

WELWYN HATFIELD  
PLANNING  
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## PLANNING, DESIGN AND ACCESS STATEMENT

Land adjacent to 37-48 lambs close, Cuffley, Herts

Undertaken on behalf of: Apollo Consultants

By

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DATE: 12<sup>th</sup> December 2013

PLANNING  
DEPARTMENT

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## **SUMMARY**

This Supporting Planning, Design and Access Statement has been prepared by Bat Planning Consultants on behalf of Apollo Consultants. It accompanies a planning application for the partial demolition of the existing derelict garages and the erection of a detached 5 bedroom house on the site

The proposed scheme has been created following feedback received from the planning officers at St Albans district council and previous planning applications and comments made thereon.

The scheme provides a positive contribution to the townscape helping continue the street scene along Lambs close.

In summary, the scheme would provide:

- A new quality detached residential unit;
- A sensitive design in-keeping with Lambs Close;
- No loss to neighbouring amenity;
- An improvement in landscape for the area;
- Four private car parking spaces according and bettering council parking standards

## **INTRODUCTION**

This Supporting Planning, Design and Access Statement has been prepared by Bat Planning on behalf of Apollo Consultants.

The Statement forms part of a planning application for development at land adjacent to 37-48 Lambs Close, Cuffley.

The site is identified on the Location Plan in and has no land use designation of parking on the UDP Proposals Map (Adopted May 2006). The buildings on the site are not listed and the site is not within a Conservation Area.

The proposed scheme is for:

The erection of a detached five bedroom dwelling following partial demolition of the existing garages.

The current proposal has been designed by Barefoot and Gillis architects. The detailed drawings to accompany the application are:

- SitePlanCuffley
- 1773 DE 10-04B
- 1773 DE 10-03B
- Drainage Search – Thames water drainage search
- Haydens Report - Tree Survey, Arboricultural Implication Assessment & Method Statement
- Haydens Report – Drawing
- Biodiversity Statement 2013
- Pre application advice from LPA
- Officers report

This supporting statement examines the site together with the surrounding area and sets out the case for permission with final conclusions.

## **The Site and Surrounding Area**

### **The Location**

The application site is situated within the Borough of Welling & Hatfield. The location of the site is shown on the site location plan.

### **The Site**

Lambs close has a small set of 5 terraced houses at its entrance and lead to 4 large blocks of flats that are all 4 storey in height. The site is at the natural end of the close that is currently disused and previously housed 22 garages.

### **The Surrounding Area**

Lambs close contains solely residential accommodation.

To the North of the site and about 10 minutes level walk is Cuffley train station providing regular services to London and Letchworth Garden City.

There are also regular bus services from the bus stop at the entrance to Lambs Close which is about 8 minutes walk to various destinations including Potters Bar, Northaw, and Cheshunt.

The location is sustainable as it is well served by public transport having good links to Cuffley Railway Station (10 minutes walking distance) and Local bus routes (30, 242, 308, 312, 380, 810, 880, C1 and C2) which run regularly from Station Road.

### **Principle of Development**

The proposed residential use is acceptable in this location.

### **Partial Demolition of Existing Buildings**

There would be no objection to the partial demolition of the garages as they are not within a conservation area and have no architectural merit. However the rear wall of the garages will be lowered to 1.8m and retained as a part of this proposed development to provide a continuity of landscape.

### **Three storey New Build Dwelling**

The proposal is for a three storey (including roof space) dwelling. The height of the development presents a natural step down from the neighbouring blocks of flats and an intermediate stage to bungalows to the south of the site. There is no issue with inter and overlooking due to the design layout.



## Parking

Previous applications with more housing and parking posed no problems for highways it is not anticipated that this application would cause issues. The scheme proposes four car parking spaces for the dwelling but in reality there is more parking available in the front drive.

The land has been previously for been offered for use for both storage and parking. It has not been in nay use since 2008 and prior to this date was used solely for occasional storage.

All attempts to let or use the land for other purposes have failed.

## Refuse

Refuse storage is provided at the entrance to the site with additional space for recycling facilities

## Tree with preservations orders on adjacent site

On the east boundary of the site there is large Oak tree that is the subject of a tree protection order. The design has been completed to be sympathetic to this and as much as possible include the tree into the natural site landscape.

The report from Haydens Consultant Arborists deals with the impact of the proposed development on the tree and draws the conclusion that the tree would not be adversely affected.

The pre application advice from the LPA also deals with the tree and the LPA arborist does not see any adverse impact on the tree.

## History

This same application was last submitted in September 2012 when after consideration it was refused on the basis of potential damage to the tree shown as T0001 in the Haydens report. This was despite the LPA arborist accepting that the tree was not adversely affected by the development and raising no objection.

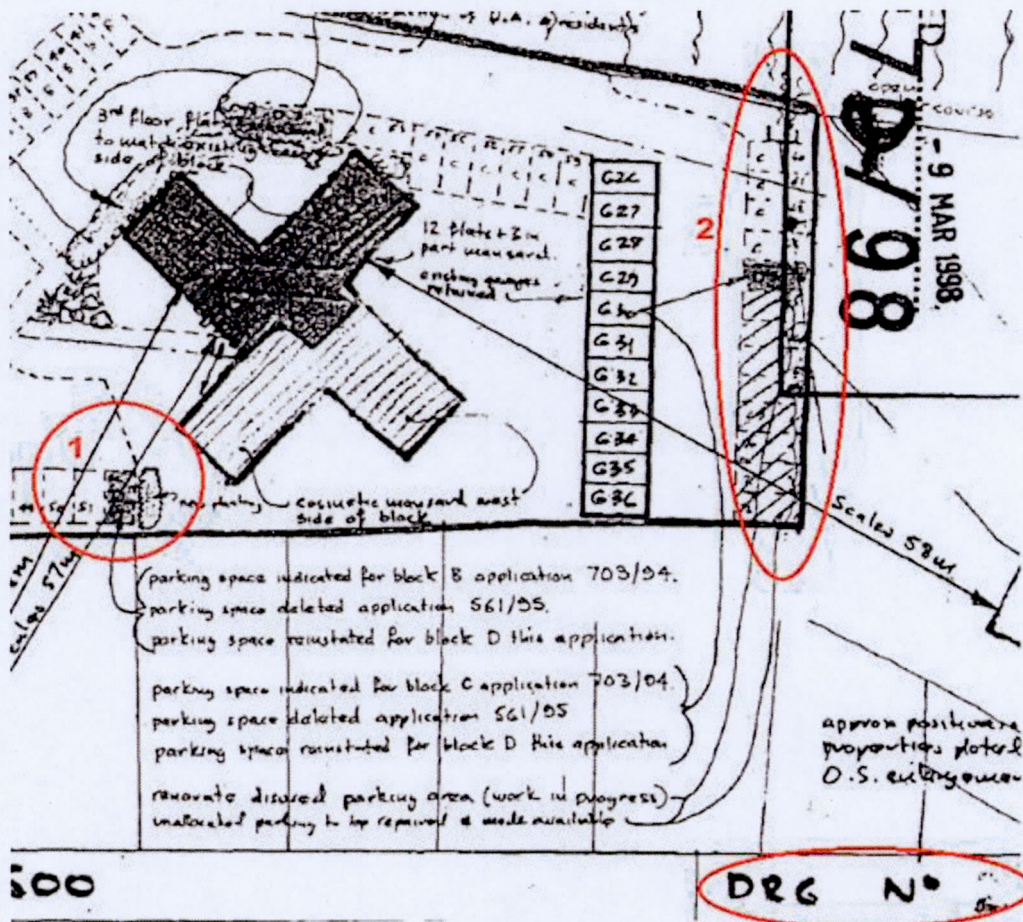
After appeal the inspector agreed with the applicants expert and the LPA arborist that there was no damage to the tree. However he found that the loss of parking through loss of the site to development was a loss of amenity and dismissed the appeal for this reason. His decision is part of this application.

The inspector did not ask for evidence from the applicant and his decision is factually wrong, he states the site has not been available for parking since 2008 there is evidence showing the site was and is with agents and available to lease for parking or other purposes. The site was part of a planning application made in 1998 and permission granted under reference S6-1998-0272-FP condition 5 of which reads

**“The car parking and garage spaces shown on drawing 2 forming part of this permission shall be provided and marked out within one month of the date of this permission and shall subsequently be retained solely for that purpose.”**

The application is not connected to the owner of the site at that time. The relevant part of drawing 2 is reproduced below. It is clear from this that the condition applies to 2 sites one of which is the site for which this application is being made.





Site (1) is clearly in breach and has been since 1998 in that the specified work has never been completed or even started.

Site (2) prescribes that parking bays be marked out for use and this has never been done since the permission was granted or the development permitted under S6-1998-0272-FP completed. There is evidence by way of statements and the current position.

This site is not and never has been 'free' off street parking for residents or any other person. If the local authority wanted to maintain this site as parking for the flats then they should have asked for the flats to be assigned designated parking space and sold in this way with their lease.

The local authority accepts that the garages can be rented to those that want to rent parking as can the parking bays if they were ever made or designated.

The site has been offered to residents for parking on a lease basis but no offer has ever been received in over 12 years. No garage has ever been let to any resident or other person for parking. The only requirement was storage and they were used for storage until antisocial behaviour barred their usage for this purpose as well.

The site has not been used for parking for well over 10 years and in Mr Robson's (Welwyn & Hatfield LPA) letter to Jameson and Hill dated the 6<sup>th</sup> of March 2012 he states that



**“condition 3 specifically requires that the approved parking and garaging be provided and marked out prior to the occupation of the of any of the flats. That being the case it’s requirements have been breached for a period exceeding 10 years and condition is no longer enforceable”**

For reference the actual condition reads

**“The car parking and garage spaces shown on drawing 2 forming part of this permission shall be provided and marked out within one month of the date of this permission and shall subsequently be retained solely for that purpose.”**

Had the inspector asked for evidence in respect to parking he would have had statements from the people that let the garages and those that rented them as well where he would have seen that their only ever use was storage.

He would have also seen that there has been no evidence of car accidents in lambs close due searching for spaces.

### **The Case for Permission**

This proposal is to provide a new residential unit which must be assessed against the following criteria:

- Sustainability and making efficient use of land
- The design
- The effect of the buildings upon the surrounding townscape
- Access
- Parking
- Other planning technical constraints

### **Sustainability and Making efficient use of Land**

The proposal would make far more efficient use of land as it is currently unused and would provide a new residential house without causing any harm. This scheme would maximise the site potential and contribute to the Borough’s housing figures.

The development complies with policies GL and GH1 and national planning guidance PPS 3, making efficient use of land. The proposed dwellings are large enough to meet standard space requirements and the increase in density would be minimal with only an additional 6 habitable rooms which the site has the capacity to handle without conflicting with policy D4 relating to overdevelopment.

### **The Design**

The dwellings have been sensitively designed to respect the adjoining buildings. This proposed development continues the natural pattern of existing development.

In terms of designing out crime, the proposed development is secure as it is gated complex, with 1.2m wood fences enclosing the car park, with a gate controlling access for pedestrians and vehicles. The windows at the front overlook the parking areas and are well lit to ensure safety, which allows the scheme to comply with policy D9.



## Access

A refuse, recycling and cycle store are provided at the entrance to the site.

## Materials

The materials for the windows would be double glazed unit to be formed using 6:16:6 overall argon filled cavity units, with 'low E' coating to meet latest Part L Building Regulations. Glazing to comply with BS 6206: 1982 and be internally fitted

## Amenity Living Space

Proposed house on land adjacent to 37-48 lambs close, Cuffley Herts

### Internal areas of proposed unit

Area	House
<b>Ground floor</b>	
Living room	20.56
Sitting room	10.97
Study	6
Dining Breakfast Area	16.27
Kitchen	14.1
Utility	7.42
Cloaks	2.17
Double Garage	26.27
Entrance hall	10.2
<b>First floor</b>	
Bedroom 1	19.3
Bedroom 1 dressing room	3.25
Bedroom 1 ensuite	3.91
Bedroom 2	17.7
Bedroom 2 ensuite	3.91
Bedroom 3	15.8
Bedroom 3 ensuite	4.11
Bedroom 4	10.8
Bedroom 5	7.23
Family Bathroom	8.4
<b>Roof Floor</b>	
Bedroom 6 – Gym room	12.4
Bedroom 7 – Cinema room	11.02
Store	3.1
Bathroom	9.56
Garden	246
Car Parking (minimum of 6 spaces)	6

The dwelling provides above the council's minimum standards.

## Refuse



The proposed development has a covered refuse store with adequate space to store recycling and general waste facilities.

### **Sunlight, Daylight and Privacy**

The design has no facing habitable rooms protects from loss of privacy and overlooking and inter looking. The development has no overbearing effect on the neighbouring buildings. Therefore, policy D5 has been considered and the scheme would not affect any neighbouring amenity.

### **Conclusions**

The proposed development would provide a new residential unit thereby making efficient use of the existing site. The proposal accords with all the Council's planning policies and should be permitted as:

Comments and pre application advice from the planning officer have indicated that in principle the scheme is acceptable – the necessary amendments have been made in line with the recommendations;

The proposal makes efficient use of land, adding to the Borough's housing stock, without creating overdevelopment on the site, whilst also ensuring a sustainable development is achieved;

The sensitive and neat design ensures that the character of the existing surrounding buildings is not compromised and the scheme respects the surrounding townscape and is suitable for the topography of the area;

The roof line would not create an obtrusive structure or block sight lines but it would produce a more attractive scenery than the existing structure;

There would be no loss of amenity to the neighbouring buildings and occupiers.

In general, national planning policy guidance and the London Plan support applications such as this which contributes the housing stock, without comprising the character of the area or the amenity of the users. In conclusion, the proposed extension is acceptable and should be permitted.

This is a brownfield site and is suitable for residential development. This point is agreed by the LPA in all previous applications. A key objective of the PPS3 is the effective use of land and the reuse of previously developed land and this application precisely fulfils this objective