

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27th July 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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3841

Ward: Turkey
Street

Application Number : TP/09/1539

Category: Dwellings

LOCATION: FORMER CO-OP DAIRY SITE, 19, GILBERT STREET, ENFIELD, EN3
6PD

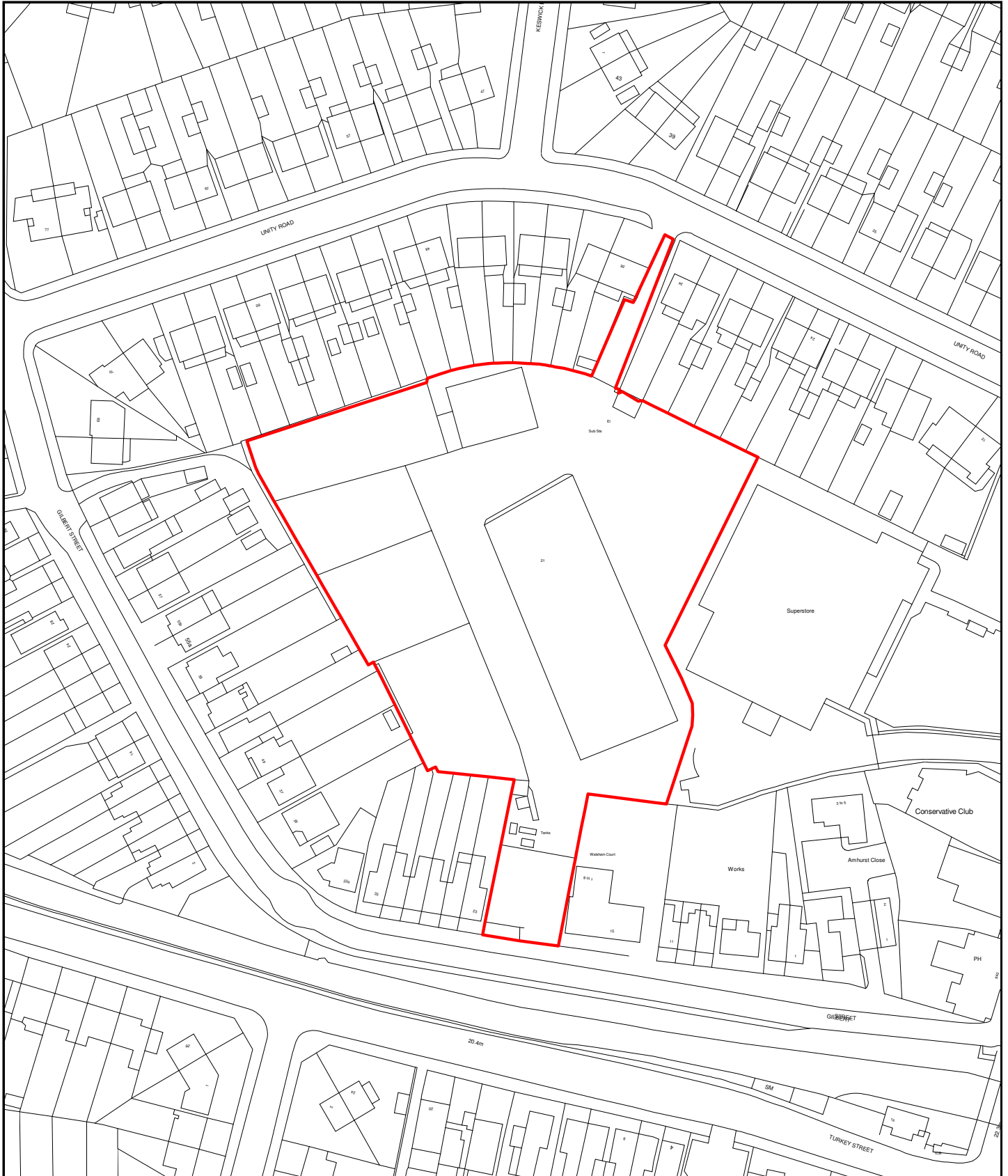
PROPOSAL: Redevelopment of site to provide 62 residential units comprising 3 and 2
storey blocks of flats and terraced houses together with 62 car parking spaces, new
access road and associated landscaping.

Applicant Name & Address:
McCann Homes & Origin Housing Group
c/o agent

Agent Name & Address:
Mr Mark Connell,
King Sturge
30, Warwick Street
London
W1B 5NH

RECOMMENDATION:

That subject to the completion of a S106 Agreement requiring a contribution to education provision, the undertaking of an audit of pedestrian routes in the vicinity of the site and the funding of any necessary works identified, a contribution to off-site play space and the provision of affordable housing, planning permission be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 13:10

Date of plot: 09/06/2010

NOTE FOR MEMBERS:

This application was reported to the 24th June Planning Committee when Members deferred consideration pending a site visit. A site visit was undertaken on 3rd July 2010.

Residents present at that meeting reiterated many of the concerns already identified in the main report. In addition, one resident asked that if planning permission were to be granted, consideration could be given to the provision of a speed hump/cushion on the bend in Gilbert Street and vehicle protection to Turkey Brook. Such measures have not been identified as necessary by Traffic and Transportation to support the redevelopment of this site as proposed. Nevertheless, the applicant has agreed, if planning permission is granted, to provide a contribution towards traffic calming measures and the appropriate fencing. This could be secured through the S106 Agreement.

The applicant has also agreed to the use of local apprentices for the construction of the scheme. This would also be secured through the S106 Agreement.

As previously reported, the scheme is considered acceptable and officers continue to recommend approval.

1. Site and Surroundings

- 1.1 The site comprises 0.9 hectares of industrial land, which has included a mix of industrial operations including a milk depot, but is now vacant. The site is bounded by residential properties in Gilbert Street and Unity Road to the north, west and south and to the east by the Coop Supermarket and its service yard. The main access to the site is from Gilbert Street, with a smaller secondary access onto Unity Road between Nos 34 & 36.
- 1.2 The existing buildings on site have a total floor area of over 4,500sq.m and range in height from just under 8m to almost 9.5m. Covering much of the existing site, the existing buildings directly abut the boundary shared with the Gilbert Street properties to the west and part of the southern boundary while they abut or are in very close proximity to the boundary with the Unity Road properties to the north and east of the secondary access.

2. Proposal

- 2.1 Permission is sought for the construction of 62 residential units within a mix of 2 and 3 storey blocks of flats and terraces of dwelling houses. The mix of accommodation proposed comprises:
 - 10 x 1 bed flats
 - 18 x 2 bed flats
 - 2 x 3 bed flats
 - 6 x 2 bed houses
 - 14 x 3 bed houses
 - 8 x 3 bed maisonettes
 - 4 x 4 bed houses.
- 2.2 Vehicular access to the site is via the existing point of access in Gilbert Street. The existing secondary access to Unity Road would be used for

pedestrian access to the site only. A total of 62 car parking spaces are proposed to support the development.

- 2.3 Following a Planning Panel, the scheme has been revised to reduced in numbers from 64 to 62 units through the removal of a two storey block containing two flats at the entrance of the site form Gilbert Street.

3. Relevant Planning Decisions

- 3.1 TP/98/1398 - Outline planning permission granted in December 2000 for the principle of residential development on the site, with access from Unity Road and Gilbert Street with all other matters reserved. This permission was the subject of a S106 Agreement requiring a contribution of £10,000 towards education provision.
- 3.2 TP/98/1398/1 - A resolution to grant planning permission for an extension of time in respect of the planning permission approved under TP/98/1398 was made in December 20003 subject to a new S106 Agreement requiring a financial contribution toward education provision and to secure the provision of 25% affordable housing. The S106 Agreement was never completed and therefore the planning permission was never issued and has now lapsed.
- 3.3 TP/98/1398/2 - An application for reserved matters in respect of siting, design, external appearance and landscaping pursuant to TP/98/1398 proposing the development of 27 x 3 bed houses, 21 x 2 bed and 11 x 1 bed flats with access from Gilbert Street and Unity Road was made but was not determined and has been subsequently lapsed.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1 Metropolitan Police

- 4.1.1 No objection is raised in principle but there are a number of issues relating to the detailed design which could improve security within the development. These include the provision of direct route through the site as this has not historically been available, the provision of seating next to footpaths and recommend that private gardens should ideally be enclosed with a 1.8m high fence with a further 0.3m of trellis on top.

4.2 Thames Water

- 4.2.1 No objection is raised to the development in terms of sewerage or water infrastructure.

4.3 EDF Energy

- 4.3.1 There is a sub-station within the application site and provide detailed guidance has been provided on their requirements in terms of the proximity of new dwellings to this.

4.4 Traffic and Transportation

- 4.4.1 The site has 2 accesses: one off Gilbert Street, plus a much smaller one off Unity Road. Unity Road has a good standard junction with Hertford Road (A1010), whereas Gilbert Street where it joins Hertford Road is very narrow with a width of only 5m with no footway. There is also poor pedestrian / driver visibility past the Woolpack PH and as a result, there is 'No Entry' from Hertford Road. The intensification of both vehicular/pedestrian uses as a consequence of the development has the potential to increase the likelihood of conflicts.
- 4.4.2 Gilbert Street has quite long stretches of permitted footway parking, to facilitate unimpeded vehicular access. Waiting restrictions are limited to junction protection at Unity Rd & Gilbert St at Hertford Road junction, plus 100m of day-time restrictions on both sides of Gilbert St at its eastern end.
- 4.4.3 Although the site is close to Hertford Road, the site is within PTAL 2. The nearest bus stops are, northbound, south of Turkey Street or just north of Unity Road; and southbound between Ordnance Road/Turkey Street. The poor PTAL is off-set though by the site's close proximity to Enfield Wash local centre and hence a wide range of facilities are available nearby which may support lower car trips. Accessibility to local facilities would be greatly enhanced if a link is opened up into the adjoining Co-op store and although this has been explored, the Co-op are not prepared to facilitate this.
- 4.4.4 All vehicular access to the site is shown off Gilbert Street, with only a pedestrian link to Unity Road on the north side of the site. At 5 metres in width, the 2-way access off Gilbert Street is generally acceptable as a shared surface. The shared surface route arrangement proposed is acceptable. However the main straight is long and some traffic management should be introduced. Nevertheless with Gilbert Street quite narrow, the radius of the turn into the site is tight. This could be improved through a planning condition requiring 'at any time' waiting restriction by the entrance to permit the turns to be made clear of obstructive parking.
- 4.4.5 With the submitted layout all traffic will need to access the site via Unity Road and circulate all the way round to Gilbert St to enter from the south. Exiting traffic will have the option to turn left out of the site to reach A1010. Nevertheless turning right and using Unity Rd to reach Hertford Road could be attractive as this route will avoid the A1010/Ordnance Rd t/signals if heading north.
- 4.4.6 Pedestrian routes away from the site ought to be improved. There is particular concern that the most direct route to the Hertford Road is via Gilbert Street, where the footway runs out and walking in the carriageway is required. There is no scope to provide a footway so the concern should be addressed by providing a dedicated shared surface at one level, to try to address the safety concern. Pedestrian access to nearby off-site open space should also be audited and improved where necessary. Both these concerns should be addressed by a S106 contribution.
- 4.4.7 Cycle parking provision is acceptable if covered and limited motorcycle parking has now been incorporated. It is essential for the lay-out to work that the parking areas are clearly defined and the pedestrian access routes kept clear. How this will be managed needs to be resolved through a S106 Agreement.

4.4.8 Electric charging points (2) are to be provided within the development should they be required by future residents.

4.5 Education

4.5.1 The development would generate a requirement for 8 primary school places and 2 secondary school place requiring a contribution of £131,329 towards local education provision. This would be secured through a S106 Agreement.

4.6 Public response

4.6.1 Consultation letters have been sent to the occupiers of 208 adjoining and nearby properties. In addition the application has been advertised on site and in the local press. In response, 8 letters of objection have been received, including one from the Gilbert and Unity Road Objection Committee. The objections raised can be summarised as:

- increase in traffic
- lack of car parking and therefore will lead to overspill on local roads
- access to the site should be from Unity Road with egress onto Gilbert Street
- increase in traffic will lead to further emissions from cars
- traffic during construction
- siting of the proposed block immediately adjacent to No.23 Gilbert Street, out of keeping and resulting in loss of privacy
- proposed pedestrian route through will be a haven for school children and loiterers and will encourage litter, noise and potentially vandalism
- proximity of some of parking areas to existing dwellings causing noise and disturbance
- in current economic climate building new homes is unnecessary, should focus on the re-use of empty properties.
- Density of development unacceptable
- 3 storey development out of character
- Loss of privacy

4.6.2 Former Councillor Laban raised objections to the development on grounds of over development and massing on an unacceptable scale, loss of privacy, 3-storey flats being out of keeping with surrounding properties and an unacceptable increase in traffic in Gilbert Street with its poor access onto Hertford Road.

4.6.3 Petition

A petition has also been submitted signed by 30 local residents objecting to the development.

4.6.4 Planning Panel

This was held on 8th April 2010 and a copy of the minutes are appended to this report.

4.6.5 Revisions have been made to the scheme following the planning panel. Further consultation has been undertaken with local residents as a consequence. Any further responses received will be reported at the meeting.

5. Relevant Policy

5.1 London Plan

3A.1	Increasing London's supply of housing
3A.2	Borough's housing targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3A.8-11	Affordable housing
3A.18	Protection & enhancement of social infrastructure & community facilities
3C.1	Matching development to transport capacity
3C.3	Sustainable transport in London
3C.17	Tackling congestion and reducing traffic
3C.21	Improving conditions for walking
3C.22	Improving conditions for cycling
3C.23	Parking strategy
3D.13	Children and young people's play and informal recreation strategies
4A.1- 14	Sustainable development
4A.20	Reducing noise and enhancing soundscapes
4B.1	Design principles for a compact city
4B.5	Creating an inclusive environment
4B.8	Respect local context and communities

5.2 Unitary Development Plan

(I)N1	To conserve, reinforce and enhance the sense of community within established residential areas by ensuring that new development respect the local character and that community facilities are provided.
(I)EN6	To have regard to the need to minimise the environmental impact of all development
(I)GD1	New development to have appropriate regard to its surroundings
(I)GD2	New development to improve the environment
(II)GD3	Design and character
(II)GD6	Traffic implications
(II)GD8	Access and servicing
(II)GD10	Development to be satisfactorily integrated into the physical, social and economic framework of the locality
(II)H6	To maintain an appropriate range in the size and tenure of dwellings in the Borough
(II)H8	Privacy and overlooking
(II)H9	Amenity space provision
(I)T7	To improve facilities and conditions for pedestrians and cyclists
(II)T1	To ensure that development takes place in locations which have appropriate access to the transport network
(II)T13	Access onto public highway
(II)T14	Contributions from developers for highway works necessitated by development
(II)T15	To improve, maintain and enhance the footways and public footpath network

- (II)T16 To require adequate access for pedestrians and people with disabilities in all developments
- (II)T19 Provision for cyclists
- (II)O18 To seek improvements where appropriate to local open space provision including the provision of children's play areas, in conjunction with development proposals.

5.3 Local Development Framework

5.3.1 The Enfield Plan –Core Strategy was submitted to the Secretary of State on 16th March 2010 for a Public Examination of the 'soundness ' of the plan. The Council is now in the examination process. The Inspector held a pre-hearing meeting (PHM) on Wednesday 12th May and the hearings are to begin on the 29th June and will run over 3 weeks. The following policies from this document are of relevance to the consideration of this application:

Core Policy 2	Housing Supply and locations for new homes
Core Policy 4	Housing Quality
Core Policy 5	Housing types
Core Policy 20	Sustainable Energy Use and Energy Infrastructure
Core Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 30	Maintaining and improving the quality of the built and open environment
Core Policy 40	North East Enfield

5.4 Other Material Considerations

5.4.1 The site is located within the area covered by the North East Enfield Area Action Plan. The North East Enfield Area Action Plan Issues and Options report, which identified the key issues facing North East Enfield and a range of potential options to address these issues, was published in February 2008. The closing date for comments was Friday 4th April 2008. The results of the Issues and Options consultation helped to inform the preferred options report. Consultation on the preferred options report commenced on Friday 27th February and closed on Tuesday 14th April 2009.

5.4.2 National planning guidance is as follows:

PPS1	Delivering sustainable development
PPS3	Housing
PPG13	Transport

6. **Analysis**

6.1 Principle

6.1.1 Although the site has in the past been used for employment purposes and contains a range of industrial buildings, it is presently vacant. Furthermore, the site is not within an area designated for employment purposes. With regard to alternative use, the principle of redevelopment for residential purposes has previously been accepted though the grant of outline planning permission in 2000. Whilst this permission has now expired, there has been no change to the sites designation and the residential use would remain consistent with the composition of the area. Therefore, having regard to the

objectives of PPS3 and the London Plan which encourage the more intensive but appropriate use of existing urban brownfield sites the principle of residential development on the site remains acceptable.

6.2 Integration with Character and Appearance of Surrounding Area

- 6.2.1 The site has an area of 0.9 hectares. With a total of 62 units, there would be a density of 240 habitable rooms per hectares. The London Plan density matrix would suggest a density of between 150 and 250 hrph is appropriate for this locality having regard to character and accessibility. Accordingly, the density figure is considered acceptable.
- 6.2.2 The numeric assessment of density, whilst valuable, is not the sole test as to whether a development is acceptable and it is equally important to look at the form and scale of the development proposed and how it relates to its surroundings.
- 6.2.3 The surrounding roads (Unity Road and Gilbert Street) comprise in the main two storey properties in a mix of detached, semis and terraced houses. This application proposes a mix of flats and houses contained in blocks two or three storeys in height. Whilst objections have been raised to the introduction of three storey development on the site, this is considered acceptable having regard to their appearance within the surrounding area, their position on site, relationship to site boundaries and the need to achieve an efficient use of land whilst having regard to the character of the area.
- 6.2.4 The development is arranged around a new central 'square' of green space, which provides a good and usable area of amenity space for the benefit of all future residents. The three storey buildings are positioned central to the site and set a minimum of 11m from the site boundaries. The height of buildings then drops to two storeys towards the periphery of the site. The buildings are positioned so that they respect the Council's minimum standards in terms of distances to boundaries. Following the Planning Panel, the block originally proposed to the site frontage with Gilbert Street has now been removed to increase the capacity for off-street car parking. A good sized landscaping strip has also been provided to the site entrance to screen the car parking and enhance the appearance of the site. The layout proposed allows for the creation of a central square
- 6.2.5 This site is almost entirely self-contained with only a limited frontage to Gilbert Street. Accordingly, this site presents a greater opportunity for freedom in the design, as the buildings would not sit within an established street scene. Nevertheless, the buildings whilst of a more contemporary design and elevation treatment, do respect the style of buildings that surround the site. The buildings are designed to achieve Code 4 for sustainable homes and would all meet Lifetime Home standards.
- 6.2.6 The Council's standards seek to achieve amenity space equivalent to 100% of the gross internal floor area of houses and 75% of the gross internal floor area of flats. Whilst the private amenity space of each individual house and communal gardens directly linked to the blocks of flats do not achieve this standard, the development includes a significant area of public open space within the core of the development, available to all residents and which will provide an area of informal play space for children. In addition, the applicant has agreed to a contribution of £32,000 towards enhancement of open

space/play provision in the vicinity of the site. This will be secured through a S106 Agreement.

- 6.2. Overall the density, form, scale and layout of the development is considered acceptable and would sympathetically integrate into the built form of the locality and the visual amenity of the surrounding area

6.3 Impact on Neighbouring Properties

- 6.3.1 The development is positioned to meet the Council's minimum distancing standard of 11m in relation to windows facing site boundaries and adjoining residential properties. Where this distance is not met, no windows are proposed. Window to window distances between the proposed residential units and the existing houses that adjoin the site, far exceed minimum standards. Accordingly, it is considered that the development would not give rise to any undue overlooking or loss of privacy for existing residents.
- 6.3.2 A minimum of 9.5m is achieved between the terrace of houses and the site boundary, where it abuts the service yard to the adjacent supermarket. Whilst this is below the standard, as the development only overlooks a service yard at this point, no objection is raised.
- 6.3.3 The existing industrial buildings on the site directly abut the western and part result of the proposal, the built development will be a minimum of 11m from the site boundaries and thus, whilst the height of the buildings, particularly the three storey elements will be greater than the existing buildings, as they will be set significantly further away, it is considered the development would generally improve the outlook from the rear of most of the adjoining residential properties. Where the buildings are located in a similar position to existing buildings in relation to the site boundary, there would be no greater impact on the amenities of the adjoining residents, when compared to the existing industrial buildings.
- 6.3.4 It is also considered that the relationship of the development to surrounding residential properties means that there will be no undue impact on sunlight or daylight.
- 6.3.5 The application does propose the provision of a pedestrian link from the site to Unity Road, utilising the existing point of access. This will introduce a number of pedestrian movements along this route, which presently do not exist. Pedestrian movement would ordinarily not generate a significant level of noise and disturbance. Facilities are proposed to prevent vehicular access to this link (including motorbikes) and appropriate lighting would be provided for security purposes. In order to safeguard the privacy of the occupiers of each adjoining property, new walls are proposed either side of the pedestrian route shared with the adjoining properties rear gardens. Moreover, and having regard to the fact that No.36 has a window that is presently exposed to the access way, the applicant has agreed to offer some additional land to the occupier so that the proposed new means of enclosure can be erected to enclose this window within an enlarged garden and thus safeguard privacy. This is to be secured through a S106 Agreement.

6.4 Access and Traffic Generation

- 6.4.1 Having reviewed the comments of Traffic and Transportation, the proposed access arrangements to and within the site are considered acceptable.

Whilst concerns about vehicle movements on Unity Road and Gilbert Street are noted, weight must be given to the traffic movements that could be associated with the former lawful use of the site. The Transport Statement submitted as part of the application confirms that if the existing 4,500sqm of industrial floorspace were re-occupied it could generate in the order of 304 trips per day. The residential development proposed would generate approximately 160 trips. Accordingly, it is considered that redevelopment of the site as proposed would represent an improvement, both numerically and by type of traffic, than if the site were retained and/or re-occupied for industrial purposes.

- 6.4.2 It is noted that residents have suggested that vehicles should access the site from Unity Road, thus avoiding the need for vehicles to drive all the way around Unity Road and Gilbert Street. However, it is not considered appropriate to allow vehicle access from Unity Road because of the impact this would have on the amenities of the occupiers of Nos 34 and 36 Unity Road.

- 6.4.4 A S106 will require the necessary off-site works identified by Traffic and Transportation, including the provision of waiting restrictions around the site entrance, works to the Gilbert Street/Hertford Road junction and an audit of pedestrian routes to the local centre and nearby open space, and funding and implementation of any works identified by it.

6.5 Parking

- 6.5.1 The scheme has been amended to reduce the number of units and increase the level of parking, following concerns expressed at the Planning Panel. Provision is now made for 1 space per unit and this is considered acceptable having regard to the London Plan standards.

6.6 Housing Mix and Affordable Housing

- 6.6.1 The proposal provides for a mix of accommodation as follows:

Affordable Rented	8 x 1 bed flats { 1 x 2bed flats {15%} 1 x 3 bed flat {2%} 8 x 3 bed houses {13%} 4 x 4 bed houses{6%}
Intermediate shared ownership	10 x 2 bed flats
Private	2 x 1 bed 7 x 2 bed 3 person flats {15%} 1 x 3 bed flat {2%} 6 x 2 bed 4 person houses {10%} 14 x 3 bed houses {23%}

- 6.6.2 This mix of social rented, intermediate shared ownership and private accommodation is considered acceptable in the context of London Plan policy

and emerging policy in the Core Strategy reflecting the need to provide a significant proportion of family sized accommodation..

6.7 Sustainable Design and Construction

6.7.1 The development is designed to achieve Code 4 for Sustainable Homes. This requires a reduction in CO2 emissions of 44% compared to a notional building. Three alternative strategies to achieve this have been considered: Option 1 proposes a communal ground source heat pump with some roof mounted solar thermal contribution; Option 2 proposes biogas fuelled communal boiler; and Option 3 proposes a communal gas boiler with solar thermal on each roof and some additional photovoltaic panels. The scheme has been designed to ensure all options can continue to be investigated and a condition is recommended to ensure compliance with Code 4. All units meet Lifetime Homes standards.

6.8 Ecology

6.8.1 An ecological assessment has been submitted in support of the Code for Sustainable Homes Assessment. This recommends the provision of bat boxes and bird nesting boxes to enhance the ecological value of the site and would be secured through the condition requiring compliance with Code 4.

6.9 S106 Agreement

- 6.9.1 Due to the nature of the proposed development, a S106 Agreement is necessary in conjunction with this development to achieve the following:
- provision of affordable housing as set out above.
 - Education contribution of £131,329
 - Open space/play space contribution of £32,000
 - Works to provide a dedicated shared surface at one level at the Hertford Road/Gilbert Street junction
 - Funding for the process of putting off-site waiting restrictions in place around the access to the site from Gilbert Street
 - Undertake Pedestrian route audit (to facilities on Hertford Road and local open space/play space) and fund any necessary off-site highway works
 - Reinstatement of redundant vehicle crossing in Unity Road.
 - Long term management strategy for on-site car parking, open space, electric charging points and landscaping
 - Dedication of land adjoining No.36 Unity Road.
 - Submission and adherence to a Green Travel Plan, including looking at option of a car club.

7. **Conclusion**

7.1 The principle of the redevelopment of this site for residential purposes has previously been accepted and continues to be appropriate having regard to the character of the surrounding area. The form and scale of development now proposed is considered acceptable, achieves an appropriate mix of accommodation, and safeguards the amenities of the occupiers of surrounding properties. Accordingly, it is recommended that planning permission be granted for the following reasons:

1 The proposal achieves an efficient use of this brownfield site and makes a contribution to the Borough's housing stock, achieving an appropriate mix of units in terms of size and tenure, including a high proportion of family units. In this respect the development complies with Policy (II)H6 of the Unitary Development Plan and London Plan policies 3A.1, 3A.2, 3A.3, 3A.5 and 3A.9.

2 The development, by virtue of its form, layout, height, bulk, scale and massing has appropriate regard to the character of the area and the amenities of the occupiers of adjoining properties. In this respect the development complies with Policies (I)GD1, (I)GD2, (II)GD3, (II)H8 and (II)H9 of the Unitary Development Plan and London Plan policies 3A.3, 3A.5, 3A.6, 4B.1, 4B.5 and 4B.8

3 The development is provided with appropriate means of vehicle, cycle and pedestrian access. In this respect the development complies with Policies (II)GD6, (II)GD8, (II)T13, (II)T15, (II)T16 and (II)T19.

4 Having regard to the location of the site and its proximity to a large local centre, the proposal makes appropriate provision for on site car parking in accordance with London Plan policy 3C.23

8. Recommendation

8.1 That subject to the completion of a S106 Agreement requiring a contribution to education provision, the undertaking of an audit of pedestrian routes in the vicinity of the site and the funding of any necessary works identified, a contribution to off-site play space and the provision of affordable housing, planning permission be GRANTED subject to the following conditions:

- 1 C7 Details of materials
- 2 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to occupation of any part of the development. These details shall include proposed finished levels, car parking layout and demarcation of defined parking bays; other vehicle and pedestrian access and circulation area and measures to keep these areas clear of parked vehicles, hard surfacing materials; minor artefacts and structures (e.g. furniture, bollards, raised planting beds and lighting). Reason: To ensure a satisfactory appearance.
- 3 C10 Details of levels
- 4 C11 Details of enclosure
- 5 C13 Details of access and junction
- 6 C16 Private vehicles only- parking areas
- 7 C17 Details of landscaping
- 8 C19 Details of refuse storage
- 9 That development shall not commence on site until a construction management plan have been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out arrangements for construction vehicle access to and egress from the site, arrangements for the loading, unloading and turning of delivery, service and construction vehicles within the site and details of facilities for the

cleaning of wheels of construction vehicles leaving the site. The works shall be undertaken in accordance with the approved plan.

Reason: To safeguard the amenities of the occupiers of adjoining properties and to prevent the transfer of site material onto the public highway in the interests of safety and amenity.

- 10 C25 No additional fenestration
- 11 C28 Restriction of permitted development – buildings
- 12 C33 Contaminated land
- 13 Before the development hereby permitted commences an initial design stage assessment shall be carried out by an accredited assessor for the Code for Sustainable Homes and an interim certificate confirming compliance with at least level 4 of the Code shall be submitted to and acknowledged in writing by the Local Planning Authority. The dwellings shall not be occupied until a final Code certificate of compliance has been issued
Reason: To ensure that the development is built in accordance with the Code for Sustainable Homes.
- 14 That development shall not commence until details of covered cycle parking facilities for all flats equivalent to one cycle parking space per dwelling shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in accordance with the approved details prior to occupation of the development.
Reason: To ensure compliance with Unitary Development Plan policy
- 15 C51a Time Limited Permission

Directive: In providing the details pursuant to Condition 13 of this planning permission you will also need to demonstrate the on-site CO2 reduction achieved as a result of the use of renewables, having regard to the London Plan target of achieving at least 20% reduction.



Typical Flat (Central Space Character Area)



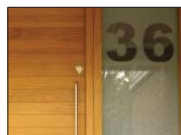
Walls/Boundary Walls
Dark coloured multi-stock (similar to above) to building & boundary walls



Roof Tiles
Interlocking tiles in grey



Window Detail
Grey foiled uPVC windows and doors



Entrance Doors
Solid painted doors with fixed glazing panel and signage



Balconies
Powder coated steel in grey/green



Hedge / Planting
Planted hedges behind railings on brick plinth (see AR 001 for details)



Bin Storage
Timber bin enclosure behind hedge for x 2 wheelie bins



Cycle Storage
Secure, covered cycle storage behind brick pier (to terraced houses)

Notes:
Please also see Design & Access Statement (AR 001) for Character Areas and proposed landscape works. Please also see layout plans for location of bin and bike stores.

All materials and colours shown are indicative only and are subject to planning approval and detailed design.



Key Plan

Gilbert Street, Enfield • Detailed Elevation - Typical Flat Block

HTA HTA Architects 106-110 Kentish Town Road, London NW1 9PX
tel: 020 7485 8555 email: hta@hta-arch.co.uk fax: 020 7485 1232 web: www.hta.co.uk

Drawing Title: Part Elevations
Drawn By: HTS
Job Reference: MCH-GIL-101

Drawing Number: GIL AL (0) 050
Date: 22.02.10
Scale: 1:50 @ A1

Revision: A
Notes:

Notes:
Do not scale drawings unless by agreement with HTA. Use figured dimensions only. Check all dimensions on site prior to commencing work. Drawings to be read in conjunction with other relevant consultant information.
must not be copied or reproduced in part, or in whole, without the express permission of HTA Architects Ltd.





Typical Terrace Houses (Unity Walk Character Area)



Walls
Light coloured multi-stock (similar to above) to building walls



Boundary Walls
Dark coloured multi-stock (similar to above) to boundary walls



Roof Tiles
Interlocking tiles in grey



Window Detail
Grey foiled UPVC windows and doors



Entrance Doors
Solid painted doors with fixed glazing panel and signage



Dormer Windows
Finished in coloured boarding



Hedge / Planting
Planted hedges behind railings on brick plinth (see AR 001 for details)



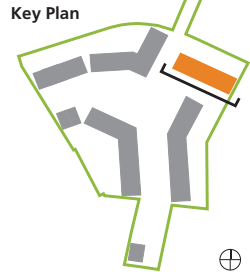
Bin Storage
Timber bin enclosure behind hedge for x 2 wheelie bins



Cycle Storage
Secure, covered cycle storage behind brick pier (to terraced houses)

Notes:
Please also see Design & Access Statement (AR 001) for Character Areas and proposed landscape works. Please also see layout plans for location of bin and bike stores.

All materials and colours shown are indicative only and are subject to planning approval and detailed design.



Gilbert Street, Enfield • Detailed Elevation - Typical House

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Drawing Title: Part Elevations
Drawn By: HTS
Job Reference: MCH-GIL-101

Drawing Number: GIL AL (0) 051
Date: 22.02.10

Scale: 1:50 @ A1

0m 1m 2m 3m 4m 5m

Revision: A
Notes:

Notes:
Do not scale drawings unless by agreement with HTA. Use figured dimensions only. Check all dimensions on site prior to commencing work. Drawings to be read in conjunction with other relevant consultant information.

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TP 09 / 1539
 Revised drawings
 09/10

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 Gilbert Street, Infield
 Landscape Masterplan

GIL-AL-9210
 1329 #A-B
 TEST
 B

UNITY ROAD

HERTFORD ROAD

GILBERT STREET

UNITY ROAD

GILBERT STREET

TURKEY STREET