

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27 June 2017

Report of

Assistant Director,
Regeneration & Planning

Contact Officer:

Andy Higham
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Ward:

Winchmore Hill

Ref: 15/05516/FUL

Category: Full Application

LOCATION: 465-469 Green Lanes, London, N13 4BS,

PROPOSAL: Redevelopment of the site to provide 15 residential units (including the re-provision of 1 existing 1 bed flat fronting Green Lanes) comprising 2 individual blocks, Block 1 -Three storey block of 3 flats comprising (1x1 bed, 1x2 bed and 1x3 bed) with balconies to first and second floor and Block 2 a Part 3, Part 4 storey block of 11 flats comprising 4x1 bed, 5x2 bed and 2x3 beds with balconies to front and rear, construction of a new access way off Green Lanes, off street parking, detached Bike/Bin store and associated landscaping.

Applicant Name & Address:

62 Chase Side
London
N14 5PA
United Kingdom

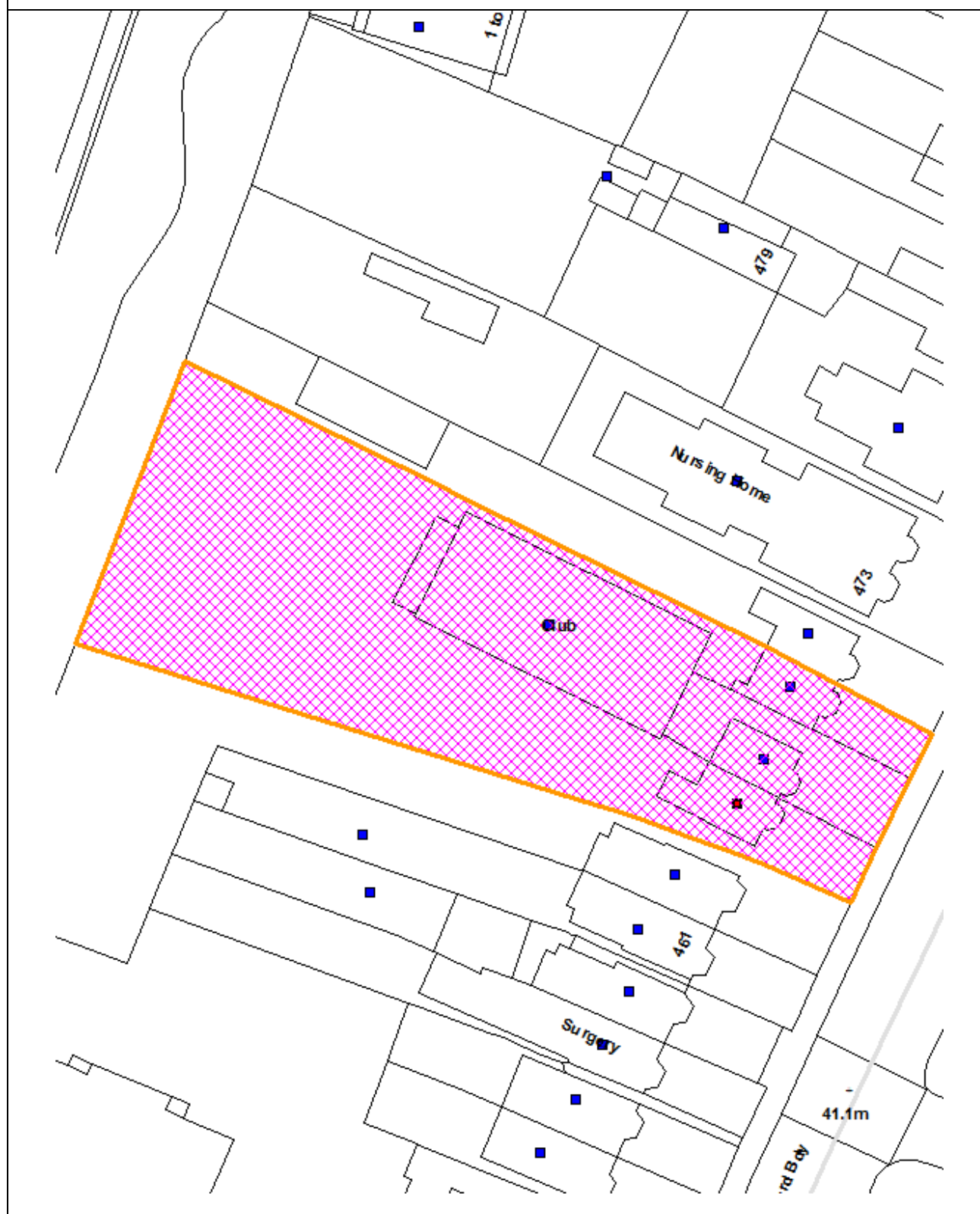
Agent Name & Address:

Mr Chris Georgiou
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RECOMMENDATION:

That planning permission be **APPROVED** subject to conditions.

Ref: 15/05516/FUL LOCATION: 465-469 Green Lanes, London, N13 4BS,



1. Site and surroundings

- 1.1 The application site is 465-469 Green Lanes, London, N13 4BS. The site is located on the western side of Green Lanes a short distance south of the crossroads junction with Hedge Lane and Bourne Hill. The site is predominantly flat lying, rectangular in shape though widens at the rear towards the rail tracks boundary. At present to the front the site consists of three Victorian style properties 465 and 467, a pair of semi-detached properties and 469 which forms the next pair of semi-detached properties with Number 471 Green Lanes, this does not form part of the application site. Number 465-469 appear to be laid out each as 2 residential flats over ground and first floor level. This has been confirmed by lawful development certificates in recent years individually for each property.
- 1.2 To the rear of 465-469 sits a single storey warehouse style building with a part mezzanine level. From inspections on site this building is dilapidated with the roof having fallen in. The recent planning history on this building show historically it was a snooker club however more recently it has been used as a Private social club and casino, but has been closed down in recent years as a result of security and licensing issues. This building was accessed between Number 467 and 469.
- 1.3 The surrounding area is mixed in nature. This side of Green Lanes is predominantly residential, made up of original houses or properties that are converted into flats. There is an office building next door at Number 471 and the Conifers Nursing home is further north on Green Lanes. To the west the site is bound by the railway line and to the east and west are extensive deep gardens. There is a bungalow towards the end of the rear garden of Number 471 flanking the site to the north.
- 1.4 The site is not located in a Conservation Area and is not listed. The site has a PTAL rating of 3. The site is not located within a controlled parking zone and it is relatively flat lying. It has a total site area of approximately 2500 sqm or 0.25 hectares.

2. Proposal

- 2.1 The applicant seeks full planning permission for the re-development of the site to provide 15 residential units (including the re-provision of 1 existing 1 bed flat fronting Green Lanes) comprising 2 individual blocks, Block 1 -Three storey block of 3 flats comprising (1x1 bed, 1x2 bed and 1x3 bed) with balconies to first and second floor and Block 2 a Part 3, Part 4 storey block of 11 flats comprising 4x1 bed, 5x2 bed and 2x3 beds with balconies to front and rear, construction of a new access way off Green Lanes, off street parking, detached Bike/Bin store and associated landscaping.
- 2.2 For access reasons this will involve the demolition of Number 469 for the creation of a vehicular and pedestrian access to the two blocks at the rear.
- 2.3 Behind the front building line two separate residential blocks of flats are proposed. Block 1 is the smaller block towards the front of the site. This would be mainly 2 storeys high with a recessed third floor level and would accommodate 3 flats (1x1 bed, 1x2 bed and 1x3 bed). This block would be 17m wide with a stepped depth and it would be 8.5m high. It would be set

10m from the rear garden boundary of the original property at Number 465 and a distance of approximately 21 metres from the original rear wall of Number 465. The building would be set 15m obliquely from the rear elevation of Number 463 to the south.

- 2.4 The second larger block, Block B would be set to the western end of the site closer to the railway line. This block would be part 3 to part 4 storeys in height. It would be 23 metres in width with a stepped front and rear elevation with an average depth of approximately 15 metres. It would be set on average 1.5m from the southern end of the site and 7.5m from the northern end of the site and an average of 5m from the rear western end of the site that flanks the railway line. The building would have a height of 9m for the 3 storey section with the raised parapet and 11.5m to the top of the 4th floor. The building is to be proposed in a mixture of buff brick, render, glazed balconies and aluminium materials.
- 2.5 In addition to the new proposed access under the undercroft of Number 469 12 car parking spaces are proposed inclusive of 1 disabled space. The remainder of the site will consist of the access road, private and communal garden spaces and landscaped areas in front of both blocks. There would be a single storey building in the northwest corner that would operate provide 26 cycle parking spaces and a refuse store for 4x1100l bins.

3. Relevant planning history

- 3.1 P1200069PLA: Change of use from D2 snooker hall to social club /function hall sui generis (RETROSPECTIVE) -Refused and Dismissed at Appeal.
- 3.2 15/00247/CEU: 465 Green Lanes. Use of premises as two self-contained flats. - Granted 18.03.2015.
- 3.3 15/00248/CEU: 467 Green Lanes. Use of premises as two self-contained flats - Granted 18.03.2015.
- 3.4 15/00249/CEU: 469 Green Lanes. Use of premises as two self-contained flats - Granted 20.05.2015.

4. Consultation

Public Consultations

- 4.1 The 21 day public consultation period started on the 23rd of October and concluded on the 13th of June. 3 Site notices were posted close to the site on 28th of October. The application was also advertised in the local paper. There were no comments received from any members of the public.

Internal

- 4.2 Traffic and Transportation – Verbally confirmed no objections in principle subject to conditions. The parking ratio of 12 parking spaces for 14 flats is acceptable taking into account the PTAL and the number of larger flats proposed, although further details will be required regarding the access through the undercroft and the detail of the cycle parking. It is considered this could be dealt with by condition.

- 4.3 Environmental Health - No objections subject to conditions.
- 4.4 Housing - A minimum of 6 units should be provided towards affordable housing, 4 as social or affordable rent and 2 as intermediate.

External

- 4.5 Thames Water - No objections.
- 4.6 Environment Agency - No objections.

5. Relevant Policy

5.1 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
DMD7	Development of garden land
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

5.2 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

5.3 London Plan (2015) (including REMA)

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing development
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on schemes
- 3.13 Affordable housing thresholds
- 4.1 Developing London's economy
- 4.4 Managing industrial land and premises
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self sufficiency
- 6.3 Assessing the effects of development on transport capacity
- 6.9 Cycling
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Building London's neighbours and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland

5.4 Other Relevant Policy

- National Planning Policy Framework

5.5 Other Material Considerations

- The Mayors Housing SPG (2012)
- Section 106 Supplementary Planning Document (Nov.2011)
- Enfield Strategic Housing Market Assessment (2010)

6. **Analysis**

6.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development;
- Scale and Density;
- Design and Impact on the Character of the Surrounding Area;
- Neighbouring Amenity;
- Standard of Accommodation and Proposed Mix of Units;
- Private Amenity provisions;
- Traffic, Parking and Servicing Issues;
- Affordable Housing and other S106 Contributions;
- Sustainability; and
- Tree Issues.

Principle of the Development

- 6.2.1 Policy DMD 7 states that the Council seeks to protect and enhance the positive contribution gardens make to the character of the Borough. Development on garden land will only be permitted if all of the following criteria are met:
- a. The development does not harm the character of the area
 - b. Increased density is appropriate taking into account the site context in terms of its location, accessibility and the provision of local infrastructure;
 - c. The original plot is of a sufficient size to allow for additional dwellings which meet the standards in DMD 8 'General Standards for New Residential Development', (and other design policies);
 - d. The individual plot sizes, orientation and layout created are appropriate to, and would not adversely impact on the residential amenity within the development, or the existing pattern of development in that locality;
 - e. An adequate amount of garden space is retained within both of the individual plots in accordance with the minimum amenity space standards (DMD 9 'Amenity Space'), and the role of each space is enhanced to contribute towards other plan objectives such as biodiversity; green corridors and networks; flood risk; climate change; local context and character; and play space
 - f. The proposals would provide appropriate access to the public highway.
- 6.2.2 The proposal involves a significant development within a backland location. Policy DMD7 highlights the importance that gardens make to the contribution of the character of the borough. However in this instance the site has previously been developed and the dilapidated building remains in place. In addition at approximately 2500 sqm it is a substantial site that is capable of accommodating development. The gardens of properties to the north have been developed in various ways, including the bungalow mentioned above, as such the proposal would not disturb character of the area. The principle of the development is considered to be acceptable subject to further consideration below. Officers have analysed the density, design and scale of the buildings and their relationship to neighbouring properties and overall it is considered the scheme on balance is acceptable. It should be noted that following concern raised by officers, amended plans have been submitted to reflect a better standard of accommodation within the development and the

scheme does propose a net gain of 14 homes in a relatively accessible location within the Palmers Green area.

- 6.2.3 The original submissions of the scheme has been significantly improved. From the perspective of design and bulk it is much less top heavy than the previous scheme with specific regard to the scale and form of the top floor. This is now much more recessed and subordinate to the 3 storey section of the building, particularly with regards to Block 1. Through negotiations with the applicant 3 family units and a number of larger 2 bed 4 person flats are now to be provided as part of the scheme which is considered suitable taking into account the relative confines of the site and its practicality to accommodate family housing. The applicant has also agreed upon s106 contributions towards Affordable Housing, Education and local Highways work with the councils appointed viability assessor. These issues will all be referred to in greater detail later in the report.

6.3 Density and Scale *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 40 habitable rooms would be provided on the site. In addition to this there would be 5 existing 1 bed flat in the original properties to the front retained which will include for an additional 10 habitable rooms. The site area which is of 0.25 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 3 in a suburban location, an overall density of between 150-250 hr/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 200 hr/ha.
- 6.3.3 Therefore these results show that from a density perspective this proposal would be mid-range and thereby within a recognisable density threshold for the area.
- 6.3.4 However, density should be considered 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.

6.4 Scale, Design, Character and Impact on the Surroundings

- 6.4.1 The application proposes two blocks, Block 1 being a part 2, part 3 storey building of 3 flats and Block 2 a part 3, part 4 storey building to accommodate 11 flats.
- 6.4.2 There were a number of issues raised as concerns on the original submission, primarily in relation to the bulk, scale and prominence of the

fourth floor, the original large hipped roof and the fact the original application proposed to leave a gap in the front Green Lanes streetscene.

- 6.4.3 Since the original submission in addition to extensive discussions in relation to the proposed viability and affordable housing, a number of significant amendments have been made. Both blocks have been re-designed to remove the original large scale hipped roofs and have been replaced by a more modern concept with a recessed cladded 3rd and 4th floor levels which has significantly reduced the bulk and height of the buildings. In addition to this following advice from officers whilst due regard has been given to the fact that the undercroft access is the only feasible access point, the re-provision of the upper floor and the hipped roof of Number 469 will in part re-install the original Victorian façade and hipped roof. The alteration would remain noticeable along the Green Lanes frontage, but is an improvement upon the large gap originally proposed. As such this is considered acceptable from a streetscene and design perspective.
- 6.4.4 With regard to the two rear blocks as aforementioned the design appearance has been altered significantly from the original submission and now a more modern appearance is proposed compared to the high level hipped roof. From the perspective of design it is considered that the buildings are appropriately designed to fit into the context of the site. It is considered that the contrast in materials between brick, render, the metal cladding, glazed balconies and aluminium will allow for both blocks to have an acceptable appearance and create an element of visual interest.
- 6.4.5 From the perspective of scale it is considered that Block 1 is comparable in scale to the other buildings in the area. Block B to the rear of the site is a large building for a back land location standing at 4 storey's in height. However due regard is given to the sites expansive depth and width, the scale of neighbouring rear gardens and existing back land development. As set out below it is considered that the site can accommodate the development without detrimentally impacting upon neighbouring amenities. The building is located at the furthest most end of the site and is reasonably well set in from neighbouring boundary lines and is set at a distance in excess of 45 metres from the rear elevation of Number 463 and in excess of 50m from the rear elevation of Number 463.
- 6.4.6 In addition from the perspective of the front streetscene it is considered that both of these blocks would have a relatively limited impact on the Green Lanes streetscene, due to the fact that the first floor level of Number 469 is being re-provided and as such both blocks would be essentially screened from view within the front streetscene.
- 6.4.7 In conclusion from the design, scale and character this proposed development is considered acceptable as it would integrate acceptably into the adjoining locality and the Green Lanes streetscene having regard to policies DMD6, 8 and 37, CP30 of the Core Strategy and London Plan policies 7.4 and 7.6.

6.5 Neighbouring Amenity

- 6.5.1 From the perspective of neighbouring amenity, it is considered that the proposal should be assessed against the following properties,

- Original Properties 463-469 Green Lanes; and
- 471a Green Lanes- Bungalow in rear garden of Number 471.

The proposed development would be sufficiently separated from the above properties to result in a minimal impact on amenity.

Original Properties 463-469 Green Lanes

- 6.5.2 Whilst 465-469 are within the applicant's ownership the impact on the amenity of future residents remains a consideration. From the back of Block 1 there is a distance of 10m to what will be formed as a new rear garden boundary serving Number 465 and 467. In addition to this the distance between rear facing windows is approximately 21 and overall it is considered there is adequate distance to ensure upon sufficient privacy between facing windows. Officers are satisfied that it has an acceptable relationship with these properties.
- 6.5.3 Number 463 adjacent to the application site has a slightly deeper outrigger resulting in a separation distance of approximately 16 metres between Block 1 and Number 463. However this would be set obliquely at an angle to Block 1 and it is considered there would be sufficient privacy retained. Block 1 would be set at distances of 1.2m and 3m away from the rear garden boundary of Number 463. Whilst this would normally represent an imposing structure in most instances due to the expansive depths and width of the gardens that are backing on from these properties there is a considerable sense of space and openness, having examined the relationship on site and the separation of Block 1 from the rear of Number 463, it is considered that there would not be an unacceptable impact on the amenity of the occupiers having regard to DMD 6, 8 and 10. There are no side facing windows on Block 1 to create unacceptable overlooking onto the rear garden of Number 463.
- 6.5.4 At the western furthest end of the site Block B is set stepped at an average distance of 1.5m from the rear garden boundary of Number 463 Green Lanes and at a distance in excess of 40m from the rear facing wall of Number 463. As referred to earlier in the report regard is given to the fact that at 4 storeys in height within this backland location, this building is relatively large. However due to the sense of space, depth, width and relationship between the plots it is considered this building can be acceptably accommodated on this site. Having assessed this proposal on site and given the fact that it is close to the rear garden boundaries, at the distance in excess of 40m away from Number 463 it is considered that enough of space and distancing to be created so Block B would not unacceptably overlook or become too overbearing onto the rear garden of Number 463. At present similar to many properties on this section of Green Lanes, Number 463 appears to be split in flats. The garden to the rear is substantial and stretches down towards the railway lines alongside Number 465 and then doglegs to the left towards Skinners Court to the south. It is a very substantial garden area however is relatively unkempt, overgrown and it appears that only the immediate patio area to the rear of Number 463 is used. Whilst this would not be a determining factor, officers have analysed the application thoroughly on site and overall the impact onto Number 463 and the expansive rear garden is considered acceptable on balance.

471a Green Lanes - Bungalow in rear garden of Number 471

- 6.5.5 Number 471a is unusual in its setting in that it is a standalone bungalow house set to the rear of Number 471 Green Lanes. It appears to be accessed via the side of Green Lanes and from examinations on site appears to be in residential use. There does not appear to be any planning history on record but from checking mapping and aerial records it appears to have been in place for a number of years and for the purposes of this application it has been regarded as a lawful structure. This single storey bungalow is sandwiched in between the application site and the Conifers nursing home to the north and is positioned towards the lower end of the site approximately 30m down the garden. From examinations on site the occupants appear to use the area to the front and rear of the bungalow as amenity space.
- 6.5.6 Due to the separation distance, Block 1 would have a limited and acceptable impact.
- 6.5.7 Block 2 would be set 7.5m from the side boundary with Number 471a Green Lanes at part three, part four stories in height. Officers have examined this relationship on site and it is considered the impact is acceptable. There are no side facing windows in Block B that would create privacy issues to the south facing windows on Number 471a and all windows in Block B with the exception of one ground level hall window are facing east-west 90 degrees away from Number 471a. Block B would be more visually prominent in terms of outlook from these ground level windows, however at the moment the outlook from these windows is onto a high boundary line and therefore poor at present. Whilst Block B will be obviously visible from these windows there is a considerable gap between Blocks 1 and 2 and in addition to the distance that Block B is set away from the boundary overall officers are satisfied there is an acceptable impact in terms of outlook onto the occupiers of Number 471a. Similarly whilst Block B in particular would be visibly noticeable from the rear and front garden areas of Number 471a, it is considered it is adequately positioned away from the boundary line of this property to not appear too visually imposing. Regarding daylight and sunlight whilst Block B has the potential to block some sunlight from these south facing windows it would only be for a relatively short period in the late afternoon. The proposed buildings are set far enough away and there is sufficient gap between Blocks 1 and 2 and to the rear of Block 2 to allow enough direct light into Number 471.
- 6.5.8 The communal bin and cycle store is proposed to the rear of Number 471a. However there is a slight drop in land levels of about 300mm at this section of the site with Number 471a sitting at a higher land level. As a result the eaves level of this store would be approximately 2m on the boundary line with a low level hipped roof that slopes away. Having examined this relationship on site it is considered there is an acceptable impact from this structure onto the amenities of the occupiers of Number 471a.
- 6.5.9 In conclusion all factors considered the proposal has an acceptable impact in terms of neighbouring amenity to all adjoining occupiers.
- 6.6 Standard of Accommodation and Proposed Mix of Units.

Standard of Accommodation

- 6.6.1 The application proposes 5x1bed, 6x2 bed and 3x3 bed flats, 14 in total, in addition to the re-provision of the 1 bed flat at first floor level within Number 469.
- 6.6.2 Policy 3.5 of the London Plan specifies that 1 bed flats should have a minimum floor area of 50sqm, 2 bed flats should have a minimum internal floor area of 61 square metres, with 2 bed 4 persons at 70sqm, 3b4p flats at 74 sqm or 3b6p flats at 86 sqm. As referred to earlier in the report amended plans have been submitted since the original submission. All units have been measured and verified and are above the required London Plan standards for the respective units. All units would have useable and accessible layouts and all room sizes are acceptable with regards to living/diners and single and double bedrooms. All units would be dual aspect and a second stair core has been added to accommodate better individual access but also to facilitate the dual aspect units.
- 6.6.3 The one bedroom flat to be re-provided at first floor level would be a like for like replacement of the existing 1 bed first floor flat. This arrangement is considered acceptable.

Housing Mix

- 6.6.4 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.
- 6.6.5 The Council's dwelling mix ratios are as follows:
- 1 and 2 person flats - 20%
 - 2 bed flats - 15%
 - 3 bed houses - 45%
 - 4 + bed houses - 20%
- 6.6.6 The development provides the following dwelling mix:
- 5 no.1b 2p (35%)
 - 6 no.2b 3p (and) 4p (combined 42%)
 - 3no. 3b 4 or 5p (23%)
- 6.6.7 Taking into account the access requirements and the building envelope, 3 family units are considered to fit comfortably into the scheme, having regard to the confines of the site and the numbers flats that can be accommodated at each respective floor. 5 x 2 bed 4 person flats are proposed as part of the scheme which could feasibly accommodate smaller families, one of these units would also have direct access to the rear garden area.
- 6.6.8 All factors taken into account it is considered that this submission overcomes the previous reason for refusal and that the proposed mix of units and standard of accommodation is considered acceptable.

6.7 Private Amenity

- 6.7.1 Policy DMD9 specifies the requirements for private and communal amenity space for such developments.

6.7.2 Each of the proposed flats would be served by its own private amenity areas. The ground floor flats would benefit from their own policy compliant rear gardens along with front facing terraces. The remaining 10 flats would benefit from individual terraces and balconies all of which appear to be policy compliant having regard to DMD9. A communal garden area of 100sqm in area is also proposed as part of the development.

6.7.3 The amenity provisions proposed are considered to be acceptable and in accordance with DMD9.

6.8 Traffic and Transportation

6.8.1 Due to the nature of the proposal the councils traffic and transportation department have been consulted on the application.

6.8.2 In general officers are satisfied with the proposal from a transport perspective subject to conditions.

6.8.3 The proposed 12 car parking spaces for the additional 14 flats taking into account the moderate PTAL rating of the area and the reasonable access to public transport is acceptable. This would represent a parking ratio of 86%. It is acknowledged that the existing forecourt parking would be lost to accommodate the new undercroft access, however only 1x1 bedroom flat is to be re-provided over the undercroft and in this instance the lack of car parking is considered acceptable.

6.8.4 With regards to access the property (front of No.469 Green Lanes) already has a dropped kerb that can be retained to accommodate vehicle crossover into the site. The proposed vehicle undercroft is 4.8m wide which is acceptable for a single vehicle exit and entrance point. This would not allow for 2 way vehicle movement, however it is considered that a Priority waiting restriction can be put in place at the rearmost end of the undercroft, where the access road widens out to 6m in width. This could prioritise vehicles entering the site over those exiting to avoid any congestion for cars entering the site from Green Lanes. This can be dealt with via planning condition in addition to the exact details of the undercroft, retaining walls and treatment to the front of the site to allow for the access.

6.8.5 From assessing the proposed plans vehicular access for the councils refuse truck and a fire engine can also be achieved.

6.8.6 The location of the bins and cycle storage in general is acceptable. The council does not promote double stacking cycle parking arrangement, but due regard is given to the fact that amended plans have been submitted and that there are now private gardens that could accommodate cycle parking. In addition there is potential for an additional cycle store within the front most amenity area and overall it is considered that this issue can be satisfactorily dealt with via planning condition. The location and number of bins is acceptable.

6.8.7 Subject to the aforementioned conditions the application is considered acceptable from a highways perspective.

6.9 s106 Contributions

Affordable Housing

- 6.9.1 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 6 units on this site as affordable housing.
- 6.9.2 As part of the application submission the applicant has submitted a Viability Assessment that originally concluded that the scheme would not be viable to contribute on-site affordable units nor an off- site contribution. This was not deemed acceptable or reasonable by officers on assessment having taken into account the scale of the development. An amended viability statement has been submitted, which has been assessed by the council's independently appointed Viability Assessor and it has been agreed that the scheme cannot practically provide onsite units but that it can make an offsite contribution of £570,800. This would be secured as part of a s106 legal agreement with the application. As the proposed development fails to provide a policy compliant affordable housing offer, a review mechanism will be including in the s106 agreement to ensure that any uplift in value will be captured for the Council once the development is completed.

Education Contributions

- 6.9.3 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.
- 6.9.4 This application proposes 14 units which would equate to a contribution of £35,490 towards off site education contributions. The applicant has agreed to these contributions which will be secured via the s106 Agreement.

Other S106 Contributions/ Head of Terms

- 6.9.5 Following a review of the viability of the scheme in addition to the S106 allowance for affordable housing and education and Mayoral and borough CIL, a contribution of £43,480 towards other S106 measures remains viable. It is considered that this can be put towards Traffic and Highways works in the vicinity of the site and towards sustainable transport incentives principally cycling. The finite details of this will be agreed with highways officers and incorporated into the final s106 Agreement.
- 6.9.6 The s106 Monitoring fees would amount to £32,490. The applicant has agreed to pay this fee.

6.10 Sustainable Design and Construction

Lifetime Homes

- 6.10.1 The London Plan and Core Strategy confirm that all new housing is to be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing adaptable homes that are able to be adapted to meet changing needs.

- 6.10.2 The scheme appears to meet as much as possible the 16 criteria for Lifetime Homes. However, confirmation of this should be secured by condition.

Energy / Energy efficiency

- 6.10.3 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
- 6.10.4 At this stage there has been no energy statement submitted to support the application. However it is considered these energy matters can be dealt with via planning conditions.

6.11 Mayors CIL

- 6.11.1 The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sq.m. The net gain of the new created floor area is 912 sq.m, inclusive of the 14 units and the communal staircase area.
- 6.11.2 This would result in a Mayoral CIL contribution of $912 \text{ sq.m} \times £20 = £21,860 \times \frac{274}{223} \text{ (BCIS CIL Index Formula)} = £23,147.62$.
- 6.11.3 This would result in a Borough CIL contribution of $912 \text{ sq.m} \times £120 = £109,440 \times \frac{283}{274} \text{ (BCIS CIL Index Formula)} = £113,034.75$.

7. Conclusion

- 7.1 It is considered that this development proposal is acceptable. It is considered to have an acceptable impact to the character and appearance of the site and surrounding area. It will provide for 4 additional family units and 14 additional residential units a whole in a relatively accessible part of the borough.
- 7.2 It is considered that its scale, bulk and appearance is acceptable and the proposed development would also have an acceptable relationship with adjoining neighbours.
- 7.3 It is not considered that the proposed development would be detrimental to neighbouring amenity or have an unacceptable impact on highway function and safety.
- 7.4 Subject to the conditions outlined below and the completion of the S106 Legal Agreement it is recommended that planning permission is granted.

8. Recommendation

- 8.1 That planning permission be approved subject to the following conditions:

1. 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. Approved Plans

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. Details and Materials

Prior to the commencement of development above ground, full details and materials of the external finishing to be used shall be 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. Details of Hard Surfacing

Prior to the commencement of development above ground, full details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings 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 a satisfactory visual appearance and in the interests of highways safety.

5. Details of Levels

The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas 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 that levels have regard to the level of surrounding development, gradients and surface water drainage.

6. Details of Enclosure

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.

7. Details of Landscaping

Prior to the commencement of development above ground, full details (including species, numbers and sizes) of trees, shrubs and grass 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.

8. Details of Refuse Storage & Recycling Facilities

The development excluding demolition and groundwork shall not commence 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. Cycle parking spaces

The development excluding demolition and groundwork shall not commence 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. This shall include details of cycle storage where possible within the private garden areas on the ground floor in addition to an additional cycle parking storage to the front communal area. 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.

10. Obscured Glazing

The glazing to be installed on the side elevation of Block B shall be in obscured glass and fixed shut. The glazing shall not be altered without the approval in writing of the Local Planning Authority.

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

11. Details of Access

The development excluding demolition and ground work shall not commence until full details of the proposed undercroft access including:

- Details of the access ramps;
- The treatment to the front driveway area of Number 469 including details of retaining walls and boundary treatments to 467 and 471 Green Lanes;
- Details of a Priority/ Waiting arrangement to allow for safe two way vehicle movement, prioritising vehicles entering the site; and
- Details of the Pedestrian Access path and its separation from the undercroft vehicular access.

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 Council Policies and does not prejudice conditions of safety or traffic flow on adjoining highways.

12. Construction Methodology

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

- a. 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; and
- g. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

13. External Lighting

The development shall excluding groundwork and demolition shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

14. Lifetime Homes Standards

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.

15. Energy Statement

The development excluding groundwork and demolition 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.

16. EPC's

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.

17. The development shall not commence until a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with our DMD Policy SuDS Requirements:

- a. Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change;
- b. Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential;
- c. Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value;
- d. The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact;
- e. Clear ownership, management and maintenance arrangements must be established; and
- f. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.

- 18. Prior to occupation of the development, a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:
 - a. As built drawings of the sustainable drainage systems;
 - b. Level surveys of completed works;
 - c. Photographs of the completed sustainable drainage systems;
 - d. Any relevant certificates from manufacturers/ suppliers of any drainage features;
 - e. A confirmation statement of the above signed by a chartered engineer.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy and Policies 5.12 & 5.13 of the London Plan and the NPPF.



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Tel: 020 8449 5100
Fax: 020 8449 5170

Client:

Kuros Consultants

Site:

465-469 Green Lanes
London
N13 4BS

Drawing Title:

Visualisation 1

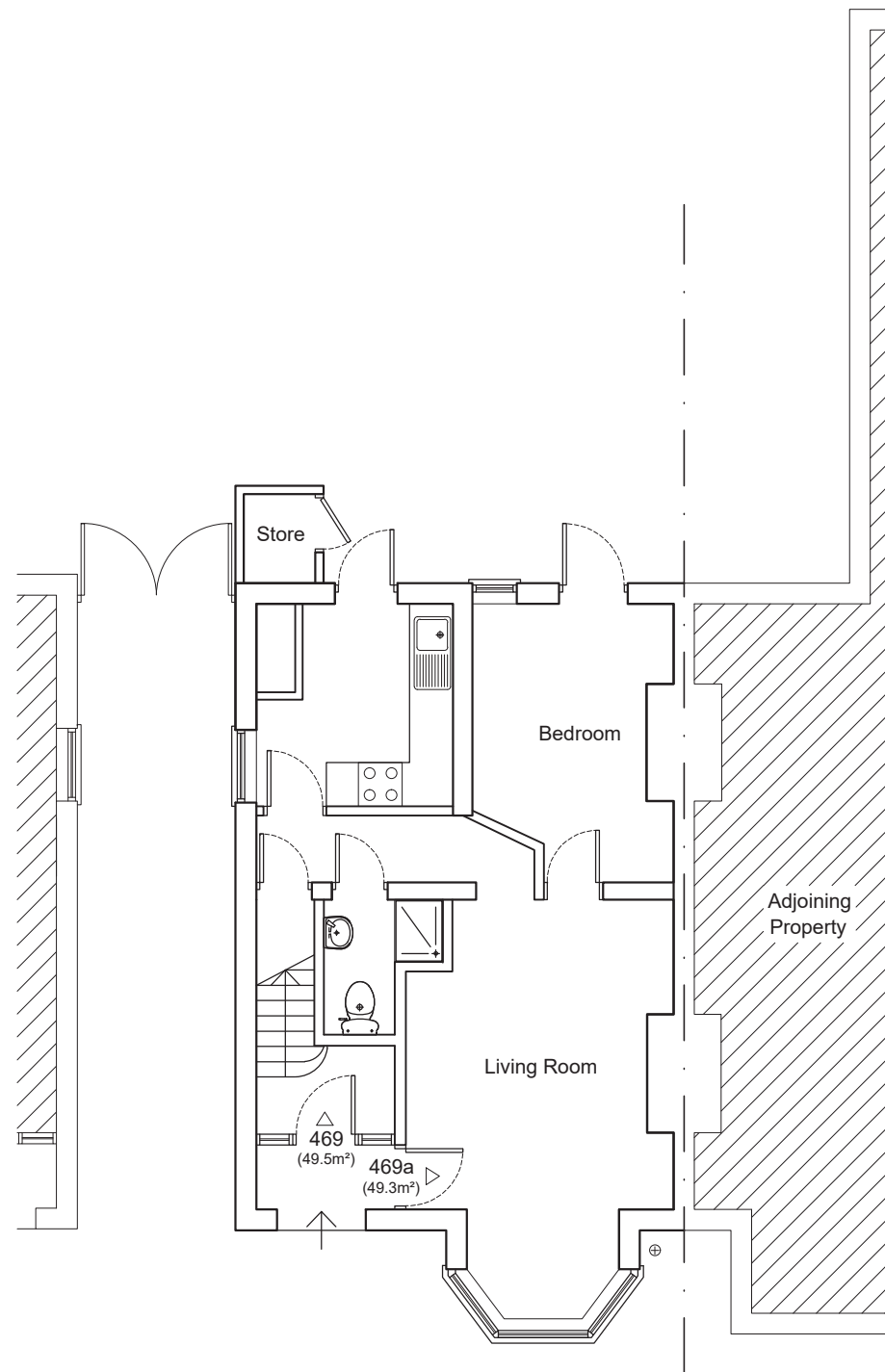
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Date: June 2016

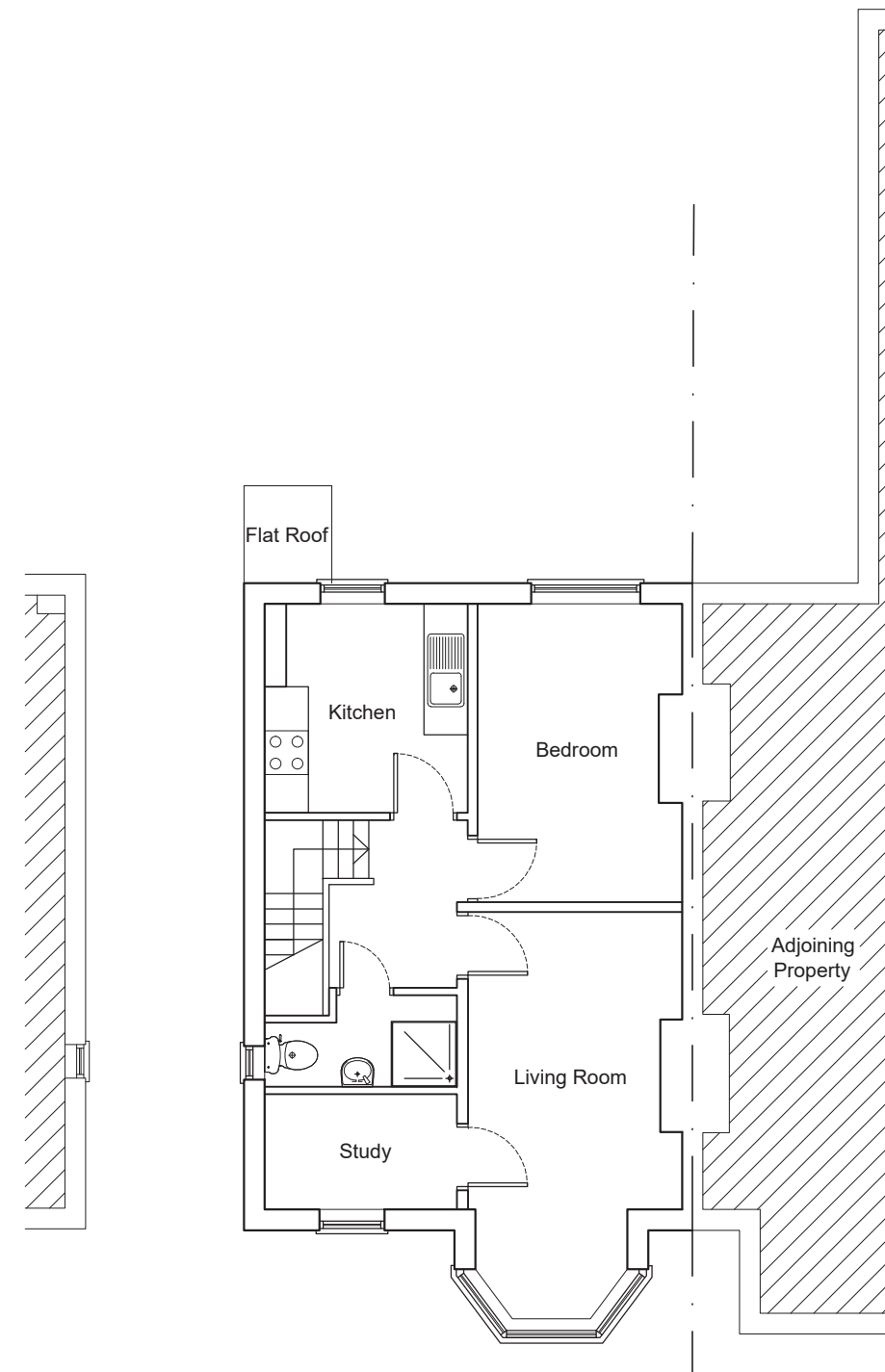
Drg. No.	Rev.
983/60	A



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				Visualisation 2		Date: June 2016	
						Drg. No. 983/61	Rev. A



Ground Floor Plan as Existing



First Floor Plan as Existing



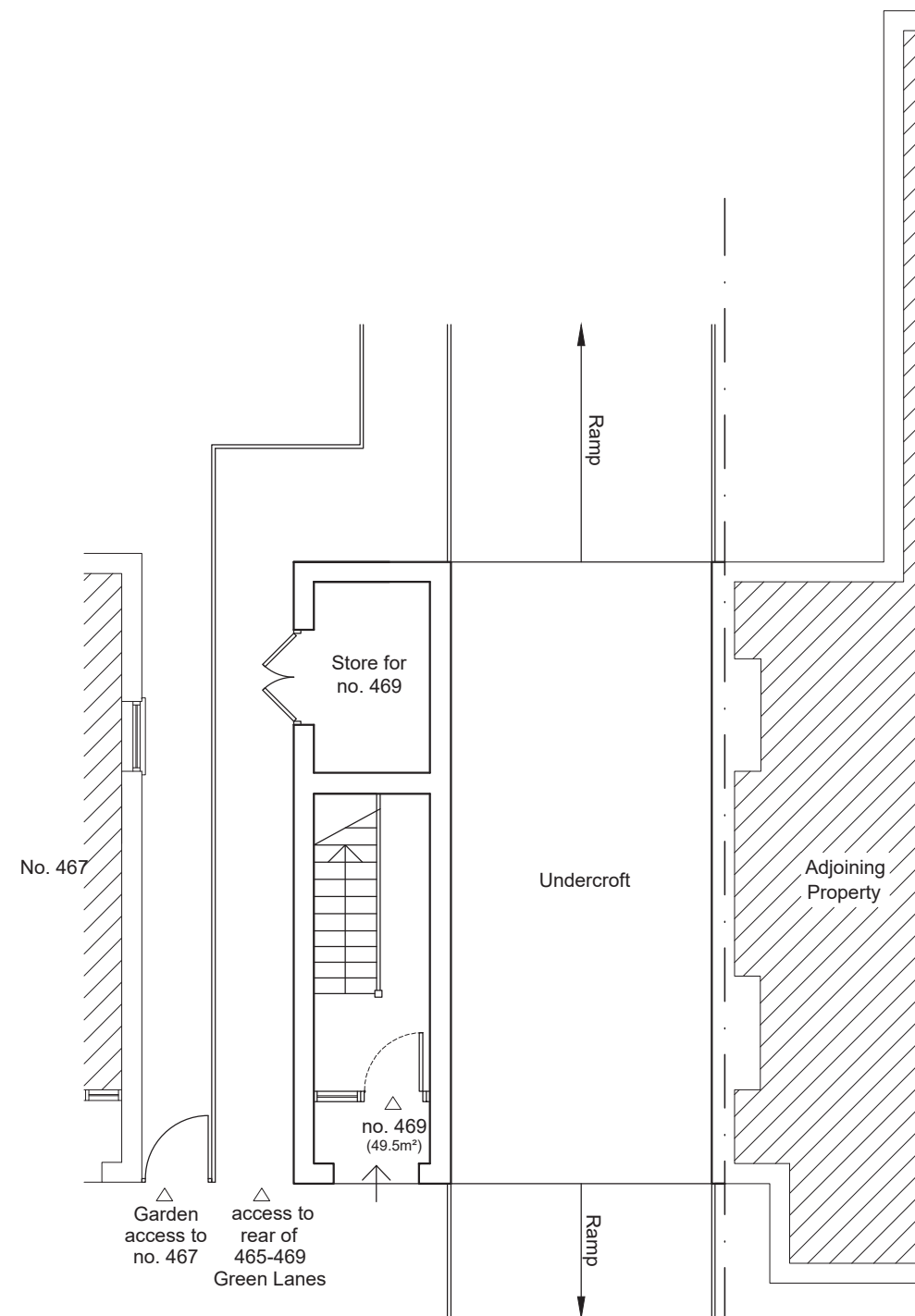
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Barnet, Herts EN4 8QS
Tel: 020 8449 5100
Fax: 020 8449 5170

Client:
Kuros Consultants

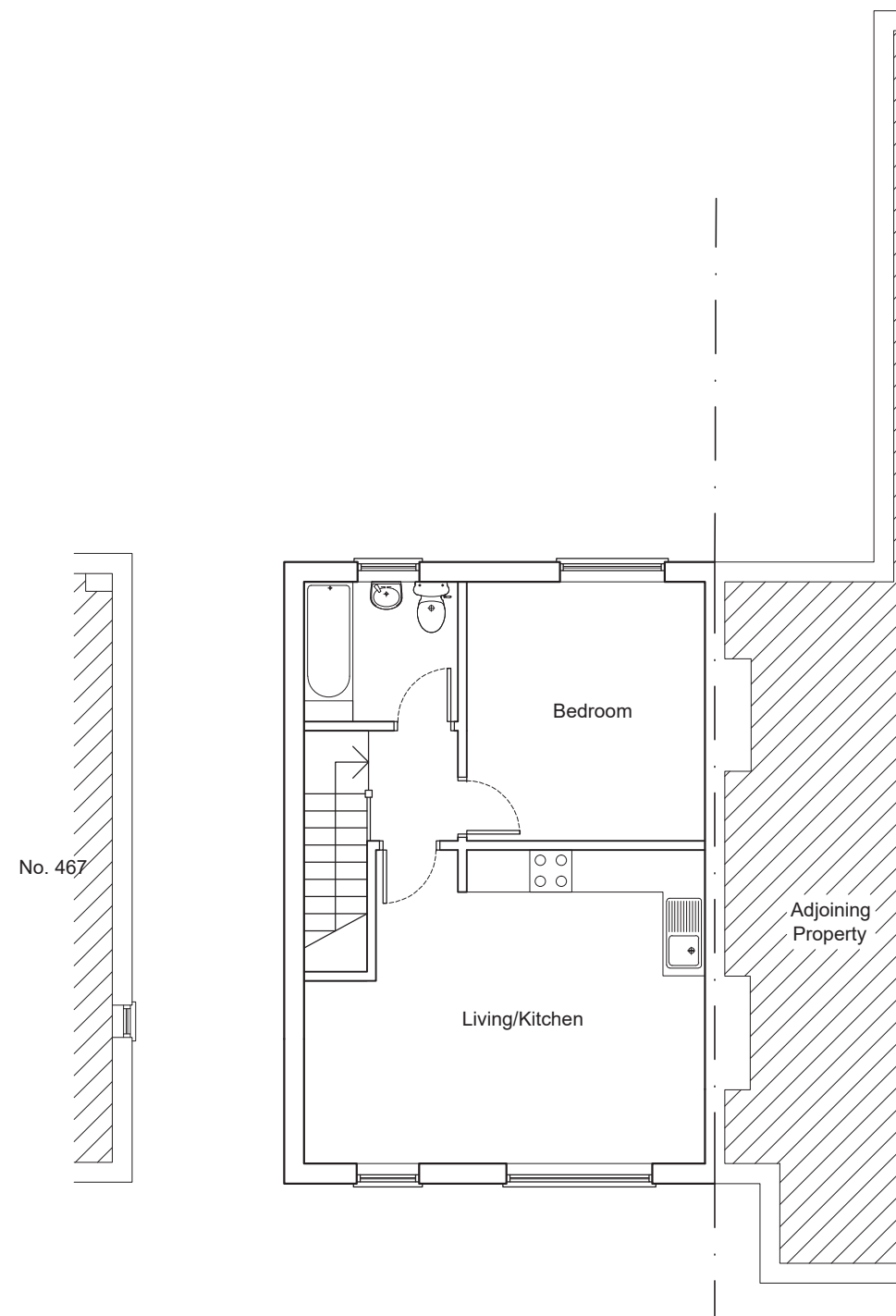
Site:
465-469 Green Lanes
London
N13 4BS

Drawing Title:
469 Green Lanes
as Existing

Scale: 1:100 @ A3	
Date: June 2016	
Drg. No. 983/66	Rev. #



Ground Floor Plan as Proposed



First Floor Plan as Proposed



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Client:

Kuros Consultants

Site:

465-469 Green Lanes
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N13 4BS

Drawing Title:

469 Green Lanes
as Proposed

Scale: 1:100 @ A3

Date: June 2016

Drg. No.

983/67

Rev.

#



Photo 1



Photo 5



Photo 6



Photo 7



Photo 7



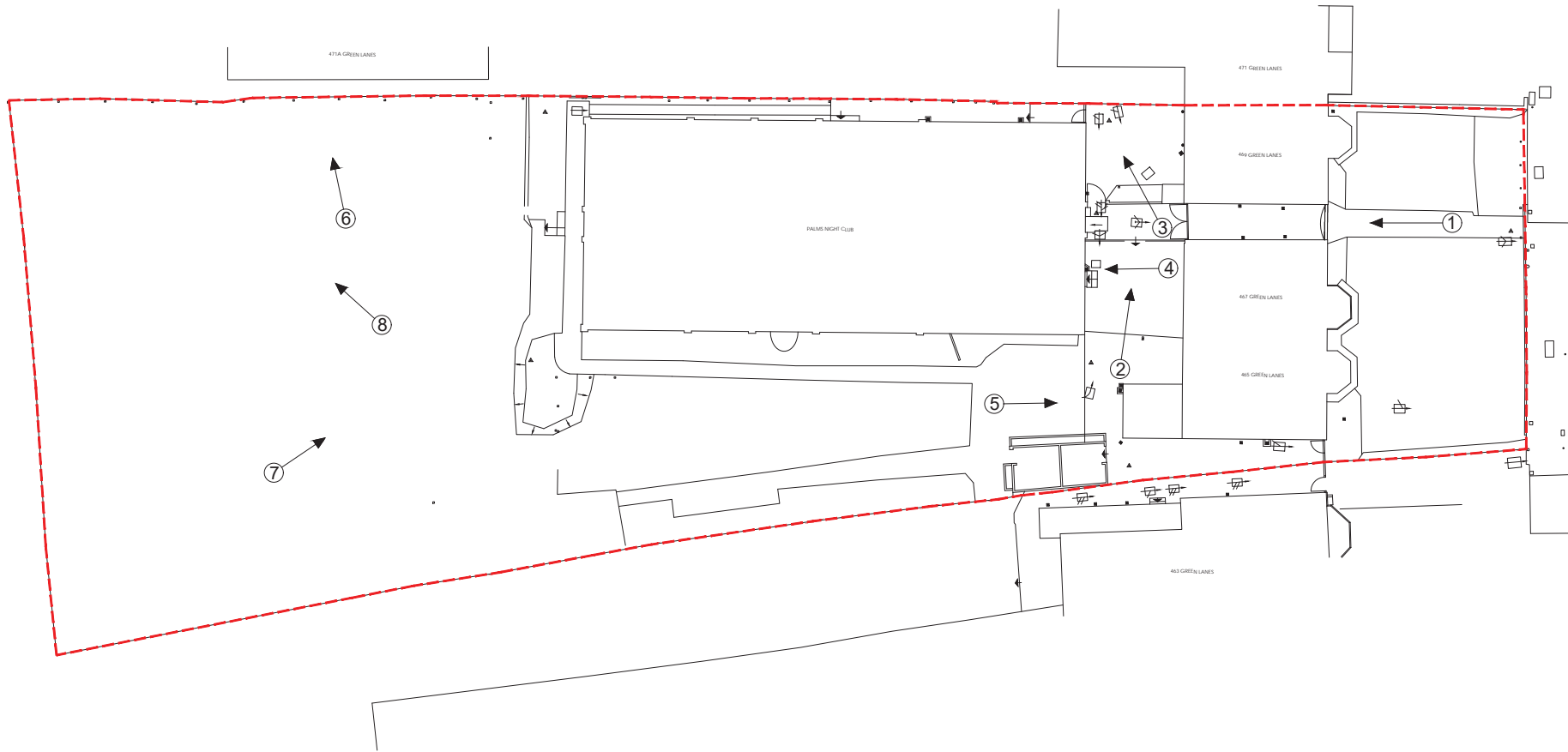
Photo 2



Photo 3



Photo 4



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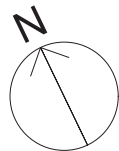
Client: Kuros Consultants

Site: 465-469 Green Lanes
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N13 4BS

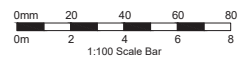
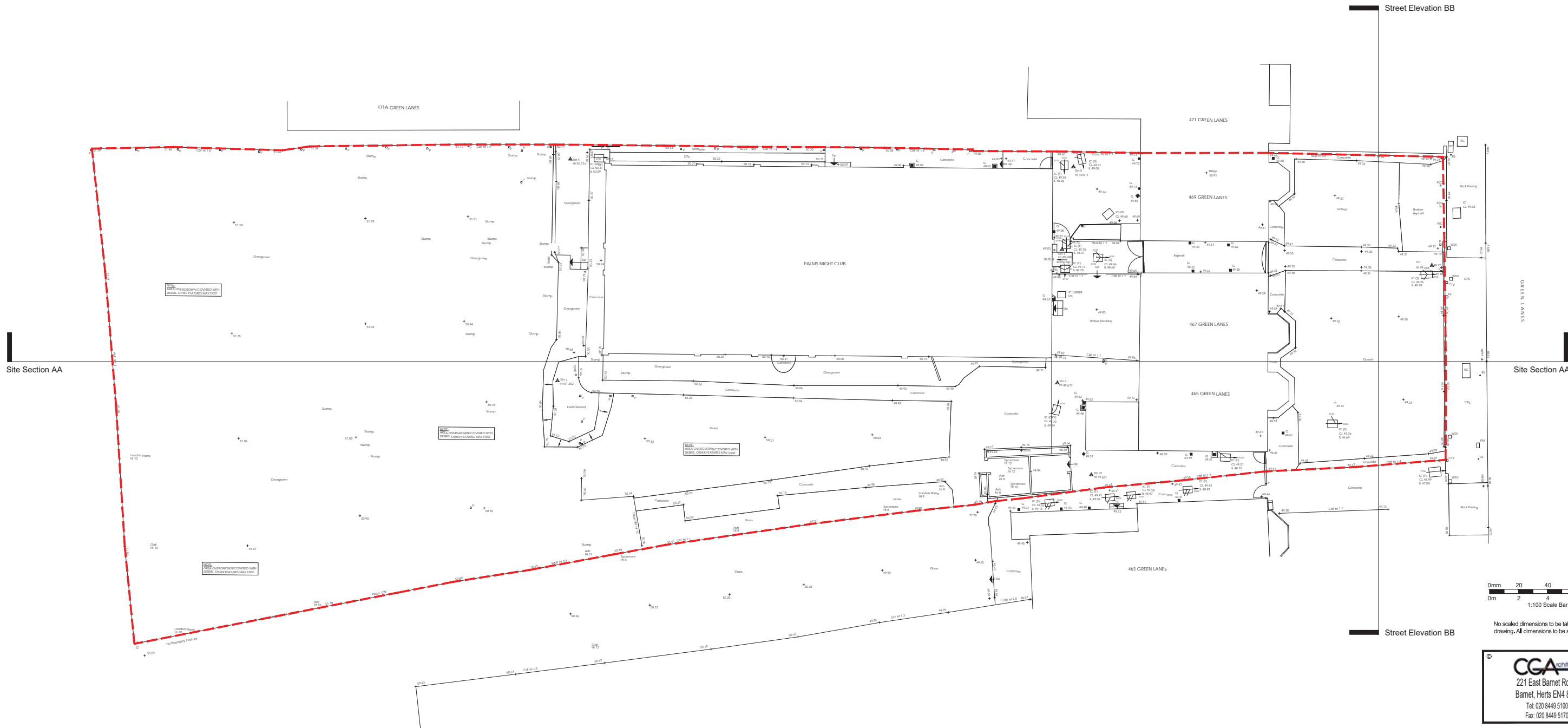
Scale: 1:200 @ A1
Nov. 2015

Existing Site Photographs

983/59 Rev. #



0m 2 4 6 10 16
1:200 Scale Bar



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Client: Kuros Consultants

Site: 465-469 Green Lanes
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N13 4BS

Scale: 1:100 @ A0
Date: Sept. 2015

Title: Site Plan as Existing

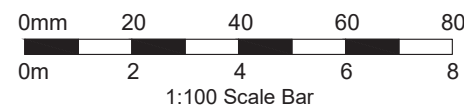
Drp. No. 983/51
Rev. #



Street Elevation BB as Existing

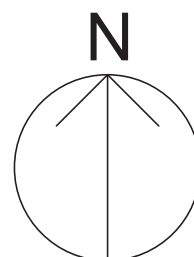


Alternative with arch



	221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8449 5100 Fax: 020 8449 5170	Client: Kuros Consultants	Site: 465-469 Green Lanes London N13 4BS	Drawing Title: Street Elevation BB as Existing and Proposed	Scale: 1:100 @ A2
					Date: June 2016
					Drwg. No. 983/58 Rev. A

No scaled dimensions to be taken from this drawing. All dimensions to be site checked.



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Client:

Kuros Consultants

Site:

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London
N13 4BS

Drawing Title:

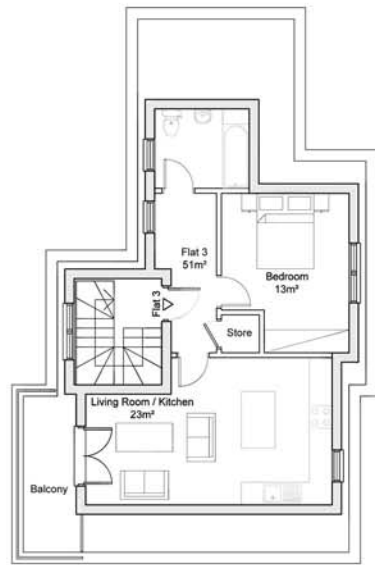
Site Location Plan

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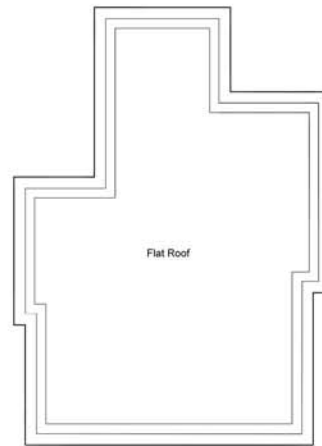
Date: Sept. 2015

Drg. No. 983/50

Rev. #



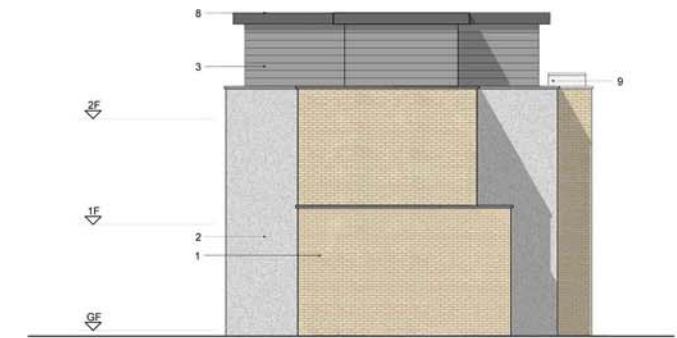
Second Floor Plan as Proposed



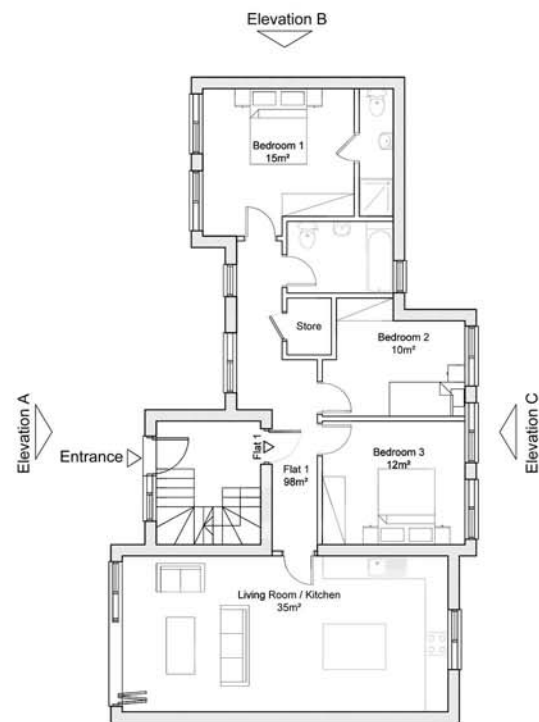
Roof Plan as Proposed



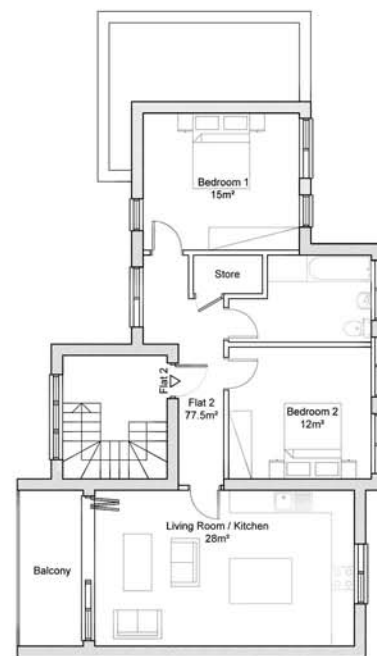
BLOCK 1 - Elevation A as Proposed



BLOCK 1 - Elevation B as Proposed



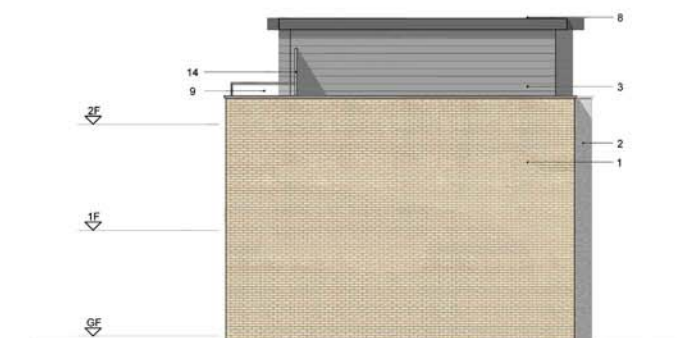
Ground Floor Plan as Proposed



First Floor Plan as Proposed



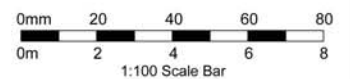
BLOCK 1 - Elevation C as Proposed



BLOCK 1 - Elevation D as Proposed

MATERIALS KEY:		
1 Yellow facing brickwork in cavity construction	9 Metal balcony with glass balustrade	
2 K Rend external render, colour: off-white	10 Glass Juliette balcony with metal handrail	
3 Cedral weatherboard, colour: light grey	11 Timber painted entrance door	
4 Composite light grey powder-coated aluminium insulated panel	12 Glass/Metal entrance canopy	
5 White uPVC framed window with top hung opener	13 Obscure glass screening panel	
6 White uPVC framed glazed door		
7 White powder-coated aluminium framed glazed bi-folding door		
8 Grey aluminium roof to penthouse		

	Yellow facing brickwork
	Glass balustrade
	K Rend external render, colour: off-white
	Cedral weatherboard



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Site:
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London
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Title:
Block 1 - Plans and
Elevations as Proposed

Client: Kuros Consultants

Scale: 1:100 @ A1
Date: June 2016

Drawn:
Drg. No. 983/54
Rev. A



Aerial View as Existing (Not to scale)



Aerial View as Proposed (Not to scale)



Aerial View as Proposed (Not to scale)

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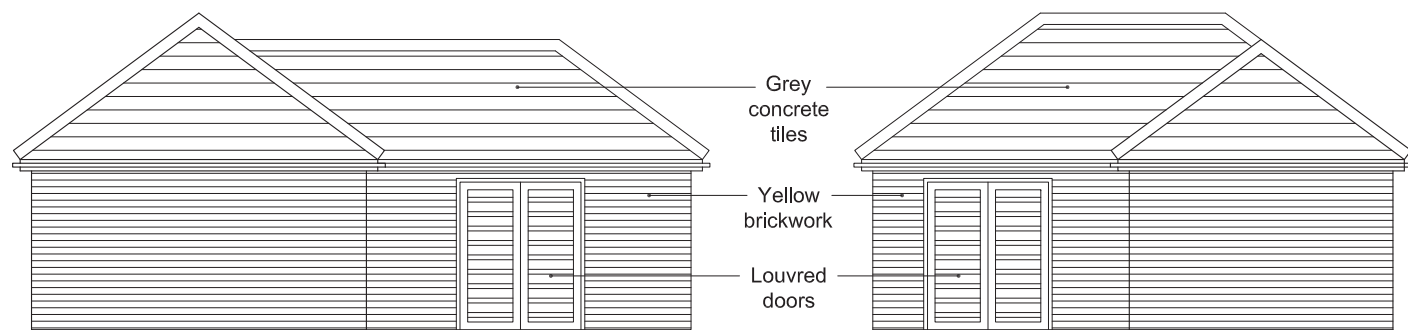
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Fax: 020 8449 5170

Client:
Kuros Consultants

Site:
**465-469 Green Lanes
London
N13 4BS**

Drawing Title:
**Aerial Views as
Existing and Proposed**

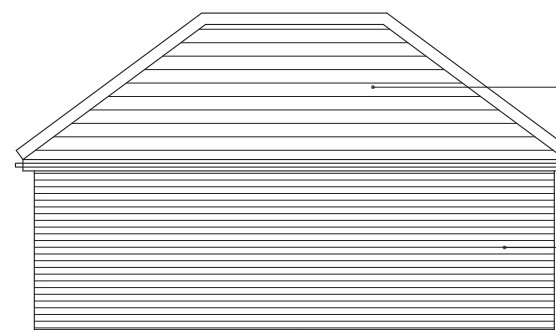
Scale:	Not to Scale
Date:	June 2016
Dwg. No.	983/62
Rev.	A



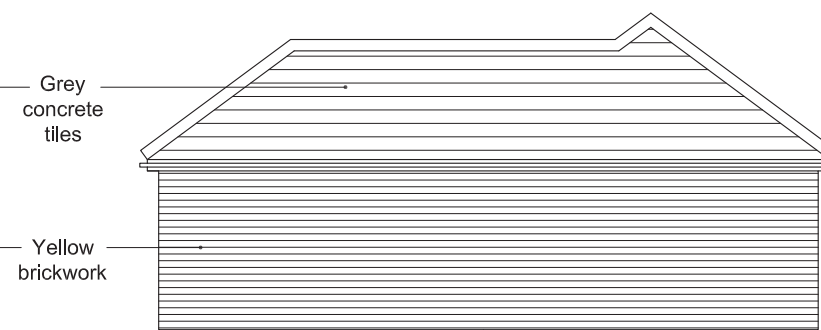
Elevation A



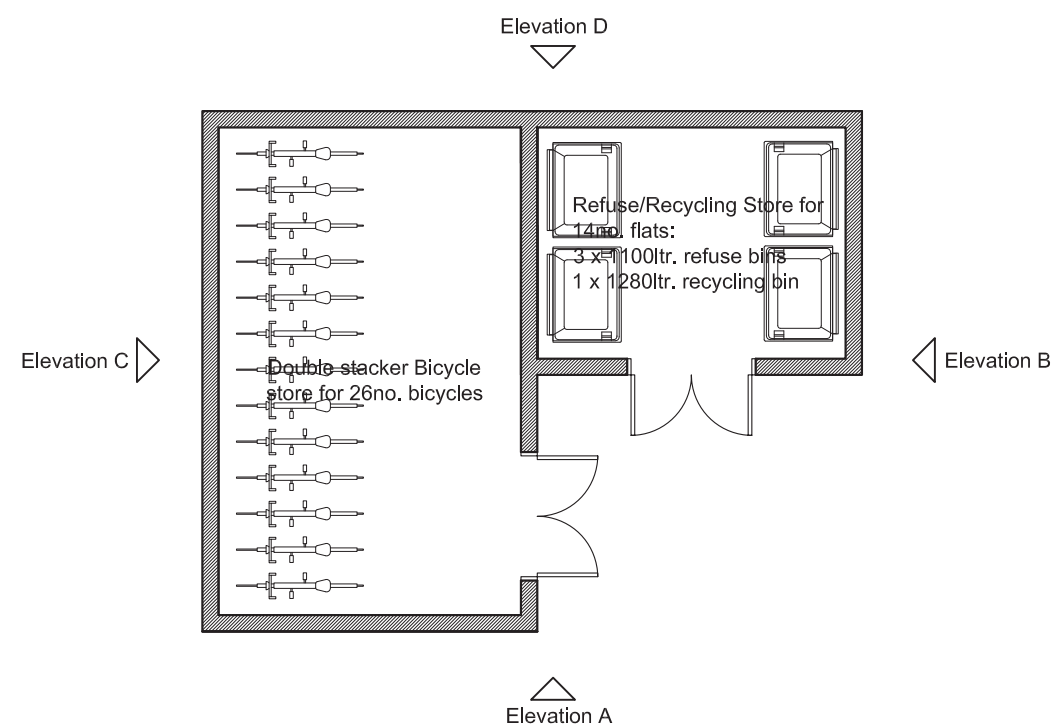
Elevation B



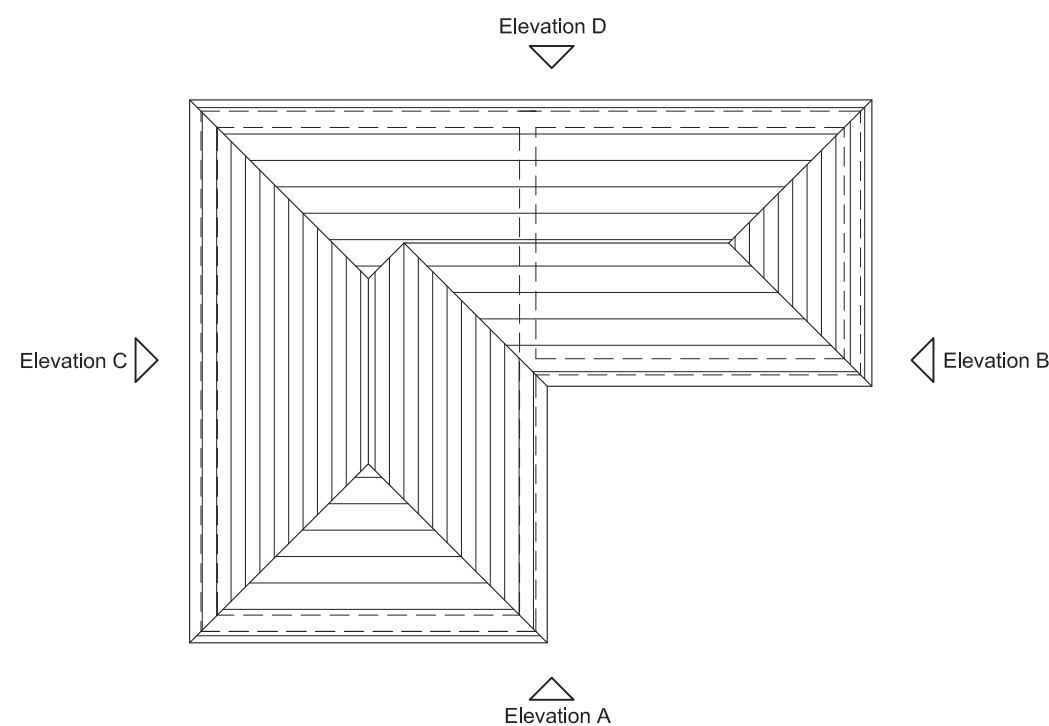
Elevation C



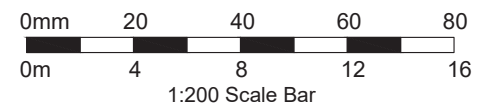
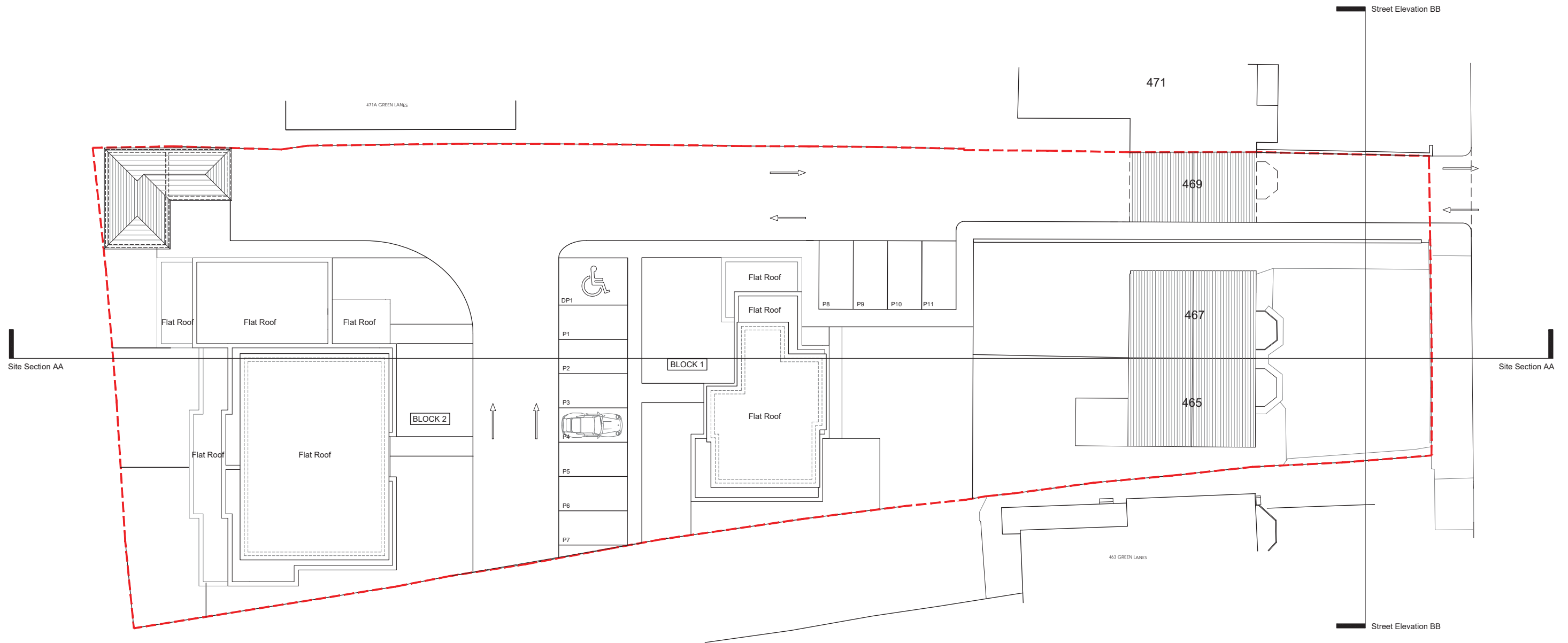
Elevation D



Bicycle Store / Refuse Store Plan



Roof Plan



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Site:

465-469 Green Lanes
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Title:

Block Plan as Proposed

Client:
Kuros Consultants

Scale: 1:200 @ A2	Drawn:
Date: June 2016	

Drg. No. 983/53	Rev. A
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BLOCK 2 - Elevation A as Proposed



BLOCK 2 - Elevation B as Proposed



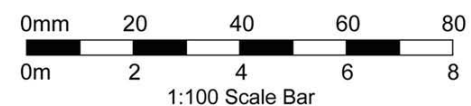
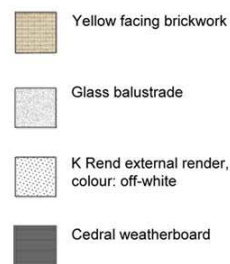
BLOCK 2 - Elevation C as Proposed



BLOCK 2 - Elevation D as Proposed

MATERIALS KEY:

- | | |
|--|---|
| 1 Yellow facing brickwork in cavity construction | 9 Metal balcony with glass balustrade |
| 2 K Rend external render, colour: off-white | 10 Glass Juliette balcony with metal handrail |
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| 7 White powder-coated aluminium framed glazed bi-folding door | |
| 8 Grey aluminium roof to penthouse | |



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Client:

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Site:

465-469 Green Lanes
London
N13 4BS

Drawing Title:

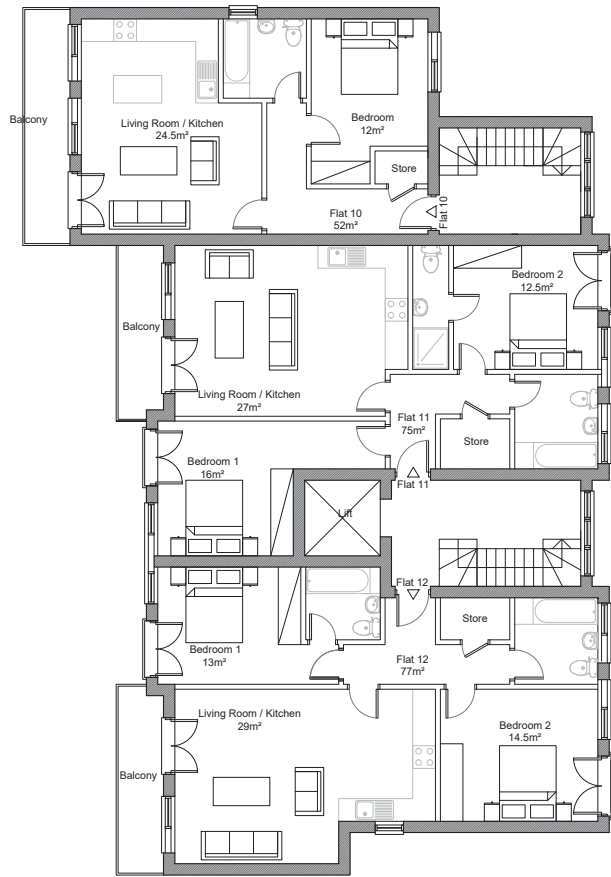
Block 2 - Elevations as
Proposed

Scale: 1:100 @ A2

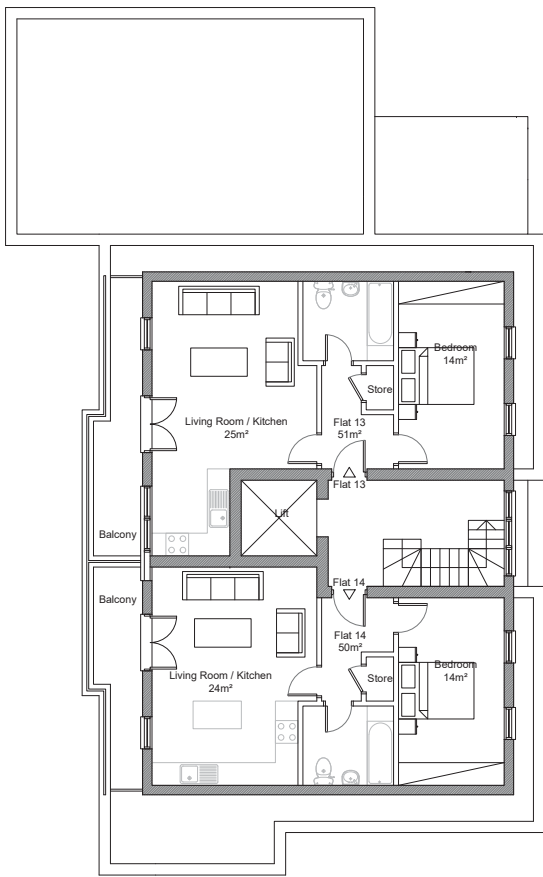
Date: June 2016

Drg. No.
983/56

Rev.
A



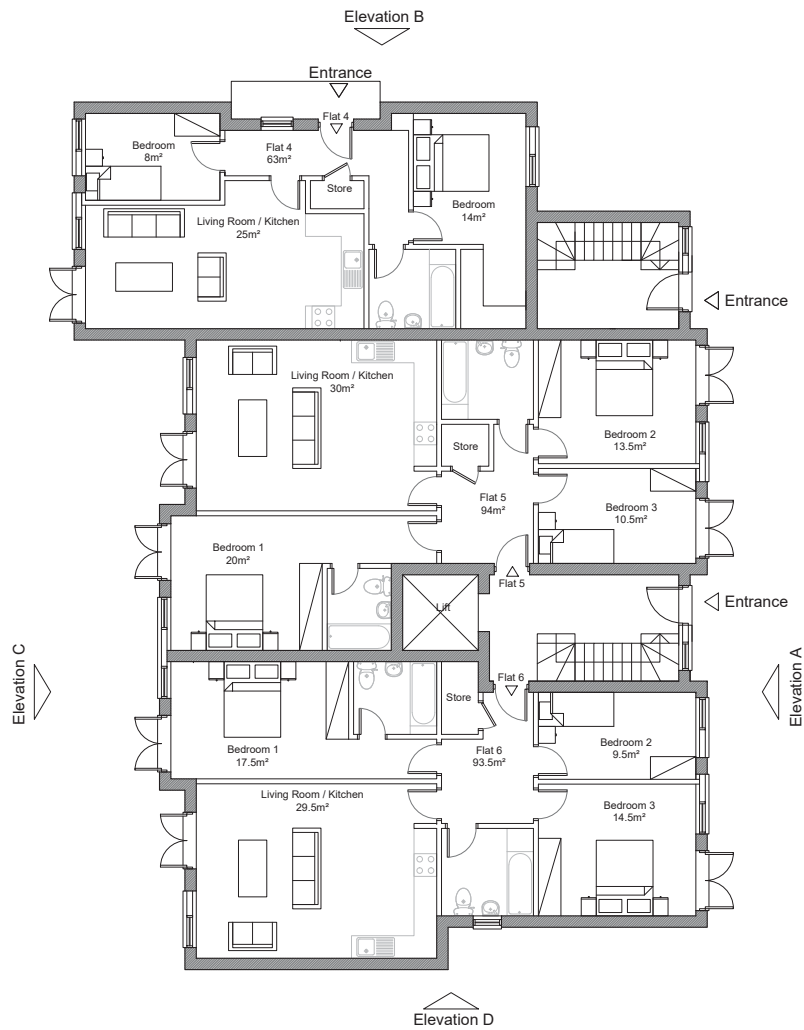
Second Floor Plan as Proposed



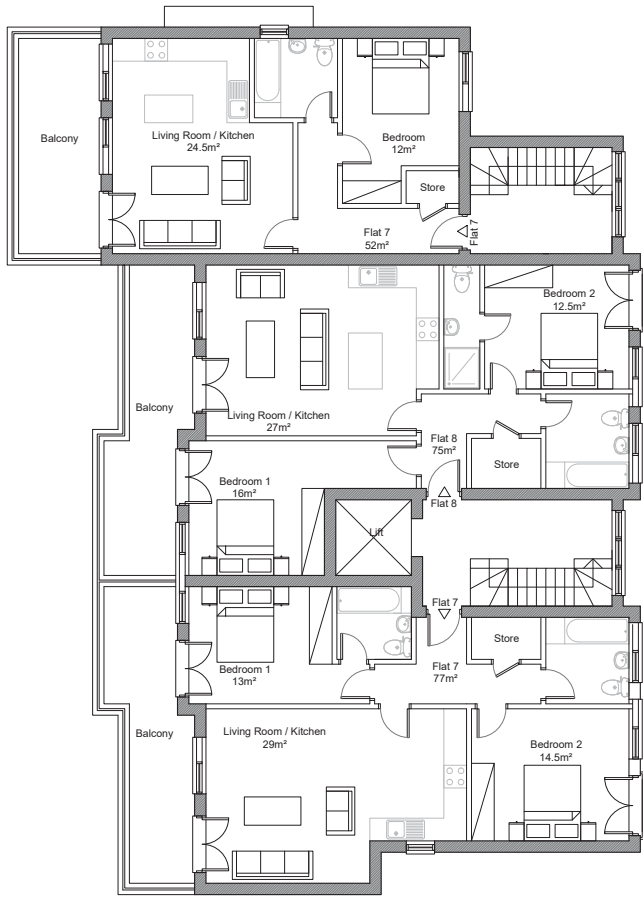
Third Floor Plan as Proposed



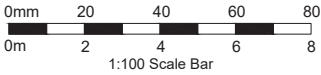
Roof Plan as Proposed



Ground Floor Plan as Proposed



First Floor Plan as Proposed



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Site:
465-469 Green Lanes
London
N13 4BS

Title:
Block 2 - Plans as Proposed

Client: Kuros Consultants

Scale: 1:100 @ A1
Date: June 2016

Drawn:
Drg. No. 983/55
Rev. A



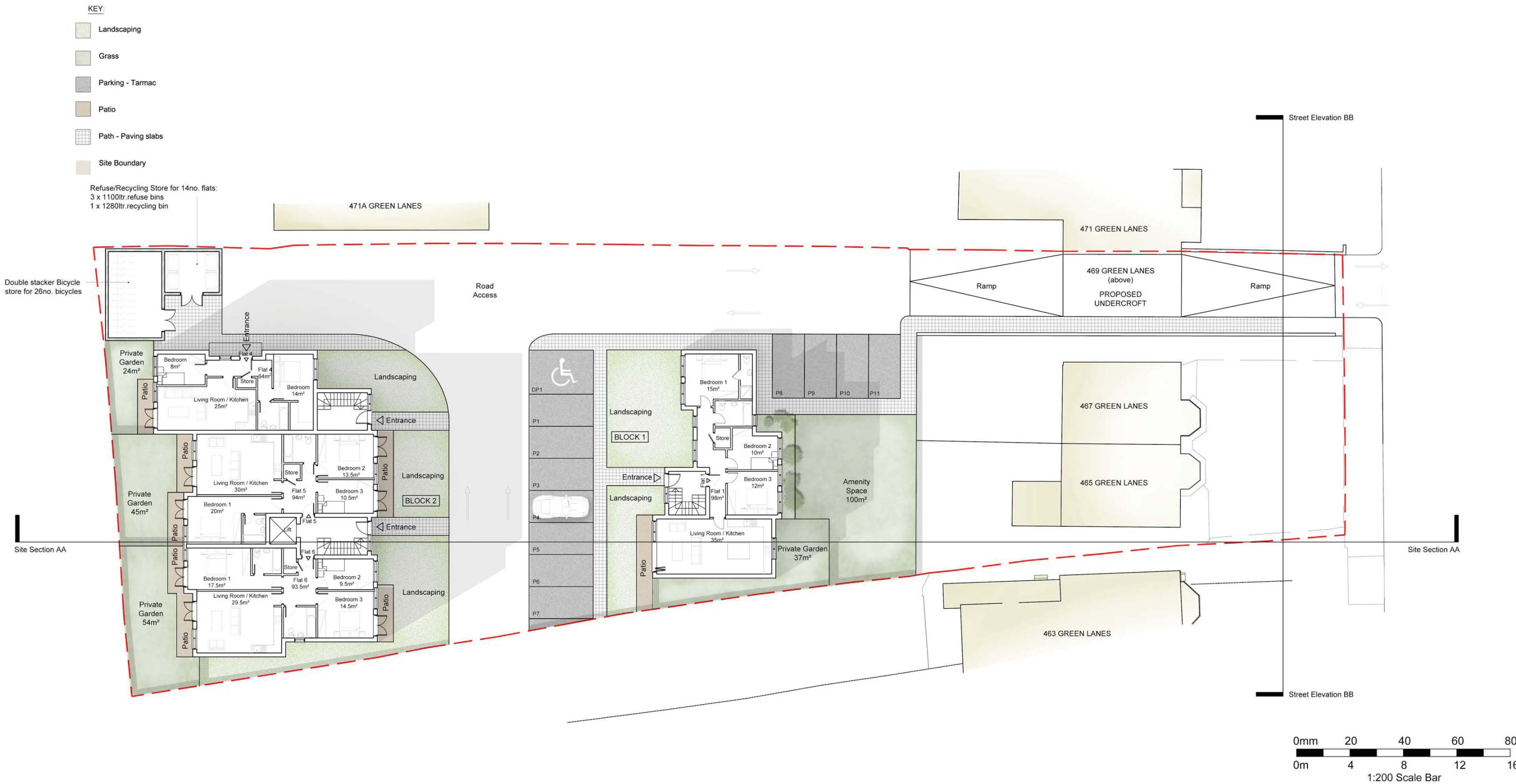
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Tel: 020 8449 5100
Fax: 020 8449 5170

Client:
Kuros Consultants

Site:
465-469 Green Lanes
London
N13 4BS

Drawing Title:
Site Elevation CC
as Proposed

Scale: 1:100 @ A3	
Date: June 2016	
Drg. No. 983/64	Rev. A



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	465-469 Green Lanes London N13 4BS		Site Plan as Proposed	
Client: Kuros Consultants	Scale: 1:200 @ A2	Drawn:	Org. No. 983/52	Rev. A
	Date: June 2016			



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Client:

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Site:

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N13 4BS

Drawing Title:

Visualisation 2

Scale: Not to Scale

Date: June 2016

Drg. No.

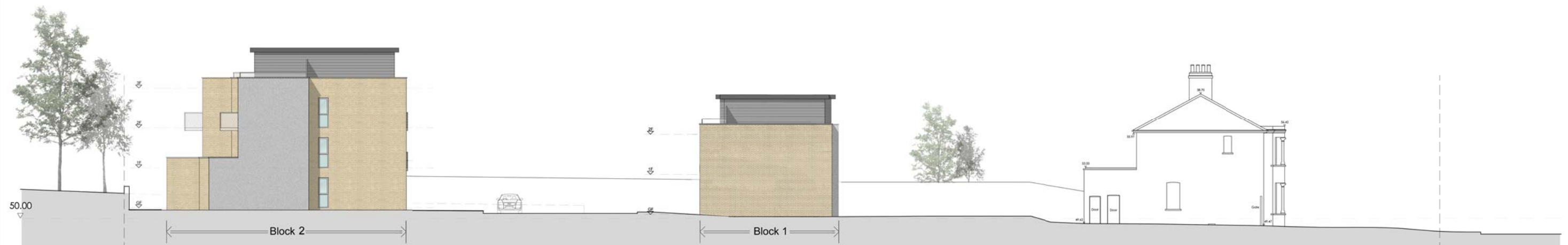
983/65

Rev.

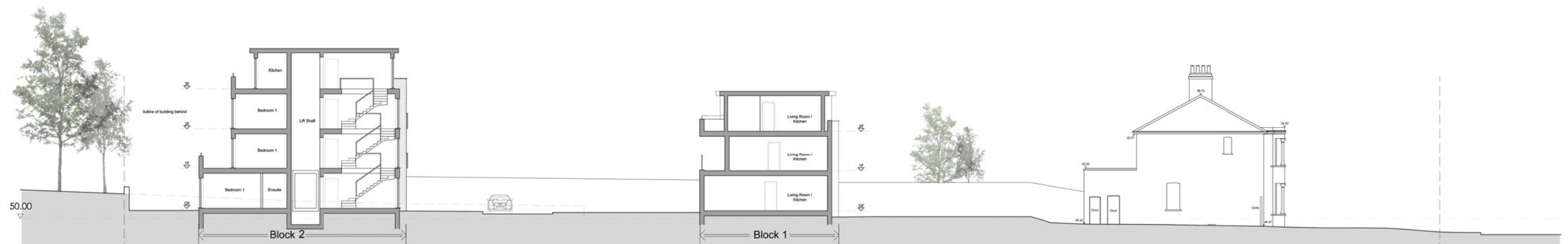
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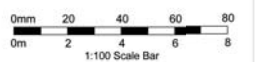
Site Section AA as Existing (as Elevation)



Site Section AA as Proposed (as Elevation)



Site Section AA as Proposed



No scaled dimensions to be taken from this drawing. All dimensions to be site checked.

<p>CGA Architects 221 East Barnet Road, Barnet, Herts EN4 8QS Tel: 020 8449 5100 Fax: 020 8449 5170</p>	<p>Site: 465-469 Green Lanes London N13 4BS</p>	<p>Title: Site Section AA & Elevation as Existing and Proposed</p>
<p>Client: Kuros Consultants</p>	<p>Scale: 1:100 @ A0 Date: June 2016</p>	<p>Drawn: Orig. No. 983/57 Rev. B</p>