

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 26<sup>th</sup> April 2016

**Report of**  
Assistant Director, Planning &  
Environmental Protection

**Contact Officer:**  
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**Ward:** Highlands

**Application Number :** 16/00349/RE4

**Category:** Dwellings

**LOCATION:** GARAGES ADJACENT TO 1, 13, 24, & 38, PADSTOW ROAD, ENFIELD, EN2 8BU

**PROPOSAL:** Demolition of garages and erection of 6 x 2-storey single family dwellings involving balconies to front (comprising: Site 1 – 2 x 2 bed semi-detached houses; Site 2 – 3 x 2 bed terraced houses; and, Site 3 – 1 x 2 bed detached houses) involving car parking on Site 4 and landscaping

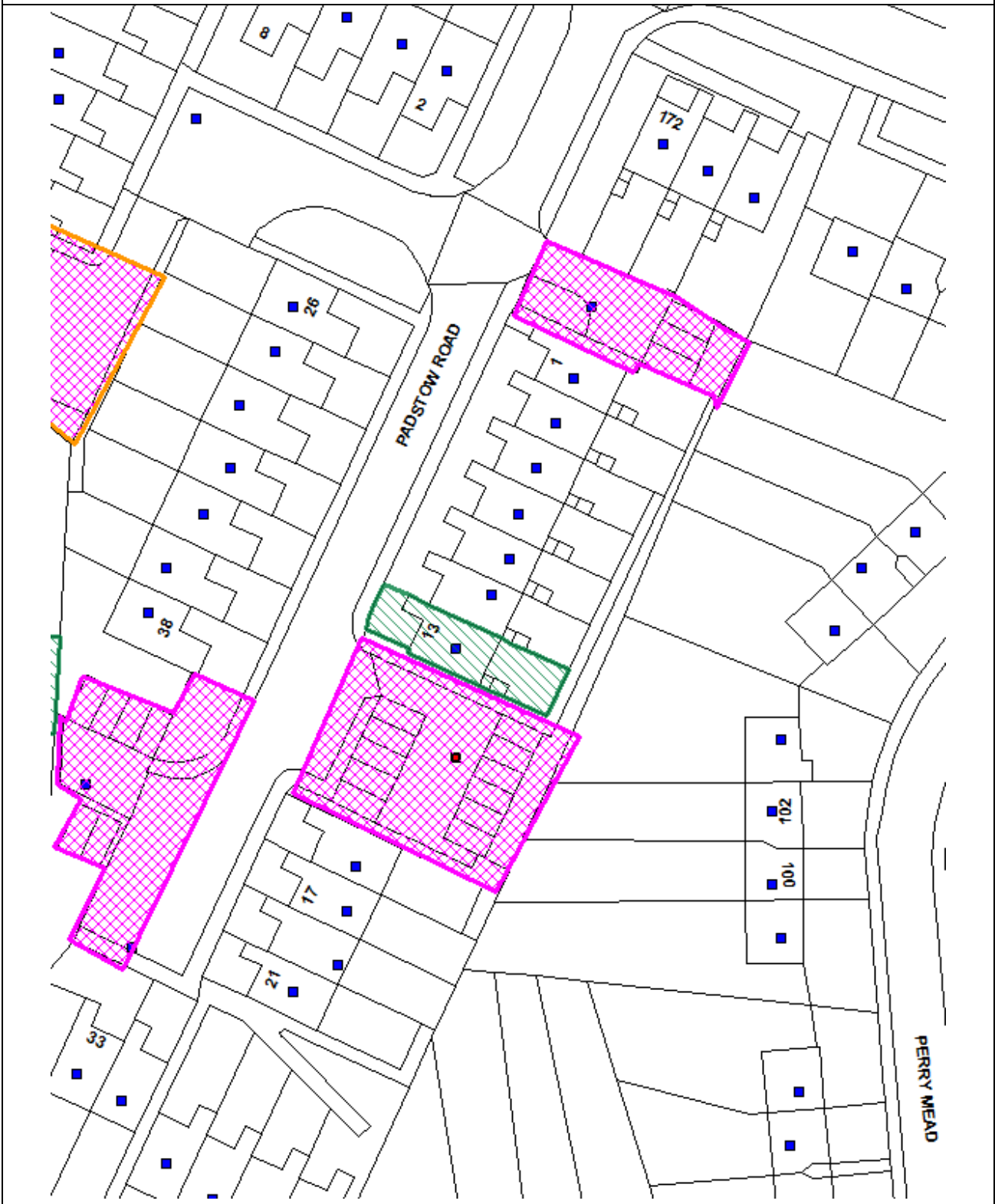
**Applicant Name & Address:**  
Mr Nick Fletcher  
Project Manager,  
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London Borough of Enfield  
C/O Agent

**Agent Name & Address:**  
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#### RECOMMENDATION:

That planning permission to be **GRANTED** in accordance with Regulation 3/4 of the Town and Country Planning General Regulations 1992 subject to conditions and Unilateral Undertaking.

Ref: 16/00349/RE4 LOCATION: Garages Adjacent To 1, 13, 24 , 38, Padstow Road, Enfield, E



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Scale 1:1250

North



## 1. Site and Surroundings

- 1.1 The site comprises a series of four previously developed sites currently occupied by a total of 24 garages and equating to a combined area of 1466 sq.m. In accordance with the submission, at present only 50% of the existing garages are used for the parking of private motor vehicles. The four sites form part of a wider housing estate lining Padstow Road, a residential cul-de-sac. The estate is accessed via the classified Holtwhites Hill to the north east.



Illustration1: Site Plan

- 1.2 For clarity, the four sites can be described as follows:

### Site 1

- 1.3 Comprises a 371 sq.m plot situated on the western edge of the Padstow Road spur. The site is bounded by the gardens of No.14 John Gooch Drive to the west and to No.16 Chasewood Avenue the south. The site currently contains has eight garages all of which are vacant. Several trees are present on the site.

## **Site 2**

- 1.4 Comprises a 514 sq.m rectangular plot between Nos. 13 and 15 Padstow Road. The site is bounded to the east by the gardens of Nos. 100, 102 and 104 Perrymead. The site contains eleven garages, five of which are occupied with only three of those by local residents.

## **Site 3**

- 1.5 Comprises a 219 sq.m plot adjacent to No.1 Padstow Road and close to the junction with Holtwhites Hill. The site is bounded by the gardens of Nos. 168, 170 and 172 Holtwhites Hill to the north and No.112 Perrymead to the east. The site contains three garages, all of which are occupied and with two by local residents.

## **Site 4**

- 1.6 Comprises a 362 sq.m plot adjacent to No.38 Padstow Road. The site is bounded to the west by the gardens of Nos. 12 and 14 Chasewood Avenue. The site contains six garages, all of which are occupied by local residents.
- 1.7 The surrounding area is characterised a mix of residential units. Padstow Road exclusively comprises two-storey single family dwelling houses with a similar architectural 1960s / 1970s motif and design. The wider area comprises a mix of housing types with a series of estates, flats and single family dwellings peppered throughout.
- 1.8 The site is not within a Conservation Area nor is it a Listed Building.

## **2. Proposal**

- 2.1 The project proposes the demolition of the existing garages and redevelopment of the four sites.

Underpinning the scheme is a wider Council initiative known as 'Small Sites 2' driven by the Housing Department for the controlled release of brownfield land owned by the Local Authority for the provision of new residential accommodation and affordable housing.

## **Site 1**

- No. 2 x 2-bed, two storey semi-detached houses

## **Site 2**

- No. 3 x 2-bed two storey terraced houses

## **Site 3**

- No. 1 x 2-bed two storey detached house

## **Site 4**

- Decant car parking.

2.2 As originally submitted, the scheme also included the removal of grass verges and provision of 14 on-street parking spaces. Having reviewed the scheme, Officers expressed concern in relation to the harm caused by the loss of the verges and the over-provision of additional parking to an area with sufficient levels of on and off-street parking. Following negotiations with the applicant, these additional car parking spaces have been removed and the grass verges reinstated.

### **3. Relevant Planning Decisions**

3.1 15/01436/PREAPP & 15/04117/PREAPP – Proposed erection of a terrace of 4 x 3-bed 2-storey dwelling houses & proposed erection of a terrace of 3 x 2-bed 2-storey dwelling houses (follow up to ref: 15/01436/PREAPP) – The redevelopment of the site has been the subject of extensive pre-application discussions with a two of iterations presented for consideration. To date two formal pre-application responses have been issued (29/04/15 and 10/10/15 respectively) each have established the principle of redevelopment of the sites for residential purposes subject to achieving an appropriate density, ensuring a suitable standard of accommodation, a satisfactory relationship to existing neighbouring development, appropriate servicing and access arrangements and car parking.

### **4. Consultations**

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

##### Traffic and Transportation:

4.1.1 Following reinstatement of the grass verges, no objection subject to conditions for both cycle parking and refuse storage.

##### Tree Officer:

4.1.2 No objection to the loss of trees, but loss of grass verges not supported.

##### Environmental Health:

4.1.2 Raise no objections to the scheme subject to conditions relating to contamination and demolition.

##### Education:

4.1.3 At the time of writing no response had been received from colleagues in Education. Any response received will be reported as a late item albeit where an undertaking to pay relevant contributions for education provision in the Borough and in accordance with the s106 SPD has been agreed.

##### Thames Water:

4.1.4 No objections subject to informatives.

## **4.2 Public response**

4.2.1 The application was referred to 78 surrounding properties and a site notice was placed at the site (21 days expired 22/03/16). At the time of writing two written representations were received from residents of Nos. 9 & 24 Padstow Road objecting to the development citing the following grounds:

- Close to adjoining properties
- Development too high
- Inadequate access
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Loss of light
- Loss of parking
- Loss of privacy
- Noise nuisance
- Over development
- Strain on existing community facilities

## **5. Relevant Policy**

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed Local Planning Authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period Local Planning Authorities could give full weight to the saved Unitary Development Plan policies (UDP) and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 and is now under examination. An Inspector has been appointed on behalf of the Government to conduct the examination to determine whether the DMD is sound. The examination is a continuous process running from submission through to receiving the Inspector's Report. Public Examination of the document was completed on Thursday 24th April 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry significant weight having been occasioned at Public Examination and throughout the examination stage.

5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

### **5.3.1 The London Plan (Consolidated)**

Policy 2.6 – Outer London: vision and strategy

Policy 2.7 – Outer London: economy

Policy 2.8 – Outer London: transport

Policy 3.1 – Ensuring equal life chances for all

Policy 3.2 – Improving health and addressing health inequalities

Policy 3.3 – Increasing housing supply  
Policy 3.4 – Optimising housing potential  
Policy 3.5 – Quality and design of housing developments  
Policy 3.6 – Children and young people’s play and informal recreation facilities  
Policy 3.7 – Large residential developments  
Policy 3.8 – Housing choice  
Policy 3.9 – Mixed and balanced communities  
Policy 3.11 – Affordable housing targets  
Policy 3.14 – Existing housing  
Policy 3.16 – Protection and enhancement of social infrastructure  
Policy 4.1 – Developing London’s economy  
Policy 4.12 – Improving opportunities for all  
Policy 5.1 – Climate change mitigation  
Policy 5.2 – Minimising carbon dioxide emissions  
Policy 5.3 – Sustainable design and construction  
Policy 5.5 – Decentralised energy networks  
Policy 5.6 – Decentralised energy in development proposals  
Policy 5.7 – Renewable energy  
Policy 5.9 – Overheating and cooling  
Policy 5.10 – Urban greening  
Policy 5.11 – Green roofs and development site environs  
Policy 5.12 – Flood risk management  
Policy 5.13 – Sustainable drainage  
Policy 5.15 – Water use and supplies  
Policy 5.18 – Construction, excavation and demolition waste  
Policy 5.21 – Contaminated land  
Policy 6.9 – Cycling  
Policy 6.10 – Walking  
Policy 6.12 – Road network capacity  
Policy 6.13 – Parking  
Policy 7.1 – Building London’s neighbourhoods and communities  
Policy 7.2 – An inclusive environment  
Policy 7.3 – Designing out crime  
Policy 7.4 – Local character  
Policy 7.5 – Public realm  
Policy 7.6 – Architecture  
Policy 7.7 – Location and design of tall and large buildings  
Policy 7.14 – Improving air quality  
Policy 7.15 – Reducing noise and enhancing soundscapes  
Policy 7.18 – Protecting local open space and addressing local deficiency  
Policy 7.19 – Biodiversity and access to nature  
Policy 7.21 – Trees and woodlands

Housing SPG

### 5.3.2 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas  
Core policy 2: Housing supply and locations for new homes  
Core policy 3: Affordable housing  
Core Policy 4: Housing quality  
Core Policy 5: Housing types  
Core Policy 6: Housing need  
Core Policy 20: Sustainable Energy use and energy infrastructure

Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure  
Core Policy 24: The road network  
Core Policy 25: Pedestrians and cyclists  
Core Policy 26: Public transport  
Core Policy 28: Managing flood risk through development  
Core Policy 29: Flood management infrastructure  
Core Policy 30: Maintaining and improving the quality of the built and open environment  
Core Policy 32: Pollution  
Core Policy 34: Parks, playing fields and other open spaces  
Core Policy 36: Biodiversity

Biodiversity Action Plan  
S106 SPD

#### 5.3.4 Development Management Document

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more  
DMD3: Providing a Mix of Different Sized Homes  
DMD6: Residential Character  
DMD8: General Standards for New Residential Development  
DMD9: Amenity Space  
DMD10: Distancing  
DMD15: Specialist Housing Need  
DMD37: Achieving High Quality and Design-Led Development  
DMD38: Design Process  
DMD45: Parking Standards and Layout  
DMD47: New Road, Access and Servicing  
DMD48: Transport Assessments  
DMD49: Sustainable Design and Construction Statements  
DMD50: Environmental Assessments Method  
DMD51: Energy Efficiency Standards  
DMD53: Low and Zero Carbon Technology  
DMD55: Use of Roofspace/ Vertical Surfaces  
DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement  
DMD58: Water Efficiency  
DMD59: Avoiding and Reducing Flood Risk  
DMD64: Pollution Control and Assessment  
DMD65: Air Quality  
DMD68: Noise  
DMD69: Light Pollution  
DMD79: Ecological Enhancements  
DMD80: Trees on development sites  
DMD81: Landscaping

#### 5.4 National Planning Policy Framework

5.4.1 The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions – an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development means:



- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or

Specific policies in the Framework indicate development should be restricted.

5.4.2 The NPPF recognises that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.

5.4.3 In addition, paragraph 173 of the NPPF states that in the pursuit of sustainable development careful attention must be given to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

## 5.5 National Planning Practice Guidance

5.5.1 On 6<sup>th</sup> March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) to consolidate and simplify previous suite of planning practice guidance. Of particular note for members, the guidance builds on paragraph 173 of the NPPF stating that where an assessment of viability of an individual scheme in the decision-making process is required, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

## 5.5 Other Material Considerations

Housing SPG

Affordable Housing SPG

Enfield Market Housing Assessment

Providing for Children and Young People's Play and Informal Recreation SPG and revised draft

Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People; a good practice guide (ODPM)

Sustainable Design and Construction SPG;

Mayor's Climate Change Adaption Strategy; Mayor's Climate Change Mitigation and Energy Strategy;

Mayors Water Strategy  
Mayor's Ambient Noise Strategy  
Mayor's Air Quality Strategy  
Mayor's Transport Strategy;  
Land for Transport Functions SPG  
London Plan; Mayoral Community Infrastructure Levy  
Circular 06/05 Biodiversity and Geological Conservation- Statutory  
Obligations and Their Impact within the Planning System

## **6. Analysis**

6.1 The main issues to consider are as follows:

- i. Principle of redevelopment to provide residential accommodation and in particular the compatibility of the development with the provisions of the NPPF and the definition of previously developed land;
- ii. Housing mix;
- iii. Design;
- iv. Amenity of neighbouring properties;
- v. Highway safety;
- vi. Sustainability and biodiversity;
- vii. S.106 Obligations; and
- viii. Community Infrastructure Levy

### 6.2 Principle

6.2.1 The site lies within a predominantly residential area and hence the principle of residential development is broadly acceptable and consequently compatible with Policies 3.3 and 3.4 of the London Plan, Core Policy 5 of the Core Strategy. The provisions of the National Planning Policy Framework supports the redevelopment of previously developed site (known as brownfield land) identifying such sites as sustainable locations for development and preferential in planning terms to sites that would erode the openness of the wider environment including greenfield and green belt land. Developments that seek to utilise these alternative sites must demonstrate the exceptional circumstances where the loss of open space, the setting such space offers and the multiplicity of benefits such areas provide can be justified.

6.2.2 The Development Management Document reiterates this presumption and Policy DMD71 of states that development involving the loss of other open space will be resisted unless:

- a. Replacement open space can be re-provided in the same locality and of better quality to support the delivery of the Council's adopted Parks and Open Spaces Strategy; or
- b. It has been demonstrated through the submission of an assessment that the open space in question is surplus to requirements.

6.2.3 The development area comprises 4 sites containing garages and associated hardstanding and would fall within relevant definitions of brownfield land and the principle of development to these sites can be supported.

6.2.4 Additional land in the form of grass verges also featured as part of the original submission. These areas were earmarked for additional car parking

provision. The areas are outside of relevant brownfield definitions and Officers considered that the verges contributed to the open aspect, green and leafy feel of this suburban location that serve to characterise the area. Whilst of modest individual quality, the contribution of these spaces to soften the built form, break up the large expanse of hard-surfacing and contribute positively to the loose suburban fabric that defines the surround to such an extent that the loss of these areas could not be justified in planning terms. Given the constraints of the surrounding area, replacement open space cannot be provided and whilst not of recreational use, these grass verges provide valuable visual amenity that positively contributes to the appearance of the estate.

6.2.5 Although Officers acknowledged that the applicant has sought to reprovide parking provision to the wider estate, the level of existing on/off-street parking meant that the removal of the verges was excessive when considered against the parking requirements to service the number of units that are within the estate. This point is expanded upon in the Transportation section below. The benefits of the additional parking would not outweigh the significant harm resultant from the loss of the open space and following negotiation with the applicant, these areas have been removed from the scheme.

### 6.3 Housing Mix

6.3.1 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing. Also relevant is Policy 1.1, part C, of the London Housing Strategy which sets a target for 42% of social rented homes to have three or more bedrooms, and Policy 2.1, part C, of the draft Housing Strategy (2011) which states that 36% of funded affordable rent homes will be family sized.

6.3.2 Core Policy 5 of the Core Strategy seeks to ensure that '*new developments offer a range of housing sizes to meet housing need*' and includes borough-wide targets housing mix. These targets are based on the finding of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are expressed in the following table:

Tenure	Unit Type	Mix
<b>Market Housing</b>	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	15%
	3 bed houses (5-6 persons)	45%
	4+ bed houses (6+ persons)	20%
<b>Social Rented Housing</b>	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	20%
	3 bed houses (5-6 persons)	30%

	4+ bed houses (6+ persons)	30%
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6.3.3 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

6.3.4 The subject scheme proposes 100% market housing provision comprising 6 x 2-bed residential units. In accordance with submitted figures the proposed development would fail to achieve the housing mix targets stipulated by Core Policy 5 with what would be an overconcentration of the 2B 4P units. However, the area is already defined by 3-bed units and the proposal actually contributes to the mix of housing available on the estate. Furthermore, the constraints of the individual sites are such that to provide larger units would serve to reduce the number of units and potentially result in an incongruous form of development. In this regard, it is considered that the stated mix is acceptable on balance.

#### 6.4 Design

##### *Density*

6.4.1 For the purposes of the London Plan density matrix, it is considered the site lies within a suburban area with a PTAL 2-3 albeit where the vast majority of the wider area has a much lower PTAL indicating that it has modest access to public transport, despite being within close proximity to Enfield Town public transport access links. In this regard, the density matrix suggests a density of between 150 and 250 habitable rooms per hectare. The character of the area indicates that the average unit size in the area has between than 3.1 – 3.7 rooms. This suggests a unit range of 40 to 80 units per hectare.

6.4.2 Consistent with the advice given a pre-application stage, the number of units proposed at the site has been reduced to positively respond to the concerns of the Local Planning Authority. In density terms, across the 4 sites, such a reduction has resulted in the creation of 163 habitable rooms per hectare or 40 units which would be within acceptable parameters.

6.4.3 It is acknowledged that advice contained within the NPPF and the London Plan Housing SPG suggests that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area particularly given the concerns of objectors to the scheme. Thus, the density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan and Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment and commensurate with an overarching objective that would seek to optimise the use of the site and will be discussed in the following paragraphs.

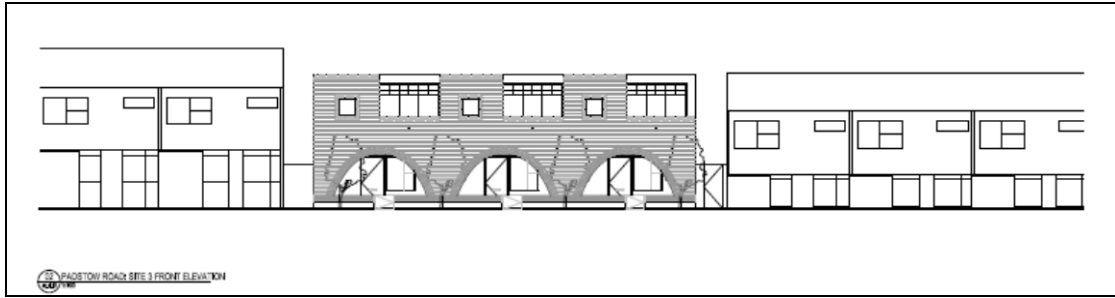
6.4.5 The surrounding area is characterised by a loose suburban fabric with a predominance of low rise 2-storey terraced building typology interspersed by larger flatted development over 3-4 storeys. Padstow Road itself, is exclusively characterised by smaller three bed-units of uniform design and

relatively modest – yet proportionate – plot sizes. All of the sites have a broadly regular configuration with only the tapering boundary of Site 1 presenting an irregularity of form. The wider estate possesses a general aesthetic typical of development from the 1960-1970s with relatively squat building with shallow roof planes forming grid rows of remarkably uniform development that offers only subtle changes in the arrangement of materials, type of fenestration and the facilities offered by the units. The general pattern and rhythm of development is consistent throughout the estate and can be read as a whole.



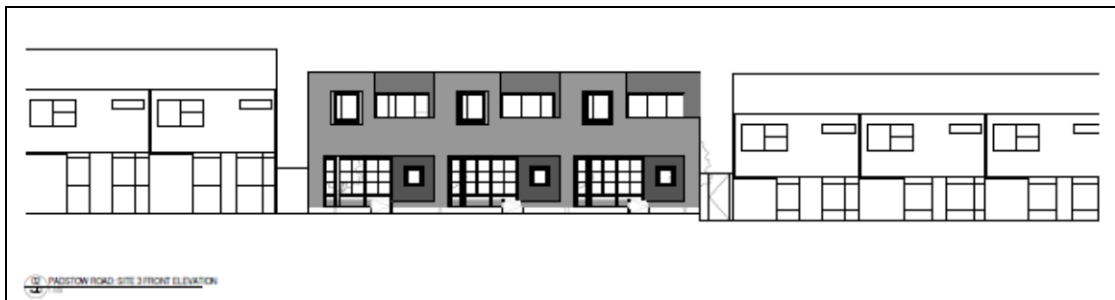
**Illustration 2: Street View**

- 6.4.6 It is acknowledged that the subject scheme would depart from the general aesthetic of the area with a more contemporary take on the design of the units, the NPPF is clear in its mandate that Local Planning Authorities do not impose architectural styles or particular tastes on development rather that they advocate high quality design and reinforce local distinctiveness. Indeed, following a reduction in the number of units, each of the dwellings would have broadly regular plot sizes, building footprints and building lines that would serve to broadly respect the pattern and rhythm of development in the surrounding area. Whilst the chamfered edge to the southernmost unit to Site 1 is noted, it would not be discernible from the street scene and the property would present a uniform frontage by proportion and design.
- 6.4.7 However, while it is considered that modern design would be appropriate to the locality in accordance with the provisions of the NPPF, this is not at the expense of local distinctiveness – the imperative that development responds appropriately to its context and the character and appearance of the surrounding area. As originally submitted, each of the units featured a distinctive entrance feature that comprised a large recessed arch.



**Illustration 3: Site 3 Front Elevation (Original Submission)**

6.4.8 The surrounding estate is completely devoid of similar features and the established consistency and architectural rhythm replicated throughout the Padstow Road estate with its boxy / angular design and clear horizontal break between the ground and first floors was not borne out in the original submission. Consistent with the views of the Local Planning Authority at pre-application stage, Officers expressed significant concern in relation to this feature and the front elevational treatment, stating that this element of the design would result introduction of a wholly alien and incongruous feature within the street scene. The recession of the entrance and first floor terrace largely blank façade and the undulation of the arches would ensure that the development would be read not in terms of individual units, but as a single entity that lacked horizontal and vertical breaks, which rather than reinforcing local distinctiveness would result in a significantly harmful elevational treatment that would serve to disrupt the pattern and rhythm of development in the surrounding area and dominate the street scene. There appeared to be no coherent design justification for the proposals and neither did they result in specific benefits for the form of development that would justify their inclusion. A series of meetings were held with the applicant and following extensive negotiation, these elements of the scheme were removed and revised elevations submitted.



**Illustration 4: Site 3 Front Elevation (Revised Submission)**

6.4.9 As can be seen from the elevation above, the imposition of a full width rectangular recess, provides and replicates the defined horizontal break so prevalent a feature in the surrounding estate. The design feature ensures the units can be read individually and that the built form is sufficiently broken so as to ensure that the pattern and rhythm of development is preserved without the need to sacrifice contemporary design. Indeed, the revisions now clearly draw from design references in the surround with a larger glazed box area at ground floor indicative of the single storey garage and storage boxed projections that feature on neighbouring properties, and an arrangement of

fenestration at first floor that broadly reflects adjacent units, all of which contribute to the integration of the built form.

6.4.10 While the distribution / peppering of the new units across the wider area could be held to disrupt the uniform appearance of the estate, crude pastiche of the existing units – which themselves are of limited quality – is not considered appropriate, particularly as these units would be unlikely to achieve current standards imposed upon new build housing and would have conversely created more substantive planning issues than such a replication in design would solve. For example, the decision to incorporate a flat roof rather than a pitch was to ensure that the current standards for floor to ceiling heights could be achieved without exceeding maximum height parameters of adjacent properties which would have disrupted the rhythm of development and created an incongruity within the street scene.

6.4.11 Therefore, on balance – and following revisions – the scale, bulk massing and design of the scheme is considered to be appropriate and would serve to reflect and reinforce local distinctiveness and the pattern of development in the surrounding area

#### *Residential Standards*

6.4.10 The Mayor's London Plan and any adopted alterations form part of the development plan for Enfield. In addition to this, Enfield's Local Plan comprises the relevant documents listed in policy context section above.

6.4.11 On 27th March 2015 a written ministerial statement (WMS) was published outlining the government's policy position in relation to the Housing Standards Review. The statement indicated that as of the 1st of October 2015 existing Local Plans, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.

6.4.12 DMD5 and DMD8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. In accordance with the provisions of the WMS, the presence of these Policies within the adopted Local Plan is such that the new Technical Housing Standards – Nationally Described Space Standard would apply to all residential developments within the Borough. It is noted that the London Plan is currently subject to Examination, with Proposed Alterations currently being considered which seek to reflect the Nationally Described Space Standards.

6.4.13 Notwithstanding the fact that the existing Development Plan Policies broadly align with the new technical standards and in acknowledgement of London Plan review process, the LPA has sought Counsel Advice in relation to the status of adopted Local Plan Policy. As a starting point, when determining applications for planning permission and related appeals, as decision maker is required:

- a. By section 70(2) of the 1990 Act to have regard, inter alia, to the provisions of the development plan, so far as material to the application, and to any other material planning considerations; and,

- b. By section 38(6) of the Planning and Compulsory Purchase Act 2004, to decide the matter in accordance with the development plan unless material considerations indicated otherwise.
- 6.4.14 The weight to be given to material considerations is for the decision maker (i.e. the LPA or the Secretary of State) making the decision in the exercise of its planning judgment.
- 6.4.15 The changes announced as part of the WMS are a material planning consideration in the determination of applications. However, the change to national policy is only one of a number of material planning considerations that must be taken into account in the determination of any particular application or appeal. As a matter of law, the change to national policy cannot supplant, or override, any other planning considerations, including any provisions of the development plan, that are material to the application.
- 6.4.16 Section 38(6) of the 2004 Act must be read together with section 70(2) of the 1990 Act. The effect of those two provisions is that the determination of an application for planning permission, or a planning appeal, is to be made in accordance with the development plan, unless material considerations indicate otherwise.
- 6.4.17 It is for the decision-maker to assess the relative weight to be given to all material considerations, including the policies of the development plan material to the application or appeal (see *City of Edinburgh Council v Secretary of State for Scotland* (1997)). Accordingly, when determining such applications the Council must have regard to and apply the provisions of the Local Plan including DMD5, DMD8 and 3.5 which requires that all new residential development attain a minimum internal floor area across all schemes and remain a material consideration.
- 6.4.18 Table 3.3 of The London Plan (2011) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible. As the London Plan has been adopted, the GIA's have considerable weight. In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that local planning authorities should consider using design codes where they could help deliver high quality outcomes. Policy 3.5 of The London Plan also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts.
- 6.4.19 In view of paragraph 59 of the NPPF and Policy 3.5 of The London Plan, and when considering what is an appropriate standard of accommodation and quality of design, the Council has due regard to the Mayor of London's Housing Supplementary Planning Guidance (SPG) (November 2012). As an SPG, this document does not set new policy. It contains guidance supplementary to The London Plan (2011) policies. While it does not have the same formal Development Plan status as these policies, it has been formally adopted by the Mayor as supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and it is therefore a material consideration in drawing up Development Plan documents and in taking planning decisions.



6.4.20 When directly compared, the difference between the Development Plan standards and the new Nationally Described Space Standard can be expressed in the following table:

Unit Type	Occupancy Level	London Plan Floor Area (m <sup>2</sup> )	National Space Standard Floor Area (m <sup>2</sup> )
Flats	1p	37	37
	1b2p	50	50
	2b3p	61	61
	2b4p	70	70
	3b4p	74	74
	3b5p	86	86
	3b6p	95	95
	4b5p	90	90
	4b6p	99	99
2 storey houses	2b4p	83	79
	3b4p	87	84
	3b5p	96	93
	4b5p	100	97
	4b6p	107	106
3 storey houses	3b5p	102	99
	4b5p	106	103
	4b6p	113	112

6.4.21 In accordance with submitted plans and with reference to the schedule of accommodation all of the units either meet or exceed relevant standards and hence would be broadly acceptable.

*Inclusive Access*

6.4.20 London Plan SPG and Local Plan imposes further standards to ensure the quality of accommodation is consistently applied and maintains to ensure the resultant development is fit-for-purpose, flexible and adaptable over the lifetime of the development as well as mitigating and adapting to climatic change. In this regard, all units are required to achieve Lifetime Homes standards with a further 10% being wheelchair accessible. The WMS replaced Lifetime Homes standards with optional Building Regulations standards M4(2) and M4(3). These optional standards are applicable to the scheme as the development plan contains clear Policies requiring specialist housing need and in a more broad sense, development that is capable of meeting the reasonable needs of residents over their lifetime. The new standards are broadly equivalent to Lifetime Homes and Wheelchair Accessible Homes and accordingly it is expected that all properties are designed to achieve M4(2) with a further 10% achieving M4(3).

6.4.21 The development has been designed to accommodate these requirements and is considered to be acceptable subject to conditions.

*Amenity Provision/Child Playspace*

6.4.23 Policy DMD9 seeks to ensure that amenity space is provided within the curtilage of all residential development. The standards for houses and flats are as follows:

Dwelling type	Average private amenity space (across the whole site)	Minimum private amenity required for individual dwellings (m <sup>2</sup> )
1b 2p	N/A	5
2b 3p	N/A	6
2b 4p	N/A	7
3b 4p	N/A	7
3b 5p	N/A	8
3b 6p	N/A	9
2b 4p (house)	38	23
3b 5p (house)	44	29
4b 6p (house)	50	35

6.4.24 In addition to the standards for private amenity space set out above, flats must provide communal amenity space which:

- a. Provides a functional area of amenity space having regard to the housing mix/types to be provided by the development;
- b. Is overlooked by surrounding development;
- c. Is accessible to wheelchair users and other disabled people;
- d. Has suitable management arrangements in place.

6.4.25 From submitted plans it is clear that the area average capable of providing screened private amenity space to the rear of each of the units meets or exceeds minimum and average standards by some margin.

6.4.22 London Plan policy 3.6 requires that development proposals that include residential development make suitable provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs at a ratio of 10 sq.m of play space per child. This would result in a requirement for 7.3 sq.m of play space required based on child yield.

6.4.23 No formal play provision has been provided, however, regard must be given to the nature, type and context of the development within the wider surround. Each of the family unit benefits from Policy compliant doorstep private gardens which are of a sufficient size to ensure practical and functional use. In accordance with the Play and Informal Recreation SPG, the presence of private garden space removes the requirement to provide playspace for the under 5's and further states that where existing provision is within 400m for 5-11 year olds and 800m for 12+ year olds this too can be taken into account in determining the degree and nature of the playspace requirement. While there are no public recreation grounds within these thresholds, Town Park is within walking distance to the south of the site and mindful of the quantum of development it is considered that the absence of dedicated play space is broadly acceptable given the provision of generously proportioned private garden areas to each of the units.

## 6.5 Impact of Neighbouring Properties

6.5.1 Policy DMD8 of the Development Management Document seeks to ensure that all new residential development is appropriately located, taking account of the surrounding area and land uses with a mandate to preserve amenity in

terms of daylight, sunlight, outlook, privacy, noise and disturbance. In addition, DMD10 imposes minimum distancing standards to maintain a sense of privacy, avoid overshadowing and to ensure that adequate amounts of sunlight are available for new and existing developments.

### **Site 1**

- 6.5.2 The context of the site is such that the properties likely to be impacted by the scheme are to the adjacent No.24 Padstow Road to the north, No.14 John Gooch Drive to the west and to Nos.16-40 Chasewood Avenue the south.
- 6.5.3 In taking each in turn, it is noted that residents to No.24 Padstow Road have objected to the scheme on the grounds of impact of the built form. The subject property currently benefits from two small secondary windows to the flank elevation. As part of the development of the scheme, additional separation has been afforded to the northern boundary of the development site, both to facilitate access and to offer some form of relief to these windows. This is to be welcomed, albeit where such windows would be afforded limited weighting in deliberations given their existing relationship to the garages and the fact that they are secondary sources of light to No.24. It is considered that the impact of the development to these windows is acceptable.
- 6.5.4 It is also noted that the rear building line of the development to Site 1 – and indeed to all of the Sites – is approximately 1.7m deeper than the established rear building line of No.24. Policy DMD11 offers standards for residential extensions to the rear of properties that assess the impact of development to neighbouring properties. Whilst not directly applicable to new build units, the principles established by this Policy set useful benchmarks by which to assess harm and the Policy stipulates that ground floor extensions must not exceed 3m in depth (or if site conditions allow a larger extension not to exceed a 45-degree line plotted from the nearest original neighbouring ground floor window), with first floor extensions not allowed to exceed a 30-degree line plotted from the mid-point of the nearest original neighbouring first floor window. Having reviewed the subject site and associated plans, it is clear that the development does not breach any of the relevant criteria and this coupled with the modest projection and increased separation to the northern boundary ensures that the impact to this property is acceptable.
- 6.5.5 To No.14 John Gooch Drive and Nos.16-40 Chasewood Avenue, DMD9 states that development must maintain adequate distancing between buildings so as to preserve adequate daylighting / sunlight and privacy. The relative orientation of each property is such that the distancing standard applicable relates to a minimum separation of 11m which must be maintained between facing windows and side boundaries – increasing to 22m between rear facing. From scaled and verified aerial photographs and from submitted plans, it is clear that the separation distances between the properties and the development would exceed this minimum standard by some margin and would not therefore cause undue harm despite the imposition of a new two storey built form. To Nos.16-40 Chasewood Avenue, this is further ameliorated by the fact that the new units would actually directly abut a large hardsurfaced car parking area rather than the boundary of any garden, this coupled with the retention of trees to this boundary is such that the development would also be largely screened.

- 6.5.6 At 25m, the distancing to existing properties lining Padstow Road to the east would also be acceptable.

### **Site 2**

- 6.5.7 The context of the site is such that the properties likely to be impacted by the scheme are to the adjacent Nos. 13 and 15 Padstow Road to the north and south and Nos. 100, 102 and 104 Perrymead to the east.
- 6.5.8 To Padstow Road it is also noted that the rear building line of the development to Site 2 – and indeed to all of the Sites – is approximately 1.7m deeper than the established rear building line of Nos. 13 and 15. Policy DMD11 offers standards for residential extensions to the rear of properties that assess the impact of development to neighbouring properties. Having reviewed the subject site and associated plans, it is clear that the development does not breach any of the relevant criteria and this coupled with the modest projection ensures that the impact to this property is acceptable.
- 6.5.9 In relation to those properties lining Perrymead at 30m, the distancing to these properties would exceed minimum standards by some margin and would also be acceptable.

### **Site 3**

- 6.5.10 The context of the site is such that the properties likely to be impacted by the scheme are to the adjacent No.1 Padstow Road to the south, Nos. 168, 170 and 172 Holtwhites Hill to the north and No.112 Perrymead to the east.
- 6.5.11 As with Sites 1 and 2, the additional projection of the scheme is not considered harmful and would not breach relevant measures established by DMD11. In relation to the units lining Perrymead to the rear, again, the context of the site is such that a significant separation of over 35m is offered between rear facing windows and would exceed with minimum separation standards advocated by DMD9 by some margin.
- 6.5.12 To Nos. 168, 170 and 172 Holtwhites Hill, the relative orientation of each property is such that distancing standard applicable relates to a minimum separation of 11m must be maintained between facing windows and side boundaries to accord with DMD10. From scaled and verified aerial photographs and from submitted plans, it is clear that the separation distances between the properties and the development would meet this minimum standard. It is acknowledged that the scheme will result in some loss of daylight to the garden areas of these properties due to their relative orientation, but this will not be sustained for significant periods of time during the day and will alleviate in the summer months. In any case, principal living areas should remain largely unaffected. Given the proportions of the subject development and despite the increase in proximity if the built form, the development would comply with relevant standards and while discernible, the proposal would not cause undue harm to residential amenity and would relate well to the separation distances between properties in the surrounding area.

### **Site 4**

6.5.13 Development to this site would be limited to the demolition of existing garages and creation of formalised car parking bays. The nature of the works is such that there will be no discernible impact on the residential amenity of surrounding properties subject to relevant surface water attenuation measures which are yet to be agreed, but will be secured by condition.

## 6.6 Highway Safety

### *Site Context*

6.5.1 The Public Transport Accessibility Level (PTAL) of the site is 2 indicating it has a low level of public transport accessibility despite being within close proximity to Gordon Hill Mainline Train Station and indeed the range of transport available from Enfield Town.

6.5.2 There is a single access to the site from Holtwhites Hill – a classified road. Padstow Road has no parking restrictions and benefits from both informal on-street parking as well as formalised off-street parking both in terms of hard-standing and integral garages. In total the sites comprise 24 individual garages. Of the 24, 10 are vacant, 9 are occupied by local residents with a further 5 occupied by private individuals.

6.5.4 The proposed development seeks to provide 1 cycle parking space per unit with a further 24 car parking spaces resulting in the loss of two grass verges.

### *Access and Servicing*

6.5.6 Pedestrian access is clearly defined and the proposed arrangements meet London Plan Policy 6.10 Walking and Enfield DMD Policy 47 which requires that '*[a]ll developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities.*'

6.5.7 The plans indicate that where new dwellings are being provided the existing access to garages will be closed off and the footway reinstated. Therefore no vehicular access and related off street parking is proposed for the dwellings. This is in line with Enfield DMD Policy 46. The applicant will need to cover the cost of reinstatement of the footway and should contact Highway Services to discuss this. There will also need to be stopping up of the public highway on the site between the current Nos. 13 and 15 Padstow Road which will require a s278 agreement.

6.5.8 In general terms, the intensification of use across the three sites will not result in a significant increase in serving demands in excess of levels currently experienced. The unrestricted parking in the area coupled with retained and ample turning-heads ensures that larger vehicles including waste vehicles can enter and exit the site easily.

### *Car Parking*

6.5.9 The current London Plan Policy 6.13 – and related maximum standards as set out in Table 6.2 in the Parking Addendum – indicate that the maximum provision for a new development of this size and setting is up to 1.5 car parking spaces per residential unit. There is also maximum provision set by number of bedrooms with a 2 bed having less than 1 space and a 3 bed less

than 1.5. The following section has been examined in consultation with colleagues in Traffic and Transportation.

- 6.5.10 In the responses to the various pre-applications it was indicated that, given the poor access to public transport of the site, as a minimum the parking ratio would have to be 0.6 per unit. Given the mix of units a maximum (as an average across the sites) would be 1.25 per unit. Therefore provision of around 1 space per unit is considered to be a suitable median.
- 6.5.14 It should be noted that there is already provision of circa 28 on-street and 11 off-street car parking spaces without the garage and other associated spaces. This means that for the existing dwellings there is effectively 1 to 1 provision. In addition, the parking surveys undertaken in support of the application indicate that the Padstow Road area has around 50% usage of available parking capacity.
- 6.5.15 In real terms, this means that, even taking into account the new housing units, proposals for 24 new parking spaces would lead to a parking ratio of around 1.4 spaces per unit which is close to London Plan maximums. This itself can be held to be contrary to the underlying principles of Transport Policies that seeks to promote sustainable transport options, however, in taking account of the real world accessibility of the site, and the significant weight that must be attributed to the harm associated with the loss of the grass verges, on balance it is considered that such provision is excessive.
- 6.5.16 Accordingly – and following negotiations with the applicant – revised plans have been submitted in support of the application, which indicate that the conversion of grass verges into car parking provision is no longer proposed. Whilst this affects 14 parking spaces, as set out above it is not considered that this will have a significant impact on overall car parking space availability in the local area and would not outweigh the significant harm caused by the loss of the verges.
- 6.5.17 In this regard, the lower provision of car parking is deemed acceptable as the level of parking proposed will not increase demand to unsustainable levels or lead to traffic generation that could result in conditions that may have a negative impact on the free flow of traffic and highway safety conditions, having regard to The London Plan Policy 6.13 and Policy DMD 45.
- 6.5.18 In relation to cycle parking, submitted plans indicate storage facilities to the rear of each property to provide storage for a single bicycle. In accordance with Table 6.3 of the London Plan 2 x long stay spaces are required per 2-bed (or larger dwellings), also it is preferable for such storage to be directly accessible to the highway. A further 2 x short stay space are required in the wider surround. While it is clear that existing provision is at odds with relevant cycle parking standards, it is considered that this can be secured by condition.

## 6.6 Sustainable Design and Construction

### *Energy*

- 6.6.1 In accordance with London Plan Policy 5.2 and DMD51 of the Development Management Document, the application includes an energy strategy for the development setting out how carbon dioxide emissions will be reduced with

an overarching target to reduce carbon dioxide emission by 19% over Part L of Building Regulations 2013 across the site.

6.6.2 The Policy embeds the principles of the energy hierarchy (be lean, be clean, be green) and requires strict adherence to the hierarchy to maximise energy efficiency in development from the ground up, ensuring that the structure of the energy policies serve to incentivise considered innovative design as the core value in delivering exemplar sustainable development in accordance with the Spatial Vision for Enfield and Strategic Objective 2 of the Core Strategy. Indeed, reflecting the overarching strategic vision for the borough, the Policy goes further than the London Plan and instils a flexibility in the decision making process to seek further efficiencies and deliver exemplar developments within our regeneration areas.

6.6.3 An Energy Statement has not been submitted with the scheme, however, the D&A indicates that the development will commit to the Code 4 equivalent energy strategy. This is considered acceptable and is controlled subject to condition.

#### *Code for Sustainable Homes*

6.6.4 Core Policy 4 of the adopted Core Strategy requires that all residential developments should seek to exceed Code Level 3 of the Code for Sustainable Homes. DMD50 of the Development Management Document has updated this target and new residential developments within the Borough are now required to exceed a Code Level 4 rating. The WMS formally withdrew the Code for Sustainable Homes and in its transitional arrangement indicated that the Code would only remain applicable to legacy case. The scheme is not defined as a legacy case and hence the requirements of the Code do not apply.

#### *Green Roofs*

6.6.13 Policy DMD55 of the Development Management Document seeks to ensure that new-build developments, and all major development will be required to use all available roof space and vertical surfaces for the installation of low zero carbon technologies, green roofs, and living walls subject to technical and economic feasibility and other relevant planning considerations. Despite pre-application advice, green roofs have been omitted from the scheme and while it is acknowledged that the use of photovoltaic panels to the roof may limit the options for green roof provision, it is not considered that this point alone is sufficient to omit the requirement. In this regard, it is considered that further feasibility testing – secured via condition – will be necessary to ensure that the development maximises the biodiversity and sustainable drainage benefits in accordance with the DMD and Biodiversity Action Plan (BAP).

#### *Biodiversity*

6.6.14 An ecological report has been submitted with the application. The report indicates that no protected species will be affected by the development proposals and contains a number of recommendations to enhance biodiversity in the surrounding area. Several trees are also scheduled to be lost as a result of works. Whilst there are no objections from the Tree Officer in relation to the removal of the trees, all developments are required to enhance the biodiversity of a site and its surround and a condition to secure

such enhancements will be levied. Consistent with the position of Officers in relation to the grass verges, the Tree Officer welcomes their retention and would suggest an enhanced landscaping strategy be extended to these areas. This may feature as part of a Unilateral Undertaking between the parties, but is currently in the process of discussion and will be reported as a late item.

#### *Flood Risk/Sustainable Urban Drainage*

- 6.6.16 The subject site is not within a Flood Zone and hence has a low annual probability of flooding. In accordance with Policies DMD 59, 60, 61 and 62 the adequate management of surface water-run-off is a key consideration in the detailed specification of the scheme. To comply with relevant Policy a condition to secure Sustainable Drainage Systems will be levied to ensure compliance with the predicted 1 in 1 and 1 in 100 year (allowing for climate change) and over a 6 hour period. At the time of writing no comments had been received from the Council's SuDS Team. This will be reported as a late item.

#### *Pollution & Air Quality*

- 6.6.17 Core Policy 32 of the Core Strategy and Policy 7.14 of the London Plan seek to ensure that development proposals should achieve reductions in pollutant emissions and minimise public exposure to air pollution.
- 6.6.18 In consultation with Environmental Health no objections have been raised subject to relevant conditions relating to site contamination and demolition.

#### *6.7 S106 Contributions*

- 6.7.1 The application has been submitted on behalf of the Council and relevant requirements governed by the s106 SPG shall be secured via Unilateral Undertaking including but not limited to:
- a. Affordable housing provision
  - b. Education contributions

#### *Affordable Housing*

- 6.7.3 Policy CP3 of the Core Strategy states that '*[s]ome form of contribution towards affordable housing will be expected on all new housing sites...For developments of less than ten dwellings, the Council will seek to achieve a financial contribution to deliver off-site affordable housing based on a Borough-wide target of 20%.*' This is reiterated in Policy DMD2 of the Development Management Document.
- 6.7.4 As submitted, the scheme seeks to deliver the 6 market units. A submitted valuation report from the applicant indicates that £250,601.32 is payable for affordable housing with a further £36,782.50 payable in education contributions. The valuation of the resale value of the units is considered to be realistic given current market conditions and the contributions will be secured by a Unilateral Undertaking.

#### *6.8 Community Infrastructure Levy*



- 6.8.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm.
- 6.8.2 The development will result in 513 sq.m of new floor area equating to a total of £12,514.44 is payable (as index adjusted).
- 6.8.3 Enfield's CIL was formally adopted and came into force as of 1<sup>st</sup> April 2016. The development will result in 513 sq.m of new floor area equating to a total of £37,543.32 is payable (as index adjusted).

## **7. Conclusion**

- 7.1 The subject development utilises existing and underutilised brownfield sites. The quantum, mix and tenure of the development taking into account all relevant considerations is considered to be appropriate to the site and following revisions responds positively to established character and appearance of the surrounding area as well as securing the delivery of housing to the area. In this regard, members are being asked in considering the officer recommendation to grant planning permission, to also grant delegated powers to officers to agree the final wording for the conditions deemed necessary to render the scheme acceptable in planning terms.

## **8. Recommendation**

- 8.1 That planning permission be to be granted in accordance with Regulation 3/4 of the Town and Country Planning General Regulations 1992 subject to conditions**

- 8.2 That officers be granted delegated authority to finalise the precise wording of the conditions to cover the issues identified within the report and summarised below.**

### **8.3 Conditions in summary**

1. C60 – Approved Plans
2. C07 – Details of Materials
3. C09 – Details of Hard Surfacing
4. C10 – Details of Levels
5. C11 – Details of Enclosure
6. C13 – Details of Loading/Unloading/Turning Facilities
7. C16 – Private Vehicles
8. C19 – Details of Refuse Storage & Recycling Facilities
9. C21 – Construction Servicing Area
10. C22 – Details of Const. Vehicle Wheel Cleaning
11. C25 – No additional Fenestration
12. C41 – Details of External Lighting
13. C59 – Cycle parking spaces The development shall not commence until details of the siting, number and design of covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved

details prior to occupation of any part of the development and shall thereafter be permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking in line with the Council's adopted standards.

14. RSC3 – Servicing Management Plan
15. RSC4 – Submission and compliance with construction logistics plan
16. RSC17 – Restriction of PD
17. No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. The landscape details shall include:
  - Planting plans
  - Written specifications (including cultivation and other operations associated with plant and grass establishment)
  - Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
  - Full details of tree pits including depths, substrates and irrigation systems
  - The location of underground services in relation to new planting
  - Implementation timetables.
  - Biodiversity enhancements with relevant ecological (value) assessment to show a net gain in the ecological value of the site in accordance with the Biodiversity Action Plan
  - Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to travel across the site (e.g. gaps in appropriate places at the bottom of the fences)

Reason: To ensure the provision of amenity, and biodiversity enhancements, to be afforded by appropriate landscape design, and to increase resilience to the adverse impacts of climate change in line with Core Strategy policies CP36 and Policies 5.1 – 5.3 in the London Plan.

18. All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

19. No demolition, construction or maintenance activities audible at the site boundary of any residential dwelling shall be undertaken outside the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturday or at any

time on Sundays and bank or public holidays without the written approval of the Local Planning Authority, unless the works have been approved in advance under section 61 of the Control of Pollution Act 1974.

Reason: To minimise noise disturbance.

20. No impact piling shall take place without the prior written approval of the Local Planning Authority and shall only take place in accordance with the terms of any such approval.

Reason: To minimise noise disturbance.

21. Deliveries of construction and demolition materials to and from the site by road shall take place between 08:00 – 18:00 Monday to Friday & 08:00 - 13:00 on Saturday and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To minimise noise disturbance.

22. No development shall take place until Construction Management Plan, written in accordance with the 'London Best Practice Guidance: The control of dust and emissions from construction and demolition' or relevant replacement detailing how dust and emissions will be managed during demolition and construction work shall be submitted to the local planning authority for approval. Once approved the Construction Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To minimise the impact of the development upon air quality.

23. 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.

24. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To provide for the maintenance of retained and any new planting in the interests of preserving or enhancing visual amenity.

25. Following practical completion details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced

water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day for the residential uses.

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

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

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

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

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

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

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

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

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

28. All areas of 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: To ensure that wildlife is not adversely impacted by the proposed development in accordance with national wildlife legislation and in line with CP36 of the Core Strategy. Nesting birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

29. No development hereby permitted shall commence until details of biodiversity enhancements, to include 6 bird and 6 bat bricks/tubes/tiles designed and incorporated into the materials of the new buildings, has been submitted and approved in writing by the council.

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

30. The development shall not commence until a feasibility study for the provision of green/brown roof(s) shall be submitted and approved in writing by the Local Planning Authority.

The green/brown 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. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

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

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

32. The development shall provide for no less than a 19% reduction on the total CO<sub>2</sub> emissions arising from the operation of a development and its

services over Part L of Building Regs 2013 as stated in the accompanying energy statement.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

33. The renewable energy technologies (photovoltaics), shall be installed and operational prior to the first occupation of the development. The development shall not commence until details of the renewable energy technologies shall be submitted and approved in writing by the Local Planning Authority. The details shall include:
- a. The resulting scheme, together with any flue/stack details, machinery/apparatus location, specification and operational details;
  - b. A management plan and maintenance strategy/schedule for the operation of the technologies;
  - c. (if applicable) A servicing plan including times, location, frequency, method (and any other details the Local Planning Authority deems necessary); and,

Should, following further assessment, the approved renewable energy option be found to be no-longer suitable:

- d. A revised scheme of renewable energy provision, which shall provide for no less than 20% onsite CO<sub>2</sub> reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site, the details shall also include a response to sub-points a) to c) above. The final agreed scheme shall be installed and operation prior to the first occupation of the development.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

34. The development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM standard. The Plan must also include strategies to secure local procurement and employment opportunities. Wherever

possible, this should include targets and a process for the implementation of this plan through the development process.

The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

REASON: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with Policy CP22 and CP23 of the Core Strategy and Policy 5.3 of the London Plan.

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

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

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

- 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

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

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan.

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

- a. a photographic condition survey of the roads, footways and verges leading to the site;

- b. details of construction access and associated traffic management to the site;
- c. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- d. arrangements for the parking of contractors vehicles;
- e. arrangements for wheel cleaning;
- f. arrangements for the storage of materials;
- g. hours of work;
- h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition' or relevant replacement.

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

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

38. Development shall not commence until an Employment and Skills Strategy to accord with the provisions of the s106 SPD has been submitted to and approved in writing by the Local Planning Authority.

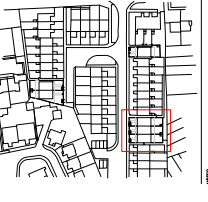
The development shall be implemented in accordance with the strategy and verification of compliance with the approved details shall be submitted for approval prior to first occupation.

Reason: To accord with the s106 SPD and secure local employment and training opportunities.

39. C51A Time Limited Permission

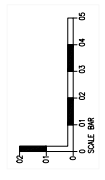


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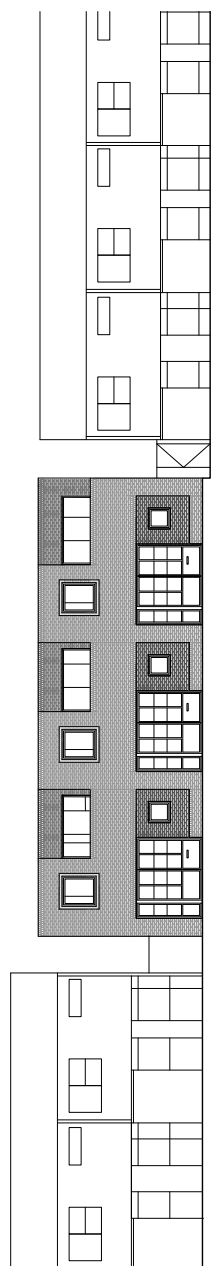


KEY PLAN

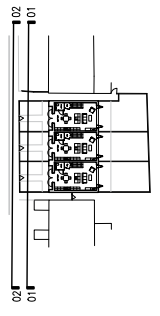
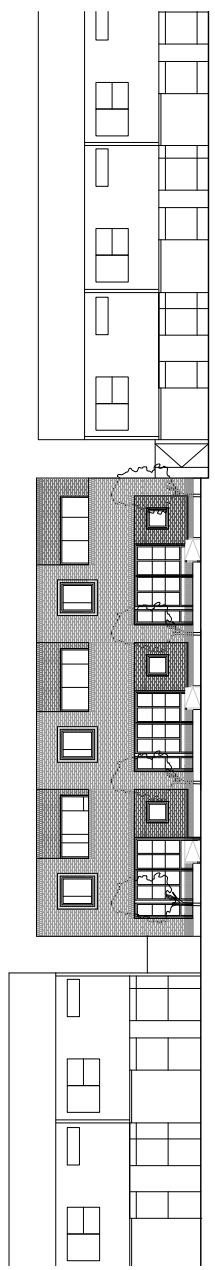
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11. PADSTOW ROAD, SITE 2, FRONT ELEVATION



12. PADSTOW ROAD, SITE 3, FRONT ELEVATION



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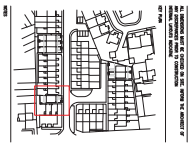
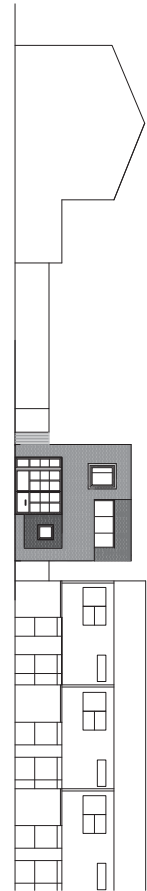
**PETER BARBER ARCHITECTS**  
 111-113 Great North Wood Lane, London, N15 5AN  
 TEL: 020 8834 1111 FAX: 020 8834 1112  
 WWW: www.peterbarberarchitects.com

CLIENT: BOROUGH OF ENFIELD  
 PROJECT: PADSTOW ROAD, LONDON  
 DRAWING TITLE: SITE 2: ELEVATION 1 & 2

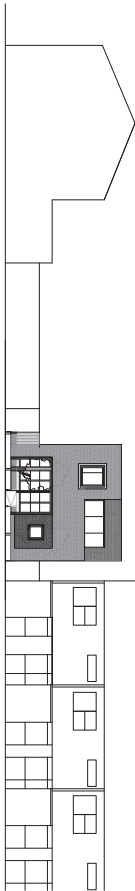
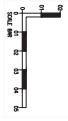
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PLANNING  
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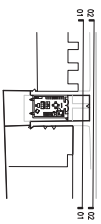
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MANAGEMENT OF OPERATIONS



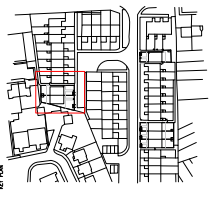
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PROVISION OF EVIDENCE  
RELEVANT TO THE PROVISION OF EVIDENCE  
LONDON ROAD  
SHEPPARD WATKINS

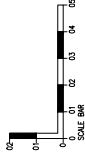
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DRAWN BY: J. WATKINS  
CHECKED BY: J. WATKINS  
DATE: 12/15/2020

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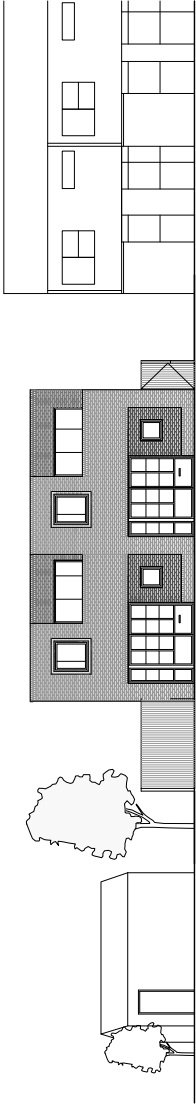


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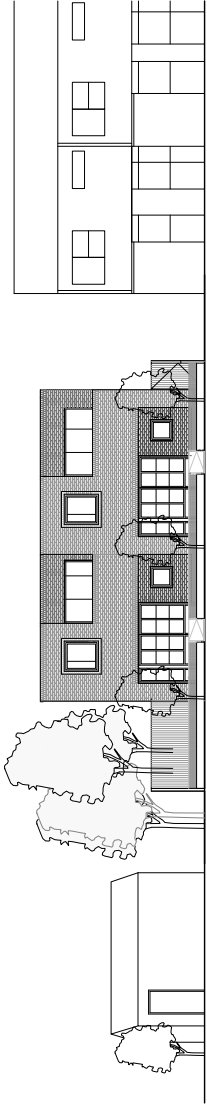
**PETER BARBER ARCHITECTS**  
 100 High Street, London, SE1 1TH  
 Tel: 020 7403 1234  
 Email: info@peterbarberarchitects.com

CLIENT: BOROUGH OF ENFIELD  
 PROJECT: PAULSTON ROAD  
 LOCATION: LONDON  
 DRAWING TITLE: SITE 1: ELEVATION 1 & 2

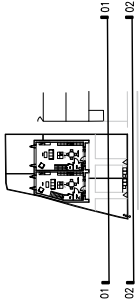
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 REV: 01  
 DATE: 11/2023



01 PAULSTON ROAD, SITE 1, FRONT ELEVATION

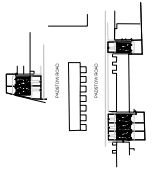


02 PAULSTON ROAD, SITE 1, FRONT ELEVATION



KEY PLAN :

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KEY  
Proposed  
Structures

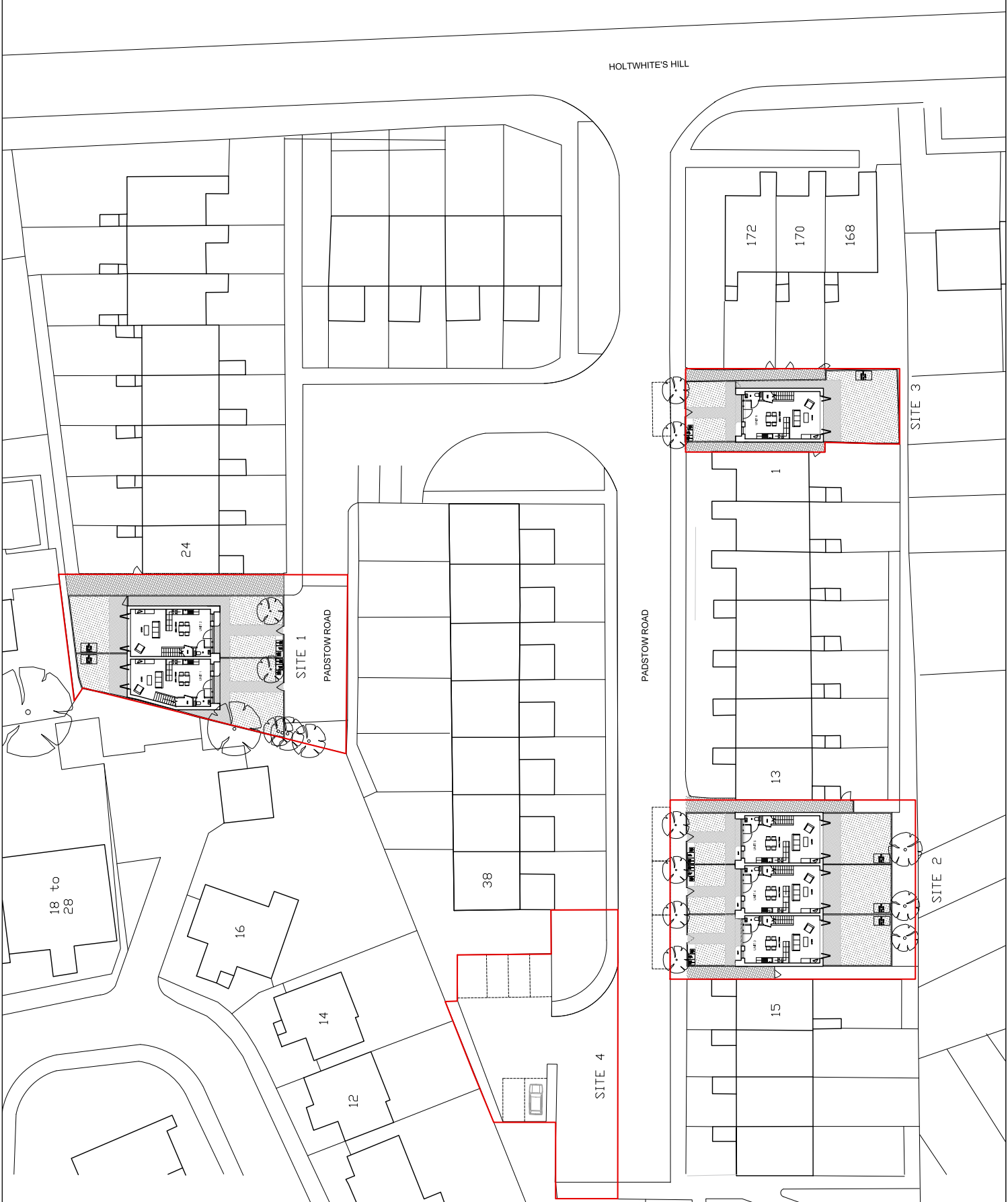


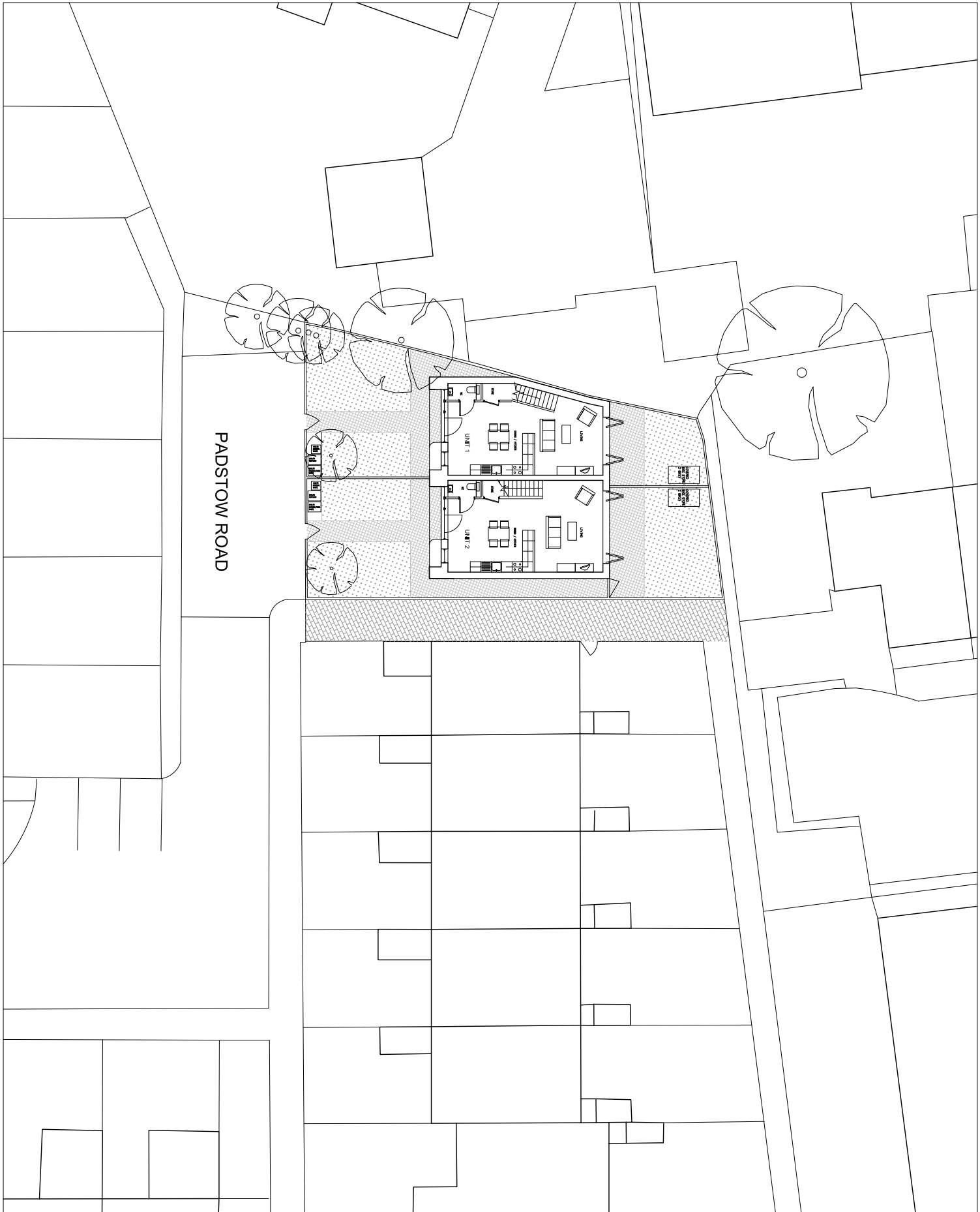
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CLIENT:  
BOROUGH OF ENFIELD  
PADSTOW ROAD  
LONDON  
PROPOSED SITE PLAN

SCALE: 1:500  
DATE: 15/01/2024  
DRAWN BY: PAB  
CHECKED BY: PAB  
PROJECT NO: P05  
DATE: 15/01/2024





PADSTOW ROAD

UNIT 1

UNIT 2

**NOTES**

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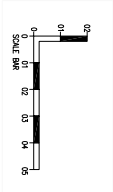
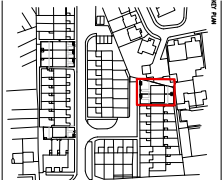
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**CLIENT**  
 BOROUGH OF ENFIELD  
 PADSTOW ROAD  
 LONDON

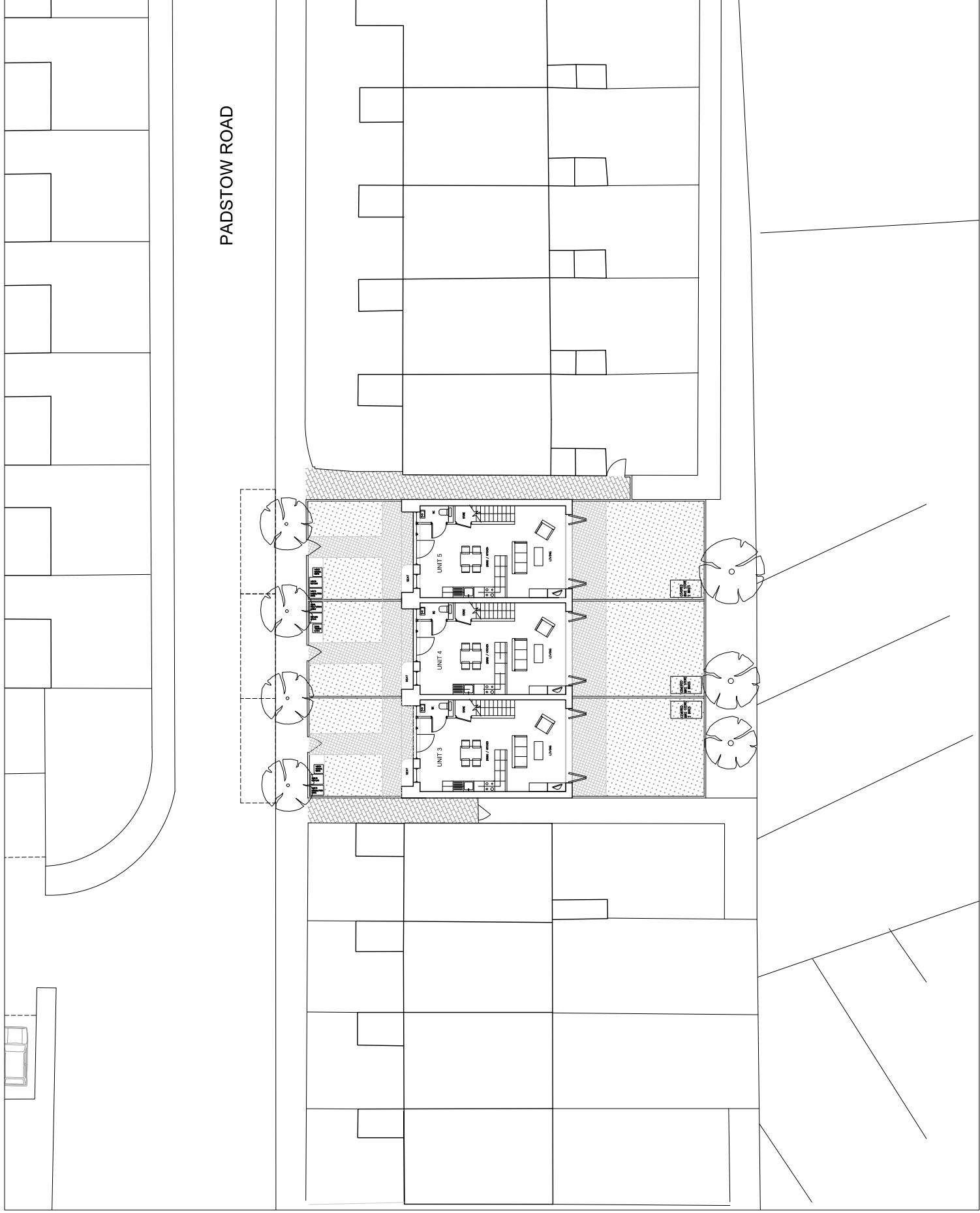
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**DATE**  
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**PLANNING**  
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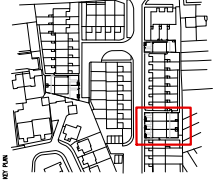
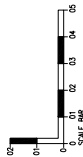
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PADSTOW ROAD

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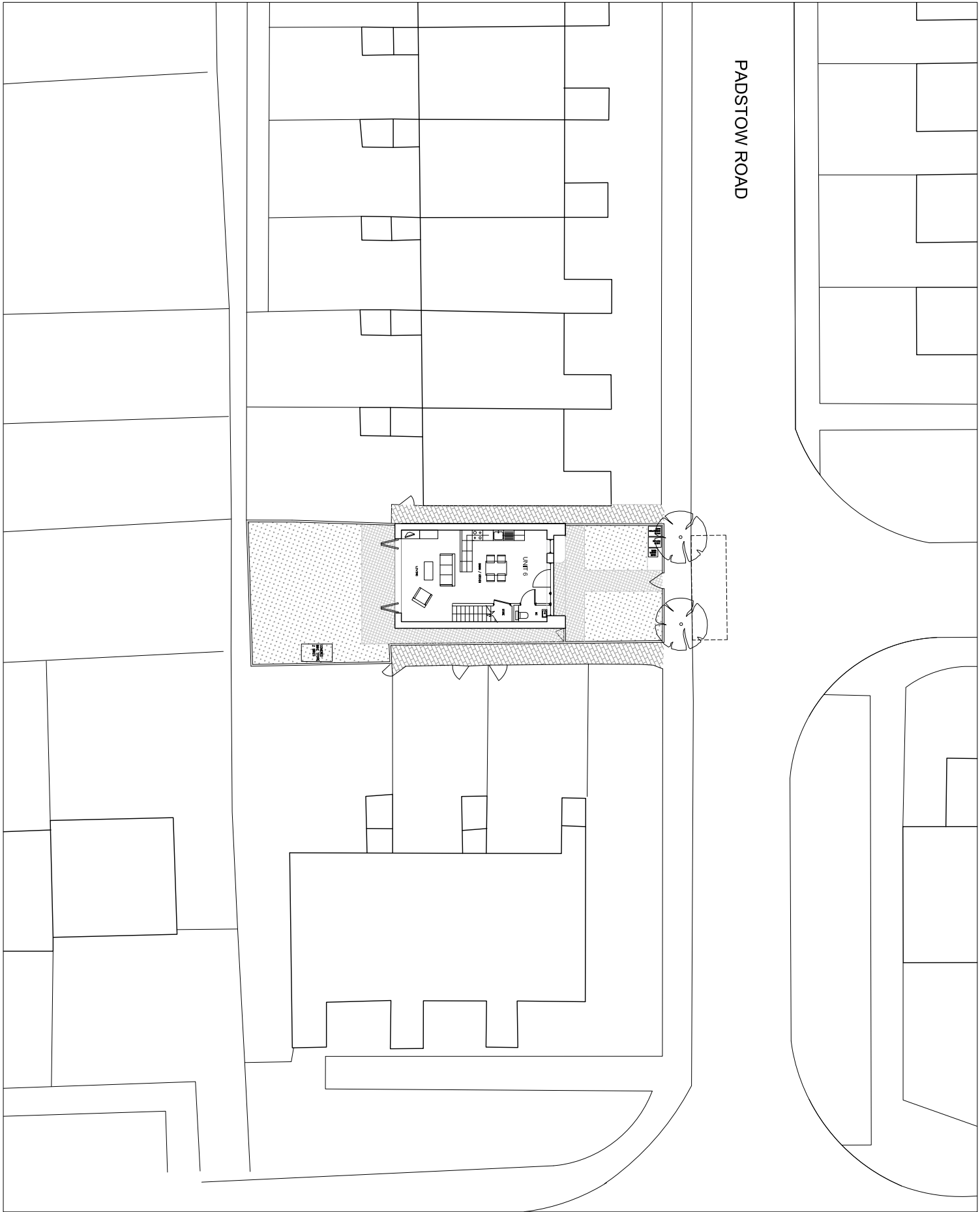
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- THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY SERVICES (E.G. LANDSCAPE ARCHITECT, ETC.).
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- THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION MONITORING AND REPORTING.
- THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION DEFECTS REPORTS.
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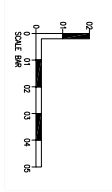
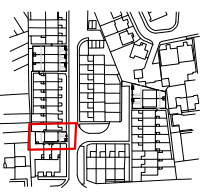
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 A100: 15/01/2018 - ARCHITECTURE BY REQUEST

CLIENT: BOROUGH OF ENFIELD  
 ADDRESS: PADSTOW ROAD  
 LONDON  
 PROJECT: SITE 2: GROUND FLOOR CA  
 SCALE: 1:100  
 DRAWN: AS  
 CHECKED: [Blank]  
 APPROVED: [Blank]  
 DATE: 15/01/2018  
 PROJECT NO: PAD\_P\_101  
 DRAWING NO: [Blank]  
 REV: [Blank]  
 SHEET NO: F  
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PADSTOW ROAD

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**GENERAL NOTES:**

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.

2. ALL WALLS ARE 100mm THICK UNLESS OTHERWISE SPECIFIED.

3. ALL FLOORS ARE 120mm CONCRETE ON 100mm SUBGRADE UNLESS OTHERWISE SPECIFIED.

4. ALL ROOFS ARE 150mm POLYSTYRENE INSULATION ON 100mm CONCRETE UNLESS OTHERWISE SPECIFIED.

5. ALL WINDOWS AND DOORS ARE TO BE AS NOTED ON THE DRAWINGS.

6. ALL ELECTRICAL AND PLUMBING WORK IS TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE REGULATIONS.

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**PETER BARRETT ARCHITECTS**

12, High Street, London, E1 1AA

Tel: 020 7553 1000

www.peterbarrett.co.uk

**BOROUGH OF ENFIELD**

**PADSTOW ROAD**

**LONDON**

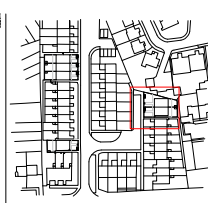
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**NO 102**

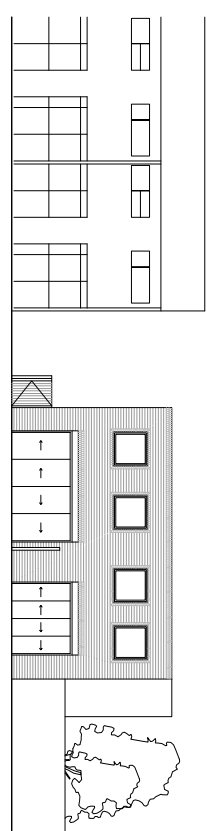
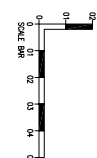
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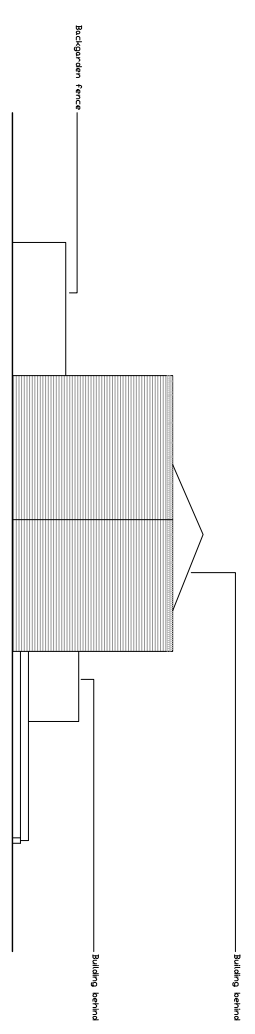
ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN METERS  
 DRAWING NO: P07  
 DATE: 10/10/2018



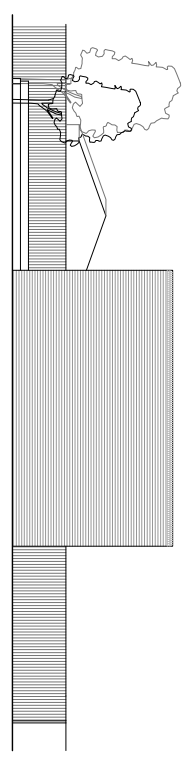
1. THE CLIENT HAS REQUESTED THAT THE ARCHITECTURE TO BE SUBMITTED FOR PERMITTING PURPOSES SHOULD BE A REPRESENTATIVE OF THE PROPOSED DEVELOPMENT AND NOT A PRELIMINARY DESIGN. THE ARCHITECTURE SHOULD BE A REPRESENTATIVE OF THE PROPOSED DEVELOPMENT AND NOT A PRELIMINARY DESIGN. THE ARCHITECTURE SHOULD BE A REPRESENTATIVE OF THE PROPOSED DEVELOPMENT AND NOT A PRELIMINARY DESIGN.



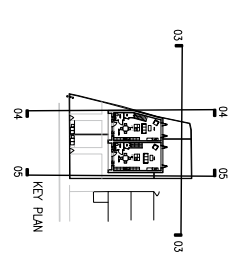
02 PASSTOW ROAD SITE 1 REAR ELEVATION



04 PASSTOW ROAD SITE 1 SIDE ELEVATION



03 PASSTOW ROAD SITE 1 SIDE ELEVATION



FOR ALL INFORMATION CONTACT THE ARCHITECT  
 PROJECT NO: P07  
 DRAWING NO: P07  
 DATE: 10/10/2018

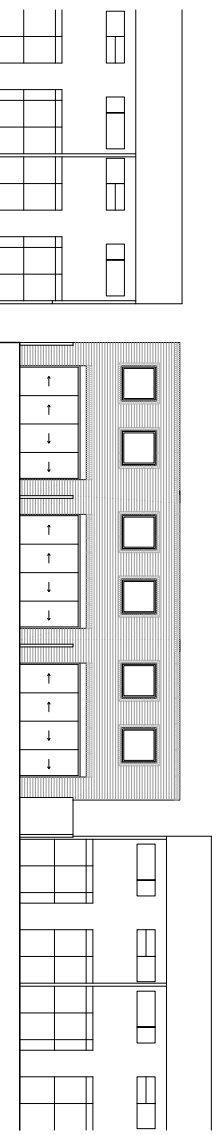
CLIENT: BROUGH OF ENFIELD  
 PASSTOW ROAD  
 LONDON

SCALE: 1:100  
 SHEET: A1 SHEET  
 DRAWING NO: P07  
 DATE: 10/10/2018



ALL DRAWINGS MUST BE CHECKED BY THE DESIGNER FOR ACCURACY OF CONTENTS AND FOR CLARITY OF NOTATION. ANY AMBIGUOUS NOTATION SHALL BE CLARIFIED BY THE DESIGNER TO THE ARCHITECT PRIOR TO CONSTRUCTION.

017 PLAN



03 PASSTOW ROAD SITE 2 REAR ELEVATION

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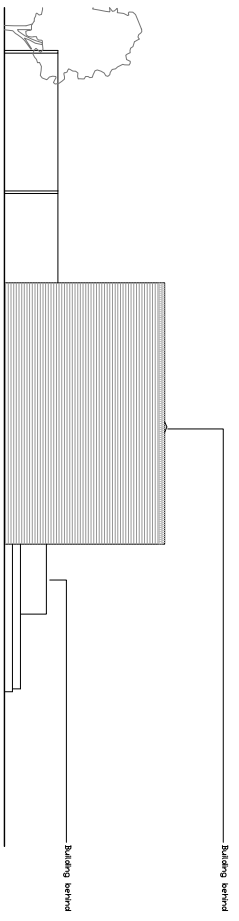
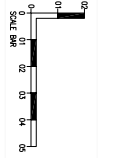
DATE: 05/20/2023

PROJECT: 178 GLENFELD ROAD, BOSTON, MA 02116

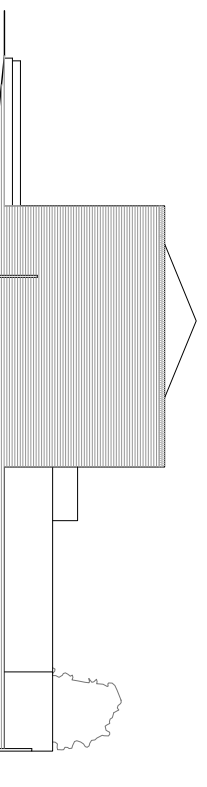
PROPOSED DEVELOPMENT: 178 GLENFELD ROAD, BOSTON, MA 02116

CONTRACT NO: 23-001

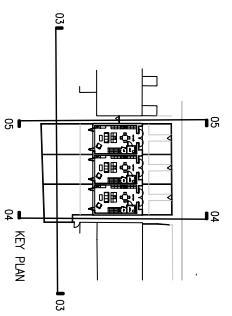
DESIGNER: J. J. KELLY ARCHITECTS, INC.



02 PASSTOW ROAD SITE 2 SIDE ELEVATION



05 PASSTOW ROAD SITE 2 SIDE ELEVATION



PROJECT: 178 GLENFELD ROAD, BOSTON, MA 02116  
 DRAWING NO: 03  
 DATE: 05/20/23  
 PROJECT: 178 GLENFELD ROAD, BOSTON, MA 02116

PETER S. A. ARCHITECTS  
 178 GLENFELD ROAD, BOSTON, MA 02116

OWNER:  
 BRANCH OF ENFIELD  
 PASSTOW ROAD  
 LONDON

SHEET TITLE:  
 SITE 2: ELEVATION 3, 4 & 5

SCALE: 1/16" = 1'-0"  
 SHEET NO: 03  
 DRAWING NO: PAD P 313  
 DATE: 05/20/23  
 PROJECT: 178 GLENFELD ROAD, BOSTON, MA 02116

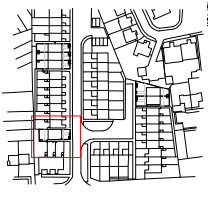


FIG 001

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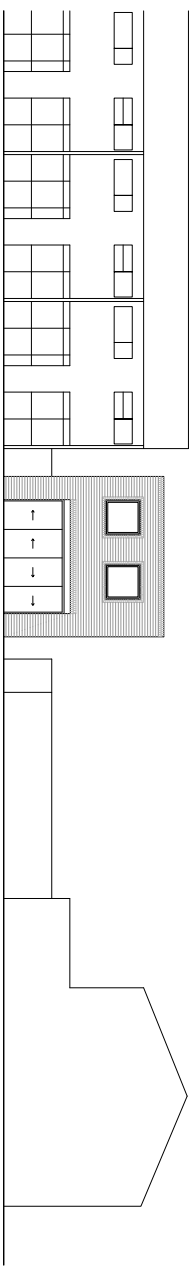
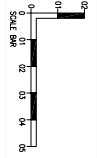


FIG 002  
PAWSTON ROAD, SITE 3 REAR ELEVATION

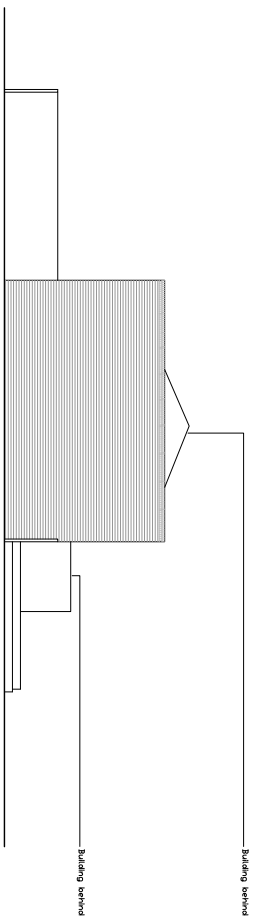


FIG 003  
PAWSTON ROAD, SITE 3 SIDE ELEVATION

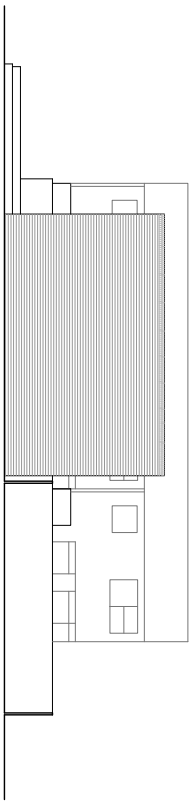
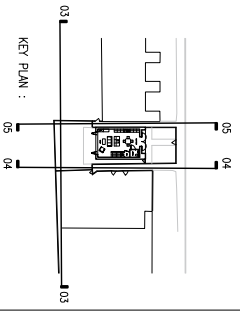


FIG 004  
PAWSTON ROAD, SITE 3 SIDE ELEVATION



KEY PLAN :

PROJECT NAME: PAWSTON ROAD, SITE 3  
 CLIENT: BOROUGH OF ENFIELD  
 ADDRESS: POSNOW ROAD, LONDON  
 DRAWING TITLE: SITE 3: ELEVATION 3, 4 & 5  
 SCALE: 1:100  
 SHEETS: 01 OF 01  
 DRAWING NO: PAD\_P\_315  
 REV: 01  
 BY: P04