

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 20th December 2016

Report of
Assistant Director - Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Kevin Tohill
Ray Reilly

Ward: Jubilee

Application Number: 16/00295/FUL

Category: Dwellings

LOCATION: Garages Land Adjacent 28 Turin Road, London, N9 8BT

PROPOSAL: Redevelopment of site and erection of 2 x 3 bed single family dwellings with rooms in roof and garages to side.

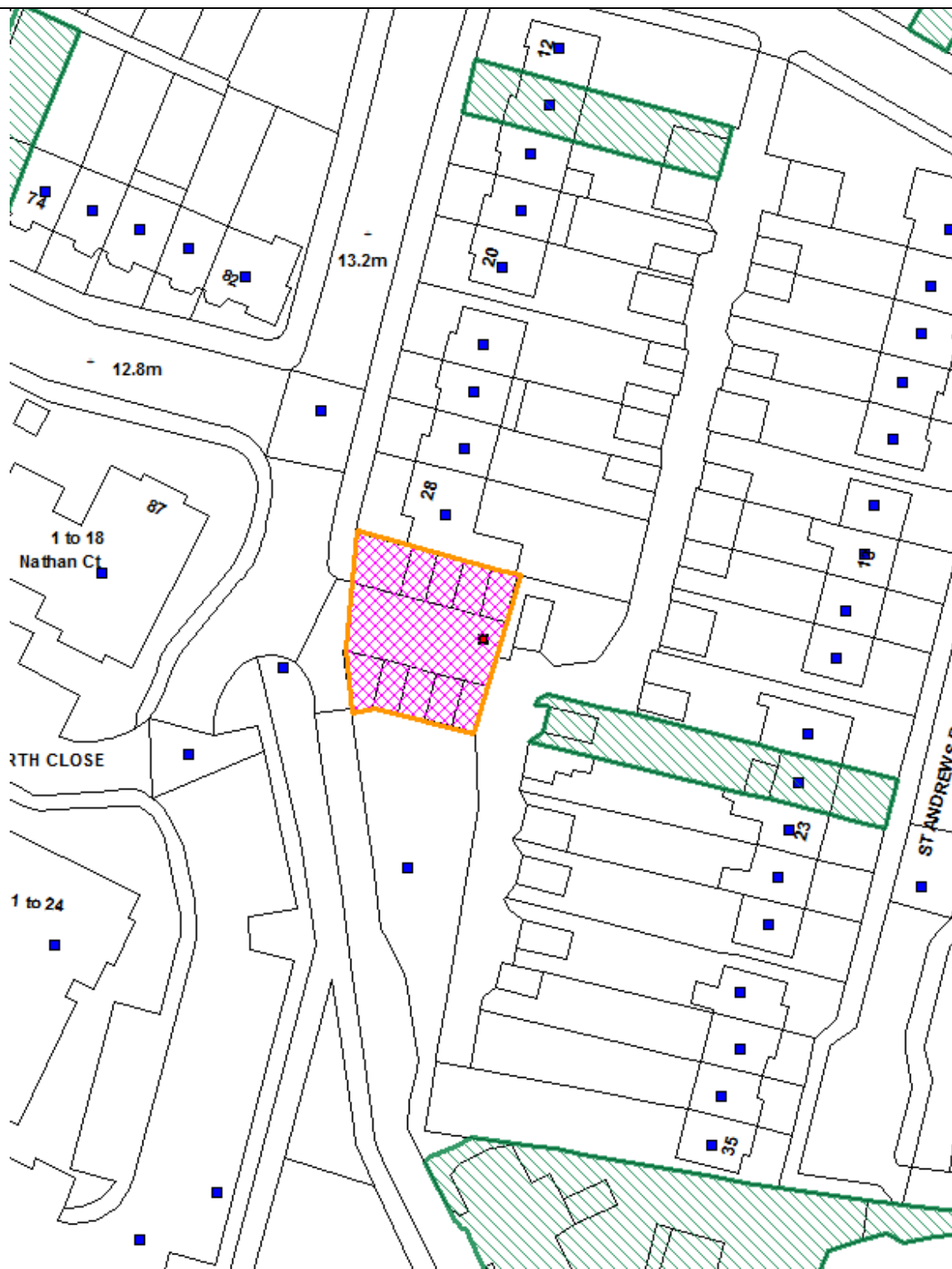
Applicant Name & Address:
Mr Souleyman Bouke
Acropolis Design Studio

Agent Name & Address:
Mr Souleyman Bouke
Acropolis Design Studio

RECOMMENDATION:

That the Planning Decisions Manager / Head of Development Management be authorised to **GRANT** outline planning permission subject to conditions.

Ref: 16/00295/FUL LOCATION: Garages, Turin Road, London, N9 8BT



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Scale 1:625

North



1.0 Site and Surroundings

- 1.1 The subject site is known as garages/ Land Adjacent 28 Turin Road. The site comprises two single storey buildings that are each broken up into 4 storage garages (8 in total), that are accessed directly off Turin Road. The site has an area of approximately 250 sqm, and is flat lying. It is located on the eastern side of the street, just south of the junction with Causeyware Road and opposite the entrance to Granary Close and the site is located just north of the north of the entrance to the Nightingale Academy.
- 1.2 With the exception of the Nightingale Academy the surrounding area is predominantly residential made up of terraced houses with Granary Close opposite a residential development consisting of 3 storey residential blocks.
- 1.3 The site is not in a Conservation Area and is not a Listed Building. There are school keep clear marking on street to protect the entrance to the Nightingale Academy to the immediate south of the site.
- 1.4 This application is brought before the planning committee because the applicant is a relative of Councillor Ulus.

2.0 Relevant History

- 2.1 The recent planning history on the site is referred to as below in chronological order.
- 2.2 14/00032/PREAPP: Proposed demolition of the existing garages and erection of 2 x 2-storey 3-bed semi-detached houses. **Pre-Application Advice Given July 2014.**
- 2.3 14/03820/FUL: Erection of 2-storey block of 6 flats (comprising 2x3, 2x2, 2x1) involving rooms in roof, front and rear dormers. **This application was refused on 12th March 2015.**
- 2.4 15/04774/PREAPP: Proposed demolition of garages and erection of 3 x 3-bed terraced houses. **Pre-Application Advice given December 2015.**

3.0 Proposal

- 3.1 The application proposes the demolition of the existing garages, clearing of the site and the construction of 2x3 bed storey semi-detached houses with side garages, accommodation in the roof, rear dormers and front rooflights and front and rear garden spaces.
- 3.2 The two houses inclusive of the garages would be the full width of the site at approximately 16.5m with the two storey element approximately 10.5m wide set 3m from either adjoining boundary by the side garages. The houses are proposed in a design form to match in with the other original houses on the street, the main exception being the gable end roofs as opposed to the hipped roof on many end of terrace houses on the street. The houses are proposed in similar materials to other houses on street with a similar fenestration pattern.

- 3.3 Each house would have parking via the proposed side garage with bins located in a bin store to the front. Each house would be provided with a front and rear garden.

4.0 Consultations

4.1 Public

- 4.1.1 Consultation letters were sent to 49 neighbouring properties which expired on 18th of June. There were no objections received.

4.2 Internal

- 4.2.1 Traffic and Transportation – There have been no comments received.

5.0 Relevant Policies

5.1 London Plan

- Policy 3.3 - Increasing housing supply
- Policy 3.4 - Optimising housing potential
- Policy 3.5 - Quality and design of housing development
- Policy 3.8 - Housing choice
- Policy 3.9 - Mixed and balanced communities
- Policy 3.10 - Definition of affordable housing
- 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 5.13 - Sustainable drainage
- Policy 5.14 - Water quality and wastewater infrastructure
- Policy 5.15 - Water use and supplies
- Policy 6.13 - Parking
- Policy 7.1 - Building London's neighbours and communities
- Policy 7.2 - An inclusive environment
- Policy 7.4 - Local character
- Policy 7.6 - Architecture

5.2 Core Strategy

- CP2 - Managing the supply and location of new housing
- CP4 - Housing Quality
- CP5 - Housing Types
- CP6 - Meeting Particular Housing Needs
- CP8 - Education
- CP9 - Supporting Community Cohesion
- CP20 - Sustainable Energy use and Energy Infrastructure
- CP21 - Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
- CP30 - Maintaining and Improving the Quality of the Built and Open Environment
- CP46 - Infrastructure Contributions

5.3 Development Management Document

- DMD2 - Affordable Housing on Sites of less than 10 units
- DMD3 - Providing a Mix of Different Sized Homes

DMD6 - Residential Character
DMD8 - General Standards for New Residential Development
DMD9 - Amenity Space
DMD37 - Achieving High Quality and Design-Led Development
DMD38 - Design Process
DMD45 - Parking Standards and Layout
DMD49 - Sustainable Design and Construction Statements

Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
London Housing SPG
S106 SPD

6.0 Analysis

6.1 The main issues of consideration are the following:

- Principle of the redevelopment
- Design and Character
- Neighbouring Amenity.
- Standard of Accommodation
- Private Amenity Space
- Highways Issues
- Refuse requirements
- S106 Requirements

6.2 Principle of the re-development

6.2.1 The proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and Core Policy 2 of the Local Development Framework insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets. However, this position must be appraised in relation to other material considerations including: achieving an appropriate residential mix in keeping with the character of the area; adequate internal floor space and layout; servicing; parking provision and residential amenity.

6.2.2 Officers have assessed the proposal in relation to the above policies and following a site visit overall it is considered that the principle of the development is acceptable. It is recognised that the application would result in the loss of the 8 garages on the site, however from inspection on street the site appears to have been closed up and underused for a significant period of time. In addition the garage buildings are in a relatively poor state of disrepair.

6.2.3 It is acknowledged that the garages would have provided for a car parking and storage function, however due to their relatively small size it is considered they have principally been used for a storage function in recent years. Therefore it is not considered that their loss would result in a sudden rise knock on impact to on street parking availability. In addition due regard should be given to the fact that the application proposes to redevelop and overall improve the appearance of the site whilst providing 2 x3 bed decent family houses with usable rear gardens and parking. Overall this is considered a more practical and functional

use of the site and as a result the principle of the development should be encouraged.

6.3 Scale and Density

- 6.3.1 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.
- 6.3.2 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. From assessing the plans it is considered a total of 8 habitable rooms would be provided on the site which is of 0.0250 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 2 in a suburban location, an overall density of between 150-250/ha may be acceptable. Upon calculating the density of the proposed development against this density matrix, based on habitable rooms per hectare this development would equate to 320 hr/ha.
- 6.3.3 Therefore these results show that from a density perspective this proposal would result in a density in excess of the guidance outlined in the London Plan. However due regard should be given to the fact that this would only be a numerical assessment and a judgement must be made as to how the development sits within the character of the area. In this case the application proposes 2x3 bed family houses that are of a similar scale and size to other houses on the street and on balance from the perspective of scale it is considered the proposal sits acceptably on the site and within the streetscene.

6.4 Design, Scale and Character

- 6.4.1 Policy DMD 37 aims to ensure that high standards of design are taken into consideration, with reference to the boundary treatment of the property, the use of materials and the proposals siting, layout, alignment, spacing, height, bulk and massing. In addition Policy 7.4 of the London Plan and DMD 6 states that developments should have regard to the form, function and structure of an area and the scale mass and orientation of surrounding buildings. In addition new policies in the DMD namely 11, 13 and 14 provide specific guidance in relation to impact of development with regard to design and neighbours amenity.
- 6.4.2 As has been referred to earlier in the report, the application proposes the demolition of the existing garages, clearing of the site and the construction of 2x3 bed 2 storey semi-detached houses with side garages, accommodation in the roof, rear dormers and front rooflights and front and rear garden spaces. The two houses inclusive of the garages would be the full width of the site at approximately 16.5m with the two storey element approximately 10.5m wide set 3m from either adjoining boundary by the side garages. The houses are proposed in a design form to match in with the other original houses on the street, the main exception being the gable end roofs as opposed to the hipped roof on many end of terrace houses on the street. The houses are proposed in similar materials to other houses on street with a similar fenestration pattern.

6.4.3 Having assessed the proposed plans and following a site assessment from the perspective of design and character it is considered the proposed application is acceptable. The proposed semi-detached pair of houses would retain and respect the existing building line of the adjoining terrace on Turin Road. It is recognised that the 2 houses inclusive of the side garages would encompass the entire width and frontage of the site. However it is acknowledged that both garages on either side are only single storey with the 2nd storey main section of the houses set in 3m from either side boundary. This including the set back from the public highway frontage would create an element of spaciousness and counteract a terracing impact with Number 28 adjacent. In addition the two storey element would be set in from the new car park within the Nightingale Academy to the immediate south which is also separated from the side boundary of the site by a grass verge surrounding the car park

6.4.4 It is considered that the houses whilst of a relatively traditional design are in keeping with the original houses on Turin Road. They are proposed with a render finish and fenestration to match the context of the houses on the street. It is acknowledged that proposed roof design is a gable end with rear dormers which is a contrast and contrary to the traditional hipped roofs on the street. However this design has been proposed to maximise the use of the roofspace and also to adhere to current National internal space standards which are much higher than the original 1930's houses on the street. However as referred to earlier the proposed pair of houses would be detached from the side boundaries of the site at first floor level, therefore there would be an element of space especially in relation to Number 28. Taking this relationship into account and the fact that site is detached it is considered that a varied gable roof design in this instance is acceptable as a new build roof form having regard to DMD13 and 37. In addition to the gable end roof forms the proposed rear dormer roof extensions on the rear elevation are proportionate to the roofs and considered acceptable and compliant with DMD13 and DMD 37 also.

6.4.5 Overall taking all factors into consideration, from the perspective of design, character and visual amenity it is considered the proposed development is acceptable.

6.5 Neighbouring Amenity

6.5.1 From the perspective of neighbouring amenity the main property to assess the proposal against is Number 28 next door. All other properties are sufficiently removed from the development to not be affected. The rear elevation of the proposed houses would be separated by a distance of approximately 30m from the rear elevation of the houses on the adjoining street St Andrew's Road which is sufficient separation distance having regard to DMD10. In addition the rear boundary of the proposed site is also separated by a communal rear private access road which will also help with overlooking into the rear end of the gardens of the houses on St Andrew's Road.

6.5.2 With regard to Number 28 officers have assessed the proposed plans and following carrying out a site visit are satisfied that the proposed scheme would not create an impact onto that property. The proposed side garage would flank up against a blank flank side elevation wall. In addition at first floor level

there are no side elevation windows on Number 28 that would be impacted by the proposed development. The proposed houses would form a common alignment with the original rear elevation of Number 28 therefore the scheme is compliant with DMD11. Due regard should also be given to the fact that Number 28 has recently carried out a 2 storey side and rear extension, wherein the first floor rear extension as built would project approximately 3 metres beyond the rear wall of the proposed development at first floor level. Therefore at first floor level the proposed scheme would have no impact onto Number 28.

- 6.5.3 In conclusion the proposed scheme has an acceptable impact onto the amenity of the occupiers of Number 28 Turin Road. In addition on the opposite south side boundary the proposed house would only flank up against the grounds and car park for the Nightingale Academy wherein no amenity impacts would be created. The issue of the boundary treatment including its appearance will be reserved via a planning condition.

6.6 Standard of Accommodation and Private Amenity

- 6.6.1 As aforementioned the application proposes 2x3 houses with accommodation in the roof. With regards to National Space Standards 3 bed dwellings over 3 levels should be 90sqm. The proposed houses excluding the garages are 95sqm and 110sqm inclusive of the garages. In addition all of the proposed individual rooms are of an acceptable standard internally and sufficient floor to ceiling heights can be achieved. In addition both houses would be dual aspect and overall it is considered the houses would provide for good standards of living accommodation.

- 6.6.2 From the perspective of garden space and private amenity the rear gardens although shallow at approximately 5m deep are 8m wide and overall would provide usable rear garden areas for each house of approximately 40 sqm which is compliant with DMD9.

- 6.6.3 In conclusion the standard of accommodation proposed is acceptable having regard to National, London and relevant borough planning policies.

6.7 Traffic, Parking and Refuse

- 6.7.1 As referred to in section 6.2 of the report, it is recognised that the application would result in the loss of the 8 garages on the site, however from inspection on street the site appears to have been closed up and underused for a significant period of time. In addition the garage buildings are in a poor state of disrepair. It is acknowledged that the garages would have provided for a car parking and storage function, however due to their relatively small size it is considered they have principally been used for a storage function in recent years. Therefore, on balance it is not considered that their loss would result in a sudden impact to on street parking availability.

- 6.7.2 With regards to the proposed plans each house would be provided with one off street parking space via the proposed side garages and having assessed the plans overall it is considered that the garages would be of an acceptable and functional size to accommodate one car parking space. The PTAL of the site is 2 and for a 3 bedroom house it is considered that 1 parking each is an acceptable level of on street parking and it is not considered that two

additional houses would create such an noticeable impact to on street parking availability on street in the area to warrant refusal.

6.7.3 With regards to access the existing central crossover into the site will need to be stopped up and two new crossovers would need to be created one at either end of the frontage of the site. To the left hand side house, a new double crossover would need to be created combining the existing single crossover serving Number 28 next door. This would total 4.8m wide and therefore comply with the council's crossover policies. A second crossover would need to be created to serve the right hand side house. This would be located directly adjacent the entrance into the Nightingale Academy and there would be a need to relocate some on street sign and a telegraph pole. However having assessed the proposal on site there would be space on street to relocate these street signs and the Nightingale Academy sign could be repositioned on the grass verge beside adjacent the school entrance. It is considered that all of these issues could be dealt with via an Access- Street Works condition which has been recommended.

6.7.4 Both houses would be served by refuse bins in self-contained storage to the front of the site in the front garden areas which is considered acceptable in principle. Details of the refuse storage will be secured by planning condition. In addition there are no cycle parking spaces proposed, however there is space in the rear garden of each property to comfortably park bicycles. Details of this will be secured via condition.

6.7.5 Subject to these conditions it is considered the proposal is acceptable from a highway and transport perspective.

6.8 S106 contributions

6.8.1 The Council's local planning policy, as detailed in the S106 SPD (adopted November 2011) and policy DMD 2 of the Development Management Document (adopted 19th November 2014) requires contributions for Affordable Housing from all schemes of one unit upwards. The S106 SPD also requires contributions towards education on all developments, including those for a single dwelling, which increase pressure on school places.

6.8.2 On 11 May 2016, the Government won its appeal in the Court of Appeal against the High Court's quashing of the Written Ministerial Statement dated 28 November 2014. The Written Ministerial Statement exempted small scale development of 10 units (or less) from providing affordable housing and other 'tariff based' contributions under Section 106. Following the publication of the Court of Appeal judgement, Paragraph 31 of the National Planning Policy Guidance (NPPG) was reinstated.

6.8.3 This means that the change to national planning policy which initially came into force on 28 November 2014 now applies. Affordable housing (and other tariff-based contributions, such as those for education) are not payable on schemes where development delivers no more than 10 units and the site has a maximum gross floorspace of 1,000 square metres.

6.8.4 The Council has received legal advice and considered recent Planning Inspectorate decisions on appeal on this matter. It has concluded that, in general, it would be unwise to determine that DMD/S106 SPD policy would prevail above the national guidance in this regard. On this basis, the Council

will no longer pursue S106 contributions for education or affordable housing on small sites. This matter, and its impact, will be re-evaluated in the review of the Local Plan.

6.8.5 In the light of the Court of Appeal decision and reinstatement of paragraph 31 of the NPPG, affordable housing contributions will no longer be sought for developments of 10 units or less provided the combined gross floor area does not exceed 1,000 square metres.

6.8.6 The development proposed comprises 2 units with a floor area of 220 sq m and therefore no contribution is sought.

6.9 CIL

6.9.1 The application proposes a net gain of 122sqm whilst providing additional homes, therefore this 122sqm is CIL Liable.

This would work out as follows:

Mayors CIL: $122\text{sqm} \times \text{£}20 = \text{£}5500 \times 272/223 = \text{£}2,976.14$

Borough CIL: $122\text{sqm} \times \text{£}40 = \text{£} \times 272/274 = \text{£}4,844.37$.

7.0 **Conclusion**

7.1 Having regard to the above, it is considered that the proposed development is acceptable in principle. It would not have an adverse impact to the character and setting of the streetscene and surrounding area or to the visual and residential amenity of neighbouring properties. In addition it is considered the application would result in providing 2 additional decent family sized houses whilst making appropriate provisions for existing trees, private amenity and car parking in relation to the development.

8.0 **Recommendation**

That planning permission be GRANTED subject to planning conditions outlined as below:

1. C51 Time Limit

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.

2. C61 Approved Plans- Revised

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.

3. C07 Details of Materials

The development shall not commence until details of the external finishing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

4. C25 No Additional Fenestration

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

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

5. Details of Access/ Crossover

The development shall not commence until details of the proposed crossover, the stopping up of the existing access and any other highway alterations including positioning of the street signs, associated with the development have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved details before development is occupied or the use commences.

Reason: To ensure that the development complies with Development Management Document Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

6. Boundary Treatment and Landscaping

Prior to occupation of the development hereby details of a hard and soft landscaping scheme including details of boundary treatments around and within the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall also be in place prior to occupation of the development.

Reason: In the interest of visual and residential amenity

7. Cycle Parking

The development shall not commence until details of the siting, number and design of two long stay and two short stay 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 meet London Plan requirements.

8. Bins Enclosure

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.

9. Enclosure

The site shall be enclosed in accordance with the 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.

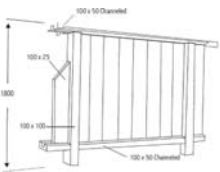
Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public.

10. Removal of Permitted Development rights

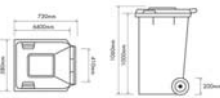
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order no development within Schedule 2, Part 1 Classes A, B, C, D or E of the Order shall be carried out to any of the houses or within their curtilage unless planning permission has first been granted by the Local Planning Authority.

Reason: To ensure that any potential extensions/ outbuildings do not unduly impact on the amenity of adjoining occupiers, the character and appearance of the development or unacceptably erode amenity space provision available to the properties.

DETAILS KEY



TIMBER FENCE



EURO BIN DETAIL



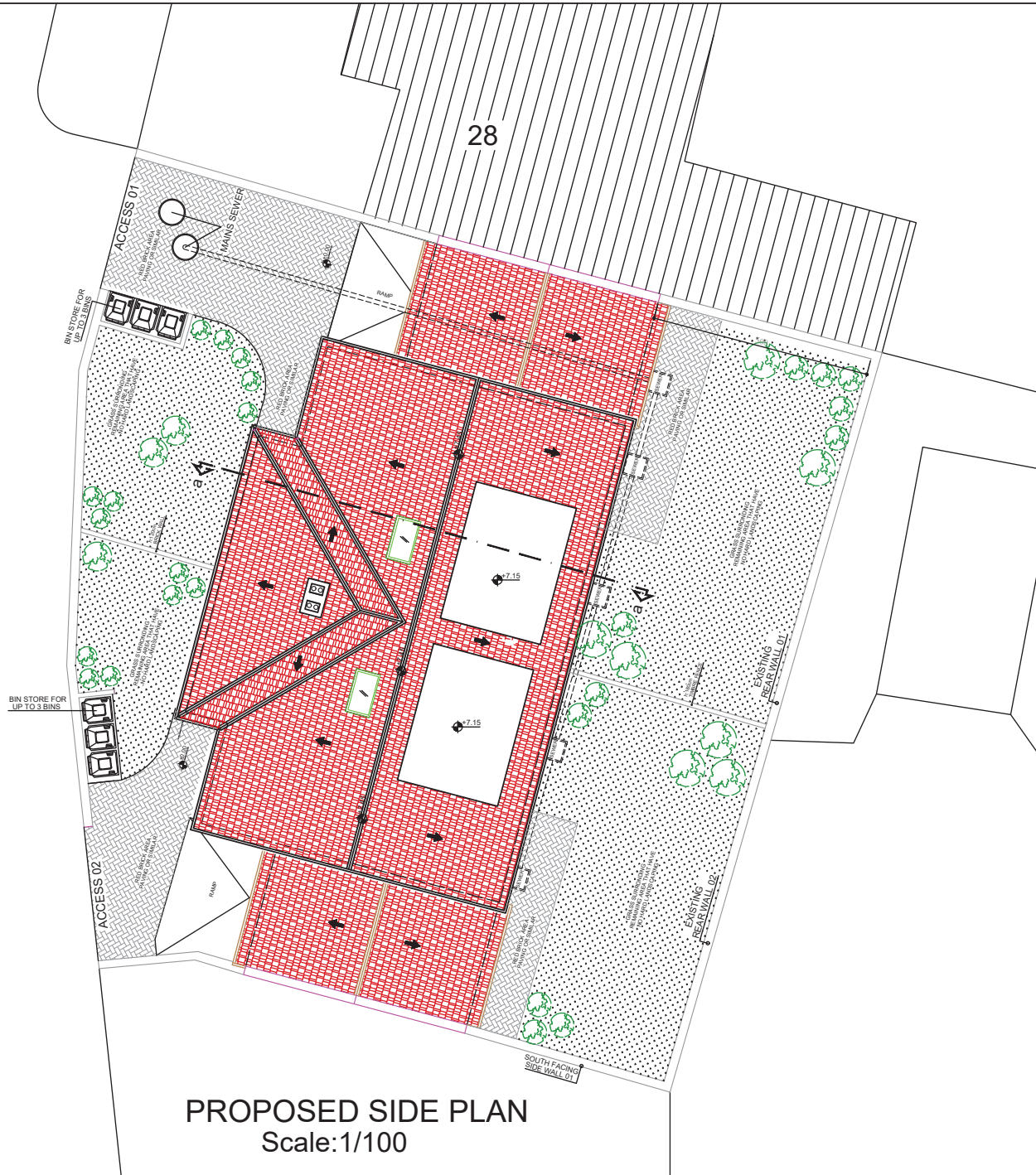
23lit DESKTOP FOOD WASTE BIN IN KITCHEN



RED BRICK PAVING



GRASS ROLLS



ACROPOLIS DESIGN STUDIO

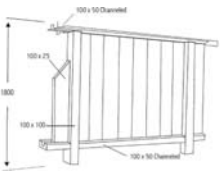
ADDRESS	185 ANGEL PLACE
POST CODE	N18 2UD
CITY	EDMONTON / LONDON
PHONE	(+44) 020 3397 2575
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E MAIL	designacropolis@gmail.com



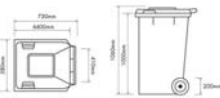
PROJECT DETAIL

ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	
REF NO:	16/00295/FULL	DATE:
SCALE:	1/100	JAN 2016
DRAWING BY	SOULEYMAN BOUKE	AUTOCAD
PHONE		2016
DRAWING TITLE	PROPOSED SIDE PLAN	A 01

DETAILS KEY



TIMBER FENCE



EURO BIN DETAIL



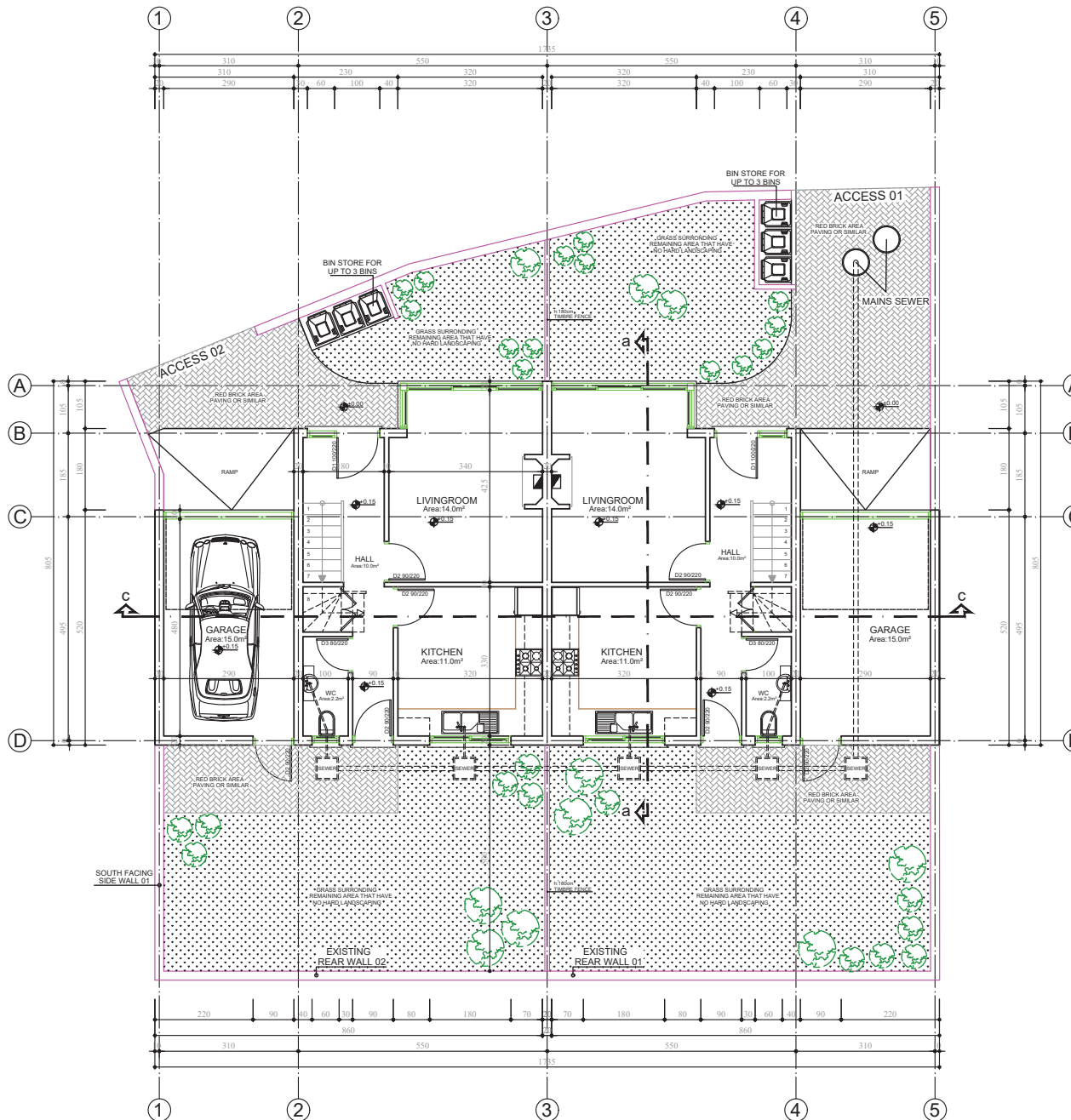
23lit DESKTOP FOOD WASTE BIN IN KITCHEN



RED BRICK PAVING



GRASS ROLLS



PROPOSED GROUND FLOOR PLAN
Scale: 1/100

ACROPOLIS DESIGN STUDIO

ADDRESS	185 ANGEL PLACE
POST CODE	N18 2UD
CITY	EDMONTON / LONDON
PHONE	(+44) 020 3397 2575
FAX	(+44) 084 5280 1901
E MAIL	designacropolis@gmail.com

Ground Flr area: 116m²

PROJECT DETAIL		
ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	

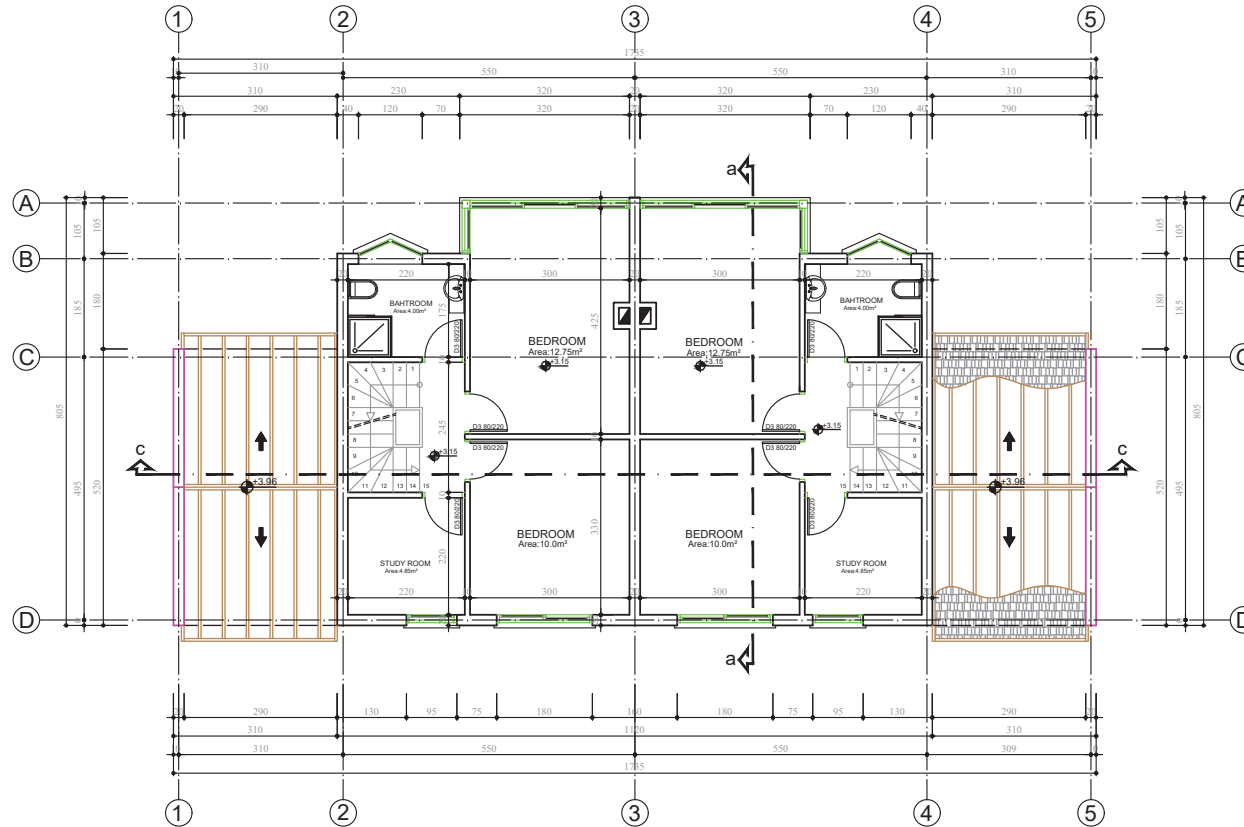
REF NO:	16/00295/FULL	DATE:	
SCALE:	1/100	JAN 2016	

DRAWING BY:	SOULEYMAN BOUKE	AUTOCAD	
PHONE:		2016	

DRAWING TITLE	PROPOSED GROUND FLOOR	A 02
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ACROPOLIS DESIGN STUDIO

ADDRESS	185 ANGEL PLACE
POST CODE	N18 2UD
CITY	EDMONTON / LONDON
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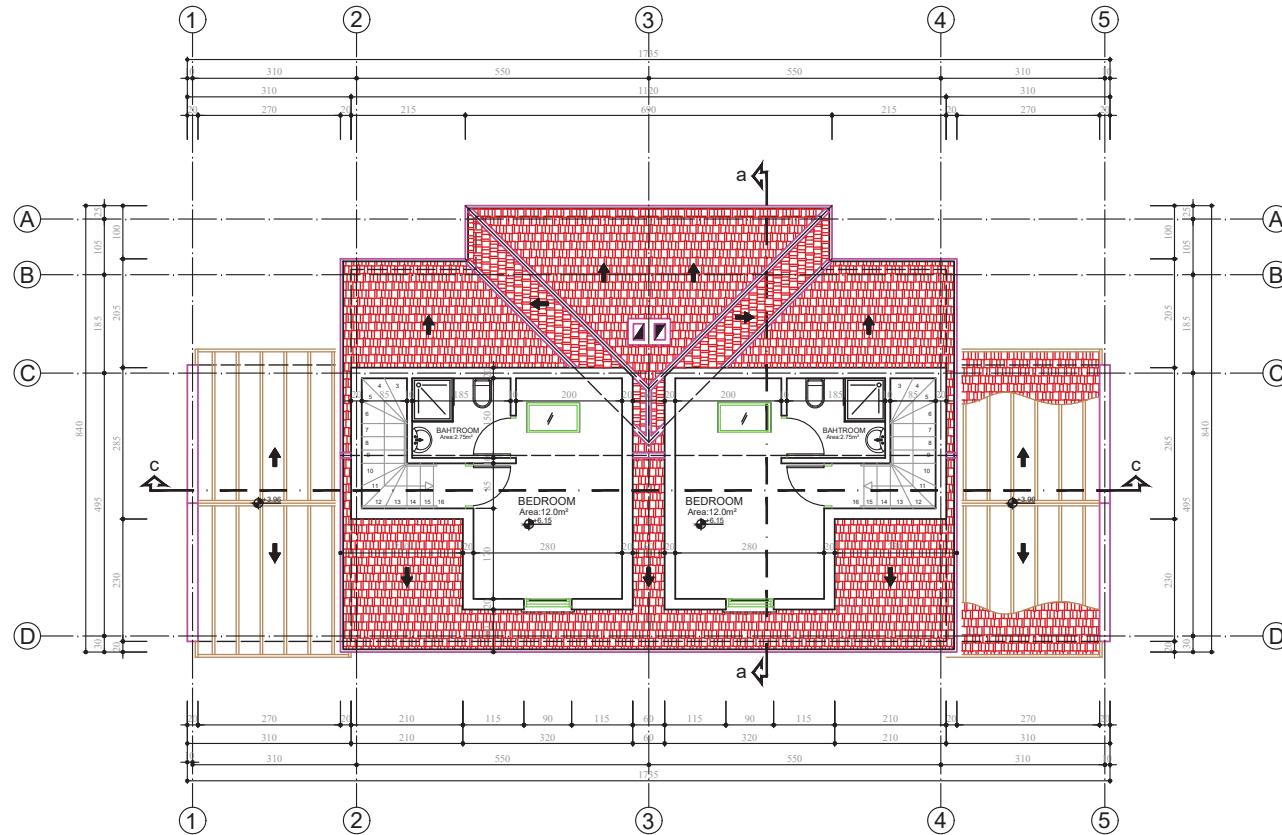
PROPOSED FIRST FLOOR PLAN
Scale:1/100

First Flr. area:86.0m²

PROJECT DETAIL		
ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	
REF NO:	16/00295/FULL	DATE:
SCALE:	1/100	JAN 2016
DRAWING BY	SOULEYMAN BOUKE	AUTOCAD
PHONE		2016
DRAWING TITLE	PROPOSED FIRST FLOOR	A 03

ACROPOLIS DESIGN STUDIO

ADDRESS	185 ANGEL PLACE
POST CODE	N18 2UD
CITY	EDMONTON / LONDON
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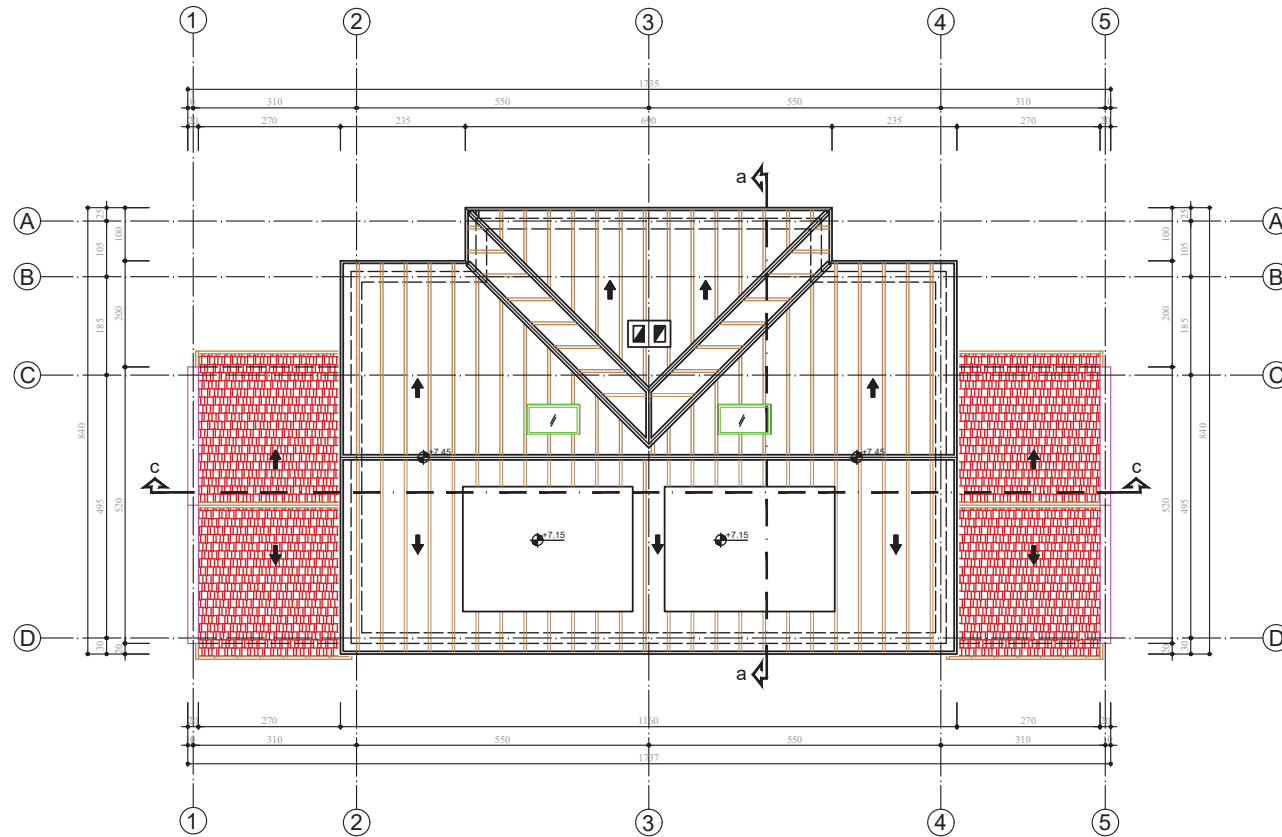
PROPOSED LOFT FLOOR PLAN
Scale: 1/100

Loft Flr. Area: 35.0m²

PROJECT DETAIL		
ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	
REF NO:	16/00295/FULL	DATE:
SCALE:	1/100	JAN 2016
DRAWING BY	SOULEYMAN BOUKE	AUTOCAD
PHONE		2016
DRAWING TITLE	PROPOSED SECOND FLOOR	A 04

ACROPOLIS DESIGN STUDIO

ADDRESS	185 ANGEL PLACE
POST CODE	N18 2UD
CITY	EDMONTON / LONDON
PHONE	(+44) 020 3397 2575
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E MAIL	designacropolis@gmail.com



PROPOSED ROOF PLAN
Scale: 1/100

PROJECT DETAIL

ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	

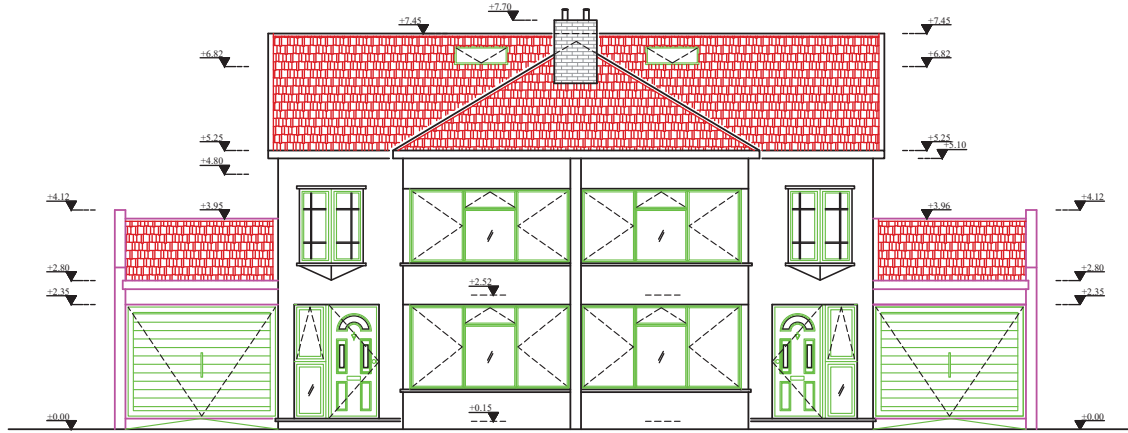
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SCALE:	1/100	JAN 2016

DRAWING BY	SOULEYMAN BOUKE	AUTOCAD
PHONE		2016

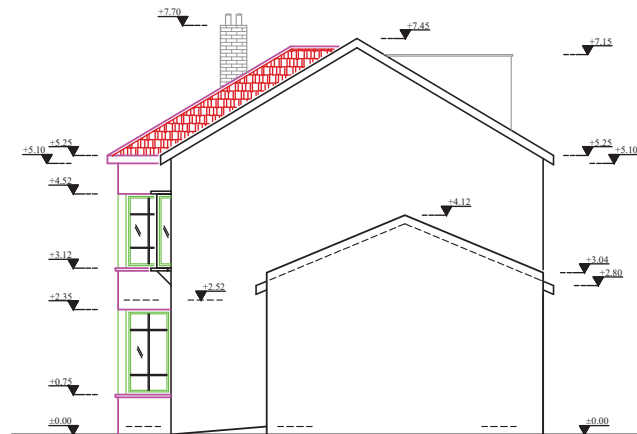
DRAWING TITLE	PROPOSED ROOF PLAN	A 05
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ACROPOLIS DESIGN STUDIO

ADDRESS	185 ANGEL PLACE
POST CODE	N18 2UD
CITY	EDMONTON / LONDON
PHONE	(+44) 020 3397 2575
FAX	(+44) 084 5280 1901
E MAIL	designacropolis@gmail.com



PROPOSED FRONT ELEVATION
Scale:1/100



PROPOSED LEFT SIDE ELEVATION
Scale:1/100

PROJECT DETAIL

ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	

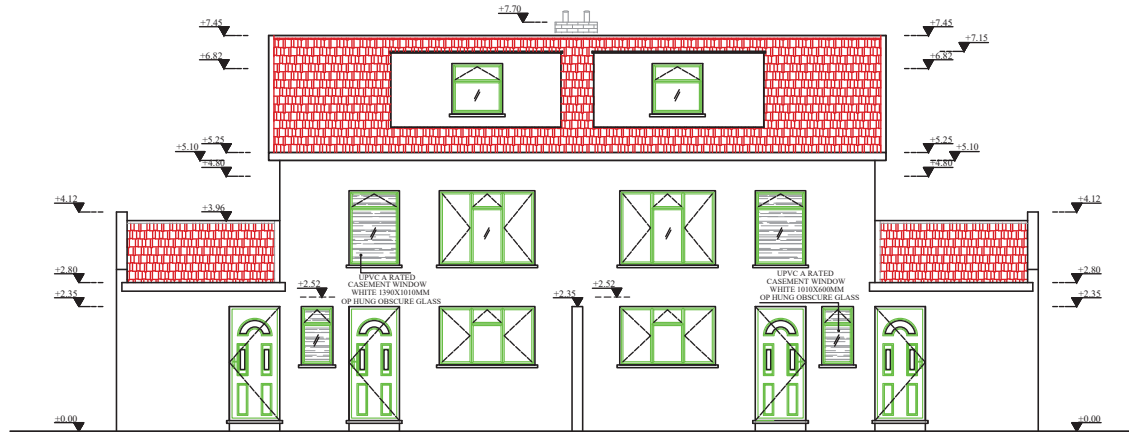
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SCALE:	1/100	JAN 2016

DRAWING BY	SOULEYMAN BOUKE	AUTOCAD
PHONE		2016

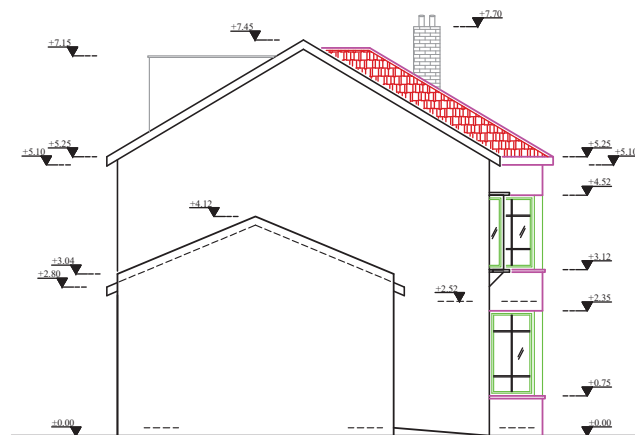
DRAWING TITLE	PROPOSED FRONT & LEFT SIDE ELEVATION	A 07
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ACROPOLIS DESIGN STUDIO

ADDRESS	185 ANGEL PLACE
POST CODE	N18 2UD
CITY	EDMONTON / LONDON
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E MAIL	designacropolis@gmail.com



PROPOSED REAR SIDE ELEVATION
Scale:1/100



PRROPOSED RIGHT SIDE ELEVATION
Scale:1/100

PROJECT DETAIL

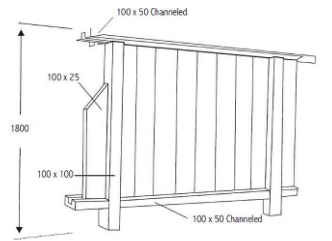
ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	

REF NO:	16/00295/FULL	DATE:
SCALE:	1/100	JAN 2016

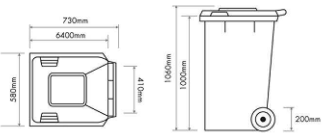
DRAWING BY	SOULEYMAN BOUKE	AUTOCAD
PHONE		2016

DRAWING TITLE	PROPOSED REAR & RIGHT SIDE ELEVATION	A 08
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DETAILS KEY



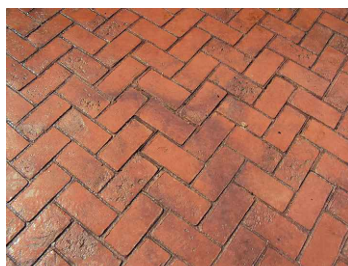
TIMBER FENCE



EURO BIN DETAIL



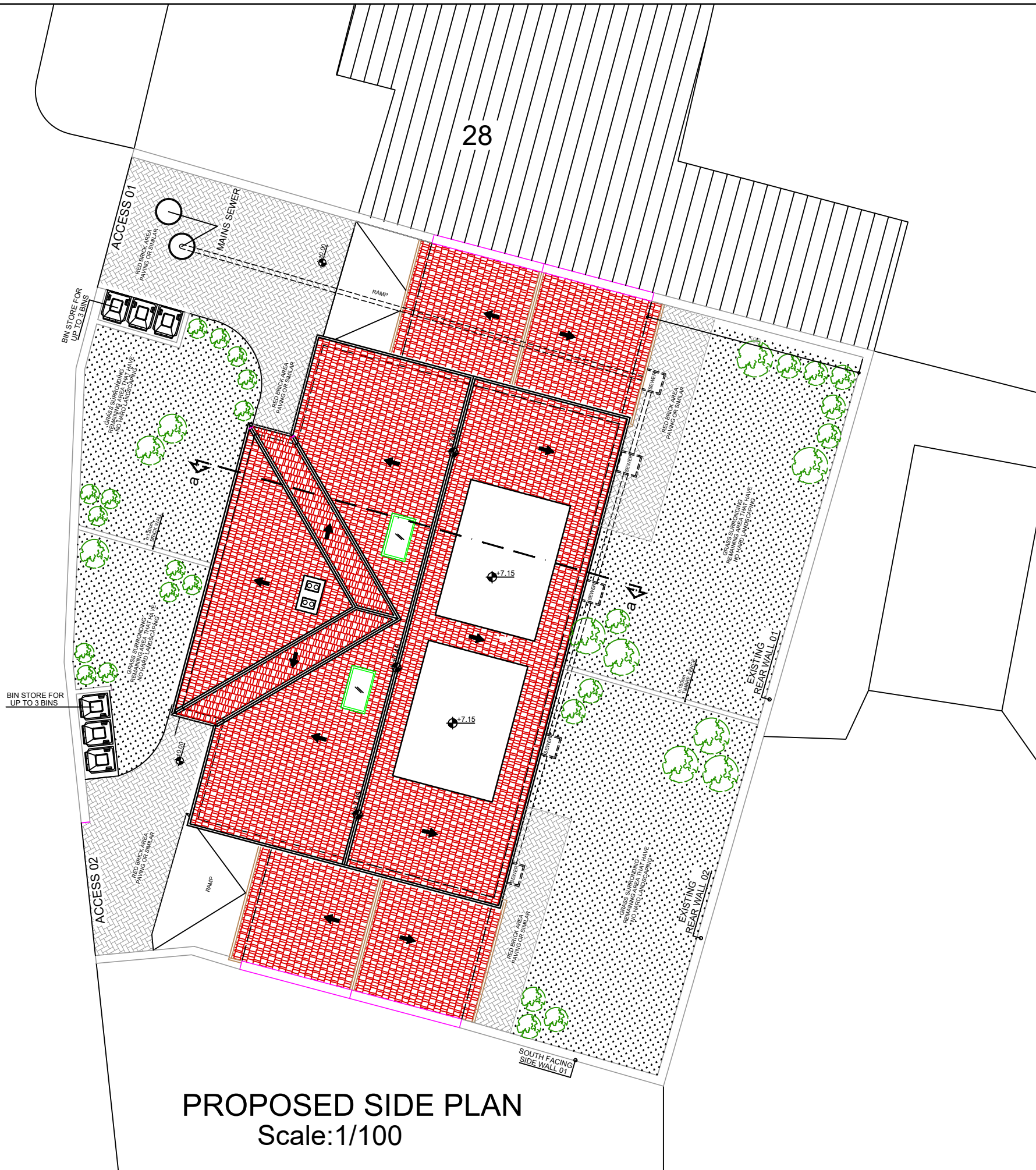
23lt DESKTOP FOOD WASTE BIN IN KITCHEN



RED BRICK PAVING



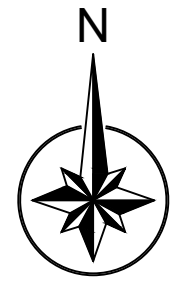
GRASS ROLLS



PROPOSED SIDE PLAN
Scale: 1/100

ACROPOLIS DESIGN STUDIO

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PROJECT DETAIL

ADDRESS	28 TURIN ROAD	
POST CODE	N9 8BT	
CITY	LONDON	
REF NO:	16/00295/FULL	DATE:
SCALE:	1/100	JAN 2016
DRAWING BY	SOULEYMAN BOUKE	AUTOCAD
PHONE		2016
DRAWING TITLE	PROPOSED SIDE PLAN	A 01