

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 24th November 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Mr Sean Newton

Ward:
Grange

Ref: 15/02026/FUL

Category: Full Application

LOCATION: Land End, 18 And 20 , Bush Hill Cottage, Bush Hill, London

PROPOSAL: Redevelopment of site to provide 4 x 3-storey blocks of 20 self contained flats comprising 8 x 2-bed, 8 x 3-bed and 4 x 4-bed with basement car and cycle parking and refuse storage, balconies to front and rear, solar panels to roof, alteration to vehicle access and associated landscaping.

Applicant Name & Address:
Mr K Fall
C/O Agent
United Kingdom

Agent Name & Address:
Mr Michael Calder
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Essex
CM77 7AA

RECOMMENDATION:

That Members grant delegated powers to officers to negotiate an appropriate level of off-site affordable housing contribution together with the various obligations as outlined in the report above. Subject to the completion of a S106 Agreement, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions. Should no agreement be reached within 12-weeks, officers be granted delegated powers to refuse the application.

Ref: 15/02026/FUL LOCATION: Land End, 18 And 20 , Bush Hill Cottage, Bush Hill, London



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. The application site comprises of three properties, each with a two-storey detached dwelling, on the northern side of Bush Hill on the junction with Carrs Lane. Surrounding the site to the north, east and west is the Bush Hill Golf Course, with Carrs Lane dividing the site from the element of the golf course to the west. To the south is Bush Hill, with dwellings opposite.
- 1.2. The development site is not located with a Conservation Area, neither does it contain any listed buildings. A tree preservation order (TPO) covers the entire development site: LBE ORDER NUMBER 8.

18 Bush Hill

- 1.3. Number 18 Bush Hill, the eastern-most property, is situated on lower ground level to the remaining two dwellings which form the application site. The dwelling has benefitted from extensions to the rear and sits 40m back from the back-edge of the pavement.
- 1.4. The property is served by a driveway with its access point adjacent to the boundary with Bush Hill Cottage, leading to a large area of hardstanding at the front of the dwelling.
- 1.5. Immediately to the east is an area of woodland on the adjacent golf course.

Bush Hill Cottage

- 1.6. Bush Hill Cottage is the centrally positioned of the three dwellings. It benefits from various extensions to the rear but also from a conservatory on its western flank but which projects beyond the front building line. Although the front building line is similar to that of 18 Bush Hill, due to the bend in the road, the dwelling is approximately 33m back from the back-edge of the pavement.
- 1.7. The property is served by a circular driveway accessed from a single point of access approximately 10m east of the Carrs Lane junction.
- 1.8. The property is well-screened from the road. To the east of the entrance drive the screening comprises of some mature Leyland cypress while to the west, the hedge is mostly comprised of Laurel. Significantly, midway between the flank wall and the boundary with No.18 Bush Hill is a London plane tree approximately 30m in height, described within the Arboricultural Report as being "*a magnificent tree of great stature and beauty*" (p11).

Lane End

- 1.9. Lane End is the eastern-most of the three dwellings and fronts Carrs Lane. The dwelling benefits from various single storey extensions, some of which are attached to those serving Bush Hill Cottage.
- 1.10. The property is served by an access which is sited approximately 34m north west of the junction with Bush Hill and almost directly opposite to the access serving the golf club.

- 1.11. A solid boundary wall forms the majority of the boundary treatment with Carrs Lane with some plantings behind.

2. Proposal

- 2.1. Permission is sought for the redevelopment of site to provide 4 x 3-storey blocks of 20 self-contained flats comprising 8 x 2-bed, 8 x 3-bed and 4 x 4-bed with basement car and cycle parking and refuse storage, balconies to front and rear, solar panels to roof, alteration to vehicle access and associated landscaping. Each block will provide 2 x 2-bed, 2 x 3-bed and 1 x 4-bed.
- 2.2. The two blocks fronting Carrs Lane will have a maximum depth of approximately 22.5m and a width of 18.7m, and will be approximately 9m in height to the top of the parapet surrounding a flat roof.
- 2.3. The two blocks fronting Bush Hill will have a maximum depth of approximately 21m and a width of 18.7m, and will be approximately 9m in height to the top of the parapet surrounding a flat roof.
- 2.4. The second floor will be set back from the front of the building by between 1.8m and 3.6m.
- 2.5. A basement is proposed that will sit below all four blocks. This will provide parking for 26 vehicles and cycle parking for 40 bicycles. Two additional spaces are provided at surface level for visitors.

3. Relevant Planning Decisions

- 3.1. Various planning applications have been made in respect of extensions to each of the dwellings.

4. Consultations

4.1. Statutory and non-statutory consultees

Traffic and Transportation

- 4.1.1. No objections have been raised subject to securing appropriately worded conditions relating to access, means of enclosure, electric vehicle charging points, cycle parking and a construction traffic management plan. It is also advised that the scheme should be providing a financial contribution relating to the Cycle Enfield project.

Tree Officer

- 4.1.2. Following some initial objections due to the impact of the development on the health of the London Plane tree and the quality of the information submitted, it has been advised that following the receipt of revised plans and supporting information, there are no objections to the proposed development subject to securing conditions that will in particular protect the long term health of the London Plane tree.

Housing Development & Renewal

- 4.1.3. It has been advised that on the basis of Core Policy 5, eight units should be affordable units (rent =6, shared ownership= 2). Two units should be wheelchair designed units.

Environmental Health

- 4.1.4. It has been advised that there are no concerns with regard to noise or air quality. It is also advised that the desktop contamination study concludes that an intrusive site investigation should be undertaken. The information has not been submitted, therefore it should be secured by condition to ensure that contamination does not pose an unacceptable risk.

Thames Water

- 4.1.5. It is advised that there are no objections in relation to sewerage and water infrastructure capacity. In addition, the developer is advised that discharging to a public sewer, will require the prior approval from Thames Water Developer Services to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Public Housing, Health, Adult Social Care

- 4.1.6. It has been advised that 28 parking spaces for 20 flats is considered excessive due to the location of the site and the proximity of railway stations.

Economic Development

- 4.1.7. It has been advised that due to the size of the development, an employment and skills strategy will be required.

SuDS Officer

- 4.1.8. A drainage plan is required following the London Plan Drainage Hierarchy and a management plan for all drainage features.

Waste Services

- 4.1.9. It has been advised that there are no comments to be made.

Metropolitan Police Service

- 4.1.10. It has been requested that the development adopt the principles of "Secure by Design" and complies with Sections 1, 2 & 3 of the current SBD New Homes 2014 and Multi storey dwellings.

The Enfield Society

- 4.1.11. The following comments have been received:

"Bush Hill is one of the most pleasant residential roads in Enfield. The character derives from single, good sized dwellings with plenty of greenery. The application proposes a different form of development, in this instance blocks of apartments. This would set a precedent for the area rapidly to change into blocks of flats with complete loss of its special character, as has happened with the Bycullah Estate. The pre-application submissions indicate the sort of result that could be anticipated. The current proposal, for maisonettes in four blocks in a modern idiom, is architecturally acceptable, but this does not alter the fact that it could be rapidly followed by applications for blocks of flats in various shapes and sizes which would be difficult to

resist. The Society therefore wishes to object strongly to the application on the grounds that it would damage the character of this attractive area. We would not object to redevelopment as single units of an appropriate size and design."

Ward Cllr Neville

4.1.12. Objections are raised for the following reasons:

- Flat roofed development out of keeping and character with the road
- Overdevelopment of the site
- Poor design and build quality
- Highway safety

Ward Cllr Milne

4.1.13. Objections are raised for the following reasons:

- The proposal neither enhances nor protects the local character, which is predominantly large detached properties.
- It is totally out of keeping with any properties in the local vicinity, the design being more akin to a school or office development, and has no regard or sympathy with the 1920's or 1930's architecture predominant in the area.
- There is a shortage of large family dwellings in the Borough, once lost buildings of this size will not be replaced resulting in a reduction of availability of such dwellings.
- To compare this development with a 1960's Council block on London Road , a considerable distance away and in an areas of mixed residential and commercial development, to justify the development is plain wrong. The two sites could not reasonably be considered like for like in terms of area character.
- This would set a very dangerous precedent for the character of the area, and would likely result in copycat developments which would change the character of the area beyond recognition.

4.2. **Public Response**

4.2.1. Letters were initially sent to the occupiers of 56 adjoining and nearby properties in addition to the posting of site and press publicity. As a result, 22 letters of objection, 1 petition against with 124 signatures (Ward Cllrs notified), and 2 letters in support were received. Following the receipt of some amended plans where two of the buildings were moved nearer to the road, a further round of consultation was undertaken on 9 October 2015. As a result, three further letters of objection have been received. All objections are summarised below:

Impact on character of the area

- Gross overdevelopment of the site.
- What about the conservation of Winchmore Hill?
- Out of character of the area which comprises a mix of traditional houses, with pitched roofs, in a quiet suburban area.
- Disingenuous for the applicant to show pictures of flats, in other locations, in Enfield. Bush Hill contains no flats whatsoever. It is typified by large properties set in generous plots.
- The four separate blocks are in close proximity to each other. The closeness will appear as a continuous wall of development as one approaches from either side

of Bush Hill. Lack of space between the blocks runs contrary to the prevailing style of the area.

- The whole area is verdant with an abundance of trees. There is no space between the blocks for trees.
- 3-storeys is out of scale with neighbouring buildings.
- Substantial increase in density, footprint, height, size and massing.
- Contemporary modernist design is not in keeping with the area and does not preserve or enhance the locality.
- Proposed flats are of a poor standard design with no architectural merit and re of monotonous repetitiveness.
- The design, being close to the road, will stick out like a sore thumb.
- Inappropriate design.
- The NPPF does give leeway to consider the prevailing style, rhythm and setting of the location in which a development is sited. This proposal runs contrary to that directive.
- All properties in Bush Hill are set back from the road with forecourt parking. The proposal will be situated very close to Bush Hill with an ugly basement entrance.
- Substantial loss of mature trees.
- No reference to the established pattern of existing buildings in locality.
- Massive erosion of the character of the area.
- An approval will set a dangerous precedent.
- Close to adjoining properties.
- Development is too high.
- Whole area is verdant with an abundance of trees.
- Such a development will be the beginning of the end of Bush Hill as we know it.
- Proposed buildings too prominent.
- Photographs provided are taken in the summer with a large tree obscuring the true view.
- Concern over the impact of the very large tree.
- While not in a conservation area, it is adjacent to a site that does have one listed building situated on an archaeologically sensitive site and an historic green lane.
- Whilst the council is under pressure to build more homes, it does not mean it has to accept entirely unsuitable projects.
- Affect local ecology.
- Modern featureless design.
- The development will be detrimental to the spacious and open character of the area, the visual amenities of nearby occupiers, will be an eyesore and contrary to policies in the Unitary Development Plan.
- It will alter the fabric of the area and amount to serious cramming in what is a low density area.
- Although not objecting to a higher density, the scheme should be in the form of houses and not flats.
- Core policy 5 seeks a range of housing sizes and that there is greatest need for 3-bed and 4-bed houses. The scheme provides flats, not houses, of which almost half are 2-bed flats.
- No flatted developments along Bush Hill and Bush Hill Road.
- The flats referred to in Bush Hill Park are too distant from the application site to form its character.
- Part of Bush Hill Park is in a conservation area and the character appraisal refers to how blocks of flats have harmed the character of the area. By allowing the current scheme we are just repeating the same mistakes.
- The design of the proposal does not comply with policy DMD 6 or the London Plan and the NPPF.

- We do not want Bush Hill to resemble Cockfosters Road.
- Moving the buildings forward make them more prominent and overbearing.
- When No.134 Bush Hill was built they had to keep to the building line.

Impact on amenity

- Environmental impact of such a large construction.
- Noise pollution.
- Increase in pollution.
- Noise nuisance.
- Digging out the basement will cause massive disruption. No information has been provided as to how this will be mitigated.
- Loss of privacy from front balconies.
- Loss of outlook.

Highways matters

- Insufficient parking for residents and visitors.
- Carrs Lane also serves the golf club therefore with only 2 visitor bays, visitors will park around the triangle, blocking access or impeding sightlines.
- The priority tee junction and access to the basement are too near to the bend in the road and is likely to cause accidents.
- The bend by the golf club is a notorious accident black spot. It is a dangerous blind bend.
- Number of vehicular trips the 20 flats would generate looks light.
- Significant increase in traffic.
- There are many cars parked along the street at night.
- The basement area will occupy half of the site. No other properties have basement parking.
- There is the potential for 94 additional cars in the vicinity.
- Already difficult to get out of Ringmer Place in the mornings.
- Inconceivable that there will be less than 2 cars per flat.
- Access to The Orchard and Quakers Walk will be made more difficult with extra traffic.
- Carrs Lane is a pedestrianised country lane used by children, ramblers, dog walkers, cyclists and will not withstand the increase in traffic.
- Inadequate public transport provisions.

Any other matters raised

- Existing low water pressure in the road.
- Landowners have only financial matters on their mind and not neighbours and the environment.
- Inconsistences in the Planning Statement – reference to Bush Hill as one of the primary routes into the Town Centre, and reference to a Fairfield Conservation Area.
- Why has no decision yet been made as to the tenure and mix of the units? This could be critical to their marketing.
- Whilst there is no law against demolishing a new build house, it is a waste of time, money and environmentally unfriendly unless everything is recycled.
- Increased danger of flooding.
- The applicant states that the flats will be appropriate for people downsizing. Floor plates, whether for two, three or four bedroom flats are very generous. It is

difficult to sustain the argument that the development has a meaningful impact on the Borough's housing stock.

- Strain on existing community facilities.
- Water channels below could affect the development.
- Loss of value for surrounding properties.
- Insufficient time for objections has been given. More time should be given.
- The developers promise a contribution towards Council expenditure elsewhere. This is a tacit admission that the application does not in itself merit approval.
- Moving the buildings has not addressed concerns over excavation with the RPA of tree T17 (London plane).

4.2.2. As advised above, two letters of support have been received. One of these is from an owner of one of the properties, setting out the reasons for the development and the second letter is from a 46-year resident of the street. Comments are summarised below:

- The development will enhance the area.
- Care should be given to the entrance so as to not endanger traffic on the bend.
- Sufficient car parking spaces should be provided.
- The development blends into the surroundings.
- In complete favour providing it does not open the door for the golf club to develop their land.
- The scheme will provide employment during the construction.
- It will provide a boost to the council and local shops from the increase in the number of people.

5. Relevant Policy

5.1. The London Plan

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 3.11	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 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling

Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Lifetime neighbourhoods
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

CP2:	Housing supply and locations for new homes
CP3:	Affordable housing
CP4:	Housing quality
CP5:	Housing types
CP9:	Supporting community cohesion
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
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD1	Affordable Housing on Sites Capable of Providing 10 Units or More
DMD3	Providing a Mix of Different Sized Homes
DMD4	Loss of Existing Residential Units
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology
DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials

DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping

5.4. Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Practice Guidance
Mayor of London Housing SPG (Nov 2012)
LBE S106 SPD
Enfield Strategic Housing Market Assessment (2010)
Community Infrastructure Levy Regulations 2010

6. **Analysis**

6.1. Principle

6.1.1. In broad terms, the proposal is consistent with the aims of the London Plan and policies within the Core Strategy which seek to support development which contributes to the strategic housing needs of Greater London and the Borough. However, it is equally important that all other relevant planning considerations which seek to ensure that appropriate regard is given to design, the character of the area, neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability, are taken into account.

6.2. Impact on Character of Surrounding Area

Density

- 6.2.1. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan in particular encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity.. The site falls within an area with a Public Transport Accessibility Level (PTAL) rating of 1b, therefore the London Plan suggests that a density of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location.
- 6.2.2. Each proposed block is identical in relation to the number and mix of units it will therefore contain: 1x 4b8p (7no habitable rooms each); 2x 3b6p (5no. habitable rooms each); and 2x 2b4p (4no. habitable rooms each). Over the four blocks, one hundred habitable rooms are proposed on a site measuring approximately 0.548sqm. This equates to a density of approximately 182.5hrph.

6.2.3. The scheme is above the mid-point of the suggested density range and given the context of the site, it is considered appropriate that the development is not achieving the maximum value of the density range. However, as identified above, adopted policy acknowledges a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the proposed development. Consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties and the level and quality of amenity space to support the development. These factors are considered below.

Design

- 6.2.4. There is clear guidance on the approach to the matter of design. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development but Paragraph 59 of the NPPF confirms that design policies should “*avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally*”. Paragraph 60 further advises that “*decision should not impose architectural styles or particular tastes... [nor] stifle innovation, innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...[although it is] proper to seek to promote or reinforce local distinctiveness*” while paragraph 61 advises that “*...decisions should address...the integration of new development into the natural, built and historic environment*”.
- 6.2.5. London Plan policy 7.1 (“Lifetime neighbourhoods”) advises that the design of new buildings and the spaces created by them should “*help to reinforce or enhance the character, permeability, and accessibility of the neighbourhood*” while policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “*a positive relationship between urban structure and natural landscape features...*” Policy DMD 37 (Achieving High Quality and Design Led Development”) confirms the criteria upon which application will be assessed. However, it also recognised there is a degree of subjectivity in this assessment of acceptable design.
- 6.2.6. It is recognised that any form of redevelopment will effect a change on how this site relates to the street scene. A key factor in this proposal would be the removal of many trees on the site for which it is considered that adequate compensatory planting is provided. In principle, would be difficult to argue this is not a site which could accommodate more intensive form of development but the questions, illustrated through the objections from the local community, is whether this is the right form for that development.
- 6.2.7. The original scheme excluded No.18 Bush Hill. This would have led to a more fragmented approach to the site and resulted in that dwelling sitting approximately 27m behind the front building line of the originally proposed buildings. This would have created an adverse effect on the existing amenity for the occupiers of that dwelling. A more comprehensive development, including No.18, as proposed, would remove amenity issues and allows for a more cohesive development on the northern side of Bush Hill and a unified street scene. It is considered this is to be welcomed in terms of the development approach to this site.

- 6.2.8. Through discussion at pre application stage and recognising the significance of this site within the street scene, the development now proposed has evolved from a large single block fronting the perimeter of the site, through a scheme for 3 residential blocks to the current scheme for 4 residential blocks. Whilst the addition of a further block in the latest iteration adds to the intensity of development on the site, it is considered the level of development is appropriate for this site. Certainty, Members must focus consideration on the acceptability of the scheme before them rather than any alternative that may or may not be preferable.
- 6.2.9. In terms of the effect of the development on the character of the area, the immediate surrounding area, whilst containing large single family dwellings, is largely but not exclusively characterised by “traditional-looking” buildings, that is 2-storey brick-built, with multi-hipped roofs, many containing accommodation within the loft space. Opposite the site however there are bungalow style properties and approximately 380m south is a short terrace of 3-storey town houses. It should also be noted that approximately 500m to the south, off Bush Hill Road is the more modern development of Cunard Crescent which comprises of three and two storey blocks of flats while some 300m north-east of the site, at the junction of Bush Hill and London Road is Princessa Court, a five storey 1960s block of flats. Consequently, on balance, it is felt there is sufficient variety in the built forms for their not to exist an overly strong singular character that taking into account the position of the site would mean a more modern development typology could prove acceptable.
- 6.2.10. The proposal will introduce buildings which are quite contemporary in design and a type of housing that is not prominent in the immediate area. Whilst it would represent a significant change in the street scene, it is felt this in itself would not be sufficient grounds to consider a refusal because as advised above, paragraph 59 of the NPPF indicates what the LPA should be considering in relation to design. Moreover, there is an overriding strategic need to increase housing supply within the Borough and in London.
- 6.2.11. Mindful of Para 59 of the NPPF, the scheme under consideration is considered to be of an appropriate scale within the context of the site and the street scene. Although it is three-storeys in height, the impact is reduced through the second floor being recessed back from the front of the building presenting a more dominant 2 storey form. This is not dissimilar in effect from the more traditional two-storey dwellings with their roofs hipped away from the road. In addition, articulation is provided on the front elevations through the provision of large areas of fenestration. It is only the flank elevations where the full height is more evident and due to the layout of the scheme, this is only potentially noticeable from the north when approaching along Bush Hill and when walking along the footpath that bound the golf course. In effect however, the views of the flank elevations due to retained landscaping are limited and it is proposed the flank elevations are provided with timber panelling to support living walls (and to provide solar shading and privacy). Although contemporary, the use of brick is an acknowledgement of the predominant building material in the area and on balance, the height and overall form is considered to be appropriate.
- 6.2.12. Taking the above considerations into account, the proposed density, having regard to the adopted London Plan standard as discussed above, is considered to be appropriate for the site and for the area. With regard to massing and distancing, the site is surrounded on three sides by the Bush Hill Golf Course. Notwithstanding this, there is sufficient distancing being retained between the boundaries and the buildings and although trees are being removed as part of the proposals, overall it is felt the development does not appear overbearing from the public footways and surrounding area.

6.2.13. The layout is considered to be an appropriate design response to the shape of the site, site constraints, to address the street, and for each building to address each other. The siting of the buildings nearer to the road frontages than the existing dwelling houses is considered acceptable albeit more prominent, as this enables the buildings to address the road and have some presence. It also moves the built form away from the golf course (Metropolitan Open Land) thus reducing any visual impact there. It also ensures the blocks have an appropriate relationship to the retained trees on the site particularly the large London plane tree.

6.2.14. At present, there is a variety of boundary treatment types across the three sites. These include brick walls with railings, timber fencing and railings. The development proposes to unify the boundary treatment through the provision of railings to a height of approximately 1.2m along the site frontage. Immediately behind will be a beech hedge and various trees between the hedge and the buildings. The proposed boundary treatment is considered to be a significant improvement on the existing.

6.2.15. Having regard to all of the above, it is recognised the redevelopment of this site will represent a significant change in its relationship to the street scene due to the increase in the quantum of development on the site. Change in itself however, is not a material consideration and consideration must be given to the actual merits of the scheme proposed relative to guidance and adopted policy and whether this results in an acceptable scheme. Careful consideration has been given to this issue and while the concerns of local residents are noted on balance, it is considered the design principle and characteristics of the proposed scheme would not harm the residential character and appearance of the street scene and surrounding area.

Quality of Accommodation

6.2.16. To improve the quality of new housing, the new development must meet with the minimum standards contained within the London Plan (Policy 3.5 Quality and design of housing developments) and the Mayor’s Housing SPG in terms of the GIA of individual units and individual rooms because the Mayor considers the size of new housing to be a key strategic issue. The adopted minimum standards are also contained in DMD Appendix 4.

6.2.17. The minimum size of individual flats is dependent on the occupancy level. Of the four blocks, the pair fronting Carrs Lane is identical in relation to the size of the individual units, while the remaining pair, fronting Bush Hill, is slightly reduced to avoid any impact on the large London plan tree to the rear. The respective size of the two sets of blocks are set out below, with those for the “Bush Hill units” in brackets:

Carrs Lane units, each block to provide

	Proposed Unit Size (sqm)	Adopted Minimum Standard (sqm)
2 x 2b4p	135 (125)	70
2 x 3b6p	145 (135)	95
1 x 4b8p	295 (275)	119*

*The largest recognised unit is 4b6p requiring 99sqm. The London Plan Housing SPG advises that for each additional occupant an extra 10sqm should be provided.

6.2.18. Turning to individual rooms, paragraph 2.3.22 of the Mayor’s Housing SPG, advises that the preferred minimum floor areas for single bedrooms and double / twin bedrooms is 8sqm and 12sqm respectively, although “7.5sqm and 11.5sqm are

generally regarded as the smallest respective benchmarks". The combined floor areas for living / dining / kitchen space is 27sqm (4p), and 31sqm (6p). It should be noted that in the table below, any differences in relation to the rooms provided for the "Bush Hill units" is provided in brackets:

	Room Type	Proposed Area (sqm)	Minimum Adopted Area (sqm)
2b4p	Bedroom 1	17	12
	Bedroom 2	19	12
	Kitchen / Living / Dining	60 (50)	27
3b6p	Bedroom 1	24	12
	Bedroom 2	14.75	12
	Bedroom 3	14.8	12
	Kitchen / Living / Dining	54 (44)	31
4b8p	Bedroom 1	38.9	12
	Bedroom 2	27.6	12
	Bedroom 3	18.9	12
	Bedroom 4	17.2	12
	Kitchen / Living / Dining	120.11 (100.8)	*

*No additional floor space requirements above that for 6 persons.

Amenity Space Provision

6.2.19. Policy DMD9 provides the standards for the level of private amenity space provision for each unit and is primarily based upon the number of rooms and occupancy level. The standards represent the absolute minimum, although regard must also be given to the character of the area. Differences provided by the "Bush Hill units" are in brackets:

	Proposed Private Amenity Space Size (sqm)	Adopted Minimum Standard (sqm)
2b4p	11.7-16.9 (5.4 - 10.3)	7
3b6p	18.5 (12)	9
4b8p	12	11*

*The largest recognised unit is 4b6p requiring 9sqm. The London Plan Housing SPG advises that for each additional occupant an extra 1sqm should be provided.

6.2.20. In addition to the private amenity space as outlined above, the scheme will also be providing approximately 3452sqm of communal amenity space, of which 2723sqm is provided at the rear / side.

6.2.21. All of the proposed units, with the exception of two of the 2-beds (units 19 & 20), exceed the adopted standard for private amenity space. The Mayor's Housing SPG advises that in exceptional circumstances (where site constraints prohibit private amenity space for all dwellings), a proportion of dwellings may instead be provided with additional internal living space equivalent to the area of the private amenity required.

6.2.22. The two units in question fall below the minimum standard by 1.6sqm. Whilst the scheme is not one that can be considered "exceptional" to justify the shortfall, consideration should be given to the fact that the two terraces are still of a sufficient size to accommodate patio furniture. In addition, the overall size of the two units is 78% greater than the minimum requirement for 2-bed units. Moreover, there is in excess of 3400sqm of communal amenity space being provided, which far exceeds

the levels of provision of other sites in the vicinity. On balance, it is considered that it would be difficult to resist the scheme on the shortfall of private amenity space for two of the units of 1.6sqm.

Daylight levels

- 6.2.23. Whilst there are no neighbouring developments that would be impacted upon by the development, a daylight assessment has been provided to establish whether the accommodation proposed will receive acceptable levels of lighting. This is considered particularly important for the scheme due to the near proximity of the large London plan tree to the two blocks fronting Bush Hill. It is also acknowledged that the applicant has reduced the rearward projection of the two aforementioned blocks. Whilst this is primarily to negate any potential future need to reduce the crown because the tree may appear too overbearing for future occupiers, it also helps to reduce some impact from overshadowing due to its close proximity.
- 6.2.24. The daylight assessment has been undertaken in accordance with the recommendations of the Building Research Establishment (“BRE”) report “Site Layout Planning for Daylight & Sunlight 2011”. The average daylight factor (“ADF”) method is used and assesses the quality and distribution of light within a room, taking into account the size / number of windows and room use / size. British Standard 8206: Code of Practice for Daylighting recommends 1% in bedrooms, 1.5% in living rooms and 2% in kitchens.
- 6.2.25. The assessment concludes that having regard to the ADF, all living rooms and bedrooms fully comply with the BRE target values, and in particular, during the summer when the trees are in full leaf. With the exception of the kitchen in unit 2, all other kitchen spaces do not meet the BRE target values when assessed against the winter and summer transmittance values, ranging between 1.06% and 1.9% (winter) and 1.01% and 1.98% (summer).
- 6.2.26. Although only one of the kitchen spaces assessed met the BRE target, regard must be given to the fact that kitchens are not habitable rooms. On balance, it is considered that the development has sufficient regard to daylight standards to not detrimentally harm the living conditions of future occupiers.

6.3. Impact on Neighbour Amenity

- 6.3.1. The nearest dwellings are located on the opposite of Bush Hill, between 30m and 38m distant at their nearest point. This level of distancing and having regard to the road between the proposed and existing developments, will not lead to conditions prejudicial to neighbour amenity in terms of loss of outlook, light, overlooking and loss of privacy. The development is therefore considered to have sufficient regard to Policies 7.1 & 7.6 of the London Plan, Core Policy 30, Policies DMD8 & DMD10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework

6.4. Highway Safety

- 6.4.1. Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 & 47 provide the criteria upon which

developments will be assessed with regard to parking standards / layout and access / servicing.

Parking

6.4.2. The maximum parking standards of the London Plan are set out below, although it is advised that all developments in areas with a good PTAL score should be aiming for significantly less than 1 space per unit. The site, as discussed above, is located in an area with a poor PTAL score (1b) therefore applying the London Plan standards, the scheme should be providing a maximum of 28 parking spaces.

Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

6.4.3. Twenty eight parking spaces are proposed, of which 26 will be located within the basement and the remaining two will be at surface level to be used as visitor parking. Of the parking spaces within the basement, 4 will be designated as disabled persons parking. The layout of the parking and the provision of the disability spaces will be secured by condition.

6.4.4. In accordance with advice received, the applicant has investigated the need to provide a car club bay within the vicinity of the site. Zip-Car, the car club operator, has confirmed that they are not looking to commit to a new car club bay at present.

6.4.5. Having regard to the requirement to provide 20% of the spaces for electric vehicle parking and a further 20% passive provision for future use, the scheme will meet with the adopted standard through the proposed 6 active and 6 passive spaces. The details and provision of the active / passive charging points would be secured by condition.

6.4.6. In relation to cycle parking, the London Plan requires 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). This equates to 40 long-stay spaces and 1 short-stay space for the current scheme. The development is proposing 40 long-stay spaces within a secure lock-up in the basement and 8 short-stay spaces (2 groups of 4) at surface level. The level of provision and location of the cycle spaces will be secured by condition.

6.4.7. In addition, it has been advised that £30,000 towards the provision of improved pedestrian/cyclist infrastructure in the immediate vicinity of the site as part of the Cycle Enfield project should be made. This would need to be secured through the S106 Agreement.

Access and Servicing

6.4.8. Each existing property is currently served by individual access points. The existing access serving No.18 will become redundant and the footway reinstated (to be secured by condition). The access currently serving Bush Hill Cottage will be moved approximately 7m to the west and a 5.5m wide entrance created to the basement carpark. An existing redundant access on Carrs Lane will be shifted south (directly opposite the raised island) to provide access to the proposed two parking spaces for visitors. The access serving Lane End will be closed up (secured by condition) and a pedestrian only access will be provided in its place.

- 6.4.9. Each of the access points have been designed to an acceptable level in relation to visibility splays and will enable vehicles to access / exit the site safely in a forwards gear.
- 6.4.10. Currently, the pedestrian footway extends along Bush Hill up to the junction with Carrs Lane. It is proposed that the footway is extended into Carrs Lane, terminating at the new pedestrian only access described above. Safe footway access is welcomed for the residents and will need to be secured through the dedication of the relevant piece of land. It is intended that the new footway will be adopted.
- 6.4.11. Two bin stores are proposed at surface level that will each serve two blocks. The respective locations are considered acceptable as residents will not have to walk more than 30m to access the respective stores. Their appearance will be secured by condition.
- 6.4.12. Having regard to the above, it is considered that the development makes acceptable provision for parking and servicing and is unlikely to lead to conditions prejudicial to the free flow of traffic or highway safety, having regard to Policy 6.13 of the London Plan and DMD Policies 28 and 45 of the Development Management Document.

6.5. Housing Need

- 6.5.1. The Core Strategy seeks to ensure new developments offer a range of housing sizes to meet housing need. In particular, it seeks to ensure 20% of market housing is for four or more bedroom houses. The Core Strategy policy is based on evidence from the research undertaken by Ecotec.
- 6.5.2. The findings of Ecotec's research, *Enfield Strategic Housing Market Assessment* (February 2010), demonstrates a shortage of houses of all sizes, particularly houses with three or more bedrooms across owner occupier, social and private rented sectors. The greatest requirement in the owner occupied market housing sector is for family sized housing (i.e. 3+ bedrooms). This is equivalent to a need for 1,667 family sized homes of which nearly 40% is for four bedroom homes over a period of two years.
- 6.5.3. The earlier findings of Fordham's Research, *Enfield Council Housing Study* (September 2005) corroborate Ecotec's findings. The research showed there was an absolute shortage of four bedroom properties in the owner occupied sector, which is unique to that sector. The report modelled the potential demand and supply for different sized properties from 2003-2011 and found the greatest relative shortfall is for three or more bedroom properties for owner occupation.
- 6.5.4. The following mix is proposed:

Dwelling Type	Number	Percentage (%)
2-bed	8	40
3-bed	8	40
4-bed	4	20
TOTAL	20	100

- 6.5.5. The development provides an appropriate mix of units and suitable compensatory provision for the loss of the existing large-sized family dwellings on site. In this regard, it is considered that the development is consistent with Policies 3.8 and 3.14

of the London Plan, Core Policy 5 of the Core Strategy and DMD Policies 3 and 4 of the Development Management Document.

- 6.5.6. It is considered appropriate to secure the mix and size of units through an appropriately worded condition to ensure that any potential future changes are fully policy / standards compliant and appropriate levels of contributions have been secured.

6.6. Sustainable Design and Construction

Lifetime Homes

- 6.6.1. 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.
- 6.6.2. A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing.
- 6.6.3. The Mayor's minimum internal floor space standards incorporate Lifetime Home standards (Housing SPG para. 2.3.12). Notwithstanding this, a Lifetime Homes Statement has been submitted detailing how the development will be Lifetime Homes compliant. A condition is recommended to secure those details.

Contamination

- 6.6.4. Potential contamination may be present due to the potential for "made ground" to be present, potential asbestos impacted soils from demolition of previous buildings and infilled former gravel pits.
- 6.6.5. In accordance with the advice of the environmental health officer, details of a scheme to deal with the contamination of the site to avoid risk to health and the environment will be secured by condition.

Biodiversity / Ecology

- 6.6.6. Policy 7.19 of the London Plan ("Biodiversity and access to nature") requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. Policy DMD79 advises that on-site ecological enhancements should be made where a development proposes more than 100sqm of floor space, subject to viability and feasibility.
- 6.6.7. The proposal involves the demolition of three dwelling houses and their associated outbuildings and there are mature trees within the site which could offer opportunities for bat roosts. A bat roost survey has been undertaken which has concluded that the buildings do not offer features that could be exploited by roosting bats. Moreover, there were no signs such as droppings and or staining. The trees identified for removal did not have crevices, with many covered in ivy. They are considered to be unsuitable for roosting bats.

- 6.6.8. In relation to ecology, the majority of the site is amenity lawn. The trees to be removed are poor quality specimens and many of those forming borders are ornamental specimens. Replacement trees will be provided as per an agreed landscape plan.
- 6.6.9. Further enhancements to the ecological value of the site will be achieved through the provision of green walls. These will comprise of flowering plants in groups of 2 to 3 species to provide variety and interest. In addition, a sedum roof is also proposed around the solar panels.
- 6.6.10. Having regard to the above, the proposed development will not unduly impact upon the existing ecological value of the site but through measures proposed and to be secured by condition, will serve to enhance the value of the site in accordance with policy 7.19 of the London Plan, CP36 of the Core Strategy and policy DMD79 of the Development Management Document.

Trees

- 6.6.11. An Arboricultural Assessment has been provided to help inform the decision making process insofar as any potential impacts from the development proposal on trees within the site and immediately adjacent. The development site currently contains 50 trees, four groups, one hedge and various shrubs.
- 6.6.12. An arboricultural survey has been undertaken and an Arboricultural Constraints Report (with Constraints Plan) has been submitted in support of the application. All trees were categorised in accordance with BS5837:2012 to establish their condition, age and quality. Category A trees are of high quality, contribute to local amenity, and should be retained if possible. Category B trees are of moderate quality with an estimated life expectancy of at least 20 years. Category C trees are considered to be of low quality, with either a limited life expectancy, or very young trees with a stem diameter of not more than 150mm, or very little contribution to local amenity. Category U trees are ones in such a poor condition that they cannot realistically be retained as living trees.
- 6.6.13. Of the 16 trees / groups of trees / hedgerow identified to be wholly removed or in part, 12 of these are graded Category C and four as Category B. The Category B trees are directly impacted upon by the development and their removal cannot be reasonably avoided. It is however proposed to re-provide 18 trees and this is considered acceptable.
- 6.6.14. To ensure adequate provision is made for the protection of retained trees, the recommended Root Protection Areas (RPA) have been calculated in accordance with BS5837:2012 (and shown on the Tree Protection Plans) and recommendations outlined throughout the Arboricultural Assessment.
- 6.6.15. The most significant tree on site is the London plan, a Category A tree. The originally proposed basement has been amended to take into account the roots of the tree and the two blocks nearest to this tree (facing Bush Hill) have been reduced in depth to provide a greater level of distancing to the tree.
- 6.6.16. It is acknowledged that a small area of the basement (8sqm) would still encroach into the RPA of the London plane. The Tree Officer confirms that this level of encroachment would not unduly impact upon the tree.

6.6.17. Moving the two blocks forward, as discussed above, was sought primarily to avoid any potential future need to inappropriately prune or remove trees in the future because the tree may appear too overbearing for future occupiers. A minimum distance of 8.5m will now be retained from the back edge the two aforementioned blocks to the outer spread of the canopy. Council's Tree Officer agrees that this level of distancing should be sufficient.

6.6.18. To provide protection to retained trees during construction, especially the London Plane, recommendations have been provided within the Arboricultural Impact Assessment. These include the usual measures such as protective fencing, the supervision of demolition works by an arboriculturist, and the siting of plant, machinery and materials outside of the root protection. In addition, specific recommendations are proposed for works (including basement construction) in proximity to the London Plane in particular, and the agreement of an underground services plan. Appropriately worded conditions are proposed to secure the measures proposed.

Energy

6.6.19. An *Energy Statement* has been submitted which would appear to demonstrate that the development will exceed the energy reduction targets. The *Statement* provides some recommendations with regards to low / zero carbon measures such as a photovoltaic array atop each of the buildings and a community CHP. A condition is therefore proposed to seek details of the energy saving measures to be employed.

Drainage

6.6.20. London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policies DMD59 ("Avoiding and reducing flood risk") confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties. DMD61 ("Managing surface water") requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.

6.6.21. The drainage strategy is not clear (two options have been mooted), although it is noted that permeable paving, a sedum roof and living walls will be employed. In addition, over 3000sqm of garden space is being retained to further allow for natural surface water drainage. Although the aforementioned is welcomed, a full drainage strategy should be submitted. A condition is proposed to secure these details.

Site Waste Management

6.6.22. Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2026, creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2026. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020.

6.6.23. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans

to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.

6.6.24. Details of a construction waste management plan can be secured through an appropriately worded condition

6.7. Viability

Affordable Housing

6.7.1. Affordable housing is housing designed to meet the needs of households whose income is insufficient to allow them access to “decent and appropriate housing in their borough” (para.5.17 Core Strategy). The scheme does not propose any on-site affordable housing.

6.7.2. All sites should be Core Policy compliant and in this regard, eight units should be provided as affordable units. However, the initial view is that the scheme could only potentially provide four affordable units. However, given the size and potential values of the units, affordable units cannot realistically be provided. Independent viability advice has been sought in relation to the provision of on-site affordable housing for the scheme. Negotiations are still underway with the applicant to agree an appropriate level of contribution and an update will be provided to Members at the committee meeting.

Education / Childcare

6.7.3. The scheme will be liable for an education contribution for the net increase of seventeen units, in accordance with Table 7.3 of the S106 SPD:

8 x 2b4p = 8 x £1855.98 =	£14847.98
8 x 3b6p = 8 x £6907.96 =	£55263.68
1 x 4b8p = 1 x £11408.98 =	£11408.98
Total	£81520.64

6.7.4. In addition to the above, childcare contributions will also be sought based upon Table 7.5 of the S106 SPD:

8 x 2b4p = 8 x £290.66 =	£2324.80
8 x 3b6p = 8 x £465.06 =	£3720.48
1 x 4b8p = 1 x £494.12 =	£494.12
Total	£4216.84

6.7.5. The total level of contributions sought for education and childcare is £85737.49. This would need to be secured via an s106 legal agreement.

Employment and Training

6.7.6. Core Policy 16 of the Core Strategy confirms the commitment of the Council to promote economic prosperity and sustainability in the Borough through a robust strategy to improve the skills of Enfield's population. One initiative is, through the collaboration with the Boroughs of Haringey, Broxbourne, Epping and Waltham Forest is to promote skills training for local people.

6.7.7. Details of a Local Employment Strategy could be secured by legal agreement. The Strategy should set out how the development will engage with local contractors /

subcontractors, the number of trainees to be employed on site and the number of weeks training will be provided.

Community Infrastructure Levy (CIL)

- 6.7.8. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (£20) and a monthly indexation figure (259 for November 2015).
- 6.7.9. The development is CIL liable for the construction of 4067sqm of new residential floor space and the CIL calculation is: $(£20/m^2 \times 4067.12m^2 \times 259)/223 = £94473.91$.

6.8. Other Matters Raised

- 6.8.1. The impact on the values of adjoining properties is not a relevant planning consideration.
- 6.8.2. Thames Water has advised that they are satisfied with the development with regards to sewerage and water infrastructure capacity.
- 6.8.3. It is recognised that should the development be approved, there will be additional pressure placed on community facilities such as schools and childcare. To address this, the Council is able to seek financial contributions as set out in the adopted S106 SPD. The scheme should be providing financial contributions as set out below. The seeking of contributions is not an admission that the scheme is not acceptable but recognition that developers should be contributing to necessary infrastructure.

6.9. Section 106 / Legal Agreement

- 6.9.1. Having regard to the content above, it is recommended that should planning permission be granted, the following obligations / contributions should be secured through a legal agreement:
- An off-site affordable housing contribution (sum to be agreed)
 - £81520.64 towards education provision
 - £4216.84 towards childcare provision
 - £30,000 towards the provision of improved pedestrian/cyclist infrastructure in the immediate vicinity of the site as part of the Cycle Enfield project
 - The dedication of a 2m wide strip of land on Carrs Lane to provide a public footway
 - Local Employment Strategy
 - Securing the local sourcing of labour
 - Securing the local supply of goods and materials
 - Securing on-site skills training
 - 5% monitoring fee for the financial contributions

7. **Conclusion**

- 7.1. Having regard to all of the above, it is considered that on balance, planning permission should be granted for the following reasons:
1. The proposed development would contribute to increasing London's supply of housing, having regard to Policies 3.3, 3.4 & 3.14 of The London Plan, Core Policies 2, 4 & 5 of the Core Strategy, Policies DMD1, 3 & 4 of the Development

Management Document, and with guidance contained within the National Planning Policy Framework.

2. The proposed development due to its design, size, scale and siting, does not detract from the character and appearance of the street scene or the surrounding area having regard to Policies 3.5, 7.1, 7.4 & 7.6 of the London Plan Policy, Core Policy 30, DMD Policies 7, 8, 9 and 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
3. The proposed development due to its siting does not impact on the existing amenities of the occupiers of nearby properties in terms of loss of light, outlook or privacy and in this respect complies with Policy 7.6 of the London Plan, Core Policy 30, DMD Policy 10 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
4. Having regard to conditions attached to this permission, the proposal makes appropriate provision for servicing, access, parking, including cycle parking and visibility splays, and in this respect complies with Policies 6.3, 6.9, 6.12 & 6.13 of the London Plan, DMD Policies 45 and 47 of the Development Management Document, and with guidance contained within the National Planning Policy Framework.
5. The proposed development, by virtue of measures proposed and conditions imposed, will contribute to the mitigation of and adaptation to climate change, having regard to Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 & 5.13 of the London Plan, Core Policy 32, DMD Policies 51, 53, 58, 59 and 61 of the Development Management Document, and with and with guidance contained within the National Planning Policy Framework.

8. Recommendation

- 8.1. That Members grant delegated powers to officers to negotiate an appropriate level of off-site affordable housing contribution together with the various obligations as outlined in the report above. Subject to the completion of a S106 Agreement, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions as set out below. Should no agreement be reached within 12-weeks, officers be granted delegated powers to refuse the application.

1. Approved Plans - Revised
2. Time Limited Permission
3. Mix / Size of Units
4. The development hereby approved shall only be laid out as 20 flats (comprising 8 x 2-bed, 8 x 3-bed and 4 x 4-bed) as shown on Drawing Nos.284.201 Rev.10, 284.202 Rev.10, 284.203 Rev.07 There shall be no deviation from the number, size or mix of units from that approved without the prior approval in writing by the Local Planning Authority.

Reason: Having regard to securing an appropriate mix in the number and size of units and having regard to securing an appropriate level of contribution(s), in accordance with adopted Policy.

5. Details of Materials
6. Lifetime Homes

Prior to development commencing, details shall be provided to the Local Planning Authority confirming how the scheme will meet with 100% Lifetime Homes' standards, unless otherwise approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To provide for future adaptability of the housing stock.

7. Details of External Lighting

Details of any external lighting to be provided including the design, height and siting shall be submitted to the Local Planning Authority prior to installation. In addition details regarding how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the wooded boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be provided prior to the occupation of the first residential unit and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

8. Details of Basement Construction

Development shall not commence until details of the engineering methodology and sequence of works for the construction of the basement, to be completed by an appropriately qualified person, has been provided to the Local Planning Authority and approved in writing.

The methodology should take into account the recommendations as set out in the Tree Protection Plans and Arboricultural Method Statement as per condition 28 ('Tree Protection') of this permission.

The development shall only be implemented in accordance with the approved Engineering Methodology and Sequence of Works.

Reason: To ensure adequate protection of retained trees.

9. Details of Hard Surfacing

10. Dedication of Land – Public Footway

The development shall not be occupied until the applicant has provided written confirmation that the land outlined in red on Drawing No.284.219 Rev.00 has been dedicated to the Council to enable a public footpath to be constructed around the site onto Carrs Lane.

Reason: The land is required to extend the public footway onto Carrs Lane to enable pedestrians to safely use the public highway.

11. Parking / Turning Facilities

Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No.284.200 Rev.10 and 284.201 Rev.10 and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards.

12. Disabled Parking

The number and location of the disabled parking/ blue badge spaces indicated on Drawing No.284.200 Rev.10 shall be provided in accordance with the approved plan and thereafter retained for this purpose.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for the development in accordance with adopted standards.

13. Private Vehicles Only - Parking Areas

The car parking spaces to be provided shall be kept available for the parking of private motor vehicles at all times. The parking spaces shall be used solely for the benefit of the occupants of the residential units of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

Reason: To ensure that the development complies with adopted Policy and to prevent the introduction of activity that would be detrimental to visual and residential amenity.

14. Electric Vehicle Charging Points

Prior to any works commencing in relation to the provision of parking / turning facilities, typical details, including siting and design of plugs, of electric vehicular charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be provided to the Local Planning Authority for approval in writing.

All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently maintained and retained.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

15. Details of Access and Junction

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

Reason: To ensure that the development complies with adopted Policy and does not prejudice conditions of safety or traffic flow on adjoining highways.

16. Gates

Any vehicular entrance gates erected shall be automatic to prevent stopping vehicles obstructing the footway, they shall be hung to open inwards and shall be set back a minimum distance of 5m from the carriageway edge. Pedestrian gates shall be hung to open inwards.

Reason: To avoid the unnecessary obstruction of the public highway in the interests of highway safety.

17. Means of Enclosure

Details of the proposed railing fence to enclose the site shall be provided to the Local Planning Authority for approval in writing. The fence shall be erected in accordance with the approved detail prior to first occupation.

Reason: To secure an acceptable design in the interest of visual amenity.

18. Construction Methodology / Traffic Management Plan

Unless additional detail is required as set out below, demolition and construction shall take place in accordance with the submitted 'Proposed Site Management Plan' (Drawing No.284.212 Rev.00), unless otherwise approved in writing:

The detail shall include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;
- b) wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of the vehicle call up procedure;
- f) Coordination with other development projects in the vicinity;
- g) A Construction Management Plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

The development shall be carried out in accordance with the approved detail.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and to ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

19. Cycle Storage

Prior to first occupation, the above ground and basement bicycle parking spaces shall be provided in accordance with the detail as shown on Drawing Nos.284.200 Rev.10 and 284.201 Rev.10, unless otherwise approved in writing by the Local Planning Authority. The approved cycle storage shall be permanently maintained, kept free from obstruction and available for the parking of bicycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel and in accordance with adopted policy.

20. Details of Refuse Storage & Recycling Facilities

Notwithstanding the submitted plans, details (inclusive of elevational treatment) of the refuse storage / recycling facilities shall be submitted to the Local Planning Authority for approval in writing.

The facilities shall be constructed in accordance with the approved detail prior to first occupation.

Reason: In the interest of visual amenity.

21. Energy Efficiency

The energy efficiency of the development shall provide for no less than a 35% improvement in the total CO₂ emissions arising from the operation of the development and its services over Part L of Building Regs 2013 as the baseline

measure, unless otherwise approved in writing. Prior to first occupation, confirmation shall be provided to the Local Planning Authority of the development meeting or exceeding the stated target.

Reason: To ensure that the development meets or exceeds the energy efficiency and sustainable development policy requirements of the London Plan and the Core Strategy.

22. Details of Zero / Low Carbon Technologies

Details of the zero / low carbon technologies to be used in the development (rooftop photovoltaic panels and combined heat & power boilers) shall be provided in accordance with details to be submitted to the Local Planning Authority for approval in writing and implemented prior to first occupation of the development and permanently maintained. The submitted detail shall demonstrate compliance with the approved renewable energy strategy and include the design, size, siting, and a maintenance strategy / schedule inclusive of times, frequency and method.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with adopted Policy.

23. No Additional Fenestration

24. SUDS 1

Prior to development commencing, a drainage strategy shall be provided to the Local Planning Authority for approval in writing. The drainage strategy shall include the following details:

- a) How the chosen Strategy conforms to the London Plan Drainage Hierarchy
- b) A drainage plan that includes flow routes,
- c) Overland flow routes for exceedance events
- d) The discharge rate off site
- e) The proposed storage volume of storm water
- f) Specifications for any swale and rain gardens (and any other drainage feature)
- g) A management plan for the drainage system
- h) Measures to prevent pollution of the receiving groundwater and/or surface waters
- i) A management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- j) The responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere and to ensure implementation and adequate maintenance.

25. SUDS 2

Prior to occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

26. CfSH 1

Development shall not commence until evidence in the form of a design stage assessment conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE interim certificate, has been provided and approved in writing by the Local Planning Authority. The evidence provided shall confirm that the dwellings can achieve a Code for Sustainable Homes rating of no less than Code Level 4 (or such national measure of sustainability for design that replaces that scheme).

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 written approval of the Local Planning Authority.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with adopted Policy.

27. CfSH 2

Following the practical completion of the dwelling but prior to first occupation, a post construction assessment, conducted by an accredited Code for Sustainable Homes Assessor and supported by relevant BRE accreditation certificate, shall be provided to the Local Planning Authority for approval in writing.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with adopted Policy.

28. Tree Protection

The development (including demolition) shall be undertaken in accordance with the recommendations and Tree Protection Plans (SHA 088TPP 1-4) contained within the submitted 'Arboricultural Impact Assessment Report' and the submission of an approved Arboricultural Method Statement (inclusive of Arboricultural supervision programme) in accordance with BS5837: 2012, having particular regard to the basement construction details to be submitted pursuant to condition 8 ('Details of Basement Construction) of this permission. There shall be no deviation without the prior written approval of the Local Planning Authority.

Reason: To ensure that retained trees are not adversely affected by any aspect of the development.

29. Trees - Underground Services

No underground service works shall commence until details of underground services for the development have been provided to the Local Planning Authority for approval in writing. Services shall be located outside of the root protection areas (RPA) of retained trees and not at all into the RPA of Tree T17 as identified on the Tree Protection Plan. Should it be unavoidable that underground services will encroach into an RPA of any retained tree, an Underground Services Method Statement shall be provided for approval in writing.

Reason: To ensure that no retained tree is unduly harmed by the implementation of the development.

30. Vegetation Clearance (Outside of Nesting Season)

All areas of trees, hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: Nesting birds are protected under the Wildlife & Countryside Act, 1981 (as amended), this condition will ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy

31. Landscaping

No works or development shall take place until full details of the landscape proposals have been submitted to and approved by the Local Planning Authority. Details shall include:

- (a) Planting plans;
- (b) Written specifications (including cultivation and other operations associated with plant and grass establishment);
- (c) Schedules of plants and trees, to include native, wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities);
- (d) Implementation timetables;
- (e) Wildlife friendly plants and trees of local or national provenance.

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 detail 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.

Reason: To ensure that the ecological value of the site is enhanced post development in line with the Biodiversity Action Plan, CP36 of the Core Strategy and the London Plan. 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 adopted Policy.

32. Living Walls

Details of the "living walls" shall be submitted to the Local Planning Authority for approval in writing. The submitted details shall include:

- (a) Type of native wildlife friendly plantings (with a minimum of three species);
- (b) Density of plantings;
- (c) Written specifications (including cultivation and other operations associated with plant establishment);

(d) Maintenance plan

Plantings shall be provided within the first planting season following practical completion of the development. 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 alternative approved in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted policy, and to ensure highway safety.

33. Biodiverse Roof

Details of the proposed sedum roof to be provided on all four buildings shall be submitted to the Local Planning Authority for approval in writing. The submitted detail shall include [location], design, substrate (extensive substrate base with a minimum depth 80-150mm), vegetation mix and density, and a cross-section of the proposed roof.

The biodiverse roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape.

The biodiverse roof shall be implemented in accordance with the approved details prior to first occupation and maintained as such thereafter. Photographic evidence of installation is to be submitted and approved in writing by the council.

Reason: To assist in flood attenuation and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with adopted Policy.

34. 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 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.

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

35. Construction Site Waste Management Plan

Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Construction Waste Management Plan shall include as a minimum:

(a) Target benchmarks for resource efficiency set in accordance with best practice;

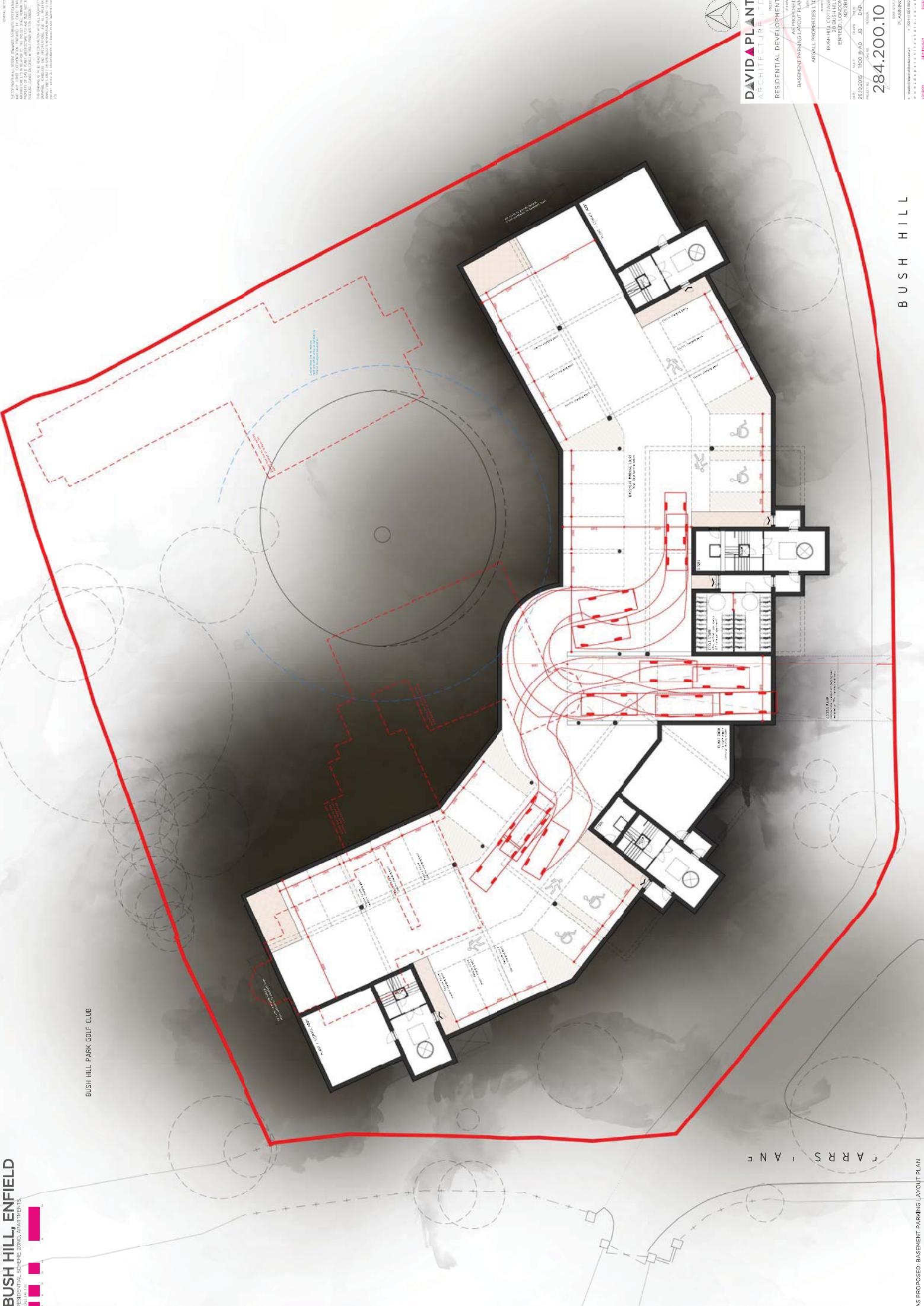
(b) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;

- (c) Procedures for minimising hazardous waste;
- (d) 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);
- (e) 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; and
- (f) 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 Policies 5.17, 5.18, 5.19 of the London Plan.

BUSH HILL PARK GOLF CLUB

F A R R S I A N F

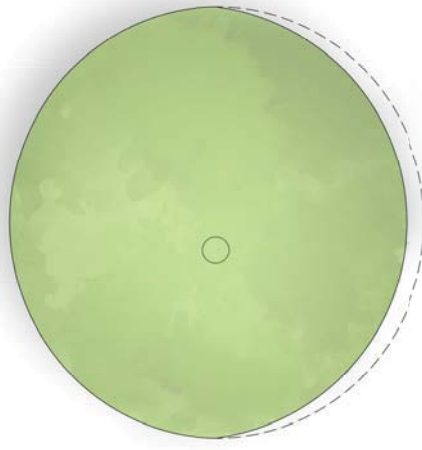


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 PROJECT NO: 284.201.10
 DATE: 28.03.2019
 SCALE: 1:500
 SHEET NO: 01 OF 02
 DRAWN BY: JB
 CHECKED BY: DA

BUSH HILL PARK GOLF CLUB

PARKS LANE





DAVID PLANT
 ARCHITECTURE LTD
 RESIDENTIAL DEVELOPMENT

PROJECT: BUSH HILL COTTAGE
 20 BUSH HILL
 ENFIELD, MIDDLESEX, N20 2BT
 CLIENT: ARGVALL PROPERTIES LTD
 DRAWING NO: FIRST FLOOR PLAN
 DATE: 26.03.2019
 SCALE: 1:100
 DRAWN BY: JB
 CHECKED BY: DAB

284.202.07

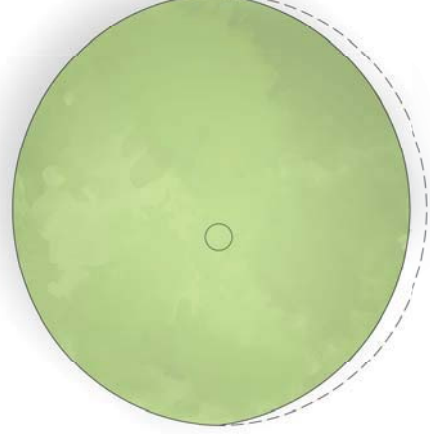
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 26.03.2019 PLANNING
 26.03.2019 PLANNING

Four empty rectangular boxes for notes or specifications.

Four empty rectangular boxes for notes or specifications.

Four empty rectangular boxes for notes or specifications.

Four empty rectangular boxes for notes or specifications.



RENDERING SITE
 PROJECT NO: 2020-0001
 DATE: 01/2024

AS PROPOSED: STREET-SCENE AA



RENDERING SITE
 PROJECT NO: 2020-0001
 DATE: 01/2024

AS PROPOSED: STREET-SCENE BB



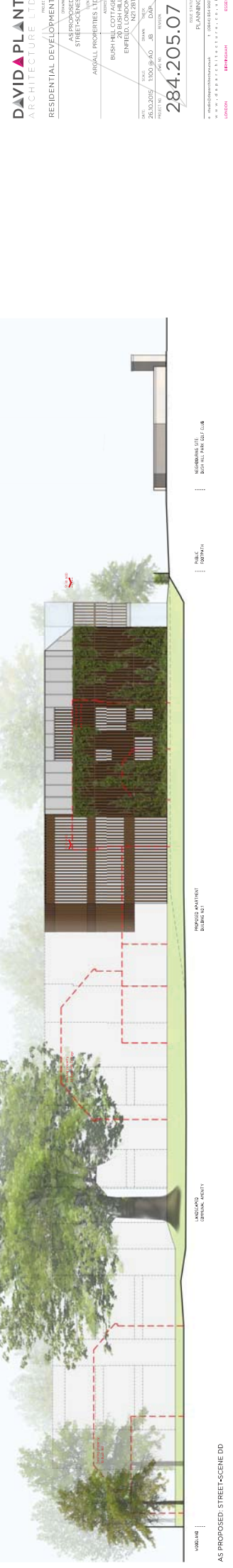
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 PROJECT NO: 2020-0001
 DATE: 01/2024

AS PROPOSED: STREET-SCENE CC

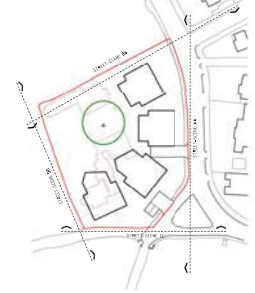


RENDERING SITE
 PROJECT NO: 2020-0001
 DATE: 01/2024

AS PROPOSED: STREET-SCENE DD



RENDERING SITE
 PROJECT NO: 2020-0001
 DATE: 01/2024



DAVID PLANT ARCHITECTURE LTD
 RESIDENTIAL DEVELOPMENT
 PROJECT NO: 2020-0001
 BUSH HILL COTTAGE
 20 BUSH HILL
 ENFIELD, N20 2BT

DATE: 26/03/2025 10:00 AM
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 DATE: 26/03/2025

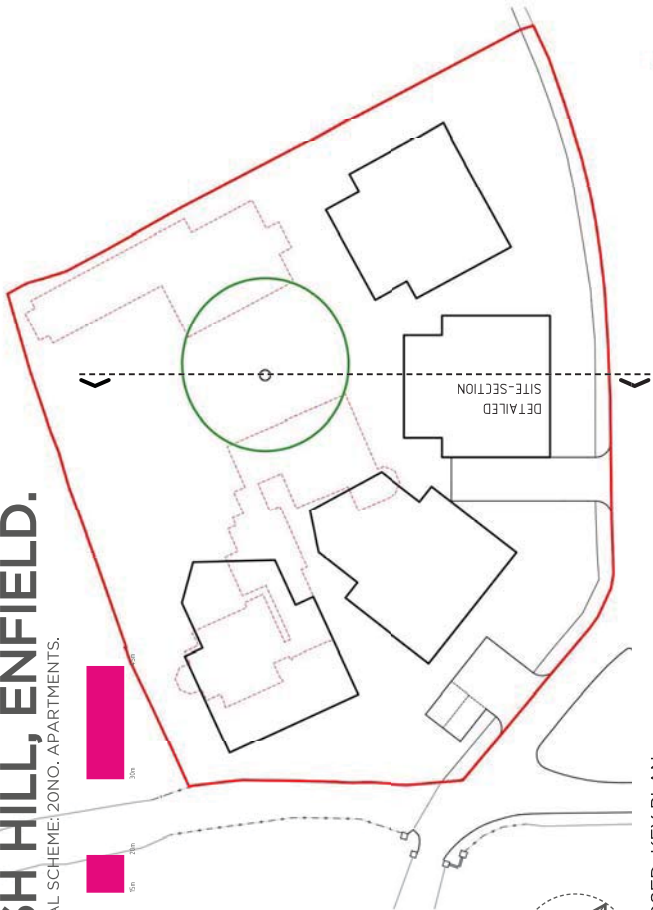
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PROJECT STATUS
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 1. CONSULTATION
 2. APPROVAL
 3. CONSTRUCTION
 4. COMPLETION

BUSH HILL, ENFIELD.

RESIDENTIAL SCHEME: 20 NO. APARTMENTS.

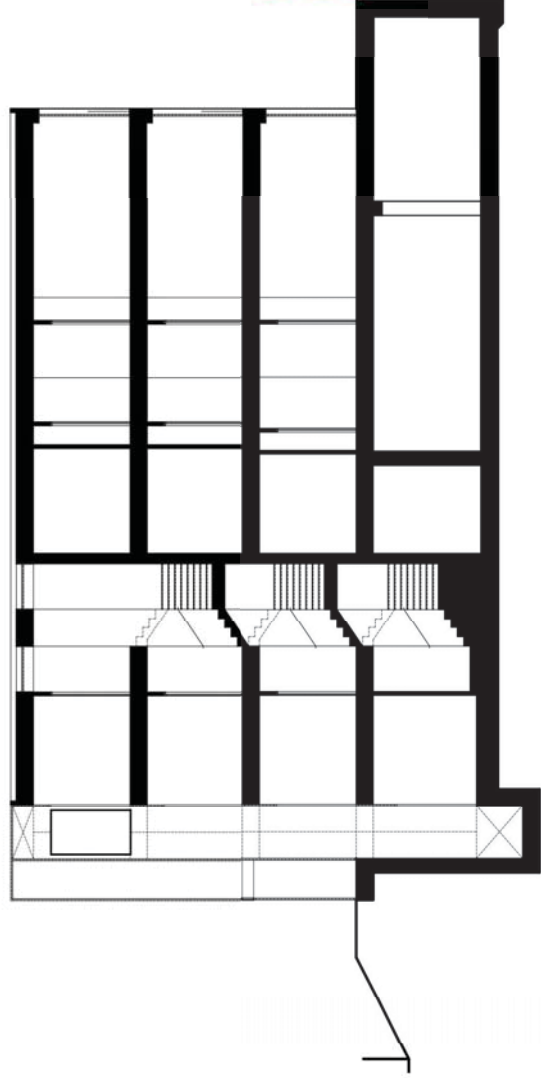
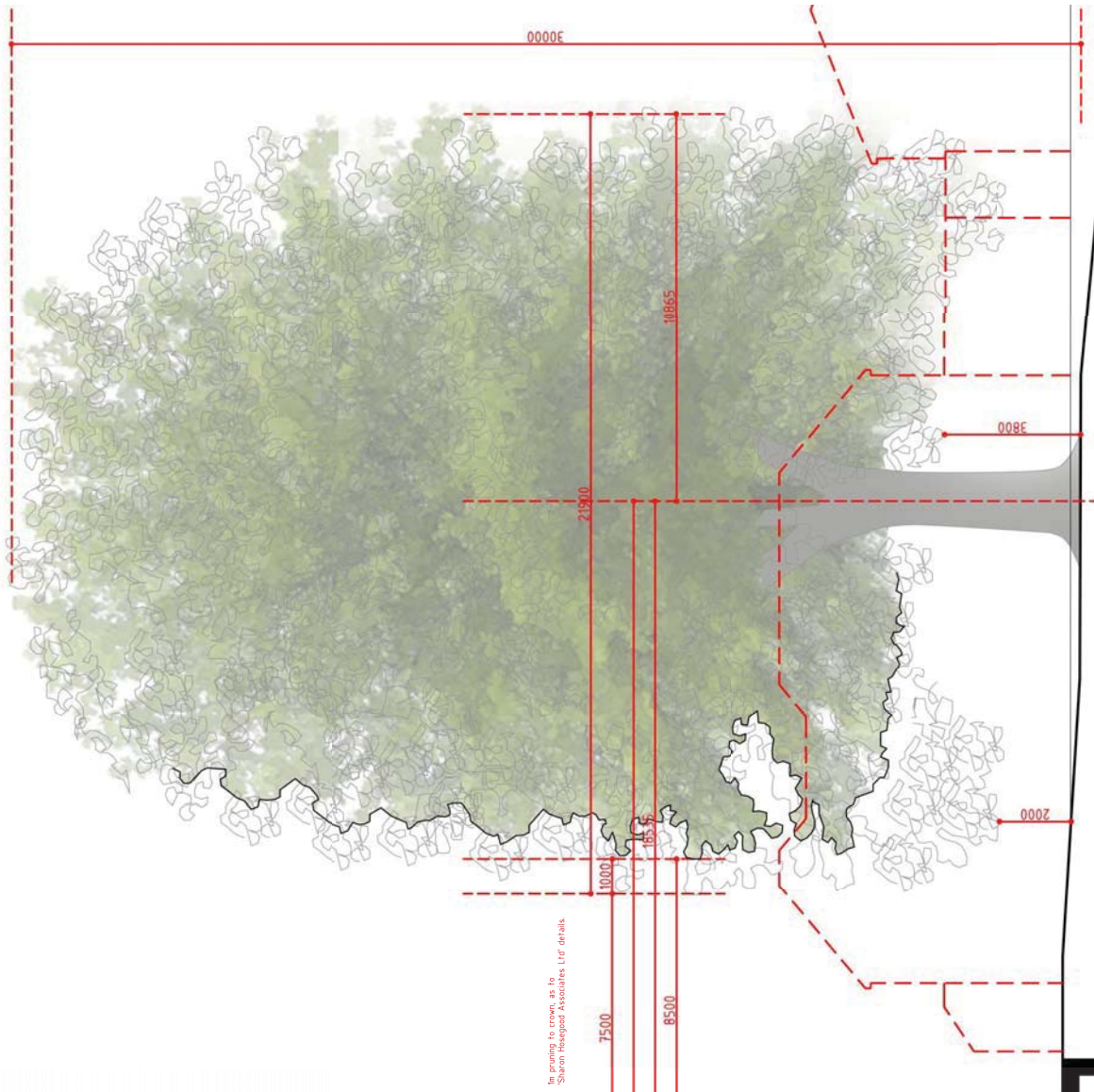
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AS PROPOSED: KEY PLAN



In planting to crown, as to
Sharn Woodland Associates Ltd details.



AS PROPOSED: DETAILED SITE-SECTION

SCALE BAR 1:100



PROJECT **DAVID PLANT**
 RESIDENTIAL DEVELOPMENT ARCHITECTURE LTD
 DRAWING DATE SCALE CHECK DRAWN BY
 AS PROPOSED 26.10.2015 1:100 @ A2 DAP
 DETAILED SITE-SECTION
 CLIENT ARGALL PROPERTIES LTD
 BIVE NO. 2884.213.01
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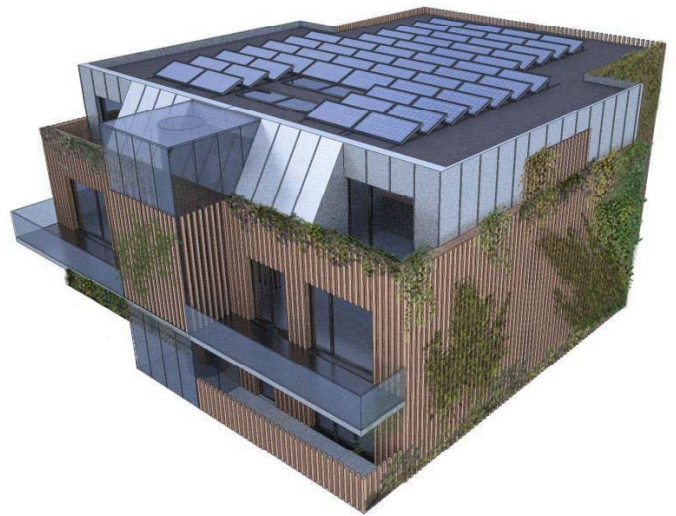
APARTMENT BUILDING 1



APARTMENT BUILDING 2



APARTMENT BUILDING 3



APARTMENT BUILDING 4

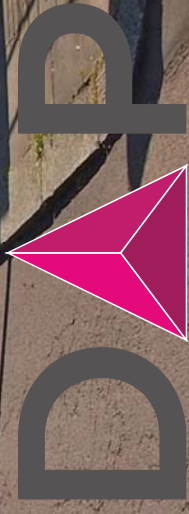
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RESIDENTIAL DEVELOPMENT	ARCHITECTURE LTD			
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AS PROPOSED: APARTMENT BUILDINGS	26.10.2015	NTS @ A3	JB	DAP
PERSPECTIVE VIEWS	PROJECT NO.	DWG NO.	REVISION.	
CLIENT	284.214.01		ISSUE STATUS	
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EXISTING VIEW ONE: View along Bush Hill / Carrs Lane

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DATE: 26.10.2015
PROJECT NO. 284.215.01

SCALE: NTS @ A3
DRAWN: RP

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REVISION:

284.215.01

ISSUE STATUS

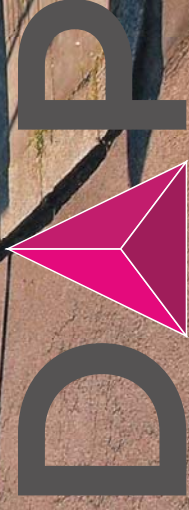
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ILLUSTRATIVE VISUAL ONE: View along Bush Hill / Carrs

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SCALE: NTS @ A3
PROJECT NO: [blank]
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EXISTING VIEW TWO: View along Bush Hill



BUSH HILL, ENFIELD

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ILLUSTRATIVE VISUAL TWO: View along Bush Hill

ARCHITECTURE LTD

DATE: 26.10.2015
SCALE: NTS @ A3
PROJECT NO: 284.218.01
DRAWN: RP
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REVISION:

ISSUE STATUS: PLANNING