

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 22 March 2016

**Report of**  
Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Mr Sean Newton

**Ward:**  
Chase

**Ref:** 15/02745/FUL

**Category:** Full Application

**LOCATION:** Kingswood Nurseries, Bullsmoor Lane, Enfield, EN1 4SF

**PROPOSAL:** Redevelopment of the site to provide 56 new residential units in 2 blocks, Block 1 - 5 x 4-bed town house with integral garage and 7 x 2-bed and 2 x 3-bed houses with roof terraces, Block 2 - 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-contained flats with cycle and bin stores at ground floor, new access roads, 67 car parking spaces and associated landscaping.

**Applicant Name & Address:**  
Mr Tom McCormack  
c/o Agent  
United Kingdom

**Agent Name & Address:**  
Mr Simon Owen  
106-110 Kentish town Road  
London  
NW1 9PX  
United Kingdom

**RECOMMENDATION:** That subject to the completion of a S106 Agreement to secure the obligations as set out in Section 6.9 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions.

Ref: 15/02745/FUL LOCATION: Kingswood Nurseries, Bullsmoor Lane, Enfield, EN1 4SF



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Scale 1:1250

North



## **1. Site and Surroundings**

- 1.1. The application site comprises of an irregular-shaped parcel of land located on the northern side of Bullsmoor Lane, on the junction with the northbound lanes of the Great Cambridge Road (“A10”).
- 1.2. The development site is presently occupied by a Kingswood Bungalow in the south-west corner, a series of pre-fab buildings in the north-east corner, an outbuilding adjacent to the western boundary occupied by a fiberglass business, a small brick-built building occupied by a veterinary practice, and with the remainder of the site given over to hardstanding.
- 1.3. The existing access point is sited approximately 12m from the junction with the A10.
- 1.4. The New River is immediately to the west and beyond this, Capel Manor College, which lies within the Forty Hill Conservation Area and Metropolitan Green Belt (“Green Belt”).
- 1.5. Immediately to the south-west is No.263 Bullsmoor Lane, a detached 2-storey dwelling house with a vehicular access sited approximately 17m west of the access for the application site.
- 1.6. Immediately north of the site is Redgates Nursery. This site is occupied by several large green houses and a bungalow. Access is directly off the A10.
- 1.7. The area on the opposite side of Bullsmoor Lane to the south is characterised by two-storey, semi-detached and terraced properties. Properties on the eastern side of the A10 consist of 2-storey inter-war terraced dwellings with two pairs of semi-detached dwellings on the junction with the eastern arm of Bullsmoor Lane.

## **2. Proposal**

- 2.1. Permission is sought for the redevelopment of the site to provide 56 new residential units in 2 blocks, Block 1 - 5 x 4-bed town house with integral garage and 7 x 2-bed and 2 x 3-bed houses with roof terraces, Block 2 - 21 x 1-bed, 10 x 2-bed and 11 x 3-bed self-contained flats with cycle and bin stores at ground floor, new access roads, 67 car parking spaces and associated landscaping.
- 2.2. Members should note that the scheme currently before them is anticipated to be the first of a two-phase development. The second phase will include land to the north (Redgates Nursery).

## **3. Relevant Planning Decisions**

- 3.1. Planning permission (ref: TP/98/0402/2) was refused for the use of part of premises for the sale of fireworks in August 2002 due to concerns over an inappropriate use in the Green Belt and it resulting in additional street clutter.

## **4. Consultations**

### **4.1. Statutory and non-statutory consultees**

#### Economic Development

- 4.1.1. It has been advised that an employment and skills strategy will be required, in accordance with the s106 SPD.

#### Environmental Health

- 4.1.2. The following has been advised:

- No objections are raised because there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality.
- However, the submitted acoustic report indicates that predicted internal noise levels from external sources exceed BS9233:2014.
- The night-time internal noise levels must be 30dB L(A)eq 8-hours in bedrooms with a maximum L(A)max of 45dB and daytime levels must be 35dB(A) in bedrooms and living rooms. The information submitted only provides enough attenuation to give 35dB(A) in bedrooms at night and 40dB(A) during the day.
- There also needs to be justification in terms of numbers or physical reasons as to why mechanical ventilation is not required on the eastern, northern or southern facades.
- The contaminated land report is only a desktop assessment and it concludes that a site investigation is required, which will need to be secured by condition.

#### SuDS Officer

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

#### Traffic and Transportation

- 4.1.4. After initially raising objections to the scheme in relation to inadequate parking provision, access, trip generation and traffic impact, the objections are withdrawn following the submission of a Safety Audit, a Technical Note and discussions with Transport for London.

- 4.1.5. However, to mitigate against any potential impact on the free flow and safety of traffic on the adjacent highways, it is recommended that trip generation is monitored (with particular regard to a potential increase in units should Phase 2 be brought forward), the highways alterations around the junction with Bullsmoor Lane are implemented, the submission of a PERS Audit (and implementation of recommendations within).

### Tree Officer

4.1.6. The following comments have been provided.

- No objections are raised, subject to the scheme being undertaken in accordance with the submitted Tree Protection Plan.
- Consideration should be given for further tree planting on the A10 boundary.
- The current landscape proposals should be enhanced.

### Waste Services

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

### The Enfield Society

4.1.8. The following comments have been received:

- The application proposes a better use of the site than the current use, now that it has been removed from the Green Belt, and would also improve the appearance of the site generally.
- Our concerns relate to the height of the main block fronting the Great Cambridge Road. This is significantly higher than the general run of surrounding buildings and the visual impact on the adjoining Green Belt needs to be taken into account. In general we think 5 stories is too high. My personal view is that the architectural style is generally attractive and appropriate, though possibly some of the detailing, in particular the green tiling of some panels, is a little harsh.
- Good use is made of the New River. Obviously provision of good quality living accommodation is important but some reduction of the number of units would allow softening of the impact of the development, acting as it does as the entrance to Enfield from the north.

### Historic England (GLAAS)

4.1.9. It is advised that the site lies within an area of archaeological interest. The submitted Archaeological Desk-Based Assessment identifies a moderate potential for evidence of significant activity dating to the medieval and post-medieval period. A number of medieval manors lie within the vicinity of the application site and historic mapping show structures within the site from 1754 and later. It is considered that a condition should be imposed to secure a two-stage process of archaeological investigation.

### Metropolitan Police Service

4.1.10. It has been requested that the development adopt the principles of “Secure by Design” and complies with the relevant sections within both the current *SBD New Homes 2014* and *Multi storey dwellings*.

### Natural England

4.1.11. It has been advised that there are no comments to make.

#### Thames Water

4.1.12. The following comments have been received:

- With regard to waste comments, Thames Water has been unable to determine the waste water infrastructure needs of this application. Should permission be granted, a Grampian condition should be imposed so that no works can commence until an appropriate drainage strategy, covering the entire site, has been secured in consultation with Thames Water.
- In relation to surface water drainage, the developer should be making proper provision for drainage to ground, water courses or a suitable sewer. Any discharge to a public sewer requires the prior approval of Thames Water.
- A piling method statement will be required due to the proximity of underground water utility infrastructure.
- Special precautions will be required due to the adjacent New River aqueduct, a Thames Water asset, to avoid any damage or pollution.
- A SuDS scheme should be promoted.

#### **Public Response**

4.1.13. Letters were sent to the occupiers of 96 adjoining and nearby properties in addition to the posting of site and press publicity. As a result, three letters were received raising some or all of the following points:

#### Impact on character of the area

- A majority of the properties in the area are family homes and there seems to be a number of single occupancy properties which is not in keeping with the local area.

#### Impact on amenity

- Loss of privacy from proposed walkway behind No.263 Bullsmoor Lane.

#### Highways matters

- Currently Bullsmoor lane the A10 and the M25 have serious issues in relation to traffic.
- During peak times the volume of traffic increases to an extremely high level and the access to the new development will be on Bullsmoor Lane which will increase the level of traffic and congestion on the road.

- The fact that the average household may potentially have two-three cars per house when they have friends or relatives around to visit, they will look to park on Bullsmoor lane which currently has inadequate parking for the residents.
- There are limited shops in the local area and this will mean that although there is a bus route which is infrequent, most residents will use cars particularly at weekends and during the evening.
- The increase in traffic etc. does not seem to factor in the potential of a 2nd phase.
- There is a keep clear area which is currently used for access to Waterworld. This is used sporadically throughout the day without too many issues. The proposed development would increase the number of vehicles entering and leaving the development in the rush hours am & pm, potentially causing an obstruction.
- The proposed pedestrian access to local shops via the existing pedestrian tunnel may be unrealistic due to existing security and safety concerns.

#### Any other matters raised

- A lack of consideration of the issues relating to the increase in pollution with the additional potential of 104+ cars and the visitors to the site.
- This site and the Tottenham developments make this a poor proposal for existing residents.
- Phase 1 of the development is not owned by the developers. Kingswood bungalow has not been purchased by the developer.

## **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 4.4	Managing industrial land and premises
Policy 4.8	Supporting a successful and diverse retail sector and related facilities and services
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 7.14	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
CP13:	Promoting economic prosperity
CP16:	Taking part in economic success and improving skills
CP18:	Delivering shopping provision across Enfield
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
DMD22	Loss of Employment Outside of Designated Areas
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 the loss of retail, loss of

employment, 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. Loss of Retail / Employment Use

- 6.2.1. The development will involve the loss of retail / commercial uses together with the veterinarian practice. The retail unit, having regard to DMD29, does not serve a local need as it is not a convenience shop. A range of shopping facilities will continue to be provided at the Bullsmoor Lane Local Shopping Parade, albeit on the eastern side of the A10. The loss of the retail unit, having regard to the isolated nature of the unit, the type of goods sold, and the existence of nearby convenience stores is therefore considered acceptable having regard to DMD29 of the Development Management Document.
- 6.2.2. The fiberglass business is operating from a building which is in a poor state of repair and which has been recommended for demolition once the lease of the current occupier expires. Moreover, due to the limited size of the building (floor area and height) and there being no windows, the range of potential operators would be very limited. The building is not considered viable for continuing employment use having regard to DMD22 of the Development Management Document.
- 6.2.3. A veterinary practice offers a specialised service for which people will travel, that is, it does not just serve a local need. There are several other established practices in the wider area (Hertford Road, A10, Rosemary Avenue, High Street Waltham Cross) which could be utilised. In this regard, the loss of the veterinary practice is considered acceptable.

## 6.3. Impact on Character of Surrounding Area

### *Density*

- 6.3.1. An assessment of density must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area. The site has a PTAL score of 0-1b, thereby suggesting that a level of density in the range of 150-200 habitable rooms per hectare (hrph) may be appropriate for this location. A total of 236 habitable rooms are proposed on a site measuring approximately 0.708ha, equating to a density of approximately 333.3hrph.
- 6.3.2. The scheme exceeds the suggested density range thereby suggesting that the level of development is not appropriate for this location. However, a numerical assessment of density is but one factor to consider in assessing whether the site is capable of accommodating the quantum of 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*

- 6.3.3. 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. 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 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*”.
- 6.3.4. 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 DMD37 (“Achieving High Quality and Design-Led Development”) confirms the criteria upon which applications will be assessed.
- 6.3.5. The immediate surrounding area is characterised predominantly by residential developments to the east and south, glass houses to the north, and Capel Manor College to the west. The proposal will introduce buildings which are more contemporary in design but a type of housing that is typical to the area.
- 6.3.6. With regard to paragraph 59 of the NPPF, although the proposed block fronting the A10 is of a much larger scale than the smaller terraces opposite, it is set back from the pavement by 12m. Whilst officers would have preferred three smaller blocks to face the A10, an attempt has been made to break up the length of the building by providing two recesses and using a different brick to that used on the main façade, to give the appearance of three separate elements.
- 6.3.7. The proposed density, having regard to the adopted London Plan standard as discussed above, could be considered acceptable if all other material planning considerations are also acceptable. With regard to massing and distancing, although the proposal will introduce a scheme which is significantly more bulky than the existing, sufficient distancing is maintained to the nearest dwelling house and to boundaries so that the development does not appear overbearing.
- 6.3.8. The layout is a response to the irregular shape of the development site, constrained by the New River, No.263 Bullsmoor Lane and the A10. The provision and siting of houses facing the New River opens up views into the site and would offer a more attractive setting to the New River than the existing view of the rear of the fiberglass manufacturing unit.

6.3.9. The appearance of proposed developments can be insensitively altered following occupation, through the implementation of householder permitted development rights, such as the introduction of dormer windows, extensions, satellite dishes, the insensitive alteration of front gardens through the loss of greenery and the introduction of hard surfacing, albeit permeable and widened access points. It is considered appropriate to restrict permitted development rights, to enable a degree of control over any future alterations which individual occupiers may wish to introduce.

6.3.10. Having regard to all of the above, it is considered that the proposed scheme, by reason of its design, size, scale and siting has sufficient regard to the prevailing form and pattern of development., having regard to Policies 7.1, 7.4 & 7.6 of the London Plan, Policy 30 of the Core Strategy, Policies DMD 6, 8, 14 & 37 of the Development Management Document and with national guidance contained in the National Planning Policy Framework (in particular Section 7).

*Quality of Accommodation*

6.3.11. 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.

6.3.12. Table 1 below demonstrates that the proposed GIA for each proposed unit will meet with or exceed the respective adopted minimum standard. The scheme is therefore considered acceptable with regards to this element.

Unit Type	No. of Units	Minimum Adopted GIA (sqm)	Proposed Unit Size (sqm)
1b2p flat	21	37	52 – 67.5
2b3p flat	2	61	61.5
2b4p flat	8	70	78.7 – 80
3b5p flat	6	86	98.4 - 100.6
3b5p maisonette	5	86	103
2b4p house	7	83	91.9
3b5p house	2	102	123.3
4b7p house*	5	123	180 - 187.8
<b>TOTAL</b>	<b>56</b>		

\* Dwellings for more than 6 people, at least 10sqm added per additional person

6.3.13. 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 7.5sqm and 11.5sqm respectively. The combined floor areas for living / dining / kitchen space are dependent upon occupancy level. Each unit meets with or exceeds the minimum standards.

### *Amenity Space Provision*

6.3.14. 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. Table 3 below demonstrates that with regard to private amenity space, each unit proposed will meet with or exceed the respective adopted minimum standard.

Unit Type	Minimum Adopted Amenity Space Standard (sqm)	Proposed Amenity Space (sqm)
1b2p flat	5	5 – 8.9
2b3p flat	6	81
2b4p flat	7	7.5 – 8.8
3b5p flat	8	9 - 17.3
3b5p maisonette	8	33.5 – 48.9
2b4p house	23	53.8
3b5p house	29	45.4 – 67.6
4b7p house*	35	67.6 – 104.6

\* Nearest stated minimum standard is for 4b6p

6.3.15. In addition to the private amenity space as outlined above, the scheme will also be providing approximately 700qm of communal amenity space in the form of a Green located in the south-west corner, and a communal roof terrace (293sqm) atop the block fronting the A10. The quantum of amenity space is considered acceptable.

6.3.16. In relation to the quality of the space, it is recognised that some dwellings will have an outlook onto the rear / flank walls of neighbouring dwellings. To mitigate what would be considered a poor outlook, green walls are proposed to soften the impact. This is considered acceptable subject to a suitable level of planting and a long-term management plan is secured, by condition. To maintain the quantity and quality of the private amenity space, it is recommended that a condition is imposed to restrict permitted development rights for extensions and outbuildings (Article 3 and Schedule 2, Part 1 Classes B & E)

### *Daylight levels*

6.3.17. A daylight assessment has been provided to establish whether the accommodation proposed will receive acceptable levels of lighting. The assessment has been undertaken in accordance with the recommendations of the Building Research Establishment (“BRE”) report *Site Layout Planning for Daylight & Sunlight 2011* and the British Standard BS8206-2:2008 *Lighting for buildings – Part 2: Code of practice for daylighting*. Two methodologies have been used: the average daylight factor (“ADF”) method; and the No-sky view (“NSV”).

6.3.18. The ADF method used assesses the quality and distribution of light within a room, taking into account the size / number of windows and room use / size. It is considered to be the most effective way to assess daylight provision. The minimum ADF values for kitchens, living rooms and bedrooms is 2%, 1.5% and 1% respectively. The NSV measures the percentage of a room's area which does not receive any direct skylight. If more than 20% of a room does not receive any direct skylight, poor daylight levels are expected.

6.3.19. The assessment concludes that with regard to daylight levels, 97% of the rooms tested met with or exceeded standards and in relation to sunlight levels, 100% of the rooms tested passed.

#### 6.4. Impact on Neighbour Amenity

##### *Loss of Light*

6.4.1. The nearest neighbouring residential unit is the bungalow to the south, No.263 Bullsmoor Lane, located immediately to the south of the proposed Green (between 10m and 14m) and approximately 31m to the nearest façade of the blocks proposed. Having regard to the level of distancing involved, it is considered that the proposed development should not unduly harm the existing amenity in terms of loss of light having 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.

##### *Overlooking / Loss of Privacy*

6.4.2. With regard to overlooking and loss of privacy, the level of distancing proposed together with proposed plantings along the boundary with No.263 Bullsmoor Lane is considered sufficient to not lead to undue overlooking and loss of privacy having 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.

6.4.3. To prevent undue overlooking and a loss of privacy between the proposed units from the use of flat roofs, a condition can be considered restricting access to such roofs for amenity purposes which have not been designated as amenity areas.

#### 6.5. Highway Safety

6.5.1. 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*

- 6.5.2. The maximum parking standards of the London Plan per unit 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.

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

- 6.5.3. 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 67.5 parking spaces.

Unit Size	Number of Units Proposed	Minimum Provision	Maximum Provision
1b	21	0	21
2b	17	0	17
3b5p	13	13	19.5
4b7p	5	5	10
Total	56	18	67.5

- 6.5.4. Sixty seven parking spaces are proposed in total, inclusive of visitor parking spaces (6) and disability spaces (6). The town houses fronting the river have 1 space (within a garage) and 1 additional visitor space on the drive while all other homes have 1 space. The layout of the parking and the provision of the disability spaces will be secured by condition.

### *Cycle Parking*

- 6.5.5. In relation to cycle parking, the London Plan requires 1 space per 1-bed unit and 2 spaces for each 2-bed unit or greater (long-stay) and 1 space per 40-beds for short-stay (visitor). This equates to 91 long-stay spaces and 1 short-stay space for the current scheme. The development is providing 102 bike spaces in total. This will be provided in a mix of individual bike stores for dwellings (houses) and internal communal bike stores and Sheffield stands in the overlooked mews street. Cycle storage provision will be secured by condition.

### *Trip Generation*

- 6.5.6. In order to assess the traffic from the development, surveys were undertaken during the peak hours on the A10 / Bullsmoor Lane junction. The survey results showed that the site is not heavily used in the AM or the PM peaks, which have been taken as 08:00-09:00 and 17:00-18:00. This is generally expected to be the peak hours, however in this location, particularly due to the location of the schools which are in close proximity to the site, the peak is considered to be between 07:00-08:00 and 16:00-17:00.

- 6.5.7. Following initial concerns over the selection of comparable sites to establish an estimate of the potential trip rates arising from the scheme, revised data was provided which indicates 7 arrivals and 16 departures in the AM peak and 24 arrivals and 12 departures in the PM peak.
- 6.5.8. Moreover, having regard to the recently granted planning permission for the Bullsmoor Lane Secondary Tuition Centre, the combined impact of the current scheme with that of the school is considered to be negligible. While there is anticipated to be an increased demand for parking on-street as a result of the school, this will mainly be associated with pupils rather than staff. Any increased demand in parking on-site will not impact on the Kingswood Nurseries site, as sufficient parking for both residents and visitors is now available on-site.
- 6.5.9. Having regard to the above, the likely traffic generation is considered acceptable subject to monitoring. In addition, Members should note that whilst there is the potential for approximately 60 units to come forward at a later date with Phase 2 (the Redgates Nursery site), the consideration of potential trip generation and impact on highway safety associated with that scheme cannot be considered at present.

#### *Access*

- 6.5.10. The site is currently served by an existing vehicle crossing located approximately 11m from the junction with the A10, a Transport for London ("TfL") controlled highway. The continuing use of the access has been heavily discussed between the council and TfL because of the council's concern over the additional pressure on the junction and vehicles wanting to access / egress the site. Supplementary information to the submitted Transport Assessment ("TA") in the form of a Revised Safety Audit ("RSA") and a Technical Note ("TN").
- 6.5.11. In terms of traffic turning right into the site from the east or north of the A10 junction, there is estimated to be no more traffic undertaking this manoeuvre with the proposed development than in the existing situation. For traffic turning right out of the site, this movement can be made safely within 'Keep Clear' markings (as highlighted in the designers response to the RSA as the vehicular access road is proposed to be amended, providing a wider entry, improved entry radius and the centreline angled perpendicular to Bullsmoor Lane. The RSA has not identified an issue with vehicles wishing to turn right out of the site and entering the proposed right turn pocket lane, a situation which occurs at many junctions
- 6.5.12. In terms of the right turn pocket immediately in front of the site, this is formalised to ensure that vehicles have a marked area to approach when attempting to turn right, and to ensure remaining vehicles travelling into the Bullsmoor Lane arm in a westbound direction have a clear path for onward travel. This is an improvement over the existing situation where vehicles use this space to turn right into the site on a daily basis.
- 6.5.13. In line with the recommendations of the RSA, the eastern kerb-line of the A10 Great Cambridge Road off-slip to Bullsmoor Lane will be extended by 5.7m to run parallel with the western kerb-line. This will deflect vehicular traffic more to the



west, thus reducing the likelihood of vehicles attempting to turn right. The central median will be extended 2.8m to the west in order to further deter vehicles from exiting the A10 slip road and turning right.

- 6.5.14. It should be noted that it is anticipated that in the vast majority of cases, the only traffic that would be likely to undertake this manoeuvre is vehicles entering the development site during the morning and afternoon peak periods. However, given the existing levels of queuing on the A10 and the nature of the development, being residential, it is likely that residents approaching from the south will take the path of least resistance, exiting the A10 via the junction with Turkey Street. On this basis it is likely that there will be less traffic attempting to turn right into the site with the proposed development than in the existing situation. There is also nothing stopping vehicles wishing to turn right into the site from the A10 Bullsmoor Lane slip road in the existing situation.
- 6.5.15. Transport for London have now advised that having regard to the submitted Stage 1 Safety Audit, they are of the opinion that there would not be any adverse impact, although TfL would like to see the detailed design of the junction with the A10. Although the council has some reservations in relation to the impact on the A10 junction, given that no objections are being raised by TfL, it may prove difficult to resist the scheme on this element.
- 6.5.16. Having regard to the above, and in particular the view of TfL, it is considered that the development makes acceptable provision for access and parking 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.

#### *Refuse and Recycling*

- 6.5.17. The eastern apartment building is provided with 2 communal bin storage facilities that will house 9 1100l bins for refuse and 3 1280l recycling bins. This provision is designed in accordance with the council's waste and recycling storage planning guidance. These stores are accessible both internally and externally. Their appearance will be secured by condition.
- 6.5.18. The houses and maisonettes are each provided with individual bin stores which are located to the front of each dwelling on the 2- and 3-bed houses adjacent to the front doors. The bins stores are located at the rear gardens of the 4-storey houses accessed via gates by the refuse collection team from the central mews street.
- 6.5.19. The bin stores for houses have been designed to accommodate 3 bins for general waste (140l), Recycling (240l) and garden and food waste (240l). The 4-bed houses are also allocated space for a 240l general waste bin. These are all in accordance with the council's waste and recycling storage planning guidance.
- 6.5.20. The site has been designed so that a bin lorry can make a full circle going north along the Eastern Avenue and south along the central Mews. The apartments and maisonettes will have their refuse collected from the Eastern Avenue with

only the mews houses and townhouses being collected from the mews street to limit the amount of time the refuse vehicle spends in this pedestrian friendly area. A tracking study confirms that there is acceptable clearance for a refuse truck to make this journey.

#### *Electric Charging Points*

- 6.5.21. 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 Transport Assessment confirms that the scheme will meet with the adopted standard, although these have not been indicated on any plans. The details and provision of the active / passive charging points will need to be secured by condition.

#### Highways Mitigation

- 6.5.22. Should planning permission be granted, a range of measures would need to be agreed through a S106 Agreement for highways improvements and improving sustainable modes of transport. These would include amendments to the junction onto Bullsmoor Lane; a PERS Audit and improvements identified within the audit; the provision of improved pedestrian/cyclist infrastructure and maintenance; and the provision in the immediate vicinity of the site as part of the Cycle Enfield project. It is estimated that the above measures may cost between £100,000 and £150,000.
- 6.5.23. In addition, consideration would need to be given to hours of collection/delivery during construction to avoid any potential conflict with school drop-off/pick-up times, particularly as Capel Primary School is approximately 200m west of the site. Consideration will also need to be given to the cumulative impact of construction from the proposed scheme and that of the approved Secondary Tuition Centre on Bullsmoor Lane, adjacent to Capel Primary School. These details can be secured by condition.

#### 6.6. Housing Need

- 6.6.1. The Core Strategy seeks to ensure that 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.
- 6.6.2. 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.
- 6.6.3. 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.

6.6.4. The following mix is proposed:

Dwelling Type	Number	Percentage (%)
1b	21	38
2b	17	30
3b	13	23
4b	5	9
TOTAL	56	100

6.6.5. The development provides an appropriate mix of units and suitable compensatory provision for the loss of the existing single family dwelling on the 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.

6.6.6. 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.

#### 6.7. Sustainable Design and Construction

##### *Contamination*

6.7.1. Potential contamination may be present due to the existing use of the site. 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.

##### *Air Quality*

6.7.2. The site sits adjacent on the juncture of the A10 with Bullsmoor Lane and is approximately 120m south of the junction (J25) with the M25. An air quality assessment has been provided which has assessed: construction phase impact (dust); road traffic impact; and an air quality neutral assessment.

6.7.3. The construction phase will have the potential to create dust, however, it is expected that any residual effects will be insignificant, subject to appropriate measures being secured.

6.7.4. The operational impacts of increased traffic emissions arising from the additional traffic on local roads, due to the development, have been assessed, modelling concentrations at 10 worst-case receptors, representing existing properties where impacts are expected to be greatest. In addition, the impacts of local road traffic on the air quality for future residents have been assessed at six worst-case locations within the new development itself. In the case of nitrogen dioxide, the

modelling has been carried out assuming both that vehicle emissions decrease (using 'official' emission factors), and that they do not decrease in future years. This is to allow for current uncertainty over emission factors for nitrogen oxides that have been identified by Defra. It is concluded that concentrations of nitrogen dioxide (NO<sub>2</sub>) and fine particulate matter (PM<sub>2.5</sub>) will remain below the Air Quality Assessment Levels (AQALs) at all existing receptors in 2017, whether the scheme is developed or not.

- 6.7.5. The proposed scheme will only increase traffic volumes on local roads by a small amount. These changes will lead to an imperceptible increase in concentrations of nitrogen dioxide and PM<sub>2.5</sub> at all existing receptors, and the impacts will all be negligible. Without a reduction in vehicle emissions between 2014 and 2017, the impacts will still be negligible at all receptors.
- 6.7.6. The overall operational air quality impacts of the development are judged to be insignificant. This conclusion, which takes account of the uncertainties in future projections, in particular for nitrogen dioxide, is based on the impacts all being negligible.
- 6.7.7. Having regard to air quality, it is considered that the development would prove difficult to resist on this element.

#### *Biodiversity / Ecology*

- 6.7.8. 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.
- 6.7.9. The proposal involves the demolition of existing structures on the site and the submitted Preliminary Ecological Appraisal has indicated that additional survey work will be required to determine whether bats and reptiles are present and would be affected by the development.
- 6.7.10. In relation to ecology, the majority of the site is comprised of hardstanding and buildings, with some amenity lawn in the north-west corner. The trees to be removed are largely poor quality specimens. Replacement trees will be provided as per an agreed landscape plan.
- 6.7.11. Further enhancements to the ecological value of the site will be achieved through the provision of green walls, a Green, bird and bat boxes. Each of the aforementioned can be secured by condition.
- 6.7.12. 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*

- 6.7.13. 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 38 trees and 2 groups.
- 6.7.14. 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.
- 6.7.15. Of the 23 individual trees and 2 groups identified to be removed, all but one is graded Category C. Eight of the aforementioned are also required to be removed due to safety reasons. It is however proposed to re-provide 43 trees and this is considered acceptable.
- 6.7.16. 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. A condition is recommended in relation to tree protection for the retained trees on site. An additional condition is proposed to secure details of a landscaping plan which, having regard to the comments provided by the Tre Officer, should provide enhancements above what is currently proposed.

### *Energy*

- 6.7.17. The scheme has been estimated to achieve a carbon emission reduction of 36.65% beyond Part L of the 2013 Building Regulations through fabric efficiencies, air tightness levels and renewable energy provision in the form of roof mounted PV panels (6no. per house and approximately 160no on the block fronting the A10). A condition is therefore proposed to seek details of the PV panels, inclusive of a maintenance plan.

### *Drainage*

- 6.7.18. 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.

6.7.19. The submitted drainage strategy does not fully comply with adopted policy. A condition is therefore proposed to secure a revised drainage strategy.

#### *Site Waste Management*

6.7.20. 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.

6.7.21. 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.

6.7.22. An outline site waste management plan has been provided which indicates that the majority of waste will be managed on site in accordance with Core Policy 22 and the London Plan. A condition is proposed to secure this.

#### 6.8. Viability

##### *Affordable Housing*

6.8.1. 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). All sites should be Core Policy compliant, subject to viability and in this regard, 22 units should be provided as affordable units. Independent viability advice has been sought in relation to the provision of on-site affordable housing, which has concluded that a total of 12 affordable units can be provided (8 rented (5 x 3 bed duplexes and 3 x 1 bed) and 4 x 1 bed shared ownership). The units and tenure will need to be secured through a s106 legal agreement.

##### *Education / Childcare*

6.8.2. The scheme will be liable for an education contribution for the net increase of 55 units, in accordance with Table 7.3 of the S106 SPD:

21 x 1b = 21 x £603.99 =	£12683.79
17 x 2b = 17 x £1855.98 =	£31551.66
13 x 3b = 13 x £6907.96 =	£89803.98
4 x 4b = 4 x £11408.98 =	£45635.92
<b>Total</b>	<b>£179675.35</b>

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

21 x 1b = 21 x £58.13 =	£1220.73
17 x 2b = 17 x £290.66 =	£4941.22
13 x 3b = 13 x £465.06 =	£6045.78
4 x 4b = 4 x £494.12 =	£1976.48
<b>Total</b>	<b>£14184.21</b>

- 6.8.4. The total level of contributions sought for education and childcare is £193859.56. This would need to be secured via a s106 legal agreement.

#### Employment and Training

- 6.8.5. 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.
- 6.8.6. 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)

- 6.8.7. The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is 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 (274 for March 2016).
- 6.8.8. The development is CIL liable for the construction of 4342sqm of new residential floor space, less the existing floorspace to be demolished (1580.9sqm) and the 12 affordable units which are eligible for relief.
- 6.8.9. The Council will be introducing its own CIL from 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.

#### 6.9. Other Matters Raised

- 6.9.1. In relation to land ownership, a site does not need to be in the ownership of an applicant, however in such situations, the applicant must confirm that they have

served notice on the owner (Certificate B). With regard to the current scheme, the application form confirms that notice has been served.

## 6.10. Section 106 / Legal Agreement

6.10.1. Section 106 contributions can still be sought for items of infrastructure not identified on the Regulation 123 list. A legal agreement will be required to secure the affordable housing and education contributions as set out above. A 5% monitoring fee will also be incurred as per the S106 SPD.

6.10.2. 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:

- The securing of 12 units in total for on-site affordable housing provision
  - 8 rented (5 x 3 bed duplexes and 3 x 1 bed)
  - 4 x 1 bed shared ownership
- £179675.35 towards education provision
- £14184.21 towards childcare provision
- £150,000 towards
  - PERS Audit and improvements identified within the audit
  - the provision of improved pedestrian/cyclist infrastructure and maintenance provision in the immediate vicinity of the site as part of the Cycle Enfield project
  - Travel plan surveys and monitoring of the junction
  - Amendments to the junction
- 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 purported

## 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 unduly 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, and with guidance contained within the National Planning Policy Framework.



3. The loss of existing retail and commercial uses on the site will not detrimentally harm local provision having regard to Policies 4.4 & 4.8 of the London Plan, Core Policies 13 & 18 of the Core Strategy, Policies DMD22 & 29 of the Development Management Document.
4. 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.
5. 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.
6. 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 subject to the completion of a S106 Agreement to secure the obligations as set out in Section 6.9 of this report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions as set out below.

1. Approved Plans – Revised

Unless required by any other condition attached to this Decision, the development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: In the interest of proper planning and for the avoidance of doubt.

2. Time Limited Permission

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Mix / Size of Units
4. The development hereby approved shall only be laid out as 56 residential units (comprising 21 x 1-bed, 17 x 2-bed, 13 x 3-bed and 5 x 4-bed) as shown on Drawing Nos.WWE\_0200 Rev.A; WWE\_201 Rev.A; WWE\_202 Rev.A; WWE\_0210 Rev.A; WWE\_0211 Rev.A; WWE-0212 Rev.A; WWE\_0213 Rev.A 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  
Notwithstanding any submitted plan or supporting documentation, prior to the commencement of development, construction details, for all external finishing materials visible on the building façades together with supporting photorealistic images of AVRs Level 3 standard for typical elevations of each building type shall be submitted to and approved in writing by the Local Planning Authority. The construction detail should include plan, elevations and sections at 1:5/1:10 scale, with appropriate annotation for all the elements seen in the detail.

The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

6. Material Samples  
Pursuant to the approval of construction details for the different elements of the façade under Condition 5 (Details of Materials), physical material samples (including sample panels where appropriate) and detail specifications for all external finishing materials visible on the building façades shall be submitted to and approved in writing by the Local Planning Authority. The sample panels shall remain on site for the duration of the construction of external works.

The development shall be constructed in accordance with the approved details

7. Accessible / Adaptable Dwellings  
No less than 100% of the units hereby approved shall be built in accordance with Requirement M4(2) of Building Regulations and shall be maintained as such thereafter. Prior to occupation evidence of compliance with Requirement M4(2) across the development shall be submitted to and approved in writing by the Local Planning Authority..

Reason: This optional national technical standard will ensure that the development allows for the future adaptability of the home to meet with the

needs of future residents over their lifetime in accordance with Policy CP4 of the Core Strategy, DMD8 of the Development Management Document and Policy 3.5 of the London Plan.

8. Wheelchair Units

The units identified on the approved plans as wheelchair units shall be provided as wheelchair accessible dwellings and shall be designed in accordance with the requirements of the "Stephen Thorpe Wheelchair Housing Design Guide (2nd Edition)", unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the new development achieves the highest standards of accessibility and inclusion having regard to adopted Policy.

9. 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 shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall also include how the external lighting scheme has been designed to minimise light spillage and its impact on wildlife particularly along the western boundary of the site. 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.

10. Details of Hard Surfacing

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. WWE\_0100 Rev.A 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. WWE\_0100 Rev.A 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 pedestrian entrance gates erected around the perimeter of the site 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 means of enclosure around 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

Demolition and construction shall take place in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The submitted details 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 any vehicle call up procedure;
- f) Coordination with other development projects in the vicinity;
- g) Hours of deliveries / collections, to avoid conflict with school drop-off/pick-up times (Capel Primary School)
- h) 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 details of all bicycle parking spaces to be provided throughout the development approved shall be provided to the Local Planning Authority for approval in writing. 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 and highway safety.

#### 21. Energy Efficiency

The energy efficiency of the development shall provide for no less than a 35% improvement in the total CO<sub>2</sub> 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) 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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

24. Restriction of Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any statutory instrument revoking and re-enacting or modifying that Order, no development under the following classes shall take place without the prior written approval of the Local Planning Authority:

- a) Article 3 and Schedule 2, Part 1 Classes A, B, C, D, E, F and H
- b) Article 3 and Schedule 2, Part 2 Class B

Reason: In order to protect the amenities of the adjoining occupiers, to ensure adequate amenity space is retained for each of the dwellings in accordance with adopted Policy, to maintain a satisfactory appearance to the development.

25. Restriction of Use of Flat Roofs

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any statutory instrument revoking, re-enacting or modifying that Order, unless otherwise indicated on the approved plans:

- a) No balustrades or other means of enclosure shall be erected on the roof of the extension(s).
- b) No flat roofed area shall be used for any recreational purpose and access shall only be for the purposes of the maintenance of the property or means of emergency escape.

Reason: To maintain an acceptable appearance and to safeguard the privacy of the occupiers of adjoining properties.

26. 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.

27. 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.

28. Tree Protection

The development (including demolition) shall be undertaken in accordance with the recommendations and Tree Protection Plan 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. 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. 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

30. Landscaping

Notwithstanding any submitted plan or supporting documentation, no above ground works 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.

31. Ecological Enhancement

Prior to occupation of the development 2 bat bricks/tiles and 8 bird bricks/tubes/boxes are to be designed into and around the new buildings under the supervision of a suitably qualified ecologist. Confirmation that the boxes have been installed, including a plan showing the location and type of boxes, with accompanying photographic evidence shall be submitted to the Council for approval in writing.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

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 green / biodiverse roof to be provided 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. Noise Attenuation

Notwithstanding the submitted acoustic report, development shall not commence until details have been submitted to the Local Planning Authority for approval in writing detailing attenuation measures to reduce predicted internal noise levels from external sources to not more than:

- a. Night time levels of 30dB L(A)<sub>eq</sub> 8-hours in bedrooms with a maximum L(A)<sub>max</sub> of 45dB; and
- b. Daytime levels of 35dB(A) in bedrooms and living rooms

Reason: In the interest of safeguarding the amenity of future occupiers of the development from excessive noise generated from external sources, having regard to the location of the site adjacent to the Great Cambridge Road (A10) and the M25 motorway.

36. Archaeology

- A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.
- B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.
- C) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (B).
- D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with

the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured

Reason: In the interests of safeguarding any archaeological heritage assets that may exist on the site and the publication of results, in accordance with Section 12 of the NPPF.

### 37. Piling / Foundations

No development beyond the demolition of existing buildings on site or site clearance works shall take place within the proposed development site until a detailed scheme showing the complete scope and arrangement of the foundation design and ground works have been submitted to and approved by the Local Planning Authority.

Where impact piling is proposed, this shall not take place until a piling method statement (detailing the type of 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 water infrastructure, and the programme for the 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: In the interests of preventing harm to groundwater, to protect existing water infrastructure and to safeguard any archaeological heritage assets that may exist on the site.

### 38. 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.



Rev Date: 23.06.15  
 Drawn: CLH  
 Description: For Planning

Notes:  
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Legend

Hadley  
 client / project

Waterworld  
 drawing title

1:1250  
 scale @ A3

WWWE\_0001  
 drawing number

-  
 revision

HAD-WWE  
 project number

By  
 originated by

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Rev	Date	Drawn	Description
A	26.10.15	GBR	Design revised in consultation with Client

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**Proposed GF Site Plan** **WWWE\_0100**  
 Drawing title drawing number

Hadley Waterworld Scale HAD-WWE SMH  
 client / project 1:200 @ A1 project number originated by

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Rev	Date	Drawn	Description
+	28/05/15	KER	Final issue
A	01/06/15	KER	General amendments
B	02/11/15	STV	Issue for planning
C	13/11/15	STV	General amendments

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**Illustrative Landscape Plan**

0900  
 drawing number

Hadley  
 client project

Waterworld

1:200  
 scale @ A1

HAD\_WWE  
 project number

C  
 revision

KER  
 originated by

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 status

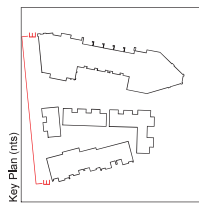
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North Elevation E-E



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<p><b>Rev</b>   <b>Date</b>   <b>Drawn</b>   <b>Description</b></p>	<p><b>North Elevation</b>   <b>WWE_0112</b>   <b>A</b> drawing title   drawing number   revision</p> <p><b>Hadley</b>   <b>Waterworld</b>   <b>HAD-WWE</b>   <b>SMH</b> author   project name   project number   prepared by</p> <p><b>Scale</b> 1:100 @ A1</p> <p><b>FOR PLANNING</b></p>
	<p>HTA Design LLP 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000</p>

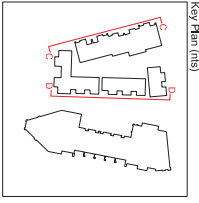




West Elevation C-C



Internal East Elevation D-D



Key Plan (ns)

**West & Internal East Elevation 0111**

DATE: 10/20/2018  
 DRAWN BY: Hadley  
 CHECKED BY: Waterworld  
 SCALE: 1/8" = 1'-0"

DESIGNED BY: HAD-WWE  
 CHECKED BY: SMH

FOR PLANNING

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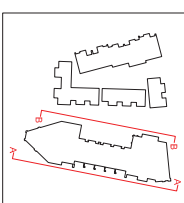


East Elevation A-A



Internal West Elevation B-B

Key Plan (m/s)

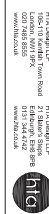


East & Internal West Elevation WWE\_0110

Client: **Hadley**  
 Client Ref: **Watnord**  
 Scale: **1:100 @ A1**

Drawn by: **HAD-WWE**  
 Checked by: **SMH**  
 Date: **23/08/2024**

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Year: 2024  
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View of Apartments from Great Cambridge Road



View of Apartments from Great Cambridge Road



View of Apartments & Mews Houses from New Communal Green



View of Townhouses from New River

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Visualisations

Client: **Hadley** | Architect: **Waterworld** | Scale: **1:100**

Project Code: **WWE\_0120**

Architect: **HAD-WWE** | Structural Engineer: **SMH**

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