

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 21th January 2019

Report of
Head of Planning

Contact Officer:

Andy Higham
David Gittens
James Clark -
0208-132-0877

Ward:
Cockfosters

Ref: 18/00646/FUL

Category: Full Planning Application

LOCATION: 32 Waggon Road and Land Rear of 30 Waggon Road, Barnet, EN4 0HL

PROPOSAL: Sub-division of site, demolition of the existing property and erection of 3 x 5 bed and 1 x 6 bed detached dwelling houses, including landscaping, parking, new access from Waggon road and four (4) detached vehicle garages.

Applicant Name & Address:

Mr Clarke (& Panayi)
32 & 32 Waggon Road
Enfield
EN4 0HL

Agent Name & Address:

Colin Butcher
Delta Architects
1 Batemans Row
London
EC2A 3HH
cbutcher@deltaarchitects.co.uk

RECOMMENDATION: That the Head of Development Management /the Planning Decisions Manager be authorised to **GRANT PLANNING PERMISSION** subject to **planning conditions**.

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Ref: 18/00646/FUL LOCATION: 32 Waggon Road And Land Rear Of 30 Waggon Road, Barnet



1.0 Note for Members

1.1 Although a planning application of this scale would normally be determined under delegated authority, because of the nature of the proposal and policy issues raised, the matter is reported to Planning Committee for determination.

2.0 Recommendation:

2.1 That subject to the completion of a s278 agreement, the Head of Development Management / the Planning Decisions Manager be authorised to GRANT I planning permission subject to conditions.

- 1 Time limit
- 2 No deviation from dwelling mix
- 3 Accordance with plans
- 4 External Appearance (sample materials)
- 5 Submission of ground Levels
- 6 Design of access Gates
- 7 Details of Hardstanding
- 8 Parking retained
- 9 Refuse storage
- 10 Details of access and instatement of adopted highway standards
- 11 Segregated Walkway
- 12 Cycling storage
- 13 Construction Management Plan (CMP)
- 14 Electric charging points
- 15 Landscaping planting
- 16 Biodiversity improvements
- 17 Compliance with details of Tree protection plan (AIA)
- 18 Compliant with AIA report
- 19 Drainage schemes
- 20 SUDs Verification report
- 21 Water consumption
- 22 Energy certificates
- 23 Secure by design
- 24 No pilling
- 25 Permitted development restriction
- 26 No mechanical plant or machinery on site

3.0 Executive Summary:

3.1 The report sets out the key issues in the assessment of the planning application which proposes the erection of three two storey five bedroom dwelling houses on existing garden land in association with the demolition and reconstruction of No 30 Waggon Road, forming one of the existing properties, in association with the creation of a new access off Waggon Road.

- 3.2 The development constitutes a back land development site utilising the rear gardens of No 30 and No 32 Waggon road. As part of the development, No 32 Waggon Road would be demolished and reconstructed; it being sited on the western boundary adjacent the boundary with No 34 Waggon Road. The eastern side of No 32 Waggon Road site would provide the access road for the three dwelling houses at the rear of site, permitting independent access to plots 2, 3 and 4.
- 3.3 The rear boundary of the site is formed by Monken Mead Brook; a designated main river. Detailed discussions have been held with the Environment Agency and with the SUDs team pertaining to the impact of the development on the brook and surface water drainage. The site is not within a designated Flood Zone and it is agreed that the effect on neighbouring properties and surface water drainage consideration are acceptable subject to the approved SuDS report and site plans.
- 3.4 The scope of the proposed development has also been considered against historic development along Waggon Road and against relevant national, regional and local planning policy context. The full planning application satisfies overarching planning policy and is considered to be acceptable subject to pre-commencement and pre-occupation planning conditions applied to the site.
- 3.5 The principle reasons for recommending approval are
- i) The development meets strategic requirements for new residential development and family size houses in a sustainable location as per policy 3.3 of the London plan (increasing housing supply), Enfield Strategic objective 4 of the Core Strategy, Core Strategy 2 (Housing supply) and housing policies in the Development Management Document (Adopted 2014)
 - ii) The proposed properties are a design, scale and massing reflective of the character of the surrounding location, and in the case of the three proposed dwelling houses are hidden from public views along Waggon Road. The demolished and re-constructed property at No 32 Waggon road provides a suitable and visually acceptable replacement property.
 - iii) The development shall retain and provide generous garden space for existing and future occupiers of the proposed development in accordance

with policy DMD 7 and provides policy compliant means of access for vehicular, both domestic and commercial deliveries and refuse trucks.

- iv) The development has been deigned to be an appropriate and acceptable distance from the Monken Mead Brook, providing appropriate levels of drainage and retaining trees on site. In addition, a condition has been applied to improve biodiversity via bat boxes and other habitats forms and a robust landscaping plan.

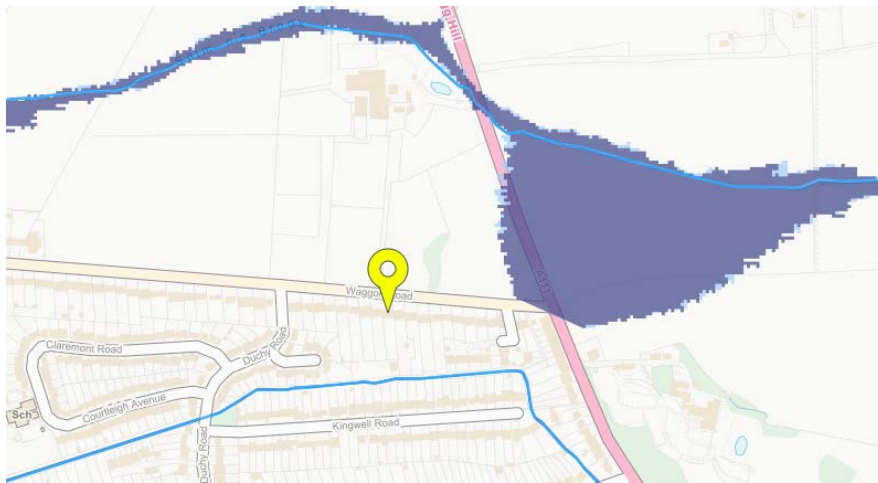
4.0 Site and Surroundings:

- 4.1 The development site is located on the south side of Waggon Road and consists of No 30 and No 32 Waggon Road: two large detached residential properties which extend across the majority of the respective plots width. The rear of the site is bordered by Monken Mead Brook a designated and classified Main river. The site does not fall within a designated flood zone nor does it form part of a critical drainage area.
- 4.2 The surrounding area has witnessed infill development with contemporary developments at Warner Close and Helena Close. The site is not within a Conservation Area and does not comprise any Listed Buildings.

Aerial photo of Site



Flood risk map of site (Source EA)



5.0 Proposal:

- 5.1 Permission is sought for the sub-division of the two sites of 30 & 32 Waggon road, in association with the demolition and reconstruction of No 32 Waggon road from an existing four (4) bed to a six (6) bed property.
- 5.2 The proposed development would include a new six (6) metre wide access road off Waggon road providing independent access to the three properties at the rear and the retained property at No 32 Waggon road.

6.0 Relevant Planning History:

- 6.1 Address – No 30 Waggon Road
Reference - TP/01/0435
Description of development -Part 2-storey, part single storey extensions to side and rear.
Decision level – Delegated
Decision Date – 26/06/2001
- 6.2 Address – No 32 Waggon Road
Reference - TP/80/1111
Description of development - Garage
Decision Level – Delegated
Decision Date – 28/07/1980

Surrounding pertinent planning history

- 6.3 Address – No 20 Waggon Road
Reference - 15/04916/FUL
Description of development -Redevelopment of site and demolition of existing house to provide 4 x 6-bed detached single family dwelling houses with attached garages and rooms in roof, new access road from Waggon Road and associated landscaping. Amended drawings received April 2017.
Decision level – Approved in “Principle” at planning committee (awaiting signed s106 legal agreement)
Decision Date – N/A

Pre-Application

- 6.4 Three (3) pre-applications have been conducted and completed on site. The advice provided by officers through the pre-application process has informed the current development scheme.

7.0 Consultation:

Public

- 7.1 Consultation letters were sent to 23 neighbouring and nearby properties.
- 7.2 Following submission of revised reports and updated information constituting a material change in the development, a re-notification consultation was also undertaken.
- 7.3 21 objections have been received; 17 of which form part of petition with identical letters signed by different occupier of addresses. The objectors raise all or some of the following points:
- Threat of flooding
 - The properties at Kingwell Road lay at a lower level than Waggon road increasing the potential risk
 - No plans for effective sewage
 - Properties are too large
 - Harmful to wildlife
 - Build lines are unclear
 - Character of Hadley wood will be changed forever
 - Overlooking and loss of privacy
 - Subsidence issues
 - Issues of bonfires

Statutory and Non-Statutory Consultees:

Internal Consultations:

- 7.4 Transportation & Transport – No objection.

The proposed development makes appropriate provision for access and parking having regard to DMD Policies 7, 8 45, 46 & 47 and The London Plan Policy, 6.13. Suitable pre-commencement and pre- occupation planning conditions shall be applied.

- 7.5 Sustainable Drainage – No objection in principle

The revised and updated Sustainable drainage scheme (Drainage Strategy, Prepared by RAB, dated 06/09/2019, version 8.0, RAB 2229B) is satisfactory and acceptable subject to,

- Calculations for source control SuDS measures e.g. rain gardens, filter drains, green roofs clarifying the measures demonstrate management of the first flush (i.e. the first 5mm of rainfall) before runoff is directed to the attenuation features.
- Sizing calculations for the filter drains.
- Revised level calculations (topographical plans)

7.6 Tree Officer – No objection

Subject to a detailed tree protection plan and Arboricultural method statement, in accordance with BS5837:2012, being submitted via an appropriately worded condition. The applicant has provided a revised AIA including a protection method statement for the protection of trees on site during construction phase.

External Consultees

7.7 Thames Water – No response

7.8 Environment Agency – No objection

The Monken Mead Brook is classified as a “main river”, following an assessment the EA *“We have assessed this application as having a low environmental risk and therefore have no further comments to make”*.

7.9 Officer comments on Consultee comments

Following consultee responses, the Applicant submitted revised tree and sustainable drainage plans to meet planning policy and improve the quality of development on site. A key aspect of the development is the maintenance of water storage areas via the introduction of swales, green roofs, permeable paving and bioretention basins. The changes are considered adequate to meet the green field run-off rates required via planning policy. The revised AIA report confirms only one tree shall be lost as a result of the development and a methodology for the protection of trees has been provided within the AIA report. The SuDs and tree aspects of the development are expanded in the relevant sections of the committee report. A robust landscape and biodiversity planning

condition has been applied to the site to improve the amenity and general landscaping of the site.

8.0 Relevant Policies:

8.1 NPPF (Adopted February 2019)

Section 8 – Promoting Healthy and safe communities, Para 94 & 99

Section 9 – Promoting sustainable transport, Para 102-111

Section 12 – Achieving well-designed places, Para 124-132

8.2 London Plan (2016)

- 3.3 Increasing housing supply
- 3.4 Optimising Housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and Balanced Communities
- 3.14 Existing Housing Stock
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.16 Waste Self Sufficiency
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

8.3 The London Plan – Draft

A draft London Plan was published on 29 November 2017 for consultation purposes with a deadline for consultation of 2 March 2018. The draft plan is a material consideration in determining applications but is likely to carry little or no weight until there is a response to consultation submissions or until after its examination. Of particular relevance is Policy D2 (Delivering good design).

8.4 Local Plan - Core Strategy (2010)

CP2: Housing supply and locations for new homes
CP4: Housing quality
CP5: Housing types
CP20: Sustainable energy use and energy infrastructure
CP21: Delivering sustainable water supply, drainage and sewerage infrastructure
CP22: Delivering sustainable waste management
CP25: Pedestrians and cyclists
CP30: Maintaining and improving the quality of the built and open environment
CP32: Pollution
CP46: Infrastructure contributions

8.5 Development Management Document (2014)

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
DMD45: Parking Standards
DMD46: Vehicle Crossovers and Dropped Kerbs
DMD47: Access, New Roads and servicing
DMD49: Sustainable Design and Construction Statements
DMD51: Energy Efficiency Standards
DMD58: Water Efficiency
DMD61: Managing Surface Water
DMD62: Flood Control and Mitigation Measures
DMD63: Protection and improvement of watercourse and Flood defences
DMD68: Noise

DMD78: Nature
DMD79: Ecological Enhancements
DMD80: Trees on Development Sites
DMD81: Landscaping
DMD Appendix 7 - London Plan parking and Cycle standards
DMD Appendix 8 - Parking standards (parking dimensions)
DMD Appendix 9 - Road classifications

8.6 Other Policy

National Planning Practice Guidance
Mayor of London Housing SPG (March 2016)
Enfield Strategic Housing Market Assessment Update (2015)
Community Infrastructure Levy Regulations 2010

9.0 **Assessment:**

Background:

- 9.1 The site has been subject to a number of pre-application applications including an inquiry into the development of seven (7) new dwellings. The current planning application has been developed to include policy compliant drainage plans and adequate tree protection plans and follows the principles set out in the latest advice provided.

Analysis:

- 9.2 This report sets out the analysis of the issues that arise from the proposal assessed against National, Regional and adopted strategic and local planning policies.
- 9.3 The Main considerations of the development are the following,
- Principle of development
 - Dwelling Mix
 - Impact of the development on the character of the location
 - Standard of accommodation
 - Impact of development up neighbouring properties
 - Impact on sustainable drainage and level of flood risk

- Highway and transport implications
- Impact of landscaping & trees
- Energy & security
- Other matters
- Affordable housing

Principle:

9.4 The principle of new residential development on the site is acceptable meeting both the strategic housing needs of Greater London and increasing the housing stock of the Borough in accordance with the National Planning Policy Framework (NPPF) and Policy CP5 of the Core Strategy (2010). However, the development must also be judged on its own merits and assessed in relation to material considerations including the impact on the character of the area and the attainment of appropriate scale, design, amenity space, parking provision, residential amenity and privacy, to achieve a development that integrates appropriately into their surroundings.

9.5 The proposed development of the site would result in the subdivision and development of garden land in a predominantly residential location with no designated land constraints. Development of garden land is assessed under Policy DMD 7 (Development of Garden Land). It sets out the following criteria:

- 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; and*

f. The proposals would provide appropriate access to the public highway.

- 9.6 The criteria permitting development of garden land are directly interlinked to other aspects of the assessment within this report, including but not limited to, design and access aspects of development. However, the principle of garden land development in the location/vicinity has been accepted previously and is considered acceptable. Overall therefore, the development site is considered to meet the principle requirements outlined in Policy DMD 7 parts (a) – (e) and therefore, is considered appropriate and in accordance with planning policy.

Residential Mix:

- 9.7 Policy 3.8 of the London Plan and Policy CP5 of the Core Strategy seeks to ensure that new developments offer a range of housing sizes to meet housing needs. The proposal would be in accordance with these policies in addition to Policy 3.3 of the London Plan and Policy CP2 of the Core Strategy, insofar as it would maintain the Borough's housing stock.
- 9.8 The proposed scheme provides 3 x 5 bed and 1 x 6 bed dwelling houses on the site. Family units are in demand in the borough and the development would contribute towards meeting the policy objectives. The proposed dwelling mix is therefore acceptable.

Impact on the character of the location:

- 9.9 London Plan policy 7.6B states that all development proposals should be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation. Policy CP30 of the Core Strategy requires new development to be of a high-quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable and has regard for and enhances local character. As stated in para 9.6 policies pertaining to design and character must be read in conjunction with Policy DMD 7.
- 9.10 The immediate environs is formed of medium to large detached properties accessed from Waggon Road to the north of Monken Mead Brook and Kingwell Road on the south side of Monken Mead Brook. The surrounding location also contains the more contemporary developments at Helena Close, Warner Close and Sandridge Close and it is these which introduce the existing development on

rear gardens and back land sites. A similar development was approved in principle at Planning Committee at No 20 (rear of) Waggon Road under ref: 15/04916/FUL (Redevelopment of site and demolition of existing house to provide 4 x 6-bed detached single family dwelling houses with attached garages).



Red - The application site
Blue - 20 Waggon Road (PP agreed but Not Implemented)
Purple - Warner Close
Yellow - Sandridge Close

- 9.11 Within this context and with reference to Policy DMD 7, it is considered the development would not harm the character of the area and that the increased density is appropriate, taking into account the site context in terms of its location, accessibility and the provision of local infrastructure.

Design and appearance of three (3) dwelling houses

- 9.12 The NPPF (2019) states in Para 124 (Section 12), that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Para 131 continues stating *“in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”*.
- 9.13 The proposed three 2 storey dwellings (Plots 2, 3 and 4) are a contemporary approach to a traditional design utilising gable and pitch roofs with a two tone external material elevation to break-up the massing and appearance. An appropriate separation distance of one (1) metre is provided between the flank elevations of the properties and the shared separation boundaries.
- 9.14 The width of Plot 4 (House 1) is 12.6m with Plots 3 and 2 a similar width. It is acknowledged that the depth of each garden although at least 10m (expanding to 12m on plot 4), is modest when compared to other properties on Waggon Road however when measured against more recent developments at Helena and Warner Close, the gardens are comparable. Nonetheless, all the proposed gardens meet and exceed the minimum garden size requirements for new development under Policy DMD 9 while the donor sites of No 30 and No 32 Waggon Road would still retain generous gardens.

Reconstruction of No 32 Waggon Road

- 9.15 The design of No 32 Waggon Road following its demolition would be in keeping with the existing character and rhythm of Waggon Road. Waggon Road has no detailed or proscribed design, but the character is one of large two storey dwellings with a mix of gable, hipped and crown roofs projecting across the majority of the respective plot widths. The proposed reconstructed property at No 32 Waggon Road would retain the existing prevailing design features of gable, crown and pitched roofs, while maintaining a 1m separation distance from the boundary with No 34 Waggon Road.
- 9.16 The replacement dwelling at No 32 Waggon Road would project modestly forward of the existing build line and project to a greater depth to the rear compared to the existing footprint. Nevertheless, the proposed footprint would not appear excessive in the street scene when compared to No 30 Waggon Road and other approvals for enlarged dwellings along Waggon Road.

- 9.17 The new access road from Waggon road serving the development would utilise the existing crossover and would not bring about a form of development that would be incongruous within the prevailing character of the location.
- 9.18 In summary, the proposed three new dwellings and reconstructed No 32 Waggon Road are designed to be appropriately located, scaled and in keeping with the existing design and character in the location, in accordance Policy DMD 6 (Character) and DMD 8 (General standards for New Residential Development). Sample external materials are conditioned as part of the development to maintain and secure control over the final material appearance of the properties.

Standard of Residential Accommodation:

- 9.19 Policy 3.5 of the London Plan and Policies DMD 5 and DMD 8 of the Development Management Document set minimum internal space standards for residential development. The Nationally Described Internal Space Standard applies to all residential developments within the Borough and the London Plan Housing SPG adopted in 2016 has been updated to reflect the Nationally Described Space Standards.
- 9.20 In partnership with the minimum floorspace requirements, new development is expected to provide well-designed, flexible and functional layouts with adequately sized rooms, 2.5m floor-to-ceiling heights, and 20% glazing to all habitable rooms in accordance with the Mayor's Supplementary Housing Guidance.

Table of individual dwelling houses proposed floorspace

Dwelling No	Bed/person	Required Floorspace (m ²)	Provided Floorspace (m ²)
Plot 1 (No 32 Waggon Road)	6 Bed/10 Person	138m ²	297m ²
Plot 2	5 Bed/10 Person	134m ²	294m ²
Plot 3	5 Bed/10 Person	134m ²	294m ²
Plot 4	5 Bed/10 Person	134m ²	294m ²

- 9.21 The internal floorspace of each dwelling unit exceeds the minimum National internal floorspace standards and all habitable rooms within the proposed flats would have adequate daylight, outlook and good levels of privacy.

- 9.22 Each dwelling would have private amenity space at ground floor. Policy DMD 9 (Amenity Space) sets out the Council's external amenity space standards. The standards below are for dwelling units with access to communal amenity space.

Dwelling No	Bed/person	Required Floorspace (m ²)	Provided Floorspace (m ²)
Plot 1 (No 32 Waggon Road)	6 Bed/10 Person	44m ²	540m ² (Approx.)
Plot 2	5 Bed/10 Person	44m ²	155m ² (Approx.)
Plot 3	5 Bed/10 Person	44m ²	155m ² (Approx.)
Plot 4	5 Bed/10 Person	44m ²	175m ² (Approx.)

- 9.23 Each dwelling has direct access to private amenity space. In addition, the amenity space is not overlooked, is considered to be functional, safe and significantly beyond the minimum policy requirement. It is considered the provision of amenity space complies with Policy DMD 9.
- 9.24 The overall quality of accommodation within the four residential units is considered acceptable and complies with Policy 3.5 of the London Plan and Policies DMD 8 and DMD 9 of the Development Management Plan (2014).

Effect on Neighbouring Properties:

- 9.25 Policy 7.6 of the London Plan states developments should have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy CP30 of the Core Strategy seeks to ensure that new developments are high quality and design-led, having regard to their context. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

Impact on No 34 Waggon Road

- 9.26 The reconstructed property at No 32 Waggon Road would project further rearward than the original property and would therefore, project beyond the rear building line of No 34 Waggon Road. The two storey element of the new dwelling would project 4.2m beyond the rear of No 34 Waggon Road at a distance of 1m off the boundary. No 34 Waggon Road is itself inset from the shared boundary by 1.5m at two storey level with a single storey rear projection on the boundary. The two storey rear projection of No 32 Waggon Road has no windows facing on

to No 34 Waggon Road and coupled with the overall 2.5m separation distance between the two storey elevations of No 32 and No 34 Waggon Road, it is considered it results in no undue loss of outlook, sense of enclosure or light loss. This relationship is further supported by the orientation of the properties

- 9.27 The development of Plot 2 to the rear side boundary of No 34 Waggon Road would be approximately 60m from the rear elevation of this property; far exceeding the minimum required distances between habitable windows outlined in Policy DMD 10 (Distancing). It is therefore not considered to harm privacy levels of the existing and future occupiers following the proposed development.

Impact on No 28 Waggon Road

- 9.28 The immediate context of No 28 Waggon Road would be unaffected as no changes are proposed to No 30 Waggon Road. The rear part of the garden of No 28 Waggon Road would be overlooked however this element of the garden is approximately 55m from the rear elevation of No 28 Waggon Road, which itself is currently overlooked by adjacent properties No 30 and No 26 Waggon Road. It is considered little weight could be given to this relationship especially in the absence of any undue loss of privacy or amenity.

Impact on No 28-36 Kingwell Road

- 9.29 Properties on Kingwell Road are located on the south side the Monken Mead Brook and set back approximately 32m from the Brook. It is considered the effect of any overlooking from the three new dwellings would be negligible on account of the distance of 46m between elevations and the thick and expansive natural vegetation and trees on the boundary of the Monken Mead Brook.
- 9.30 Residents principle concern has been increased flooding as a result of the development and this is dealt with in the following section of the report

Flood Risk and Sustainable Drainage:

- 9.31 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. In addition, Policy DMD 61 (Managing Surface Water) expects a Drainage Strategy will be required for all developments to demonstrate how proposed measures manage

surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems (SuDS) which meet policy requirements.

Surface Water Flood prevention

- 9.32 Following extensive dialogue between the Council's sustainable drainage team, the Environment Agency and the Applicants Drainage Consultant, an acceptable scheme of sustainable drainage has been developed and is detailed in the updated Drainage Strategy report (Prepared by Resilience and Flood risk) Version 8.0 Ref 2229B (Dated 06/09/2019) and plan reference 103 Rev D.
- 9.33 The Drainage Strategy shows the principle attenuations methods to reduce standing water and appropriate charge rates to the Monken Mead Brook. Chapter 4 of the strategy reports confirms the SuDS methods to be implemented are as follows,
- Permeable paving
 - Green Roofs
 - Filter Drains
 - Dry Detention basin (front of three properties)
 - Swale (depth of 0.7m)
 - Rain gardens,
- 9.34 The development is located in Flood Zone 1 and therefore is at low risk from groundwater flooding and sewer flooding. Nevertheless, rain water on site must be retained on site and subsequently discharged to the Monken Mead Brook in a managed way via a water pipe as illustrated by a dotted line on the plan reference 103 Rev D. The water retention features are required on site as the southern portion of the site is relatively flat and a clear greenfield area, more than 3 metres below the lowest level (80.62 AOD) at the site of No 32 Waggon Road. The table below provides clarity on the most efficient methods to improve the drainage.

Technique	Description	Feasibility
Good building design and rainwater harvesting	Components that capture rainwater and facilitate its use within the building or local environment.	Maybe – rainwater harvesting techniques would be cost-ineffective for the site however, water butts could be utilised for each of the proposed houses.
Porous and pervious surface materials	Structural surfaces that allow water to penetrate, thus reducing the proportion of runoff that is conveyed to the drainage system (green roofs, pervious paving).	Yes – permeable paving could be used on the access road and driveways. Green roofs can be used on the garage roofs.

- 9.35 The drainage strategy has been thoroughly, and it is considered the provision of water capture features and discharge rates to the Brook are acceptable and would meet Greenfield runoff rates.

Impact on the designated Monken Mead Brook

- 9.36 The brook is a designated “main river” and is afforded greater protection than an ordinary river. Policy DMD63 (Protection and Improvement of Watercourses and Flood Defences) expects development to be (a) set back from main rivers and ordinary watercourses, in the case of the former, maintain a minimum 8 metre buffer strip, which should be free built development and naturalised where feasible, unless robust measures are agreed with the Environment Agency.
- 9.37 As part of the development the scheme shall include a headwall equipped with a Kee Klamp and a flap valve, located at the banks of the watercourse but without encroaching into the bank. In such a way, no obstruction to flow will occur as a result of the connection. The cross section below illustrates the headwall located at the rear of the gardens. The water pipe discharging to the main river would be through the a Athlon H3C (or similar) system. A picture is provided of the brook below the diagram (taken early January 2020).

Cross section illustrating the headwall

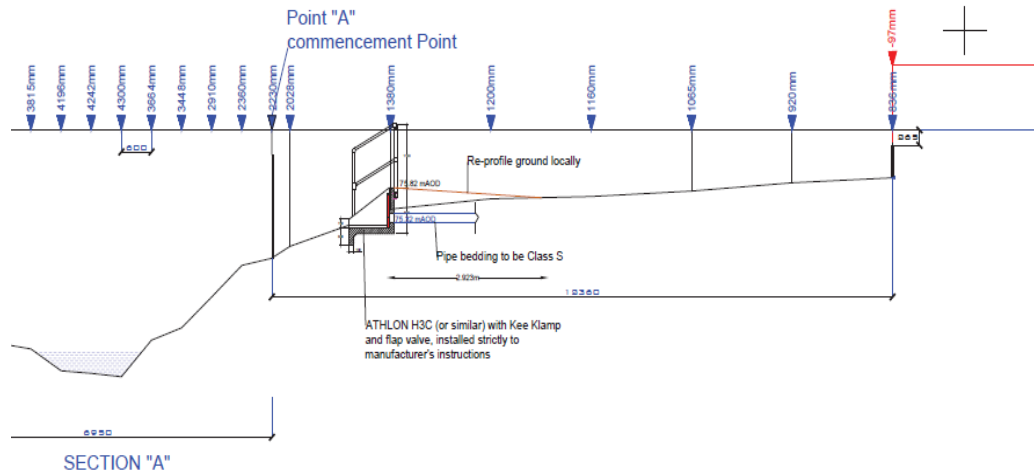


Photo of the Monken Mead Brook



- 9.38 The Environment Agency have subsequently reviewed the detail report and note the distance of 16/17m between the main river and the rear elevation of the

proposed dwellings. The development exceeds the statutory 8m requirement and the EA have no objection to the works nor the creation of a headwall on the bank of the Brook. The works would be subject to the developer applying for a flood risk activity permit from the Environment Agency for the installation for the outfall headwall, prior to commencement of development. An informative requiring this element has been added to the decision.

- 9.39 In summary, the Applicant has provided acceptable and appropriate plans and reports to confirm the development shall not result in additional surface water flooding or overloading of water discharge rates to the designated main river Monken Mead Brook. The development therefore meets policies DMD 61, DMD 62, DMD 63 and standing statutory advice.

Biodiversity:

- 9.40 Policy DMD 79 expects development to provide on-site ecological enhancements to mitigate the effects of any development. Enhancements could range from anything such as bird boxes to wildlife friendly landscaping or green roofs.
- 9.41 It is acknowledged that the proposed development would result in the loss of garden land in close proximity to a water course that is likely to encourage modest levels of animal habitat and biodiversity. Weight has to be given to the fact that the site of the development is largely open lawn area and a concrete foundation base is already present on site, reflective of a previous building on site. This limits the existing biodiversity value but there is still a need to ensure appropriate measures are integrated into the development in accordance with Policy DMD 79. In this instance, the sustainable drainage methods such as the swale, detention basin, green roof shall improve the bio-diversity potential of the scheme offering shelter for native insects and birds. In addition, a full report and method for improving and enhancing the biodiversity on site shall be conditioned requiring bat boxes and other animal habitat locations. The retention of all the trees on site bar one, buffer zone to the Monken Mead brook coupled with the afore-mentioned biodiversity improvements are considered adequate to result in no unacceptable loss of biodiversity on site.

Highway and transport implications:

Access

- 9.42 Policy DMD 46 seeks to ensure that proposals for new vehicular crossovers do not adversely affect traffic flow and road safety, do not lead to increased

pressures on on-street parking or affect the character of the area while Policy DMD 47 seeks new access, new roads and serving in all developments to be suitable for pedestrians and cyclists where there is no adverse impact on highway safety and the free flow of traffic. Policy DMD 47 states,

“New development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.

New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists.

New development will only be permitted where adequate, safe and functional provision is made for:

- 1. Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development; and*
- 2. Emergency services vehicles (following guidance issued by the London Fire Brigade & Building Regulations); and*
- 3. Operational needs for existing residents, visitor and user “drop-off” and “pick-up” areas (e.g. for parents at nurseries and schools) as appropriate to the functioning of the development and the safety and free-flow of traffic.*

- 9.43 The site currently has an existing crossover (see below). As part of the development the existing crossover would be widened to permit safe access for all vehicles such as refuse and emergency vehicles (vehicle tracking plans form part of the submitted application plans). Waggon Road has a speed limit of 30mph and is not a busy road. The introduction of an access road would not harm highway safety and would be sufficient to allow refuse and emergency vehicles to safely access the site. In design terms the wider location is characterised by crossovers on to Waggon Road and therefore, the character of Waggon Road would not be harmed contrary to Policy DMD46.



- 9.44 The proposed access road would be approximately 5.0m wide with a segregated footpath access 1.2m in width, along the entire length of the access road leaving 3.8m for vehicles to pass together if required. Access gates are to be installed to the entrance of the site of the three dwellings, the final design of which shall be conditioned.

Vehicle Parking & Cycle provision

- 9.45 Policy 6.3 of the London Plan confirms that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11) and parking (Policy 6.13). Policies DMD 45 & 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access / servicing.
- 9.46 Policy DMD 45 seeks to minimise car parking and to promote sustainable transport options. It is therefore recognised that a flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets. Policy DMD45 states:

Car parking proposals will be considered against the standards set out in the London Plan and:

- a. The scale and nature of the development*
- b. The public transport accessibility (PTAL) of the site;*
- c. Existing parking pressures in the locality;*
- d. Accessibility to local amenities, and the needs of the future occupants of the developments.*

- 9.47 The site has a PTAL level of 1a, representing an extremely poor level of public transport accessibility. The proposed development provides (9) parking spaces (four of which are garage spaces) for the proposed 4 dwellings (3 x 5 bed and 1 x 6 bed homes). In this instance the level of parking does not harm the layout or compromise other aspects of the development and given the PTAL and unit size, is therefore acceptable.
- 9.48 Secure cycle parking is provided on site, with two (2) cycle spaces per dwelling. The quantity of rear garden area permits additional storage in those locations. The proposed arrangement shall be subject to a pre-occupation condition finalising the final appearance of the secure units.

Landscaping & Trees:

- 9.49 Policy DMD 80 (Trees on Development Sites) expects all developments that involve the loss of or harm to trees of significant amenity or biodiversity value will be refused. The development site includes a reasonable level of tree coverage and represents a consideration in the assessment of the development of the site. The applicant has provided the following report "Arboriculture Survey Rev A, prepared by Jasper Hart, dated 06-03-2019", illustrate the existing condition and location of trees on the site.
- 9.50 The submitted AIA report provides a full Tree Survey table and a plan (see end of the AIA report) confirming only one tree noted as T14, a low value U category tree shall be removed as part the development. The existing open area of the site of the new dwellings and the location of the access road mitigate extensive loss of trees on site.
- 9.51 Section 2 of the AIA report includes a method statement outlining the forms of protection of trees during construction phase. The Tree Officer has reviewed the AIA and considers the loss of a low grade tree to be acceptable and the method statement to be appropriate and suitable to mitigate harm to the retained trees on site. In addition, the conditioned landscape plan expects re-planting of trees on site to help all aspects of the development.

Energy:

- 9.52 Policy 5.2 of the London Plan (2016) expects development proposals to make the fullest contribution to minimising carbon dioxide emission and Core Policy CP4 sets a strategic objective to achieve the highest standard of sustainable design and construction throughout the Borough. Adopted Policy DMD 51 (Energy

Efficiency standards) require new developments to achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. A 35% CO2 reduction over Part L of Building Regulations (2013) is required.

- 9.53 The applicant submitted a Sustainability Statement (prepared by Darren Evans, dated 6-03-2019) and the proposed dwelling houses include solar panels on the south facing elevation. The utilisation of solar panels along with maximising a fabric first design are the most appropriate and practical on-site forms of reducing CO2 emissions in line with policy targets. The requirement for an energy certificate post construction clarifying the fore-mentioned target and findings of the energy report shall form part of a pre-occupation planning condition.
- 9.54 Policy DMD 58 (water Efficiency) expects New residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. The applicant has provided no reports or documents to confirm how the proposed development will implement water efficiency measures to achieve usage of less than or equal to 105 litres/person/day for residential developments and incorporate water saving measures and equipment. A condition shall be applied to secure the water usage on the development site.

Secure by Design

- 9.55 The site of the proposed dwelling houses would only be accessible via the 70m access road with a low level gate located at the principle access point to the three new dwellings at the rear. The access road and layout of the site would be subject to a degree of natural surveillance (passive surveillance) from the host dwellings on Waggon Road. Nevertheless, a planning condition is to be imposed requiring secure by design principles are integrated into the scheme.

Section 106 Agreements:

Affordable housing contribution

- 9.56 No affordable housing can be sought through this development as the number of residential units is less than 10 and thus, below the minimum threshold set out in the NPPF

10.0 Planning Obligations

- 10.1 Transportation require a section 278 to be entered into to ensure the necessary highway works are undertaken as part of the development.

11.0 Community Infrastructure Levy (CIL)

Mayoral CIL

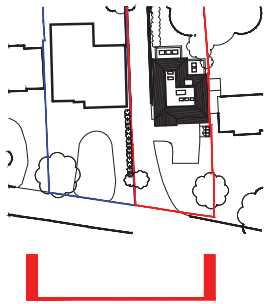
- 11.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought is for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (increased to £60per sqm as of 1st April 2019). Development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education

Enfield CIL

- 11.2 The Council introduced its own CIL on 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. Enfield has identified three residential charging zones and the site falls within the highest charging rate zone (£120/sqm), however the scheme is not CIL liable.
- 11.3 The CIL contribution is calculated to be £70,560 Mayoral and £141,120 Enfield Council, cumulatively £211,680.


12.0 Conclusion

- 12.1 The design, sitting, massing, standard of accommodation and impact on neighbouring amenity are considered acceptable in accordance with adopted planning policy within the Core Strategy and the Development Management Document (2014). The impact to the Monken Mead Brook, wider Biodiversity and potential flood risk have been carefully considered and it is felt, adequately mitigated by the proposed sustainable drainage systems and plans outlined in the SuDS report, as confirmed by the Environment Agency and the Council's SuDS team. Appropriate pre-commencement and occupation planning conditions shall be applied to the site to address energy, landscaping and tree protection aspects of the development amongst compliance conditions.



PLAN
SCALE 1: 100

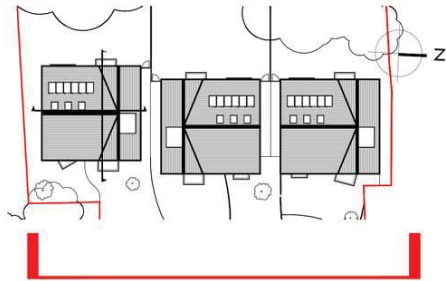


PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 OHL		DRAWING: 32 WAGGON ROAD, EXISTING STREET ELEVATION		DATE		MAR 19			
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3			
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ELEVATION
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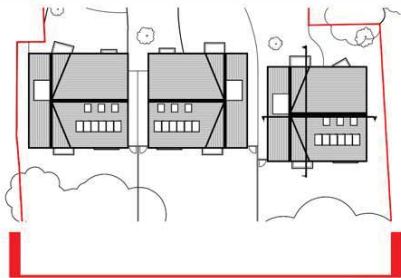
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REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-
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ELEVATION
SCALE 1: 150



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PROJECT NO:	11013	PROJECT ARCHITECT: AA
DRAWING NO:	124 REV D	DRAWN: AA CHECKED: CB

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REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-

DATE	MAR 19
SCALE	1:150 @ A3
STATUS	PLANNING

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EXISTING



PROPOSED



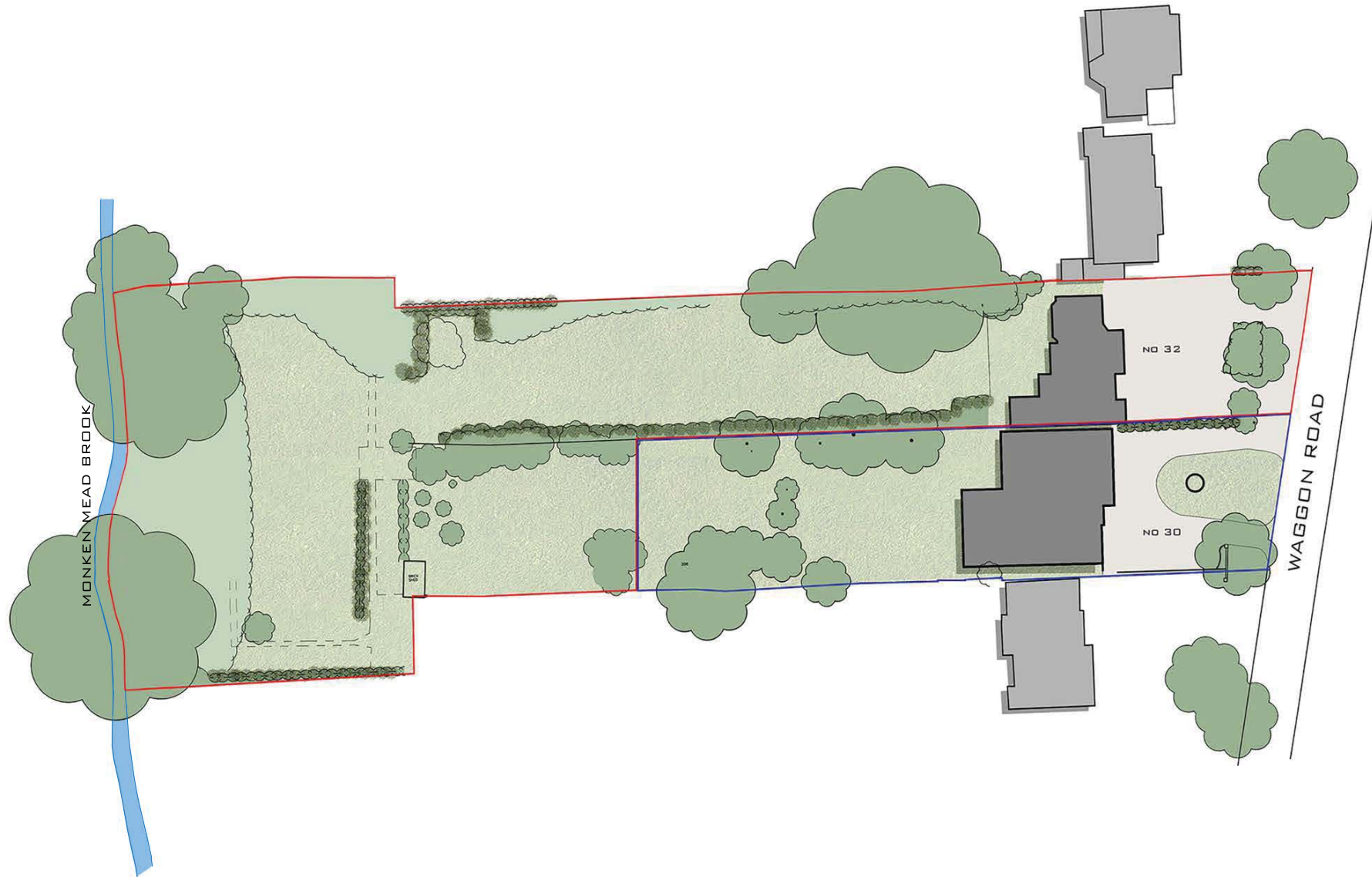
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SCALE 1: 500



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PROJECT NO: 11013
DRAWING NO: **102 REV B**

DRAWING: EXISTING SITE PLAN
PROJECT ARCHITECT: AA
DRAWN: AA CHECKED: CB

DATE MAR 19
SCALE 1:500 @ A3
STATUS PLANNING

REVISIONS:

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REV B	BOUNDARY LINE UPDATED	07/01/20	REV E	

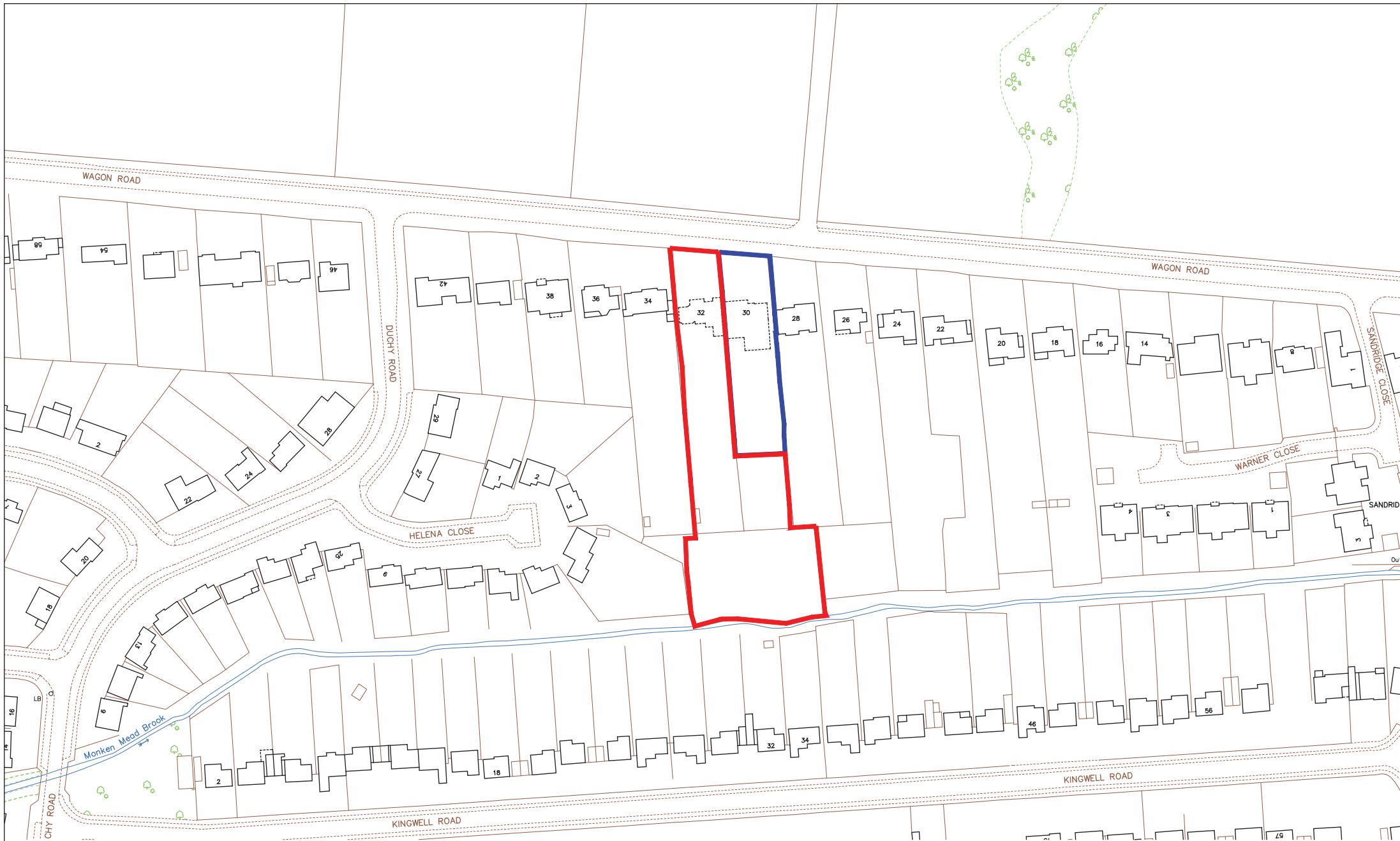
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LOCATION PLAN
SCALE 1: 1250



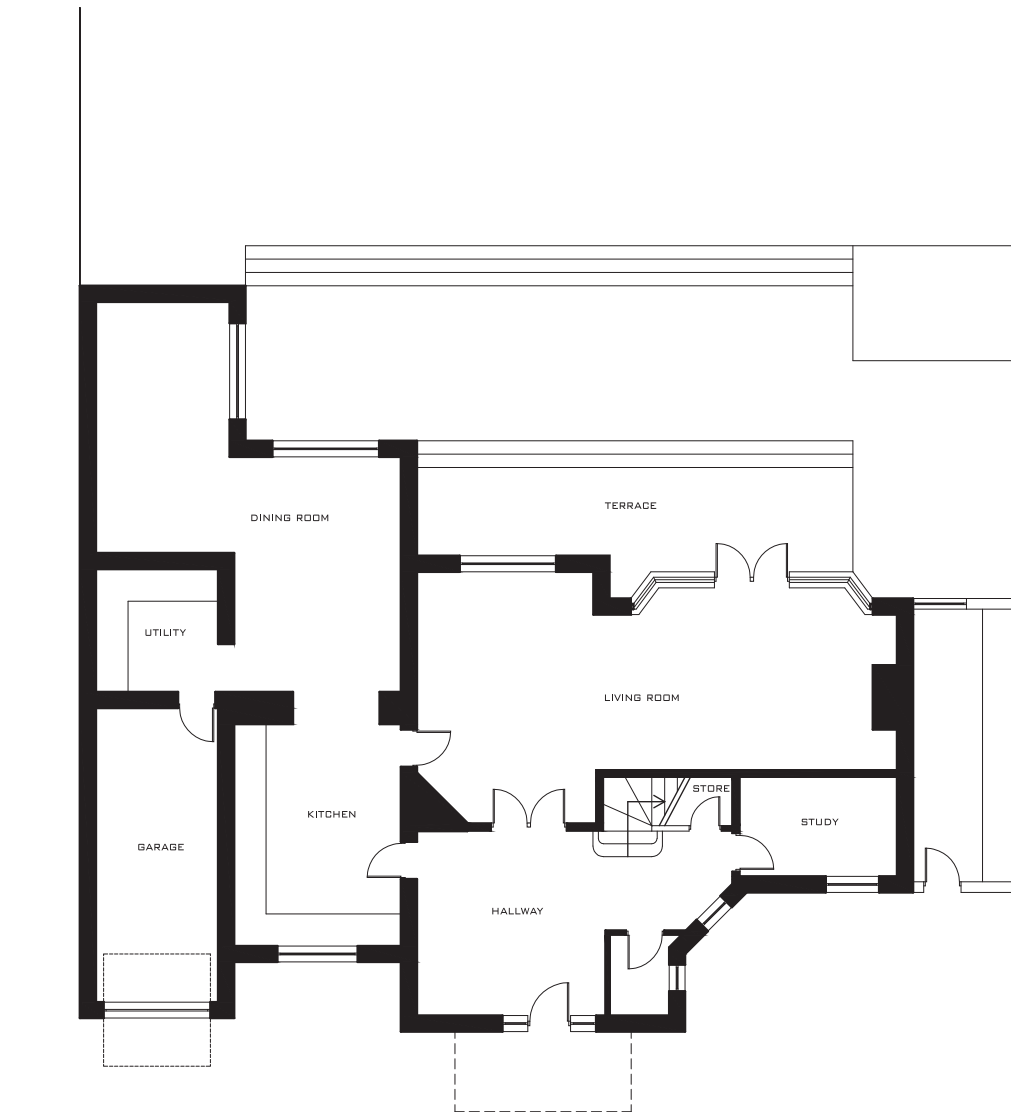
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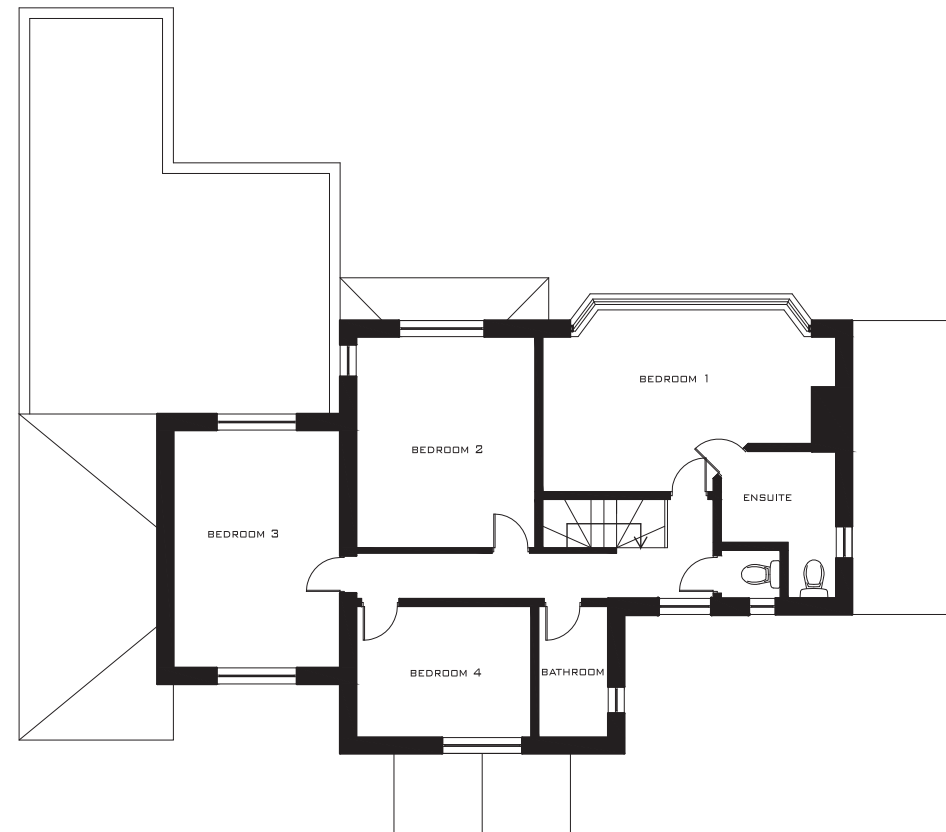
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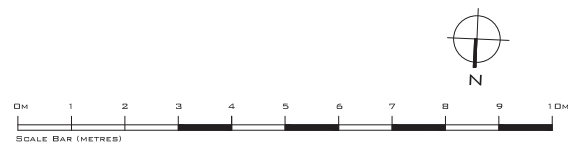



GROUND FLOOR PLAN



FIRST FLOOR PLAN

PLANS
SCALE 1: 100



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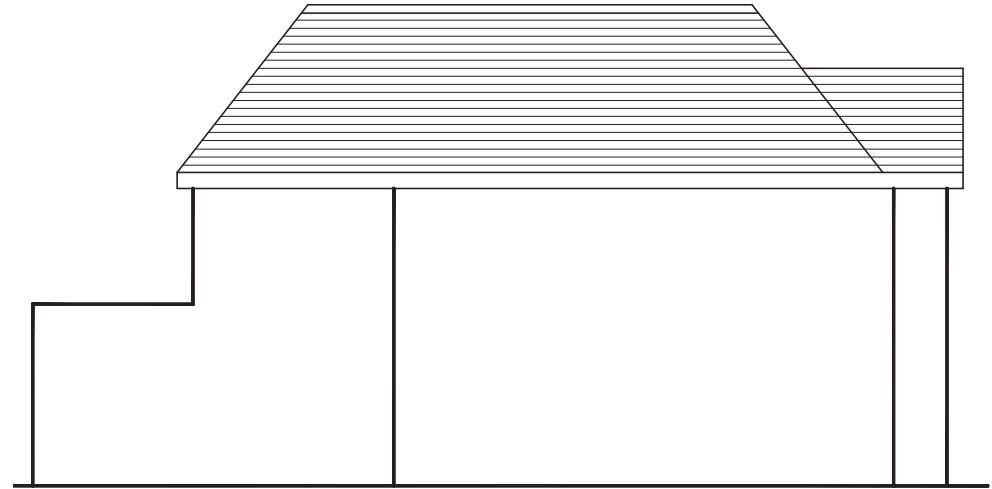
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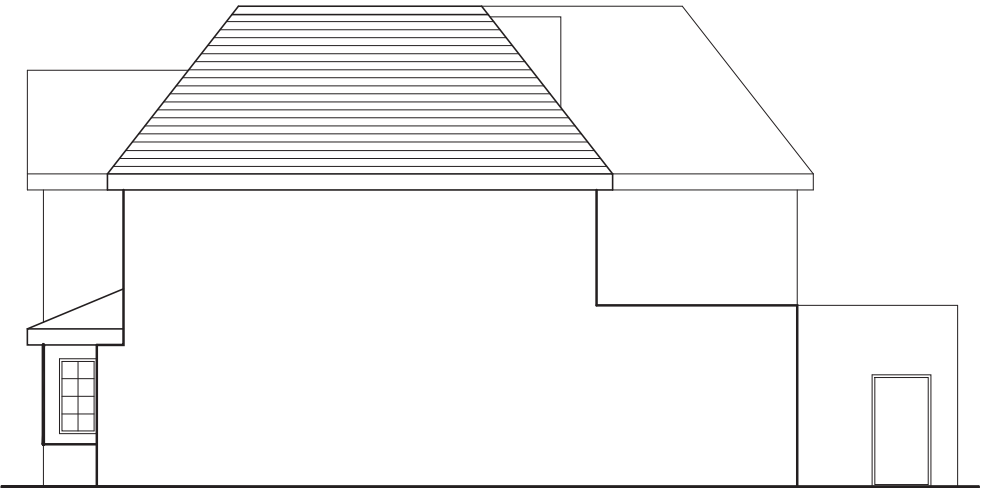
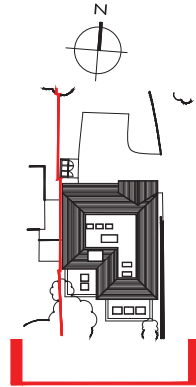
FRONT ELEVATION



EAST ELEVATION



REAR ELEVATION



WEST ELEVATION



ELEVATIONS
SCALE 1:100

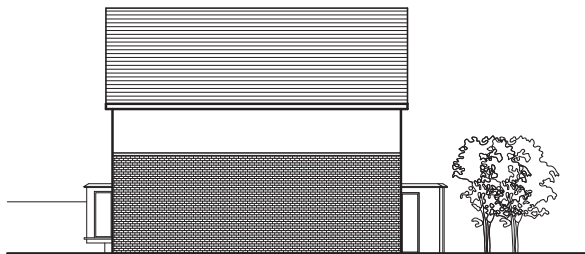


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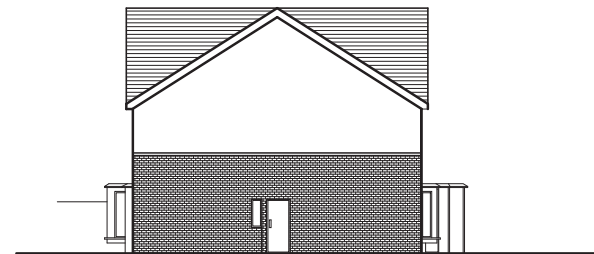
HOUSE 1



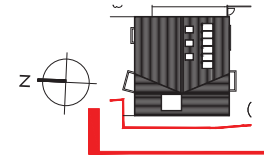
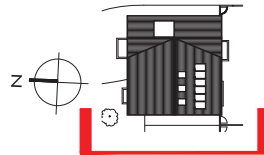
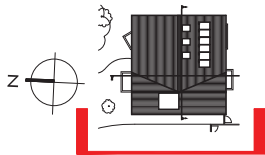
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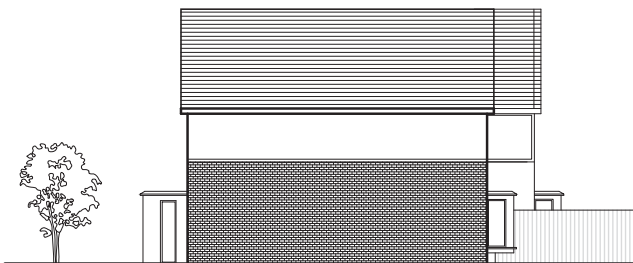
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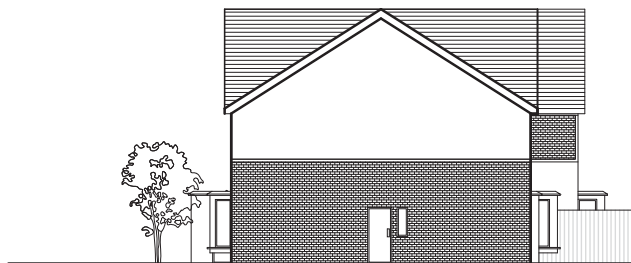
EAST-FACING ELEVATIONS



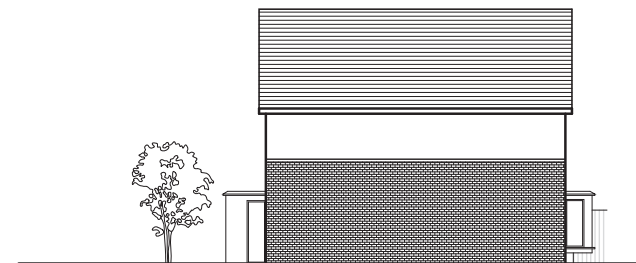
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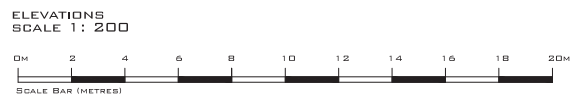
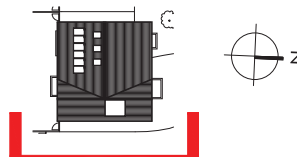
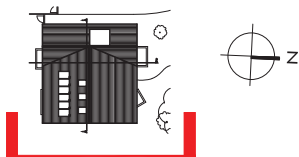
HOUSE 2




HOUSE 3



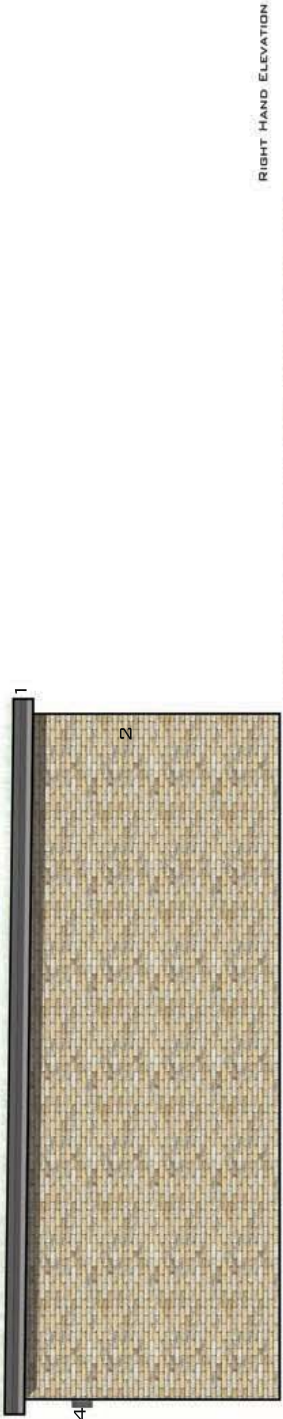
WEST-FACING ELEVATIONS



PROJECT:	30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL	DRAWING: REAR HOUSES SIDE ELEVATIONS	DATE	MAR 19	 DELTA ARCHITECTS 1 BATEMANS ROW LONDON EC2A 3HH
PROJECT NO:	11013	PROJECT ARCHITECT: AA	SCALE	1:200 @ A3	
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REVISIONS:					
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REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	TIMBER CLADDING OMITTED	06/03/19
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-
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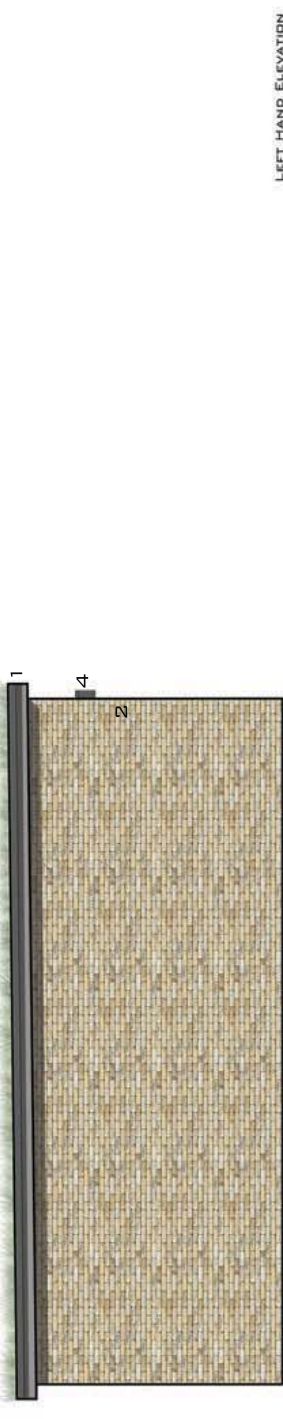
FRONT ELEVATION



RIGHT HAND ELEVATION



REAR ELEVATION

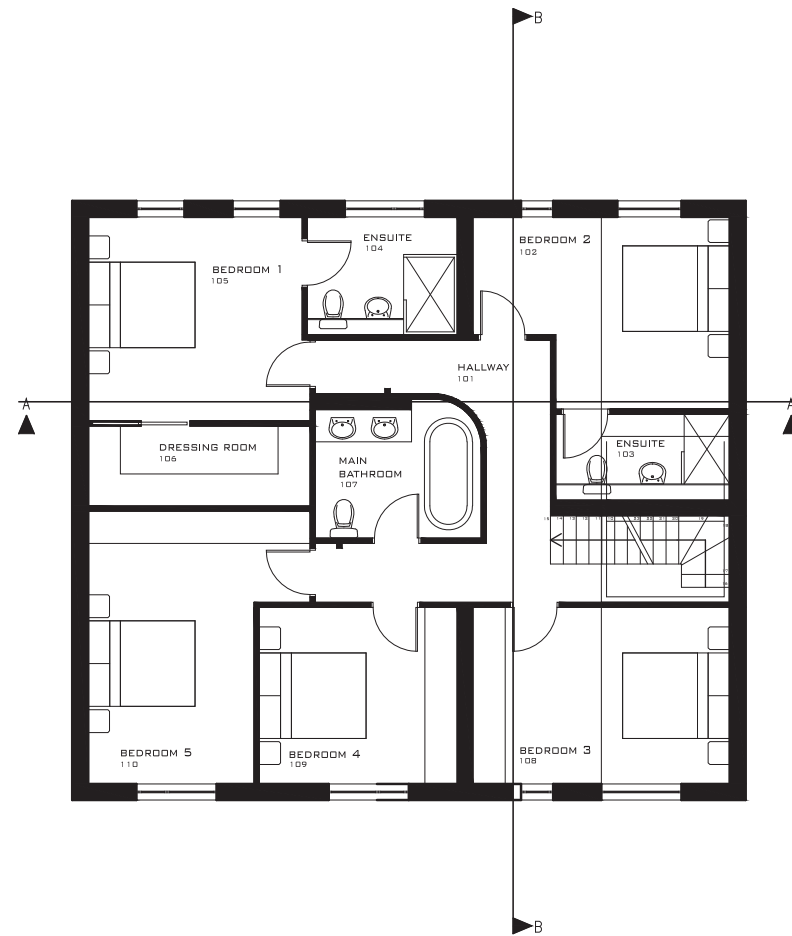
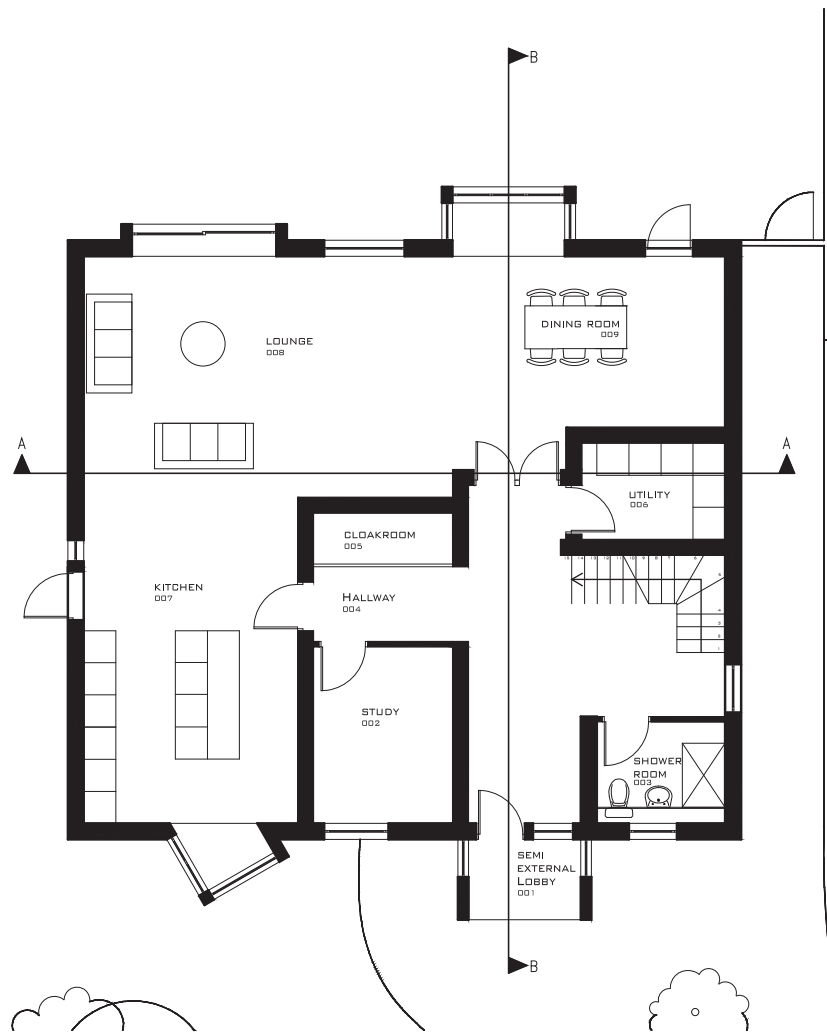


LEFT HAND ELEVATION

KEY

- 1 - GREEN ROOF
- 2 - BRICKWORK TO MATCH HOUSES BRICKWORK
- 3 - WOOD DOUBLE GARAGE DOOR
- 4 - EXTERNAL LIGHTING

PROJECT: 30 WAGON ROAD, ENFIELD, EN4 0HL		DRAWING: GARAGE ELEVATIONS PLOT 1, 2, 3 & 4		DATE: JAN 20		<div>DELTA ARCHITECT'S 1 BATEMANS ROW LONDON EC2A 3HH</div> <div>7 030 7613 5702 F 030 7613 5885 WWW.DELTAARCHITECTS.CO.UK</div>
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REV A						
REV B						



PLAN
SCALE 1: 100



PROJECT:	30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL
PROJECT NO:	11013
DRAWING NO:	117 REV D

REVISIONS:			
REV -	PLANNING ISSUE	13/03/18	REV C
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E

DRAWING:	HOUSE 1 - GROUND & FIRST FLOOR PLANS
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DRAWN:	AA CHECKED: CB

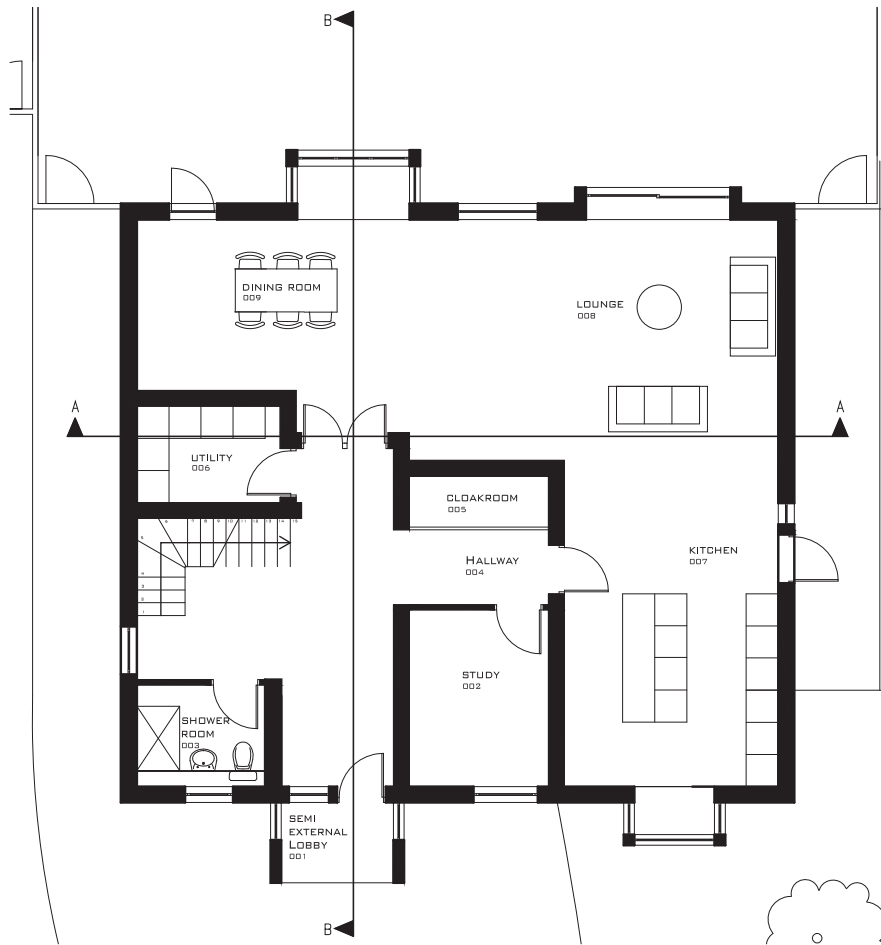
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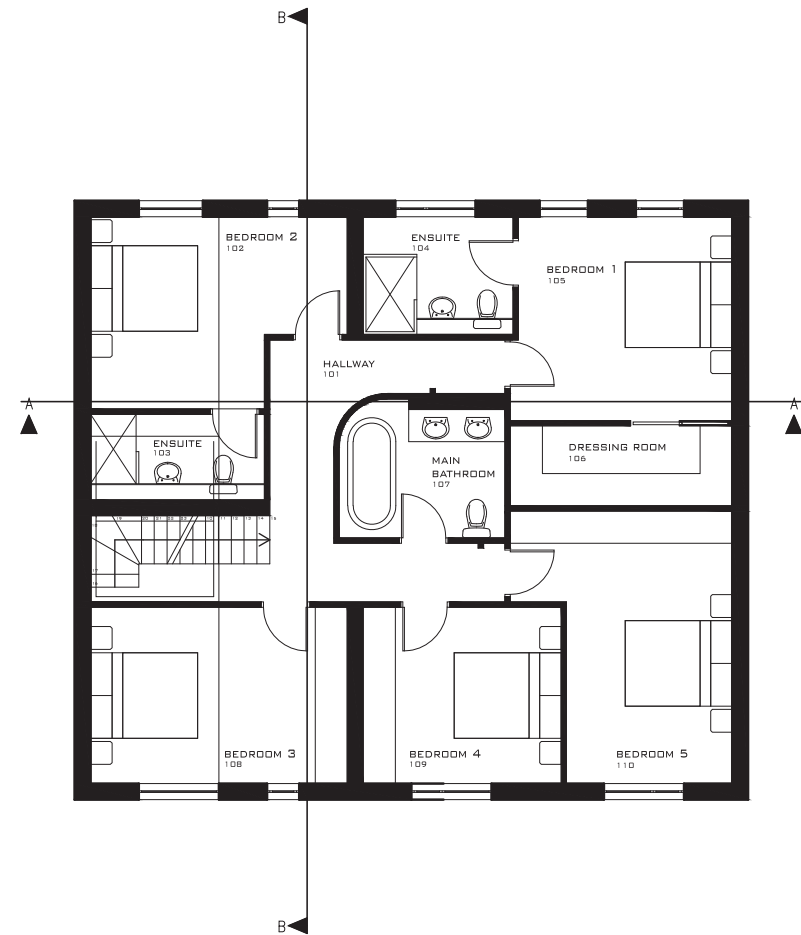
DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

T 020 7613 5702
F 020 7613 5585

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GROUND FLOOR PLAN




FIRST FLOOR PLAN

PLAN
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL		DRAWING: HOUSE 2- GROUND & FIRST FLOOR PLANS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
DRAWING NO:		120 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
REVISIONS:						COPYRIGHT RESERVED ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.			
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18				
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19				
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-				



DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

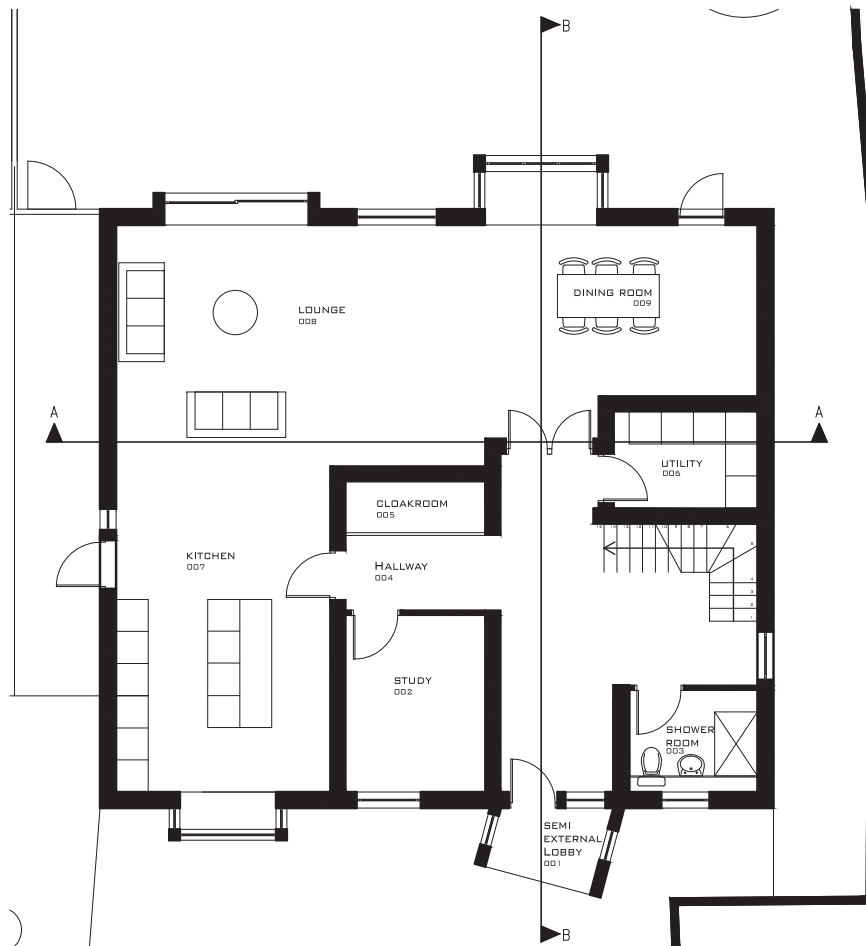
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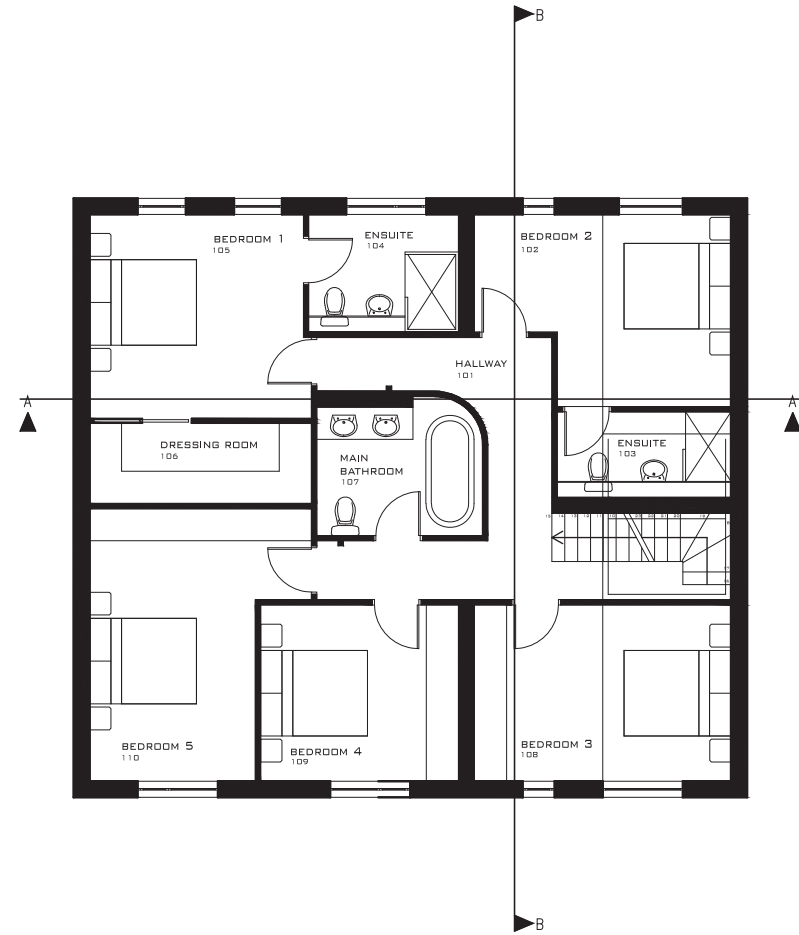
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GROUND FLOOR PLAN




FIRST FLOOR PLAN

PLAN
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL		DRAWING: HOUSE 3- GROUND & FIRST FLOOR PLANS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
DRAWING NO:		122 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
REVISIONS:						<div>COPYRIGHT RESERVED</div> <div>ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES.</div> <div>FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.</div> <div>IF IN DOUBT PLEASE ASK.</div> <div>WWW.DELTAARCHITECTS.CO.UK</div>			
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18				
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19				
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-				



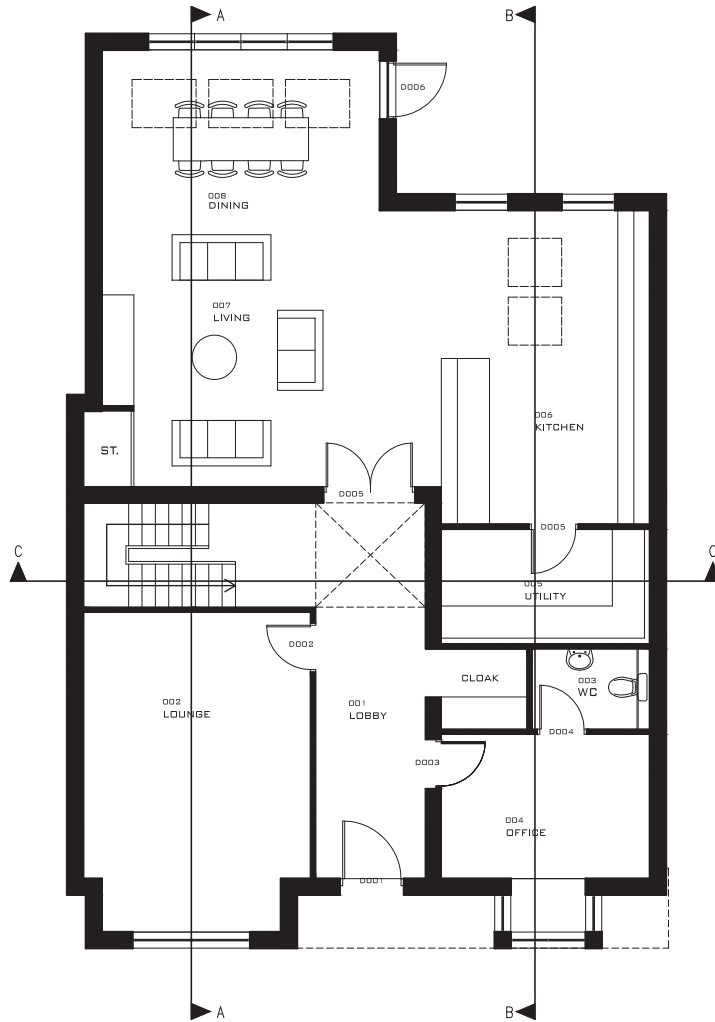
DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

T 020 7613 5702
F 020 7613 5585

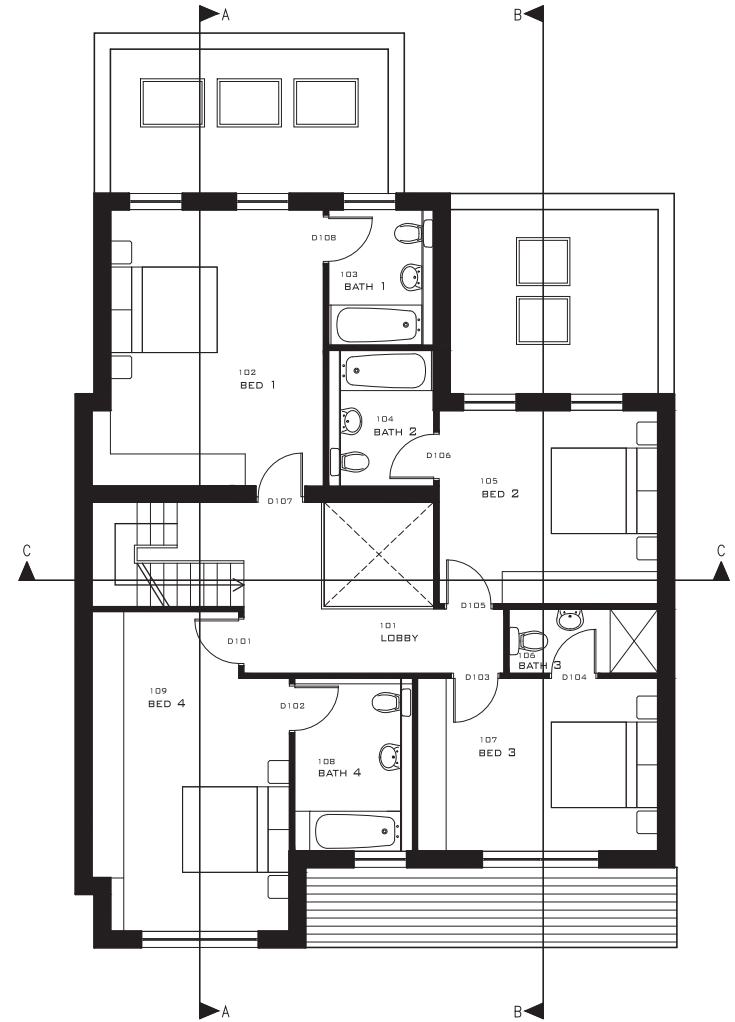
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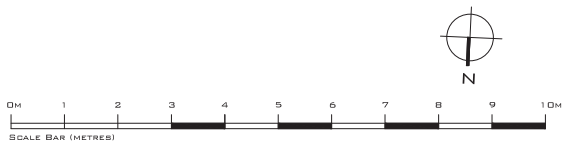


GROUND FLOOR PLAN




FIRST FLOOR PLAN

PLAN
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: 32 WAGGON ROAD, PROPOSED GROUND & FIRST FLOOR PLANS		DATE		MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3	
DRAWING NO:		114 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING	
REVISIONS:						COPYRIGHT RESERVED			
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18	ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.			
REV A	GENERAL UPDATES	30/04/18	REV D	RE-ISSUE	06/03/19				
REV B	UPDATED FROM COMMENTS	18/06/18	REV E	-	-				



DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

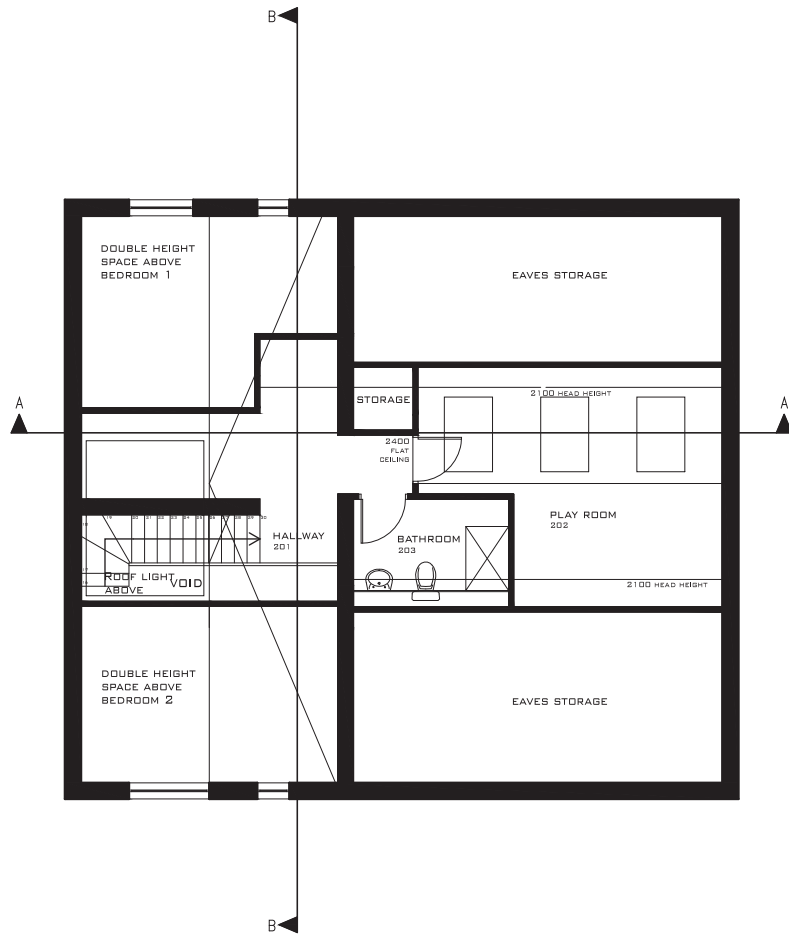
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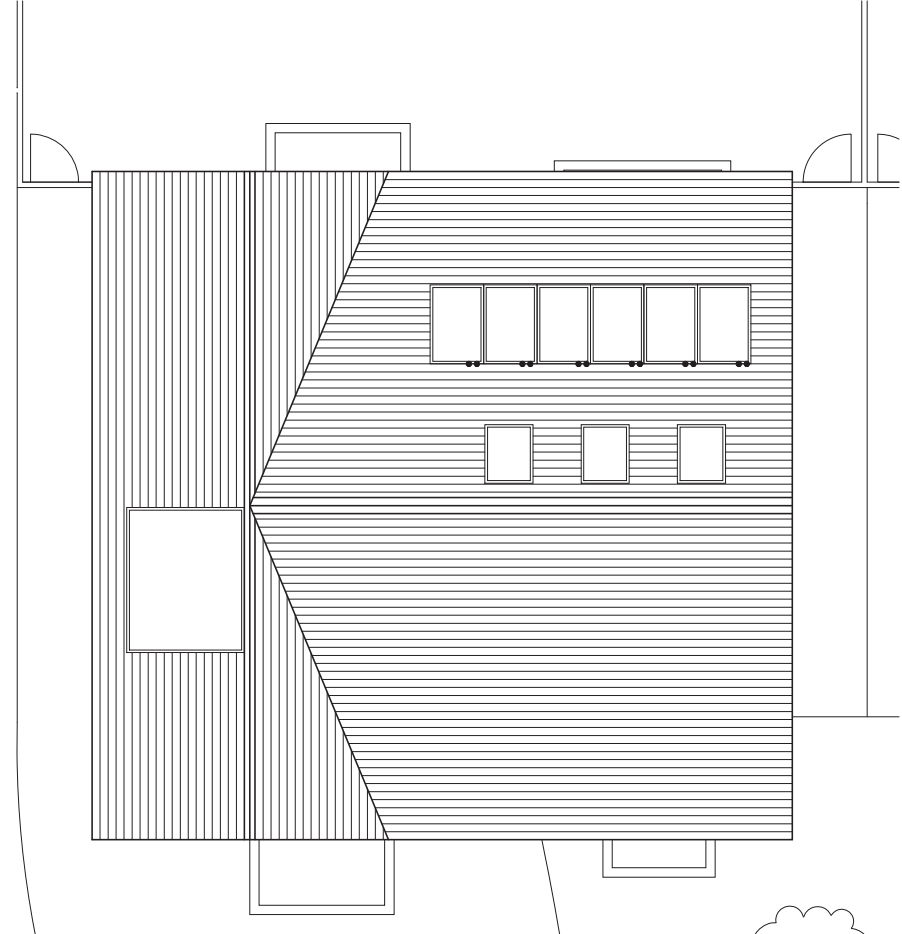
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SECOND FLOOR PLAN



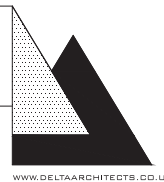
ROOF PLAN

PLAN
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: HOUSE 2- SECOND FLOOR & ROOF PLANS		DATE		MAR 19		 <div>DELTA ARCHITECTS 1 BATEMANS ROW LONDON EC2A 3HH</div>
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3		
DRAWING NO:		121 REV -		DRAWN: AA CHECKED: CB		STATUS		PLANNING		
REVISIONS:						COPYRIGHT RESERVED ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.				
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18	T 020 7613 5702 F 020 7613 5585				
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19					
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-					

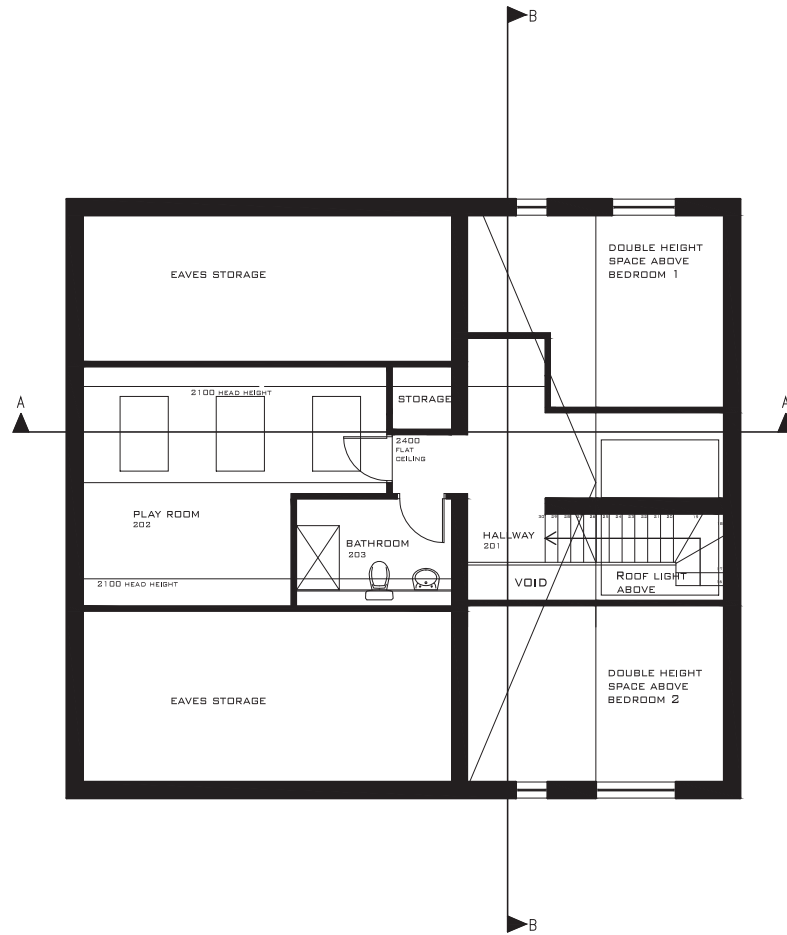
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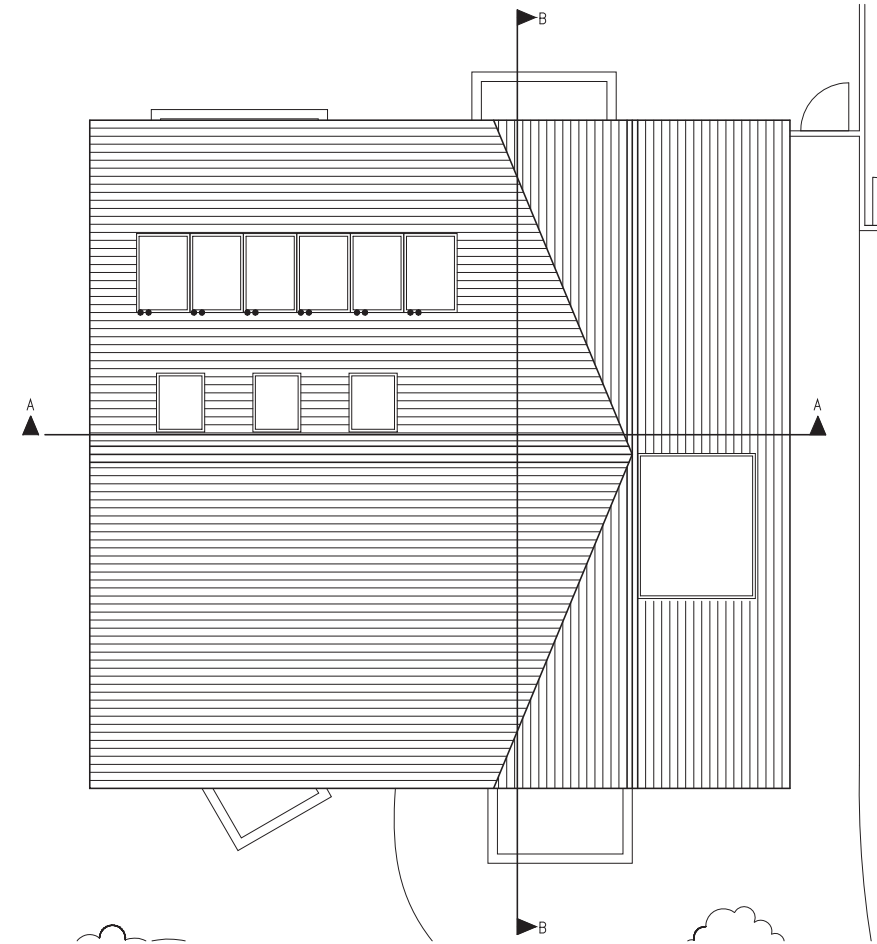
DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

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SECOND FLOOR PLAN



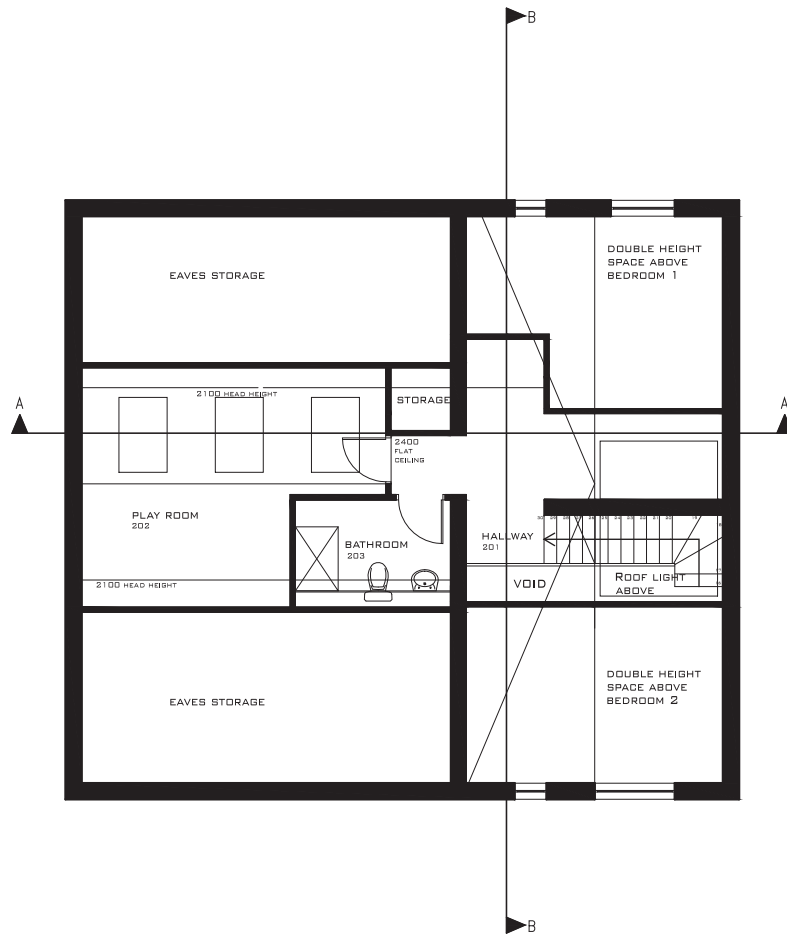
ROOF PLAN

PLAN
SCALE 1: 100

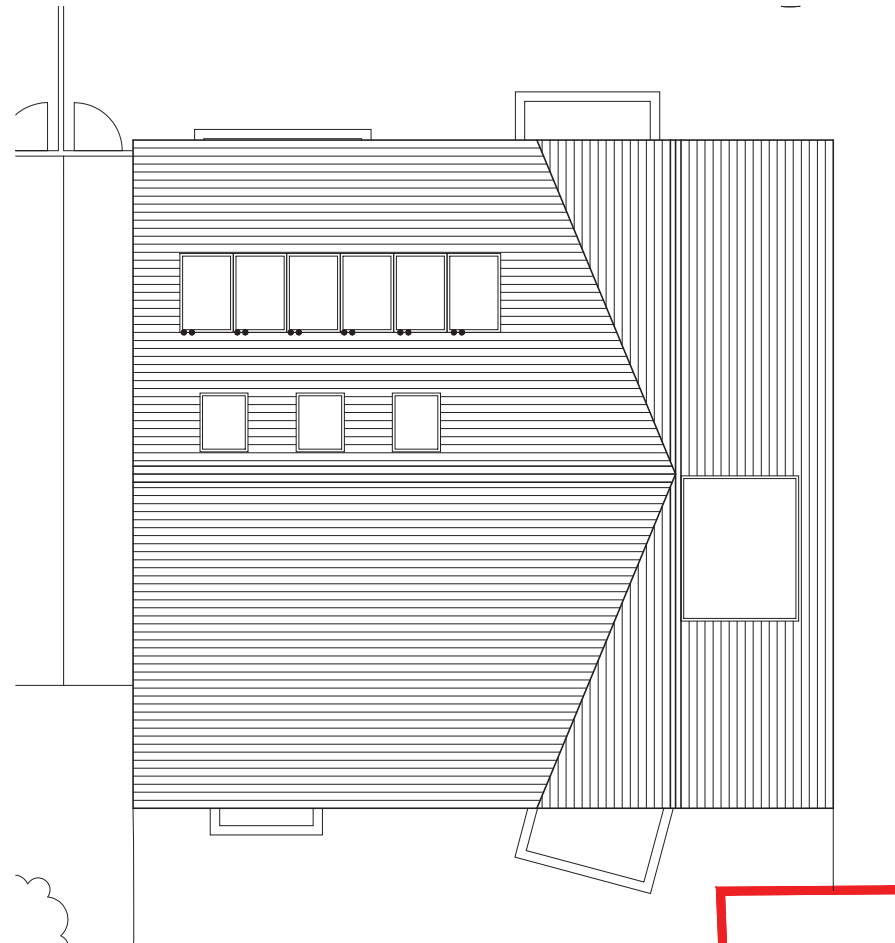


PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: HOUSE 1 - SECOND FLOOR & ROOF PLANS		DATE		MAR 19			DELTA ARCHITECTS 1 BATEMANS ROW LONDON EC2A 3HH			
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3						
DRAWING NO:		118 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING						
REVISIONS:						COPYRIGHT RESERVED ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.								
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18							T 020 7613 5702		
REV A	REAR PLOT SIZE'S UPDATED	30/04/18	REV D	SIZE OF REAR HOUSES REDUCED	06/03/19							F 020 7613 5585		
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18	REV E	-	-									

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SECOND FLOOR PLAN



ROOF PLAN

PLAN
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: HOUSE 3- SECOND FLOOR & ROOF PLANS		DATE		MAR 19					
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3					
DRAWING NO:		123 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING					
REVISIONS:						COPYRIGHT RESERVED							
REV -		PLANNING ISSUE		13/03/18		REV C		PLANNER COMMENTS UPDATE		24/09/18		ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.	
REV A		REAR PLOT SIZE'S UPDATED		30/04/18		REV D		SIZE OF REAR HOUSES REDUCED		06/03/19			
REV B		REAR PLOT LOCATIONS UPDATED		18/06/18		REV E		-		-			



DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

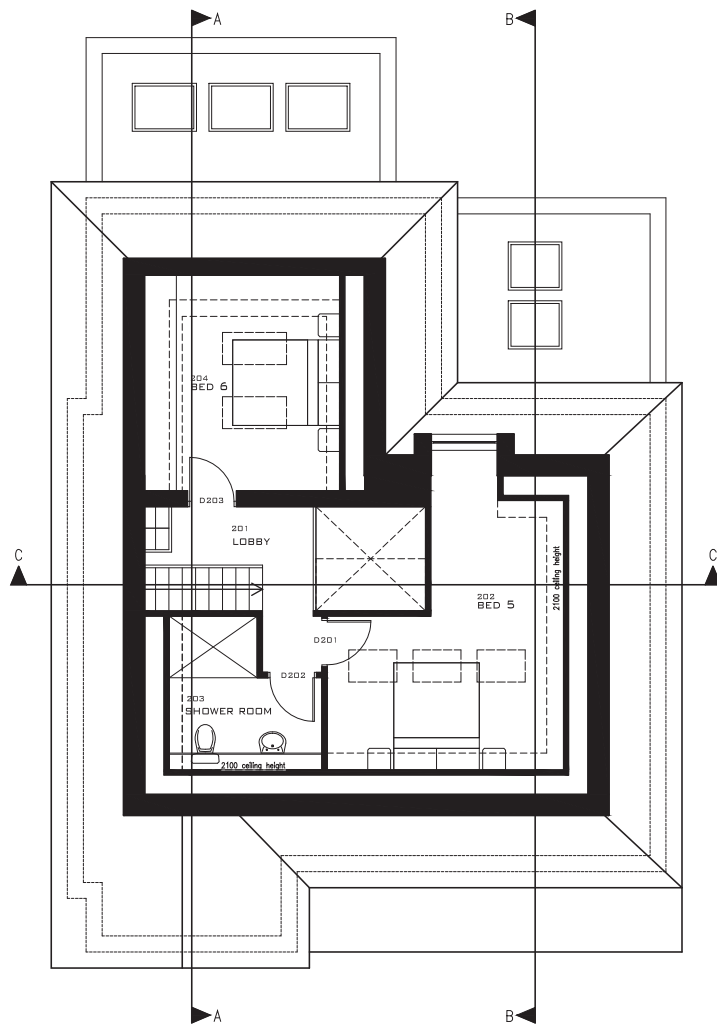
T 020 7613 5702
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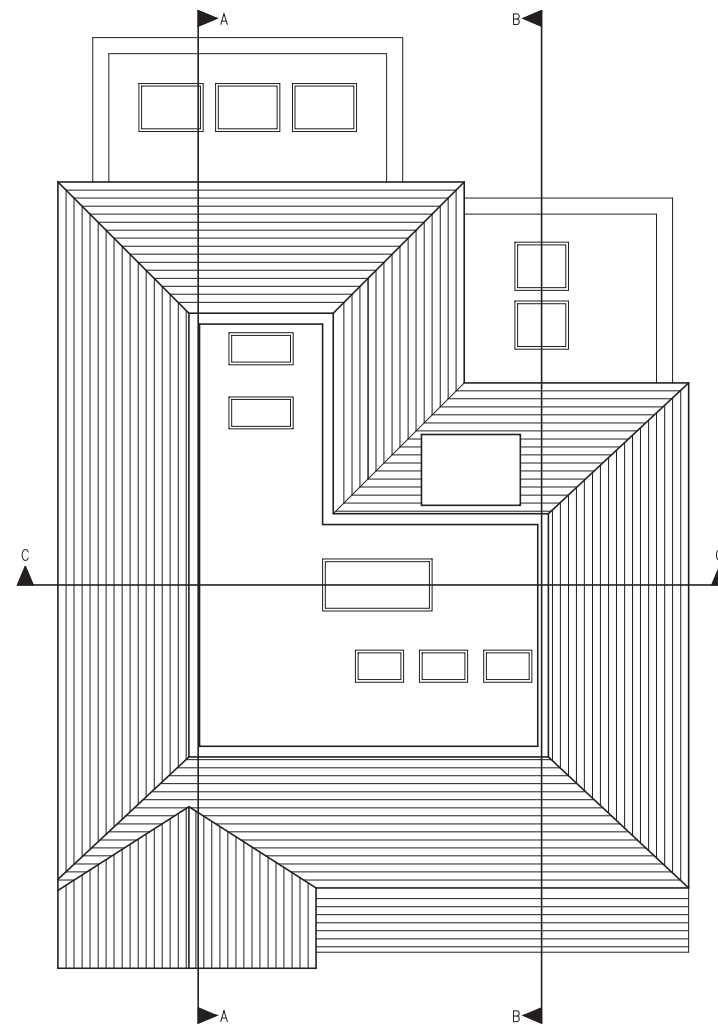
DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

T 020 7613 5702
F 020 7613 5585

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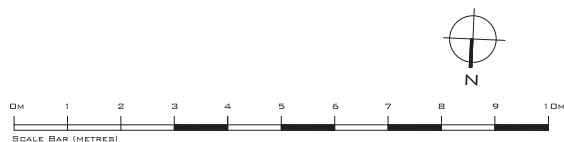



SECOND FLOOR PLAN




ROOF PLAN

PLAN
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL		DRAWING: 32 WAGGON ROAD, PROPOSED SECOND FLOOR & ROOF PLANS		DATE		MAR 19			DELTA ARCHITECTS 1 BATEMANS ROW LONDON EC2A 3HH
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3			
DRAWING NO:		115 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING			
REVISIONS:				COPYRIGHT RESERVED ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.							
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18	T D02 7613 5702 F D02 7613 5585					
REV A	GENERAL UPDATES	30/04/18	REV D	RE-ISSUE	06/03/19						
REV B	UPDATED FROM COMMENTS	18/06/18	REV E	-	-						

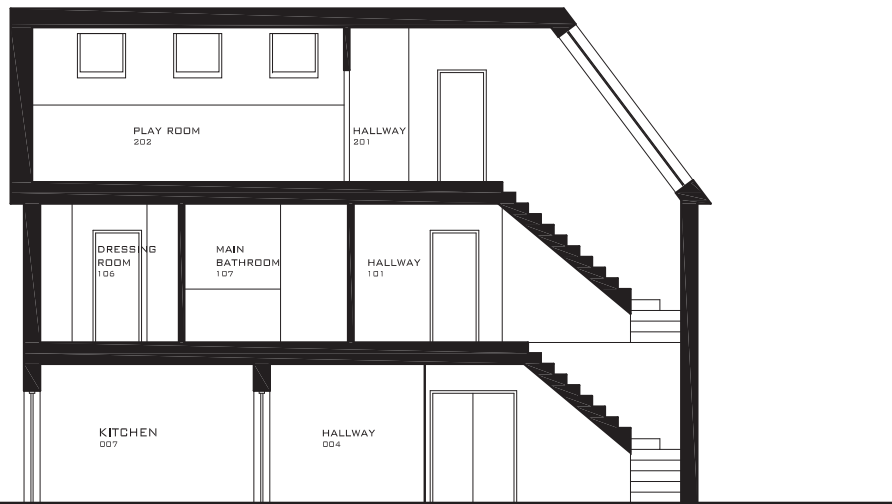


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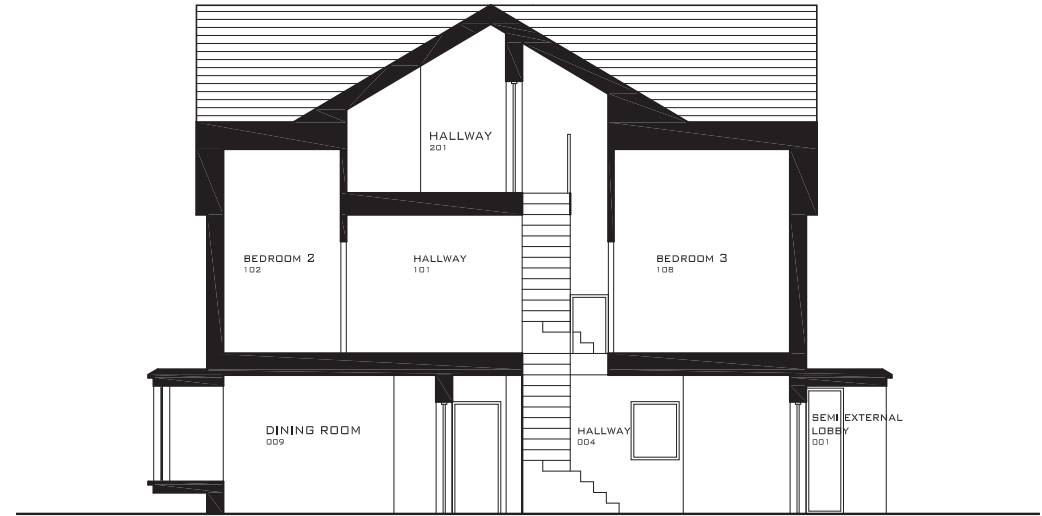
DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

T 020 7613 5702
F 020 7613 5585

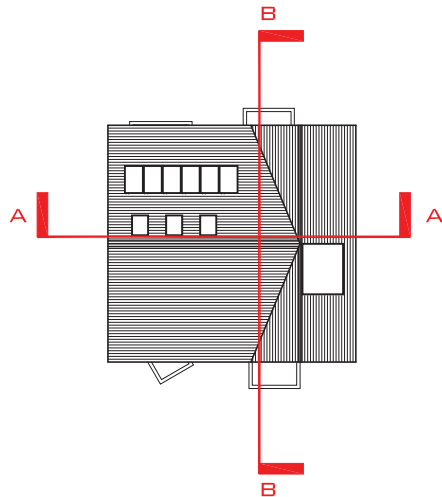
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SECTION A




SECTION B



PLAN
SCALE 1:100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: PROPOSED REAR HOUSES SECTIONS		DATE MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE 1:100 @ A3	
DRAWING NO:		131 REV -		DRAWN: AA CHECKED: CB		STATUS PLANNING	
REVISIONS:						COPYRIGHT RESERVED ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.	
REV -	PLANNING ISSUE	06/03/19	-	-	-	 T 020 7613 5702 F 020 7613 5585 WWW.DELTAARCHITECTS.CO.UK	
REV A	-	-	-	-	-		
REV B	-	-	-	-	-		

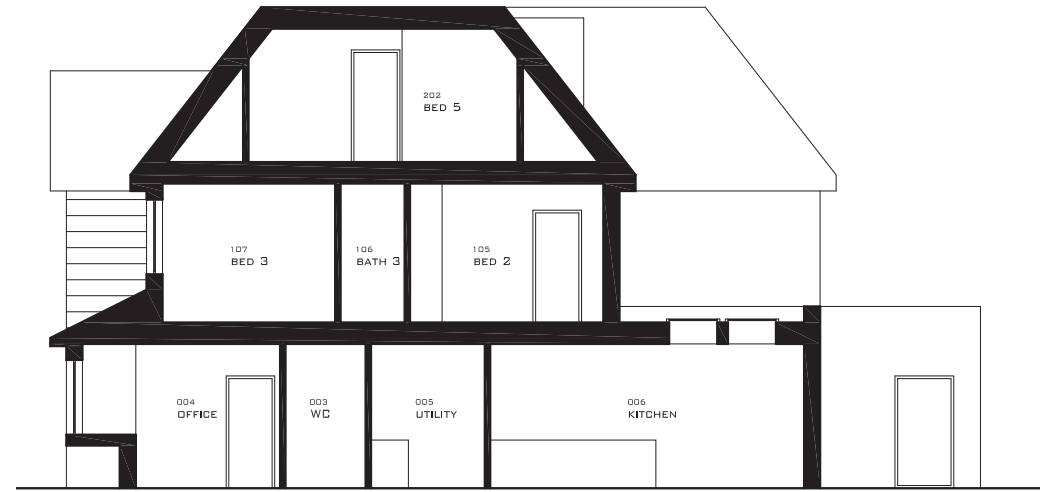
DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

T 020 7613 5702
F 020 7613 5585

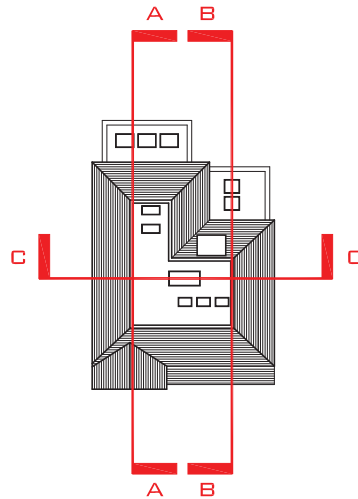
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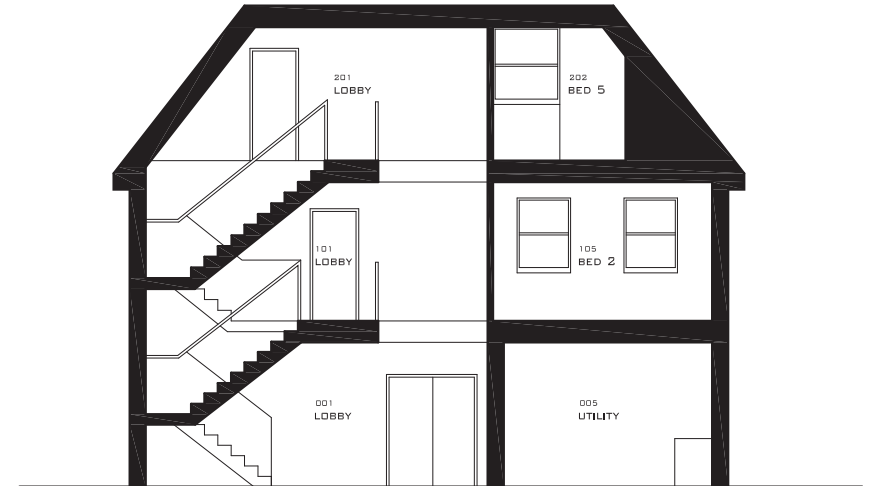
SECTION A



SECTION B




PLAN
SCALE 1: 100



SECTION C

PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: 32 WAGGON ROAD, PROPOSED SECTIONS		DATE: MAR 19	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE: 1:100 @ A3	
DRAWING NO:		130 REV -		DRAWN: AA CHECKED: CB		STATUS: PLANNING	
REVISIONS:				COPYRIGHT RESERVED			
REV -	PLANNING ISSUE	06/03/19	-	-	-	ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES.	
REV A	-	-	-	-	-	FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.	
REV B	-	-	-	-	-	IF IN DOUBT PLEASE ASK.	



DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

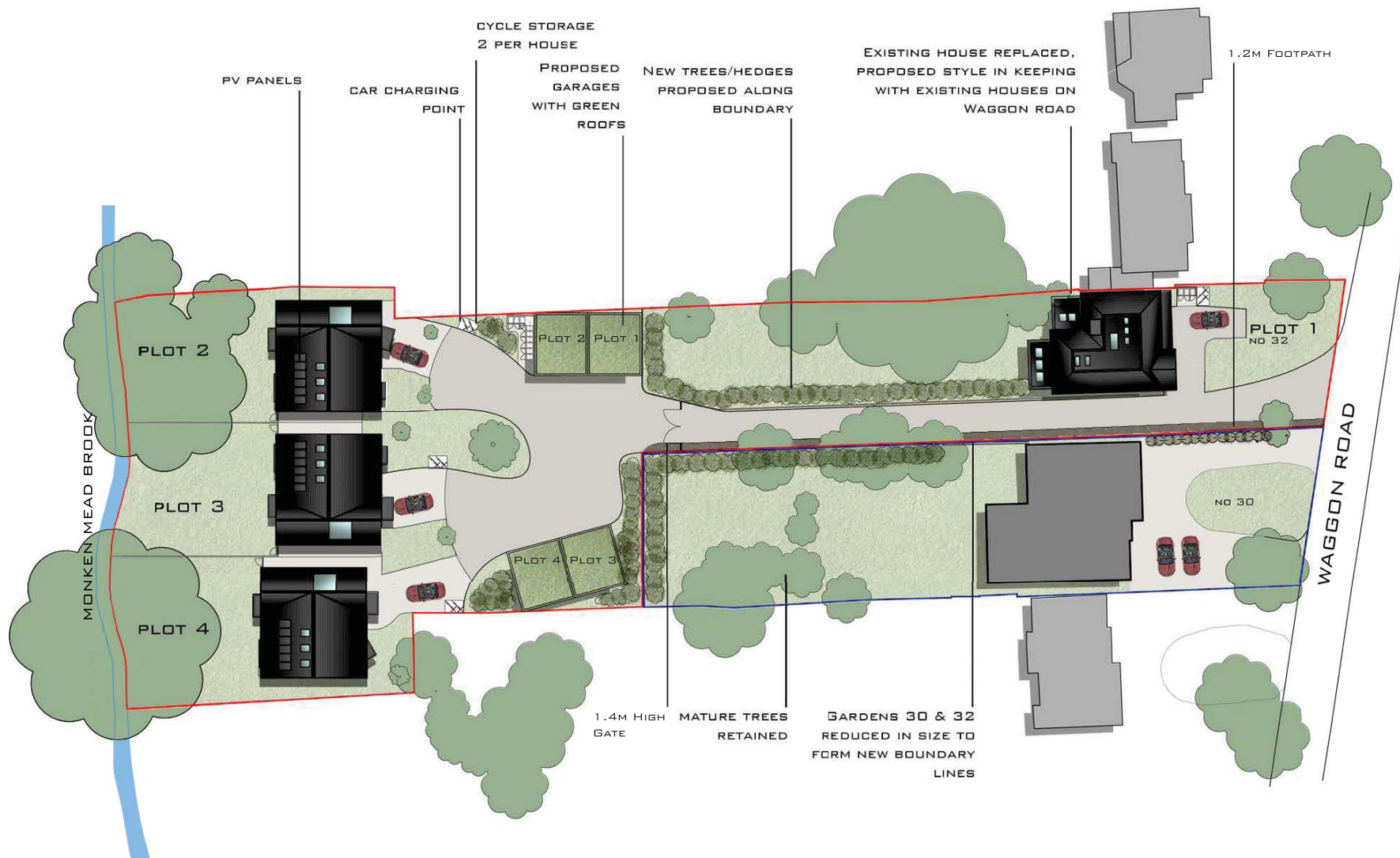
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SECTION
SCALE 1: 500



PROJECT: 30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL
PROJECT NO: 11013
DRAWING NO: 103 REV F

DRAWING: PROPOSED SITE PLAN
PROJECT ARCHITECT: AA
DRAWN: AA CHECKED: CB

DATE MAR 19
SCALE 1:500 @ A3
STATUS PLANNING

REVISIONS:

REV A	REAR PLOT SIZE'S UPDATED	30/04/18
REV B	REAR PLOT LOCATIONS UPDATED	18/06/18
REV C	PLANNER COMMENTS UPDATE	24/09/18

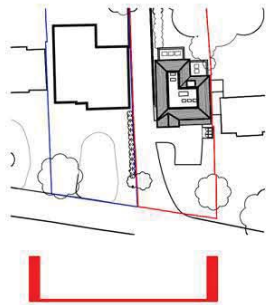
REV D	SIZE OF REAR HOUSES REDUCED	06/03/19
REV E	BOUNDARY LINE UPDATED	07/01/20
REV F	GENERAL UPDATE	08/01/20

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PREFERENCE TO SCALED DIMENSIONS.
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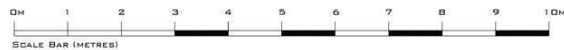
DELTA ARCHITECTS
1 BATEMANS ROW
LONDON
EC2A 3HH

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ELEVATION
SCALE 1: 100



PROJECT:		30 & 32 WAGGON ROAD, ENFIELD, EN4 0HL		DRAWING: 32 WAGGON ROAD, PROPOSED STREET ELEVATION		DATE		MAR 19		<div><div>DELTA ARCHITECTS 1 BATEMANS ROW LONDON EC2A 3HH</div></div>	
PROJECT NO:		11013		PROJECT ARCHITECT: AA		SCALE		1:100 @ A3			
DRAWING NO:		112 REV D		DRAWN: AA CHECKED: CB		STATUS		PLANNING			
REVISIONS:											
REV -	PLANNING ISSUE	13/03/18	REV C	PLANNER COMMENTS UPDATE	24/09/18	<div><p>COPYRIGHT RESERVED</p><p>ALL DIMENSIONS TO BE CHECKED ON SITE. BEFORE WORK COMMENCES.</p><p>FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. IF IN DOUBT PLEASE ASK.</p></div> <div>WWW.DELTAARCHITECTS.CO.UK</div>					
REV A	GENERAL UPDATES	30/04/18	REV D	RE-ISSUE	06/03/19						
REV B	UPDATED FROM COMMENTS	18/06/18	REV E	-	-						
						<div>T 020 7613 5702 F 020 7613 5585</div>					

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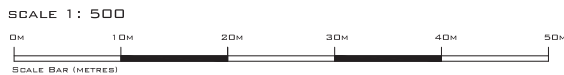


INCOMING VEHICLE PATH
(12M LONG TRUCK)

ENTERING FROM THIS SIDE
IS NOT POSSIBLE, UNLESS
THE TRUCK DRIVES AHEAD
AND REVERSES IN.



OUTGOING VEHICLE PATH
(12M LONG TRUCK)



PROJECT:	30 & 32 WAGGON ROAD, ENFIELD, EN4 DHL	DRAWING: REFUSE VEHICLE ACCESS	DATE	MAR 19
PROJECT NO:	11013	PROJECT ARCHITECT: AA	SCALE	1:500 @ A3
DRAWING NO:	119 REV A	DRAWN: AA CHECKED:	STATUS	PLANNING
REVISIONS:				
REV -	PLANNING ISSUE	13/03/18	REV D	-
REV A	REAR PLOT SIZE'S UPDATED	06/03/19	REV D	-
REV B	-	-	REV E	-

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