

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 18th October 2016

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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Ward:
Edmonton Green

Application Number 16/01561/FUL

LOCATION: Deimel Fabric Co. Ltd, Park Avenue, London, N18 2UH

PROPOSAL: Demolition of existing buildings and erection of part four, part five storey residential building to provide 24 x flats (comprising 10 x 1 bed, 10 x 2 bed and 4 x 3 bed flats) with green roof, associated parking and landscaping.

Applicant Name & Address:

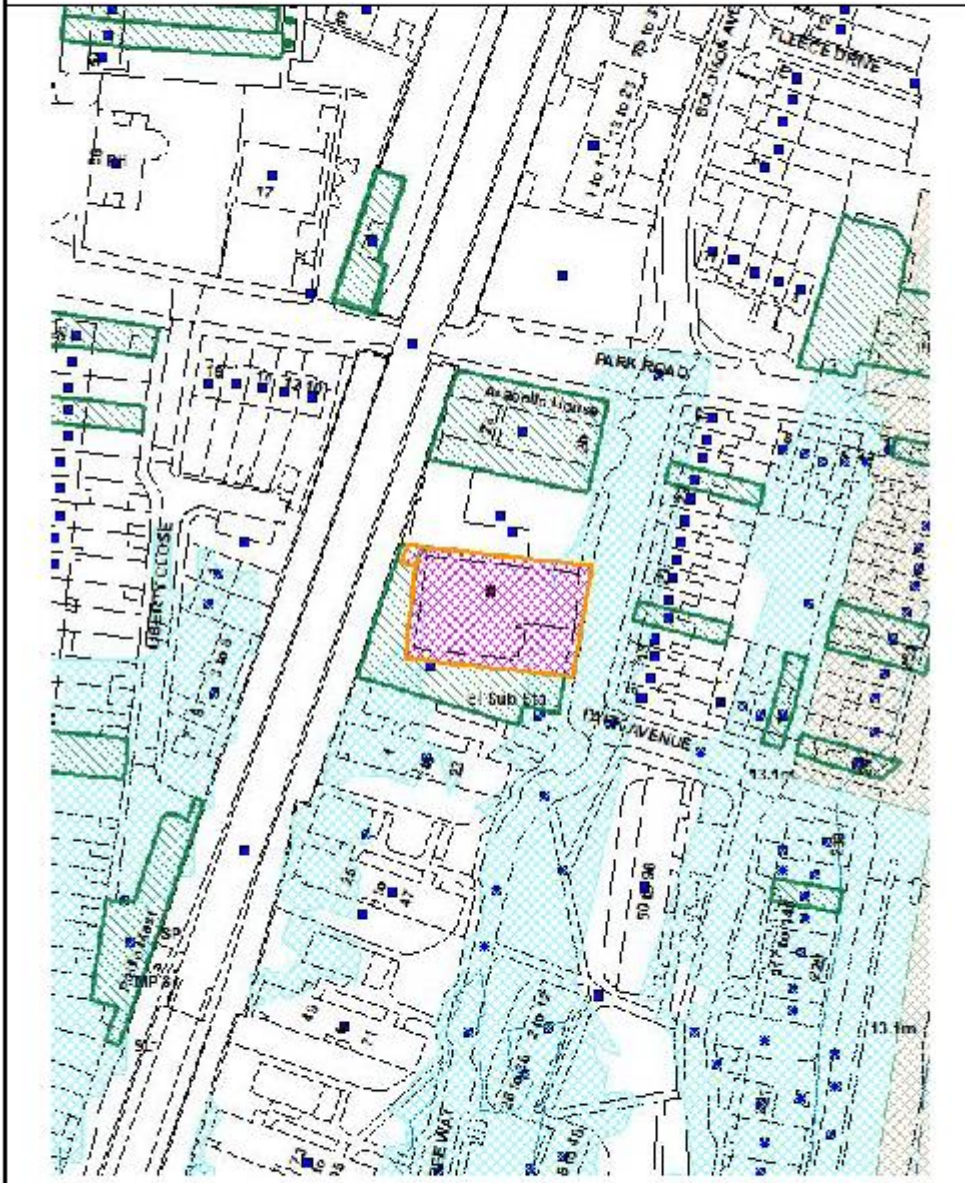
Mr Glen Charles
City and Suburban Homes
73 Highbury Park
London

Agent Name & Address:

Mr Ben Rogers
Grade Planning
14 Great Chapel Street
London
W1F 8FL

RECOMMENDATION: That planning permission be **GRANTED** subject to conditions and completion of a S106 Agreement

Ref: 16/01561/FUL LOCATION: Deimel Fabric Co Ltd, Park Avenue, London, N18 2UH



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Scale 1:1250

North



1. Site and Surroundings

- 1.1. Situated on the western side of Park Avenue, the application site covers an area of approximately 960sqm (0.096hec) in a rectangular shape and consists of 2 x original single-storey warehouse buildings with a hardstand used for parking and storage. The site is bound by the railway line to the rear, immediately adjacent to industrial buildings to the north and south. At present, the site is in use of a furniture factory.
- 1.2. Park Avenue is a predominantly residential L-shaped road of wide-ranging architectural character, with a series of 1-2 story industrial buildings and car mechanic garages along the west, a Victorian, 2-storey terraced row along the east and 3-4 storey residential blocks spread on the south.
- 1.3. The surrounding is essentially mixed in nature and is currently undergoing redevelopment. Two applications have been recently granted for the demolition of industrial units and provision of up to 20 flats, related to a corner plot between Park Avenue with Park Road and its north opposite site.
- 1.4. The site is disassociated to any listed buildings or a conservation area. As identified in the Core Strategy map, the site is neither situated within a Strategic Industrial Location, and nor in a Locally Significant Industrial Site.
- 1.5. Park Avenue is an unclassified road in the Edmonton area. The site has a PTAL rating of 5 and is not in a controlled parking zone (CPZ). The only controls on Park Avenue are for the protection of accesses to properties including waiting restrictions.

2. Proposal

- 2.1. The applicant seeks full planning permission for the demolition of the existing buildings on the site and the erection of a part 3 part 4 and part 5 storey building to accommodate 24 flats, comprising 10 x 1 bed (41.5%), 10 x 2 bed (41.5%) and 4 x 3 bed (17%), 7 of which will be affordable.

Scale and bulk

- 2.2. The proposed block is designed in 'T' shape, with the main block running parallel to Park Avenue and its fourth floor steeping in from the street frontage by 2m. The rear wing will project perpendicularly to the main block with its fifth floor set back from the main frontage by 6.8m. Vertical access is provided by a staircase and lift core, with circulation at upper floors by way of an open walkway system.
- 2.3. The overall scale of the proposed building will be 25m in width x 36m in depth x 16.1m in height above the street level.

Frontage and materiality

- 2.4. The proposed façade will be broken down more vertically, integrated with brick piers to replicate the rhythm of the terrace row opposite. The angled recesses within these piers will be treated in a contrasting brick, using variations in bricks. This variety of materials to these recesses will allow each individual unit to be identifiable and identify the front elevation as a three storey element. In addition, the. In order to reduce the mass of the façade, the

brick is proposed to be varied in its bond as so to reduce the mass of the façade.

Amenity

- 2.5. All the new flats will have a direct access to their own private outdoor amenity spaces via either balconies or roof terraces. In addition, 1 x communal garden is proposed at ground floor level, facing the south, while an elevated public garden is proposed on each floor, forming a green frontage to Park Avenue.

Access

- 2.6. Separate pedestrian and vehicular accesses are proposed. The vehicular entrance will be created under undercroft, via a secured gate. The main pedestrian access will be provided adjacent vehicular access, articulated within a distinctive metal clad section of the ground floor walls. A second pedestrian entrance will be integrated with the proposed secured gate.

Provision of parking and cycling

- 2.7. 12 x car parking spaces and 44 x secured cycle spaces will be provided within the site. The proposal also seeks the provision of 3 x on-street parking.

Refuse and bin Storage

- 2.8. The bin storage will house 6 x 1100L containers, runs perpendicular to Park Avenue. It will be located between the vehicular and pedestrian access and can be accessed internally for residents and externally for collection. The bin store will be serviced by kerb side collections.

Revisions

- 2.9. During the cause of consideration, the following amendments were undertaken so as to address the concerns raised.
- An increase in number of affordable units from 5 to 7;
 - Provision of a total 15 x car parking spaces, in place of the originally proposed parking stacker system;
 - A deduction in scale and massing via a further recession of the fourth floor, to reduce the visual impact when viewed from Park Avenue.

3. Relevant Planning History

- 3.1. TP/79/0457: Planning consent was refused in 1979 for office & toilets
- 3.2. AD/75/0093: Advertisement Consent was refused in 1975 for advertisement.
- 3.3. TP/72/0135: Planning consent was granted in 1972 for flats
- 3.4. TP/71/0236: Planning consent was granted in 1971 for builders sales
- 3.5. TP/71/0411: Planning consent was refused in 1971 for factory.
- 3.6. TP/70/1051: Planning consent was refused in 1970 for 2-storey office
- 3.7. TP/70/0006: Planning consent was refused in 1970 for vehicle centre

- 3.8. TP/69/1031: Planning consent was granted in 1969 for warehouse;
- 3.9. TP/69/1250: Planning consent was granted in 1969 for office extension
- 3.10. TP/69/0610: Planning consent was refused in 1969 for storage building
- 3.11. TP/65/0730: Planning consent was granted in 1965 for alterations + offices

4. Other Relevant Planning History

- 4.1. 10 Park Road (opposite to No.2a/2b Park Avenue): 4/02467/FUL: Erection of a four storey block comprising 18 self-contained flats (7 x 1-bed, 7 x 2-bed, 4 x 3-bed) with balconies, amenity area, associated access via Park Road and surface car parking. *S106 Granted with conditions 03.06.2015.*
- 4.2. 2A / 2B Park Avenue: 15/04736/FUL: Planning consent was granted for demolition of existing warehouse and erection of a part 3, part 4 storey block to provide 14 flats (comprising 4 x 3-bed, 7 x 2-bed flats), with associated cycle / refuse storage and landscaping.
- 4.3. 2 Park Avenue: TP/08/2271: Planning consent was granted for conversion of 4 x self-contained flats into self-contained supported living accommodation for 8 x residents with learning, mental and physical disabilities.
- 4.4. 2 Park Avenue: TP/07/1383: Planning consent was granted for conversion of mixed use premises (commercial and residential) to form 8 x 2-bed self-contained flats, involving new windows to front side and rear elevations (revised scheme, involving alterations to the roof to increase height by a maximum of 2.2m together with additional windows and doors to all elevations).
- 4.5. North Yard Rear, Park Avenue: TP/78/1565: Planning consent was granted for warehouse.

5. Consultation

Public Consultations

- 5.1. The 21 day public consultation period started on the 10th of May 2016 and concluded on the 31st of May. No comments were received.
- 5.2. The application was also advertised in the local paper, Enfield Independent, on the 18th of May, while 1 x Site Notice was put up on the 20th of May 2016 close to the site.

Internal

- 5.3. Traffic and Transportation – The scheme has been amended to remove the originally proposed parking stacker system which was not supported by the Transport Team, of which details are referred to Section 14 of the Report: ‘Transport Impact’.
- 5.4. Environmental Health – The Environmental Health Officer does not object to the application for planning permission as there is unlikely to be a negative

environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.

- 5.5. Housing Development: Enfield's Core Policy 5 requires 40% of new housing to be affordable and a mix of tenures and sizes. On this basis, 10 of the units should be affordable and split 70:30 between rent and shared ownership. This equates to 7 for rent and 3 for shared ownership. The council's policy also requires 10% of the units, in this case 2, to be built to Stephen Thorpe/Habinteg wheelchair design standard.
- 5.6. Business Development: Due to size of development (+10 units) an employment and skills strategy as per s106 SPD is required.
- 5.7. Tree Officer: There are no significant arboricultural constraints. The proposed landscape plan appears to be sub-standard and inadequate.
- 5.8. SuDS Officer: As this development is classed as a major, according to the council's DMD Policy the development must achieve greenfield runoff and utilise SuDS in doing so in line with the London Plan Drainage Hierarchy.

External

- 5.9. Thames Water – informative only
- 5.10. Environment Agency – Details referred to Section 15 of the Report: 'Flood Risk Assessment'.
- 5.11. Metropolitan Police Service: The following comments were received:
 - External containers specifically designed for the secure storage of bicycles must be certificated to LPS 1175 SR1;
 - Internal communal bin and bicycle stores within blocks of flats must have no windows and be fitted with a secure door set that meets the same physical specification 'front door' and specifically Section 2a para.21.1 to 21.6 and 21.19 to 21.20. Ensures stores are only accessible to residents;
 - The locking system must be operable from the inner face by use of a thumb turn to ensure that residents are not accidentally locked in by another person. A bicycle store must also be provided with stands with secure anchor points or secure cycle stands; and
 - External bin stores should be sited in such a way that they cannot be used as a climbing aid to commit crime.

6. Relevant Policy

6.1. Development Management Document

DMD1: Affordable Housing on site capable of providing 10 or more units.

DMD3: Providing a Mix of Different Sized Homes

DMD6: Residential Character

DMD8: General Standards for New Residential Development

DMD9: Amenity Space

DMD10: Distancing

DMD37: Achieving High Quality and Design-Led Development

DMD47: New Roads, Access and Servicing

DMD49: Sustainable Design and Construction Statements
DMD50: Environmental Assessment Methods
DMD51: Energy Efficiency Standards
DMD64: Pollution Control and Assessment
DMD68: Noise
DMD69: Light Pollution
DMD76: Wildlife Corridors
DMD77: Green Chains
DMD78: Nature Conservation

6.2. Core Strategy

SO2: Environmental sustainability
SO4: New homes
SO5: Education, health and wellbeing
SO8: Transportation and accessibility
SO10: Built environment
CP2: Housing supply and locations for new homes
CP3: Affordable housing
CP4: Housing quality
CP5: Housing types
CP6: Meeting particular housing needs
CP8: Education
CP9: Supporting community cohesion
CP16: Taking part in economic success and improving skills
CP20: Sustainable energy use and energy infrastructure
CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
CP22: Delivering sustainable waste management
CP24: The road network
CP25: Pedestrians and cyclists
CP30: Maintaining and improving the quality of the built and open environment
CP32: Pollution
CP36: Biodiversity
CP46: Infrastructure Contribution

6.3. London Plan (2015)

Policy 3.3: Increasing housing supply
Policy 3.4: Optimising housing potential
Policy 3.5: Quality and design of housing development
Policy 3.6: Children and young people's play and informal recreation facilities
Policy 3.8: Housing choice
Policy 3.9: Mixed and balanced communities
Policy 3.10: Definition of affordable housing
Policy 3.11: Affordable housing targets
Policy 3.12: Negotiating affordable housing on schemes
Policy 3.13: Affordable housing thresholds
Policy 4.1: Developing London's economy
Policy 4.4: Managing industrial land and premises
Policy 5.1: Climate change mitigation
Policy 5.2: Minimising carbon dioxide emissions
Policy 5.3: Sustainable design and construction

Policy 5.7: Renewable energy
Policy 5.10: Urban greening
Policy 5.13: Sustainable drainage
Policy 5.14: Water quality and wastewater infrastructure
Policy 5.15: Water use and supplies
Policy 5.16: Waste self sufficiency
Policy 6.9: Cycling
Policy 6.13: Parking
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

6.4. Other Relevant Policy

National Planning Policy Framework

6.5. Other Material Considerations

The Mayors Housing SPG (2012)
Section 106 Supplementary Planning Document (Nov.2011)
Enfield Strategic Housing Market Assessment (2010)
Waste and Recycling Storage Planning Guidance

7. Main Issues to be Considered

7.1. The main issues to be considered in respect of this application are:

- Principle of the development in terms of land use;
- Density;
- Design, Scale and impact on the character of the surrounding Area;
- Impact on neighbouring amenity;
- Standard of accommodation
- Proposed mix of units, including affordable housing;
- Amenity provisions;
- Traffic, parking and servicing Issues;
- Flood risk assessment;
- Impact on trees;
- Sustainability; and
- Planning obligations including affordable housing and other S106 Contributions and CIL (Community Infrastructure Levy).

8. Principle of the Development

8.1. The application site contains an existing single storey warehouse where is currently occupied by Gieffe Interiors London, specialist in manufacturing furniture. The unit benefits from employment spaces of approximately 623sqm under Class Use B8 which will be lost as a result of the development.

8.2. DMD 22 (Loss of Employment Outside of Designated Areas) states that proposals involving a change of use that would result in a loss or reduction of employment outside of Strategic Industrial Locations (SIL) or Locally

Significant Industrial Site (LSIS) will be refused, unless it can be demonstrated that the site is no longer suitable and viable for continued use employment use.

- 8.3. DMD 22 goes on to state that where the above can be demonstrated, a change of use will be permitted, provided that the proposed use would not compromise the operating conditions for other employment uses or the potential future use of neighbouring sites for employment uses. And mitigation for the loss of employment uses is provided in accordance with the Council's S106 SPD.
- 8.4. The submitted Commercial Viability Assessment Report states that the application site does not have facilities that modern manufacturing occupiers need, such as sufficient turning points for larger commercial vehicles, good eaves height, efficient loading / parking facilities, etc. Indeed, the property, together with the adjoining industrial units on this side of Park Avenue, can no longer be perceived as suitable for modern industrial or warehouse uses given its location that is surrounded by residential dwellings, restricted access and incompatible physical environment. It will be perceived as outmoded and no longer suitable for modern light manufacturing or storage businesses. It is also confirmed that the existing occupiers of the site are looking to relocated out of London.
- 8.5. The Report further states that if the site was to provide retail (A1), financial services (A2), restaurants, cafes and takeaways (A3 and A5) they would be reluctant to occupy such premises owing to the relatively dilapidated appearance of the site and neighbouring units. Traditional lockup shops are located within a retail parade or retail park where site specific requirements can be met such as main road frontages with some customer parking. Office (B1) occupiers demand in this part of Enfield is extremely limited as demonstrated by the lack of transactional evidence. As such, there is no limited commercial merit in redeveloping the site for the uses under Class A or Class B.
- 8.6. The application site is in a highly accessible location with a PTAL of 5 where additional housing is normally encouraged. Given the evidence provided and the site context, it is considered that the redevelopment of the site to residential would be the better use of the land, and compliance with the council's policies in terms of land use.

9. Density

- 9.1. Density assessments must acknowledge new guidance outlined in the NPPF and particularly the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.
- 9.2. Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 5 in an urban location, an overall density of between 200-700 hr/ha may be acceptable.

- 9.3. The proposal would provide 24 x flats totalling 90 habitable rooms within a land of approximately 0.1hec. The density of the proposed development, based on habitable rooms per hectare, would equate to approximately 937 hr/ha (90 / 0.096), which would be in excess of the recognisable density threshold for an urban area.
- 9.4. However, it must be noted that the criteria of density would not be a singular element and would be assessed alongside other planning requirements such as suitability of the site, scale of building/s and standard and quality of accommodation proposed. In this case due to the tightness of the site neighbouring amenity would also be a primary consideration. These issues will be referred to later in the report.

10. Scale, Design and Impact on the Character of Surrounding

Scale and Design

- 10.1. The residential properties along the north and east sides of Park Avenue are early 20th century, 2-storey pitched roof buildings, finished in brick or render and forming a terrace. The south side presents a different character with a number of 3 or 4 story residential blocks (Moree Way) with sheer pitched-roofs.
- 10.2. The proposed building would consist of two conjoined blocks in 'T' shape. The main block would run parallel to Park Avenue comprising three storey, with its fourth storey set in from the street frontage by 2m to reduce the verticality of its frontage.
- 10.3. The rear wing of the proposed building would follow the line of these residential blocks on Moree Way, providing a five-storey element. This element would be set back from Park Avenue by 6.8m, to further minimise the visual impact of this floor when viewed from Park Avenue and to respond the context of the train line.
- 10.4. The eaves height of the element of three storey along Park Avenue would be consistent with the roof ridgeline of the terrace row opposite and also broadly align with the nearby 3 -4 storey residential blocks at the south end of Park Avenue, on Moree Way. As the train embankment steps upward at the rear of the site, there is scope to increase the height of an additional floor to the rear without introducing an intrusive view from Park Avenue.
- 10.5. As such, the overall massing and scale of the proposed block is then considered to sensitively respond to the immediate context, which is acceptable.

Impact on the character of the surrounding

- 10.6. A characteristic of the existing site is the urban nature of the industrial units where are no longer be perceived as suitable for modern industrial or warehouse uses and urgently need redevelopment. As such, a key concept of the redevelopment of the application site is to establish a strong residential frontage on Park Avenue relating to the scale and residential nature of the street. It should not only have positive effect on the outlook on the opposite

row of terraced houses, but also allow the future development of the adjacent sites to form a continuation in frontage which hence would improve the quality of the street scene on Park Avenue as a whole.

- 10.7. The proposed elevation to the front would replicate the rhythm of the terrace row opposite, with brick piers / frames. The angled recesses within this frame will be treated in a contrasting brick, using variations in bricks. This variety of materials to these recesses will allow each individual unit to be identifiable and identify the front elevation as a three storey element.
- 10.8. A slim, vertical cladding system with contrasting and warmer material will wrap around the rear wing and extend to the fourth and fifth floors to the front to minimise the visual impact of these storeys when viewed from street level.
- 10.9. An elevated public garden is proposed to the front on each floor, so to improve the green image to the street view.
- 10.10. To secure these design elements, a set of conditions will be imposed to ensure all the design elements will be delivered to improve the character of the area.

11. Impact on Neighbouring Amenity

- 11.1. The immediate vicinity of the site does not contain any residential use. Given its local context, it is then considered that, from the perspective of neighbouring amenity, the proposal should be assessed against the closest residential properties, as well as whether or not the proposal would comprise the neighbouring amenity of future developments of the adjoining sites. As such, the more relevant policy on which the assessment on neighbouring amenity is based would be the council's adopted DMD 10: Distancing.
- 11.2. DMD10 requires new development should maintain a minimum distance of 11m between windows and side boundaries of buildings and of 25m between rear facing windows of two-storey building and three-storey building, so as to overcome the adverse impact resulting in housing with inadequate light or privacy for the proposed or surrounding development.
- 11.3. The closest residential blocks are Moree Way to the south, Arabella house to the north, and a row of two-storey pitch-roofed terraced row (No.9 – No.37 Park Avenue) opposite to the application site.

Neighbouring impact on closest residential blocks

- 11.4. Moree Way is a three-storey, pitch-roofed residential block comprising a number of flats with front windows facing the application site. By reason of the distance of 21m between these windows and the side boundary of the application site, it is not anticipated that the proposed development would adverse impact on the occupiers of this block.
- 11.5. Arabella House at No.2 Park Avenue has been recently granted for the installation of a part three storey part four story residential building with side windows to provide 8 x self-contained flats. The proposal would have a distance of 17m to these side windows, and thus would comply with the distancing requirements as set out in DMD10.

- 11.6. The terraced dwellings directly opposite to the application site are No.11 – No.19 Park Avenue which would therefore be most affected by the development proposal. The frontage of the proposed building would be set 500mm back from the pavement on Park Avenue, hence resulting in a separation distance of approximately 17.5 to 18m to the front elevation of the dwellings at Number 11-19 Park Avenue. The recessed 4th floor would represent a separation distance of 22m between the houses on Park Avenue.
- 11.7. The separation between the proposal and the affected Park Avenue properties is noticeably below the distancing requirement of 25m as set out in DMD10. However the Policy refers to rear windows and in this case the windows of the proposal would be looking out onto and across a public highway, of which impact in terms of overlooking is not considered significantly harmful to warrant a refusal. With regards to its dominance, a site visit noted of a separation of 17m between the front elevation of a terrace row at No.1 – No.7 Park Avenue and a four-storey residential building that is directly crossed the road. Given this established pattern of development in the locality, it is considered that whilst the new building would create an obvious additional dominance when viewed across the street, such an impact would not be a sufficient ground for a refusal. In addition to this it should be noted that the proposed building would not break a 25 degree line of sight towards the sky from the ground floor windows of the houses opposite on Park Avenue, therefore would be acceptable in principle from the perspective of Daylight and Sunlight BRE guidance.

Impact on future development of the adjoining sites

- 11.8. The proposal with side facing windows could have potential implications for development on the adjoining sites to both sides. In recognition of this, the proposed building is designated in 'T' shape, allowing a distance of more than 11m to the side elevations of future developments if they could follow a continuation of the proposed street frontage with a perpendicular massing parallel to that of the proposed development.
- 11.9. The application site is directly opposite to a row of dwelling houses of similar design era and appearance. After having analysed its local context, it is recognised that a continuation of the frontage in design unit on Park Avenue would strengthen the streetscape that would make a positive contribution to the redevelopment of the area. As such, the proposal is considered acceptable and that any privacy impact as a result of the proposed scheme on a future scheme to the rear would need to be addressed on any future submission via angled or obscured windows on that site.
- 11.10. In conclusion, all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to all adjoining occupiers.

12. Quality of Accommodation

Quality of Accommodation

- 12.1. Policy DMD 8 of the Development Management Document, Policy 3.5 of the London Plan and the London Housing SPG seek to ensure that new

residential development is of a high quality standard internally, externally and in relation to their context. Policy 3.5 of London Plan specifically sets out the standards on minimum gross internal area (GIA) for different dwelling types.

- 12.2. The table below summarises the proposed schedule of accommodation against the requirements as set out in Policy 3.5 of London Plan.

Proposed Housing type	Proposed GIA	Minimum GIA by London Plan
10 x 1-bed flats (2 persons)	50-52sqm	50sqm
5 x 2-bed flats (3 persons)	61-64sqm	61sqm
5 x 2-bed flats (4 persons)	71-90sqm	70sqm
4 x 3-bed flats (4persons)	74-77sqm	74sqm
Total: 24 flats		

- 12.3. GIA and internal layout: All units are considered to satisfy the GIA requirements as set out in Policy 3.5 of London Plan. Having regards to the layouts of the proposed new flats, all units would have adequate resource for light and ventilation, and all room sizes are acceptable with specific regards to living/diners and single and double bedrooms.
- 12.4. Outlook: All upper floor units would be dual aspect onto the existing adjacent industrial premises, which raised concerns over their outlook. It is noted that the existing industrial units on this side of Park Avenue are undergoing redevelopment as they are no longer suitable for modern lighting and warehouses businesses. The council has received a number of interests in redeveloping these sites and encouraged the incorporation between these applicants. However, it must be acknowledged that it is unlikely to receive all the applications for the redevelopment of Park Avenue at the same time.
- 12.5. Overlooking: It is noted that 1 x upper floor flat on each floor located on the rear wing of the proposed block would be overlooked by people walking on the walkway. The proposed development is in 'T' shape, which would inevitably result in some units located on a walkway. It must be also acknowledged that such massing and diagram would ensure the unprejudiced development of the adjacent units, allowing a minimum distance of 14m and 7m from the site boundaries to the north and south, meanwhile maximizing the best use of the land. Having taken into account the confines of the site and numbers of flats to be affected (4 out of 24 flats), it is not considered the overlooking issue would be minimal and as such is considered acceptable.
- 12.6. Noise: The proposed development is adjacent to rail lines to the rear. A condition is imposed to ensure the scheme will implement the glazing as per the acoustic report by WSP in order to protect future occupiers from noise and disturbance from external sources.
- 12.7. Security: A condition is imposed for the details of security measurements to improve the security of future occupiers, including the ground floor flat R3.

- 12.8. In light with the above assessment, the quality of the proposed accommodation is considered acceptable.

Lifetime Homes

- 12.9. The London Plan and the council's Core Strategy require that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.
- 12.10. The submitted Planning Statement states that the scheme aims to deliver high quality of accommodation. The confirmation to deliver the Lifetime Homes will be secured via the imposition of conditions.

13. Proposed Housing Mix

- 13.1. Core Strategy Policy 5 seeks to ensure that new developments offer a range of housing sizes to meet housing need, and indicates that over the lifetime of the Core Strategy the Council will plan for the following borough-wide mix of housing, with an emphasis on the provision of suitable family units (over 3 – bedroom). DMD 3 and Policy 5 of the Core Strategy seeks new development to incorporate a mix of dwelling types and sizes to meet housing needs in the Borough with family sized accommodation (3 bed or larger) is the greatest area of need.

Affordable housing

- 13.2. Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing 10 or more units (14) it should be complying with borough wide target of achieving 40% affordable housing and a mix of tenures to reflect a borough wide target of 70% social rent and affordable rent and 30% Intermediate. This would reflect 9 units on this site as affordable housing.
- 13.3. As part of the original submission the applicant has submitted a Viability Assessment that originally proposed 5 x shared ownership units (approximately 20% of all the units) to contribute on-site affordable units. This Viability Assessment was assessed by the councils' own independently appointed Viability Assessor and he considered that the scheme should be able to contribute 6 x affordable flats.
- 13.4. A further negotiation was carried out with the applicant, resulting in a successful agreement on the provision of 7 x affordable housing units, which equates approximately 30%. These would include 5 x ground floor units and 2 x first floor units (3 x 1-bed units and 4 x 2-bed units), all of which would be shared ownership units.
- 13.5. In recognition of difficulties in managing a sole block with various housing tenures, the proposed shared ownership to all these 7 units are considered acceptable.

Housing Mix

- 13.6. The development provides the following dwelling mix:

Housing type	Percentage required by Core Strategy	Proposed housing type	Proposed percentage
1-2 bed flats	20%	10 x 1-bed flats	42%
2 bed flats	15%	5 x 2-bed flats (3 persons)	21%
		5 x 2-bed flats (4 persons)	21%
3 bed flats	45%	4 x 3-bed flats	16%

- 13.7. Concern was then raised over the insufficient amount and size of family units proposed as part of the scheme. However, a justification has been given to this case, owing to the confines of the site and amendments made during the cause of consideration to include an increased number of affordable housing and a decreased massing and scale. The details are explicated as following.
- 13.8. The proposal was initially to provide 5 x affordable flats at ground floor level with direct access to rear gardens. A further negotiation with the applicant has successfully achieved an increased number of affordable units to 7, which equates approximately 30% of all units. All the affordable units have direct access to private outdoor amenity space, two of which have the benefit of being duplex units with a good level of private amenity space at 21sqm.
- 13.9. In order to mitigate the visual impact when viewed from Park Avenue, the proposal was amended to have its fourth floor set back much further from the front elevation. Having regard to the reduced floor space and numbers of flats that can be accommodated at each respective floor without impacting on the loss of another flat, it is unfeasibly to add additional family unit to the scheme.
- 13.10. Additional regards are also given to the scheme that there are 5 x 2-bed 4 person flats, two of which have a GIA at 90sqm, would feasibly accommodate family units. As such, the total number of family units as contributed by the development would broadly meet the requirements of 45% as set out in the DMD policies.

Wheelchair Access

- 13.11. The council's policy requires 10% of the units, in this case 2, to be built to Stephen Thorpe/Habinteg wheelchair design standard.
- 13.12. There are currently no wheelchair accessible units proposed as part of the development, however all 5 x ground floor flats are designed to adapt wheelchair access, therefore it is considered that this could be dealt with by an appropriate condition.
- 13.13. As such, the proposed housing mix under this scheme is considered acceptable.

14. Provision of Amenity Space

- 14.1. DMD 9 (Amenity Space) requires that new residential development must provide quality private amenity space that is not significantly overlooked by surrounding development and meets or exceeds the minimum standards of 9sqm for flats with access to communal amenity space
- 14.2. In terms of amenity space, each flat has access to a communal garden comprising approximately 93sqm, for the use of residents only.
- 14.3. In addition, all flats have in each case their own private amenity space in the form of terraces or balconies, all of which exceed the minimum requirements on amenity space as set out in DMD9. It is noted that some private amenity spaces are well above the minimum standards, including two ground floor affordable units which will benefit from 21sqm of private amenity space.
- 14.4. It is then considered that the amenity provisions proposed is acceptable and in accordance with DMD9.

15. Transport Impact

- 15.1. The council's traffic and transportation department (T&T) was invited to comment on the application and has provided the following comments:

Car Parking

- 15.2. Census data for LB Enfield gives car ownership information by number of bedrooms and tenure. This means that based on census data indicative car ownership for this development would be 15 vehicles at a ratio of 0.63 per unit.

<i>Number of Units and Bedrooms</i>	<i>Number of Vehicles</i>
3x1 bed	1.3
7x2 bed	5.1
4x3 bed	4.6

- 15.3. The proposal original proposed 16 x parking spaces for the 24 units (0.66 per unit), which would be provided in a two level stacker system. However, the proposed stacker system was not supported by the Transport Team.
- 15.4. The scheme has been amended to remove the stacker system, and provide a total of 15 x parking spaces (0.63 per unit) to include 12 x parking within the street and 3 x on-street parking on the kerbside of Park Avenue, front the proposed block, which the proposed ratio would meet the Census data for LB Enfield.
- 15.5. The Transport Team concerned the proposed on-street parking, as the area around the site is under continuing parking stress with limited on-street parking in high demand. This has been exacerbated by the introduction of yellow lines at the junction of Park Road and Fore Street which, while addressing issues of highway safety and free flow of traffic, has reduced the on-street car parking capacity. In addition there are no plans for a CPZ to be

introduced in the near future so any overspill parking cannot be readily constrained.

- 15.6. Notwithstanding the above, the Transport Team noted that the parking ratio within the site would be 0.5 (12 space for 24 units), which is still higher than the recently granted residential scheme at Park Road with a proposed parking ratio of 0.2 (four spaces for 18 flats). Similarly, the adjacent site at No. 2A – 2B Park Avenue has also recently had an application approved for a parking ratio of 0.42 (six spaces for 14 flats). Both these applications were approved, whilst parking was raised as a concern, in particular the cumulative impact of parking demand increasing from ongoing developments.
- 15.7. Having regard to the following additional facts, the Transport Team considered that the proposed level of parking provision is appropriate.
- The PTAL of the site is 5 which indicate relatively good access to public transport. This is mainly due to the frequent bus services available on Fore Street and the proximity of Silver Street station;
 - The proposal would provide 44 x secured cycle storage;
 - The applicant has agreed to provide S106 contributions, including for car club membership and cycling route improvements, with a view to mitigating unmet demand for car trips; and
 - The site will be exempted from any future Controlled Parking Zone.

Pedestrian Access

- 15.8. The London Plan Policy 6.10 and DMD47 require that all developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities.
- 15.9. The pedestrian access of the development is proposed via a secured pedestrian entrance into the block from the street, giving access to 23 of the flats via the ground floor corridor, entrance stairs or lift, as well as access to the ground floor communal garden area for all flats. Whilst it is noted 1 x ground floor flat (Flat 3) is accessed from the side, alongside the vehicular access route, the access arrangement for this flat is not considered to be a sufficient ground for refusal. On balance, the proposed pedestrian access is considered to be compliance with the policies.

Vehicle Access including servicing access

- 15.10. A separate vehicular entranceway will be created below the undercroft to provide access to the proposed parking area via a 1:29 ramp directly serviced on Park Avenue.
- 15.11. The Transport Team considered the location of the proposed vehicle access is acceptable. Swept paths have been provided to confirm transit vans can service the site off street.
- 15.12. Any larger vehicles, such as 8m box vans and refuse collection vehicles will service the site from the kerbside on Park Avenue. This is due to constraints imposed by the narrow footprint of the site and height restrictions below the undercroft at the site access. This kerbside servicing activity will be

undertaken at the site frontage immediately to the north of the proposed access. To ensure that adequate kerb-space is available for refuse collection vehicles, the proposal will introduce a short section of double yellow to the north of the proposed access. This is to ensure that infrequent deliveries undertaken by larger vehicles and refuse collection activities are able to stop adjacent to the site without blocking the carriageway on Park Avenue, and minimize the trolley distance between the vehicle and the building.

- 15.13. The Transport Team raised no objections to the proposed serving access.

Cycle Parking

- 15.14. The development would provide 44 x secure and accessible cycle parking, which complies with the minimum standards set out in the Further Alterations to the London Plan Table 6.3 and the guidance set out in the London Cycle Design Standards.

16. Flood Risk Assessment

- 16.1. The NPPF requires that a Flood Risk Assessment (FRA) be undertaken for all developments greater than 1 Hectare in size, or for any development located in Flood Zone 2 or 3.
- 16.2. The majority of the application site is located in Flood Zone 1, with a small portion located in Flood Zone 2, the extent of Flood Zone 2 is localised to the frontage along Park Avenue. Thus the Environment Agent (EA) was invited to comment on the FRA submitted by the applicant in support of the application.
- 16.3. The comments received from the EA dated on the 29th of June outlined that the NPPF Policies applied to this development include Paragraph 102 which states that for areas at risk of flooding a site-specific assessment must be undertaken which demonstrates that the development will be safe for its lifetime, and Paragraph 94 requires local planning authorities to adopt proactive strategies to adapt to climate change, taking full account of flood risk and coastal change.
- 16.4. The EA's comments further pointed out that the submitted FRA didn't provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular, the submitted FRA failed to use an appropriate method for calculating the design flood level with an allowance for climate change. Due to the scale of the development and the risk of flooding a more detailed method is required. The developer should use the intermediate approach and should be assessing the 25% peak river flow allowance. As such, the EA objected to the application.
- 16.5. An addendum was later submitted by the applicant to the EA so as to respond to the above issues. Further comments from the EA dated on the 21st of September 2016 confirmed that the EA are now satisfied that flood plain compensation is not required as the footprint of the new building is smaller than existing and the applicant has assessed the new climate change allowances, and provided the following advices:

The development as proposed would be subject to floodwater entering properties in a 1 in 100 chance in any year including an allowance for

climate change flood event. We would recommend that finished floor levels (FFL) for the proposed development are set 300millimetres above the 1 in 100 chance in any year including an allowance for climate change flood level, OR, where this is not practical, flood proofing measures are incorporated up to the 1 in 100 chance in any year, including an allowance for climate change flood level. This is to protect the proposed development and its users from flooding.

- 16.6. A set of amended drawings (Revision B) were submitted on the 28th of September stating that the ground floor FFL level of the development has been amended to be 520mm above the street level and 300m above the parking finished floor level, which is considered to have sufficiently met the EA's requirements of 300mm above the 1 in 100 chance in any year including an allowance for climate change flood level.
- 16.7. The EA recommended that an emergency evacuation plan should be formally submitted alongside the addendum to the Enfield Council to enable them to re-consult the EA. This will be secured via the imposition of a condition.
- 16.8. Having regards to the amendments that have been made to the FFL level, and subject to Conditions, the probability of flooding as a result of the proposed development is considered low.

17. Impact on Trees

- 17.1. The submitted Arboricultural Planning Report confirmed that the application site is predominantly buildings and hardstanding and there are no trees or significant vegetation within the curtilage of the site.
- 17.2. The predominant species of the tree resource adjacent to the application site are the self-set Sycamore trees, most of which are growing beyond the western boundary of the site on third party land and appears to have been no past management. Other species include Yew, Cherry and Holly forming a small group planting on the edge of the residential housing estate to the south. All five of the individual trees and two tree groups are awarded 'C' category status in relation to retention and are considered to be of low visual amenity / treescape/landscape.
- 17.3. The Report included that the proposal is unlikely to have significant impact on the roots of the adjacent trees due to unfavourable growing conditions / previous development, with root growth most likely concentrated away from the site along the adjacent embankment. Given the aforementioned there still remains some potential that roots may be encountered. Therefore, a condition (Tree Protection Plan) is recommended requesting the demolition and excavation works to be supervised at the appropriate site activity stages.
- 17.4. The council's Tree Officer was consulted on the proposal and confirmed that there are no significant arboricultural constraints as a result of the development, however, concerned that the proposed landscape plan appears to be inadequate.
- 17.5. A condition is therefore recommended requesting further details of proposed landscape to be approved prior to the commencement of the development.

18. Sustainable Design and Construction

18.1. The submitted Sustainability and Energy Statement outlines that the proposal has been developed in accordance with the desire to achieve a sustainable development via:

- Energy
- Overheating
- Air quality
- Waste
- Ecology

18.2. The details of each element are shown as following. Confirmation of these will be secured by the imposition of a set of conditions.

Energy efficiency

18.3. The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2010-2013 to be a 25% improvement over Part L of current Building Regulations

18.4. The dwellings will be designed to achieve good levels of energy performance and will incorporate the following design features:

- Significantly exceed the minimum fabric requirements of Approved Document L1A of the Building Regulations 2013;
- All dwellings will include 100% low energy lighting;
- Heat will be supplied to each dwelling by individual gas-fired boilers;
- Mechanical Ventilation and Heat Recovery;
- The development could potentially be served by a solar PV system (Figure 3-2) located on the roofs supplying approximately 12,122 kWh of generation capacity annually (circa 140m²). This will not impact on the sedum roofs located on lower roofs in the proposed development;
- This along with the aforementioned fabric efficiency measures would allow the new build element of the development to meet a 35% reduction in carbon emissions compared to the minimum requirements of Part L 2013.

Overheating

18.5. Policy 5.9 of the London Plan requires major development proposals to reduce potential overheating and reliance on air conditioning systems. The strategy for minimising cooling demand in accordance with Policy 5.9 for the proposed development is as follows:

- 100% low energy lighting will be provided to reduce internal heat gains within the apartments;
- Mechanical ventilation and heat recovery.

Air Quality

18.6. The applicant has submitted a separate Air Quality Assessment Report which states that the application site is located in an area where the main influence

on local air quality is road traffic emissions and includes that the proposed development is considered to be a Negligible to Low Risk to dust deposition and Negligible Risk for human health impact.

- 18.7. The council's Environmental Health Officer was invited to comment on the submitted Report and raised no objection to the proposal.
- 18.8. The applicant must implement the glazing as per the acoustic report by WSP in order to protect future inhabitants from noise and disturbance from external sources. The acoustic report also states that there will be mechanical heat recovery ventilation at the development and this must also be installed so that future residents have an alternative means of ventilation to opening windows.

Waste

- 18.9. The council's Waste and Recycling Planning Storage Guidance (EN-08-162) requires that development involving the creation of over 20 units should provide 4 x 1100 litre bins per 20 properties for Refuse and 1 x 1280 litre bin per 20 properties for Recycling. These containers must be:
- Within 10 metres of the collection point;
 - Bins must be stored on a hard surface or in a storage cupboard;
 - Bins that are stored in a storage cupboard must be housed in chambers constructed in accordance with the British Standard Code of Practice BS 5906:1980 "Storage and On-Site treatment of solid waste from buildings"; and
 - Footpaths between the container housing and the nearest vehicular access should be free from steps or kerbs, have a solid foundation, have a smooth solid surface, be level and have a gradient no more than 1:12 and a minimum width of 2 metres.
- 18.10. The Submitted Site Waste Management Framework Plan indicates the provision of adequate coverage of waste generation during occupational phase. It will include an allowance for up to 6 bins within the plan as shown in plans in Figure 7-1, 5 refuse bins (900mm x 1,260mm) and one recycling bin (1,000mm x 1,280mm). This bin store is located close to entrance and within 11m of highway kerb. The bin store will be the responsibility of the management company and their managing agent. These arrangements are considered acceptable, and comply with the council's Guidance.

Ecology

- 18.11. The building present on the Site provides suitable habitat for nesting birds and the vegetated railway embankment adjacent to Site provides sub-optimal habitat for foraging and commuting bats, though is considered of low ecological value.
- 18.12. Recommended ecological enhancements for the proposed development include the provision of a large green roof which will provide a habitat for invertebrates' and include local flora. The site would also include enhanced nesting for birds through incorporation of bird boxes. Invertebrate boxes are also recommended to encourage a range of species at the site.

19. Planning Obligation

S106 Contributions

- 19.1. The proposal would result in the creation of more than 10 units, and therefore the S106 contributions are required. A negotiation was undertaken with the applicant and the following S106 contributions have been secured to include:

Highway S106 Contributions (Total: £27,400)

- £10k towards cycle route improvements;
- £15k towards pedestrian environment improvements, particularly focused on access to Silver Street station, bus services in Fore Street and the junction of Park Avenue with Park Road;
- One three year car club membership per unit and driving credit of £100 per membership (there are two car club bays within walking distance of the site);
- Removal of redundant crossovers and footway resurfacing in front of the site.
- Ineligibility of the proposed units from obtaining parking permits within any future CPZ in the immediate adjoining area.

Affordable Housing Contributions (total: 7 x shared ownership units)

Education Contributions (total: £52,231.54)

- 19.2. Having regard to policy CP46 of the Core Strategy and the councils S106 SPD, this application would also be required to provide education contributions towards local schools in the area.
- 19.3. The amended schedule would provide 10 x 1-bed, 10 x 2-bed and 4 x 3-bed. Thus, the total education contributions should be £52,231.54 (10 x £603.99 + 10 x £1,855.98 + 4 x £6,907.96), in accordance with the council's SPD document page 3

Monitoring Fee (total: £1,370)

- 19.4. The S106 Monitoring fees would amount to £1,370).

CIL (total: £57,224.81)

- 19.5. The proposed development is to provide 24 x units and thus would be liable to a Community Infrastructure Levy contribution. The existing building has a B8 floor space of 623sqm, and the new residential units will contain a total GIA of 1,519sqm. Based on a net additional floorspace figure of 896sqm, CIL calculations are:
- 19.6. The Mayoral CIL payment would be $£20 \times 896\text{sqm} \times 271/223 = £21,777.22$;
- 19.7. The Enfield CIL payment would be $£40$ (CIL Rate for Edmonton Area) $\times 896\text{sqm} \times 271/274 = £35,447.59$.

20. Conclusion

- 20.1. It is concluded that the proposed development would strengthen the character and appearance of the frontage on Park Avenue improving the quality of the surrounding, and provide high quality of accommodation to future occupiers while improving additional housing provision within the borough. The scheme would not create an adverse impact to neighbours amenity or create unacceptable impact to highway function and safety.
- 20.2. As such, approval is recommended, subject to the conditions outlined as below and the completion of an acceptable s106 Legal Agreement.

21. Recommendation

- 21.1. That planning permission be granted subject to conditions and signing of the s106.

Recommended Conditions:

Time Limited Permission

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

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

Material Samples

3. Prior to commencement of development above ground hereby approved, a sample panel and a schedule of materials to be used in all external elevations including walls, doors, windows front entrances and balconies within the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any building work commences and this condition shall apply notwithstanding any indications as to these matters which have been given in the application. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure that the building has an acceptable external appearance and preserves the character and appearance of the conservation area.

Material Drawings to be Approved

4. Detailed drawings to a scale of 1:20 to confirm the detailed design and materials of the:
- a. Schedule and sample of materials used in all elevations, should also include brick sample board (bonding and pointing);

- b. Details of all windows and doors at scale 1:10, windows shall be set at least 115mm within window reveal scale 1:10
- c. Details of balconies and balustrades
- d. Details of the glazing level of all external windows
- e. Construction details of all external elements at 1:20 scale (including sections). This should include: entrances and exits, masonry, weathering and flashings, and parapets, roof, plant and plant screening, health and safety systems.
- f. Full drawn details (1:20 scale elevations, 1:2 scale detailing) of the railings and gates (including hinges, fixings, locks, finials); and
- g. Details and locations of rain water pipes.

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development above ground hereby permitted. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality

Construction Methodology

5. That development shall not commence until a construction methodology statement has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:
 - a. arrangements for wheel cleaning;
 - b. arrangements for the storage of materials;
 - c. hours of work;
 - d. arrangements for the securing of the site during construction;
 - e. the arrangement for the parking of contractors' vehicles clear of the highway;
 - f. The siting and design of any ancillary structures;
 - g. Enclosure hoarding details; and
 - h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

Details of Tree Protection Plan

6. Prior to the commencement of the development hereby approved (including all preparatory work), a scheme for the protection of the retained adjacent trees including a tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the local planning authority.

Specific issues to be dealt with in the TPP and AMS:

- a. Location and installation of services/ utilities/ drainage.

- b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees
- c. Details of construction within the RPA or that may impact on the retained trees
- d. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- e. Boundary treatments within the RPA
- f. Methodology and detailed assessment of root pruning
- g. Arboricultural supervision
- h. The method of protection for the retained trees

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies.

Informative: British Standard BS 5837 2012 –Trees in Relation to Demolition, Design and Construction

Details of hard landscaping

7. Prior to the commencement of development other than the super structure, details and design of the hard landscaping and surfacing materials to be used within the development including footpaths, shared surfaces, access roads, parking areas, road markings and all other hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

Reason: To ensure that the development does not prejudice highway safety and a satisfactory appearance.

Details of Soft Landscaping

8. Prior to the commencement of development other than the super structure, details of trees, shrubs, grass and all other soft landscaping, including the proposed elevated public garden on each floor, to be planted on the site shall be submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

Details of Refuse Storage

9. The development shall not be occupied until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield Waste and Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The

facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

Details of Cycle Storage

10. The development shall not be occupied until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

Energy Statement

11. The development shall not commence until a detailed 'Energy Statement' and relevant SAP calculations has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no less than 11% total CO₂ emissions arising from the operation of a development and its services over Part L of Building Regs 2010 ensuring that standard conversion factor indicate that natural gas is the primary heating fuel. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter. Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

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

Final Energy Performance Certificate

12. Following practical completion of works a final Energy Performance Certificate shall be submitted to an approved in writing by the Local Planning Authority prior to occupation of the development.

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

Details of Design Out of Crime

13. Notwithstanding the details of the development, hereby approved, a detailed crime prevention management and maintenance strategy detailing how the development will minimise opportunities for crime including details

of a controlled access system, CCTV and external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.

Reason: To ensure that the development protects community safety.

Security Measures to Flat R3

14. Prior to occupation of the development details of the security measures to serve the ground floor flat R3 shall be submitted to and approved in writing by the local planning authority.

Reason: In the interest of amenity and public safety.

No plumbing or Pipes to external

15. No plumbing or pipes, other than rainwater pipes, shall be fixed to the external faces of buildings.

Reason: To safeguard and enhance the visual amenities of the locality.

Details of Access

16. Prior to the commencement of development details of the redundant points of access and reinstatement of the footway shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained.

Reason: To provide safe and accessible linkages for pedestrians and cyclists and to preserve the interests of highway amenity.

SUDS 1

17. No development shall take place until an assessment has been carried out into the potential for disposing of surface water by means of a sustainable urban drainage scheme (SUDS), in accordance with the national planning policy guidance, and the results of that assessment have been provided to the Local Planning Authority. The assessment shall take into account the design storm period and intensity (1 in 100 and 1 in 1 year storm events); methods to delay and control the surface water discharged from the site; and measures to prevent pollution of the receiving groundwater and/or surface waters.

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

SUDS 2

18. Surface water drainage works shall be carried out in accordance with details that have been submitted to and approved in writing by the Local Planning Authority before the development commences. Those details shall include a programme for implementing the works. Where, in the light of the assessment required by the above condition, the Local Planning Authority concludes that a SUDS scheme should be implemented, details of the works shall specify:

- a management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by

- any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- the responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

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

Emergency Flood Plan

19. The development shall not commence until details of an Addendum alongside with an Emergency Flood Plan, including a safe means of access and/ or egress to in the event of flooding from all new buildings to an area wholly outside the floodplain, have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to its occupation.

To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere

Life Time Homes

20. All the units shall comply with Lifetime Home standards in accordance with details to be submitted to and approved in writing by the LPA. The development shall be carried out strictly in accordance with the details approved and shall be maintained thereafter.

Reason : To ensure that the development allows for future adaptability of the home to meet with the needs of future residents over their life time in accordance with Policy CP4 of the Core Strategy and Policy 3.5 of the London Plan 2011.

Boundary Treatments

21. The development shall not commence until details of the boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

Plans

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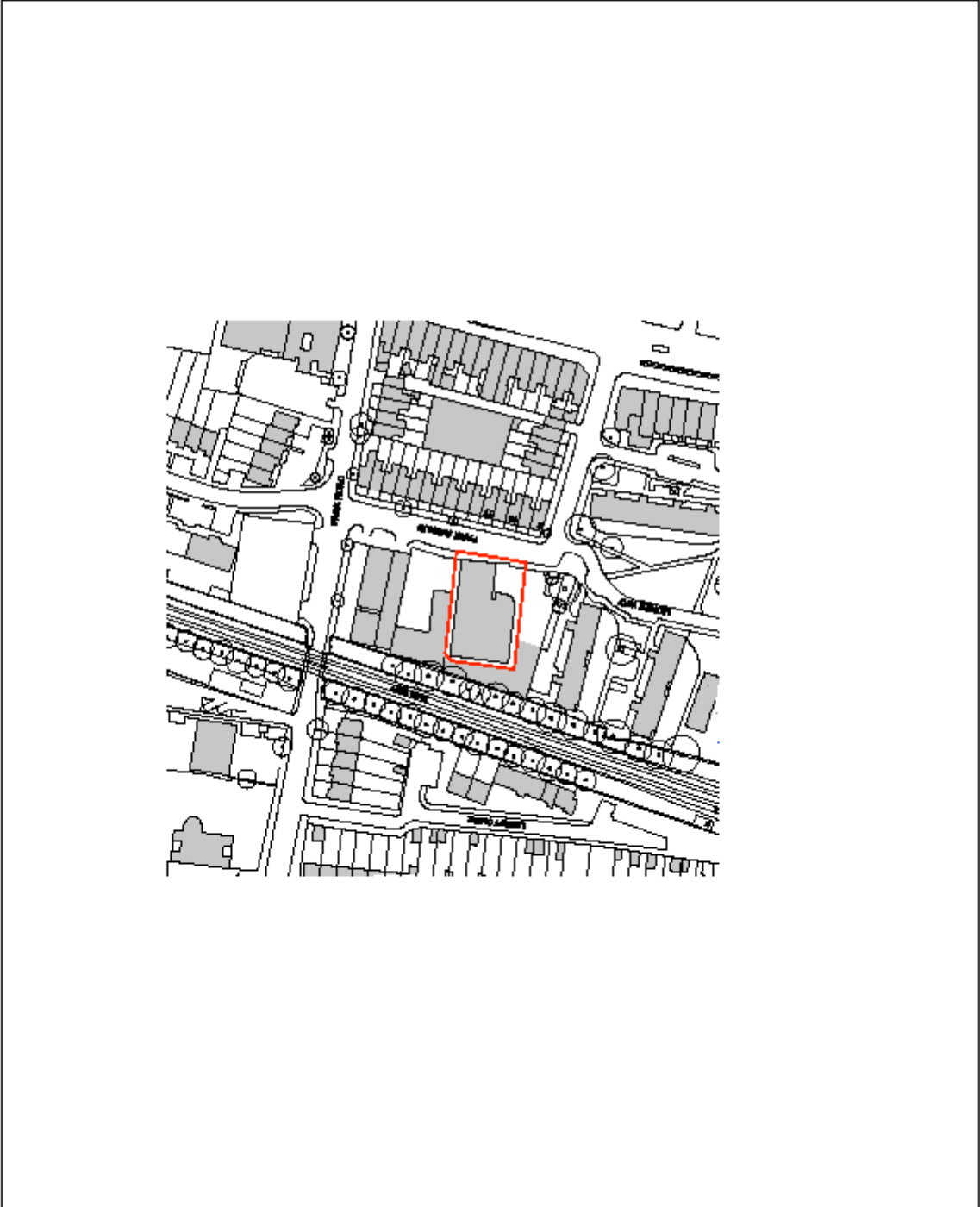
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Client Ref	PHH-0010
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Project Type	PHH-0010
Project Status	PHH-0010

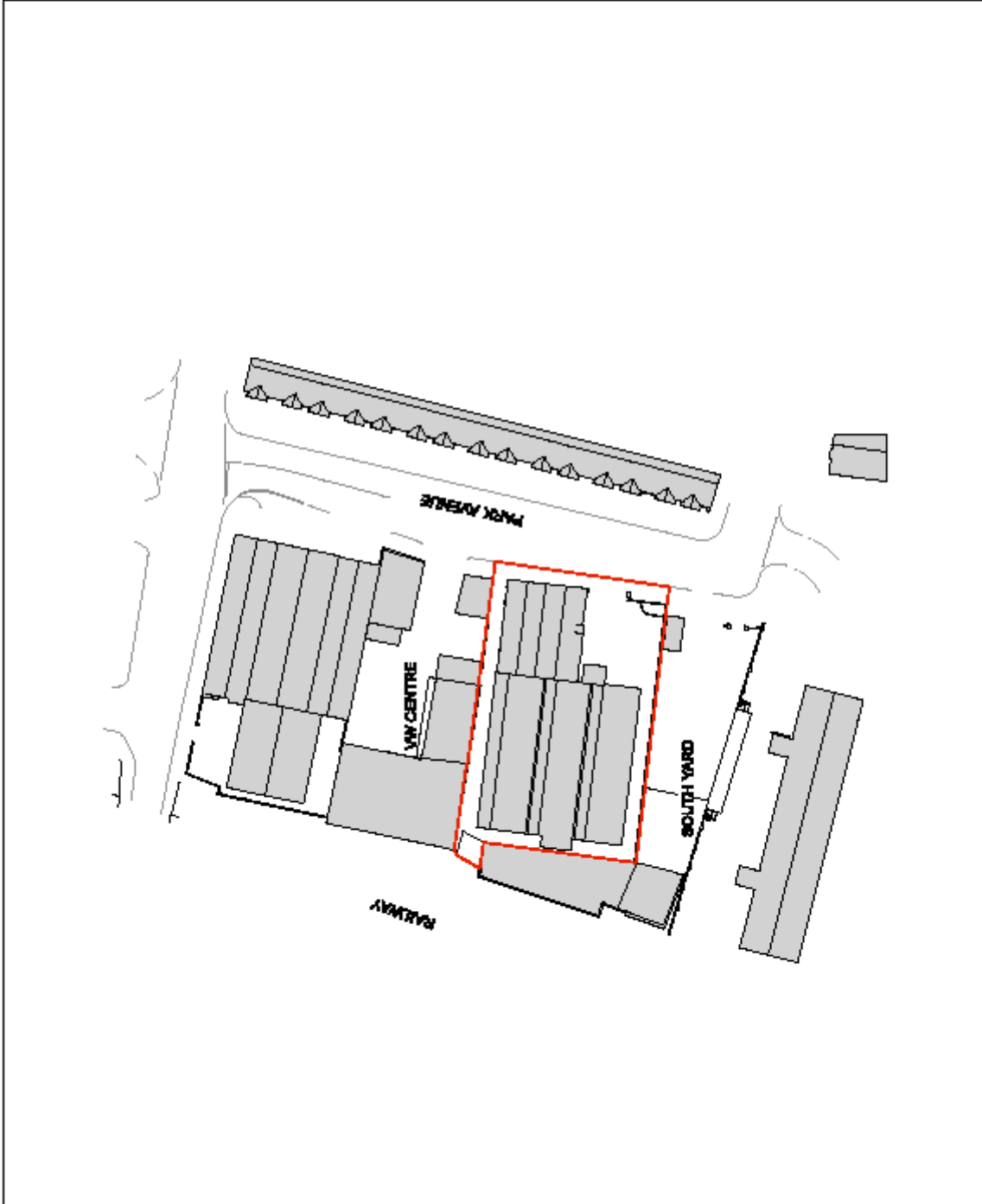
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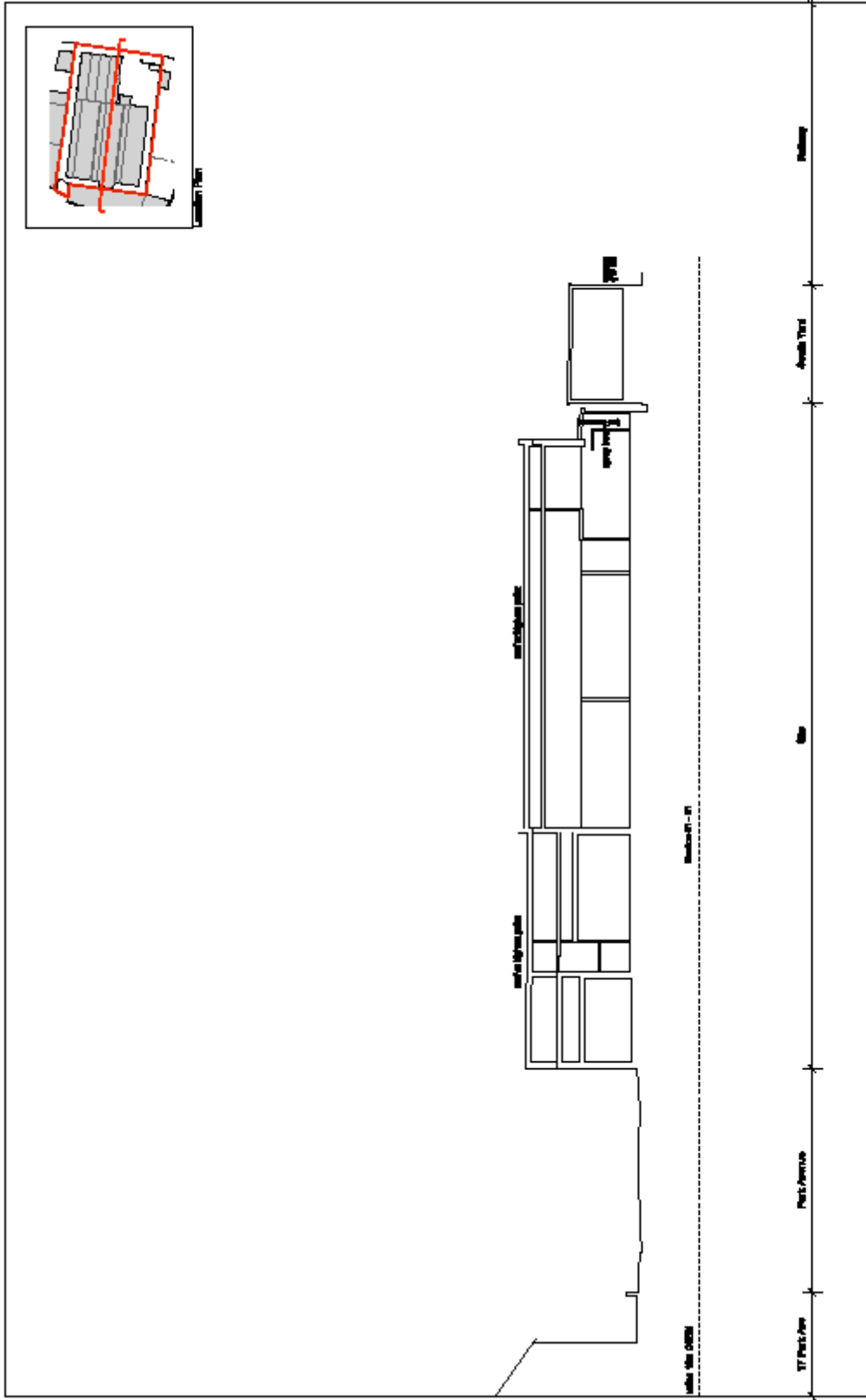
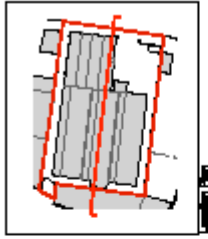


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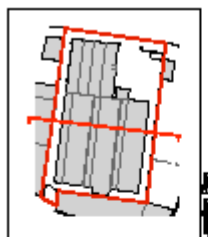
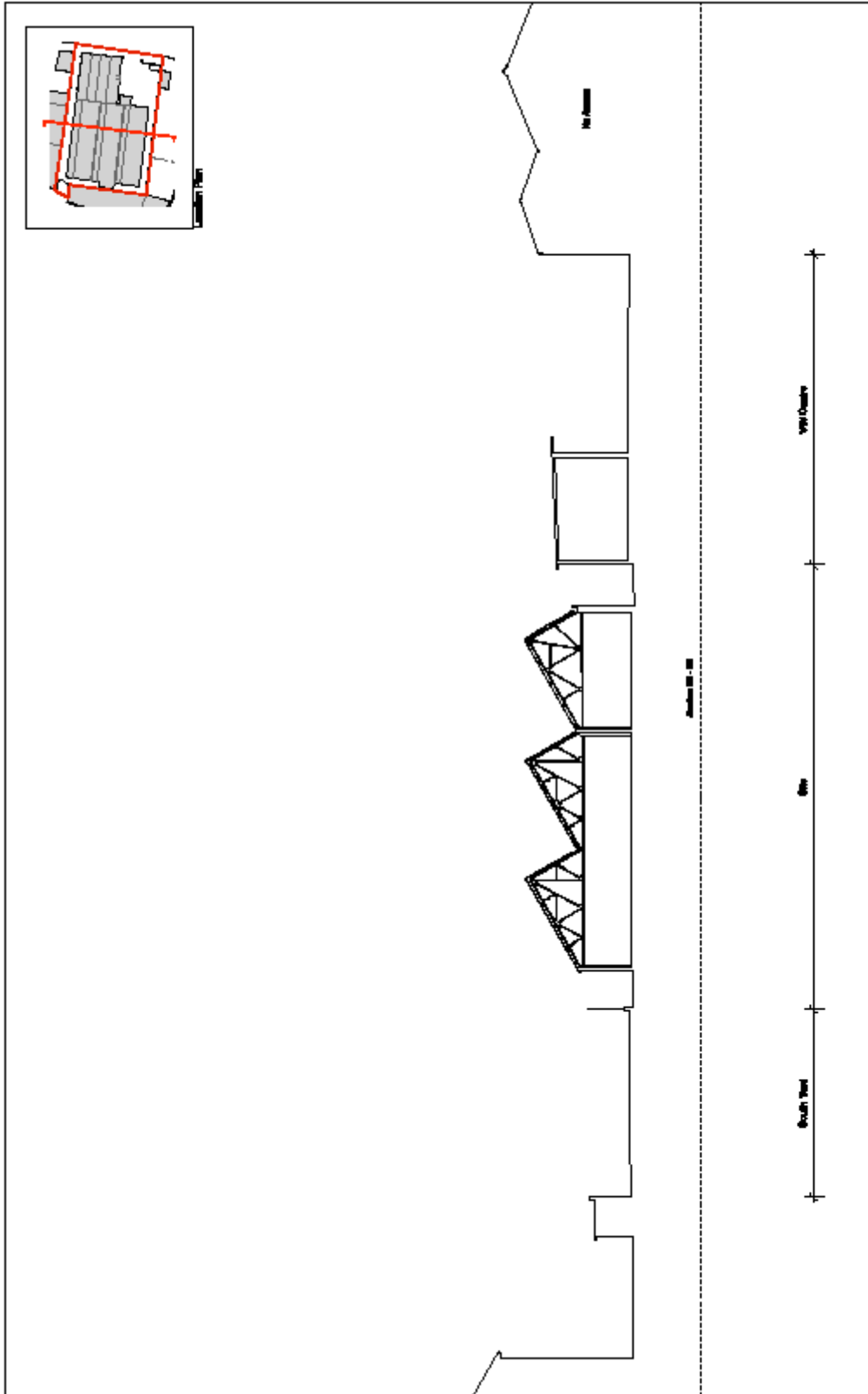
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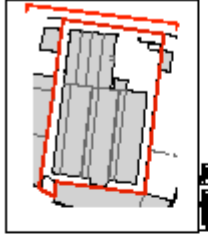


TF Park Ave Park Avenue South Third Polkway

<p>PHH+</p> <p>PHH+ Architecture 14 East 27th Street Brooklyn, NY 11218 Tel: 718.763.1866 www.phhplus.com</p>		<p>Project 14 East 27th Street Brooklyn, NY 11218</p>		<p>Client The Ecology House 27 Park Avenue NYC, NY 10017</p>		<p>Architect PHH+ 2018</p>		<p>Phase Planning</p>	
<p>Project 14 East 27th Street Brooklyn, NY 11218</p>		<p>Client The Ecology House 27 Park Avenue NYC, NY 10017</p>		<p>Architect PHH+ 2018</p>		<p>Phase Planning</p>		<p>Date April 2018</p>	



<p>PHH+</p> <p>PHH+ Architecture 2100 74th St. NW Seattle, WA 98147 Tel: 206.467.1111 www.phhplus.com</p>	<p>Project</p> <p>PHH+ 2018 The Ecology House 1011 24th St. NW</p>	<p>Client</p> <p>PHH+ 2018 The Ecology House 1011 24th St. NW</p>	<p>Architect</p> <p>PHH+ 2018 The Ecology House 1011 24th St. NW</p>	<p>Scale</p> <p>1/8" = 1'-0"</p>	<p>Date</p> <p>Apr 2018</p>
	<p>PHH+</p> <p>PHH+ Architecture 2100 74th St. NW Seattle, WA 98147 Tel: 206.467.1111 www.phhplus.com</p>		<p>Project</p> <p>PHH+ 2018 The Ecology House 1011 24th St. NW</p>		<p>Scale</p> <p>1/8" = 1'-0"</p>
<p>PHH+</p>					



See Site # 0208

See Section # 01-02

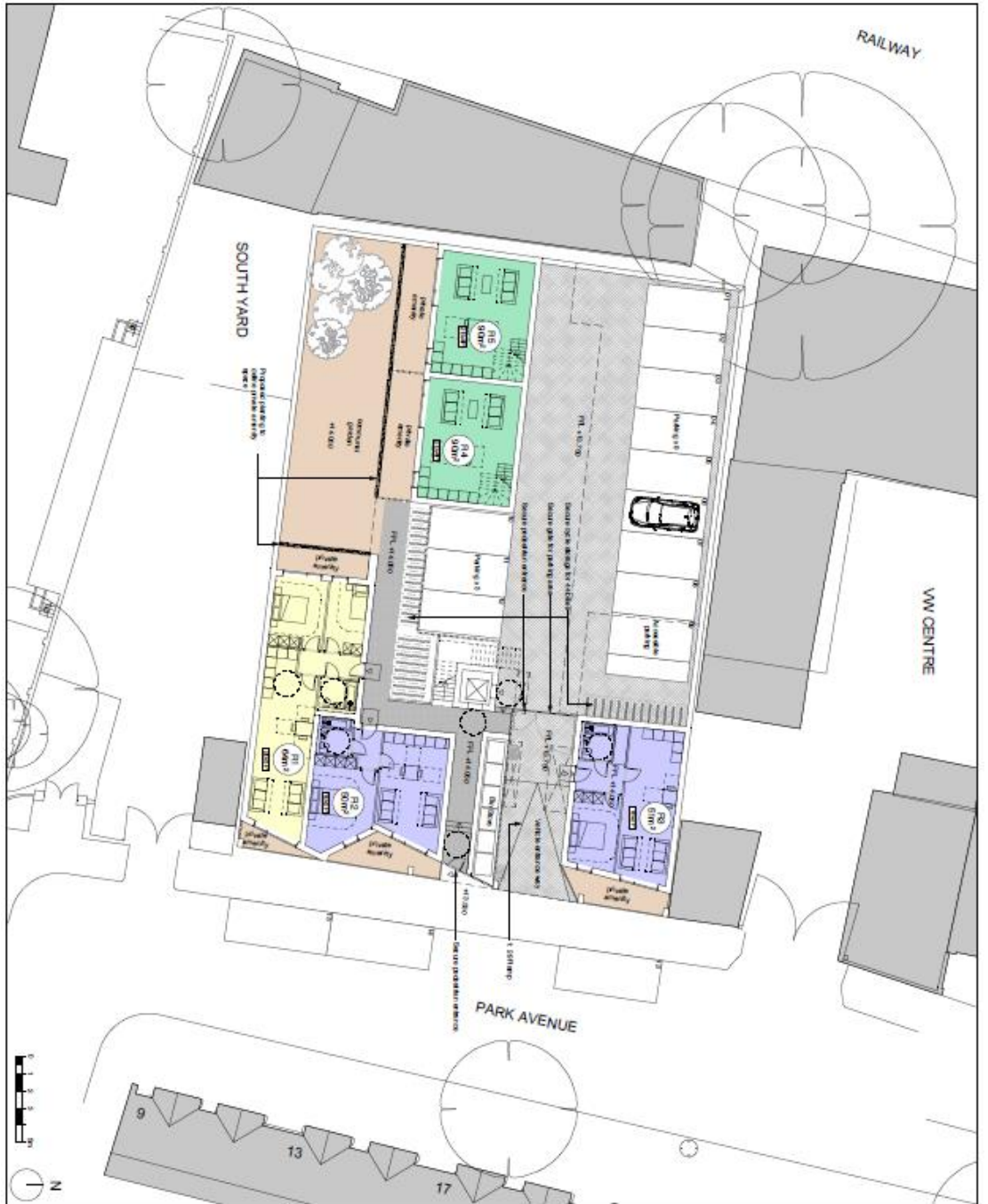


NOTICE: This is a preliminary drawing. It is not intended for construction. It is subject to change without notice. The client is responsible for obtaining all necessary permits and approvals. The architect is not responsible for any errors or omissions.

pht+

ARCHITECT
 94 Elm Street
 3rd Floor
 Boston, MA 02102
 Tel: 617.251.1111
 Fax: 617.251.1112
 www.phtarchitect.com

Project: Building Main Residence
Location: 307-000
Owner: BT
County: MA
Scale: 1/8" = 1'-0"
Date: Apr 2018
Status: PLANNING



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Drawings:
 A. SITE PLAN
 B. FLOOR PLANS
 C. SECTION
 D. ELEVATIONS
 E. EXTERIOR FINISHES
 F. INTERIOR FINISHES
 G. SCHEDULES
 H. SPECIFICATIONS

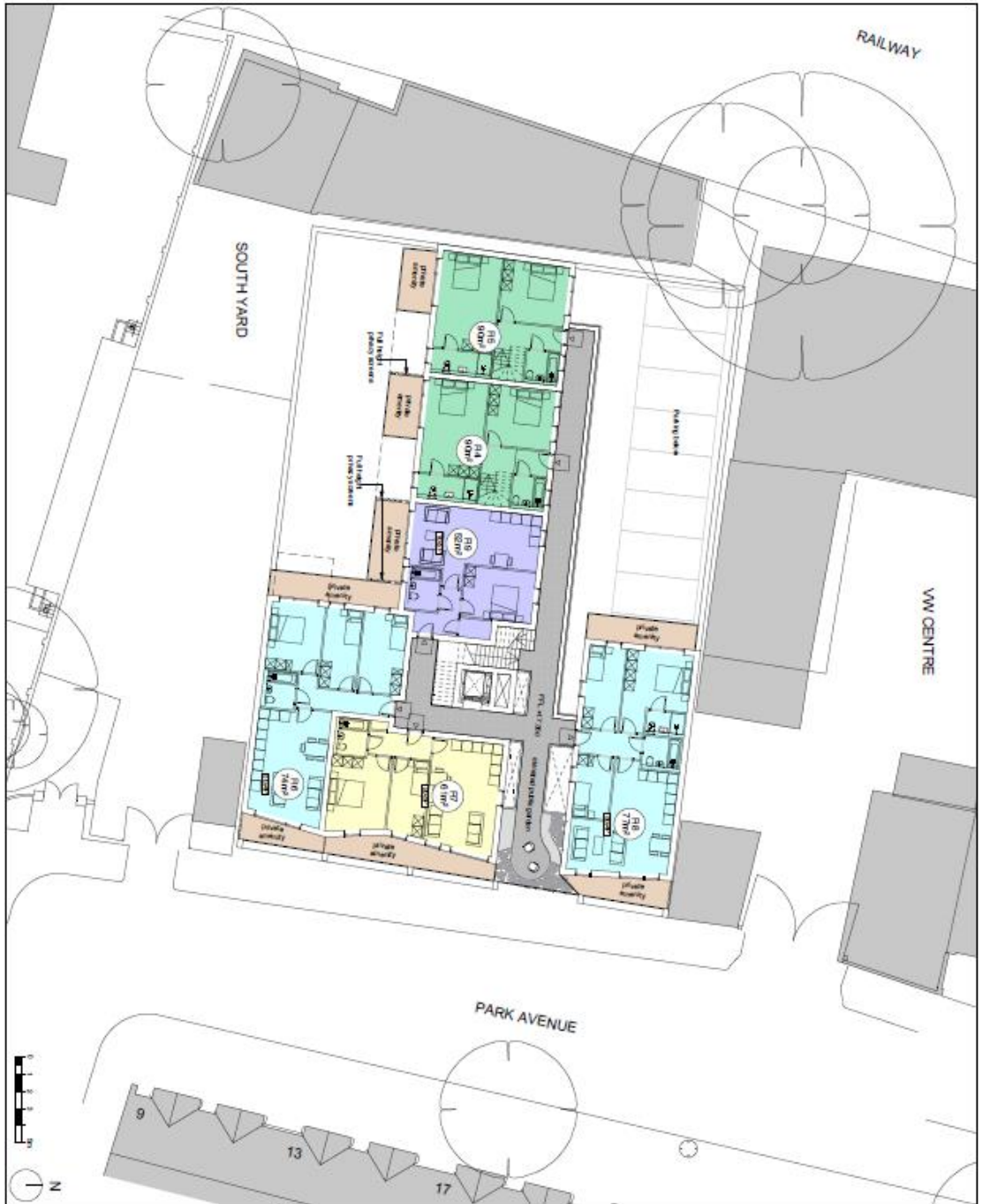
PHH+
 Alison Mills
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 18 East Tenth Street
 Denver, CO 80202
 E: 303.733.1965
 F: 303.733.1966
 W: www.phharchitects.com

Project:
 The Factory House
 17 Park Avenue
 N. DENVER

Drawn:
 Christopher G. A.
 Ground Floor Plan

Scale:	1:200	Date:	Apr 2008
Architect:	PHH+007	Drawn by:	CGA
Client:	ST	Checked by:	JJA

PHH+
 PLANNING



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Author: PHH+ Architects
 Designer: PHH+ Architects
 Date: 17/04/2016

PHH+

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Project	The Factory House 57 Park Avenue N10 2EN	
Client	Proposed/DA The Floor Plan	
Scale	1:200	Date: Apr 2016
Author	PHH+07	Designer: TM
Checker	JA	Date: 07/02/16
Project	PLANNING	



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<p>PHH+</p> <p>Alison Mills 3rd Floor 18 Essex Road, London E1 6BN t: 020 7633 1065 e: mail@phharchitects.com w: www.phharchitects.com</p>	
<p>Project: The Station House 27 Park Avenue W1B 5EN</p>	
<p>Drawn: Proposed/CA Second floor plan</p>	
Date:	Date:
1.200	Apr 2016
Author: phh-307	Designer: Tim B
Checker: MC	Checker: AB
<p>Scale: PLANNING</p>	



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Project:
 1. Essex St, Purley, London, UK
 2. Essex St, London, UK
 3. Essex St, London, UK
 4. Essex St, London, UK
 5. Essex St, London, UK

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 18 Essex Street, London, EC2A 4DU, UK
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 e: mail@phhplus.com
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Project:
 The Factory Square
 21, Park Avenue
 N1 2RN

Drawn:
 P. Rogers/G.A.
 11/07/2016

Issue No	Date
1/20	Apr 2016
Author	Designer
PHH+07	PHH+07
SR	JA
PLANNING	



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- Drawings:
- A. SITE PLAN
 - B. SITE PLAN
 - C. SITE PLAN
 - D. SITE PLAN
 - E. SITE PLAN
 - F. SITE PLAN
 - G. SITE PLAN
 - H. SITE PLAN
 - I. SITE PLAN
 - J. SITE PLAN
 - K. SITE PLAN
 - L. SITE PLAN
 - M. SITE PLAN
 - N. SITE PLAN
 - O. SITE PLAN
 - P. SITE PLAN
 - Q. SITE PLAN
 - R. SITE PLAN
 - S. SITE PLAN
 - T. SITE PLAN
 - U. SITE PLAN
 - V. SITE PLAN
 - W. SITE PLAN
 - X. SITE PLAN
 - Y. SITE PLAN
 - Z. SITE PLAN

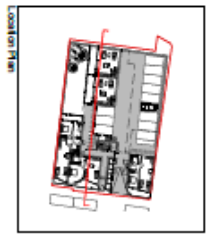
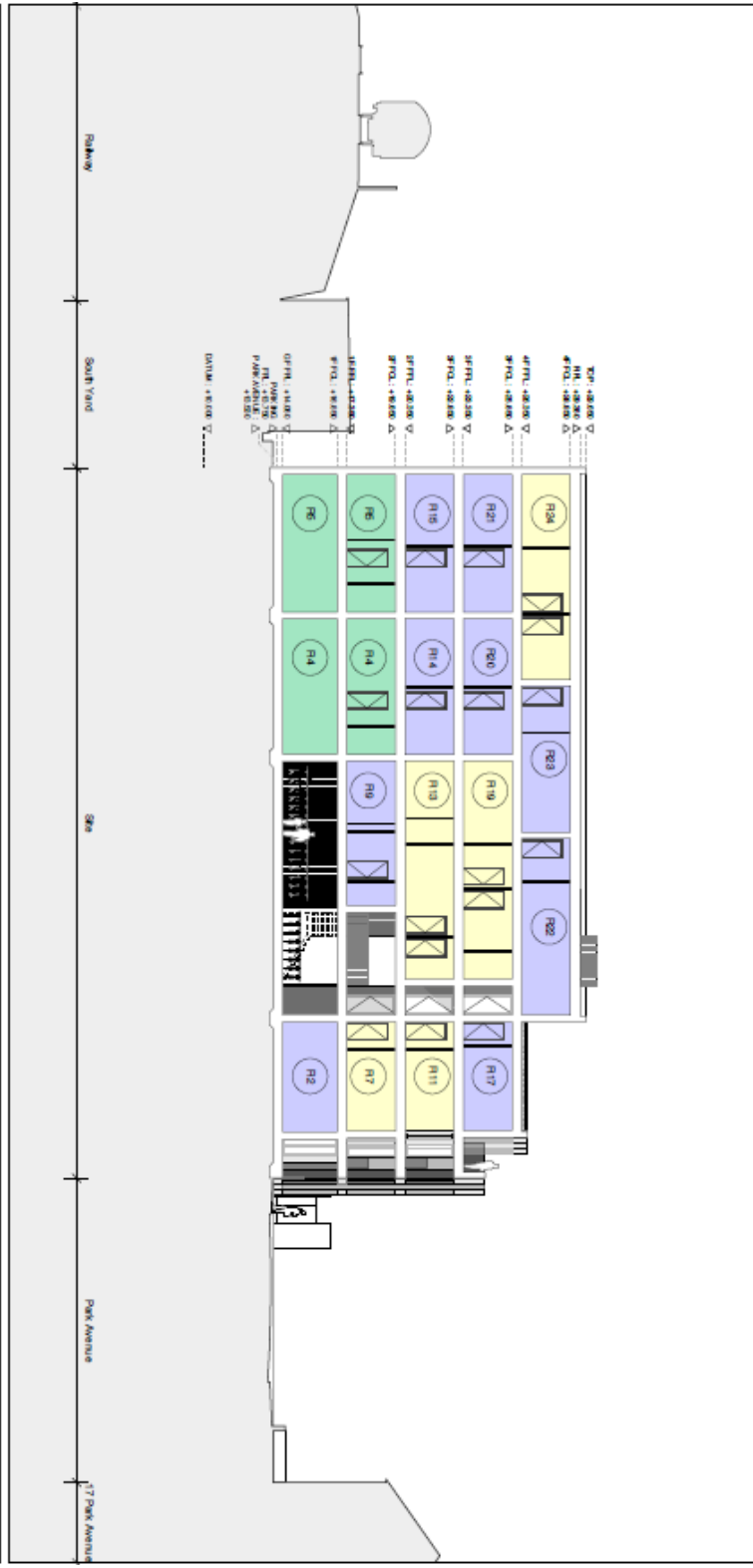
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 www.phippsarchitects.com

PHIPPS

Project		The Factory House	
Address		18 East Tenter Street Etobicoke, ON M9B 1K7	
Client		Poppendale Poppendale/CA Foster/Scott/Fin	
Scale	Date	Scale	Date
1:200	Apr 2016		
Architect	Designer	Drawn by	Checked by
PHIPPS	PHIPPS	JA	JA
ST	JA		

PLANNING

- KEY:**
1. Stock shower pan in shower pan
 2. Stock shower pan with alternating bonding
 3. PVC shower pan
 4. Fiberglass glass tub/shower
 5. Full height metal privacy screen
 6. PVC shower pan window
 7. PVC mesh shower pan with integrated glass blocks



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PHH+ 18 Esart Street 3rd Floor The Factory House 575-21st Street N8B 2J4H
 Tel: (507) 761-1966
 Email: info@phhplus.com
 Web: www.phhplus.com

- KEY:**
1. Stock aluminium window board
 2. Stock aluminium window boarding
 3. PVC double glazed balcony
 4. Frameless glass balustrade
 5. Full height metal privacy screen
 6. PVC aluminium window
 7. PVC metal balustrade with integrated glass doors



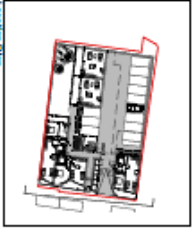
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<p>Revision</p> <p>A 02/16 Planning Application submitted</p> <p>B 07/16 Architectural drawings for consent</p>	<p>Author</p> <p>PHH Architects Ltd</p> <p>18 East Tower Street S7 7PA www.phharchitects.com</p>	<p>Project</p> <p>PHH07 The Embassy House 57 Park Avenue M16 2JH</p>	<p>Drawing No.</p> <p>507-0301</p> <p>Client</p> <p>HT</p> <p>Contract</p> <p>JA</p>	<p>Title</p> <p>B</p>
<p>Scale</p> <p>1:200</p>	<p>Date</p> <p>Apr 2016</p>	<p>Stage</p> <p>PLANNING</p>		

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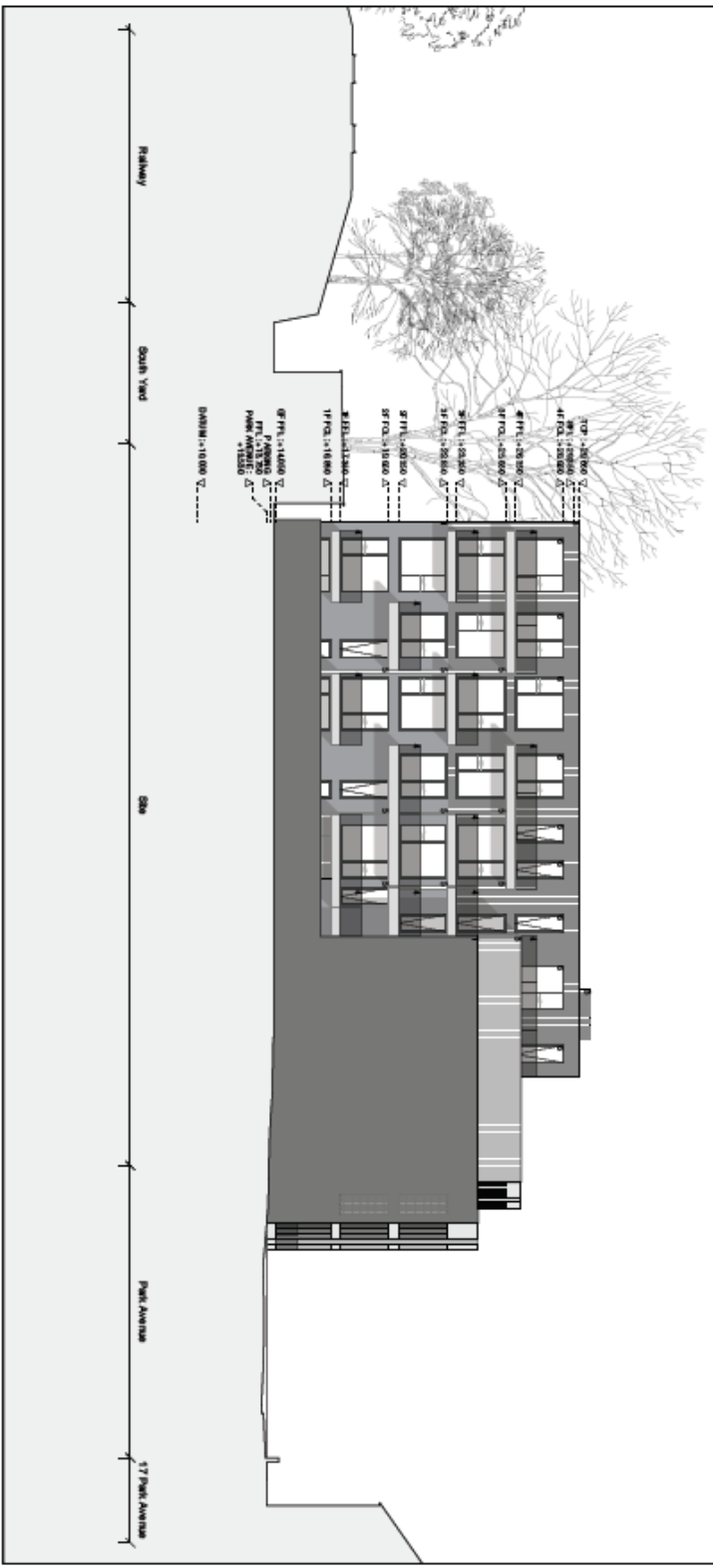
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w: www.phharchitects.com

- KEY:**
1. Stock aluminum window board
 2. PVC window with aluminum boarding
 3. PVC window with aluminum boarding
 4. Framless glass balustrade
 5. Full height metal privacy screen
 6. PVC aluminum window
 7. PVC metal balustrade with integrated glass doors



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	<p>PHH 18 East Tenter Street The Factory House 5-7 Park Avenue 188 2041</p>	<p>PHH 18 East Tenter Street The Factory House 5-7 Park Avenue 188 2041</p>	<p>PHH 18 East Tenter Street The Factory House 5-7 Park Avenue 188 2041</p>	<p>PHH 18 East Tenter Street The Factory House 5-7 Park Avenue 188 2041</p>	<p>PHH 18 East Tenter Street The Factory House 5-7 Park Avenue 188 2041</p>	<p>PHH 18 East Tenter Street The Factory House 5-7 Park Avenue 188 2041</p>

- KEY:**
1. Steel sidewalk in weather band
 2. Steel sidewalk with stainless bonding
 3. PVC drainage
 4. 1/2" precast concrete base
 5. 1/2" height metal privacy screen
 6. PVC aluminum window
 7. PVC metal balustrade with integrated glass panels



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