

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 24th March 2015

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

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Ward:

Enfield Highway

Ref: 14/04854/FUL

Category: Full Application

LOCATION: 18 Brimsdown Avenue, Enfield, EN3 5HZ,

PROPOSAL: Redevelopment of site to provide a 3-storey block of 21 self-contained flats (6 x 1-bed, 12 x 2-bed and 3 x 3-bed) with balconies to front and rear, inverted dormers with sun terraces at rear, car parking at side with alterations to vehicular access to Brimsdown Road, detached cycle and refuse storage buildings at rear and associated landscaping.

Applicant Name & Address:

Origin Housing Group
C/O Agent

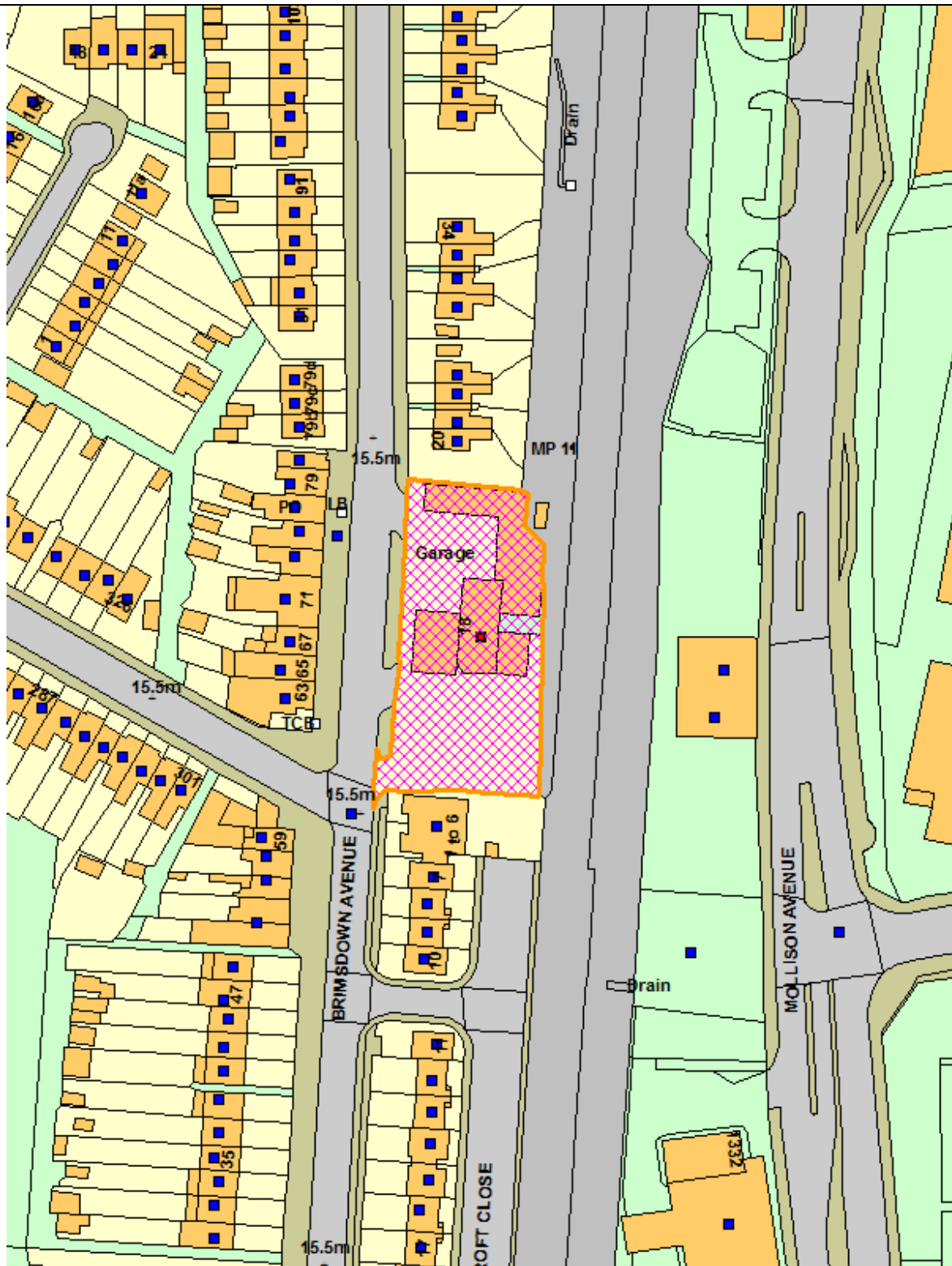
Agent Name & Address:

Mr Dominic Tombs
JLL
30 Warwick Street
London
W1B 5NH

RECOMMENDATION:

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

Ref: 14/04854/FUL LOCATION: 18 Brimsdown Avenue, Enfield, EN3 5HZ,



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Scale 1:1250

North



1.0 Site and Surroundings

- 1.1 The site comprises of a disused petrol filling station/ MOT garage located on the eastern side of Brimsdown Avenue and to the northeast of its junction with Carterhatch Road. It is composed of a regular shaped plot slightly narrow on northern side. There are some existing structures on site remnants from its past use as a petrol filling station. The site is currently derelict and hoarded.
- 1.2 The site is located in Enfield Highway part of the borough within the Lea Valley and has an overall area of 0.192 ha or 1, 9223 sq. metres.
- 1.3 The land levels are relatively flat across majority of the site.



- 1.4 The site is well served with transport links including bus services with the nearest bus stop (for bus No. 191) directly opposite on Brimsdown Avenue. Brimsdown railway station is located approximately 300 metres to the south. However, the site has a PTAL 2 rating.
- 1.5 The site is not listed nor is it within a conservation area.
- 1.6 The site is bordered immediately to the north by two storey terraced residential properties and to south by a three storey block of flats (Stonycroft Close). To the west directly opposite and across Brimsdown Avenue is a parade of shops with residential above. Immediately to the east, the site is adjacent to a railway.
- 1.7 Further beyond the railway line is the Brimsdown Industrial Area which is designated within the London Plan as being Strategic Industrial Land. Mollison Avenue and the railway line both running north-south form a buffer between the site and this industrial area.

2.0 Proposal

- 2.1 Planning permission is sought for the redevelopment of the site to provide a 3-storey block of 21 self-contained flats (6 x 1-bed, 12 x 2-bed and 3 x 3-bed) with balconies to the front and rear, inverted dormers with sun terraces at the rear, car parking at the side with alterations to the vehicular access to Brimsdown Avenue, detached cycle and refuse storage buildings at rear and associated landscaping.
- 2.2 The proposed block would be rectangular in shape with the primary frontage facing directly onto Brimsdown Avenue. The proposed Brimsdown Avenue (west facing) elevation would be approximately 40 metres in length and 11.7 metres in height with a pitched crown roof with hipped ends.
- 2.3 The Brimsdown frontage represents the principle entrance to the development and provides four separate entrances; two of them lead to the two core arrival points of the building and provide connection to the rear communal garden and front respectively; these are highly articulated with raised pillars. Two other albeit smaller entrances serve individual units located on ground floor.



- 2.4 The front facade would be composed of a pattern of different materials and colours consisting of white render on the upper floors and red brick on the lower floors, interspersed with vertical projecting details of the same colour over the main entrances. Aluminium/wood composite glazed windows are provided for fenestration. The front boundary treatment comprises a mix of facing red brick and metal railing, with the two main entrances to the core areas accentuated and defined by higher brick piers. The proposed detailing and articulation provides a contemporary appearance to the building.

- 2.5 The proposals have been the subject of pre-application advice and have also been revised after submission following concerns raised with regard to residential mix and layout, appearance and servicing.
- 2.6 Amenity space for the development is provided via a 305 sqm communal garden on ground level to the rear of the development and some individual private balconies and patios.



- 2.7 The application also includes:
- 18 car parking spaces (including 2 disabled bays) accessed via a new reconfigured vehicular access road to the north edge of the site off Brimsdown Avenue.
 - 44 secure Cycle parking spaces provided to the rear within two storage areas.
 - Additional Landscaping proposals to the car park area and side and front of the proposed development.
 - Private and communal refuse/ recycling storage.

3.0 Relevant Planning Decisions

- 3.1 TP/06/2483 - Demolition of existing former petrol station and erection of two 2 storey buildings of 18 No. flats (comprising 14 x 1 bed and 4 x 2 bed) incorporating accommodation in the roof with side dormer windows together with provision of 18 car parking spaces, bicycle stores, landscaping and access from Brimsdown Avenue (revised scheme) – granted subject to conditions 27.2.07

- 3.2 TP/06/1632 - Demolition of existing former petrol station and erection of two 2 storey buildings of 18 No. flats (comprising 14 x 1 bed and 4 x 2 bed) incorporating accommodation in the roof with side dormer windows together with provision of 18 car parking spaces, bicycle stores, landscaping and access from Brimsdown Avenue – refused – 6.12.06 (Appeal withdrawn).

4.0 Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1 Traffic and Transportation originally raised concerns regarding tracking for delivery vans, size of access, location of bin stores, zip car and size of cycle storage. These concerns have now been satisfactorily addressed.

Housing Department

- 4.1.2 Whilst noting the proposed housing provision and mix, given the site's physical constraints Housing are satisfied that the revised unit mix, i.e. Larger 2 bed and relocation of 1 of the 2, 3 bed family dwellings to the ground floor will provide larger more desirable dwellings and meet their requirements.

Sustainability Officer

- 4.1.3 No objection subject to the imposition of relevant conditions.

Economic Development

- 4.1.4 No objection but due to the size of the development, an employment and skills strategy as per S106 would be required.

Thames Water

- 4.1.5 No objection and recommends informative be attached.

Environmental Health

- 4.1.6 No objection as there is unlikely to be a detrimental environmental impact, subject to conditions relating to contamination/remediation.

Environment Agency

- 4.1.7 The site is in Flood Zone 1, although there is some Flood Zone 2 along the access road into the site. The EA will not provide specific advice on controlled waters for this site as they do not consider it to be of high risk to ground water.

Network Rail

- 4.1.8 No objection but suggests that as the application site is located adjacent to Network Rail's operational railway infrastructure, it would recommend an

Asset Protection Agreement is signed between the developer and Network Rail.

Metropolitan Police

- 4.1.9 No objection as long as the principles and practices of 'Secure by Design' are incorporated in design and Complies with the Section 1.Design & Layout, Section 2.Physical security and Section 3.Ancillary Security requirements within the current SBD New Homes 2014

London Fire and Emergency Planning Authority

- 4.1.10 No objection to the proposals.

4.2 **Public**

- 4.2.1 Consultation letters were sent to 77 adjoining and nearby residents and businesses in the area. Four site notices were posted and a press notice was published. Two responses have been received commenting as follows:

- Sounds like a good idea as long as people living on Stonycroft Close who need to upsize get priority of a flat. A 2-bedroom flat is needed desperately.
- Will the properties be for social housing or for private buyers and will it be Council or Housing Association and have any of the properties been identified for mental health ex-offenders.

5.0 **Relevant Policies**

5.1 The London Plan Including Revised Early Minor Alterations (REMA)

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 3.8	Housing choice
Policy 3.9	Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing
Policy 3.13	Affordable housing thresholds
Policy 3.14	Existing housing
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 5.8	Innovative energy technologies

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 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.18	Construction, excavation and demolition waste
Policy 5.19	Hazardous waste
Policy 5.21	Contaminated land
Policy 6.3	Assessing the effects of development on transport capacity
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 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 8.2	Planning obligations
Policy 8.3	Community infrastructure levy

5.2 Local Plan – Core Strategy

CP1:	Strategic growth areas
CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22:	Delivering sustainable waste management
CP24:	The Road Network
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP28:	Managing flood risk through development
CP30:	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP36:	Biodiversity
CP40:	NE Enfield

5.3 Development Management Document

DMD 1	Affordable Housing on Sites Capable of Providing 10 units or more
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DMD 3	Providing a Mix of Different Sized Homes
DMD 6	Residential Character
DMD 8	General Standards for New Residential Development
DMD 9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD45	Parking Standards and Layout
DMD46	Vehicle crossovers 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
DMD55	Use of Roofspace/ Vertical Surfaces
DMD57	Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing flood risk
DMD61	Managing surface water
DMD64	Pollution Control and Assessment
DMD65	Air Quality
DMD66	Land contamination and instability
DMD68	Noise
DMD69	Light Pollution
DMD70	Water quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD79	Ecological Enhancements
DMD80	Trees on development sites
DMD81	Landscaping

5.4 Other Relevant Considerations

NPPF
National Planning Policy Guidance
Enfield Strategic Housing Market Assessment (2010)
S106 SPD
North East Enfield Area Action Plan (NEEAAP) – Submission Version

6.0 Analysis

6.1 The key issues for consideration in relation to this application include the following:

- The principle of re-developing the site for residential purposes,
- The impact of the proposal on the character and appearance of the surrounding area and,

- Its impact on amenity enjoyed by neighbouring properties.

Other considerations will include:

The design and visual appearance of the proposal, standard of resulting residential accommodation, highways and parking issues, the level and standard of amenity space provided, impact on local infrastructure, trees and landscaping, air quality, environmental and sustainable design and construction, levels of affordable housing provision proposed and the need for other S106 requirements associated with the proposed development.

6.1 Principle of Development

6.1.1 The application site comprises a derelict piece of land housing a number of disused structures formerly used as a petrol filling station and MOT car testing centre. The surrounding area is predominantly residential in composition and thus, in general, residential would continue to represent an appropriate land use for this site in keeping with the prevailing composition and character of the area. The delivery of additional dwellings would also accord with Policy CP2 of the Core Strategy and Policy 3.3 of the London Plan. In addition, the NPPF under paragraph 50 states that local planning authorities should aim to deliver a wide choice of high quality homes to widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In this regard therefore, and noting the presumption in favour of sustainable development which is at the heart of the National Planning Policy Framework and use of brown field sites (para 14 and para 111), the principle of developing the site for residential purposes is to be considered acceptable.

6.1.2 With particular reference to this site, the overall vision for the area as envisaged in the North East Enfield Area Action Plan is to deliver regeneration as expounded in Core Policy CP40. It is considered that this application offers an opportunity to deliver much needed housing on a brownfield site whilst offering regeneration on an otherwise blighted site. However, this notwithstanding, the proposals own individual merits having regard to its benefits and impact on the character and appearance of the locality and on immediate neighbours must be assessed.

6.1.3 It should also be noted that planning permission has also previously been granted for the redevelopment of the site for residential purposes. Given this, it is considered that the principle of residential development on this site has therefore already been established.

6.2 Impact on the Character and Appearance of the Area

Scale, Height and Massing

6.2.1 Core Policy 30 requires all developments and interventions in the public realm to be of high quality and design-led, having special regard to their context. DMD Policy 37 supports development that is suitable for its intended function, appropriate to its context and having regard to its surroundings

6.2.2 The proposal is comprised of one 3 storey rectangular shaped building measuring approximately 40 metres long, 11.8 metres wide and 11.7m high.

The building would be marginally taller than adjoining block (Stonycroft) to the south by approximately 1.3 metres, however, this difference is not apparent when viewed from the street scene given the proposed building is significantly wider and set back from their shared boundary. The building incorporates hipped ends to the roof and a crown top, both of which help in scaling the building mass to align with that of adjoining neighbour Stonycroft Close and the rest of the street skyline and consequently its visual impact on street scene.

6.2.3 The building is positioned to maintain the existing building line along the street, from the flatted development at Stonycroft to the south to the two storey terraced properties to the north. The hipped roof reflects the pitched roofs of neighbouring properties and surrounding area.

6.2.4 Currently the site is hoarded with derelict structures in the background and is considered an eyesore, reflecting negatively on the street scene. The proposal would be welcomed as it proposes to replace this blighted gap in the street frontage with a well-designed building that fits comfortably into its context, maintaining the street skyline and character with regard to elevations, eaves and ridge levels and general massing along this part of Brimsdown Avenue.

Density

6.2.5 In accordance with Policy 3.4 of the London Plan “Optimising Housing Potential”, development should optimise housing output for different types of location within the relevant density range (Density Matrix Table 3.2) taking into account local context, design and transport capacity as well as social infrastructure. Core Policy 5 stipulates that density of residential development proposals should balance the need to ensure the most efficient use of land whilst respecting the quality and character of existing neighbourhoods and accessibility to transport and other infrastructure.

6.2.5 It is considered that the site would be classified as within a suburban setting, as the prevailing character of the surrounding area comprises predominantly terraced and semi-detached houses, with a few flatted development further to the south. The suggested density range would therefore be 150-250 hr/ha and 3.1-3.7hr/unit.

6.2.6 The site measures 0.1923 ha in area and with a total of 64 habitable rooms and 21 units would represent a density of 332.6 hr/ha or 109 units/ha. This range is significantly higher than suggested density range in Table 3.2. However, the planning statement submitted as part of the supporting documents advances the argument that the site has good transport links to Central London, with Brimsdown Rail station located less than 5-minute walk away, and that it also benefits from good bus connections with a bus stop immediately outside of the site. This proposition is considered to have merit. Furthermore, with reference to the advice contained in the National Planning Policy Framework, as well as the London Plan and Core Strategy, it is contended that a numerical assessment of density must not be the sole test of acceptability. Further assessment should consider development with regard to its scale and design relative to the character and appearance of the surrounding area and the effect on the amenities of neighbouring residential properties.

- 6.2.7 In view of this and the fact that the scale of the development is considered compatible with the scale and form of existing development, it is considered that despite the numerical breach in density, the scheme proposes development that would be appropriate to its context and surroundings in terms of massing, height and scale and well served with transport links.

Design, Visual Appearance and Site Layout

- 6.2.8 Policy 30 of the Core Strategy seeks to maintain and improve the quality of the built environment. In addition the NPPF at paragraph 56, attaches great importance to the design of the built environment, suggesting that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 6.2.8 The proposed building in design terms is comprised of a traditional form with a contemporary envelope or façade, which uses a mixed palette of materials including red brick, white through render and aluminium glazed fenestration with grey seam metal roof and grey projecting metal frames to window details at 2nd floor level. Similar treatment is accorded to the rear facing elevation where the residential flats on the upper floor level are served by rear balconies. The NPPF under paragraph 60 advises that planning policies and decisions should not attempt to impose architectural styles or particular tastes on development.
- 6.2.9 The proposed building is located to match with the positioning of the existing 3 storey block to the south with regard to both front and rear building lines. It is proposed to have four independent entrances from the Brimsdown Avenue elevation, with a mix of facing brick and railing boundary treatments creating the break between semi private areas and the public space on the highway. Two main entrances are defined and accentuated by use of higher side pillars. The external cladding materials project a residential feel and reflects what has been used elsewhere on the street and surrounding area. The grey seam metal roof is however different to what is used in other developments in area and gives the building a modern/contemporary design expression.
- 6.2.10 The design proposed, including the landscaped section to the front would improve the appearance of this otherwise derelict site and the visual appearance of the street scene. In addition, the modern materials with projecting metal reveals introduced at the second floor level together with the mix use of colour and materials will add to the variation and create interest to the elevation.

Site Layout

- 6.2.11 The proposed building would be located to the south-western part of the site about 3 to 3.2 metres from the front boundary and approximately 2.5 metres to its shared boundary with Stonycroft Close to the south. The site layout consists of the building, communal landscaping area to the rear, car parking area to the north, and integral front and side landscaping. The cycle storage and refuse/recycling storage would be located within detached structures to the rear of site. Vehicular access would be via an improved access at the northwest corner of site. Multiple pedestrian accesses are provided from the side and rear, but the main accesses would be via the Brimsdown Avenue frontage.

- 6.2.12 The layout of site has to deal with a number of constraints including the fact that a substantial part of the site is taken up by easement for UK Power Networks, a main sewer passes through the site in a north-south direction, a railway line adjoins the site to the east and contamination issues associated with former use as petrol service station.
- 6.2.13 The site is provided with boundary fences on all sides. A 1 metre high brick and metal railing fence to the Brimsdown Avenue boundary; to the east where the site is bounded by the railway line, the existing metal railing is retained and an acoustic 2.3 metre high fence with 300mm trellis above added; a 1.8 high metre timber fence with 300mm trellis on top would be installed on northern boundary.
- 6.2.14 It is noted that the layout takes consideration of principles for secure-by-design with adequate overlooking and local surveillance provided for the public spaces including the communal garden area, refuse storage, cycle parking and car parking areas.
- 6.2.15 Given the site constraints, the building being sufficiently recessed from the public highway and fitting within the established Brimsdown Avenue building line and providing reasonable setback from neighbouring property to safeguard neighbouring amenity, it is considered that the proposed site layout is acceptable.

6.3 Neighbouring Amenity (including Daylight and Sunlight Issues)

- 6.3.1 With regards to neighbouring amenity, DMD Policy 8 is deemed most relevant as it requires new development proposals to have appropriate regard to their surroundings and to preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance
- 6.3.2 With respect to nearest properties at Stonycroft Close, the proposed development is deemed to provide a considerate arrangement. The key issues relating to this arrangement relate to impact on the windows in the north facing elevation of Stonycroft Close with regard to loss of light and overlooking. Each of the two windows is split equally to serve two different rooms; the one towards the frontage serves a bathroom and also acts as a secondary window to the living room, whose principal window faces onto Brimsdown Avenue. The other window serves a kitchenette and a bedroom which has a principal window facing to rear. It is considered that both habitable rooms would not be adversely impacted upon given their principal sources of natural lighting would not be affected. Furthermore, the flank wall of the proposed building in addressing concerns with regard to loss of light is set at 4 metres from these windows.
- 6.3.3 A sunlight and daylight assessment is submitted as part of this application. The assessment done covers those properties nearest to the proposal including 1-6 Stonycroft Close to the south, 20 Brimsdown Avenue immediately to the north, 59 Brimsdown Avenue to south west and 63 to 79 Brimsdown Avenue (odds) to west and north-west.
- 6.3.4 The report by JLL and EB7 concludes: "*The results of these assessments have shown that all of the surrounding residential properties will retain levels of daylight and sunlight in excess of the criteria suggested within the BRE guide*"

6.3.5 With regard to impact on amenity to surrounding occupiers, it is considered the most affected would be 1-6 Stonycroft Close. However, given the conclusions of the daylight and sunlight assessment that levels of daylight and sunlight retained by surrounding residential properties would be in excess of those suggested within the BRE guide, it is considered that overall on balance the proposals would not have an unacceptable adverse impact on amenities to these properties.

6.4 Standard of Accommodation and Mix of Units.

Floor areas and Internal Layouts

6.4.1 Core Policy 4 of the Enfield Plan, Policy 3.5 of the London Plan and the London Housing SPG all seek to ensure that new residential development is of a high quality standard internally, externally and in relation to their context.

	Dwelling type (bedroom (b)/persons- bedspaces (p))	London Plan GIA (sq.m)	Proposed GIA Range
Flats	1b2p	50	50.3 - 59.1
	2b3p	61	65 - 83.7
	2b4p	70	73.3 - 98.8
	3b5p	86	91.8 - 92

6.4.2 London Plan Policy 3.5, as detailed in Table 3.3 “Minimum space standards for new development” and the London Housing SPG require the above shown minimum floor standards to be met.

6.4.3 The scheme proposes 6x1 bed, 12x2 bed units and 3x3 bed units. The Gross Internal Floor areas of all the units are in excess of the minimum floorspace (GIA) standards specified in Policy 3.5 of the London Plan. In addition, the floor layouts are well laid out in terms of configuration, size and orientation, with a high proportion of the units being dual aspect, including the family units.

6.4.4 The family sized units in the scheme comprise 3 bed 5 person units, with spacious floor layouts averaging 92 sqm in area and conveniently located on ground and first floor levels of Core ‘B’ of the development; they are all provided with individual private balconies.

6.4.5 Policy 3.8 of the London Plan states that 10% of all new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. This application proposes 2 units fully compliant in terms of wheel chair accessibility and in close proximity to their designated parking spaces. This would represent 9.5% provision. It is also noted that one of the 3 family units is located on the ground floor which makes it easily accessible.

Housing Mix

- 6.4.6 Policy 5 of the Core Strategy requires developments to provide a mix of residential units and seeks across the whole Borough to achieve the following ratios for both market and social housing:

Mix sought for market housing:

Bedroom	Persons	Percentage
1-2 bed flats	1-3 persons	20%
2 bed houses	4 persons	15%
3 bed houses	5-6 persons	45%
4+ bed houses	6+ persons	20%

Mix sought for affordable housing:

Bedroom	Persons	Percentage
1-2 bed flats	1-3 persons	20%
2 bed houses	4 persons	20%
3 bed houses	5-6 persons	30%
4+ bed houses	6+ persons	20%

- 6.4.7 The current proposal would deliver 6x1 beds (28.6%), 12x2 beds (57.2%) and 3x3 beds (14.2%). At 14.2%, the proposed provision of family sized units within the development is numerically below the range specified in policy. Although this represents an improvement from the previous 11% provision at pre-application stage. It is recognised that not every site and development can meet the mix of housing set out in Core Policy 5 and regard should also be given to other factors. The NPPF under paragraph 173 provides guidance on viability and deliverability indicating that requirements likely to be applied to development should be balanced to ensure development deliverability and viability. A viability assessment has been provided that satisfactorily demonstrates the constraints inhibiting the ability to achieve a fully policy compliant mix.
- 6.4.8 In this case, as indicated by the applicant, the site is subject to several constraints, among them being the existing easement affecting a significant portion of the site to the north. Other constraints include the existence of the railway line abutting the eastern boundary which must be recognised in noise mitigation and the costs of remediation to a former petrol service station. Given these constraints, it is recognised that the site has significant challenges and limited flexibility with regard to provision of the desired housing mix, particularly the larger family units. However, the applicant has sought to improve the mix following pre-application advice and it is considered that the current level of family accommodation proposed is acceptable.

6.5 Amenity Space

- 6.5.1 The London Housing SPG sets out minimum standards for private amenity space provision calculated at 5 sqm of private amenity space for 1-2 person dwellings and an extra 1 sqm provided for each additional occupant. Policy

DMD 9 of the Development Management Document sets out similar minimum standards for amenity space provision:

Dwelling type	Minimum Private Amenity Space required	Amenity Space Provided in scheme
1b2p	5sqm	5.3 sqm
2b3p	6sqm	6.1 sqm
2b4p	7sqm	7 sqm
3b5p	8sqm	8.1 sqm

6.5.2 Policy DMD9 requires that in addition to the above standards for private amenity space, flats must provide communal amenity space which is functional, is overlooked by surrounding development, is wheelchair accessible and has suitable management arrangements in place.

6.5.3 The development provides private amenity space in form of balconies, and patios to those on ground floor, as required by policy. The units on the ground floor, including those serving disabled persons and the family unit, are provided with private front and/or rear patios. On the upper floors, private balconies that comply with the standards are provided to each unit. This level of private amenity space provision is considered acceptable and consistent with policy 3.5 of the London Plan and Policy DMD 9 of the Development Management Document. The balconies also comply with the minimum dimensions requirements.

6.5.4 A shared communal garden measuring approximately 305 sqm is provided to the rear of the development. This communal garden is of good size, accessible to wheel chair users, is enclosed and well laid out and is directly overlooked therefore receiving natural surveillance from the residential units above. It is considered that the amenity space provisions associated with this development are acceptable

6.6 Traffic Generation, Parking, Servicing and Highway safety

6.6.1 Policy 6.3 of the London Plan is relevant in “assessing the effects of development on transport capacity”. This policy seeks to ensure that impacts of transport capacity and the transport network are fully assessed and that the development proposal should not adversely affect safety on the transport network. The Council’s Traffic and Transportation Section have reviewed the application, and originally raised concerns with regard to tracking for delivery vehicles and fire tender, size of access road being too expansive, location of bin stores exceeding maximum distance of 10m, lack of engagement with zip car, size of cycle storage and construction traffic logistics. Following revisions to the proposals, they are now satisfied with the scheme.

6.6.2 DMD policy 45 gives guidance on parking standards and layout, DMD policy 46 deals with vehicle crossovers and dropped kerbs, DMD policy 47 on new roads, access and servicing and DMD policy 48 deals with transport assessments which are all relevant. Paragraph 32 of the National Planning Policy Framework is also applicable and advises that all developments

that generate significant amounts of movement should be supported by a Transport Statement/ Assessment. The applicants have submitted a Transport Assessment Statement as part of the submission documents.

Parking

- 6.6.3 The guidance on determining an acceptable levels of parking is provided in the London Plan, which recommends maximum standards, determined by amongst other factors the accessibility of the site and the number of beds per dwelling. The parking standard for residential, as set out in Table 6.2 of The London Plan:

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 – 1.5 per unit	1.5 – 1 per unit	Less than 1 per unit

- 6.6.4 Given the number of units proposed, London Plan standards would seek a range between 3 and 23 car parking spaces for the scheme. The proposed provision of 18 spaces is on the upper end of this range. Although the site has a PTAL rating 2 indicating low accessibility, given the site's proximity to bus services and Brimsdown train station, the provision of 18 parking spaces is considered acceptable. Additionally all of the proposed spaces meet the minimum space dimensions and specifications.

Disabled parking provision

- 6.6.5 According to the adopted standards, at least 5% should be designed and designated for use by disabled persons. The plans show in total 2 no. dedicated disabled parking spaces would be provided; this represents 11.1% provision and is deemed acceptable.

Vehicular access

- 6.6.6 Vehicular access to the site is provided at the northwest corner involving reconfiguration of the existing dropped kerb and reduction to 5m wide with 2m x 2m vehicle to pedestrian visibility in both directions. The access is designed with capability to accommodate large vehicles including fire tender and refuse trucks. Traffic and Transportation have indicated that works with regard to changes to the access arrangements and to resurfacing of footway in front of the site along Brimsdown Avenue should be funded by the applicant under a S278 Agreement.
- 6.6.7 With regards to Section 106/S278 highways contributions and requirements, the following would be required:
- i Funding for works on the highway with regard to resurfacing of footway in front of the site along Brimsdown Avenue
 - ii Funding works on the highway with regard to changes to the access arrangements
 - iii Contributions towards cycle facilities improvements in the area amounting £ 13,986

Servicing

- 6.6.8 The proposed refuse and recycling storage areas will be located to the rear of the building with direct access from the car parking area. In terms of on site servicing, the plans demonstrate that there is adequate space provision for large vehicles to turn, including refuse vehicles and a fire tender, without impacting on the public highway. Following revisions to the width of the access, Traffic and Transportation now have no objection to this improved arrangement.

Pedestrian access

- 6.6.9 The two main pedestrian accesses to the building are provided from Brimsdown Avenue frontage leading to the two core arrival points of the building and then providing horizontal connection to the rear communal garden and vertical connection to the units; these are highly articulated with raised pillars. There are two other smaller entrances that serve individual units located on ground floor. A connection is also provided to rear from the communal garden area to the parking. Accessibility and connectivity within the development is considered satisfactory.

Cycle Parking

- 6.6.10 The London Plan standards require 1 cycle parking space per 1 or 2 bed unit and 2 spaces per 3 or more bed unit, so provision required would be:
6 x 1 – bed units: 6
12 x 2 – bed units: 12
3 x 3 – bed units: 6

A total of 24 No. cycle parking spaces would be required. The proposals include provision for 44 No. secure cycle parking/storage facilities; this is in excess of policy requirement and considered acceptable; concerns raised by Traffic and Transportation with regard to cycle storage dimensions, details of the racks and circulation area have been addressed on the revised drawings; additionally further details will be secured by a planning condition.

Construction Management

- 6.6.11 The only access for construction vehicles would be from Brimsdown Avenue. Traffic and Transportation are concerned that there is no information provided in the TA on the likely construction period/phasing, the size of construction vehicles or the vehicle tracking outputs, so it is difficult to assess the likely impact of construction traffic. It is therefore recommended that a condition be imposed requiring that the construction logistics plan and details be secured under a construction management plan (CMP) and construction logistics plan (CLP) be submitted and approved prior to commencement of construction on site.

6.7 Air Quality, Noise and Contamination Issues

- 6.7.1 The applicant has submitted a range of documentation including noise assessment, air quality assessment and contamination remediation strategy in relation to the proposal and the existing conditions of the site. The Council's environmental health has been consulted on the proposals.

6.7.2 It is indicated in the Design and Access statement that as one of the former uses of the site was as a service station, the potential for contamination has been considered and a specific report examining the extent of contamination and mitigation measures for successful rehabilitation of the site has been undertaken and will be implemented shortly.

6.7.3 Environmental Health officers have assessed the submitted information and have raised no objections with the quality of assessments and recommendations indicating there is unlikely to be a detrimental environmental impact. They however suggest imposition of a condition with regard to contamination assessment and remediation.

6.8 Trees, Landscaping and Ecology

6.8.1 The applicant has submitted an arboricultural assessment, landscaping report and a habitat survey for the site. The Council's Tree Officer has assessed the application and the submitted landscaping arboricultural reports and confirms they are acceptable.

6.9.1 Sustainable Design and Construction

6.9.1 The development seeks to achieve a Code Level 4, which in accordance with relevant Policy, is acceptable and the assumptions made are realistic for the type of development proposed.

6.10 Flooding and Drainage

6.10.1 The Environment Agency has confirmed that the site is located within an area categorised as flood zone 1, although there is some Flood Zone 2 along the access road into the site. The EA will not provide specific advice on controlled waters for this site as they do not consider it to be of high risk to ground water.

6.10.2 Thames Water has also been consulted on the application and has raised no objections in relation to drainage issues in relation to the proposed site. They have advised on applying some conditions and informatives on the application.

6.11 Impact on Local Infrastructure and Services

Education and Childcare

6.11.1 The Council continues to experience major projected growth in demand for school places and the Council's latest primary school strategy seeks to provide additional places through the permanent expansion of a number of schools in the borough.

6.11.2 Based on the Council's adopted S106 Supplementary Planning Document the applicant would be required to contribute £46,619.58 towards provision of local education infrastructure arising from demand generated as a result of this development. This has been agreed with the applicant and is included in the head of terms for the S106 agreement.

Affordable Housing

- 6.11.3 Core Policy 3 sets a Borough wide target of 40% Affordable Housing units in new developments, applicable on sites accommodating ten or more dwellings. Affordable housing should be delivered on site unless in exceptional circumstances, for example where on site affordable housing would not support the aims of creating sustainable communities. The mix of affordable housing should reflect the need for larger family units as required by Core Policy 5. In order to determine the precise number of affordable housing units to be delivered for each development, the Council will work with developers and other partners to agree an appropriate figure, taking into consideration site specific land values, grant availability and viability assessments, market conditions. The Council will aim for a borough wide affordable housing tenure mix ratio of 70% social rented and 30 % intermediate provision.
- 6.11.4 In estimating provision for private residential or mixed use developments, boroughs should take into account economic viability and the most effective use of private and public investment, including the use of developer contributions.
- 6.11.5 The application proposes 11 affordable rented units out of a total of 21, which equates to 57.1% which is in excess of policy requirement. The 11 affordable rented units comprise 5x1 bed, 3 x 2bed and 3 x 3 bed units. The level of affordable housing proposed has been agreed and is supported by the Council's housing department and will need to be secured through a S106 legal Agreement.

6.12 S106

- 6.12.1 Section 106 contributions would be required in respect of the following matters and the head of terms are set out below:
- i Securing affordable housing comprising 5 x 1 bed 2 persons, 1 x 2 bed 3 persons, 2 x 2 bed 4 persons and 3 x 3 bed 5 persons all for affordable rent to be managed by Origin Housing Group.
 - ii An education contribution of £ 46,619.58
 - iii. Cycle facilities improvements in the area of £ 13,986
 - vi Securing funding for works on the highway under S278 for resurfacing of footway in front of the site along Brimsdown Avenue and,
 - v. For works to changes to the access arrangements
 - vi Employment and skills strategy
 - vii. A 5% monitoring fee

6.13 Community Infrastructure Levy (CIL)

- 6.13.1 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 floor space 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.

6.13.2 The development is CIL Liable.

6.13.3 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:

$$(\text{£}20/\text{m}^2) \times (1,843) \times 252/237 = \text{£ } 39,192.91$$

6.13.4 Should permission be granted, a separate CIL liability notice would need to be issued.

7 Conclusion

7.1 The proposal will bring this brownfield site formerly a petrol service station and MOT testing station into useful residential use to contribute to increasing the Borough's housing supply, on a currently disused site which detracts from the character and appearance of the street scene and surrounding area. It will also bring back to active use through decontamination of an otherwise blighted site.

7.2 The proposed siting, design, massing and height of the development as well as the façade articulation and palette of materials is considered acceptable in terms of its overall street scene appearance as well as not detracting from the character and appearance of this part of Brimsdown Avenue.

8 Recommendation

11.1 That subject to the completion of the S106 agreement to provide for the contributions set out above, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. C60 – Approved Plans
2. C007 – Details of Materials
3. C009 – Details of hard surfacing
4. C016 – Private Vehicles only – Parking areas
5. C019 – Details of Refuse storage & recycling facilities
6. C059 – Cycle parking spaces
7. C017 – Details of Landscaping

8. C11 Details of Enclosure

9. Details of the Boundary Treatment with the railway line

The development shall not be commenced until details of the boundary treatment including elements of tree planting and acoustic screening to be introduced between the proposed site and the railway line to the east 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 protect the amenity of the residents of the development from excessive noise from the railway.

10. Construction Methodology

That development shall not commence until a construction and demolition methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- (a) A photographic condition survey of the roads, footways and verges leading to the site.
- (b) Details of construction access and associated traffic management to the site.
- (c) Arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway.
- (d) Arrangements for the parking of contractor's vehicles
- (e) Arrangements for wheel cleaning
- (f) Arrangement for the storage areas
- (g) Hours of work
- (h) A construction management plan written in accordance with London Best Practice Guidance: The control of dust and emission from construction demolition.
- (i) The storage and re removal of excavation material
- (j) Noise mitigation measures during construction and demolition
- (k) methodology for the demolition of the existing structures on site.

The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties.

11. Piling Method Statement

No impact piling shall take place until a piling method statement (detailing the type of the piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to the underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

12. Scheme to deal with Contamination

The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of the contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by

the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this suspected contamination shall be dealt with.

Reason: To avoid risk to public health and the environment.

13. Parking Management Plan

14. Details of Existing and Proposed Levels

15. Water Efficiency

Prior to occupation details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 90 litres per person per day.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, DMD58 of the Development Management Document and Policy 5.15 of the London Plan.

16 Rainwater Harvesting

The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policies DMD58 and DMD61 of the Development Management Document and Policy 5.15 of the London Plan.

17 Sustainable Urban Drainage System

The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF.

18 Nesting Boxes

The development shall not commence until details of bird and bat nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority.

No less than 8 nesting boxes/bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes/bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

19 Landscaping

The development shall not commence until details of a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed landscaping scheme shall include the following details:

- a. an Access Statement detailing routes through the landscape and the facilities it provides;
- b. an ecological report complying with the requirements of the Code for Sustainable Homes detailing how the landscaping scheme maximises the ecological value of the site;
- c. existing and proposed underground services and their relationship to both hard and soft landscaping;
- d. proposed trees: their location, species and size;

- e. soft plantings: including grass and turf areas, shrub and herbaceous areas;
- f. topographical survey: including earthworks, ground finishes, top soiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;
- g. enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;
- h. hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and
- i. any other landscaping feature(s) forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Policies CP30 and CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan 2011.

20 Energy Performance Certificate

Following practical completion of works a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

21. Energy Efficiency

The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than a 35% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how

the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

22 Code Rating

Evidence confirming that the development achieves a Code for Sustainable Homes (amended 2014 version or relevant equivalent if this is replaced or superseded) rating of no less than 'Code Level 4' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

- a. a design stage assessment, conducted by an accredited Code Assessor and supported by relevant BRE interim certificates for each of the units, 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 Code Assessor and supported by relevant BRE accreditation certificates for each of the units, shall be submitted following the practical completion of the development and within 3 months of first occupation.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

23. Lifetime Homes

24. Considerate Constructors

The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not adversely impact on the surrounding area and to minimise disruption to neighbouring properties.

25 Construction Site Waste Management

The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste.
- iii. Procedures for minimising hazardous waste
- iv. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policy DMD57 of the Development Management Document and Policies 5.17, 5.18, 5.19, 5.20 of the London Plan.

26 Disabled Parking Spaces

The number of disabled parking/ blue badge spaces indicated on the parking layout plan shall be provided and thereafter retained for this purpose.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for the development.

27 Grampian Condition

Grampian condition- Construction works shall not commence on site until:

- a) Details to improve the access from Brimsdown Road
 - b) Details of the closure of redundant access/exit to and from the site and reinstatement of the public footway.
 - c) Details of design and specifications for resurfacing of footway in front of the site in front of Brimsdown Avenue;
- have been submitted to and approved in writing by the LPA and thereafter implemented. The access shall be constructed and the footway resurfaced and reinstated in accordance with the approved details prior to occupation of the development.

Reason: In the interests of highway and pedestrian safety.

28 Details of Lighting

29 Obscured glazing to flank elevations

30 Time Limit

The development to which this permission relates must be begun no later than the expiration of the 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.

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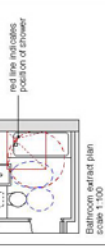
Key to boundary treatment:

- 1 existing 1.5m high fence to be retained
- 2 existing fence to be replaced with 1.5m high fence with 300mm trellis above
- 3 2.5m high chain-linked fence with 300mm trellis above
- 4 proposed 2.1m high brick wall
- 5 2.5m high acoustic fence with 300mm trellis to be fitted parallel to existing wall
- 6 Existing boundary currently comprises two fences, Chain link fence to be removed and replaced with 2.5m high acoustic fence with 300mm trellis above
- 7 800mm acoustic fence to be fitted on the top of 1.7m high rendered wall
- 8 existing 1.7m high rendered block wall to be retained, allow for 300-500mm trellis above
- 9 1.7m high rendered wall to be incorporated into existing wall
- 10 sewer boundary wall with railing on top, to be 1.1m high
- 11 sewer boundary wall with railing on top, to be 1.1m high

Landscaping:

For all areas landscaping design please refer to ACD landscape or survey

Indicative layout showing option of adapting bathroom to provide shower facility



Bathroom extract plan scale 1:100

*Duplex units: Duplex units doors to lower floor lobby to be glazed



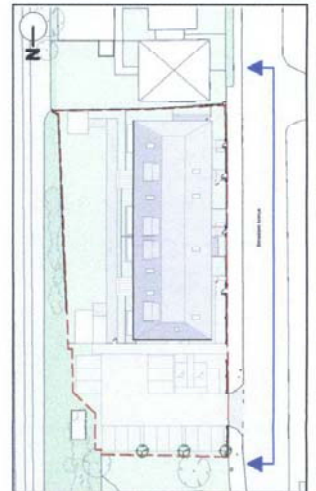
revision	date	notes
01	02/03/2014	Planning
02	21/01/2010	Rev.
03	01/02/2014	JM
04	21/01/2010	A

Project: 18 Brimsdown Avenue, Enfield
 Client: Origin Housing Group
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Proposed Ground Floor Plan



Proposed West (Brimsdawn Avenue) Elevation



Key plan
Scale 1:1000

General notes
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scale 1:200
0 10m

project
18 Brimsdown Avenue, Enfield
for
Origin Housing Group
drawing title
Proposed West (Brimsdawn Avenue) Elevation

revision	date	notes
Planning		
status	scale	drawn by
1:200 @ A3	Nov 2014	JW
date	21/10/2012	rev.
		-



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PROPOSED DEVELOPMENT AT:
18 Brimdown Avenue
Enfield

East Elevation (view from North East)



PROPOSED DEVELOPMENT AT:
18 Brimdsdown Avenue
Enfield

Brimdsdown Avenue Elevation (view from South West)

origin HOUSING

K K M architects