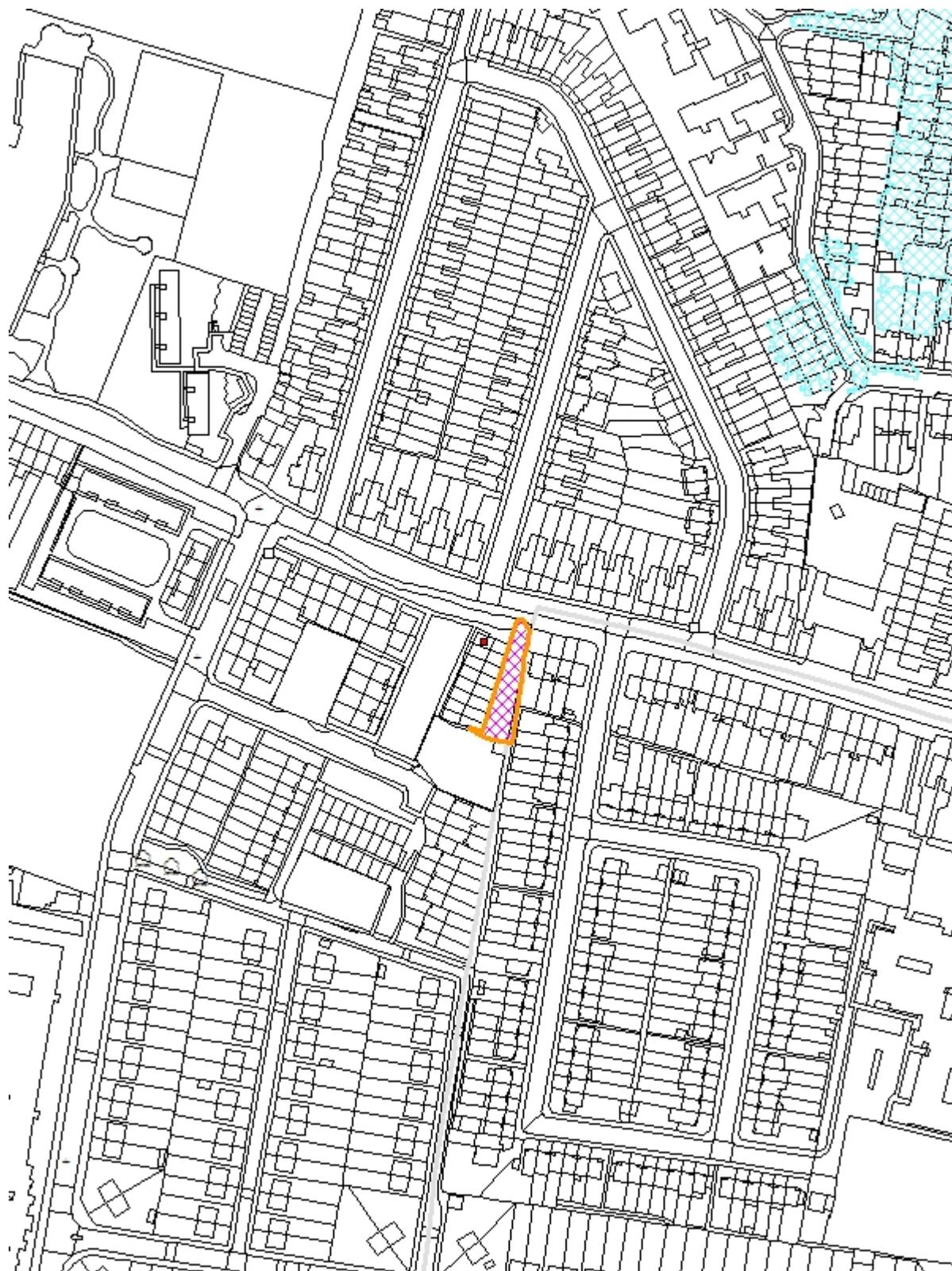
Applicant Name & Address:
Ronke Akingbade
London Borough of Enfield
Civic Centre
Silver Street
Enfield4EN1 3XA

Agent Name & Address:
Amy O'Shaughnessy
London Borough of Enfield
Civic Centre
Silver Street
Enfield4EN1 3XA

RECOMMENDATION:

1. In accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 ,the Head of Development Management / the Planning Decisions Manager be authorised, to **GRANT** planning permission subject to conditions.
2. That delegated authority be granted to the Head of Development Management/Planning Decisions Manager to finalise the wording of the conditions.

Ref: 21/03765/RE4 LOCATION: Access Road Rear Of 158-188 Gatward Green And Adjacent To 156 Church Street, London, N9 9AR,



1. Note for Members

- 1.1 The application is reported to the Planning Committee because the applicant for the development is the Council and in accordance with the scheme of delegation, is reported to the Planning Committee for determination.

2. Recommendation:

- 2.1 That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Development Management / the Planning Decisions Manager be authorised to grant planning permission subject to the following planning conditions.

1. Limited Time Period Permission

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans as set out in the attached schedule which forms part of this notice.

GAT_E_00: Location Plan

GAT_E_01 Rev 2: Existing Plan

GAT_P_01 Rev 2 (27.11.21): Proposed Plan

GAT_P_01 Rev 1 (30.09.21): Proposed Plan with Swept Path (duplicate drawing number)

SP-A-1001 Rev C1: Housing Site 2

16138.OS.102.01: Swept Path 26t

16138.OS.102.02: Swept Path 26t

16138.OS.102.05: Swept Path 3.5t panel van

Design & Access Statement

Photo of Gate

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Gated Access

Prior to first use of the new vehicular access, details of the secured gated entrance and how authorised persons are granted access shall be submitted to and approved in writing by the Local Planning Authority. The gates shall be installed in accordance with the approved plans and thereafter maintained

Reason: In the interests of protecting neighbouring occupier's safety and amenity.

- 2.2 That delegated authority be granted to the Head of Development Management/Planning Decisions Manager to finalise the wording of the conditions.

3. Executive Summary:

- 3.1. The application site is Council-owned land and sits to the east of rear gardens at Nos. 158-188 Gatward Green, to the west side of No. 56 Church Street, and to the west of rear gardens at Nos. 1 and 3 Hydeside Gardens. It is to the north of Site 2, as identified in the planning permission that was granted under ref 16/04185/RE4 for the redevelopment of three sites involving demolition of existing garages and erection of two and three storey terraced dwellings to provide 12 residential units.



3.2. The application seeks planning permission to increase the width of an approved vehicle access road associated with the redevelopment of three sites. The proposal includes resurfacing and provision of a new heavy-duty crossover with access from Church Street. The access will provide infrequent vehicular access by UKPN to service an existing substation.

3.3. The primary reasons for recommending approval are:

- The development would provide needed access by UKPN to the existing substation.
- The applicant has proposed a secure gate to limit access to only those with authorisation.
- There is no negative impact to residential amenities.
- The new crossover and access are designed in a way to eliminate unauthorised access and parking.

4. Site and Surroundings:

4.1. The subject site is owned by the London Borough of Enfield and is located northeast of Gatward Green and south of Church Street. It contains an existing substation and an approved vehicle access route to the substation (ref 16/04185/RE4). The surrounding area is primarily residential.

4.2. The subject site is not within a conservation area and contains no listed buildings. Church Street to the north is a Classified Road. The site is at low risk from both fluvial and surface water flooding.

5. Proposal

5.1. The proposal includes the construction of a new heavy duty vehicle crossover to connect Church Street to an approved access road together with resurfacing and strengthening of the road, and removal of a short portion of hedging.

5.2. The access road was approved by a previous planning permission (ref 16/04185/RE4) noted below, that provides access to the existing substation. It was reliant on an access point that would not be suitable for heavy duty vehicles, hence the subject application proposing a new crossover.

5.3. As such, the review of this planning application takes consideration of the previous grant of planning permission, limited to this access point, and the extent of possible impacts from the new proposed development.

6. Relevant Planning History:

6.1. 16/04185/RE4 – Granted with Conditions – 09/12/2016: Redevelopment of 3 sites involving demolition of existing garages and erection of two and three storey terraced dwellings to provide 12 residential units comprising of (5 x 3-bed)- Site 2

and (7 x 2-bed)- Site 3, with associated landscaping, cycle parking, refuse storage and off street parking - Site 1.

6. Consultation:

Public Response

- 6.1. Consultation letters were sent to 37 neighbouring properties (21 days expired 5 December 2021).
- 6.2. In response to the publicity two representations were received, objecting to the proposal. The comments are summarised below:
- Close to adjoining properties
 - Development too high
 - Increase in traffic
 - Increase of pollution
 - Inadequate access
 - Information missing from plans
 - Loss of privacy
 - Noise nuisance
 - Not enough info given on application
 - Over development

There were also concerns raised about the loss of trees associated with the wider redevelopment, burglaries, car break-ins, fly-tipping, and general quality of life.

Officer's comments: The objections raised are addressed in this report, where further discussion is required. Both objectors were provided with the submitted drawings as it seemed they were having difficulties finding them online.

It is noted that since, one objector has confirmed they are satisfied with the documents provided by the Planning Officer in regards to the subject application, but still had concerns regarding vegetation removal. The area subject to vegetation allegedly removed is outside of the redline of the application and does not form part of this application but is addressed further in the report below.

Overall, it is considered that the comments made have been sufficiently addressed below and do not outweigh the justification for recommending approval.

Statutory and Non-Statutory Consultees:

- 6.3. Highway Services – Excavations:

No objections.

- 6.4. Highway Services – Street Trees:

No objections.

6.5. Transportation:

There was no objection to the new access to a classified road due to the low number of infrequent vehicle trips. Requested additional details of the proposed crossover, location of bollards and gates, etc. which were provided by the applicant. Upon review of the revisions, no objections were raised.

7. Relevant Policies

7.1. London Plan (2021)

GG2: Making the best use of land
D3: Optimising site capacity through the design-led approach
D4: Delivering good design
SI 1: Improving air quality
T7: Deliveries, servicing and construction

7.2. Core Strategy (2010)

CP 24: The Road Network
CP 30: Maintaining and Improving the Quality of the Built and Open Environment

7.3. Development Management Document (2014)

DMD 37: Achieving High Quality and Design-Led Development
DMD 45: Parking Standards and Layout
DMD 46: Vehicle Crossovers and Dropped Kerbs
DMD 47: Access, New Roads and Servicing
DMD 80: Trees on Development Sites
DMD 81: Landscaping

7.4. Other relevant Policy/Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Enfield Revised Technical Standards for Footway Crossovers (2013)

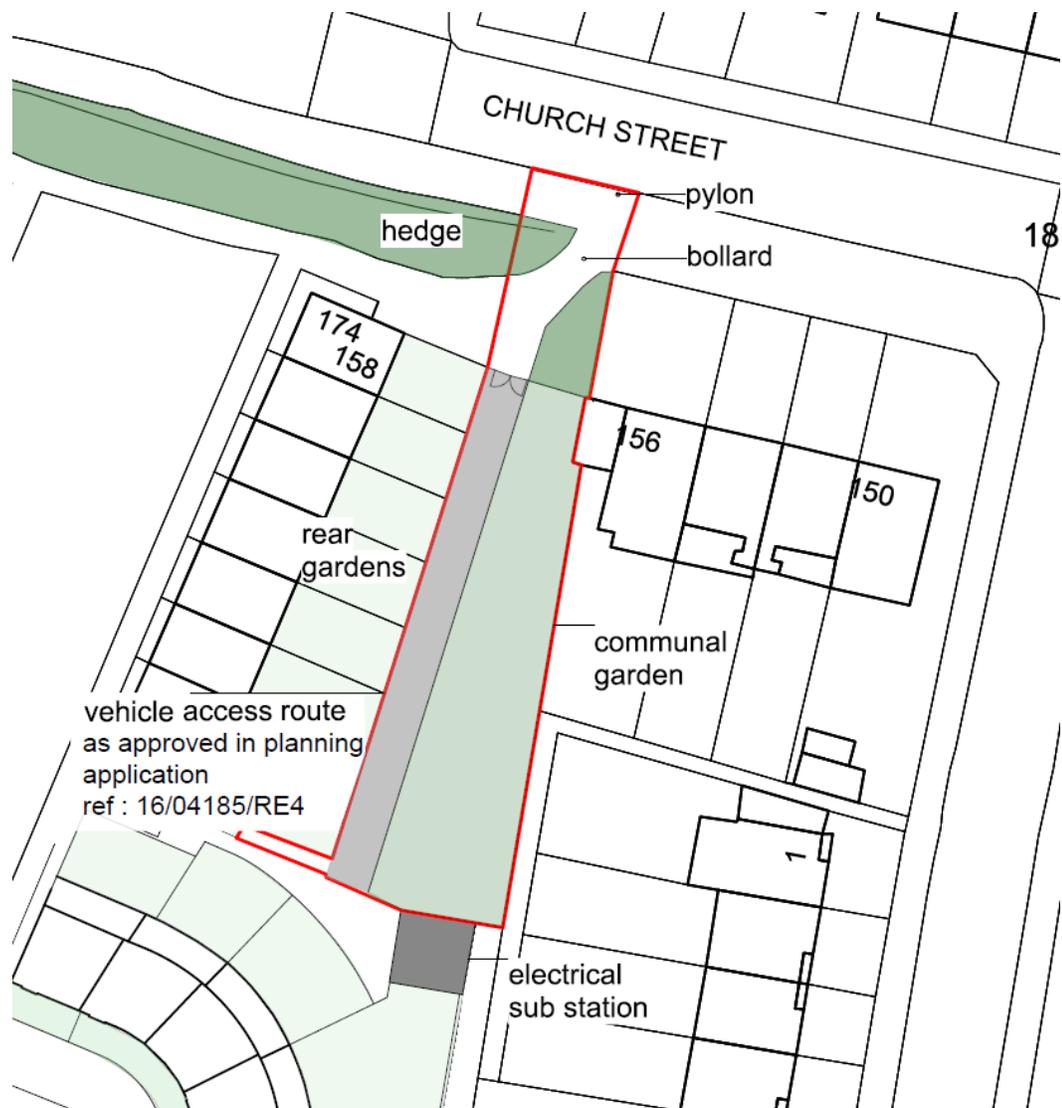
8. Analysis

8.1. The main planning considerations of the development are the following:

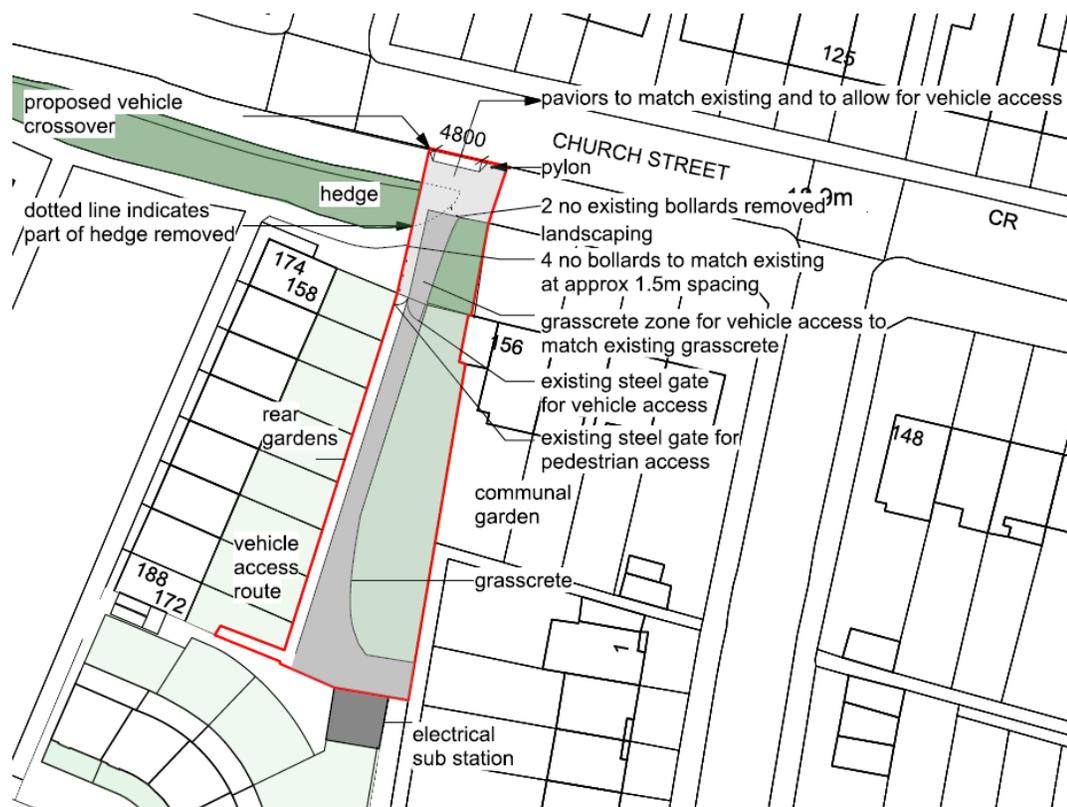
- Principle of the development.
- Impact on the neighbouring amenity.
- Trees and landscaping.
- Transportation and impacts to highway safety.

8.2. Principle of Development

8.2.1. A vehicle access route on the site was approved by ref 16/04185/RE4, which granted planning permission for the redevelopment of three sites within the area to provide 12 new dwellings, parking, and associated development. The approved route is identified below.



8.2.2. The current proposal seeks to add a heavy-duty crossover to Church Street, increase the depth of the of the grasscrete paving by 9.2m, and include an area for manoeuvring vehicles. The proposed site layout is copied below.



8.2.3. The proposed changes do not seek to alter the land use; therefore, the principal of the approved development remains the same and no objections are raised. Further details are discussed below in this report.

8.3. Impact on the Neighbouring Amenity

8.3.1. The National Planning Policy Framework identifies as a core planning principle that planning should always seek a high quality of design and a good standard of amenity for all existing and future occupants of land and buildings. Policy D3 of the London Plan states that developments should have appropriate regard to their surroundings and enhance the local context. Policy CP 30 of the Core Strategy seeks to ensure that new developments are high quality and design-led, having regards to their context. Policy DMD 37 states that development that is not suitable for its intended function, that is inappropriate to its context, or which fails to have appropriate regard to its surroundings should be refused.

8.3.2. Objections were received that raised concerns regarding pollution, increase in traffic, and noise disturbance.

8.3.3. The new access point will only be used for infrequent service vehicles from UKPN to the existing sub station, and occasional emergency vehicles. As these trips would be extremely limited, and restricted to infrequent emergency or maintenance service, no impact to residential amenities are anticipated, and would not result in significant levels of pollution, traffic, or other disturbances. The access would be

gated and therefore could not be used by other vehicles, details of which have been included as a condition.

8.3.4. Other concerns raised in objections included crime, burglaries, and fly tipping. As the access would be gated and locked, it is considered unlikely that these activities or other anti-social behaviour would occur. If individuals were to gain unauthorised access, this would be considered trespassing, as with any other secured and private development. The applicant has provided an example of the gates to be used and it is considered an acceptable method of security whilst providing visual permeability to deter and such unauthorised access or otherwise illegal activities. Further details have been included as a condition.

8.4. Trees and Landscaping

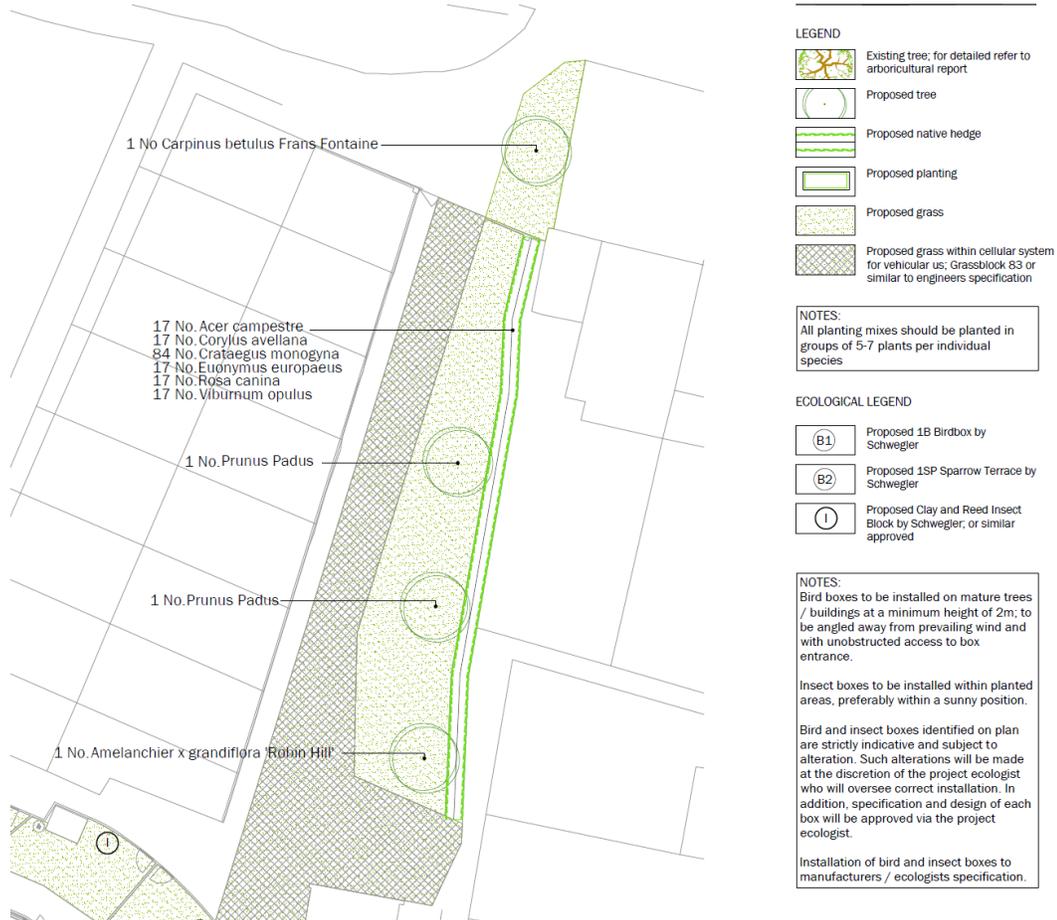
8.4.1. Policy DMD 80 states that development involving the loss or harm to trees covered by Tree Preservation Orders or other trees of significant biodiversity or amenity value should be refused.

8.4.2. The proposed scheme involves no loss of trees, and therefore complies with relevant policy.

8.4.3. However, one objection has been received about the loss of trees. The applicant has provided the Arboricultural report and planting proposals for the wider redevelopment scheme for reference purposes. No trees have been removed from the site beyond what was approved under application reference 16/04185/RE4, but some hedging and vegetation were removed adjacent to the site to install fencing as part of the previously approved plans.

8.4.4. It is advised that any hedge or shrub removal referenced in objections or in this report is not related or linked to the current application. The area of vegetation removal is outside of the redline of the application site. The Housing Team are aware of the residents concerns regarding the shrub removal and are in contact to resolve neighbourly issues, by means of providing additional plantings for screening.

8.4.5. The previous application (reference 16/04185/RE4) also included the replanting of hedges along with the introduction of four trees within the open space adjacent to the access and drive. Again, it is noted that this is outside of the redline of the current application but has been included for background and context.



8.4.6. A short length of hedging to the site frontage would be removed (approximately 2m-3m), to accommodate the new dropped kerb whilst avoiding existing street furniture. New paving would match the existing paving along the footway and crossover, and the resurfaced access way will be “grasscrete” – a type of highly permeable cellular paving that allows for vegetation to grow within and through it.

8.4.7. Based on the minimal removal of hedging for the proposed crossover, the extent of permeable paving being proposed, and the absence of trees being removed, it is considered that the proposal complies with Policy DMD 80.

8.5. Transportation and Impact to Highways

8.5.1. Policy DMD 46 outlines when vehicle crossovers and dropped kerbs to facilitate off-street parking would be permitted and notes that new access onto “A” roads and other busy classified roads will not normally be permitted. The Council’s Revised Technical Standards for Footway Crossovers (2013) provides safety and dimensional standards for new dropped kerbs and vehicle access, including minimum and maximum widths in the interests of pedestrian and highway safety.

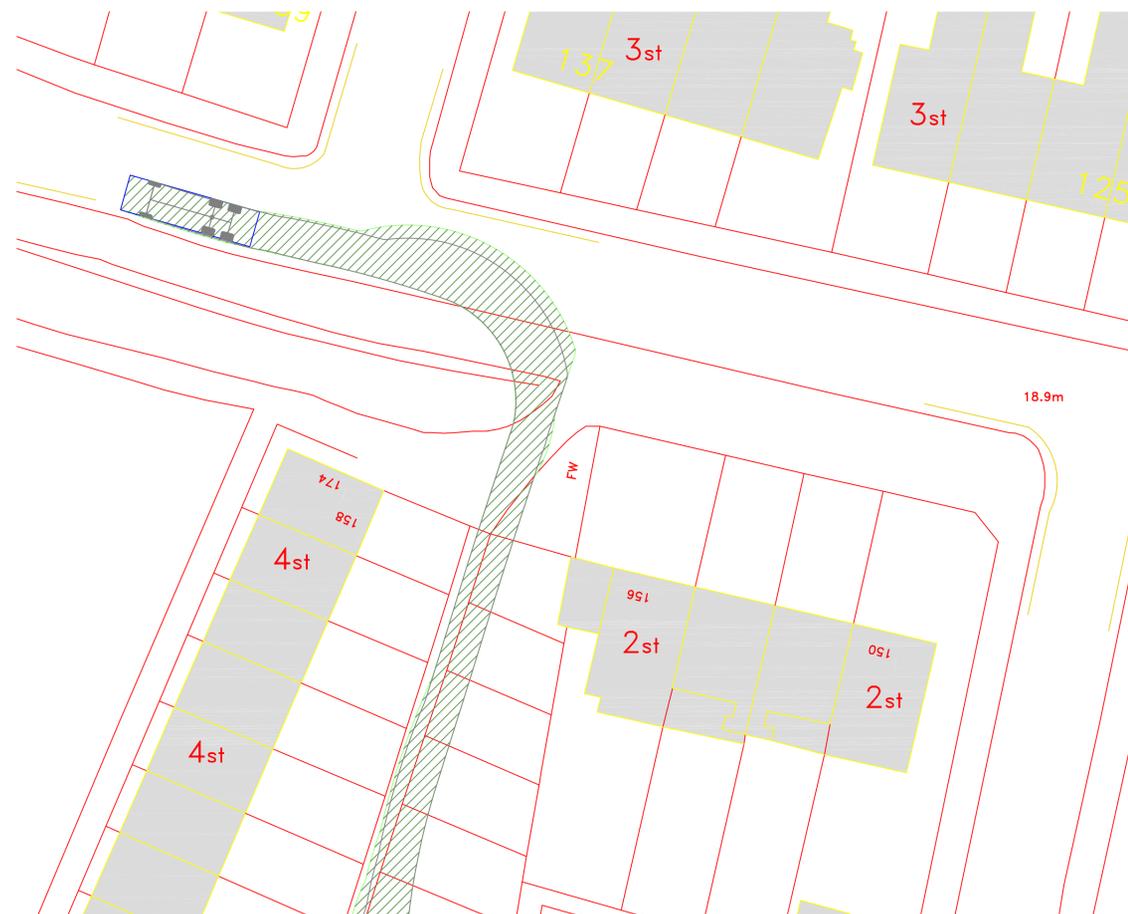
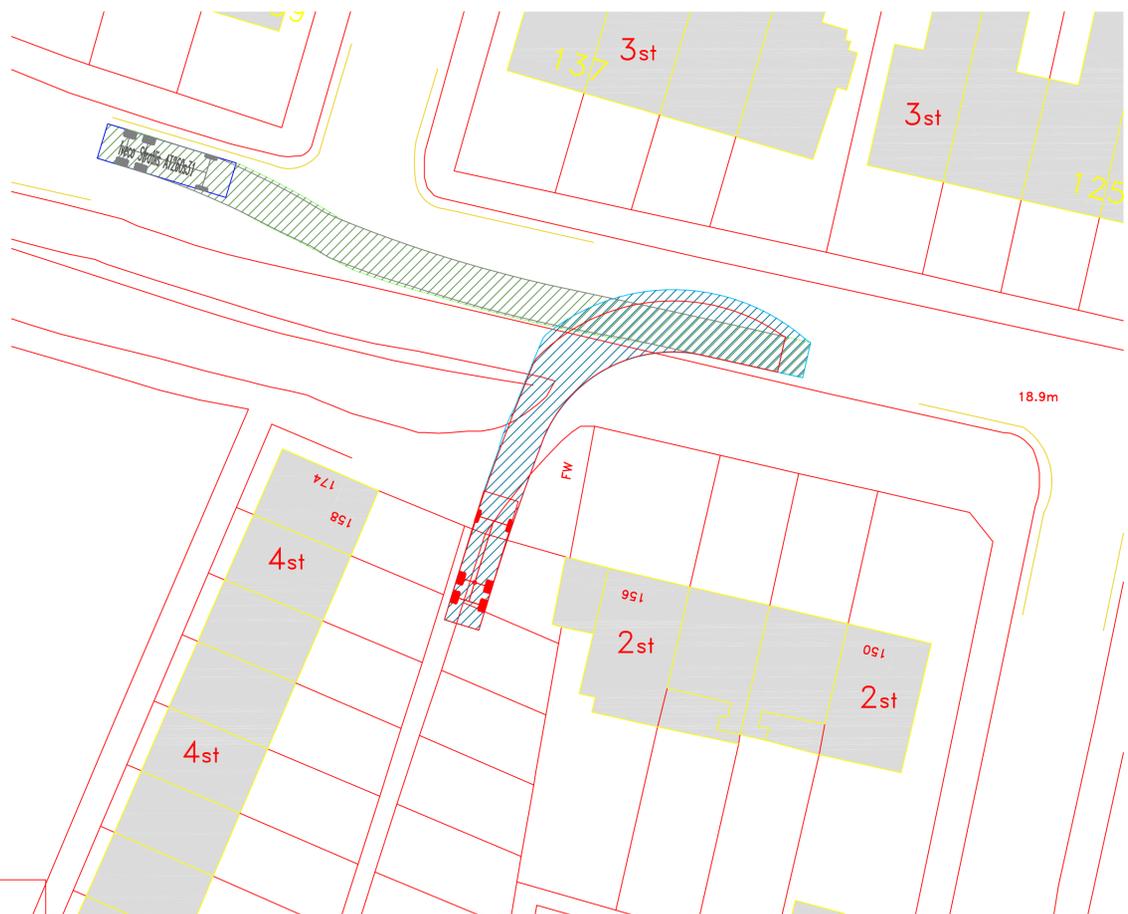
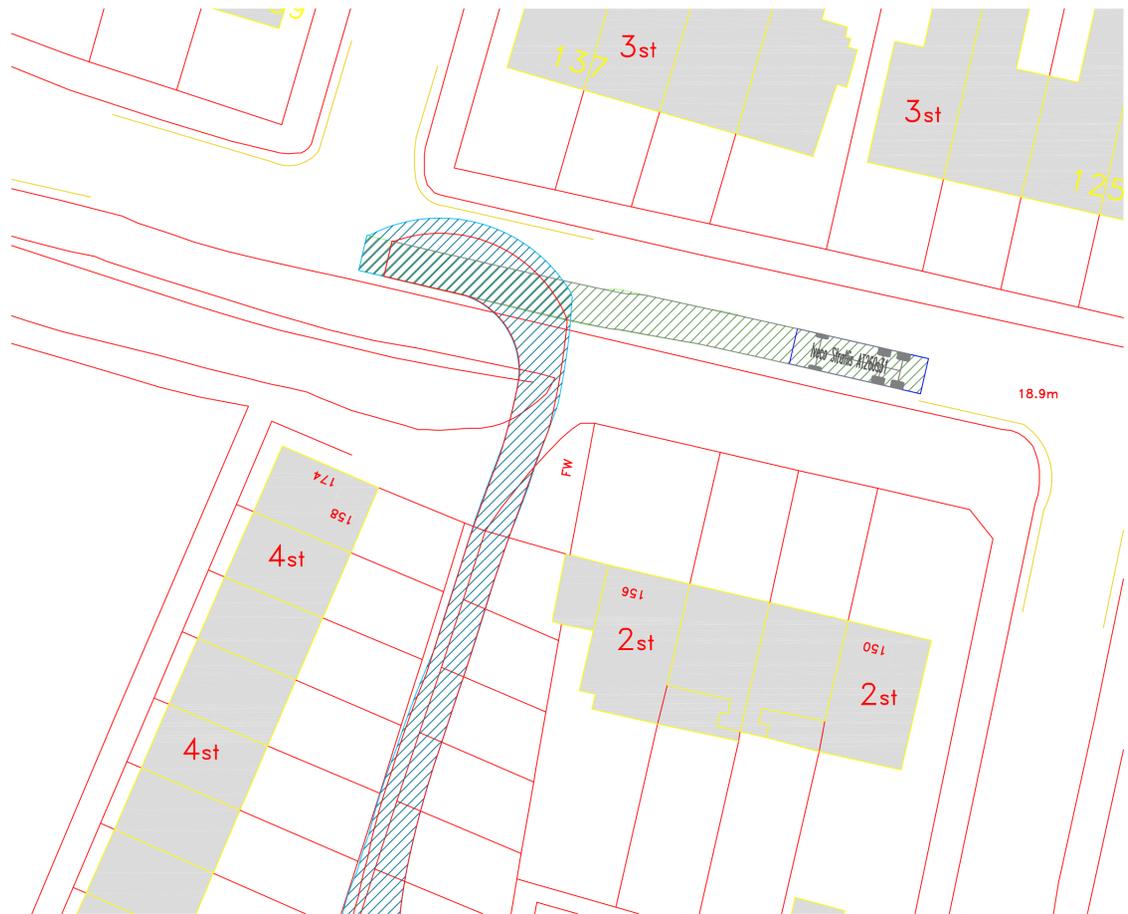
8.5.2. Access is proposed to Church Street, which is a classified road, and new access would not normally be permitted. However, consultation comments from

Transportation and Highways supported the proposal as the nature of the use would be very infrequent and limited, as opposed to a residential or commercial use. Furthermore, the gated access is recessed into the site, away from the footway and road, so that when a vehicle enters and exits they would not impede the free flow of traffic on Church Street. As such, no objections are raised in regard to a new access point.

- 8.5.3. The width of the crossover is 4.8m, which would meet the Council's technical standards. In order to facilitate this, the applicant has proposed to remove a short length of hedge along Church Street, with the minimum amount removed to support the new crossover.
- 8.5.4. The applicant has also proposed four bollards along the western point of the access, before the locked gate, to discourage unauthorised access and/or illegal parking on the existing hardstanding. These would mitigate the removal of two existing bollards at the back of the footway that currently prevent this. Authorised vehicles would park near the substation to the south while providing services, and the applicant has submitted several swept path diagrams showing that the access is of adequate width and that vehicles can enter and exit the site adequately.
- 8.5.5. Given the above, it is considered the new access would not cause harm to traffic or congestion in area, and that there would be no impact to parking availability.

9. **Conclusion**

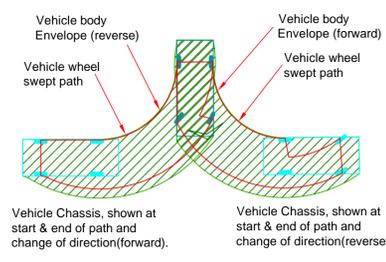
- 9.1. The merits have been assessed and the proposal is considered to be acceptable having regard to relevant policies within the local, regional, and national policies, guidelines, and framework but particularly DMD 37, DMD 45, DMD 46 and DMD 47. The proposal is therefore recommended for approval subject to the recommended planning conditions.



GENERAL NOTES

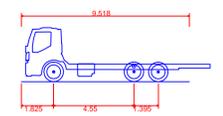
- 1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Iveco Stralis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

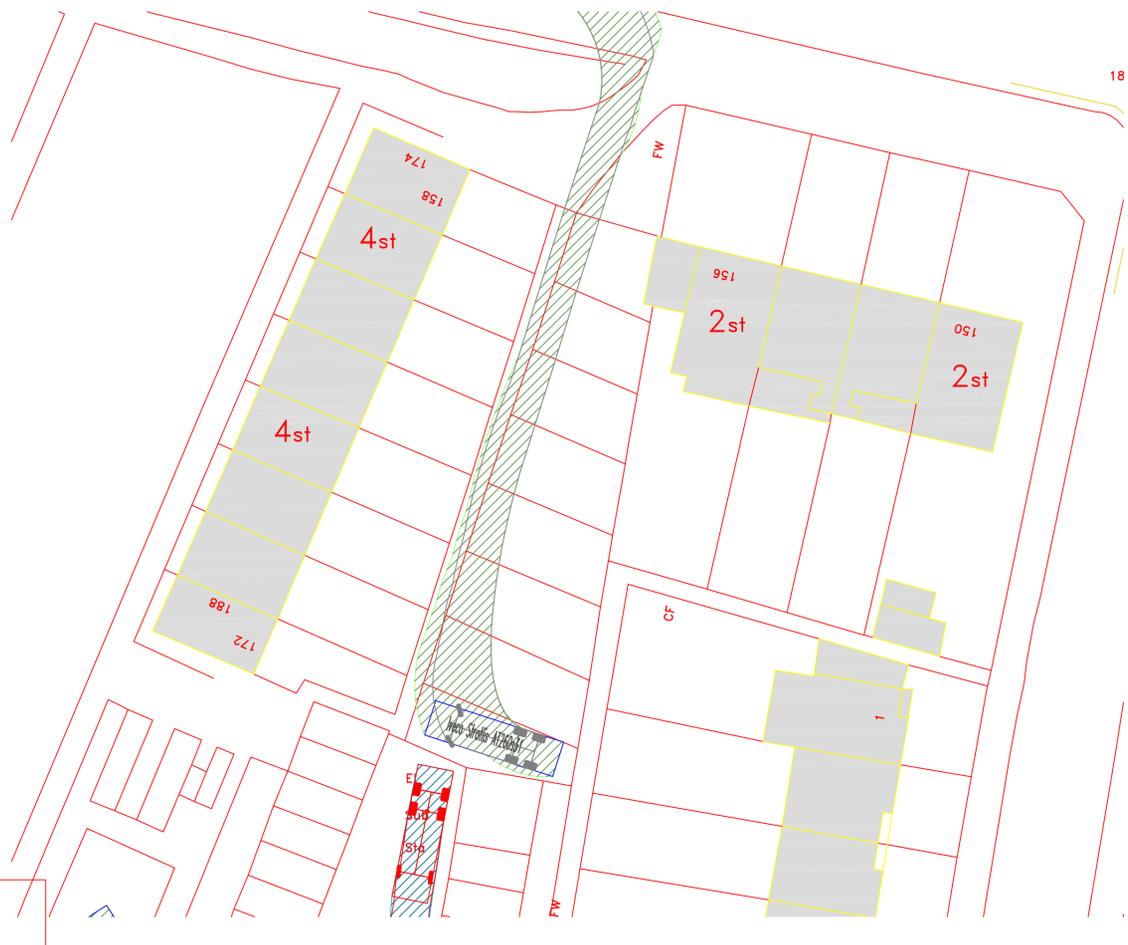
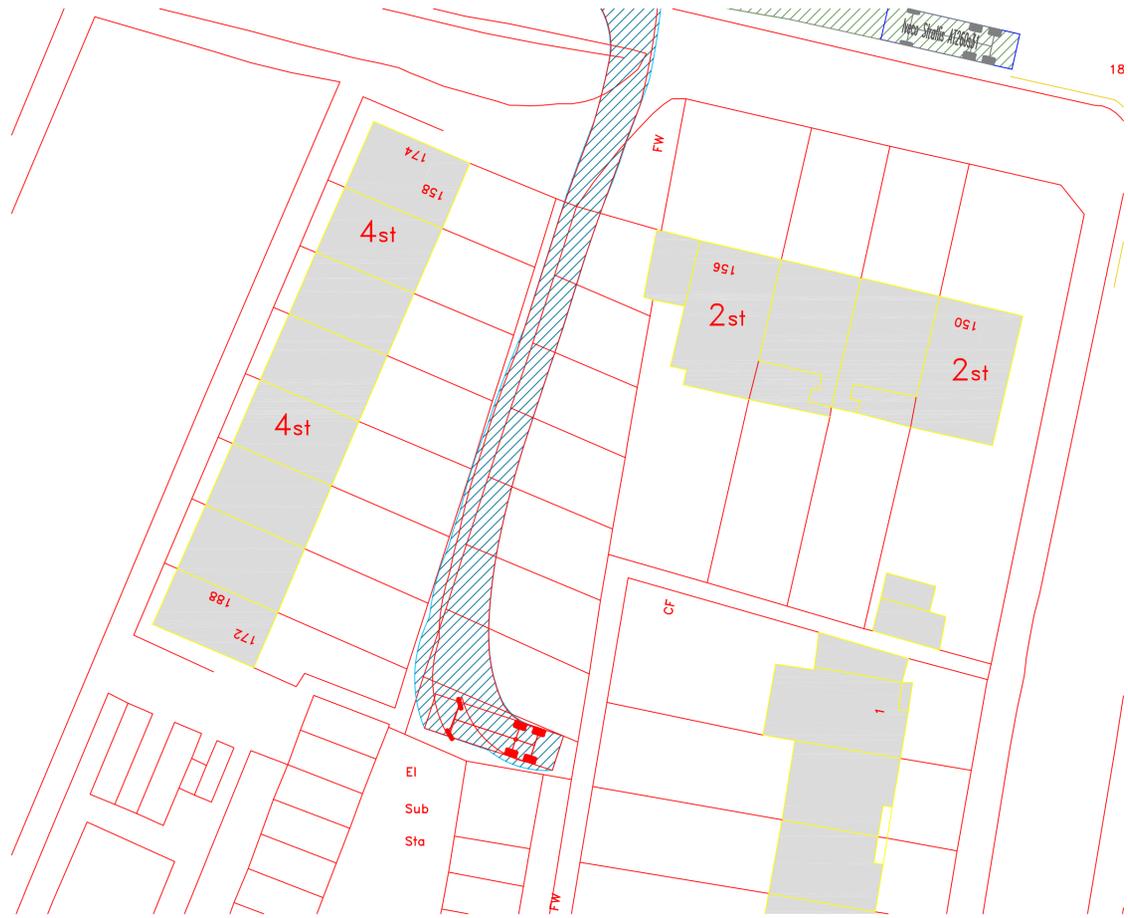
NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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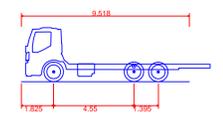
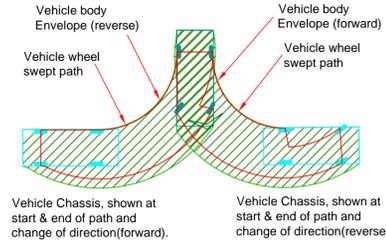
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Project	Gatward Green, Enfield	Scale	1:250 @ A1
Project No	16138	Drawn	ABR
Title	Vehicle swept-path analysis access to electricity sub-station - Iveco Stralis 26tonne	Engineer	HLJ
Drawing No	16138.OS.102.01	Project No	16138
		Client Project No	
		Revision	



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Iveco Stralis AT260s31	
Overall Length	9.518m
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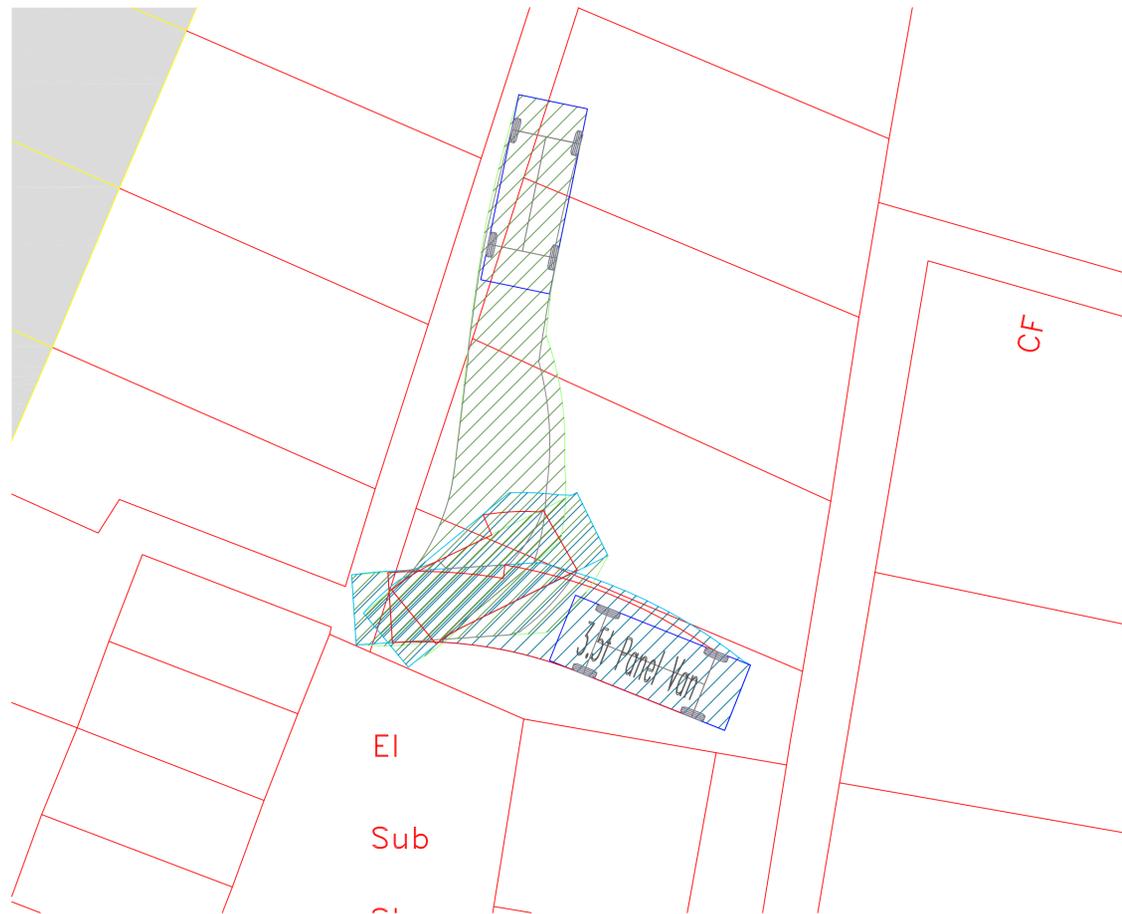
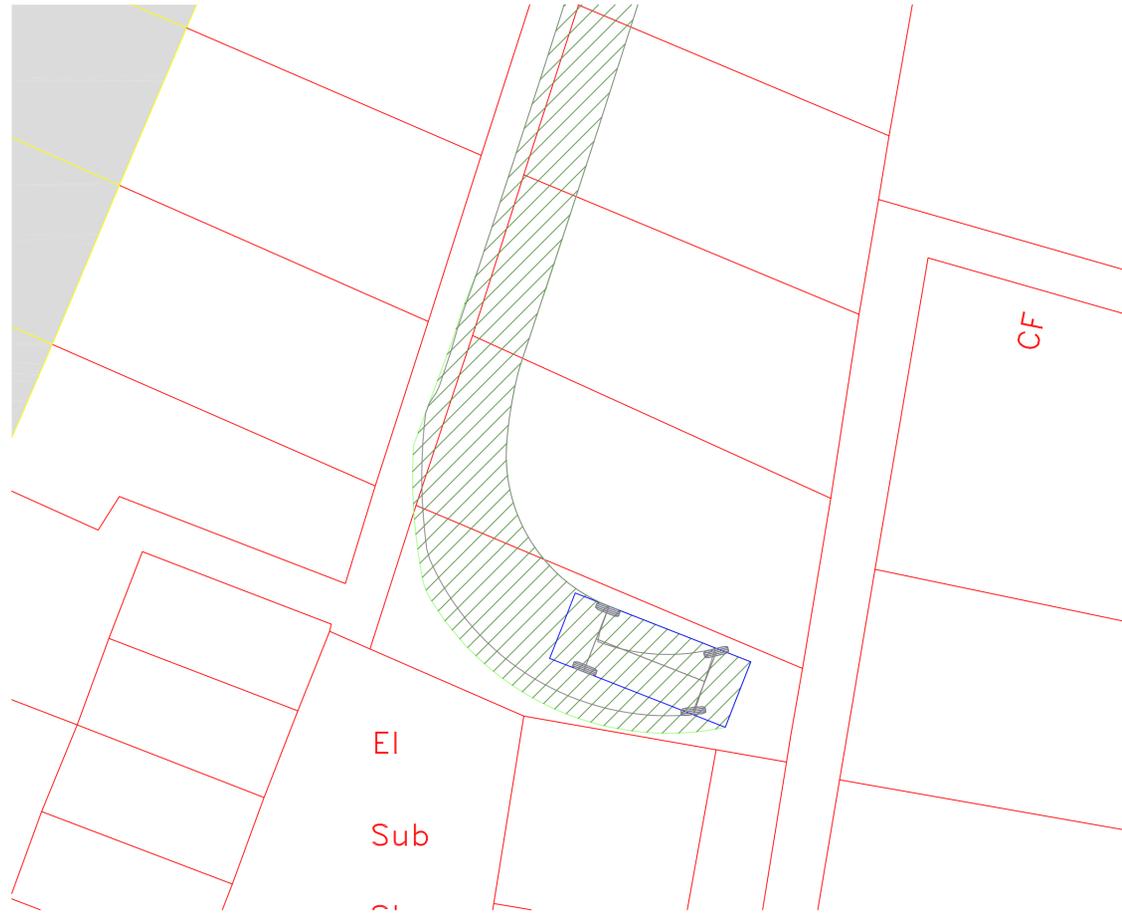
Drawing Status	Date	August 2016
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Project	Drawn	ABR
Gatward Green, Enfield	Engineer	HLJ
	Project No	16138
Title	Client Project No	
Vehicle swept-path analysis access to electricity sub-station - Iveco Stralis 26tonne	Revision	
Drawing No		
16138.OS.102.02		



01	30.09.21			
Revision	Date	Status	Drawn by	Checked by

Client LBE Housing	
Project Name New vehicle crossover on Church Street	
Drawing Name Proposed Plan - swept path analysis	
Drawing Status PLANNING	
Scale 1:500 @ A3	Revision
Drawing Number GAT_P_01	

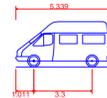
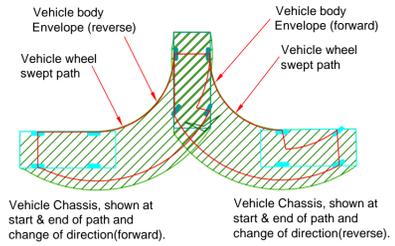




GENERAL NOTES

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LEGEND



3.5t Panel Van	5.339m
Overall Length	1.986m
Overall Width	2.565m
Overall Body Height	0.338m
Min Body Ground Clearance	1.986m
Track Width	4.00s
Lock to Lock Time	6.400m
Kerb to Kerb Turning Radius	

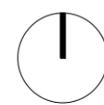
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Rev	Date	Description	Drawn	Check



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Drawing Status	Date	August 2016
PRELIMINARY	Scale	1:100 @ A1
Project	Drawn	ABR
Gatward Green, Enfield	Engineer	HLJ
	Project No	16138
Title	Client Project No	
Vehicle swept-path analysis access to electricity sub-station - 3.5tonne panel van	Revision	
Drawing No		
16138.OS.102.05		



02	22.10.21			
Revision	Date	Status	Drawn by	Checked by

Client LBE Housing	
Project Name New vehicle crossover on Church Street	
Drawing Name Existing Plan	
Drawing Status PLANNING	
Scale 1:500 @ A3	Revision
Drawing Number GAT_E_01	

