

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 24th February 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham 020 8379 3848
Sharon Davidson 020 8379 3841
Mr Cuma Ahmet 020 8379 3926

Ward:
Edmonton Green

Ref: 14/02467/FUL

Category: Full Application

LOCATION: 10 Park Road, N18 2UQ

PROPOSAL: Erection of a four storey block comprising 18 self contained flats (7 x 1-bed, 7 x 2-bed, 4 x 3-bed) with balconies, amenity area, associated access via Park Road and surface car parking.

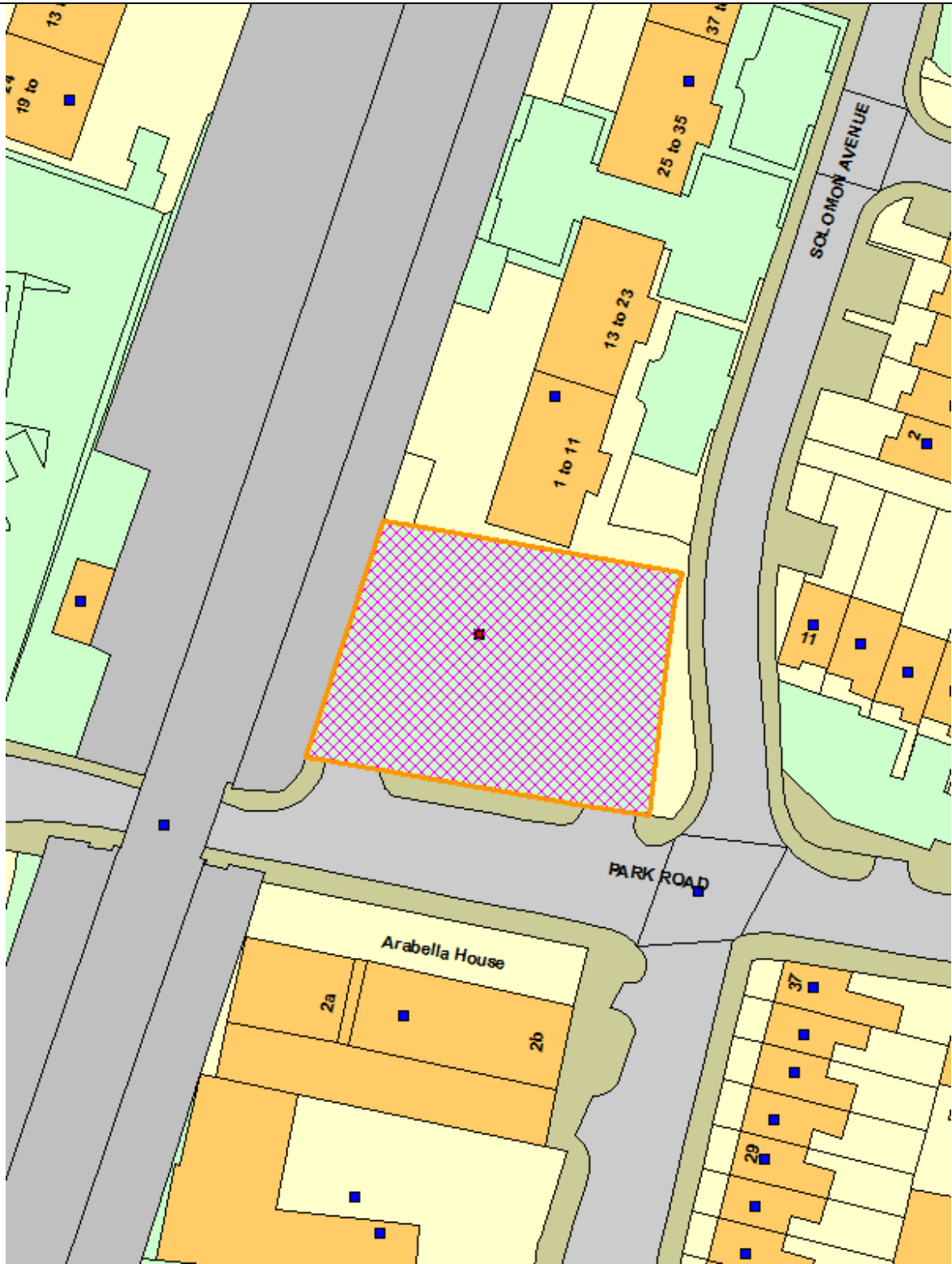
Applicant Name & Address:
Peachwalk Properties Ltd.
34 Margery Street
London
WC1X 0JJ

Agent Name & Address:
Ms Jennifer Ross
19 Maltings Place
169 Tower Bridge Road
London
SE1 3JB

RECOMMENDATION:

That subject to the completion of a S106 Agreement, the Head of Development Management/Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Ref: 14/02467/FUL LOCATION: 10 Park Road, N18 2UQ, ,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1 The application site is located on the north side of Park Road, west of the A1010 (Fore Street), within the Edmonton Green ward of the Borough. The site measures 0.09 ha and was used until recently for parking/storage of vehicles in connection with a van hire business although with no formal planning permission. The site has two access points onto Park Road.
- 1.2 The surrounding area comprises a mix of two and three storey residential buildings to the north, west and east, with a mix of light industrial and residential uses to the south.
- 1.3 The western boundary of the site abuts a railway embankment serving the London-Cheshunt railway route.

2. Proposal

- 2.1 The application seeks planning permission for a four storey block comprising a total of 18 self-contained flats (7 no. 1 beds, 7 no.2 beds and 4 no. 3 beds), with balconies and communal amenity area. Vehicle and pedestrian access is maintained from a single point onto Park Road. Parking for 4 cars is provided, 2 of which are for disabled users.

3. Relevant Planning Decisions

- 3.1 P13-01289PLA: Erection of a part 4-storey block of 14 self-contained flats (comprising 4 x 1-bed, 8 x 2-bed and 2 x 3-bed) with balconies to first and second floor elevations, sun terrace to third floor level and car park at side. Refused 16.4.13 on grounds relating to overdevelopment, mutual overlooking/intrusion to neighbouring private areas, inadequate housing mix and lack of provision for affordable housing and education priorities.

4. Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 No objections raised subject to inclusion of planning conditions to secure detailed design of car parking and access points; provision for 1 electric car charging point; levels; additional cycle parking spaces (2 per household); construction management plan and removal of redundant crossovers. A S.106 planning obligation has also been requested to secure contributions of £7326 towards planned cycle route improvements in the immediate area; car club memberships per unit and driving credit of £100; a contributions towards a Traffic Management Order changes and waiting and loading restrictions.

Economic and Social Regeneration

- 4.1.2 No objections subject to an employment and skills strategy being secured via S.106.

Network Rail

- 4.1.3 No objections subject to planning conditions to ensure that construction plant and machinery does not harm the integrity of the railway; drainage does not discharge onto rail infrastructure; lighting does not affect rail infrastructure and that landscaping is carefully considered.

Thames Water

- 4.1.4 No objections subject to a piling method statement to be submitted and approved in consultation with Thames Water prior to commencement of development.

Sustainable Design and Construction

- 4.1.5 No objections subject to conditions to secure energy and code commitments; drainage; green roof; lifetime homes and water efficiency measures.

Environmental Health

- 4.1.6 No objections subject to a condition to secure an acoustic report and associated noise control measures to ensure future residents are protected from externally protected noise.

Ecology

- 4.1.7 No objections subject to conditions to ensure tree clearance is carried outside of the bird nesting season including landscaping and biodiversity enhancement as well as further details of the proposed green roof.

London Fire and Emergency Authority

- 4.1.8 No objections subject to incorporation of an internal sprinkler system.

Design Out Crime Officer

- 4.1.9 No objections subject to compliance with Secure By Design principles.

Urban Design

- 4.1.10 There remains some concern that the scheme does compromise the principles of good urban design, particularly relating to the relationship of public and private areas and the position and visibility of the entrance core. However, they are satisfied that the amendments have gone some way to address these concerns and recommends that planning conditions covering matters relating to landscaping and boundary treatments with a particular emphasis on the relationship with the Park Road frontage; provision of a vehicular crossover in order to emphasise the under-croft as the primary pedestrian entrance; provision of balcony screens; external facing materials of all elevations including windows and balconies; surfacing materials; lighting and signage and further details of winter gardens to include how they would be ventilated.

4.2 Public response

- 4.2.1 Letters were sent to 108 adjoining and nearby residents. In addition a notice has been displayed on site. No responses have been received.

5 Relevant Policy

5.1 London Plan

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
Policy 2.14 – Areas for regeneration
Policy 3.1 – Ensuring equal life chances for all
Policy 3.2 – Improving health and addressing health inequalities
Policy 3.3 – Increasing housing supply
Policy 3.4 – Optimising housing potential
Policy 3.5 – Quality and design of housing developments
Policy 3.6 – Children and young people’s play and informal recreation facilities
Policy 3.7 – Large residential developments
Policy 3.8 – Housing choice
Policy 3.9 – Mixed and balanced communities
Policy 3.11 – Affordable housing targets
Policy 3.14 – Existing housing
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Building London’s neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency

Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

5.2 Local Plan

Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 32: Pollution
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity
Core Policy 45: New Southgate

5.3 Development Management Document

DMD2: Affordable Housing for Developments of less than 10 units
DMD3: Providing a Mix of Different Sized Homes
DMD6: Residential Character
DMD7: Development of Garden Land
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD10: Distancing
DMD11: Rear Extensions
DMD12: Outbuildings
DMD13: Roof Extensions
DMD14: Side Extensions
DMD15: Specialist Housing Needs
DMD37: Achieving High Quality and Design-Led Development
DMD38: Design Process
DMD45: Parking Standards and Layout
DMD46: Vehicle Crossover and Dropped Kerbs
DMD47: New Road, Access and Servicing
DMD48: Transport Assessments
DMD49: Sustainable Design and Construction Statements
DMD50: Environmental Assessments Method
DMD51: Energy Efficiency Standards
DMD52: Decentralised Energy Networks
DMD53: Low and Zero Carbon Technology
DMD54: Allowable Solutions
DMD55: Use of Roofspace/ Vertical Surfaces
DMD56: Heating and Cooling

DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58: Water Efficiency
DMD59: Avoiding and Reducing Flood Risk
DMD61: Managing Surface Water
DMD68: Noise
DMD69: Light Pollution
DMD79: Ecological Enhancements
DMD80: Trees on development sites
DMD81: Landscaping

5.4 Other Material Considerations

NPPF
London Plan Housing SPG,
Enfield Market Housing Assessment
S.106 SPD

6. Analysis

6.1 Principle

6.1.1 Before becoming vacant, the site was used for vehicle storage although did not benefit from a formal planning permission.

6.1.2 Having regard to the general surroundings and uses, it is considered that the proposals represent an opportunity to bring back into use an underused and unkempt site to provide for local housing need as well as contributing to improving its appearance. As such, the proposals would be compatible with Policies 3.3 and 3.4 of the London Plan and Core Policy 5 of the Core Strategy insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets.

6.2 Impact on Character of Surrounding Area

Density

6.2.1 The assessment of density must acknowledge guidance contained within the National Planning Policy Framework and the London Plan, both of which encourage greater flexibility in the application of policies to promote the most efficient use of land, although they must also result in a development form appropriate for the area.

6.2.2 The subject site has a PTAL rating 5 and is located in a mixed area typology, falling between both an urban and suburban classification having regard to the London Plan density matrix. Assessment of density should not form the sole test of acceptability as advocated in the NPPF but should also consider the integration of a development into the surrounding area, ensuring an appropriate scale and design relative to the character and appearance of the surrounding area, as well as adequate accommodation can be achieved.

6.2.3 Turning to the previous refused scheme and the issue of overdevelopment, it should be noted that this was borne out of a combination of concerns relating to the; inefficient organisation of the built form on the site (height, bulk, mass

and layout) and its poor relationship with the street scene; overlooking, intrusion and loss of privacy as a result of the size, design and proximity of the development, and poor housing mix. Following the instruction of new architects by the applicants and extensive discussions regarding key design principles with the Council's Urban Design Officer, the proposals were progressed to achieve a more efficient format of development that would successfully integrate with the immediate built form and its neighbours as well as secure more housing to meet revised London plan housing targets.

- 6.2.4 With regard to the above considerations, it is considered that the site could feasibly accommodate a higher density of development and therefore an urban density range of 200-700 hr/ha would be appropriate. On this basis, the proposals would in total comprise 51 habitable rooms resulting in a density of 566hr/ha, which complies with the suggested range and therefore is considered acceptable.

Building layout, design and appearance

- 6.2.4 The proposed design has adopted a 'T'-shaped plan in direct response to the previous concerns relating to overshadowing of the adjacent properties to the north in Solomon Avenue. This massing is expressed as two linear blocks connected by an open shared circulation space that serves all floors of the development. This arrangement allows for views through the development from both sides which in turn results in a decrease in the visual mass of the development, and also assists in articulating the building, so that the arrangement of accommodation is apparent from the street. A new linear block running along the southern boundary of the site is considered to create a strong edge to the street reinforcing the frontage. The use of large windows, winter gardens and balconies introduces activity to this elevation, as well as articulating the mass, which results in a more visually attractive building that provides natural surveillance of the public realm.
- 6.2.5 The provision of a shared vehicle and pedestrian point onto Park Road provides a visual link through to the main access core. Whilst the Council's Urban Design Officer has raised issue with incorporating the access internally within the development and not on the street frontage, subsequent amendments to articulate the proposed shared access point have been secured to provide a more formalised secondary entrance point that can be referenced easily from the street.
- 6.2.6 The main circulation core would be an external space with handrails provided to allow views over the rear shared courtyard and car parking space. This is considered to provide a visual connection between the upper terraces and ground level, and provide natural surveillance of the surrounding amenity space.
- 6.2.7 The base of the development would be elevated marginally above street level enabling an enhanced defensible space and increased privacy for future occupiers of the ground floor units.
- 6.2.8 The development would accommodate four storeys in total measuring 12.5 metres at its tallest part, with the 4th floor to the linear block to the front recessed from its south and east sides to ensure an appropriate integration of heights with surrounding buildings. The building at its widest part would span approximately 31.6m and an approximate depth ranging from 12m and 25m.

The building has been set back from the southern boundary adjacent to Park Road and Solomon Avenue to provide an appropriate setting and relationship with the road. Overall, it is considered that the scale of building, having regard to the site location, its relationship to the road and other buildings, would have an acceptable impact on the established townscape.

- 6.2.9 With regard to appearance, it is proposed that the main elevations would be constructed in brick work, with horizontal pre-cast concrete bands at each level. The top floors of the building would be clad in a cementitious panel. Fenestration would comprise composite aluminium outer casements in a timber frame and external balustrading in powder coated or anodised steel. The materials and their arrangements across the building would achieve a simple yet articulated contemporary style that would enhance the location and add variety to the existing built form. It is recommended that all external details of materials, to include details of the secondary entrance frontage, should be secured by conditioned to ensure that a quality finish is achieved.
- 6.2.10 Internal layouts are all dual aspect and meet the London Housing Design Guide requirements. The family sized units are all located to the ground floor. Each unit comes with its own private amenity area that meets the recommended requirements. Communal amenity is provided within the courtyard to the northwest.
- 6.2.11 Overall, the density of development represents an optimal use of the site for housing, providing a design that would also positively enhance and maximise the character and appearance of the site and its surrounding location. Accordingly, it is considered that the proposals having regard to its density, building layout, design and appearance would be acceptable in planning terms.

6.3 Impact on neighbouring properties

- 6.3.1 The nearest neighbouring properties to the site are sited to the north in Solomon Avenue and Park Road to the east.
- 6.3.2 Due to the 'T' shaped layout of the building, and the relative set back of the building from the boundary, no direct overlooking would occur or overshadowing of the properties in Solomon Ave.
- 6.3.3 Similarly, neighbouring properties to the east would flank onto the development from across Solomon Avenue. The proposal would overlook this side, although this is onto a public frontage.
- 6.3.4 To maintain privacy between balconies, a planning condition will be included requiring screening details.
- 6.3.5 Overall, the proposed development would have an acceptable impact on neighbouring amenities.

6.4 Noise and land contamination

- 6.4.1 The site lies adjacent to the east of the London and Enfield Town/Cheshunt railway line. The applicants have conducted a preliminary noise appraisal indicating that noise levels from the trains will have a moderate impact considering that rolling stock is powered by electric as opposed to diesel.

Notwithstanding, it recommends a comprehensive noise survey is conducted which would establish appropriate mitigation measures to be adopted in the final design and build. The Council's Environmental Health Officer is satisfied with this approach subject to a planning condition that would secure an acoustic report and noise control methods prior to commencement of development.

- 6.4.2 A separate desktop survey of site contamination was also conducted, concluding that there is no adverse contamination on site that would require remediation.

6.5 Highways

Access and parking provision

- 6.5.1 The application proposes one point of access for both vehicles and pedestrians onto Park Road. To ensure the access crossover and surfacing is built to a shared standard, a planning condition is recommended. Redundant crossovers can be reinstated via planning condition.
- 6.5.2 With regard to the parking provision, the application would provide four spaces in total, two of which would be designed for disabled users. It is acknowledged that the proposed parking ratio (0.2 spaces per unit) would be substantially below the maximum car parking standards set out in the London Plan and there are concerns about the cumulative impact of development on parking conditions in the area. However, the Highways Engineer has indicated that, considering this site in isolation, the anticipated parking demand generated by the development could be safely absorbed on-street in the surrounding area. If necessary, amendments to existing restrictions could be considered, with the necessary funding for the Traffic Management Order secured via a planning obligation. This view takes into account the good PTAL (PTAL 5) for the location; the availability of a car-club vehicle nearby (at the northern end of Victoria Road); and the site's proximity to services on Fore Street and Edmonton Green. The Traffic and Transportation service also identify the need for: 2 cycle spaces for each unit (total 36 spaces) to be secured by planning condition; a financial contribution towards planned cycleways in the area; a financial contribution so that the current waiting and loading restrictions in the vicinity of the site can be reviewed, and car club membership including credit of £100 for each household.
- 6.5.3 Subject to the measures suggested, it is considered that the proposed parking level and means of access for the development are acceptable.
- 6.5.4 Refuse and recycling storage has been incorporated within the undercroft of the development close to the access point to enable safe and efficient collection from Park Road. The additional provision for cycle spaces and the detailed design of the stands can be controlled via planning condition.
- 6.5.5 Overall, the proposed access arrangements, car parking provision, refuse and cycle provision would be acceptable in planning terms.

6.6 Housing mix, affordable housing and education

6.6.1 Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough. Family sized accommodation (3 bed or larger) is the greatest area of need.

6.6.2 The Council's dwelling mix ratios are as follows:

- 1 and 2 person flats - 20%
- 2 bed flats - 15%
- 3 bed houses - 45%
- 4 + bed houses - 20%

The development provides the following dwelling mix:

- 7 no. 1b 2p (39%)
- 7 no. 2b 3p (and) 4p (combined 39%)
- 4no. 3b 5p (22%)

6.6.3 Whilst the proposed dwelling mix in unit terms does not strictly achieve the recommended policy level, it is noted that a total of 11 units would by size be defined as family sized accommodation. Taking into account development viability as well, it is considered that the proposals would achieve an acceptable mix of housing that meets the identified needs of the Borough.

6.6.4 With regard to affordable housing, the policy requirement on sites of 10 units or more would be 40% with provision on site. This is equivalent to 7 units in this particular instance. However, following review of scheme viability by the Council's independent viability consultant, it has been indicated that the site viability is significantly constrained by the values that can be realistically achieved in this particular location. Moreover, it was noted that if the scheme were able to provide accommodation on site this would only be one unit due to viability and that it is likely that this would not be an attractive and/or viable proposition in management terms for any social housing provider. Given this position and following further negotiations with the applicant, the Council's officers have secured a financial contribution amounting to £55,613 towards off site affordable housing provision including an additional contributions of £44,852 towards education provision in the Borough. These contributions would need to be secured via a S106 planning agreement.

6.6.5 Whilst it is acknowledged that the site viability is significantly constrained, the proposals would deliver other tangible benefits in the form of enhancing an existing underused and unkempt urban site in a sustainable location including providing a mix of housing types that respond to the Council's identified housing needs assessment.

6.7 Sustainable Design and Construction

Lifetime Homes

6.7.1 The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.

- 6.7.2 The scheme appears to meet the 16 criteria for Lifetime Homes. However, confirmation of this should be secured by condition.

Code for Sustainable Homes

- 6.7.3 Core Policy 4 of the adopted Core Strategy requires that all residential developments should seek to exceed Code Level 3 of the Code for Sustainable Homes. In addition, Policy DMD50 of the Development Management Document expects developments to achieve a minimum Code Level 4 rating from 2013. In this regard, all developments are required to submit a full and detailed pre-assessment report at planning application stage (RIBA Stages C & D) as well as formal certification of credentials under the Code for Sustainable Homes secured by way of a condition in the following formats and at the following times:
- a. a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,
 - b. a post construction assessment, conducted by and accredited and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.
- 6.7.4 The evidence submitted indicates that the development is capable of achieving the requisite standards. This can be conditioned subject to appropriate phasing and trigger for the submission of certification. This is consistent with Strategic Objective 2 and Policy CP4 of the Core Strategy, emerging DMD50 of the Development Management Document and Policies 5.1 and 5.2 of the London Plan.

Energy / Energy efficiency

- 6.7.5 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2010-2013 to be a 25% improvement over Part L of current Building Regulations which equates to Code Level 4 under the Code for Sustainable Homes.
- 6.7.6 An energy statement has been submitted with the application. This document indicates that a 41.7% saving has been identified overall. In addition, fabric improvements have been stipulated that are within best practice thresholds, thus on balance it is considered that the development adheres to the principles of the energy hierarchy and can be conditioned accordingly.

Drainage

- 6.7.7 The site is located within a critical drainage area although no mitigation for surface water attenuation has been clarified by the applicant. There is opportunity within the site boundaries and its design to accommodate appropriate measures and can therefore be secured via planning condition.

Ecology

- 6.7.8 The ecological assessment submitted has made a number of recommendations for ecological enhancements which Council's Biodiversity Officer is willing to support.
- 6.7.9 Conditions relating to biodiversity enhancements and restricting the clearance of trees / scrub to outside of the nesting season will not be required as the site is completely laid to concrete at present.

Green roof and photovoltaics

- 6.7.10 A green roof (sedum) and photovoltaics have also been proposed although no working designs have been provided. Both matters can be secured by planning condition.

6.8 Community Infrastructure Levy

- 6.8.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sum. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015
- 6.8.2 The development is CIL Liable. In this instance the proposed residential development would be subject to a £20 per square metre levy in accordance with the GLA's CIL Charging Schedule resulting in a charge of £27,981.79 (indexed).
- 6.8.3 Should permission be granted, a separate CIL liability notice would need to be issued.

7 Conclusion

- 7.1 The proposed development makes efficient use of an urban site in a sustainable location and as such would be acceptable in principle. The design and layout adequately considers the constraints presented by the site and its surroundings to achieve a high quality residential development. Having regard to the considerations set out above and subject to the completion of the necessary legal agreement to secure identified obligations, it is considered on balance that the proposed development is acceptable.

8. Recommendation

- 8.1 That subject to the completion of a S106 Agreement, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following summarised conditions:

1. Time limit
2. Development in accordance with plans
3. Details of external materials (including balconies)
4. Details of surfacing materials
5. Details of boundary treatments
6. Details of Sustainable Urban Drainage
7. Details of vehicle and pedestrian access design
8. Details of landscaping and communal recreation area
9. Details of external lighting
10. Acoustic survey and noise control measures
11. Cycle provision (36 spaces) including design of storage/stands
12. Energy statement
13. Energy efficiency
14. Details of Code for sustainable homes compliance (Code 4)
15. Details of balcony privacy screens
16. Details of green/brown roof design (including maintenance regime)
17. Details of photovoltaic cells (including maintenance regime)
18. Details of water efficiency
19. Details of Lifetime Homes
20. Revised location for postal mail boxes

Amendments after discussion with use officer	12.12.14	TH	C
Amendments after meeting with use officer	03.02.12	TH	B
Minor amendments	16.05.14	JS	A
Per comment:	17.06.14	JS	
Revision description	Date	Init	Rev

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Title Site Layout Plan As Proposed	
Project Park Road, Edmonton	Client Thornsett Properties
Date 15/01/2014	Drawn by RjC
Job No 1401	Checked RjC
	Scale 1:200@A3
	Dwg No PL-ST-600
	Revision C

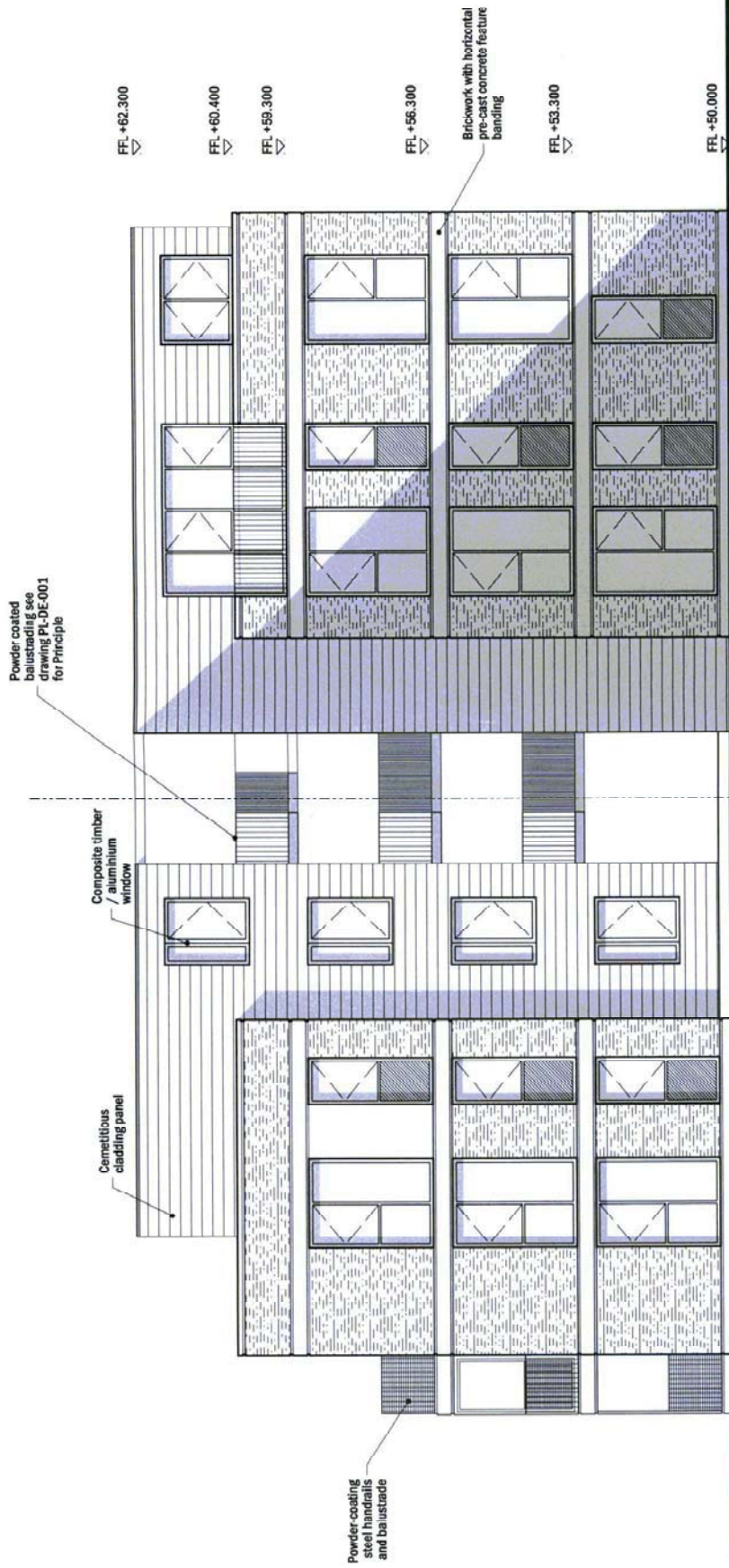
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SOLOMON AVE

PARK ROAD

NETWORK RAIL
LIVERPOOL ST TO CHESHUNT





Amendments after meeting with client officer	08.12.14	TH	D
Miscellaneous changes to elevation	16.05.14	RJC	C
Coordination with layouts	24.04.14	RJC	B
Alterations to cladding, windows	11.04.14	RJC	A
Revision description	Date	Init	Rev.

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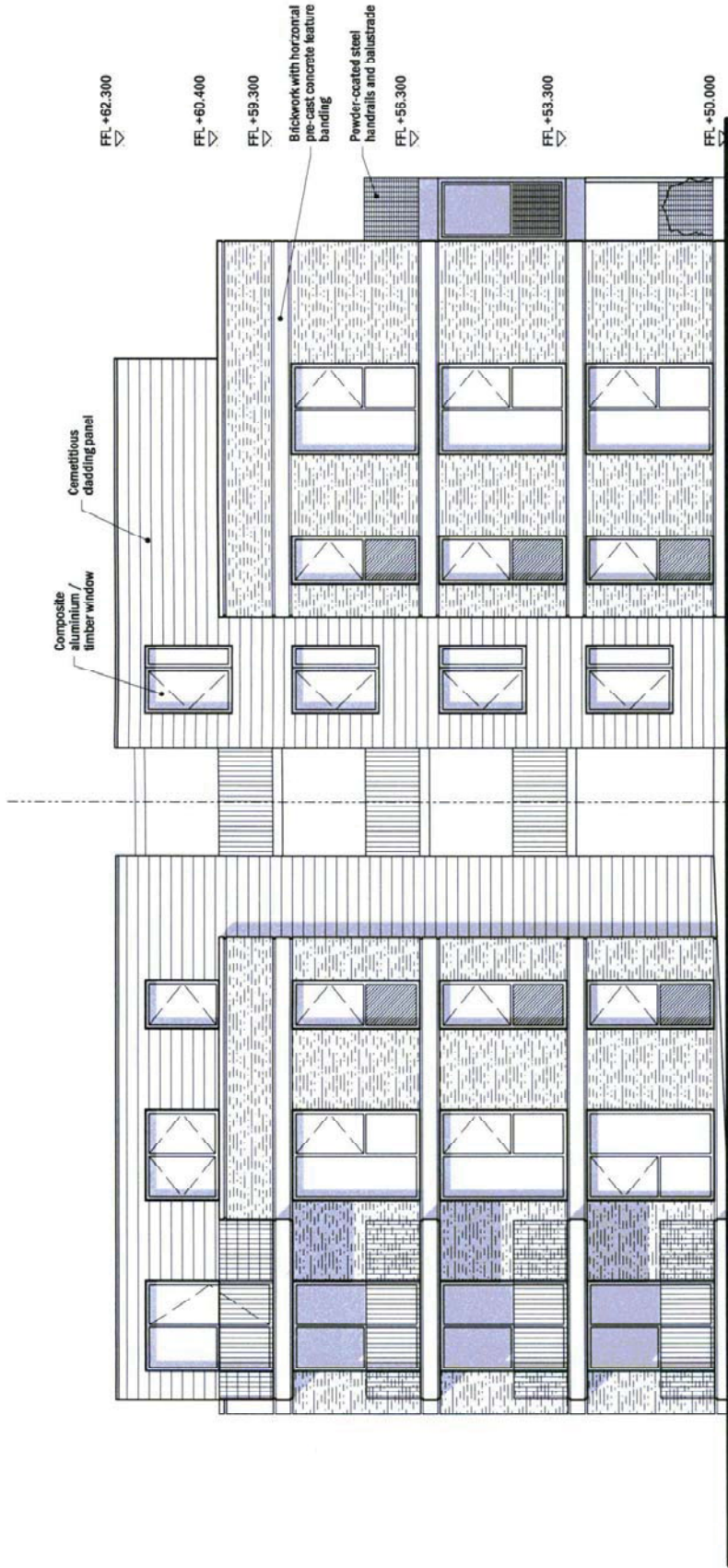
Title
East Elevation (developed)
As Proposed

Project	Park Road, Edmonton	Client	Peachwalk Properties
Date	17.04.14	Drawn by	RJC
Job No	1401	Checked	
		Scale	1:100@A3
		Revision	D

Scale 1:100



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Amendments after meeting with our officer	08.12.14	TH	D
Miscellaneous changes to elevation	16.05.14	RJC	C
Coordination with layouts	24.04.14	RJC	B
Alterations to cladding, windows	11.04.14	RJC	A
Revision description	Date	Init	Rev

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Title
West Elevation (developed)
 As Proposed

Project	Park Road, Edmonton		Client	Peachwalk Properties
Date	17.04.14	Drawn by	RJC	Checked
Job No	1401	Drawg No	PL-EL-003	Scale
				1:100@A3
				Revision
				D



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Amendments after meeting with case officer	05.03.14	TH	B
Miscellaneous changes to elevation	16.03.14	JS	A
Revision description	Date	Init	Rev

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Title
North Elevation (Main Block)
As Proposed

Project	Park Road, Edmonton	Client	Peachwalk Properties
Date	17.04.14	Drawn by	RJC
Job No	1401	Checked	Scale
		1:100@A3	Revision
		PL-EL-004	B

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