LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE	**Date :** 23rd February 2010

Report of Assistant Director, Planning & Environmental Protection	**Contact Officer:** Aled Richards Tel: 020 8379 3857 Andy Higham Tel: 020 8379 3848 Mrs S.L. Davidson Tel: 020 8379 3841	**Ward:** Cockfosters

Application Number : TP/09/1683	**Category**: Dwellings

LOCATION: 389, COCKFOSTERS ROAD, BARNET, EN4 0JS

PROPOSAL: Redevelopment of site to provide a detached 2-storey block of 6 flats (comprising 5 x 2-bed and 1 x 3-bed) with rooms in basement and roof, basement parking and access ramp and rear terrace/ balcony to ground, first and second floor levels.

Applicant Name & Address: Fusion Residential 6, Croxley Green Business Park, Hatters Lane, Watford, Herts, WD18 8YH	**Agent Name & Address**: Mr Iain Taylor, Village Homes (Southern) Llp 6, Croxley Green Business Park Hatters Lane Watford Herts WD18 8YH

RECOMMENDATION:
That, subject to the completion of a S106 Agreement to secure a contribution of £10,000 towards the construction of a centre island in Cockfosters Road, in the vicinity of the site, planning permission be **GRANTED** subject to conditions

Application No:- TP/09/1683

ENFIELD Council

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Development Control

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 150m

Scale - 1:1250
Time of plot: 11:38 Date of plot: 25/01/2010

1 Site and Surroundings

1.1 Large detached house located on the west side of Cockfosters Road. The site lies opposite the Green Belt and Trent Park Conservation Area. To the rear of the site is the Hadley Wood Golf Club, also designated as Green Belt. To the north and south are similarly large detached houses.

1.2 The site contains a number of large trees although none are the subject of a Tree Preservation Order.

2 Proposal

2.1 This application proposes the demolition of the existing house and the erection in its place of new block of 6 flats (5 x 2 bed and 1 x 3 bed). The block has the appearance of a two storey building to the frontage but includes accommodation within the roof space with two recessed windows in the roof to the front elevation. The rear elevation incorporates two 3-storey gables plus accommodation at roof level within the core of the building and a lower ground floor/basement living accommodation. Basement car parking is provided for 12 vehicles. Access to the site is taken from Cockfosters Road, in the position of one of the existing access points. The second existing access is to be closed.

3 Relevant Planning Decisions

3.1 TP/09/0092 Planning permission refused for the redevelopment of site to provide a detached 3-storey block of 4 x 3-bed self-contained flats with basement parking, gym and access ramp, rooms in roof, rear terrace/ balcony to first and second floor levels and enlargement of existing access to Cockfosters Road for the following reasons:

1. The proposed development by virtue of its overall design, size, scale, bulk, massing would result in a form of development out of keeping and character with the scale of development to Cockfosters Road as well as being visually detrimental to the appearance of the street scene and the surrounding area contrary to Policies (I)GD1, (I)GD2 and (II)GD3 of the Unitary Development Plan and with Policies 4B.1 and 4B.8 of the London Plan.
2. The proposed development by virtue of its overall design, size, siting, scale, bulk, massing and proximity to boundaries would have an overbearing impact on the outlook of adjoining occupiers and would also lead to conditions of overlooking and loss of privacy contrary to Policies (I)GD1, (II)GD3 and (II)H8 of the Unitary Development Plan
3. The proposed access to the basement car park is of insufficient width to allow two vehicles to pass and this could lead to vehicles reversing up the ramp and onto Cockfosters Road to the detriment of the safety and free flow of traffic contrary to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan.

4 Consultations

4.1 Statutory and non-statutory consultees

4.1.1 <u>Duchy of Lancaster</u>

The Duchy of Lancaster's Office confirms that covenants do not apply to the property and the Duchy has no continuing interest.

4.1.2 Thames Water

Thames Water raise no objection to the development with regard to sewerage infrastructure but advise that there are public sewers crossing the site and no building work will be permitted within 3m without Thames Water's approval.

4.1.3 Traffic and Transportation

Traffic and Transportation advise that the access to the basement car park is now wide enough to allow 2 cars to pass at the site entrance and thus avoid any vehicles need to waiting in Cockfosters Rd whilst the access is cleared. The ramp gradient is given at 1:10, with a level apron and this is acceptable. Headroom to car park is adequate at 2.3m. Car parking (inc. disabled) provision is excessive in the context of London Plan standards. However, it is recognised that the site has poor access to public transport. Cycle parking arrangements are acceptable. The traffic generation from the development would be modest, although it does add to the flows on Cockfosters Rd, which is becoming busier. In the last 3 years there have been 3 Personal Injury Accidents on this stretch (1 serious, 2 slight). The speed of traffic may be checked to some degree by the siting of a centre island/refuge in Cockfosters Rd, in view of the traffic speed and accident record. This refuge would also assist pedestrian safety by providing a safer crossing facility over the road to reach the proposed new pedestrian entrance to Trent Park in the locality, and the additional residents of this development would benefit from improved access to Trent Park. Refuse storage bin location acceptable.

4.2 **Public Response**

4.2.1 Letters have been sent to the occupiers of 11 adjoining and nearby occupiers. In addition a notice has been displayed on site. Three letters of objection have been received, including one from Ward Councillor McCannah. The objections raised can be summarised as:

- design of the development fails to respect, reflect or complement the traditional characteristics of the area.
- Ill-conceived mix of styles, confused and disjointed architectural approach to the site; rear elevation especially cluttered, dominant and overbearing
- Harm to views from Trent Park
- Significant and damaging overdevelopment of the site
- Out of character with context and surroundings
- Dominant in views form the adjacent Green Belt
- Loss of privacy, daylight and sunlight
- Loss of outlook and sense of enclosure
- Increase in traffic movements to and from the site onto very busy Cockfosters Road.
- Access arrangement would be detrimental to highway safety and increase traffic congestion in the local area.
- Enlarged access represents a heavily engineered scheme designed for both private and commercial vehicles
- Over provision of car parking contrary to Government advice
- Number of flatted developments along the road could exceed 20% policy

- Increase in noise and disturbance arising from increased number of occupants on site
- Loss of trees and some garden area, which are characteristic of properties in the area

5 Relevant Policy

5.1 London Plan

3A.1	Increasing London's supply of housing
3A.2	Borough housing targets
3A.3	Maximising the potential of sites
3A.5	Housing choice
3A.6	Quality of new housing provision
3C.22	Improving conditions for cycling
3C.23	Parking strategy
4A.3	Sustainable design and construction
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)GD1	New development to have appropriate regard to its surroundings
(I)GD2	New development to improve the environment
(II)GD3	Design
(II)GD6	Traffic implications
(II)GD8	Access and servicing
(II)H6	Range in size and tenure of housing stock
(II)H8	Privacy and overlooking
(II)H9	Amenity space
(II)C30	Development within or adjacent to Conservation Areas
(II)C38 & 39	Trees
(II)T16	Pedestrian access
(II)T19	Cycle provision
(II)G20	Development in proximity to Green Belt

5.3 Local Development Framework

5.3.1 The Enfield Plan –Core Strategy Pre-Submission Report was published for public consultation on 14th December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will appoint a Planning Inspector to consider whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application:

Core Policy 4	Housing Quality
Core Policy 20	Sustainable Energy Use and Energy Infrastructure
Core Policy 30	Maintaining and improving the quality of the built environment.

5.4 Other relevant policy

PPS1	Delivering sustainable development
PPS3	Housing
PPG13	Transport

6 Analysis

6.1 Principle

6.1.1 The existing dwelling is not listed nor is the property located within a Conservation Area and therefore no objection is raised in principle to demolition. This side of the road is entirely residential in character and therefore continued residential use is appropriate.

6.1.2 This stretch of Cockfosters Road comprises in the main large detached single family dwelling houses. However, a number of flat conversions have been allowed together with purposes built flats on sites previously occupied by a single dwelling house. UDP Policy (II)H16 and particularly Appendix A1.9 associated therewith seeks to restrict the number of flat conversions in a particular road to 20%. Whilst this policy is not directly applicable to new build flat schemes such as that now proposed, it nevertheless sets a benchmark against which the cumulative impact of flatted development on the character of a road can be assessed. Cockfosters Road is a particularly long road and therefore it is appropriate to break it down into smaller sections. The stretch of road between Bournewell Close and Beech Hill contains 38 plots and having regard to the 20% figure, a total of 8 plots could be converted/redeveloped as flats without harming the overall character of the road. Currently 5 plots contain flatted development, with a further plot occupied as a nursing home. The total number of flatted developments were this scheme permitted would be 6, plus the nursing home and therefore overall the character of the road would not be harmed.

6.2 Impact on Character of Surrounding Area

6.2.1 The site has a PTAL rating of 1a. The character of the surrounding area is suburban and therefore the London Plan density matrix would suggest a density of 150 – 200 hrpa or 35-55 units per hectare. The site has an area of 0.26 hectares. The development proposes a total of 25 habitable rooms. This gives a density of 96hrph which is below the recommended range. However, having regard to the character of the area, where the prevailing density is low, the location of the site in relation to the Green Belt and Trent Park Conservation Area, it is difficult to see how a significantly greater density could be achieved without detriment to the character and appearance of the area.

6.2.1 Policy (II)H9 seeks to ensure that amenity space provision for flats equates to approximately 75% of the gross internal floorspace of the building. The schemes makes provision for in excess of this as communal amenity space. In addition, the first and second floor flats have the benefit of rear balconies. Each flat has access to the communal gardens from the ground floor, with lift access to all floors.

6.2.2 The proposed building provides accommodation over four floors. A basement level providing one flat, then two conventional floors of accommodation, with

a further floor of accommodation incorporated within the roof space. However, the building is designed externally to give the appearance of a two storey dwelling with eaves and ridge heights reflecting those of adjoining properties. The previously proposed three storey gable features and central entrance feature that was also three storeys in height have been deleted and as such the scale of the building as seen from Cockfosters Road is now in keeping with the scale of the large detached properties that characterise this area. The siting of the building respects the building line to Cockfosters Road. It is wider than the existing building, but retains approximately 6m to the boundary with No.387 Cockfosters Road and over 2m to No.391 Cockfosters Road, reflective of pattern of development along much of Cockfosters Road.

6.2.3 The building design is relatively traditional. Cockfosters Road comprises detached houses which are all individual in appearance and therefore there is no consistent design approach to follow. The elevational appearance proposed is in acceptable in the context of the area.

6.2.4 The earlier application had a traditionally designed front elevation, but with a contemporary approach to the design to the rear elevation. This resulted overall in a rather disjointed building, which taken with the scale and bulk of the rear section of the building and its projection into the rear garden area was found to be unacceptable. The scale and bulk of the building and its projection into the rear garden has now been reduced. The current proposal also achieves a more consistent approach to the design/elevational treatment of the building in the round, with a consistent use of materials to all elevations and a consistent roof design. The rear elevation does incorporate a greater use of glazing and bi-fold doors, introducing a different window size and pattern than is characteristic of the front and side elevations. However, this is not unusual in domestic buildings and as this glazing pattern is confined to the rear elevation only, where public views are limited, it is not considered that there would be any undue impact on the character and appearance of the area.

6.3 <u>Impact on neighbouring properties</u>

6.3.1 The proposed building is positioned to respect the 30’ and 45’ angles from the nearest windows in both neighbouring properties and therefore the development should not have any undue impact on the amenities of the occupiers of these properties in terms of light or outlook. Windows are proposed in the flank elevation of the proposed block. However, these generally relate to bathrooms and are to be obscure glazed. There are also study windows within projecting angled bay windows on the flank elevations of the block. It is recommended that these also be fixed and obscure glazed to at least 1.7m above the floor level of the respective rooms to safeguard the privacy of the adjoining occupiers.

6.3.2 French windows providing access to a patio area are also proposed on the elevation facing No. 387 Cockfosters Road. These are at ground floor level, as is the proposed patio area to which they give access. A 2m high obscure glazed screen is proposed to enclose this patio area which will ensure that the privacy of the occupiers of No.387 is suitably safeguarded.

6.3.3 A raised terrace is proposed to the rear of the building, created by using the roof area of the proposed lower ground floor flat. The terrace would rise approximately 1.5m above the existing ground level that slopes gently

downwards to towards the rear boundary of the site. However, the terrace is set away from the common boundary with No.387 by approximately 6m and by approximately 6.5m from the boundary with No.391. The terrace is to be fitted with obscure glazed screens on each side to a height of 1.7m. The position of the terrace in relation to neighbouring properties, together with the proposed screens and the proposal to provide additional landscaping in the area between the terrace and the site boundaries means that its use by future occupiers should not give rise to undue overlooking or loss of privacy for adjoining residents.

6.3.4 Balconies are also proposed on the rear elevation of the building at first and second floor level. These are located between the rear projecting gables, thus preventing views from the balconies sideways to the adjoining properties. Users of the balconies would have views down the gardens but this would be no different to the views obtained from windows in the rear elevation of the proposed building. Accordingly, it is considered that the provision of balconies as proposed would not give rise to undue overlooking and loss of privacy detrimental to the amenities of the adjoining occupiers.

6.4 Impact on Conservation Area and Green Belt

6.4.1 The site lies opposite the Trent Park Conservation Area. The development will reflect the existing building line to Cockfosters Road and therefore will not involve development any closer to the Conservation Area than presently exists. Whilst the bulk of the building is increasing, the height and width of the proposed building is typical of many properties in Cockfosters Road that adjoin the Conservation Area. It is considered that the development will not harm the setting of the Trent Park Conservation Area.

6.4.2 Similarly, the application site adjoins the Green Belt boundary to the front and rear. In terms of the relationship of built development to the front boundary, this remains similar to the existing situation and therefore the development will not have a detrimental impact on the open character of the Green Belt. In terms of the relationship of the development to the rear boundary, the proposed scheme will extend the building closer to the site boundary and would again increase the bulk of development at roof level. However, a significant length of garden remains between the building and the Green Belt boundary, together with a number of large trees, and therefore again it is considered that the development will not harm the character of the Green Belt.

6.5 Highway safety

6.5.1 The earlier application was refused on grounds that the access to the basement car park was of insufficient width to allow two cars to pass. This deficiency has now been addressed and the proposed access to the site is now considered acceptable.

6.5.2 The application as originally submitted provided an additional three parking spaces at ground level served off the second vehicle access to the site. There was a concern that use of this area would lead vehicles reversing out onto Cockfosters Road and therefore this element of the scheme has now been deleted and the submitted drawings confirm that the existing access will be closed. A condition is recommending requiring the reinstatement of the footway.

6.5.3 The scheme, as amended makes provision for a total of 12 parking spaces, all contained within this basement car park. This level of provision would exceed the standards set down in the London Plan and could be considered an over-provision. However, having regard to the location of the site, with poor access to public transport, no objection is raised, particularly as the basement parking would also now have to cater for visitors.

6.5.4 The traffic generation from the proposed development would be modest, although it does add to the flows on Cockfosters Rd., which is becoming busier. In the last 3 years there have been 3 Personal Injury Accident's on this stretch (1 serious, 2 slight). The speed of traffic may be checked to some degree by the siting of a centre island/refuge in Cockfosters Rd, in view of the traffic speed and accident record. This would also assist pedestrian safety by providing a safer crossing facility over the road to reach the proposed new pedestrian entrance to Trent Park in the locality. The applicant has agreed to contribute £10,000 towards providing a centre island and this is to be secured through a S106 Agreement.

6.6 Trees

6.6.1 The proposal does result in the removal of a small grouping of garden trees and shrubs to both side boundaries and the removal of two coniferous trees in the front garden. These trees are not of any particular merit in their own right and therefore no objection is raised to this.

6.7 Housing Mix/Affordable Housing

6.7.1 This area is in the main characterised by large single family dwellings, although there are a number of more recent flatted developments to the east. Given this, the provision of smaller units such as now proposed provides a wider choice of unit types for those wishing to live in the area.

6.7.2 As the application only makes provision for a net increase of 5 dwellings on the site, there is no requirement to provide affordable housing in accordance with London Plan policy which sets the threshold at 10 units.

6.8 Sustainable Design and Construction

6.8.1 The applicant confirms that the development would be built to a minimum of Sustainable Home Code Level 3 and that Lifetime Homes standards would be met.

6.9 S106 Agreements

6.9..1 The applicant has agreed to contribute £10,000 towards the provision of a centre island to Cockfosters Road to assist in checking the speed of traffic on this busy road and provide a safe pedestrian crossing point. This will be secured by a S106 Agreement

7 Conclusion

7.1 The redevelopment of this site as proposed achieves a more efficient use of the site, whilst having appropriate regard to its surroundings, the amenities of the occupiers of adjoining properties and the character and appearance of the

surrounding area, including the setting of the adjoining Conservation Area. Moreover, the proposals through reducing the size and scale of the proposed building and improving the access arrangements to the proposed basement car park, have satisfactorily addressed the reasons for refusal of the earlier scheme and the development is now considered acceptable

8 Recommendation

8.1 That, subject to the completion of a S106 Agreement to secure a contribution of £10,000 towards the construction of a centre island in Cockfosters Road, in the vicinity of the site, planning permission be **GRANTED** subject to conditions

TOWN AND COUNTRY PLANNING ACT 1990

Mr Iain Taylor,
Village Homes (Southern) Llp
6, Croxley Green Business Park
Hatters Lane
Watford
Herts
WD18 8YH

DRAFT

Whereas in accordance with the provisions of the Town and Country Planning Act, 1990 and the Orders made thereunder you have made application on 18th November 2009 and illustrated by plans for the permission of the Local Planning Authority to develop land situated at:-

LOCATION: 389, COCKFOSTERS ROAD, BARNET, EN4 0JS
PROPOSAL: Redevelopment of site to provide a detached 2-storey block of 6 flats (comprising 5 x 2-bed and 1 x 3-bed) with rooms in basement and roof, basement parking and access ramp and rear terrace/ balcony to ground, first and second floor levels.

Now therefore **THE COUNCIL OF THE LONDON BOROUGH OF ENFIELD**, the Local Planning Authority, **HEREBY GIVE YOU NOTICE** pursuant to the said Act and the Orders made thereunder that permission to develop the said land in accordance with the said application is **HEREBY GRANTED**, subject to the following **CONDITION(S)**:-

1. The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

   Reason: To ensure a satisfactory external appearance.

1. The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

   Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.

2. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

   Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

3. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

   Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

4. The development shall not commence until details of the construction of any access roads and junctions and any other highway alterations associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

   Reason: To ensure that the development complies with Unitary Development Plan Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

5. The parking area(s) forming part of the development shall only be used for the parking of private motor vehicles of residents and/or visitors to the application site and shall not be used for any other purpose.

   Reason: To ensure that the development complies with Unitary Development Plan Policies and to prevent the introduction of activity which would be detrimental to amenity.

6. The development shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

   Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

7. For the duration of the construction period all trees and shrubs shown on the approved plans and application as being retained shall be protected by fencing a minimum height of 1.2 metres at a minimum distance of 5 metres from the existing planting. No building activity shall take place within the protected area. Any tree or shrub which dies or is damaged during the construction period shall be replaced.

   Reason: To protect existing planting during construction.

8. Notwithstanding the drawings submitted, the development shall not commence until details of the siting and design of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

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Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

9. The development shall not commence until details of facilities and methodology for cleaning the wheels of construction vehicles leaving the site have been submitted to and approved in writing by the Local Planning Authority. The approved facilities and methodology shall be provided prior to the commencement of site works and shall be used and maintained during the construction period.

   Reason: To prevent the transfer of site material onto the public highway in the interests of safety and amenity.

10. The glazing to be installed to all bathrooms and en-suits and study rooms at first floor level in the north and south elevation of the development indicated on drawing No 09 0146 -5 shall be in obscured glass and fixed to a height of 1.7m above the floor level of the room to which they relate. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

    Reason: To safeguard the privacy of the occupiers of adjoining properties.

11. That prior to the occpation of any part of the development the existing southern most vehicle access to the site shall be closed and the footway and verge reinstated to match the adjoining footway and verge.

    Reason: In the interests of highway safety and amenity

12. That the development shall not be occupied until such time as obscure glazed screens have been provided to the proposed rear terrace area and the ground floor patio area adjoining Unit No.2 in accordance with the details shown on drawing numbers 09 0146 - 1A and 09 0146 -5. The obscure glazed screens shall thereafter be retained.

    Reason: To safeguard the privacy of the occupiers of the adjoining properties

13. 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.

Signed _____

Drawing Nos.: Planning Statement, Design and Access Statement, Tree Report, 09 0146-1A, 09 0146-4, 09 0146-5

<u>Reasons for granting planning permission</u>:

1. The proposed development provides for a more efficient use of this site and makes a contribution to the Borough's housing stock whilst having appropriate regard to its surroundings in accordance with Policies (I)GD1, (I)GD2, (II)GD3, (II)H6, (II)C30 and (II)G20 of the Unitary Development Plan and London Plan policies 3A.1, 3A.3, 3A.5, 3A.6, 4B.1, 4B.5 and 4B.8.

2. The proposed development achieves an acceptable density of accommodation having regard to the character of the area and meets the Council's standards in terms of amenity space provision and distancing. In this respect it complies with Policies (I)GD1, (II)GD3, (II)H8 and (II)H9 of the Unitary Development Plan

3. The proposed development would not detract from the amenities of the occupiers of adjoining properties in terms of light, outlook or privacy and in this respect complies with Policies (I)GD1, (I)GD2 and (II)H8 of the Unitary Development Plan.

4. The proposal makes appropriate provision for access, car and pedal cycle facilities in having regard to the location of the site and the limited access to public transport facilities and in this respect complies with Policies (II)GD6, (II)GD8, (II)T16 and (II)T19 of the Unitary Development Plan.

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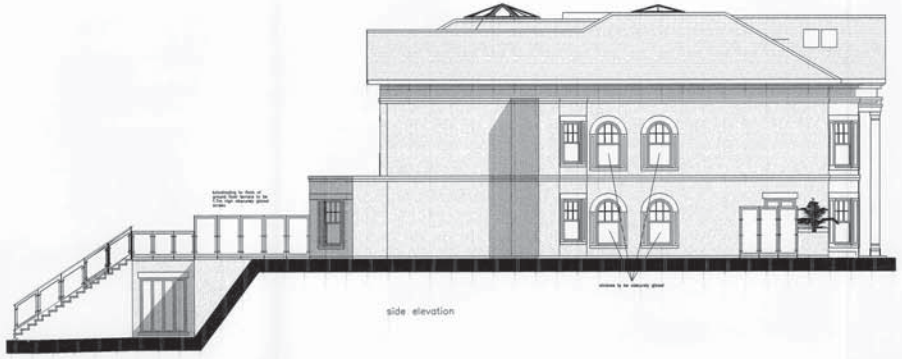
TP 09 1683
Revised/~~Additional~~ Drawing
Received. . . . 1/2/10 . . . . .
Under cover of . . AGENTS . . .
. . . . . LETTER . . . Dated. 29/1/10.

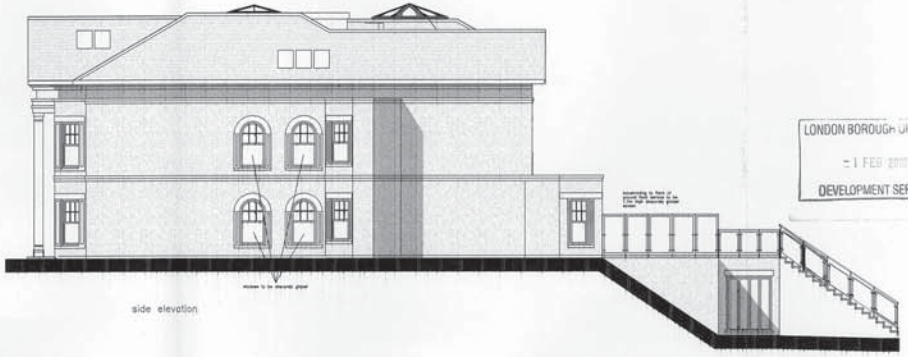
front elevation



side elevation

0 1M 2M 4M
1:100

rear elevation



side elevation

LONDON BOROUGH OF ENFIELD
11 FEB 2010
DEVELOPMENT SERVICES

A	JAN 10	rear fenestration revised

FUSION
RESIDENTIAL

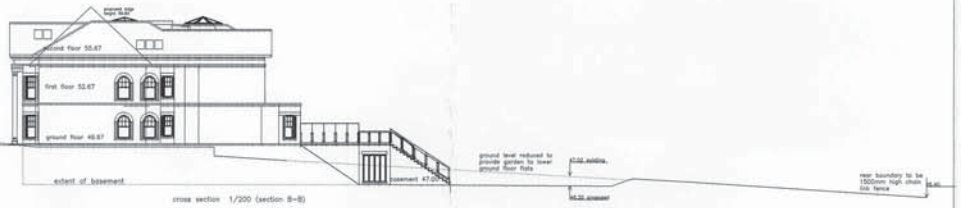
Fusion Residential
Building 6,
Croxley Business Park, Hatters Lane,
Watford, Herts, WD18 8YH
Tel: 01923 216530
fax: 08452 803070

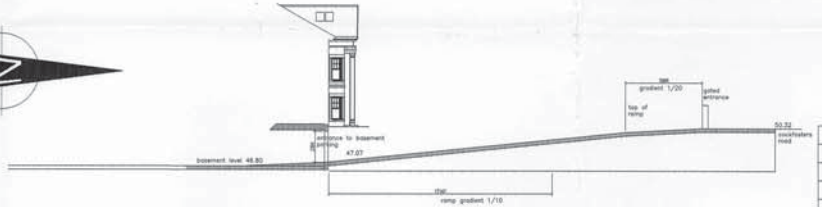
SHEET TITLE
Proposed elevations

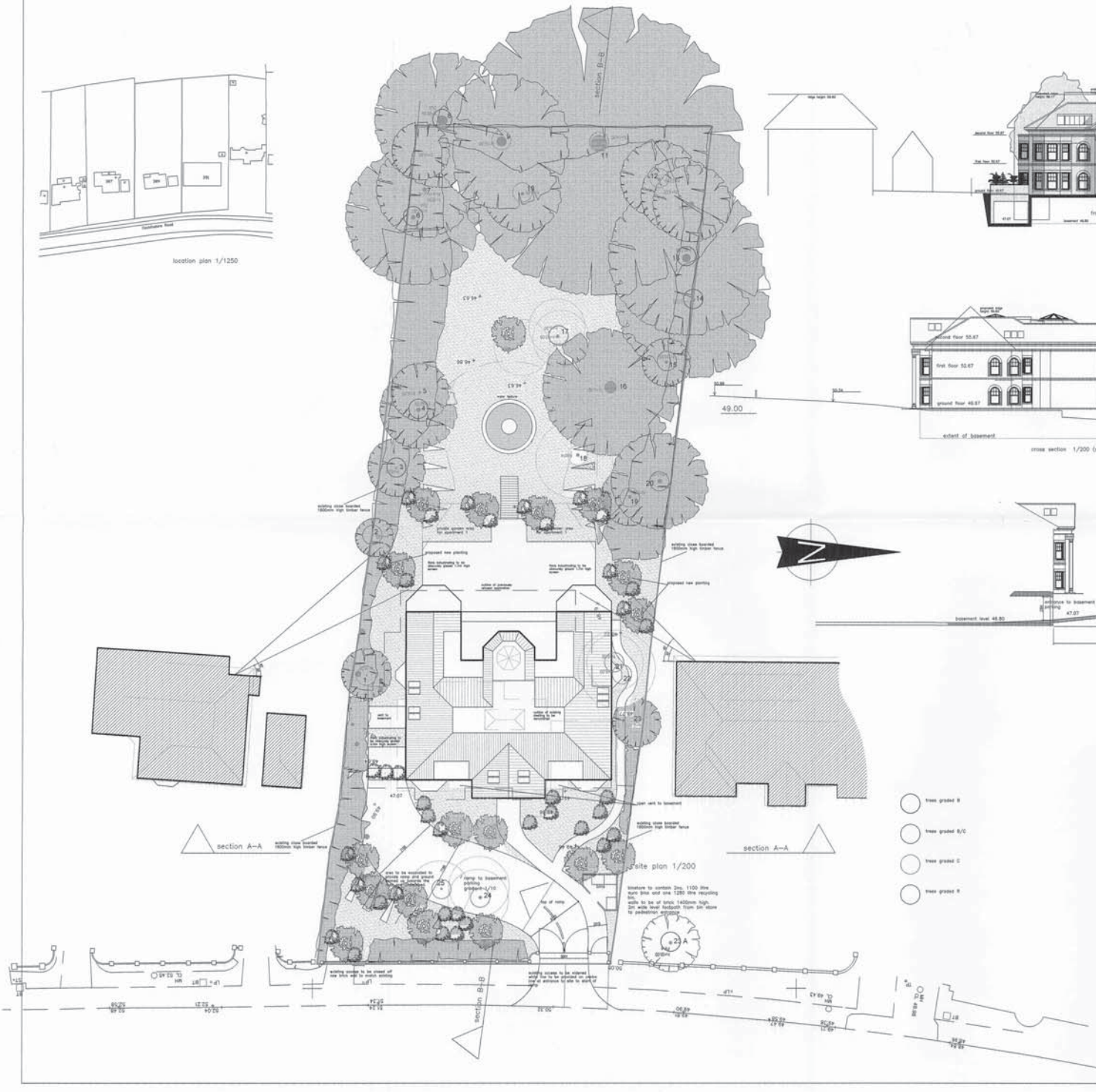
PROJECT
Proposed demolition of existing house and erection of building comprising six apartments with basement parking at 389 Cockfosters Road, Cockfosters

DATE	SCALE
September 2009	1:100 @A1
REFERENCE	DRAWING NUMBER 09 0146 -4A

TP 09/1683
Revised/~~Additional~~ Drawing
Received 1/2/10
Under cover of AGENTS
LETTER Dated 29/1/10







B	JAN 10	access revisions, section along ramp
A	NOV 09	extent of basement indicated on sections

FUSION RESIDENTIAL

Fusion Residential
Building 6,
Croxley Business Park, Hatters Lane,
Watford, Herts, WD18 8YH
Tel: 01923 216530
fax: 08452 803070

SHEET TITLE
SITE LAYOUT PLAN

PROJECT
Proposed demolition of existing house and erection of building comprising six apartments with basement parking at 389 Cockfosters Road, Cockfosters

DATE	SCALE
January 10	1:200 @A1
REFERENCE	DRAWING NUMBER
	09 0146 -1B

LONDON BOROUGH OF ENFIELD
- 1 FEB 2010
DEVELOPMENT SERVICES

0 2M 4M 8M
1:200